



28 August 2018
Ref 18347

The General Manager
City of Sydney Council
G.P.O. Box 1591
SYDNEY NSW 2000

E: council@cityofsydney.nsw.gov.au

Dear Sir/Madam

SSD7080
PROPOSED STUDENT ACCOMMODATION DEVELOPMENT
80-88 REGENT STREET, REDFERN
CONSTRUCTION PEDESTRIAN TRAFFIC MANAGEMENT PLAN

Introduction

This Construction Pedestrian & Traffic Management Plan has been prepared on behalf of The Applicant, *IGLU No. 209 Pty Ltd*, to review the traffic, parking and pedestrian arrangements to be implemented during the main construction works associated with the construction of the abovementioned student accommodation development, as required by DA consent condition No. C6 for DA SSD7080.

All correspondence on this matter must be addressed to The Applicant's representative:

Mr Timothy Farrell
IGLU Pty Ltd
Level 4, 68 York Street
SYDNEY NSW 2000
M: 0411 756 821
E: tfarrell@iglu.com.au

It should be noted that *Varga Traffic Planning* accepts full responsibility for the preparation of this Construction Traffic & Pedestrian Management Plan, but does not accept any responsibility for its implementation which is to be undertaken by others.

A Demolition Construction Pedestrian Traffic Management Plan (dated 1 August 2018) has previously been submitted is currently under review by the authorities for the demolition and site establishment works associated with the construction of a new mixed use student accommodation development.

Site

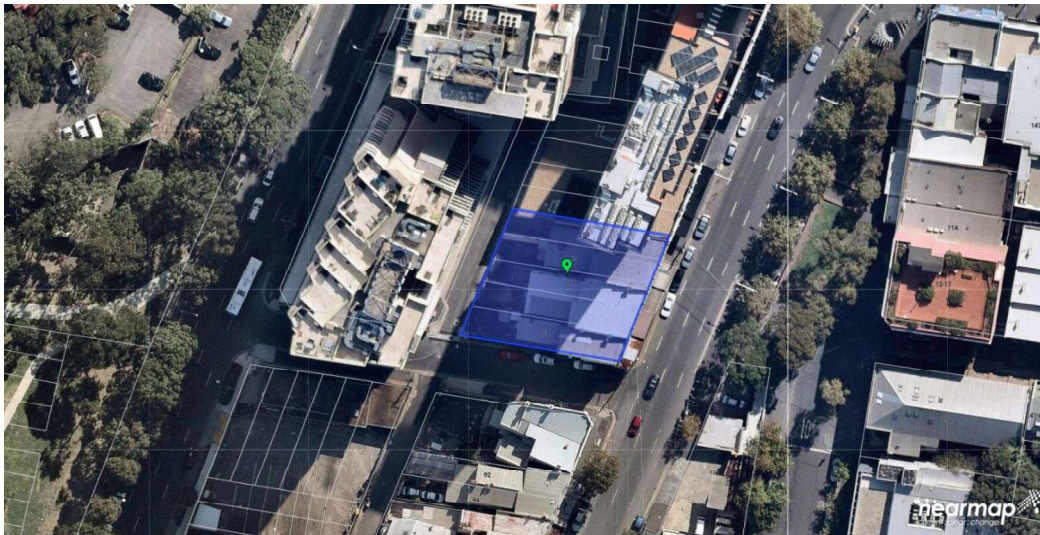
The subject site is located on the north-western corner of the Regent Street and Marian Street intersection, extending through to William Lane (Figures 1 and 2). The site has street frontages approximately 31m in length to Marian Street and approximately 30m in length to both Regent Street and William Lane. The site occupies an area of approximately 822m².

The site was previously occupied by five shop-top housing buildings fronting Regent Street with at-grade off-street parking areas for each respective properties which has since been demolished as part of the site's redevelopment. Vehicular access to the site is provided at the rear via William Lane and also Marian Street.

Regent Street is a one-way (southbound) road with a pavement width of approximately 12m wide, configured with three traffic lanes directly outside the site frontage. An additional kerbside parking lane is provided along the western side of Regent Street along the site frontage, whilst an indented bus bay is provided directly opposite the site.

Marian Street has a pavement width of approximately 7.8m wide and is restricted to one-way westbound traffic flow only. No Stopping restrictions apply along the southern side of Marian Street, whilst time-restricted 1 Hour kerbside parking restrictions apply along the northern side of Marian Street, directly outside the site.

William Lane is a dead-end service lane with a pavement width of approximately 5.5m wide which provides rear vehicular access to properties fronting Regent Street and Gibbons Street. No Stopping/No Parking restrictions apply along both sides of William Lane at all times, including along the site frontage.



Proposed Development

The proposed development involves the construction of a new multi-storey mixed use building, comprising commercial space on the lower levels and residential student accommodation on the levels above.

Construction Schedule

The main works component of the project is expected to be undertaken over a duration of approximately 15 months. Building construction hours are restricted to between 7:30am to 5:30pm Monday to Friday and 7:30am to 3:30pm on Saturday as per DA consent condition No. D1. No work is to be carried out on Sundays or Public Holidays.

Concrete Pour & Construction Stage

As the future building will be built-to-boundary it will be impossible to provide an on-site unloading area for materials. As such, construction material deliveries, including concrete pumping, will be unloaded from within the kerbside lane along the Marian Street site frontage as illustrated on the TCP and the Works Zone plan. Materials will typically arrive on medium and large rigid trucks up 12.5m in length.

It should be noted that the use of dog trailers and/or articulated vehicles [AVs] requires approval from the City's Construction Regulation Unit.

It should also be noted that any alterations to the public road, including temporary driveways, must be referred to and agreed by Council's Local Pedestrian, Cycling and Traffic Calming Committee prior to any work commencing on site.

RMS-accredited traffic controllers will be located at the construction access driveway in Marian Street to assist with truck manoeuvring, local traffic and pedestrian safety.

The site manager will ensure that multiple deliveries do not arrive at the same time, unless they can all be accommodate within the proposed Works Zone. No queuing or marshalling of trucks is permitted on any public road.

All materials are to be stored on site. The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances, as required by DA consent condition No.D16. Non-compliance with this requirement will result in the issue of a notice by Council to stop all work on site.

Proposed Works Zone

As noted above, the proposed building has no setback area and the building is to occupy the entire site therefore it is impossible for on-site loading/unloading. A plan has therefore been prepared which illustrates a 22m long Works Zone along the Marian Street site frontage.

The Works Zone will be long enough to accommodate two trucks simultaneously such as a concrete pump and concrete truck. The Works Zone parking restrictions are to apply during construction hours only which are specified above and are provided specifically for the set down and pick up of materials, not for the parking of private vehicles associated with the site.

It should be noted that Works Zones are subject to separate approval from Council's Local Pedestrian, Cycling and Traffic Calming Committee.

Hoarding & Site Amenities

B-Class overhead hoarding will be installed above the footpath area along the Marian Street site frontage, allowing the footpath area to remain open to pedestrians. As there will not be any loading/unloading along the Regent Street and William Lane site frontages, A-Class hoarding with scaffolding and mesh cover will be installed along those two site frontages.

Amenities and site sheds will initially be placed within the site until the B-Class hoarding is installed. Scaffolding will also be used to facilitate works to the external face of the building as well as preventing tools/materials falling to the ground.

