



Reference: 18.367r01v06

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24 January 2019

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Yuhu Sydney One Pty Ltd
Level 15, 201 Miller Street
NORTH SYDNEY NSW 2060

Attention: Mr. Tianyao Ma, Construction Manager

Re: One Circular Quay, Sydney – D/2016/1529
Traffic Impact Statement for a Section 4.55 Application

Dear Tianyao,

We refer to the subject development at 1 Alfred Street, Sydney and confirm that TRAFFIX has been commissioned by Yuhu Sydney One Pty Ltd to prepare a Traffic Statement in support of a Section 4.55 (S4.55) Application.

The information in this statement is supplementary to and should be read in conjunction with ARUP Traffic and Transport Assessment regarding the proposed mixed use development (dated: 13 February 2017, Reference: 247747 Revision B) and Development Application Notice of Determination (Development Consent No. D/2016/1529).

TRAFFIX has reviewed the architectural drawings prepared by Crone Architects and Kerry Hill Architecture and now advises as follows.

Approved Development

The approved development consists of two mixed-use towers that accommodate the following:

Tower A

- 190 residential apartments, consisting of:
 - 3 x studio apartments;
 - 26 x one bedroom apartments;
 - 74 x two bedroom apartments;
 - 87 x three bedroom apartments; and,
- Retail premises on the Ground Floor with a combined Gross Floor Area (GFA) of 421m².

Tower B

- A hotel tower with 182 hotel rooms;
- Retail premises on the Ground Floor with a combined GFA of 336m²; and,
- 6 basement levels containing a loading dock with 5 loading bays and five levels of basement car parking with 195 car parking spaces. In addition, bicycle and motorcycle parking is also provided within the basement.



2 Proposed Development under S4.55 Application

In summary, approval is now sought to construct two mixed-use towers that accommodate the following:

Tower A

- 165 residential apartments (change of -25 apartments from the approved), consisting of:
 - 0 x studio apartments (-3);
 - 7 x one bedroom apartments (-19);
 - 32 x two bedroom apartments (-42);
 - 126 x three bedroom apartments (+39); and,
- Retail premises on the Lower Ground and Ground Floors with a combined GFA of 193m² (-228m²).

Tower B

- A hotel tower with 220 hotel rooms (+38);
- Retail premises on the Ground Floor with a combined GFA of 397m² (+61m²); and,
- 6 basement levels containing a loading dock with 4 loading bays (-1) and five levels of basement car parking with 182 car parking spaces (-13). In addition, bicycle and motorcycle parking is also provided within the basement.

The parking requirements and traffic impact arising from this development are discussed below. Reference should also be made to the architectural drawings submitted separately to Council, for which plans for ground and basement levels have been presented at reduced scale in **Attachment 1**.

2 Parking Requirements

Car Parking

The maximum car parking requirements for the development has been assessed under the Sydney Local Environment Plan (LEP) 2012. In addition, the car share minimum requirement specified in Section 3.11.2 of the Sydney Development Control Plan 2012 has also been assessed. **Table 1** shows the rates, requirements and proposed parking provision.



Table 1: DCP Maximum Car Parking Rates and Provision

Use	Rate	Proposed Yield	Maximum Requirement*	Provision
Residential				
Studios	0.1 spaces per dwelling	0	0	152
1 bedroom	0.3 spaces per dwelling	7	3	
2 bedrooms	0.7 spaces per dwelling	32	23	
3+ bedrooms	1 space per dwelling	126	126	
Sub-total			152	152
Car share	1 per 50 car spaces	152	minimum 3	3
Hotel and Retail				
Up to 100 rooms	1 space per 4 rooms	100	25	26
Above 100 rooms	1 space per 5rooms	120	24	
Retail (Tower A and B)	$M=(G \times A) \div (50 \times T)$	590m ²	1	
Sub-total			50	26
Car share	1 per 30 car spaces	26	minimum 1	1
Total (excluding car share)		-	202	178
Total (including car share)		-	-	182

Note: M (Maximum number of spaces)

A (Site Area) = 4,040m²

T (Total GFA of buildings on site) = 55,600m²

G (Gross Floor Area of retail) = 586m²

* Maximum parking requirements rounded up to nearest whole number

It can be seen from **Table 1** that the proposed development is required to provide a maximum of 152 car parking spaces for the residential component and a maximum of 50 spaces for the hotel and retail components of the development. In response, the development proposes 152 car parking spaces for the residential component and 26 car parking spaces for the hotel and retail components. Therefore, the development which meets Councils maximum requirements.

In addition to the above, the development also requires a minimum of four (4) car share spaces. In response, the development proposes 4 car share spaces which are provided in Basement 2.

It should be noted that the revised development proposes to increase the number of hotel rooms by 38 to a total of 220 rooms. The parking provision for hotel use has decreased by 18 to 25 car parking spaces. It has been advised by the client that the target market of the hotel will mean majority of guests will likely be dropped off on arrival by taxi or chauffer service and not require parking, thereby reducing the required parking provision. The parking will be valet only which the hotel would be able the manage parking demand at the time of booking by requesting guests to book a valet car space along with their room. Therefore, the hotel car parking provision is considered to be an acceptable arrangement.

In summary, the development complies with the Sydney LEP and Council's DCP car parking requirements.

Residential Accessible Parking

Council's DCP specifies that each adaptable apartment is to be provided with an accessible car parking space. The development proposes 25 adaptable apartments which requires a minimum of 25 accessible car parking spaces. In response, 25 accessible spaces are provided for the



adaptable apartments which meets Council's requirements. The DCP also requires an accessible car parking space for every 20 visitor parking spaces. It is noted that no visitor parking is provided therefore no accessible visitor parking is required. The development complies with the requirement for accessible residential parking.

Hotel and Retail Accessible Parking

Council's DCP does not require accessible parking for the hotel as all parking will be provided by a valet service. As the retail parking is for staff only, no accessible parking spaces are required as it is not available to the public. In response, the development proposes three (3) accessible parking spaces for hotel / retail which is superior to the Council's requirement.

Bicycle Parking

Section 3.11.3 of the DCP requires bicycle parking to be provided at rates specified in **Table 2**.

Table 2: DCP Bicycle Parking Rates and Provision

Type	No / GFA	Minimum Parking Rate	Minimum Spaces Required¹	Spaces Provided
Residential Accommodation				
Residents	165	1 space per dwelling	165	165
Visitors		1 space per 10 dwellings	17	17
Hotel and Retail Staff				
Hotel Staff	200	1 space per 4 staff	50	66
Retail Staff	590m²	1 space per 250m² GFA*	3	
Hotel Guests	220	1 space per 20 rooms	11	
Retail Visitors				
Retail Visitors	586m²	2 plus 1 per 100m²over 100m² GFA	7	7
Total			253	255

¹ Parking spaces to be rounded up to the nearest whole number in accordance with the DCP.

The development requires a total of 253 bicycle parking spaces of which 165 are for residents, 17 spaces for residential visitors, 64 spaces for staff (hotel and retail) and hotel guests, and 7 spaces for retail visitors. In response, the development proposes a provision of 255 bicycle parking spaces of which 165 are for residents, 17 are spaces for residential visitors, 66 spaces for all staff and hotel guests, and 7 spaces for retail visitors. Therefore, the development complies with the requirements of Council's DCP.

In addition to the above, Council's DCP also requires end of trip facilities for non-residential uses, such as staff. The DCP requires a locker for each staff bicycle parking space and two showers for the first 20 bicycle parking spaces and two (2) additional showers for each additional 20 bicycle parking spaces or part thereof. Therefore, the development is required to provide 52 bicycle lockers and six (6) shower and change facilities. In response, the development provides 52 bicycle lockers and six (6) shower and change facilities thereby meeting the requirements of Council's DCP.



Motorcycle Parking

Schedule 7.8.4 of the Sydney DCP requires motorcycle parking space to be provided at a minimum rate of one space for every 12 car parking spaces provided. Therefore, with 182 car parking spaces, the development is required to provide 15 motorcycle parking spaces. In response, the development provides 20 motorcycle parking spaces within the basement which complies with the requirement of the DCP.

Servicing

The approved development provided five (5) loading bays for the development of which four (4) bays accommodated an 8.8m long medium rigid vehicle (MRV) and one bay accommodated Council's 9.25m long Waste Collection Vehicle (WCV). The revised scheme now proposes four loading bays in the following configuration:

- Two (2) loading bays which accommodate a 6.4m long small rigid vehicle (SRV);
- One (1) exclusive hotel loading bay which accommodates an 8.8m long MRV; and
- One (1) loading bay which accommodates Council's WCV.

The above scheme is to be managed by Dock Manager and a Loading Dock Management Plan (LDMP) is to be prepared at a later stage, which the Dock Manager is to implement and by which all users are to abide. The LDMP will set out the schedule of regular deliveries, the process for occupants of the site to organise occasional deliveries / servicing and the process for drivers to enter and exit the site. This will ensure that the loading dock will operate efficiently with the reduced number of loading bays. Therefore, the above servicing provision is considered acceptable.

Traffic Impacts

The previous traffic generation rates from the approved Stage 2 development application are considered appropriate for this S4.55 application.

Residential Traffic Generation

The traffic generation rate for the residential component was based on 0.10 vehicle trips per apartment. The development now proposes a reduction of 25 apartments which results in a traffic generation change of:

- -3 vehicle trips per hour during the AM peak (-1 in and -2 out); and,
- -3 vehicle trips per hour during the AM peak (-2 in and -1 out).

Hotel Traffic Generation

The traffic generation rate for the hotel component was based on two (2) vehicle trips per hour for every 10 hotel rooms. Therefore, the traffic generation for the additional 38 hotel rooms is as follows:

- 8 vehicle trips per hour during the AM and PM peak periods (4 in, 4 out).

Retail Traffic Generation

The proposed retail component of the development has reduced in GFA from the approved. As a conservative assessment, no reduction in traffic generation has been considered.

Service Traffic Generation



The proposed changes to the loading dock reduce the number of available loading bays. Therefore, the traffic generation of the loading dock is expected to be less than the approved development. However, the approved servicing traffic generation is assumed to be the same for the proposed development as a conservative assumption.

Combined Traffic Generation Change

Having regard to the trip generation rates for the above uses, the change in traffic generation for the proposed modifications to the approved development are as follows:

- 5 vehicle trips per hour during the AM peak period (3 in and 2 out); and
- 5 vehicle trips per hour during the PM peak period (2 in and 3 out).

The anticipated net increase in traffic generation equates to one vehicle trip per every 12 minutes, on average, during these periods. Accordingly, the increases in traffic volumes at the intersections in the vicinity of the site are expected to be marginal, and in any case, well within typical fluctuations in background traffic volumes. As a result, no external road improvements are considered to be required to support the proposed development from a capacity or an amenity perspective. Therefore, the traffic impacts are supportable on traffic planning grounds.

Vehicular Access and Internal Design

Vehicular Access

The development proposes to reduce the total number of parking and servicing spaces from 200 for the approved development to 185 for the proposed development. Therefore, the approved vehicular access does not require any further analysis and is considered adequate for the proposed development.

The only modification proposed for the vehicular access is the provision of a boom gate and intercom at the entry to restrict vehicular access. The development now provides 3.3m wide aisles on either side of a 600mm wide median with 300mm wide kerbs along the walls. The minimum requirement under AS2890.2 2002 is a minimum width of 3.5m for single lane aisles. However, the reduced width is considered appropriate as large vehicles, such as the MRV or WCV will be only occasional and outside of peak periods. Swept path analysis of the proposed access arrangement is provided in **Attachment 2**.

Parking Modules

- All residential parking spaces meet the requirements for a Class 1A user under AS2890.1. In this regard the design includes the provision of a minimum space length of 5.4m a minimum width of 2.4m and a minimum aisle width of 5.8m.
- All hotel and car share parking spaces meet the requirements for a Class 2 user under AS2890.1. In this regard the design includes the provision of a minimum space length of 5.4m a minimum width of 2.5m and a minimum aisle width of 5.8m.
- All spaces located adjacent to obstructions of greater than 150mm in height are provided with an additional width of 300mm.
- The dead-end aisle on Basement 2 is provided with a turning bay and 1.0m aisle extension in accordance with Figure 2.3 of AS2890.1.
- All accessible parking spaces are designed in accordance with AS2890.6. Spaces are provided with a clear width of 2.4m and located adjacent to a minimum shared area of 2.4m.



Ramps

- All ramps accessing the basement car park have a maximum gradient of 23% (1 in 4.7) with transitions of 12.5% (1 in 8). These provisions satisfy the requirements of AS 2890.1 (2004) for the car park;

Clear Head Heights

- A minimum clear head height of 2.2m is provided for all areas within the basement car park as required by AS2890.1.
- A clear head height of 2.5m is provided above all disabled spaces as required by AS2890.6.

Service Area Design

- The internal design assessment of the service area has been undertaken in accordance with the requirements of AS2890.2 for the maximum length vehicle permissible in each loading bay. A swept path analysis has been undertaken as permissible under AS2890.2 and confirms the internal design. The swept path assessment is included in **Attachment 2**.
- A minimum clear head height of 3.8m is provided within the service area.
- No change to the grades for the vehicular ramp from ground floor to basement 1 (which services the loading dock). Therefore, considered acceptable.
- A minimum bay width of 3.5m is provided for all service bays.

Other Considerations

- All columns are located outside of the parking space design envelope shown in Figure 5.2 of AS 2890.1 (2004).
- Appropriate visual splays are provided in accordance with the requirements of Figure 3.3 of AS2890.1 the vehicular access.
- The internal design complies provides a maximum grade of 1:20 (5%) at the vehicle control point (boom gate).
- A swept path analysis of all critical movements has been undertaken to confirm geometry and compliance with the relevant standards. The swept path assessment is included in **Attachment 2**.

