



PRELIMINARY CONSTRUCTION TRAFFIC MANAGEMENT PLAN

**Foundation Theatres New Live Entertainment Venue
The Star, Pyrmont**

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TRAFFIC MANAGEMENT CERTIFICATES

Prepare a Work Zone Traffic Management Plan

Name	Hayden Dimitrovski	Certificate No.	TCT0028714
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- Appendix A: City of Sydney Standards
- Appendix B: Traffic Guidance Scheme
- Appendix C: Swept Path Analysis

1. INTRODUCTION

TRAFFIX has been commissioned by Foundation Theatres Pty Ltd to prepare a preliminary Construction Traffic Management Plan (CTMP) report in relation to the proposed modifications to Level 03 of the Star Casino at 20-80 Pyrmont Street, Pyrmont.

This report documents the preliminary construction traffic management arrangements, methodology and traffic impacts associated with the demolition, structure and fit-out and finishes stages and should be read in conjunction with the other construction documentation prepared by Foundation Theatres Pty Ltd.

The report is structured as follows:

- Section 2: Outlines the CTMP requirements
- Section 3: Documents existing traffic conditions
- Section 4: Describes the overall construction program
- Section 5: Describes the proposed traffic management arrangements
- Section 6: Concludes the report

2. CTMP REQUIREMENTS

2.1 Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) that is included in this report, should be implemented taking due account of on-site conditions as will occur over the construction period. Accordingly, construction crews are expected to respond in a pro-active manner to ensure that this plan is implemented to maximum effect and with no obvious safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is available; and
- Installations should be checked intermittently during the course of the day/s.
- SafeWork NSW approved traffic controllers to implement the TGS.

It is noted that TRAFFIX is responsible for the preparation of this CTMP only and not for its implementation, which is the responsibility of the project manager/builder.

2.2 City of Sydney Standards

Reference should be made to the City of Sydney Standards presented in **Appendix A**, which outlines the indicative requirements and conditions required within a Construction Traffic Management Plan.

3. EXISTING CONDITIONS

3.1 Location and Site

The subject site known as The Star Casino at 20-80 Pyrmont Street, Pyrmont is located approximately 310 metres west of Pyrmont Bay Light Rail Station and is legally identified as DP1161507 (Lot 500).

The site is irregular in configuration and has a total site area of approximately 38,600m². It has a western frontage of 230 metres to Pyrmont Street, a northern frontage of 160 metres to Jones Bay Road, two eastern frontages of 220m and 150m to Pirrama Road and Edward Street, respectively and a southern frontage of 80m to Union Street.

Vehicular access to the site is provided from all frontages, except Union Street, in the following arrangement:

- Main Vehicular Access provided from Pirrama Road with a signalised intersection (includes entry to the main loading dock, entry and exit for the main car park);
- Separate entry and exit driveways for access to a porte-cochere along the Pirrama Road frontage;
- Service vehicle exit on to Pirrama Road north of intersection with Jones Bay Road;
- Entry to main porte-cochere from Jones Bay Road;
- Two loading dock accesses along Jones Bay Road;
- Exit from porte-cochere on to Pyrmont Street;
- Access to loading docks from Edward Street; and,
- Car park entry and exit from Edward Street

The proposed additions and alterations will be focused on Level 03 of The Star Casino. A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** below.



