Our Ref: 19139

18 February 2021

Wee Hur Regent Trust
c/- AJ+C Architects
79 Myrtle Street
CHIPPENDALE NSW 2008

Attention: Ms Nataly Ernst

Dear Nataly,

RE: 90-102 REGENT ST, REDFERN WEEHURREGENT PROPOSED STUDENT ACCOMMODATION RESPONSE TO SUBMISSIONS
LOADING DOCK AND CONSTRUCTION TRAFFIC MANAGEMENT

As requested, please find herein The Transport Planning Partnership (TTPP) has reviewed the submissions to SSD 10382 (90-102 Regent Street Redfern) and provide the following responses to specific issues relating to:

- City of Sydney Submission (Item 8) - Loading Dock arrangements; and
- Iglu objection letter (13/12/20) - construction traffic management.

A response to each of these issues is provided below.

Loading Dock Arrangements

Issue: The architectural plans do not clearly illustrate the access and loading arrangements of the development. It is indicated that loading will be provided in the basement. However, a ramp access to the turntable is not shown. Additionally, the proposed driveway must be in accordance with the requirements of Sydney DCP 2012 and the relevant Australian Standard.

The location and layout of the proposed loading dock facility has been modified from the SSD design to address other issues relating to the development. The loading dock is proposed to be located on the 'Lower Ground Level' which sits at level below the site's ground level frontage to Regent Street.

The loading dock will still be accessed via a driveway at William Lane.

The level of the loading dock and associated vehicle turn table will sit at RL 24.800 which is slightly higher than the pavement levels at the site's frontage to William Lane which are RL 24.467 and RL 24.661. A short transition ramp is provided to accommodate the grade changes to from the road and footpath to the loading dock.

The grade and specifically the vehicle approach pathways will accommodate vehicle access to and from the loading dock as required by AS2890.2.

The revised vehicle swept path analysis is provided in Attachment A.

As shown by the swept path analysis, the design vehicle (SRV) will be able to satisfactorily enter and exit the site at William Lane in a forward direction.

It is noted in accordance with AS2890.2 a vehicle ground clearance test has been undertaken along the proposed entry and exit wheel paths for a SRV accessing the turntable. The ground clearance test (see Attachment A) demonstrated that the under side of a SRV as defined by AS2890.2 would not scrape on the proposed access driveway.

Thus the proposed loading dock and associated vehicle access arrangements are satisfactory for the design vehicle.

Construction Traffic Management

Issue: *The proposed location of a northern work zone area on Marian Lane as described in the "Framework Construction Traffic Management Plan" prepared by The Transport Planning Partnership Pty Ltd will cause foot traffic safety concerns for the local community where construction trucks would cross a high pedestrian area on Regent Street. There is an opportunity to relocate all work zones, loading and unloading activities during construction on the southern end of the site where safety concerns for by-passers would be mitigated.*

The Framework Construction Traffic Management Plan has been prepared as part of the SSD application to assist in identifying the potential implications of construction and options for the mitigation and management of these impacts.

It is expected that approval of the development with be conditional on the development and approval of detailed Construction Traffic Management Plan (CTMP). This CTMP would need to be prepared in consultation with the nominated building contractor, Council and stakeholders.

As detailed in the Framework CTMP, the detailed CTMP will need to consider the cumulative implications other adjacent developments.

The location of on site vehicle access driveways or on street work zones. Existing on street work zones include 80-88 Regent Street (Iglu site) which has on street work zones to Regent Street and Marian Street.

It is envisaged that any on street work zone for 90-102 Regent Street would be provided in a similar manner to that currently provided by 80-88 Regent Street, namely A class hoarding to protect pedestrians flows and traffic controllers.

Notwithstanding the above, the suggestion by Iglu to provide a work zone on Regent Street to the southern end of the site to reduce construction traffic flows in Marian Street is a sensible suggestion and shall be considered as part of the detailed construction traffic management where practical for the various stages of the site's construction.

Should you have any queries regarding the above or require further information, please do not hesitate to contact the undersigned on 8437 7800.