Neighbouring Properties

All neighbouring properties are to have their access maintained at all times. All nearby residents and businesses will be updated as deemed necessary and be provided with a phone number to contact the site manager.

Furthermore, the site manager must liaise with the site managers of any nearby construction sites to ensure that appropriate measures are in place to prevent the combined impact of construction activities. A minimum seven (7) days notification should be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

Sediment Control

Prior to the commencement of work, suitable measures are to be implemented to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site, as per DA consent condition No.D13, and as illustrated on the attached plan.

All practicable measures must be taken, including the use of “truck scrubbers”, any mud or debris deposited on the road must be cleaned up immediately in a manner that does not pollute waters (i.e. by sweeping or vacuuming).

Construction Truck Routes

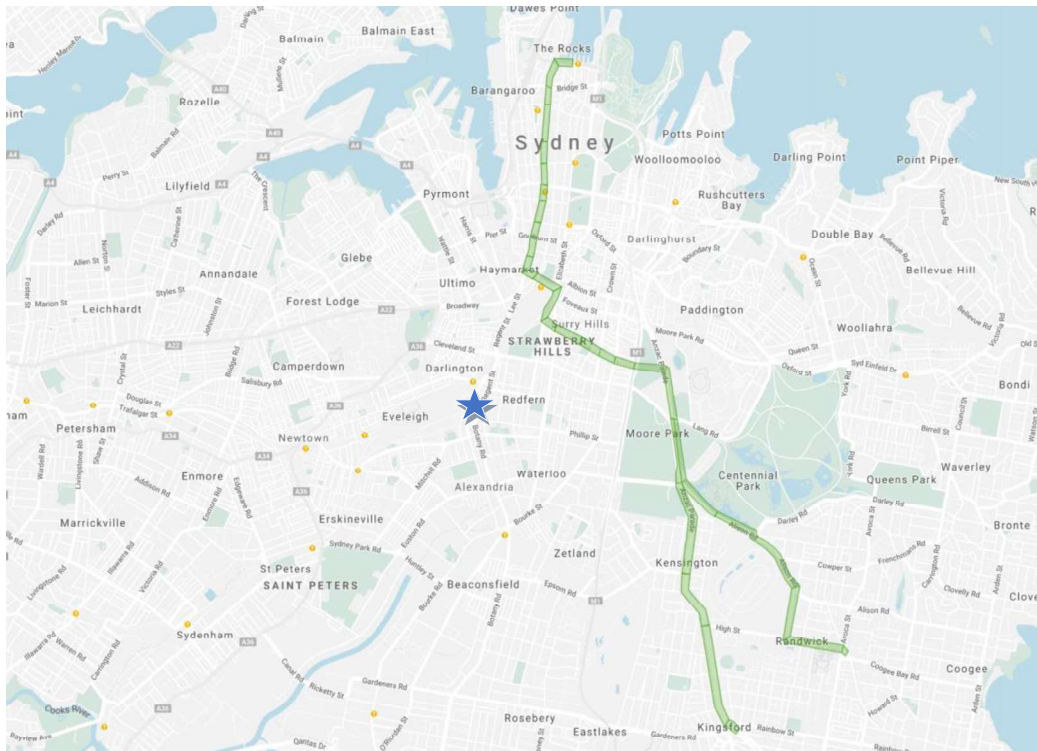
All heavy vehicles involved in the construction works are to approach the site from the north via Regent Street and depart the site back to the north via Gibbons Street, as indicated on Figure 3 and as detailed in Appendix A.

The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure.

Light traffic roads and those subject to load or height limits will be avoided as well as minimising heavy vehicle movements during school peak periods.

Scheduled NSW State Infrastructure Strategy Upgrades

Works involved throughout the Sydney City Centre area include changes to road infrastructure to support the introduction of the light rail and changes to bus infrastructure upgrades. A map of the new light rail network as well as the location of the subject site is reproduced below.



Source: <http://sydneylightrail.transport.nsw.gov.au/map>

As such, the construction vehicle route has taken into consideration the road infrastructure works located within the Sydney City area, with the proposed route being the most direct to the major arterial network and causing the least impact on the surrounding roads.

Truck Movements

The proposed development is expected to generate the following truck movements during main construction works of the project:

1. Concrete Pours - Major pours would take approximately 6 hours to pour with 8 trucks per hour or 40 to 50 truck movements per day. Smaller pours would have a similar amount of truck movements per hour however the duration would be a lot shorter say 3 to 4 hours maximum.
2. General Deliveries - these would occur intermittently throughout the project with the major deliveries being reinforcing steel, plasterboard and bricks. The remainder would generally comprise smaller truck deliveries.

Traffic Control Plan

A Traffic Control has been prepared to facilitate the main construction works on the subject site when trucks are unloading from the Marian Street Works Zone. Key features of the Traffic Control Plan are:

- advance warning signs alerting approaching traffic and cyclists of the presence of possible road works and traffic controllers ahead
- warning signs alerting pedestrians to watch their step as they walk along the Marian Street footpath
- B-Class Hoarding above the entire length of the footpath area along the Marian Street site frontage which will allow the footpath to remain open at all times and also to accommodate site sheds and amenities above
- westbound traffic flow should be maintained at all times on Marian Street
- trucks are to enter the kerbside loading/unloading area from the north along Regent Street and depart to the north onto Gibbons Street
- two traffic controllers situated outside the kerbside loading/unloading area in Marian Street who will encourage westbound drivers to slow down as they drive past an unloading truck and also monitor pedestrian activity.

It should be noted that the traffic controllers are not to control local traffic flow in Regent Street and/or Marian Street.

The Traffic Control Plan has been prepared generally in accordance with the former RTA's publication *Traffic Control at Works Sites (2010)* and the Standards Australia publication *AS1742.3: Traffic Control Devices for Work Sites on Road*.

It should be noted that a separate Application may be required to the Transport Management Centre for a *Road Occupancy Licence* (for any works that may affect traffic flows along Regent Street) when the precise time and dates of the proposed works are known.

Permits

All necessary permits such as hoarding, crane, roadway/footpath/nature strip occupation etc. will require separate approval from Council and/or the Transport Management Centre. Any related task-specific Traffic Control Plans will be prepared by the respective contractor and provided under separate cover.

Tradesmen and Contractor Parking

IGLU provide a commitment that regular updates to contractors and subcontractors will be made to ensure that all vehicles associated with the development are not permitted to park on public roads. All site staff related with the construction works are to park in a designated off-street area or encouraged to use public transport. In this regard it is noted that Redfern Railway Station is located approximately 150m walking distance north-west of the site, which will minimise traffic and parking impacts as a consequence of the construction process.