In summary, the internal configuration of the basement car park and loading areas have been designed in accordance with the both AS2890.1, AS2890.2 and AS2890.6. It is however envisaged that a condition of consent would be imposed requiring compliance with these standards and as such any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

Summary

In summary, the proposed car parking changes meet the requirements of Council's LEP and DCP while traffic increases due to the changes to the development are minimal. The development application is therefore supported on traffic planning grounds.



We trust the above is of assistance and please contact the undersigned should you have any queries or require any further information.

Yours faithfully,

Traffix

Vince Doan
Executive Engineer

Encl: *Attachment 1 – Architectural Plans (Reduced Scale)*
 Attachment 2 – Swept Path Analysis



Attachment 1

Architectural Plans

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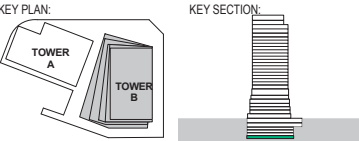
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PROJECT:
ONE CIRCULAR QUAY, TOWER B
1 Alfred Street Sydney NSW 2000

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- EARTH
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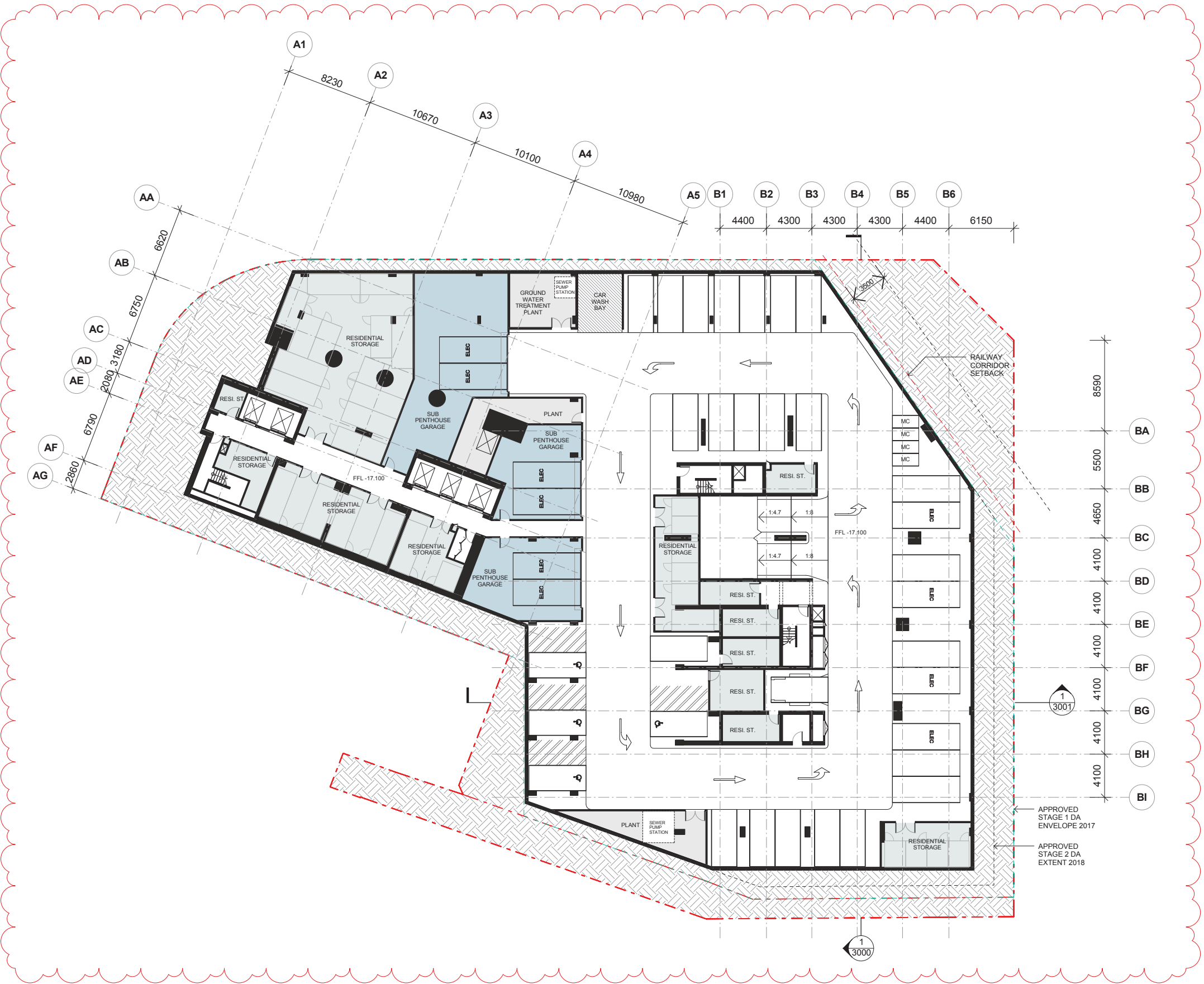
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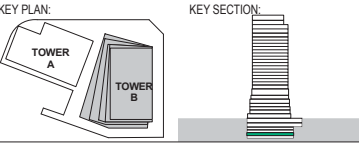


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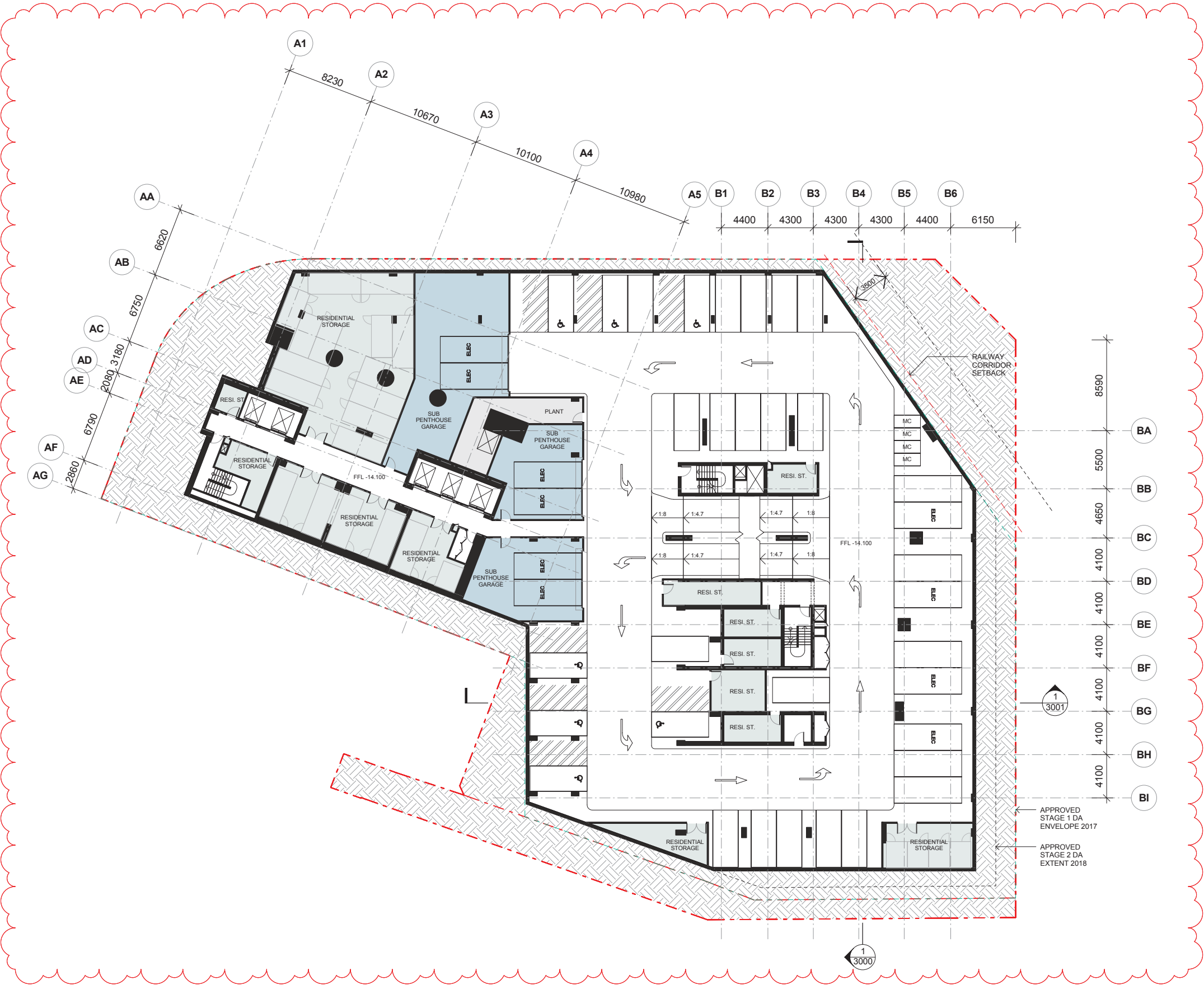
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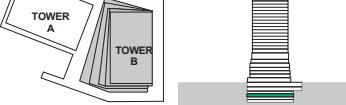
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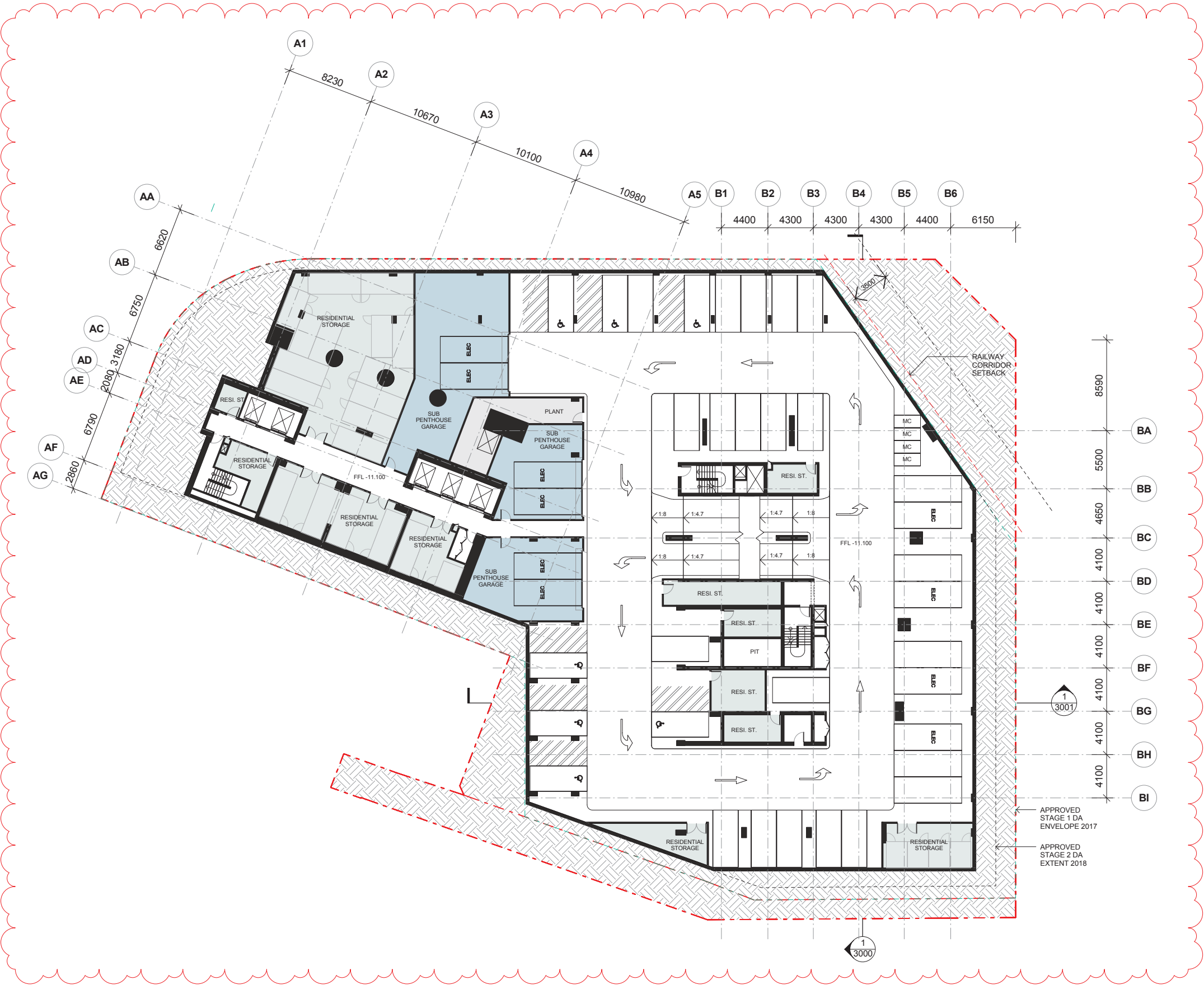
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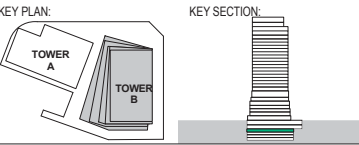
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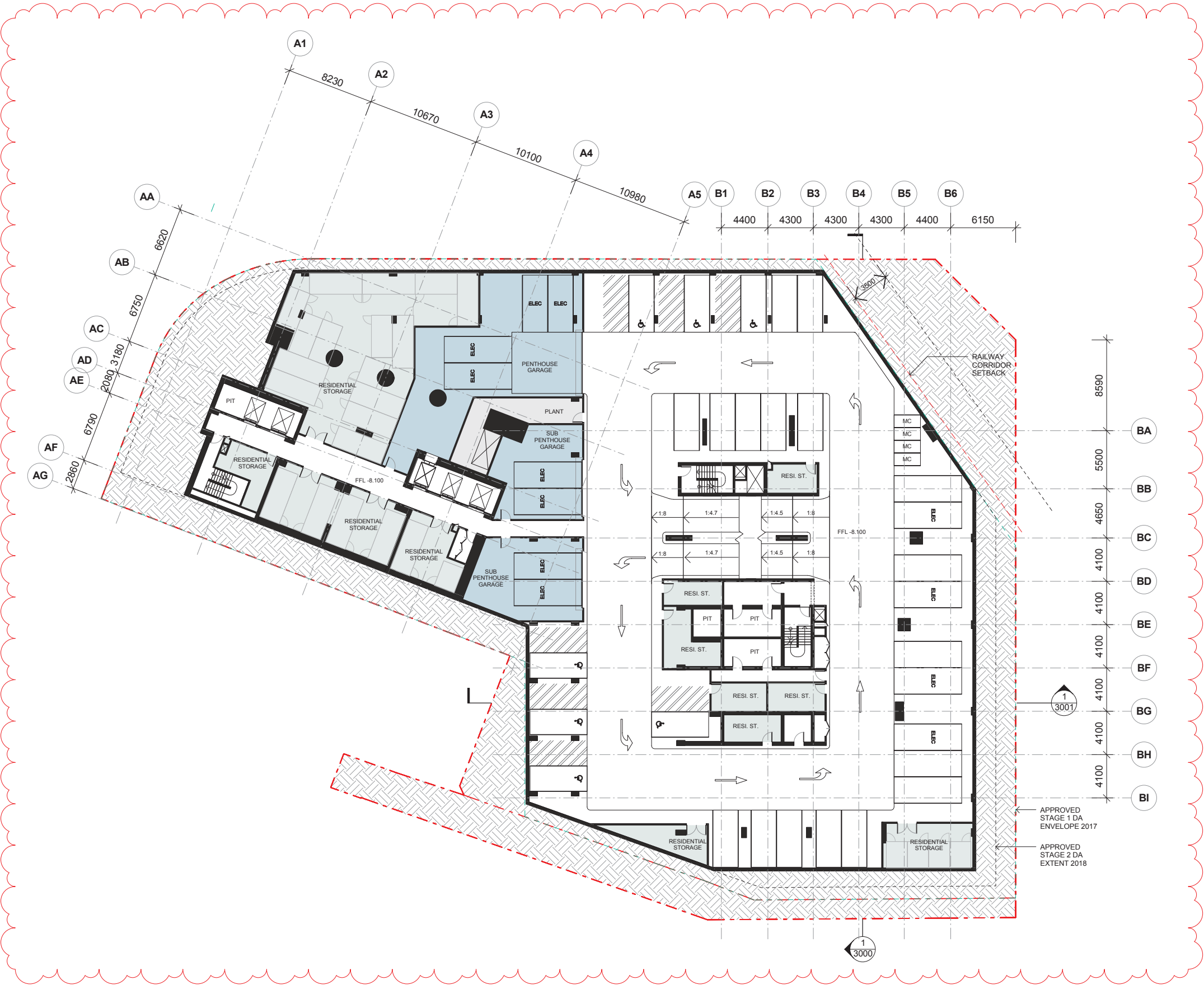
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E	14.11.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
D	18.10.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
C	25.09.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
B	10.03.2017	REVISED FOR STAGE 2 DEVELOPMENT APPLICATION	SH
A	28.10.2016	ISSUED FOR STAGE 2 DEVELOPMENT APPLICATION	SH
7	20.10.2016	DRAFT FOR DA SUBMISSION	SH
6	12.10.2016	ISSUED FOR INFORMATION	SH
5	05.10.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
4	30.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
3	20.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
2	12.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
1	06.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH

DRAWING TITLE:			
BASEMENT 3 - RESIDENTIAL			
DATE:	SCALE:	DRAWING No:	REV:
18.01.2019	As indicated @A1		
DRAWN BY:	PROJECT NO:	1003	G
SS. SMS. VS. XM	CA3845		

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02 8245 0000

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02 8233 9900

STRUCTURAL ENGINEER
ROBERT BIRD GROUP
9-13 CASTLEMEAD ST, SYDNEY, NSW 2000
02 9446 3200

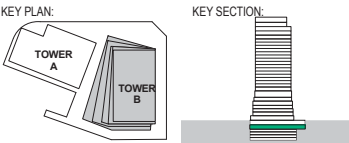
MECHANICAL / ELECTRICAL ENGINEER
WOOD & GRIEVE ENGINEERS
L6, BLDG 8, 207 PACIFIC HWY, ST LEONARDS, NSW 2055
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02 8270 3500

LANDSCAPE
MCGREGOR COXALL
21C WHISTLER ST, MANLY, NSW 2000
02 9188 7500



PROJECT:

ONE CIRCULAR QUAY, TOWER B

1 Alfred Street Sydney NSW 2000

- PROPERTY LINE BOUNDARY
- APPROVED S1DA ENVELOPE (2017)
- APPROVED S2DA EXTENT (2018)
- EARTH
- LANDSCAPE
- HARDSCAPE
- LOUVRED TERRACE ZONE
- SERVICE EXHAUST / INTAKE
- FLOOD GATE RL 3950

H	18.01.2019	ISSUED FOR SECTION 4.55 APPLICATION	SH
G	30.11.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
F	14.11.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
E	18.10.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
D	25.09.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
C	15.12.2017	SECTION 96 APPLICATION	SH
B	10.03.2017	REVISED FOR STAGE 2 DEVELOPMENT APPLICATION	SH
A	28.10.2016	ISSUED FOR STAGE 2 DEVELOPMENT APPLICATION	SH
7	20.10.2016	DRAFT FOR DA SUBMISSION	SH
6	12.10.2016	ISSUED FOR INFORMATION	SH
5	05.10.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
4	30.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
3	20.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
2	12.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
1	06.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
ISSUE	DATE	REVISION	BY

DRAWING TITLE:

BASEMENT 2 - HOTEL BOH & RESIDENTIAL DROP OFF

DATE:	SCALE:	DRAWING No:	REV:
18.01.2019	1:200 @ A1		
DRAWN BY:	PROJECT NO:	1004	H
SS. SMS. VS. XM	CA3845		

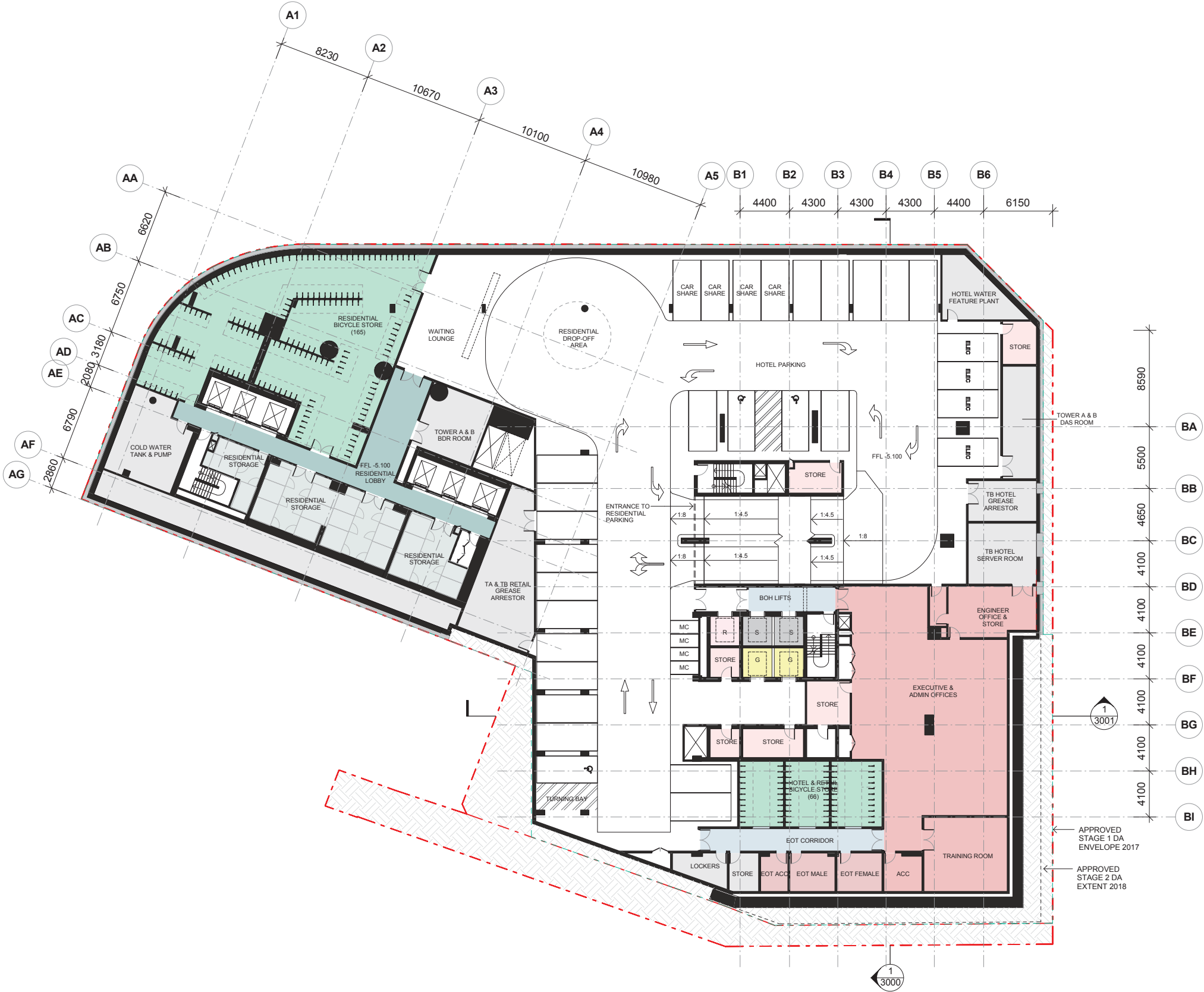
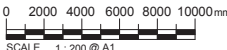
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NORTH



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02 8233 9900

STRUCTURAL ENGINEER
ROBERT BIRD GROUP
9-13 CASTLEMEAD ST, SYDNEY, NSW 2000
02 8446 3200

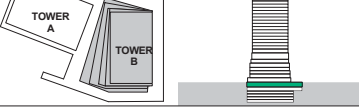
MECHANICAL / ELECTRICAL ENGINEER
WOOD & GRIEVE ENGINEERS
L6, 8/100 & 207 PACIFIC HWY, ST LEONARDS, NSW 2065
02 8484 7000

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LANDSCAPE
MCGREGOR COXALL
21C WHISTLER ST, MANLY, NSW 2000
02 9188 7500



PROJECT:
ONE CIRCULAR QUAY, TOWER B
1 Alfred Street Sydney NSW 2000

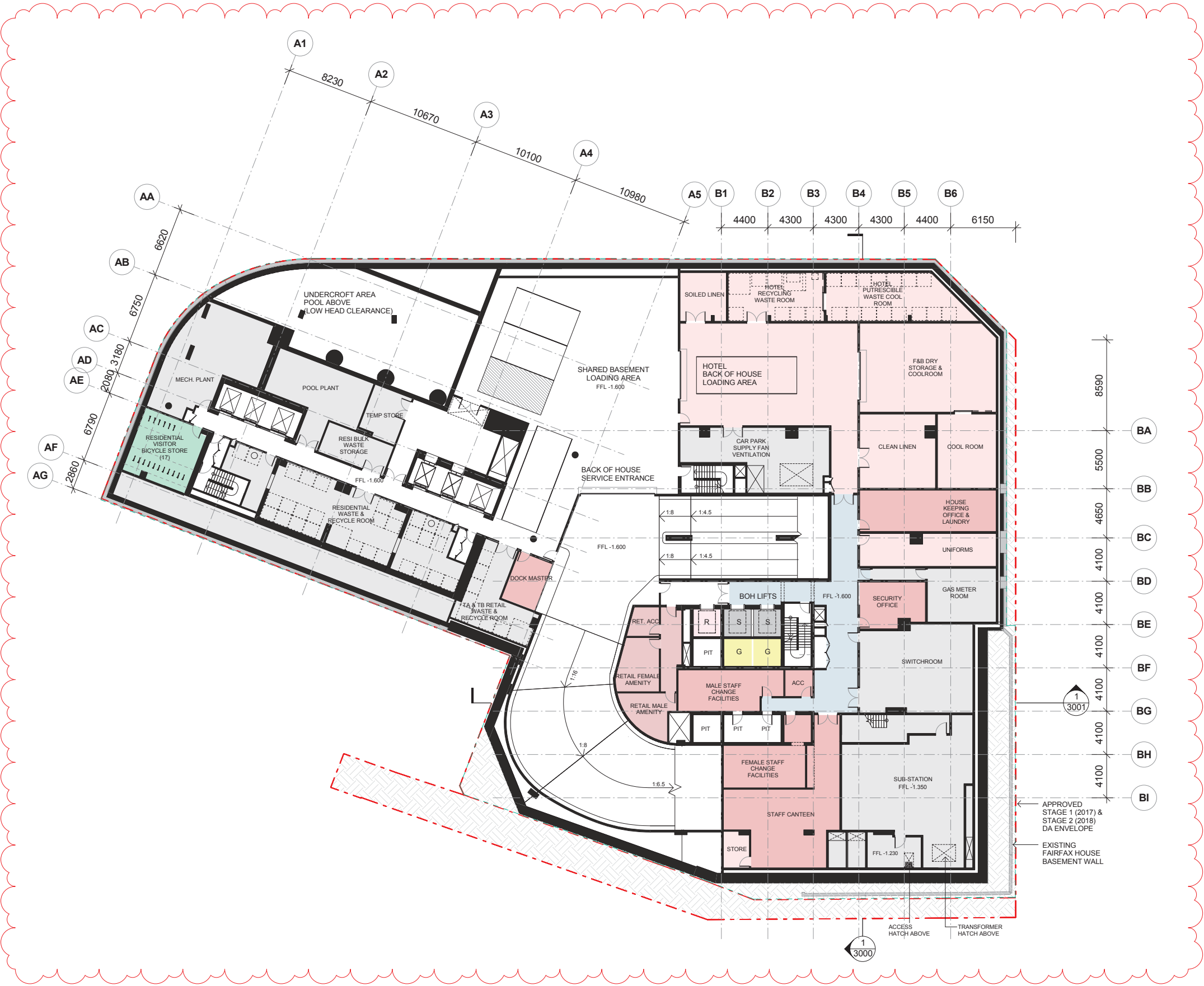
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- APPROVED SIDA ENVELOPE (2017)
- APPROVED SIDA EXTENT (2018)
- EARTH
- LANDSCAPE
- HARDSCAPE
- LOUVRED TERRACE ZONE
- SERVICE EXHAUST / INTAKE
- FLOOD GATE RL 3950