Figure 1: Location Plan

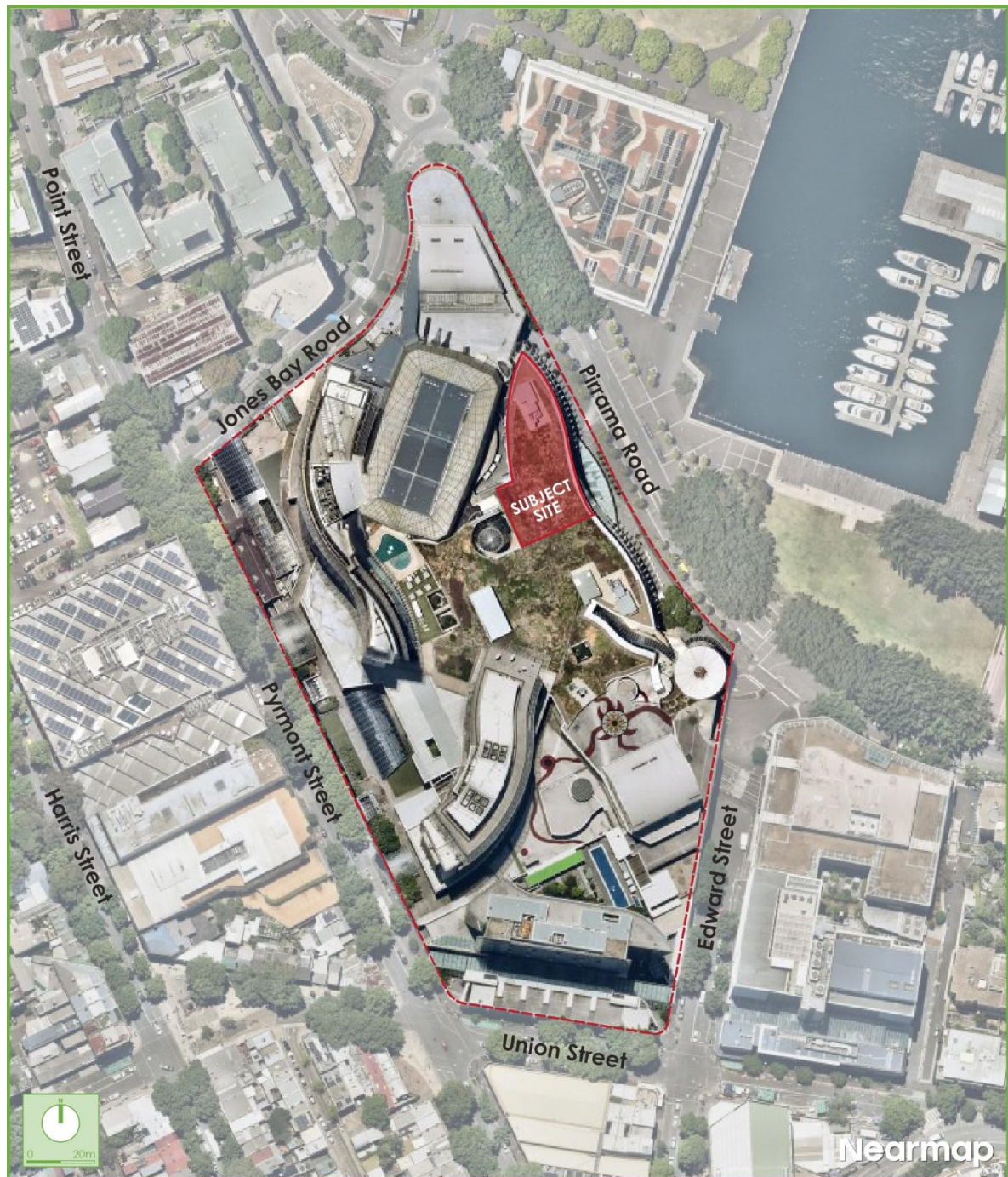


Figure 2: Site Plan

4. OVERVIEW OF CONSTRUCTION PROGRAM

4.1 Times of Operation

The hours of operation are to be in accordance with City of Sydney's standard permitted hours, as outlined below.

- Monday to Friday 7:00am to 5:30pm;
- Saturday 8:00am to 3:00pm; and
- Sunday or Public Holiday No building activities are to be carried out at any time.