Site Inductions

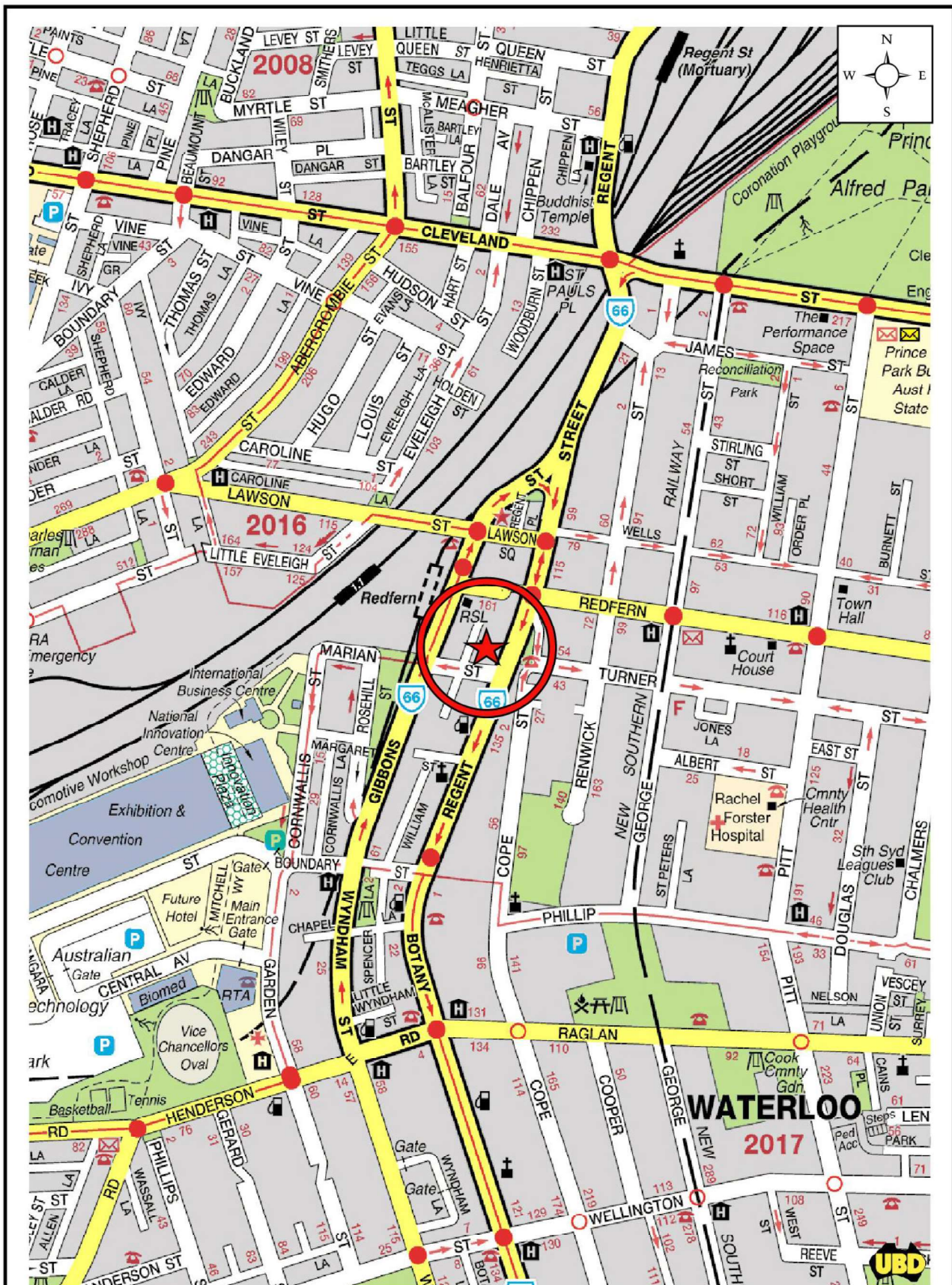
The requirements of this Construction Pedestrian & Traffic Management Plan must be followed by the construction contractors, builders, owner and any subcontractors. The site manager will ensure that site inductions occur on a regular basis or as deemed necessary.

I trust this advice satisfies your requirements. Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

Yours sincerely

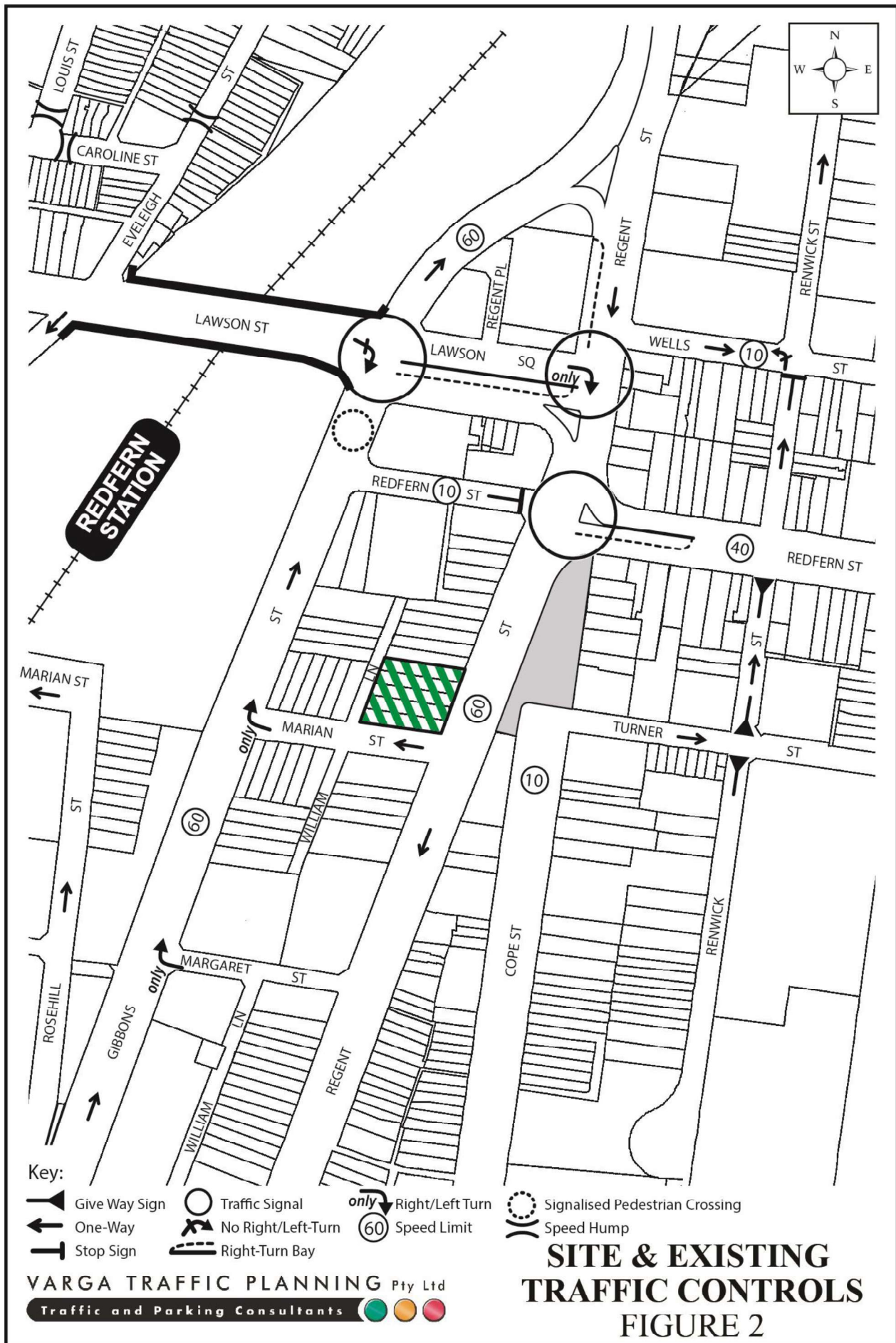
A handwritten signature in black ink, appearing to read 'CPalmer', written in a cursive style.