H	18.01.2019	ISSUED FOR SECTION 4.55 APPLICATION	SH
G	30.11.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
F	14.11.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
E	18.10.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
D	25.09.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
C	15.12.2017	SECTION 96 APPLICATION	SH
B	10.03.2017	REVISED FOR STAGE 2 DEVELOPMENT APPLICATION	SH
A	28.10.2016	ISSUED FOR STAGE 2 DEVELOPMENT APPLICATION	SH
7	20.10.2016	DRAFT FOR DA SUBMISSION	SH
6	12.10.2016	ISSUED FOR INFORMATION	SH
5	05.10.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
4	30.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
3	20.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
2	12.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
1	06.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
ISSUE	DATE	REVISION	BY

DRAWING TITLE:
BASEMENT 1 - LOADING & BOH
DATE: 18.01.2019 SCALE: 1:200 @ A1 DRAWING No: 1005 REV: H
DRAWN BY: SS.SMS.VS.XM PROJECT NO: CA3845

S4.55 ISSUE

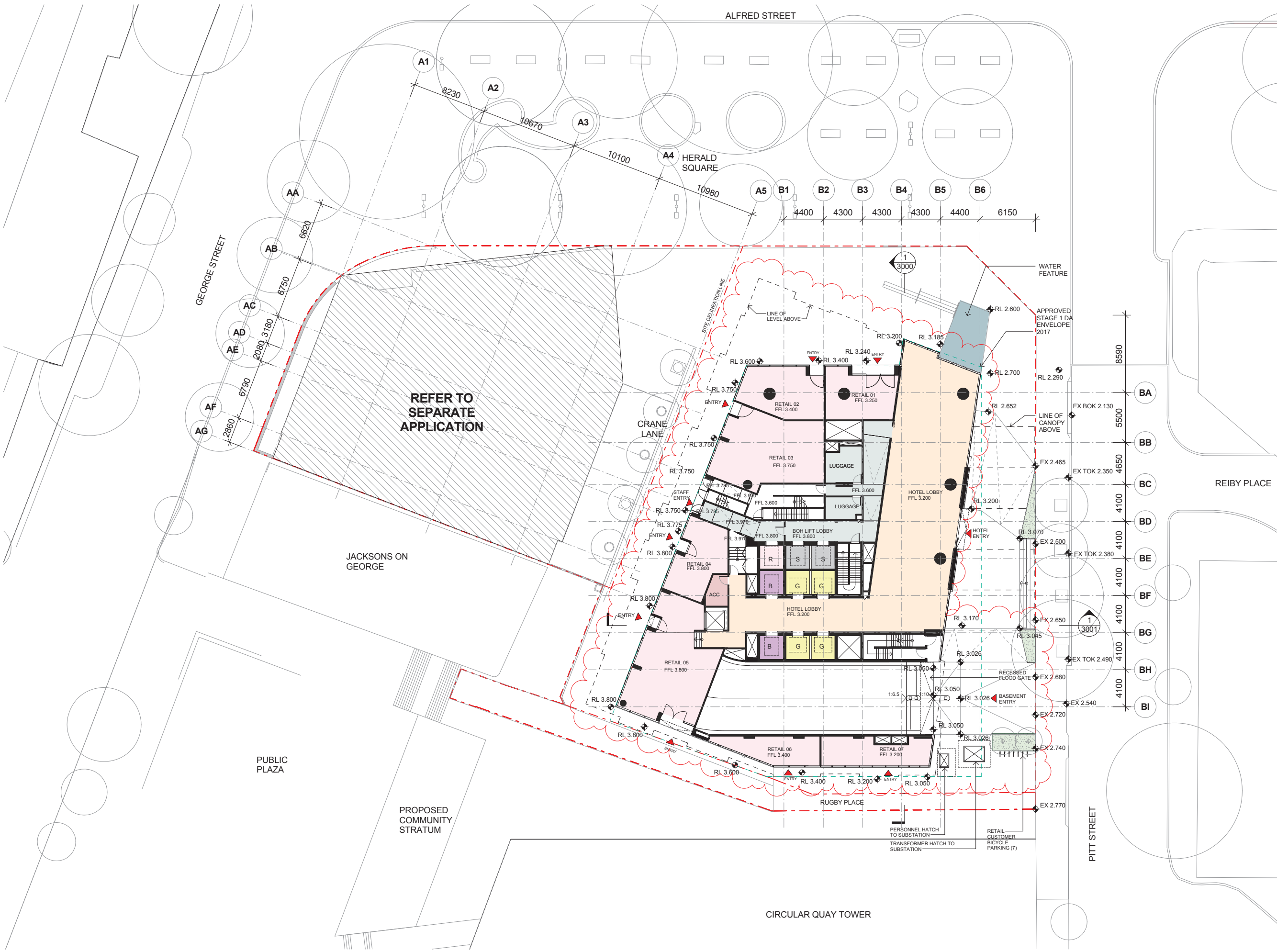
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SCALE 1:200 @ A1

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16/01/2019 4:25:47 PM

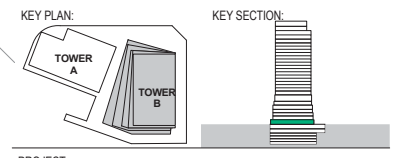


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Ph: +61 2 8295 5300 Fax: +61 2 8295 5301 ABN: 80 095 989 272
Nominated Architect Greg Crone - NSW Reg. No. 3929

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- LANDSCAPE**
MCGREGOR COXALL
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PROJECT:

ONE CIRCULAR QUAY, TOWER B

1 Alfred Street Sydney NSW 2000

- PROPERTY LINE BOUNDARY
- APPROVED SIDA ENVELOPE (2017)
- APPROVED S2DA EXTENT (2018)
- EARTH
- LANDSCAPE
- HARDSCAPE
- LOUVRED TERRACE ZONE
- SERVICE EXHAUST / INTAKE
- FLOOD GATE RL 3950

J	18.01.2019	ISSUED FOR SECTION 4.55 APPLICATION	SH
I	30.11.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
H	26.11.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
G	14.11.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
F	18.10.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
E	25.09.2018	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
D	15.12.2017	SECTION 96 APPLICATION	SH
C	16.03.2017	REVISED FOR STAGE 2 DEVELOPMENT APPLICATION	SH
B	10.03.2017	REVISED FOR STAGE 2 DEVELOPMENT APPLICATION	SH
A	28.10.2016	ISSUED FOR STAGE 2 DEVELOPMENT APPLICATION	SH
7	20.10.2016	DRAFT FOR DA SUBMISSION	SH
6	12.10.2016	ISSUED FOR INFORMATION	SH
5	05.10.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
4	30.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
3	20.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
2	12.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH
1	06.09.2016	ISSUED FOR INFORMATION AND COORDINATION ONLY	SH

DRAWING TITLE:

GROUND - LOBBY HOTEL & RETAIL

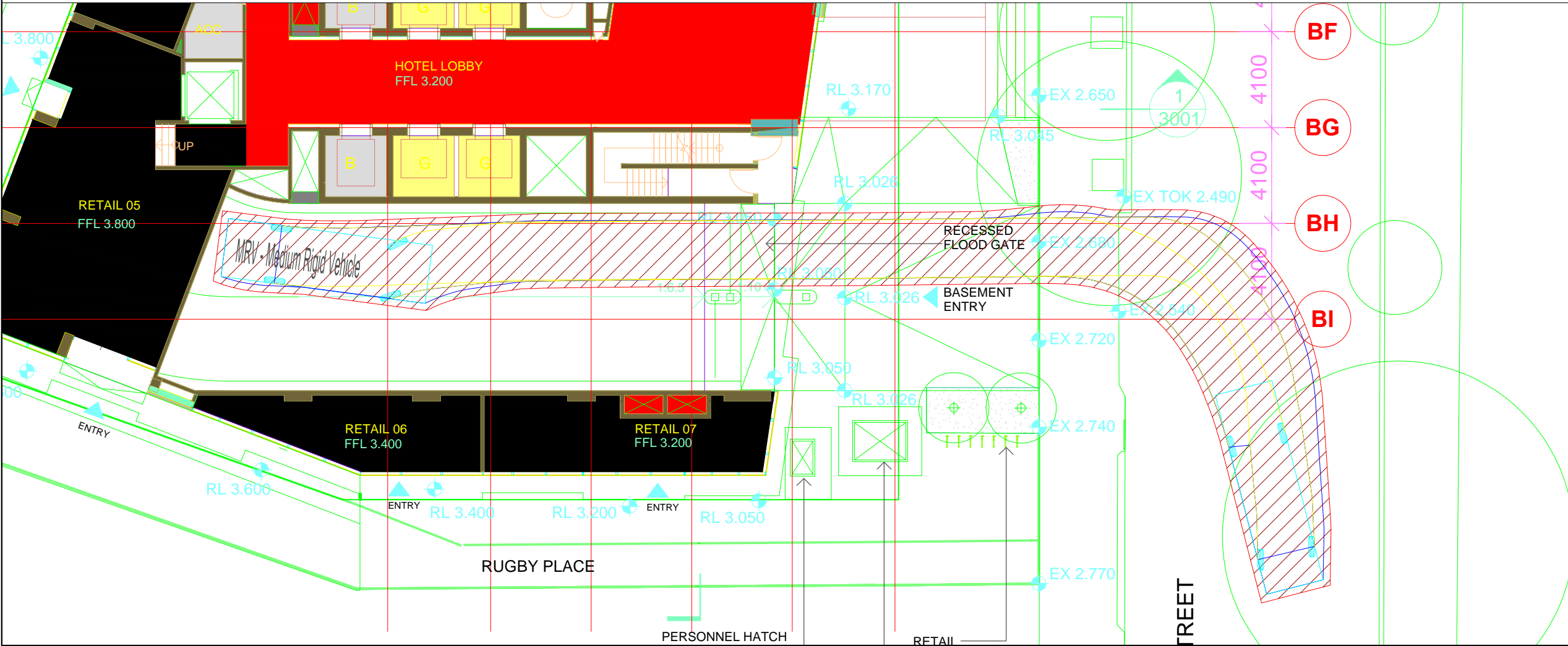
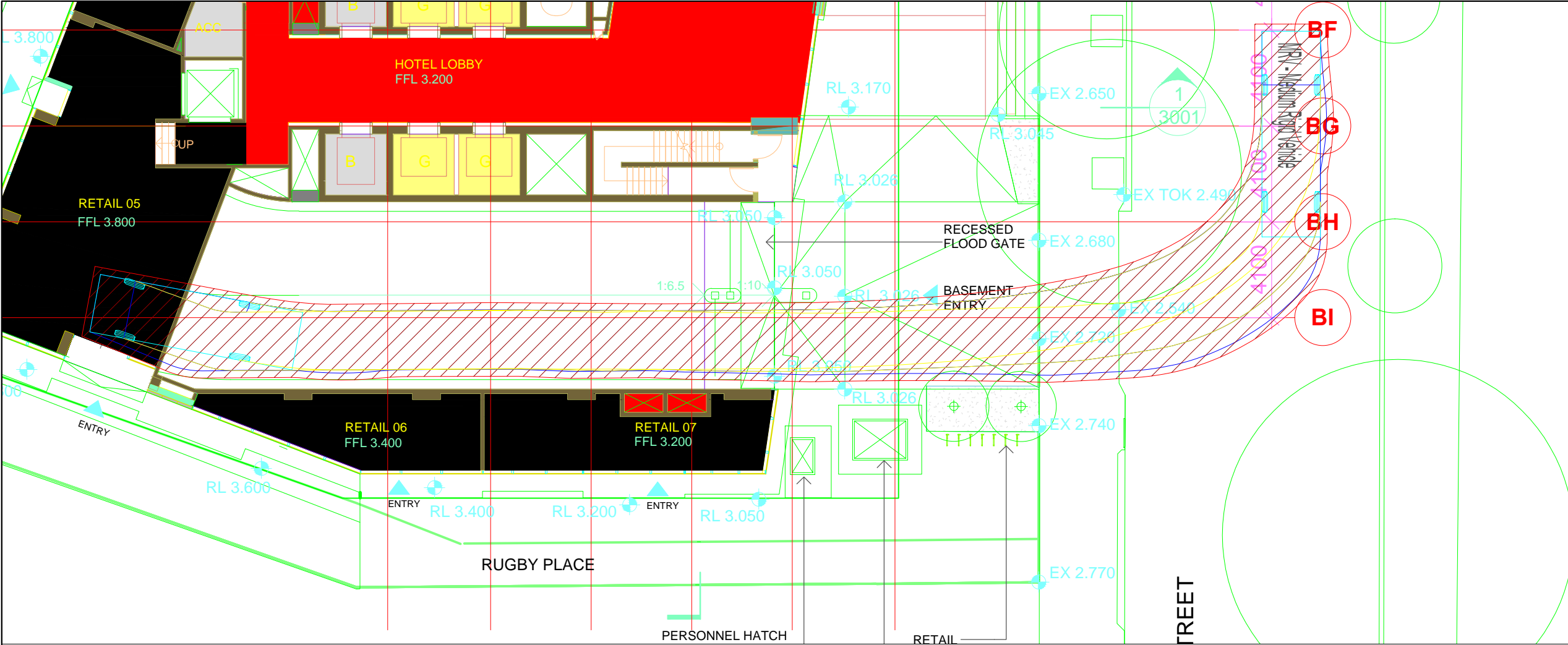
DATE: 18.01.2019 SCALE: 1:200 @A1 DRAWING No: REV: J