Yours sincerely,

Jason Rudd
Director

Attachment A

Swept Path Analysis

VEHICLE ENTERING

VEHICLE EXITING

WILLIAM LANE

INDICATIVE EXTENT OF ON-STREET PARKING

101 MAIN SWITCH ROOM

105 GAS METER

108 COMMS

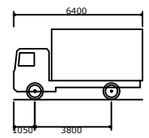
STAIR 4

SEE BASEMENT PLAN FOR SHADED AREA

SEE LEVEL 1 PLAN FOR SHADED AREA

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



SRV - Small Rigid Vehicle

Overall Length	6400mm
Overall Width	2330mm
Overall Body Height	3500mm
Min Body Ground Clearance	398mm
Track Width	2330mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7100mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JR	JR	18/02/21

ttpp transport planning

PROJECT

90-102 REGENT STREET, REDFERN

TITLE

SWEPT PATH ANALYSIS
AS2890.2 6.4m SMALL RIGID VEHICLE

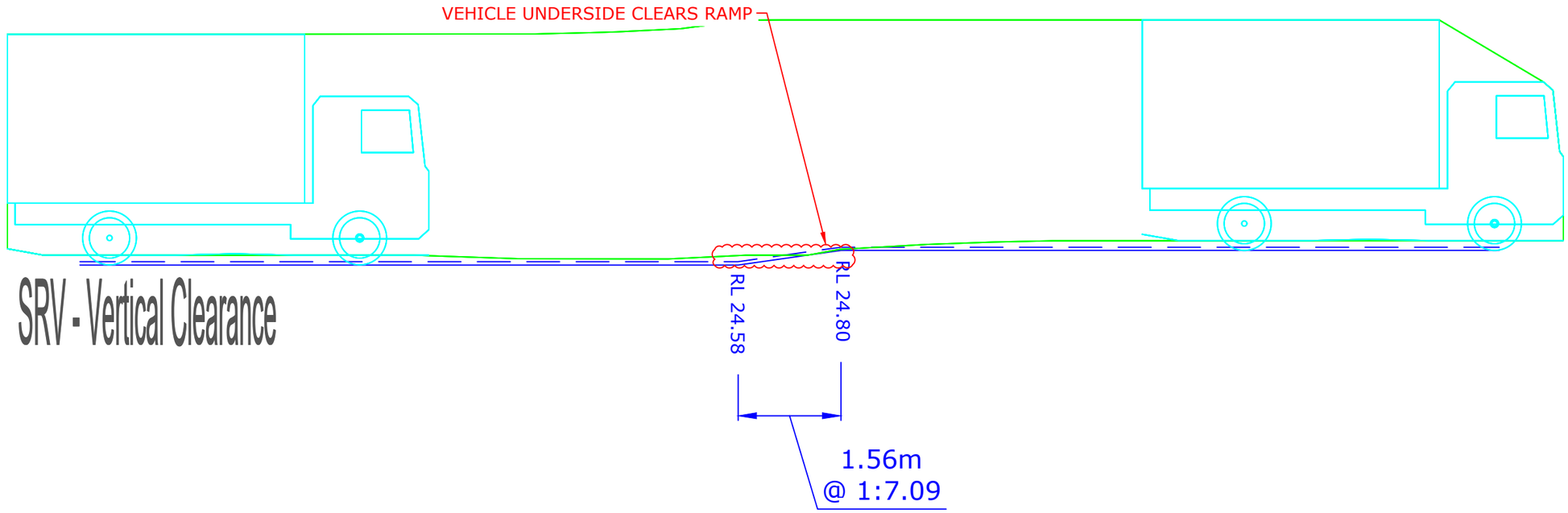
DWG No. 19139CAD011
FIGURE 1

DATE STAMP 18 FEBRUARY 2021

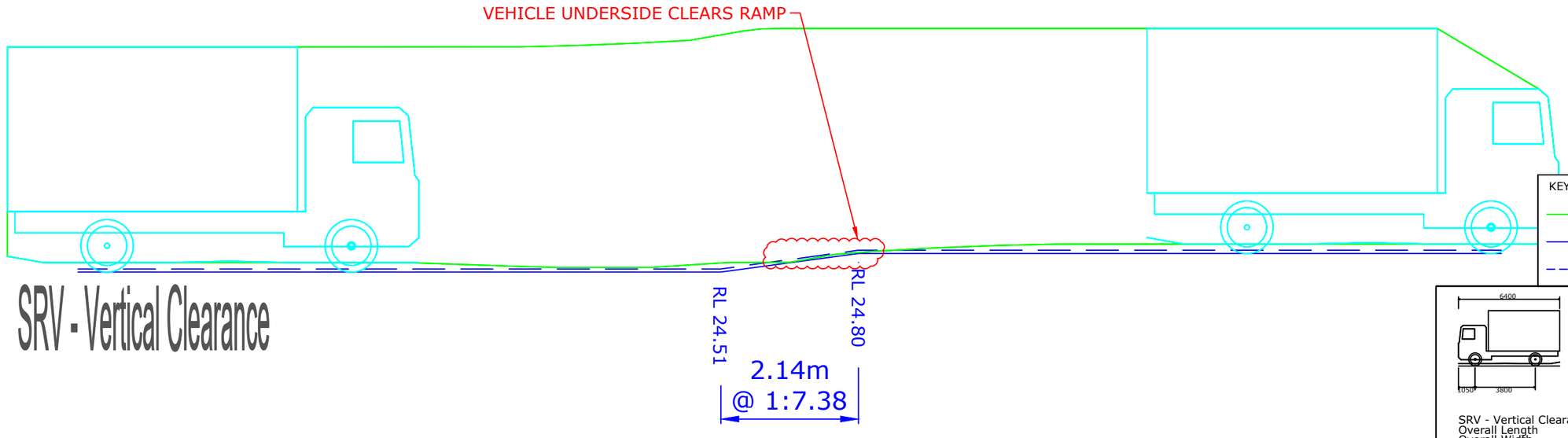
PROJECT No.	SCALE	REV.
19139	1:300 @A3	A

Filename: 19139CAD011 -210218-VERTICAL CLEARANCE.dwg
Date: 18 February 2021
By: Karl.magistrado

VEHICLE ENTERING - INNER WHEEL PATH



VEHICLE ENTERING - OUTER WHEEL PATH



KEY:

- Vertical Clearance
- Driveway / Ramp Profile
- 50mm Clearance from Surface

SRV - Vertical Clearance

Overall Length	6400mm
Overall Width	2330mm
Overall Body Height	3500mm
Min Body Ground Clearance	150mm
Track Width	2330mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7100mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	JR	JR	18/02/21