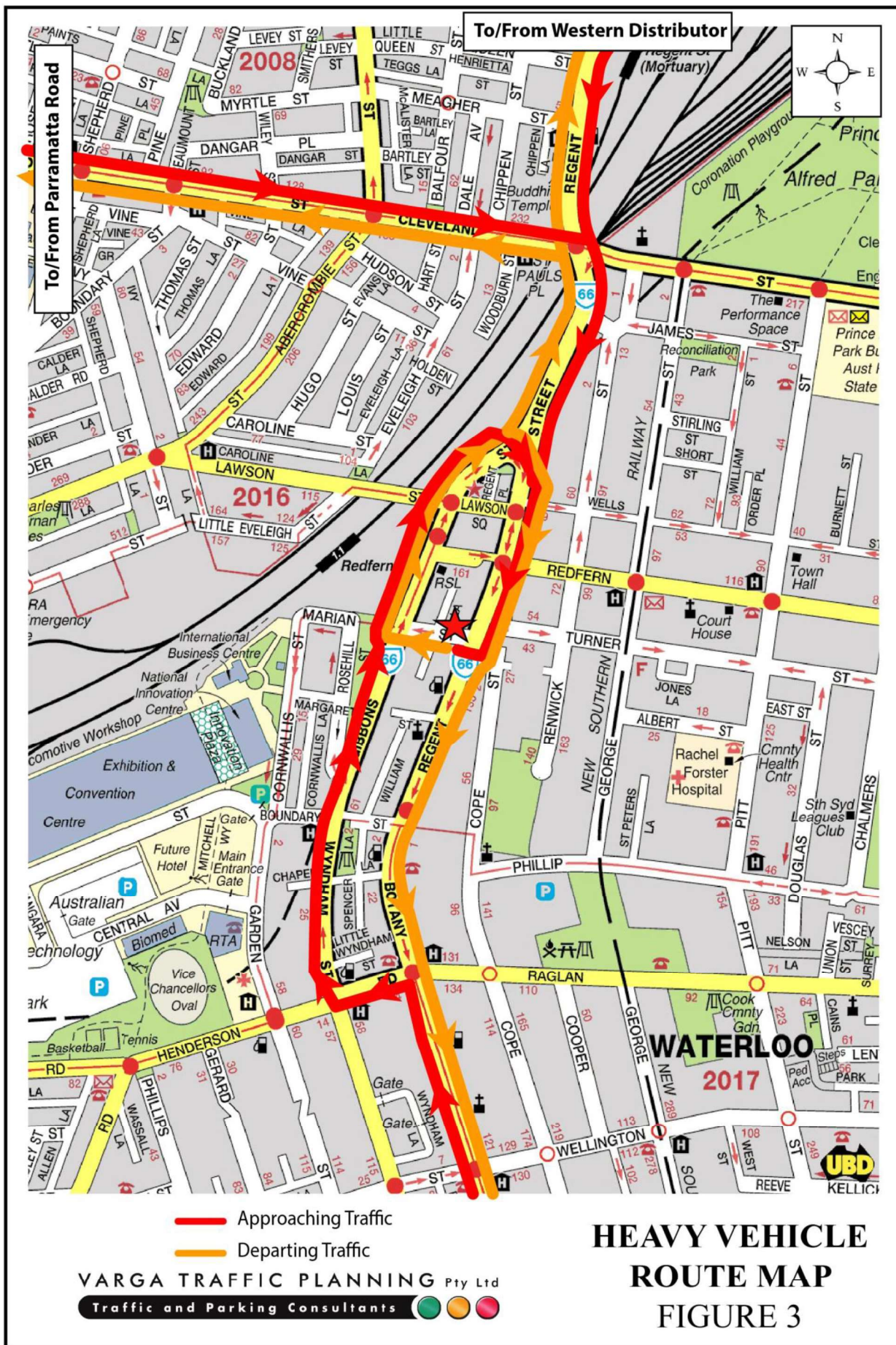
Chris Palmer
Traffic Engineer B.Eng (Civil)
Varga Traffic Planning Pty Ltd

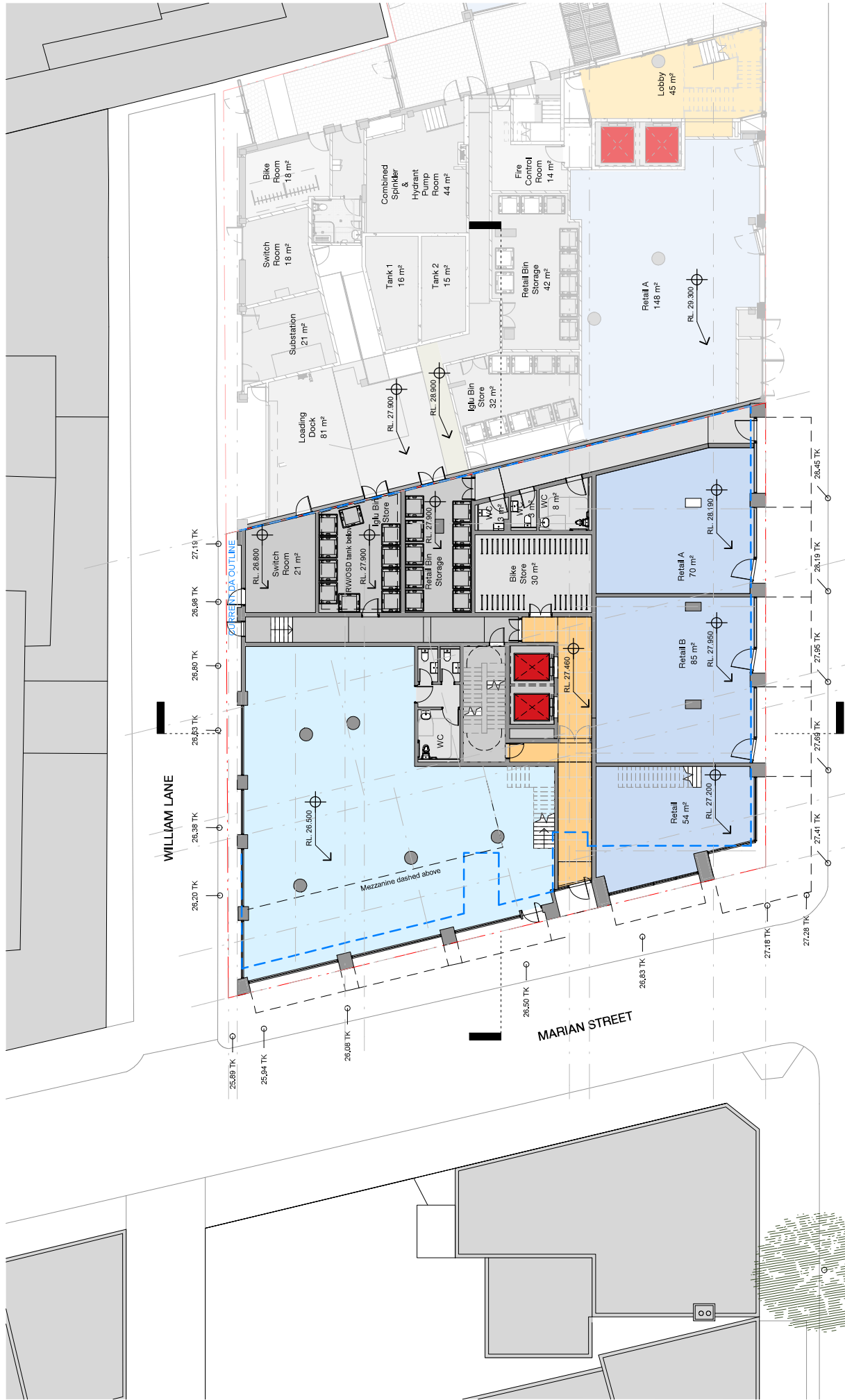


VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

LOCATION
FIGURE 1







Scale 1:200 @ A3

Ground Floor Plan

Check all dimensions and site conditions prior to commencement of any work, the purchaser or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

All drawings may not be reproduced or distributed without prior permission from the architect.