DRAWN BY: SS.SMS.VS.XM PROJECT NO: CA3845



Attachment 2

Swept Path Analysis



Notes

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TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1-2004 *Parking facilities - Off-street car parking*, and/or AS 2890.2-2002 *Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

no. revision note

A Swept Path Analysis

by. date

HD 19-12-2018

B Updated Plan

HD 20-12-2018

Swept Path Legend:

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

architect

Crone Architects

client

YuHU Group

scale

1:200 @ A3

0m

2

4

6

8

project

1 Alfred Street, Sydney NSW 2000

drawing prepared by

TRAFFIX

traffic and transport planners

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traffix

traffic & transport planners

drawing title

Ground Floor
Basement Entry and Exit
8.8m long Medium Rigid Vehicle

drawn: HD

checked: VD

date: 19-12-2018

18.367

-

TX.01

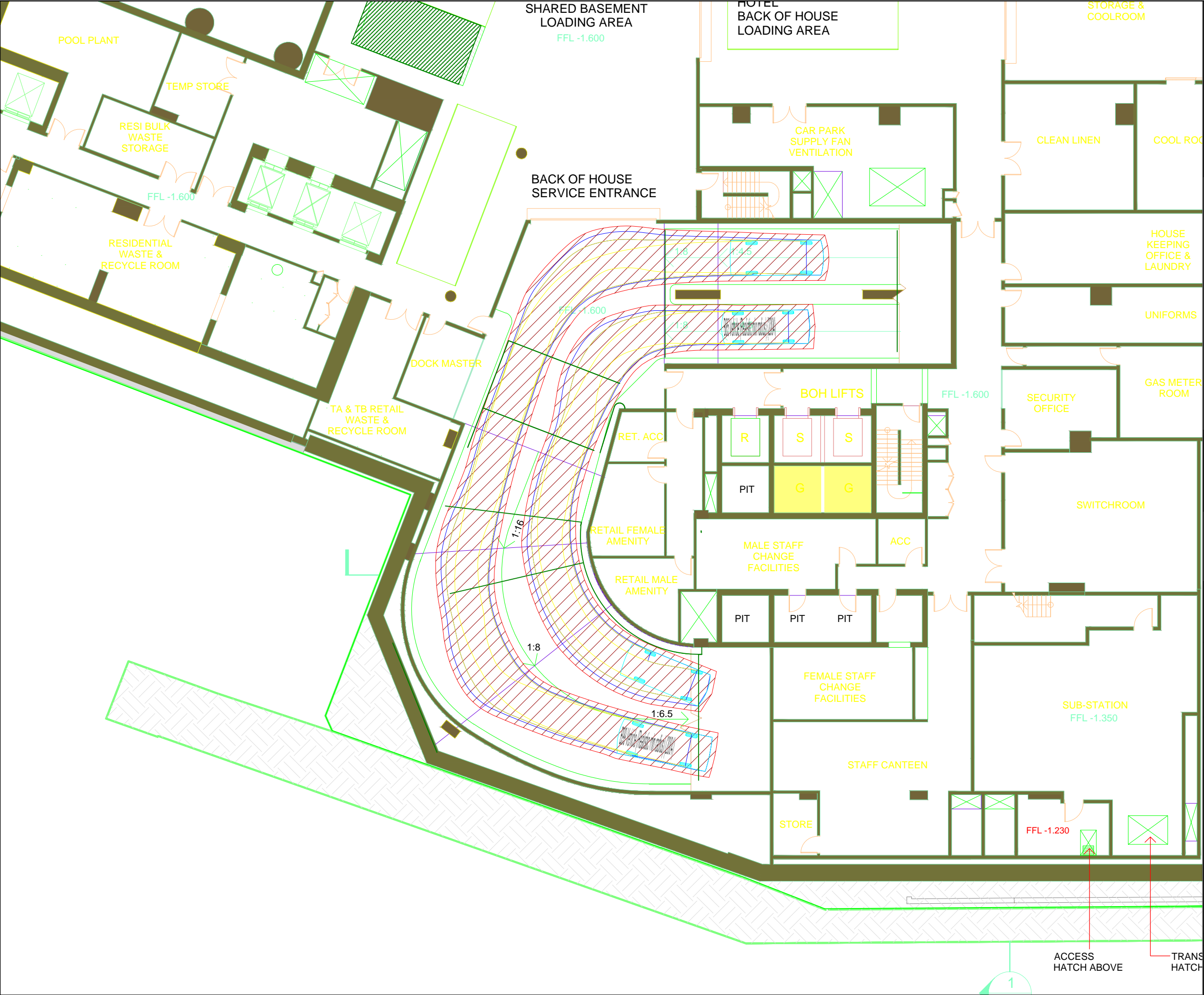
B

project no.

drawing phase.

drawing no.

rev



Notes

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no. revision note

A Swept Path Analysis

B Updated Plan

by. date

HD 19-12-2018

HD 20-12-2018

Swept Path Legend:

Wheel Path
Vehicle Body Envelope
Clearance Envelope (300mm)

architect
Crone Architects

client
YuHU Group

scale
1:250 @ A3

0m
2
4
6
8

project
1 Alfred Street, Sydney NSW 2000

drawing prepared by

TRAFFIX
traffic and transport planners
Suite 2/08, 50 Holt Street Surry Hills NSW 2010
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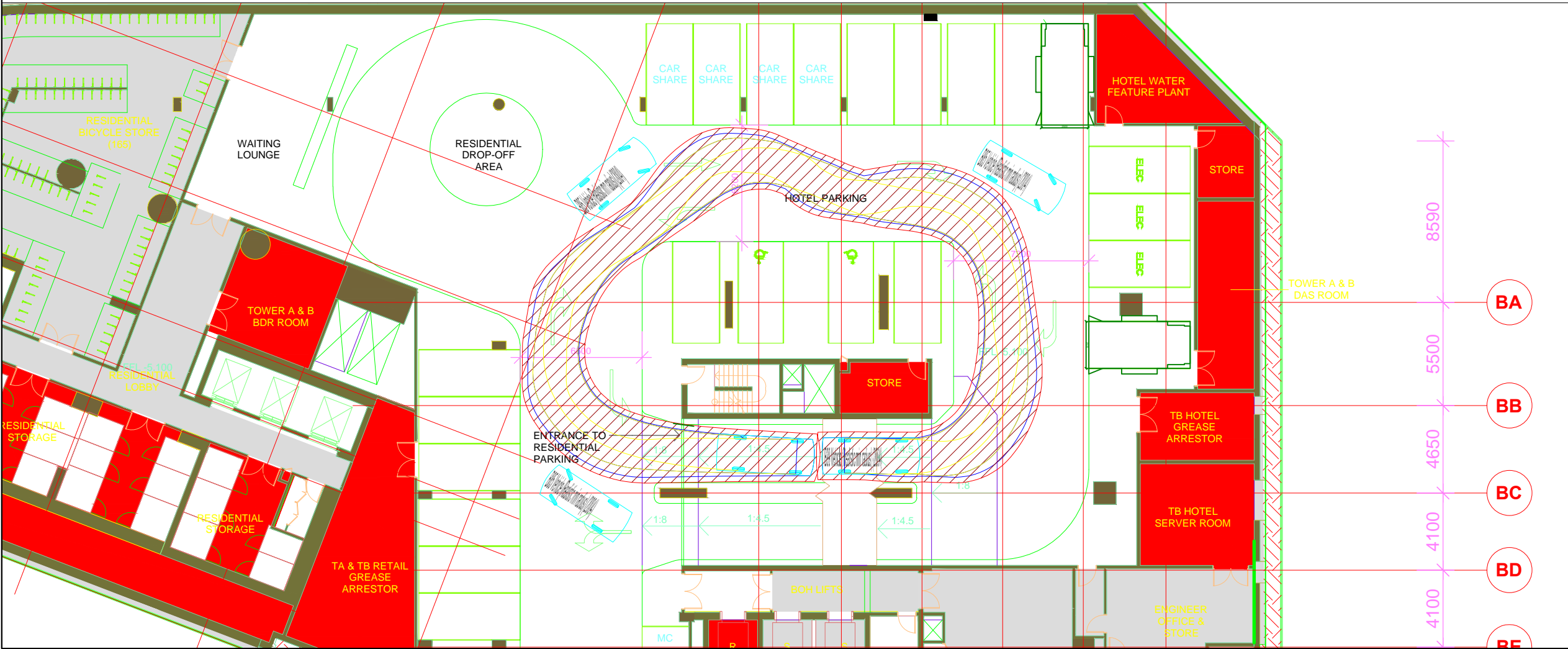
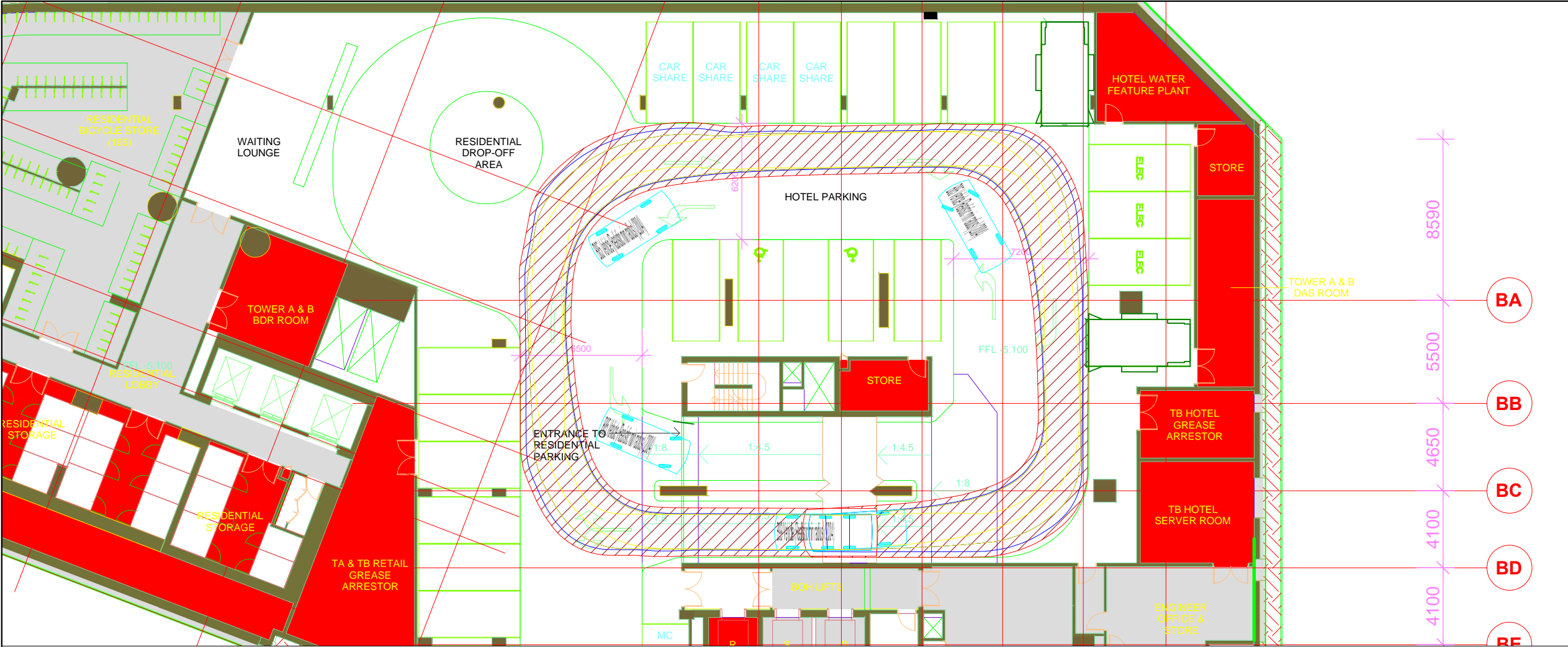
drawing title
Basement 1 Circulation B99 and B85 Vehicles

drawn: HD
checked: VD
date: 19-12-2018

18.367d10v01 TRAFFIX [181219 Plans] Initial Design Review_recover.dwg

18.367
-
TX.02
B

project no.
drawing phase.
drawing no.
rev



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no. revision note

A Swept Path Analysis

by. date

HD 19-12-2018

B Updated Plan

HD 20-12-2018

Swept Path Legend:

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

architect

Crone Architects

client

YuHU Group

scale

1:250 @ A3

0m

2

4

6

8

project

1 Alfred Street,
Sydney NSW 2000

drawing prepared by

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traffic and transport planners