4.2 Overview of Construction Works

The detailed construction works will be prepared once the exact construction methodology has been determined. Generally, the works are envisaged to involve demolition, structure, fit-out and finishes stages of construction, and will include the use of vehicles up to the 12.5-metre-long heavy rigid vehicles (HRV) during all stages, with the following access arrangements:

- Works zone on the footpath along the Pirrama Road frontage, north of the porte-cochere. Vehicles will access the works zone via the existing porte-cochere which is relatively underutilised. Patrons mainly use the Pyrmont Street porte-cochere to access The Star.
- Use of the loading area access from the Pirrama Road intersection at the northeastern corner of the site. A service lift will provide direct access to the works area from the loading area.

The volume of trucks are yet to be finalised, although, it is anticipated to be minor and would have minimal impacts on the surrounding roads. It is noted that truck movements are proposed to be minimised and scheduled so as to not coincide with morning and evening peak periods of the surrounding roads.

It is emphasised that the above information are indicative and are subject to change, upon confirmation of the builder.

5. TRAFFIC MANAGEMENT ARRANGEMENTS

5.1 Truck Routes

A copy of each truck route is to be provided to all drivers prior to attending site. The proposed truck routes are presented in the subsections below. The proposed route use existing public bus routes and heavy vehicle access routes used for the existing loading facilities on-site.

5.1.1 Truck Route 1 – Pirrama Road Works Zone



Figure 3: Truck Route to and from Works Zone

Entry Routes

- Routes from East:
 1. Trucks will arrive from Western Distributor, westbound.
 2. Take the Pymont Bridge Road exit and turn right on to Pymont Bridge Road, eastbound.
 3. Turn left onto Pirrama Road, northbound.
 4. Turn left into the works zone.
- Route from West:
 1. Trucks will arrive on Western Distributor, eastbound.
 2. Take the Allan Street exit and continue straight on to Allan Street, eastbound.
 3. Continue straight on to Murray Street, northbound.
 4. Continue straight on to Pirrama Road, northbound.
 5. Turn left into the works zone.
- Routes from Southwest:
 1. Trucks will arrive on Pymont Bridge Road, eastbound.
 2. Turn left onto Pirrama Road, northbound.
 3. Turn left into the works zone.

Exit Routes

- Routes to East:
 1. Trucks will exit the works zone on to Pirrama Road, northbound.
 2. Continue on to Harris Street, southbound.
 3. Turn right onto Pymont Bridge Road, westbound.
 4. Turn left on to the Western Distributor, eastbound.
- Route to West:
 1. Trucks will exit the works zone on to Pirrama Road, northbound.
 2. Continue on to Harris Street, southbound.
 3. Turn right onto Pymont Bridge Road, westbound.
 4. Turn right on to the Western Distributor, westbound.
- Routes to Southwest
 1. Trucks will exit the works zone on to Pirrama Road, northbound.
 2. Continue on to Harris Street, southbound.
 3. Turn right onto Pymont Bridge Road, westbound.
- Routes to South:
 1. Trucks will exit the works zone on to Pirrama Road, northbound.
 2. Continue on to Harris Street, southbound.