William Lane

Marian Street

Iglu Regent St

Drawn JC

Project no. s12174

Plot Date 10/08/2018 12:49:57 PM

Checked MH

Status Development Application

Revision A

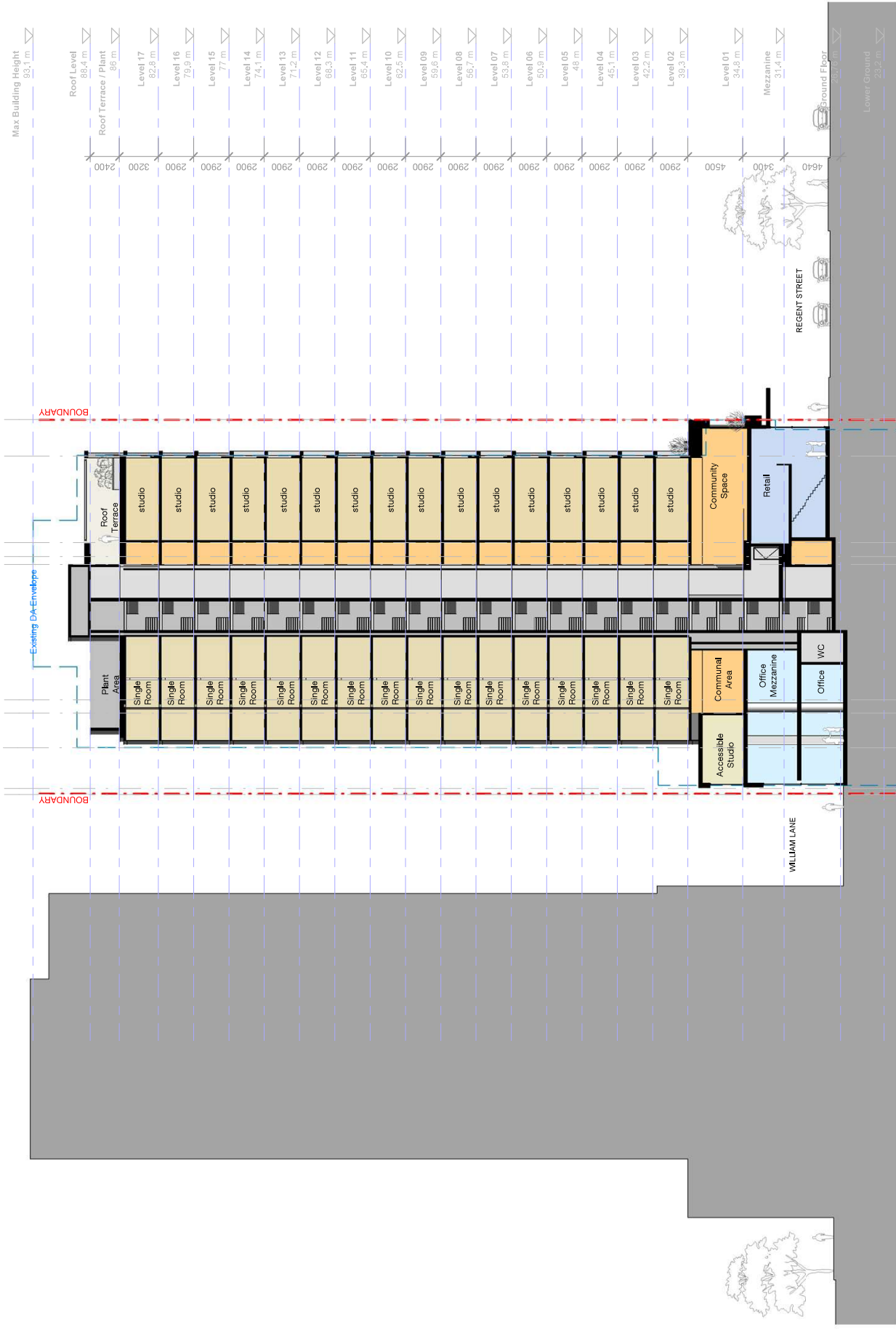
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phone 61 61 2 9394 5199
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Bates Smart Pty Ltd ABN 70 004 599 400

A03.101

BATESSMART™



Igh Regent St

Scale

1:300

@ A3

Max Building Height

93.1 m

Section A

Check all dimensions and site conditions prior to commencement of any work. The purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.