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traffix

traffic & transport planners

drawing title

Basement 2
Circulation
B99 and B85 Vehicles

drawn: HD

checked: VD

date: 19-12-2018

18.367d10v01 TRAFFIX [181219 Plans] Initial Design Review_recover.dwg

18.367

-

TX.03

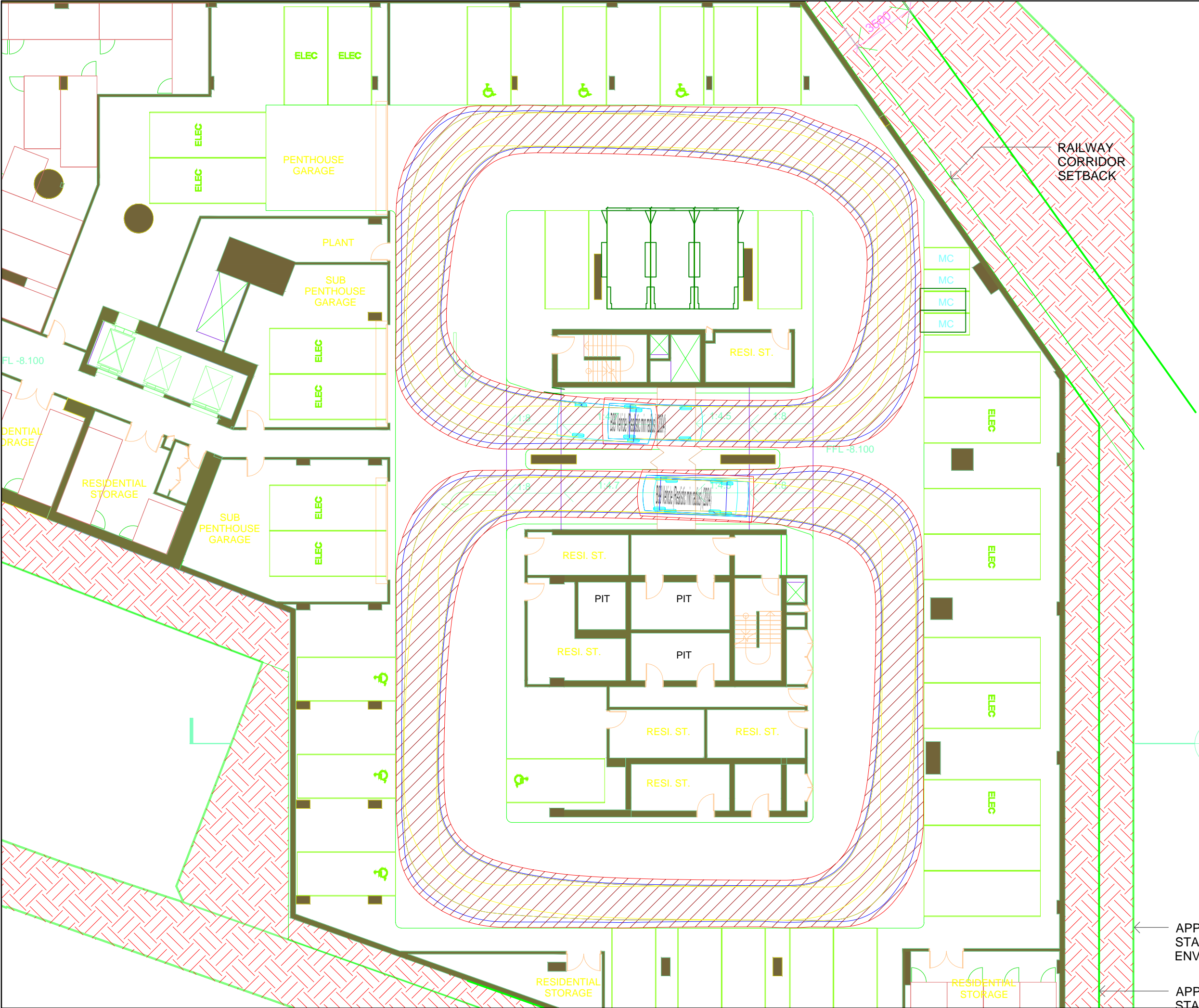
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project no.

drawing phase.

drawing no.

rev



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no. revision note

A Swept Path Analysis

B Updated Plan

by. date

HD 19-12-2018

HD 20-12-2018

Swept Path Legend:

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

architect

Crone Architects

client

YuHU Group

scale

1:200 @ A3

0m

2

4

6

8

project

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traffix

traffic & transport planners

drawing title

Basement 3 - 5

Circulation

B99 Vehicle

drawn: HD

checked: VD

date: 19-12-2018

18.367

-

TX.04

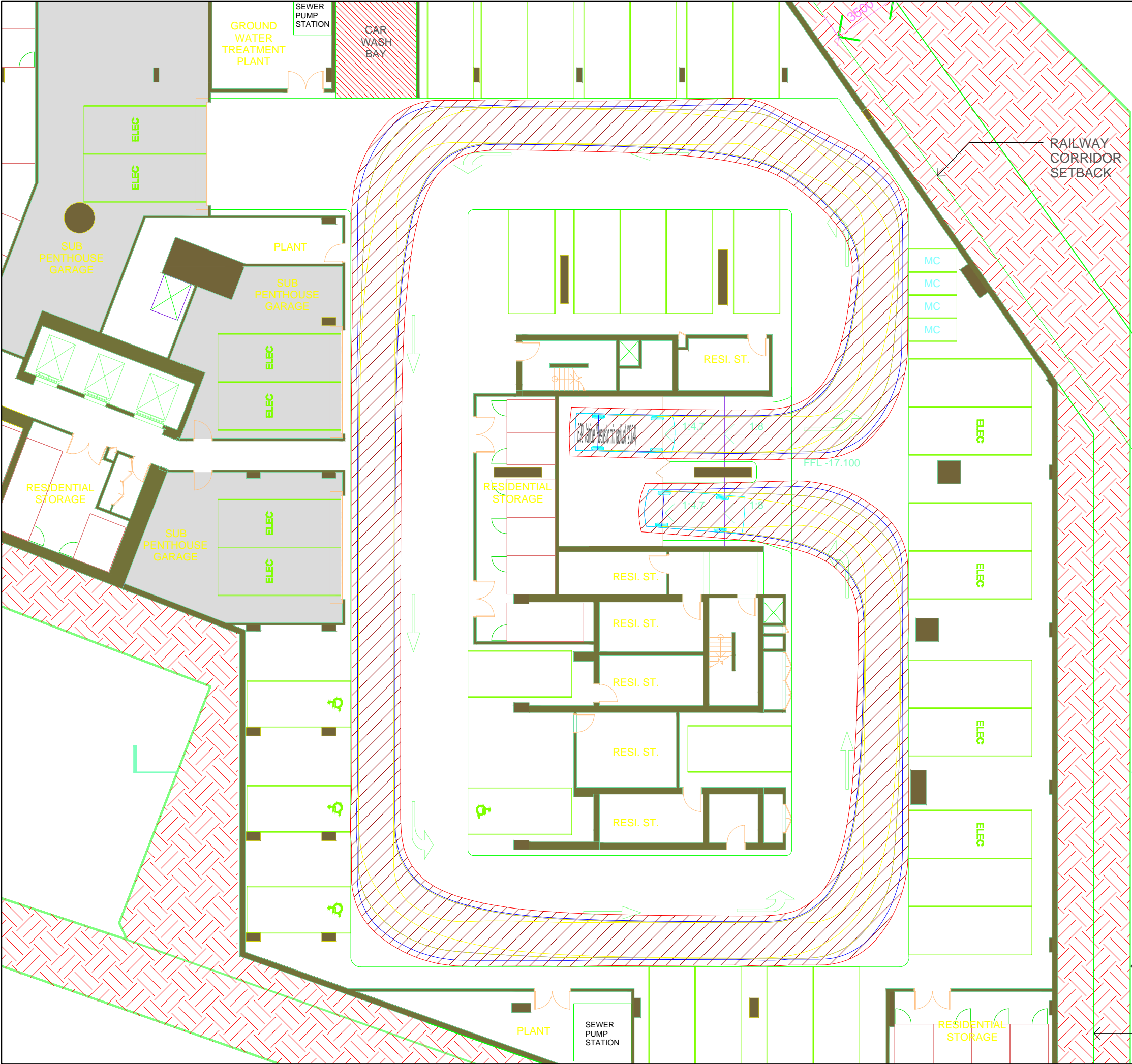
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project no.

drawing phase.

drawing no.

rev



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no. revision note

by. date

A Swept Path Analysis

HD 19-12-2018

B Updated Plan

HD 20-12-2018

Swept Path Legend:

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

architect

Crone Architects

client

YuHU Group

scale

1:250 @ A3

0m 2 4 6 8

project

1 Alfred Street, Sydney NSW 2000

drawing prepared by

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traffic and transport planners

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Surry Hills NSW 2010

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traffix

traffic & transport planners

drawing title

Basement 6
Circulation
B99 Vehicle

drawn: HD

checked: VD

date: 19-12-2018

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18.367

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TX.05

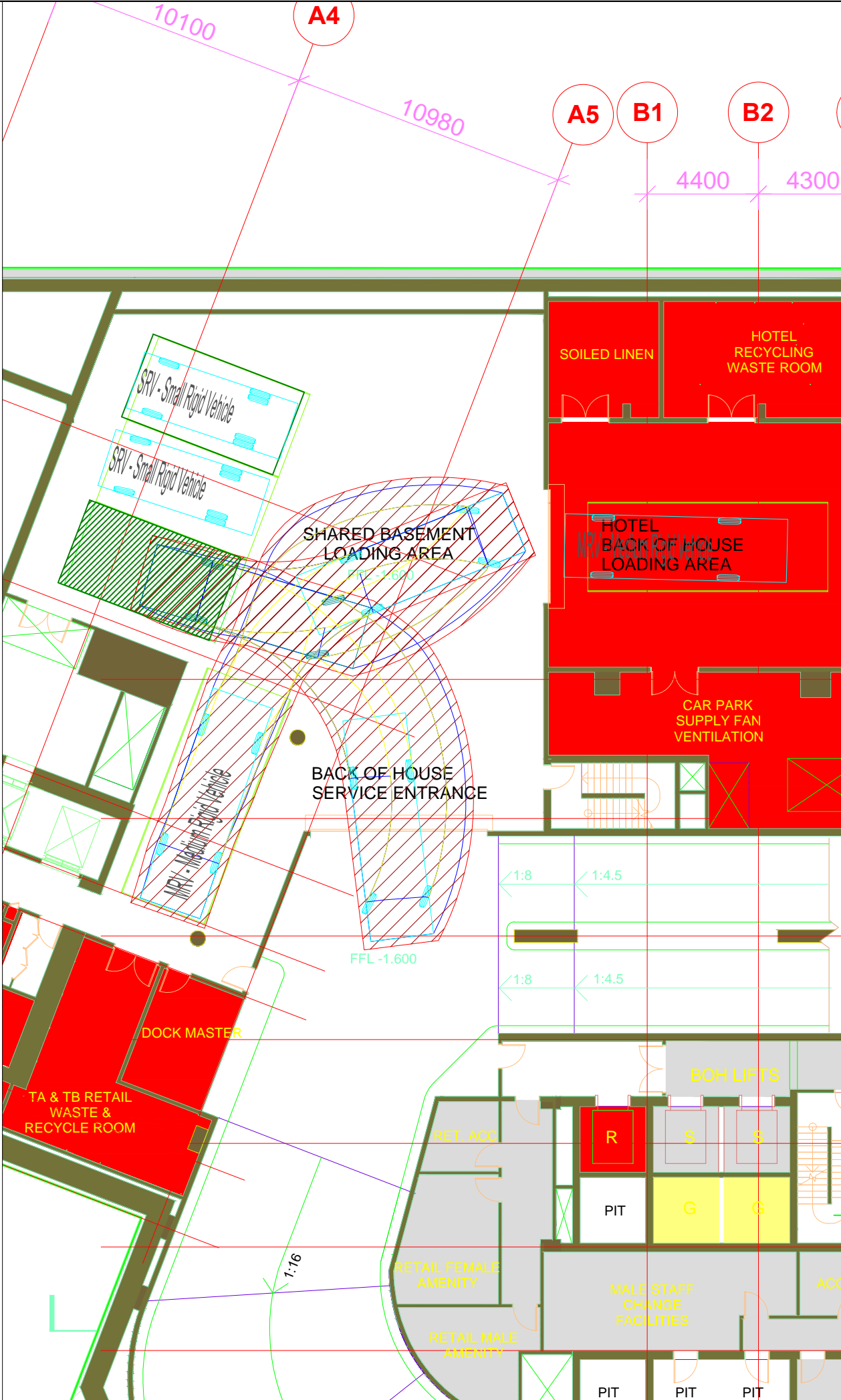
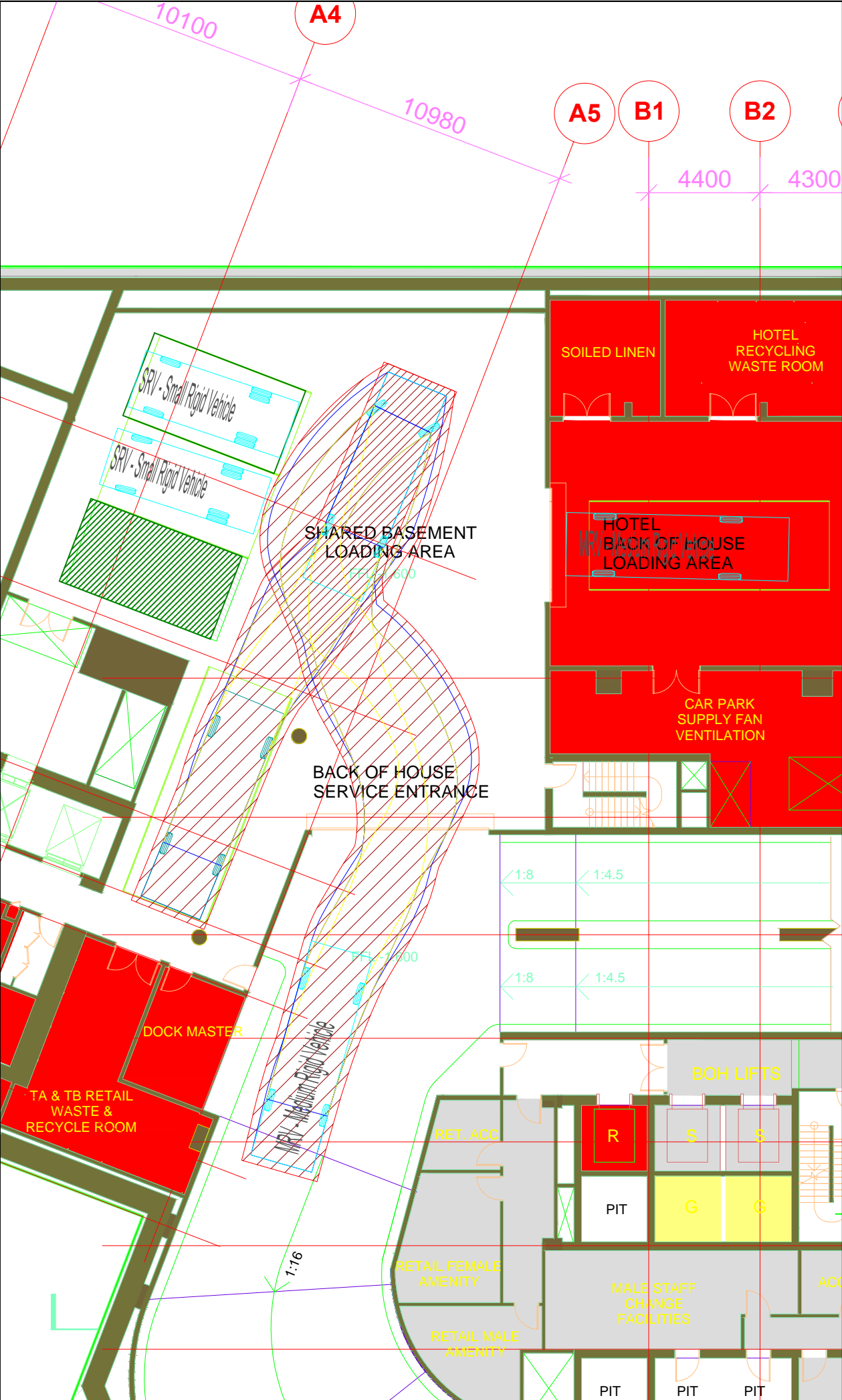
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project no.