5.1.2 Truck Route 2 – Pirrama Road Internal Loading Dock

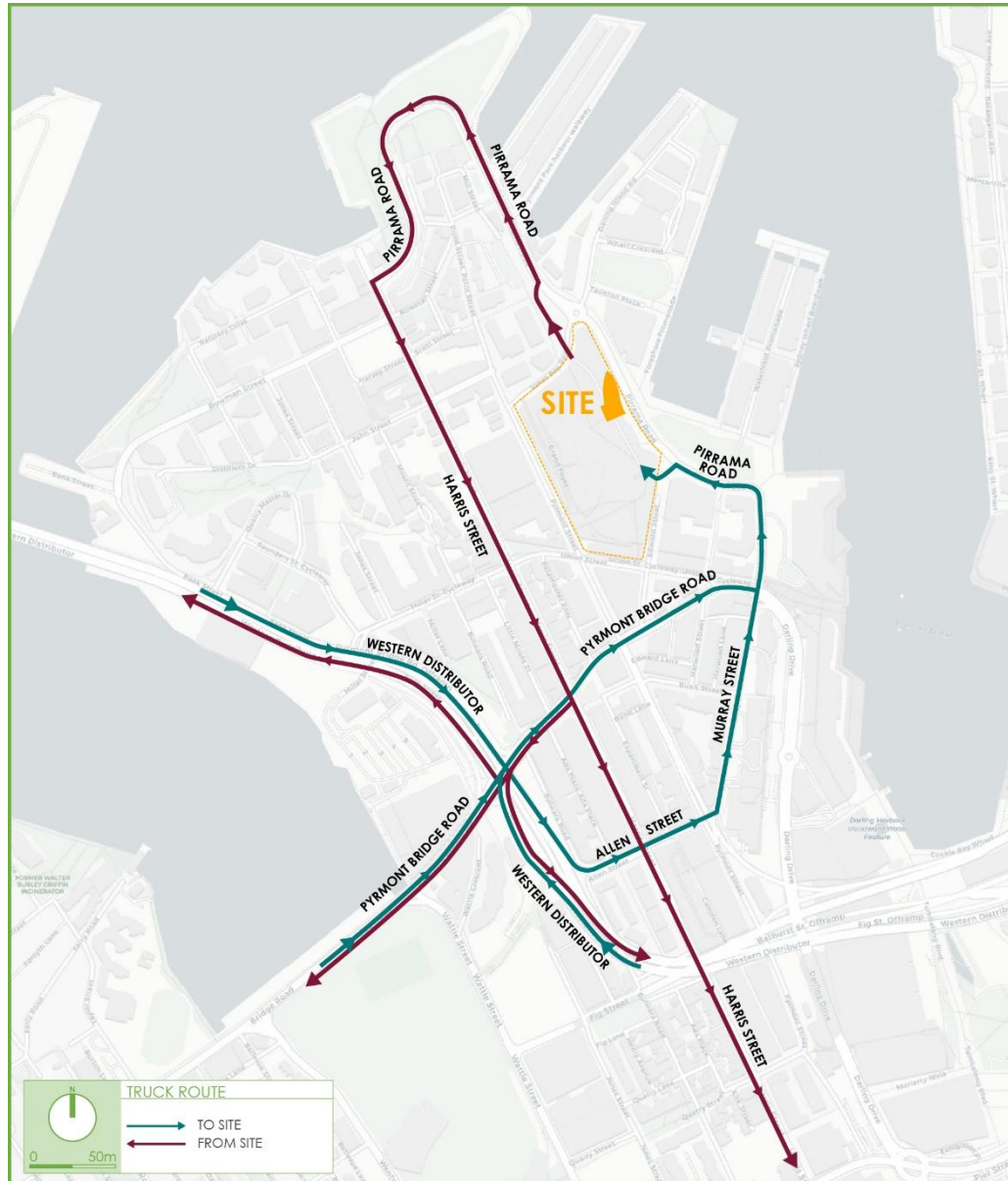


Figure 4: Truck Route to and from Internal Loading Dock

Entry Routes

- Routes from East:
 1. Trucks will arrive from Western Distributor, westbound.
 2. Take the Pymont Bridge Road exit and turn right on to Pymont Bridge Road, eastbound.
 3. Turn left onto Pirrama Road, northbound.
 4. Turn left into the site.
- Route from West:
 1. Trucks will arrive on Western Distributor, eastbound.
 2. Take the Allan Street exit and continue straight on to Allan Street, eastbound.
 3. Continue straight on to Murray Street, northbound.
 4. Continue straight on to Pirrama Road, northbound.
 5. Turn left into the site.
- Routes from Southwest:
 1. Trucks will arrive on Pymont Bridge Road, eastbound.
 2. Turn left onto Pirrama Road, northbound.
 3. Turn left into the site.