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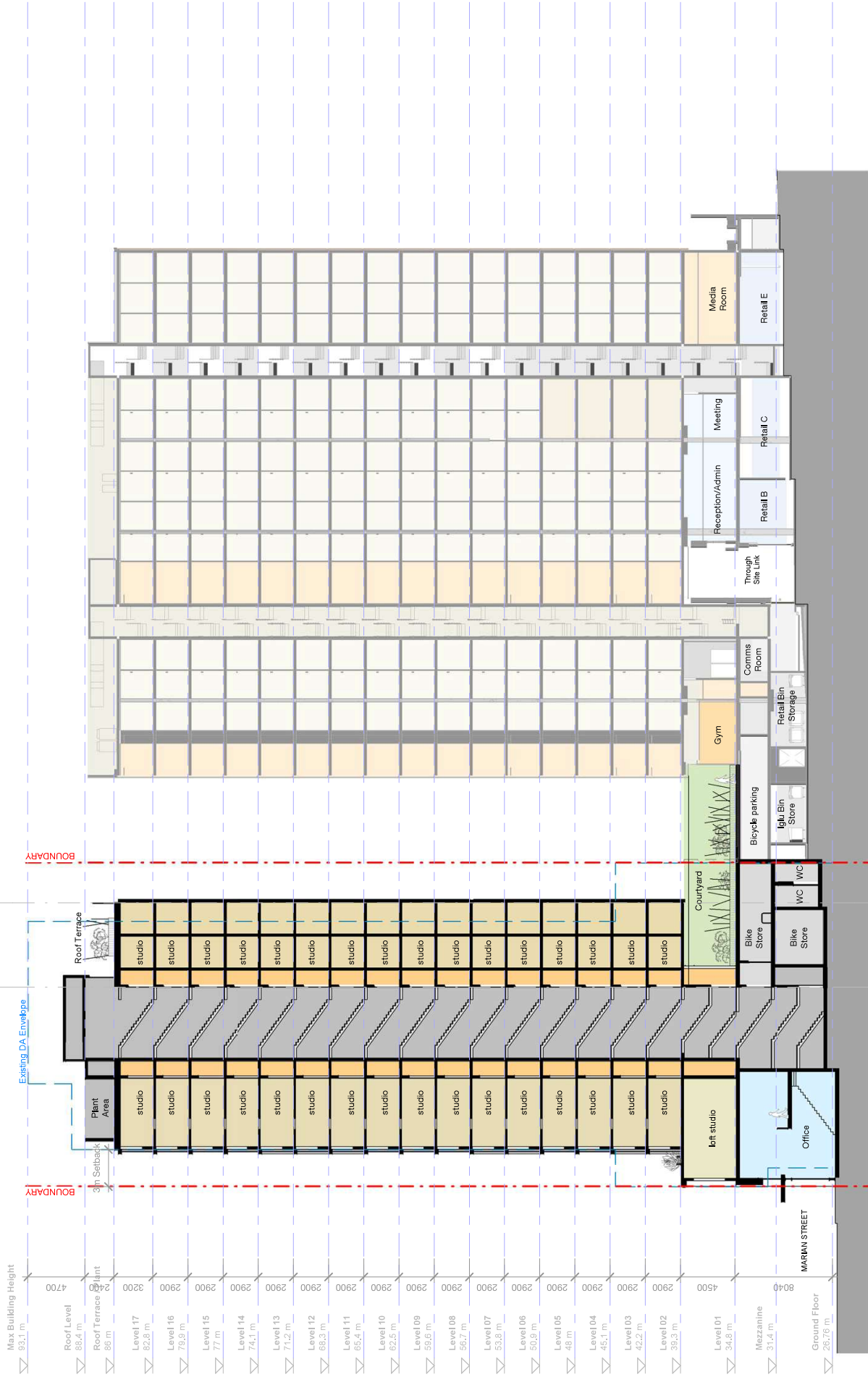
Drawn	JC	Checked	MH
Project no.	s12174	Status	Development Application
Plot Date	10/08/2018 12:31:11 PM	Revision	A

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Bates Smart
Pty Ltd ABN 70 004 599 400

BATESMART™



Iglu Regent St

Scale

1 : 300

@ A3

Drawn	JC	Checked	MH
Project no.	s12174	Status	Development Application
Plot Date	10/08/2018 12:31:30 PM	Revision	A

Section B

Check all dimensions and site conditions prior to commencement of any work. The purchase or ordering of any materials, fittings, plant, services or equipment and the preparation of shop drawings and or the fabrication of any components.

Do not scale drawings - refer to figured dimensions only. Any discrepancies shall immediately be referred to the architect for clarification.

All drawings may not be reproduced or distributed without prior permission from the architect.

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Melbourne 1 Nicholson Street
Melbourne VIC 3000
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Bates Smart Pty Ltd ABN 70 004 599 400

BATESSMARTTM

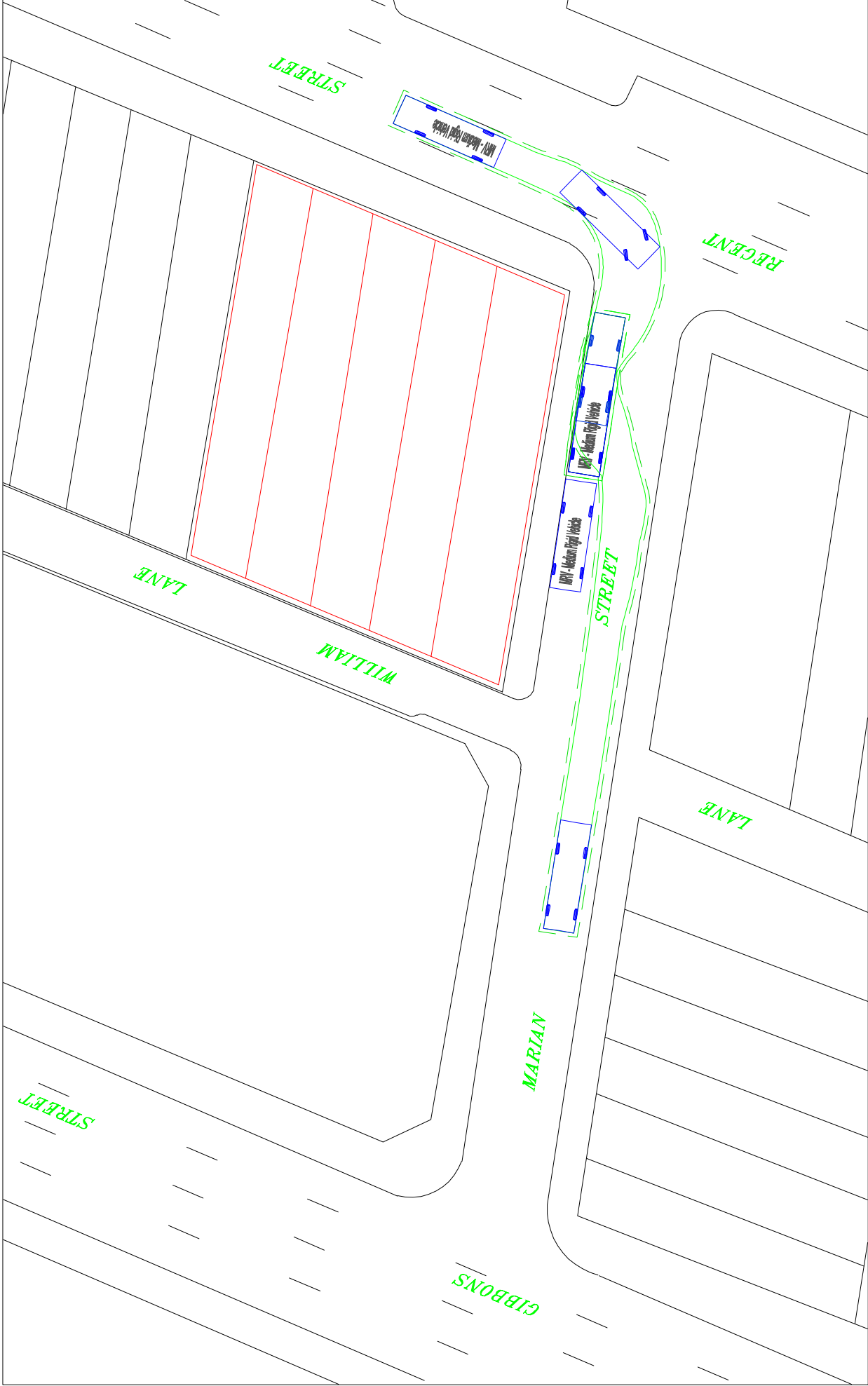
Revision Date

Development Application

Description

Initial

Checked



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Email: info@vargatraffic.com.au
www.vargatraffic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT

DRAWING TITLE
8.8M MRV TRUCKS TURNING PATH
Entering / Exiting Kerbside Loading & Unloading Area