drawing phase.

drawing no.

rev



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TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

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no. revision note

by. date

A Swept Path Analysis

HD 19-12-2018

B Updated Plan and Swept Path Analysis

HD 20-12-2018

Swept Path Legend:

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

architect

Crone Architects

client

YuHU Group

scale

1:200 @ A3

0m 2 4 6 8

project

1 Alfred Street, Sydney NSW 2000

drawing prepared by

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traffix

traffic & transport planners

drawing title

Basement 1 - Loading Dock

8.8m long Medium Rigid Vehicle

Residential Waste Collection Bay

drawn: HD

checked: VD

date: 19-12-2018

18.367d10v01 TRAFFIX [181219 Plans] Initial Design Review_recover.dwg

18.367

-

TX.06

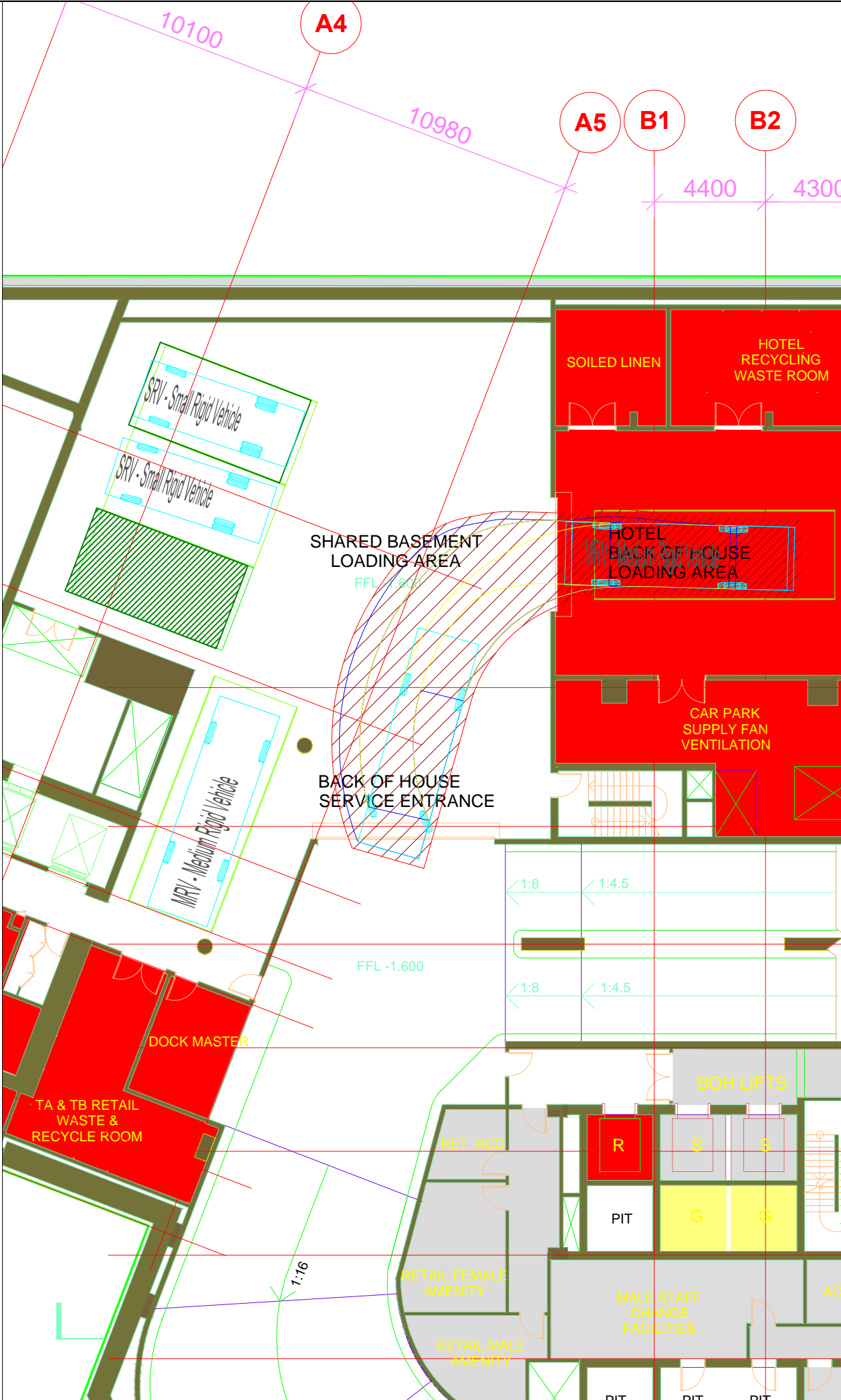
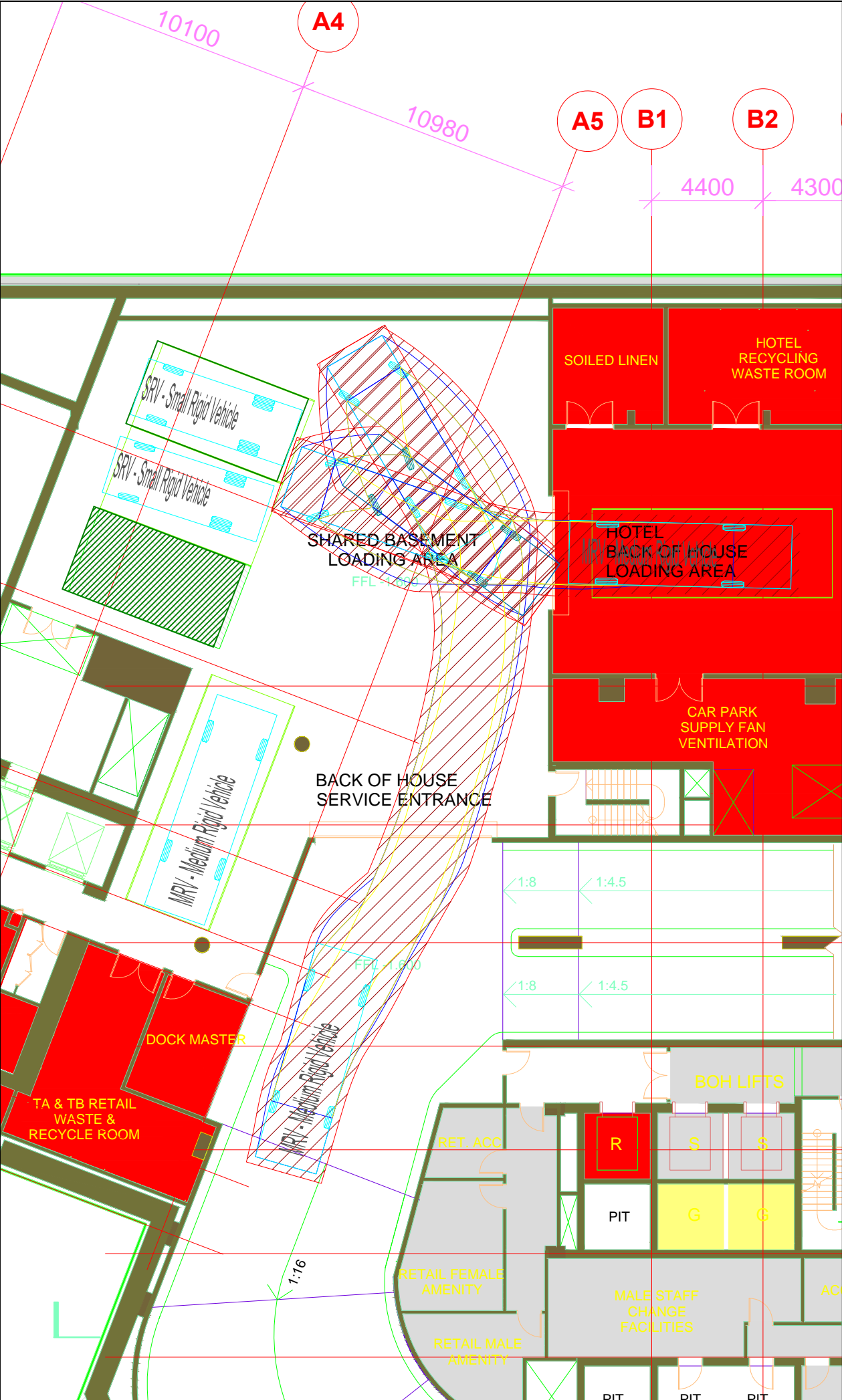
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project no.

drawing phase.

drawing no.

rev



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Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1-2004 *Parking facilities - Off-street car parking*, and/or AS 2890.2-2002 *Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

no. revision note

A Swept Path Analysis

by. date

HD 19-12-2018

B Updated Plan

HD 20-12-2018

Swept Path Legend:

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

architect

Crone Architects

client

YuHU Group

scale

1:200 @ A3

0m 2 4 6 8

project

1 Alfred Street, Sydney NSW 2000

drawing prepared by

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traffix

traffic & transport planners

drawing title

Basement 1 - Loading Dock

8.8m long Medium Rigid Vehicle

Hotel Loading Bay

drawn: HD

checked: VD

date: 19-12-2018

18.367d10v01 TRAFFIX [181219 Plans] Initial Design Review_recover.dwg

18.367

-

TX.07

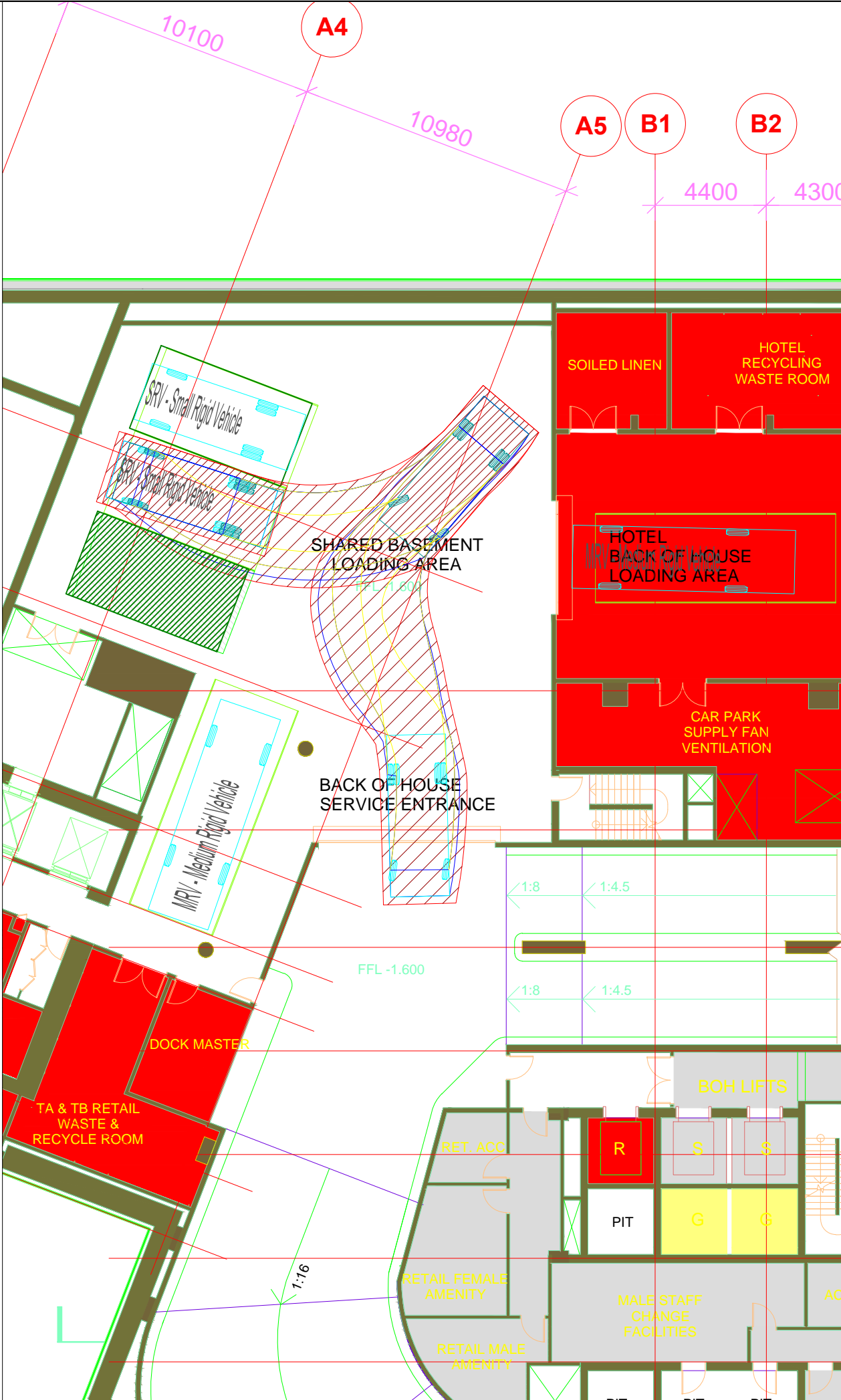
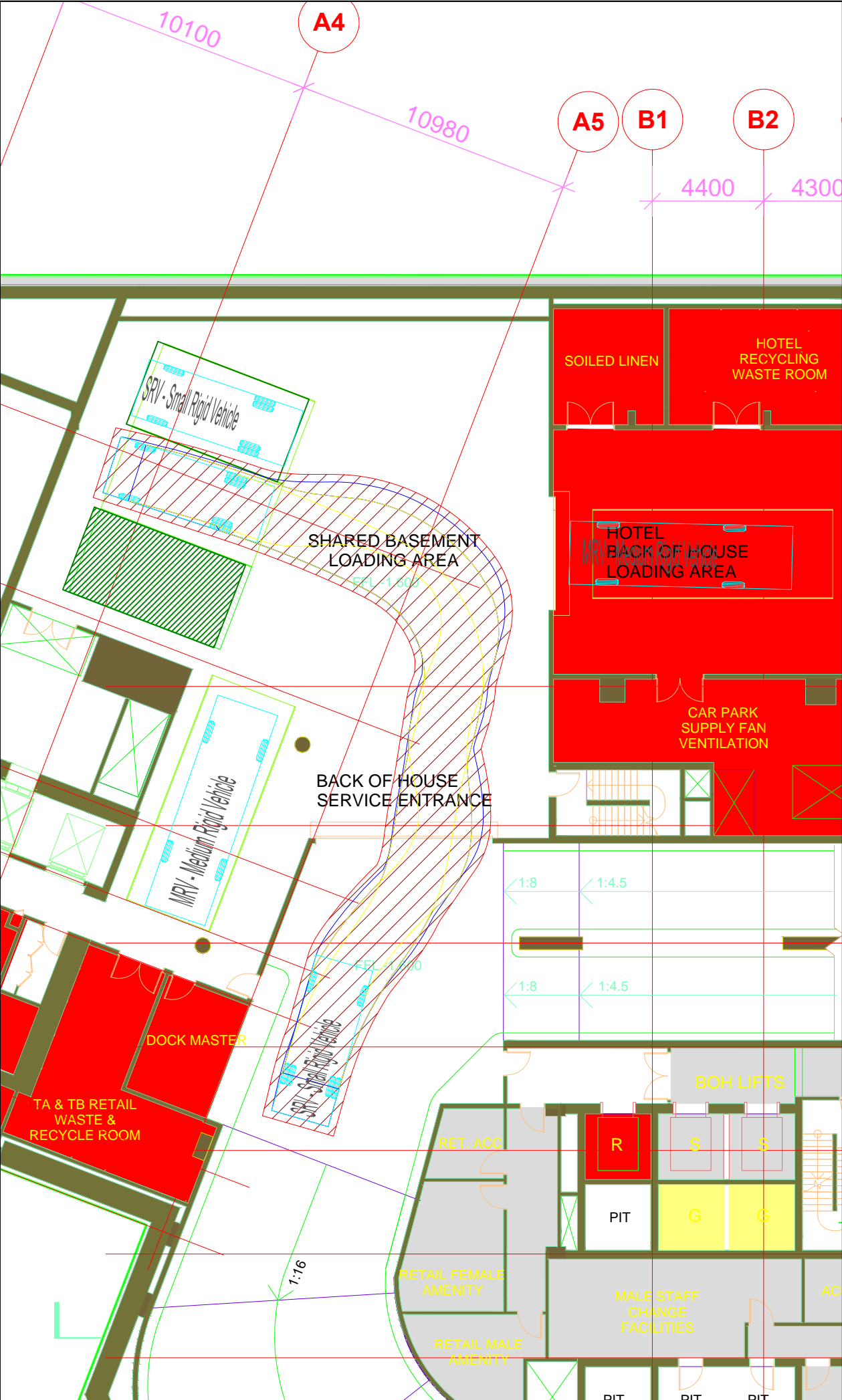
B

project no.

drawing phase.

drawing no.

rev



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no. revision note

A Swept Paths

B Updated Plan

by. date

HD 07/11/2018

HD 20-12-2018

Swept Path Legend:

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

architect

Crone Architects

client

YuHU Group

scale

1:200 @ A3

0m 2 4 6 8

project

1 Alfred Street, Sydney NSW 2000

drawing prepared by

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traffix

traffic & transport planners

drawing title

Basement 1 - Loading Dock

6.4m long Small Rigid Vehicle

General Service Bay 1

drawn: HD

checked: VD

date: 19-12-2018

18.367d10v01 TRAFFIX [181219 Plans] Initial Design Review_recover.dwg

18.367

-

TX.08

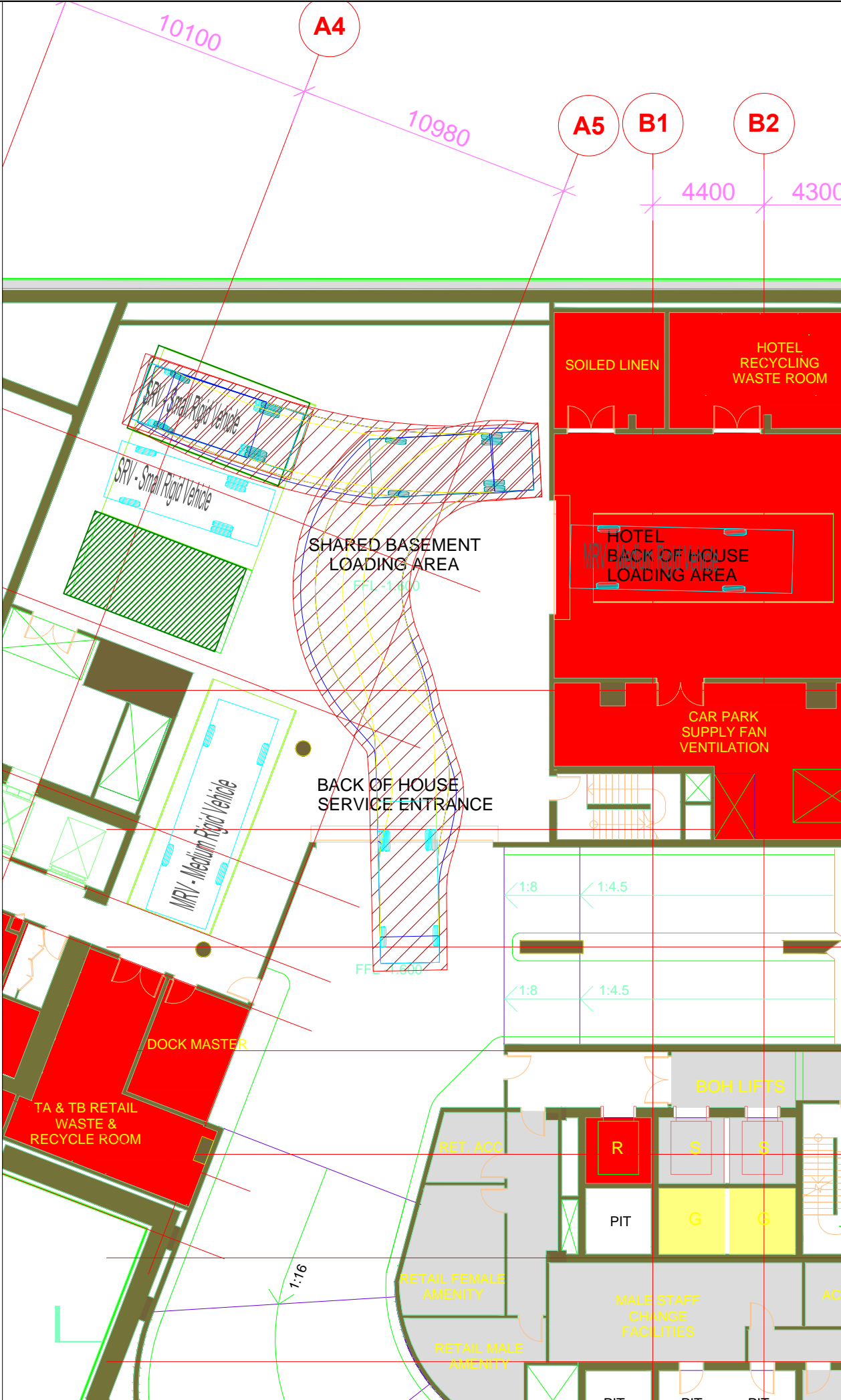
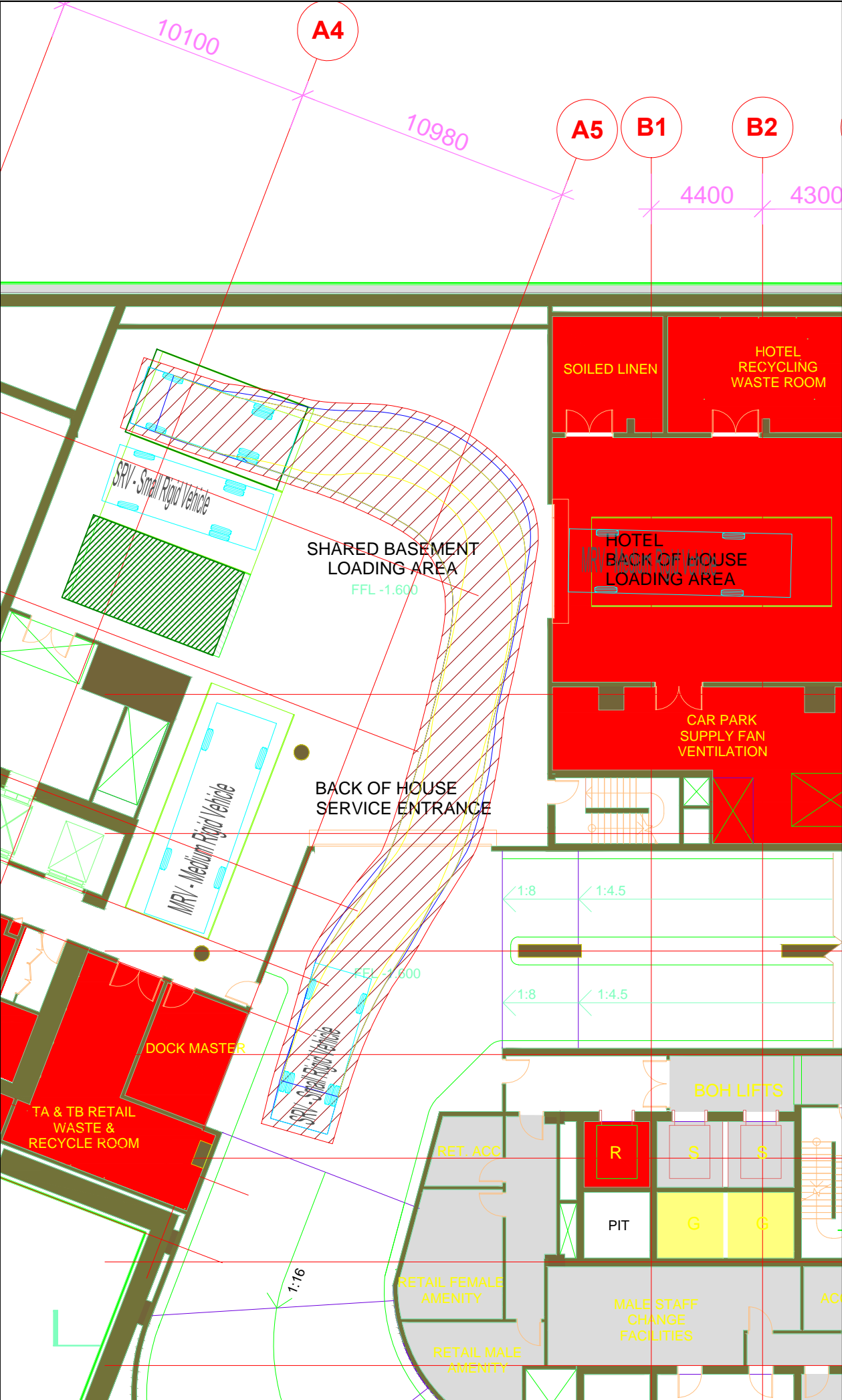
B

project no.

drawing phase.

drawing no.

rev



Notes

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no.	revision note	by.	date
A	Swept Path Analysis	HD	19-12-2018
B	Updated Plan	HD	20-12-2018

Swept Path Legend:

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)


architect
Crone Architects

client
YuHU Group

scale
1:200 @ A3
0m 2 4 6 8

project
1 Alfred Street,
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traffix
traffic & transport planners

drawing title
Basement 1 - Loading Dock
6.4m long Small Rigid Vehicle
General Service Bay 2

drawn:	HD	checked:	VD	date:	19-12-2018
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18.367	-	TX.09	B
project no.	drawing phase.	drawing no.	rev