Exit Routes

- Routes to East:
 1. Trucks will exit the loading dock on to Pirrama Road, northbound.
 2. Continue on to Harris Street, southbound.
 3. Turn right onto Pymont Bridge Road, westbound.
 4. Turn left on to the Western Distributor, eastbound.
- Route to West:
 1. Trucks will exit the loading dock on to Pirrama Road, northbound.
 2. Turn left on to Pirrama Road, northbound.
 3. Continue on to Harris Street, southbound.
 4. Turn right onto Pymont Bridge Road, westbound.
 5. Turn right on to the Western Distributor, westbound.
- Routes to Southwest
 1. Trucks will exit the loading dock on to Pirrama Road, northbound.
 2. Turn left on to Pirrama Road, northbound.
 3. Continue on to Harris Street, southbound.
 4. Turn right onto Pymont Bridge Road, westbound.
- Routes to South:
 1. Trucks will exit the loading dock on to Pirrama Road, northbound.
 2. Turn left on to Pirrama Road, northbound.
 3. Continue on to Harris Street, southbound.

5.2 Trucks Arrivals

All trucks will be linked via CB radio and/or hands-free mobile and will only be called onto site when required and when there is sufficient capacity to accommodate the proposed trucks, with the access road providing adequate passing bays to accommodate truck and dog trailers.

5.3 Site Vehicle Access

The existing loading dock from Pirrama Road plus the proposed works zone on Pirrama Road will be used for site access. Materials will be transferred from the vehicle in the works zone to the site by crane. All vehicles will enter and exit the site/works zone in a forward direction in accordance with Council requirements.

5.4 Crane Requirements

A crane is expected to be required during construction and this will be subject to a separate application as part of the Construction Certificate post approval of the Development Application.

5.5 Works Zones

A works zone is proposed along the site frontage to Pirrama Road within the footpath depicted in the TGS provided in **Appendix B**. The works zone will be signposted as such for the duration of construction works. Swept path analysis of the 12.5m HRV in the Works Zone is provided in **Appendix C**, which demonstrates the porte-cochere can be used for access with the temporary removal of bollards. Pedestrians will be directed around the works area with appropriate hoarding and fencing to be provided. Further details will be available in the CTPMP to be provided as part of the Construction Certificate once the builder is appointed.

5.6 Pedestrian Control

Vehicles entering and exiting the works zone will be required to give way to pedestrians walking along footpaths and crossings. Traffic controllers will also monitor vehicles entering and exiting the works zone to ensure pedestrian safety. Pedestrians will also be directed around the works zone on the Pirrama Road frontage which is located on the footpath as shown in the TGS provided in **Appendix B**.

5.7 Employee Vehicles

Contractors will be encouraged to use public transport with the site being conveniently located near several public transport services. In addition, the surrounding streets and public car parks are generally paid which will discourage workers from driving to the site.

5.8 Traffic Guidance Scheme

The TGS included in **Appendix B** demonstrates the proposed signage to be adopted when the works zone is used during construction, noting that copies of the TGS are to be kept on-site at all times. The traffic controller is required for monitoring works zone movements, pedestrian safety and traffic etc. The TGS has been designed in accordance with the requirements of the *TfNSW Traffic Control at Work Sites Manual* and is recommended for adoption.

6. CONCLUSION

This report should be read in conjunction with other construction documentation prepared by Foundation Theatres Pty Ltd. The plan outlined above is considered satisfactory and will minimise the traffic and amenity impacts associated with Level 03 of The Star Casino. This plan therefore meets all requirements of the TfNSW *Traffic Control at Work Sites Manual* and is recommended for adoption.

APPENDIX A

City of Sydney Standards

City of Sydney Council

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 demolition, excavation and construction works at **(Insert < site address > and < DA number >)**

1. Details of routes to and from site and entry and exit points from site – site specific
2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific.
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 Team).
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 Team).
6. The Applicant must provide to the City details of the largest truck that will be used during the demolition, excavation and construction works.