ttpp transport planning

PROJECT: 90-102 REGENT STREET, REDFERN

TITLE: GROUND CLEARANCE ASSESSMENT - VEHICLE ENTERING
AS2890.2 6.4m SMALL RIGID VEHICLE

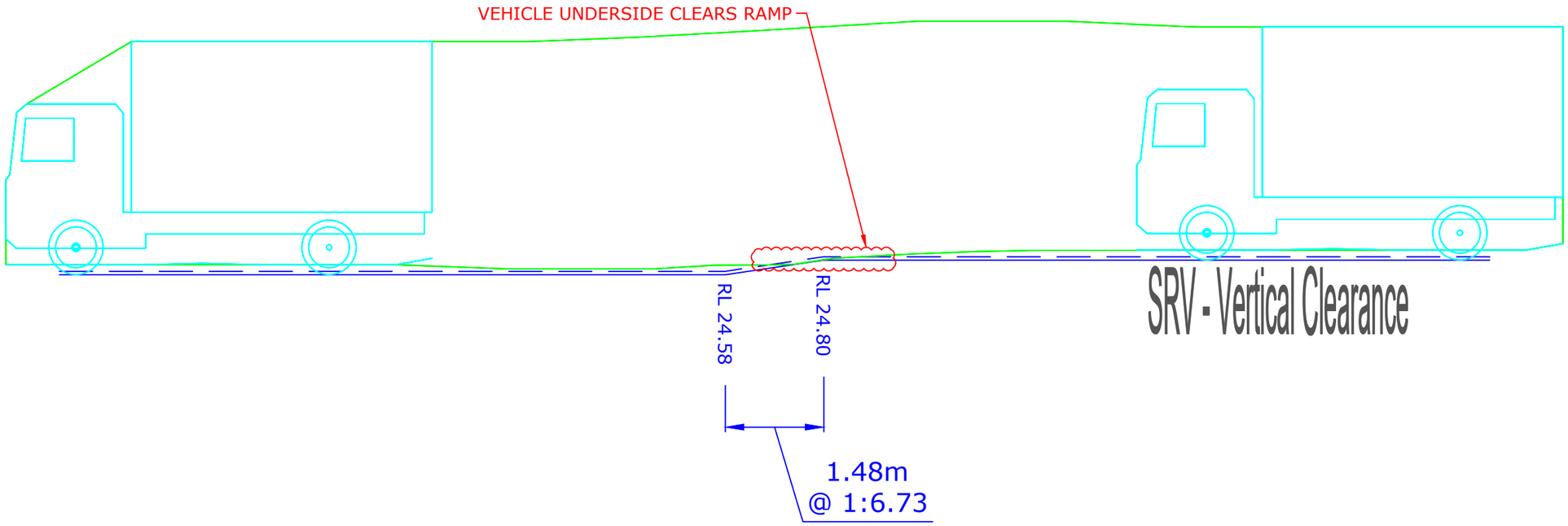
DWG No. 19139CAD011
FIGURE 2

DATE STAMP 18 FEBRUARY 2021

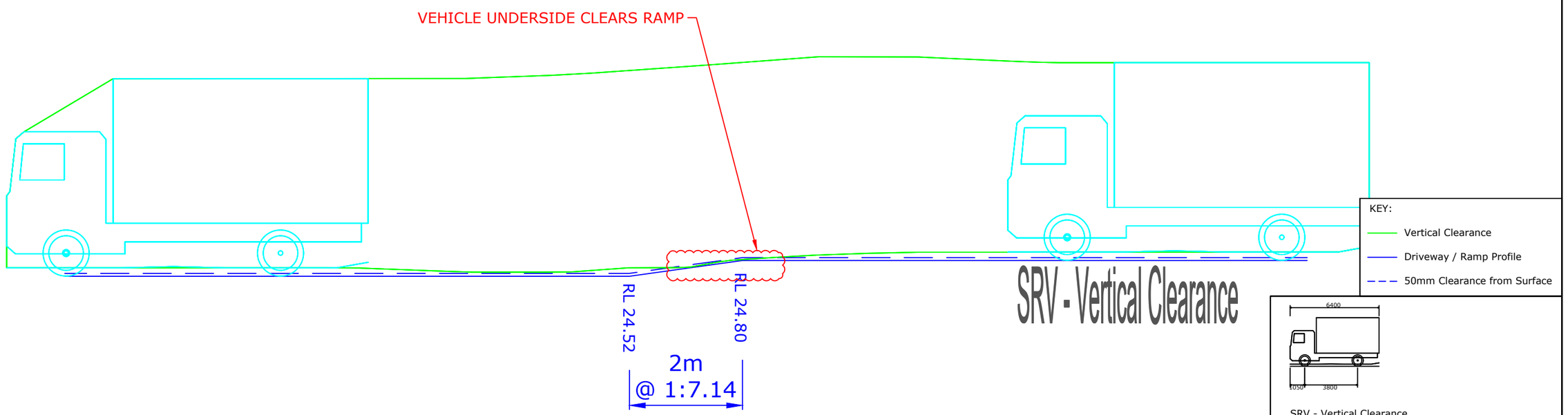
PROJECT No.	SCALE	REV.
19139	1:75 @A3	A

Filename: 19139CAD011-210218-VERTICAL CLEARANCE.dwg Date: 18 February 2021 By: Karl.maxstrado

VEHICLE EXITING - INNER WHEEL PATH



VEHICLE EXITING - OUTER WHEEL PATH



SRV - Vertical Clearance

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PROJECT: 90-102 REGENT STREET, REDFERN

TITLE: GROUND CLEARANCE ASSESSMENT - VEHICLE EXITING
AS2890.2 6.4m SMALL RIGID VEHICLE

DWG No. 19139CAD011
FIGURE 3

DATE STAMP 18 FEBRUARY 2021

PROJECT No.	SCALE	REV.
19139	1:75 @A3	A

Filename: 19139CAD011-210218-VERTICAL CLEARANCE.dwg Date: 18 February 2021 By: Karl.magistrado