ADDRESS
80-88 Regent Street, Redfern

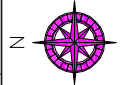
PROJECT NO
18347

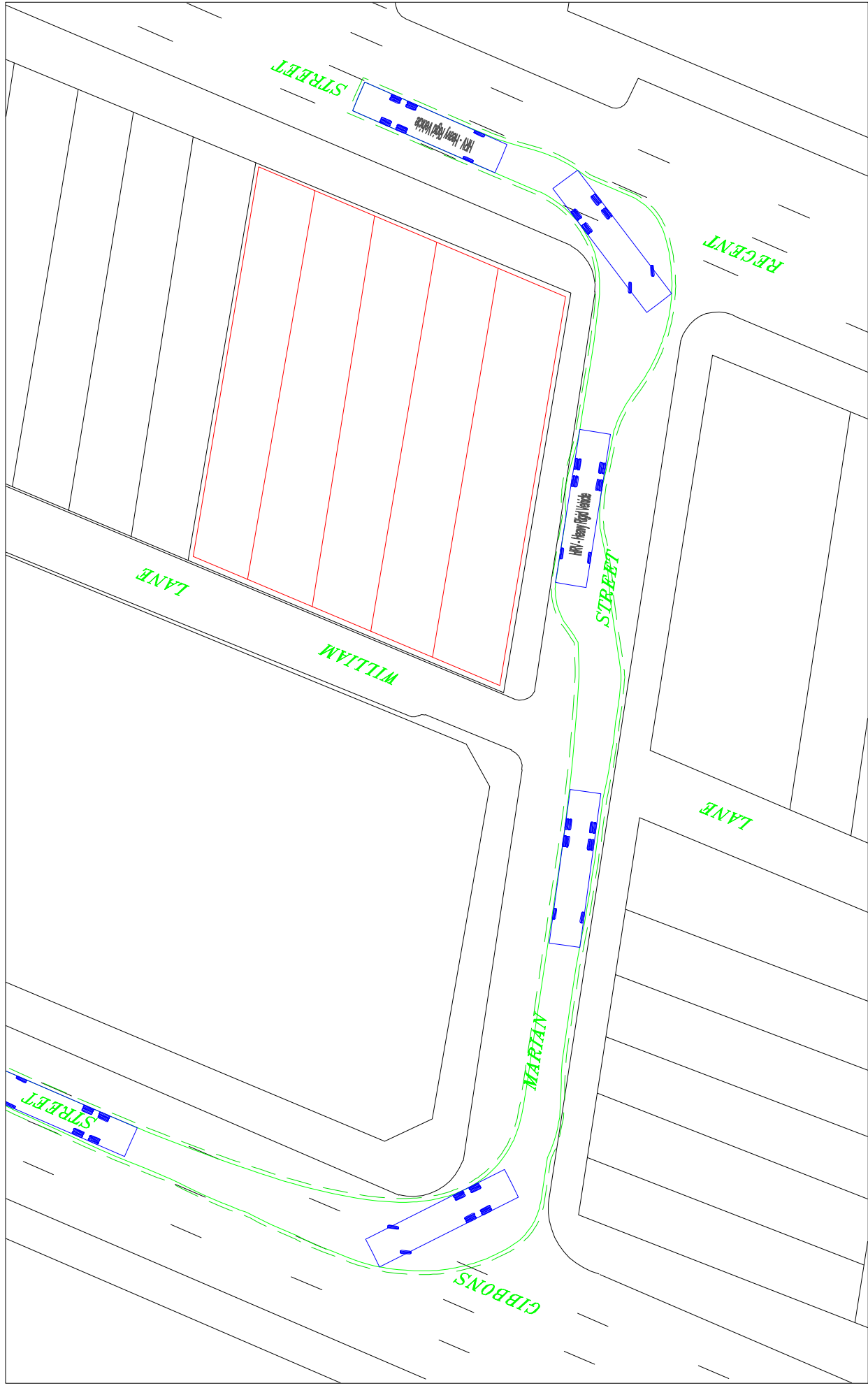
DATE DRAWN
2018-8-28

PREPARED
DONALD LEE

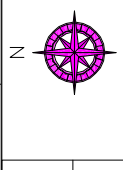
REVIEWED
CHRIS PALMER

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants





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Sydney, Australia



DRAWING TITLE
12.5M HRV TRUCKS TURNING PATH
Entering / Exiting Kerbside Loading & Unloading Area

ADDRESS
80-88 Regent Street, Redfern

PROJECT NO.
18347

REVIEWED
CHRIS PALMER

DATE DRAWN
2018-8-28

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

Notes: Check regularly that signs are in correct position and clearly visible to approaching traffic

Check regularly that signs have not been obscured by parked cars

Signs are to be covered or removed at the end of the working day

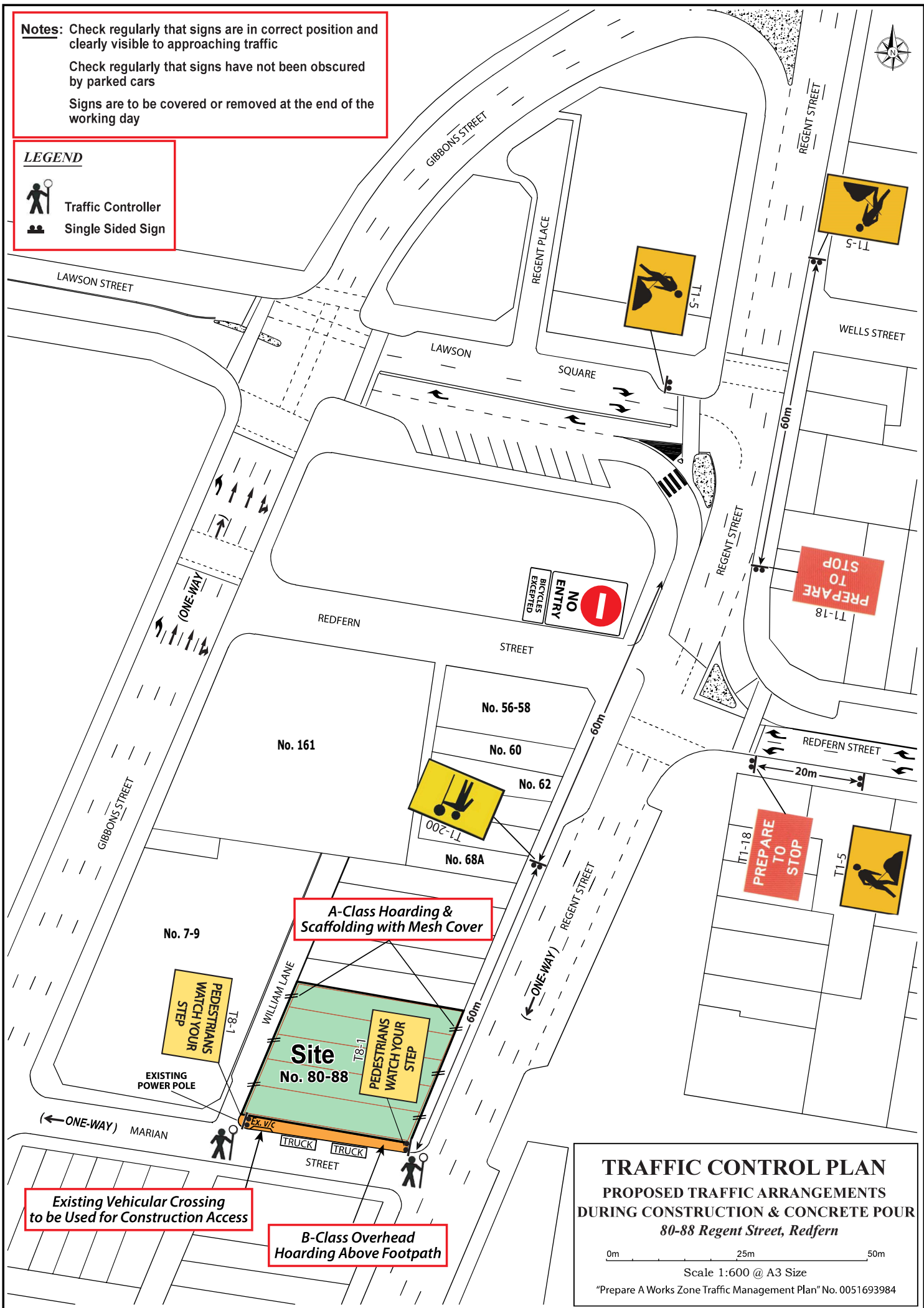
LEGEND



Traffic Controller



Single Sided Sign



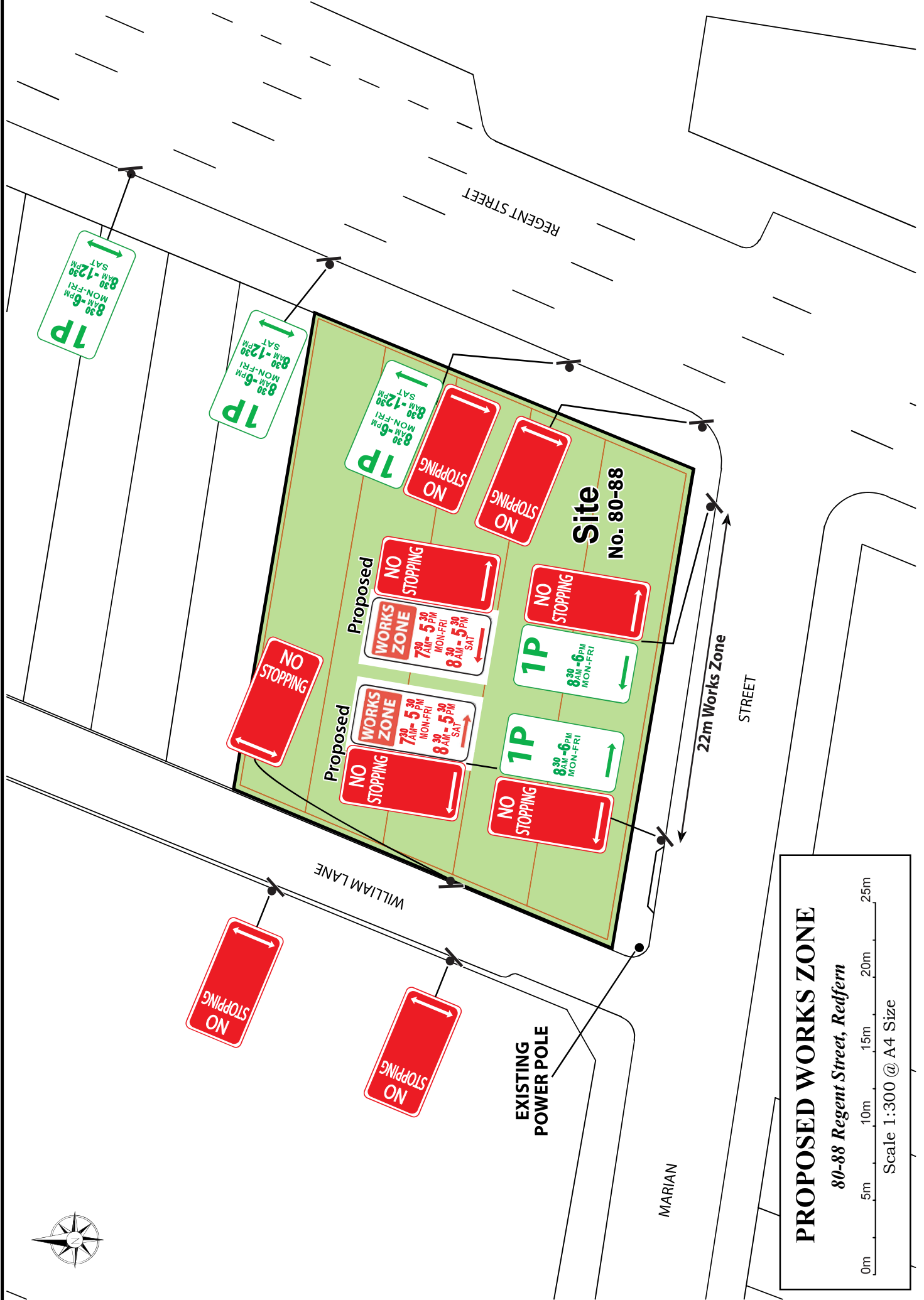
TRAFFIC CONTROL PLAN

PROPOSED TRAFFIC ARRANGEMENTS
DURING CONSTRUCTION & CONCRETE POUR
80-88 Regent Street, Redfern

0m 25m 50m

Scale 1:600 @ A3 Size

"Prepare A Works Zone Traffic Management Plan" No. 0051693984



PROPOSED WORKS ZONE

80-88 Regent Street, Redfern

0m 5m 10m 15m 20m 25m

Scale 1:300 @ A4 Size

**The City of Sydney
Standard Requirements for Construction Traffic Management Plan**

**The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the construction works at
80-88 Regent Street, Redfern – SSD7080**

1. **Arriving to the site from all directions** – All vehicles, including trucks, must approach the site from the north via the Western Distributor – Harris St – Regent St – Marian St, *or* from the west via Parramatta Rd – City Rd – Cleveland St – Regent St – Marian St, *or* from the south via Botany Rd – Henderson Rd – Wyndham St – Gibbons St – Regent St – Marian St. **Departing the site to all directions** – All vehicles, including trucks, must depart the site via Marian St – Gibbons St – Regent St and then either to the west onto Cleveland St back to Parramatta Road, *or* to the north via Cleveland St – Abercrombie St – Wattle St back to the Western Distributor, *or* to the south via Botany Rd.
2. All vehicles, including trucks, must only use the route detailed above. Roads with load limits, quiet residential streets and access/turn-restricted street must not be used
3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
6. The Applicant must provide the City with details of the largest truck that will be used during the construction/fitout.

NOTE: No dog trailers or articulated vehicles (AV) to be used on local roads (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.
8. No queuing or marshalling of trucks is permitted on any public road.
9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.
10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.

11. All loading and unloading must be within the development site or at an approved "Works Zone".
12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Works Zones and road closures.
13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.
14. The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.
15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.
16. The Applicant must comply with development consent for hours of construction.
17. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control At Work Sites Guidelines.
18. Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site – **the vehicles already on the road have right-of-way.**
19. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e. **at all times the pedestrians have right-of-way on the footpath not the trucks.**
20. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.
21. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.
22. The Applicant must apply to the City's Building Compliance Unit to organise appropriate approvals for hoarding prior to commencement of works.
23. The CTMP is for the construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or RMS for consideration. Also WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations).
24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.