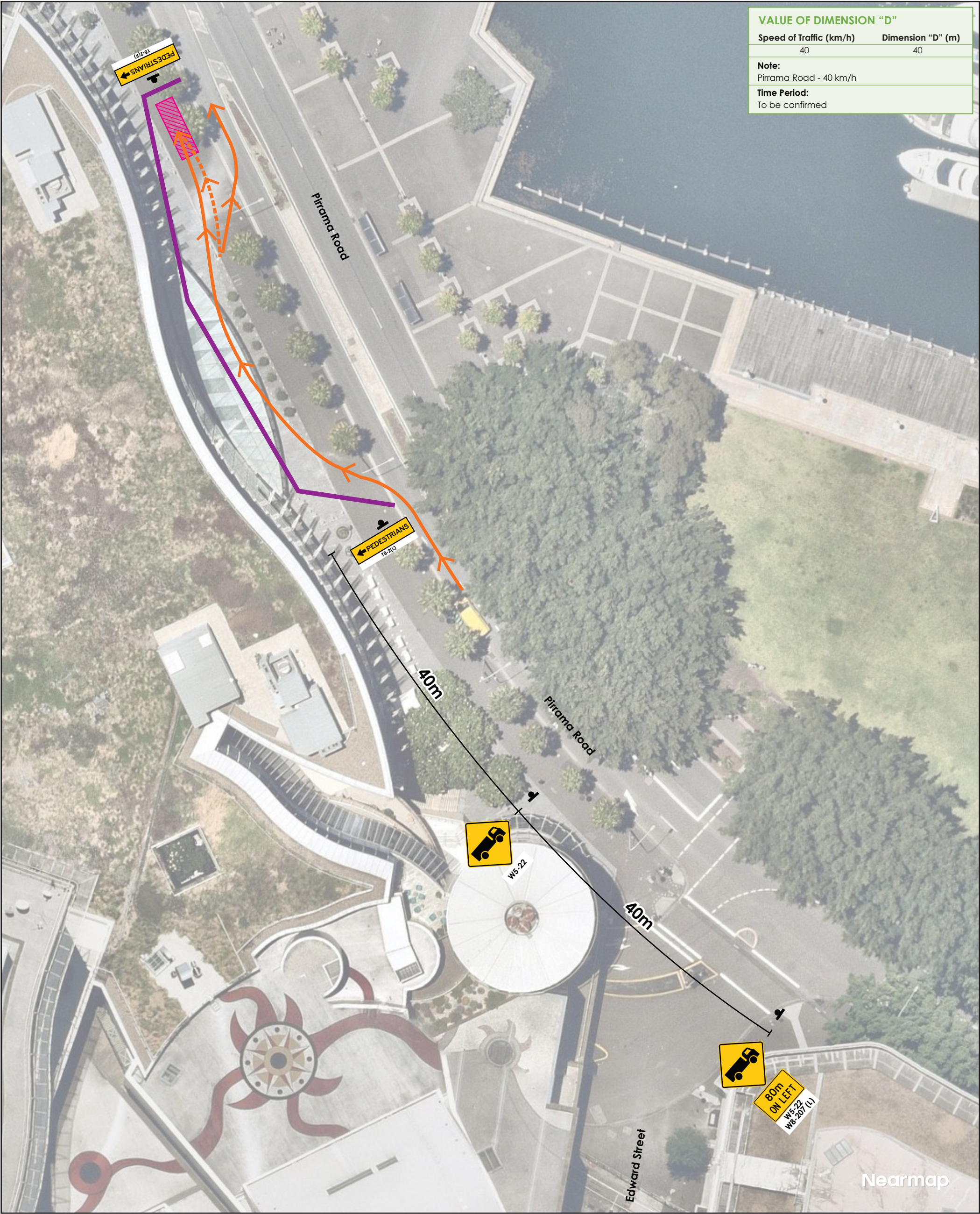
NOTE: The use of dog trailers or articulated vehicles (AV) is not permitted (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Team).

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 National Heavy Vehicle Regulator (NHVR) 28 days prior to the vehicle's scheduled travel date. For more information, please contact the NHVR on 1300 696 487 or www.nhvr.gov.au.
8. The queuing or marshalling of trucks is not permitted on any public road.
9. Any temporary adjustment to bus stops or traffic signals will require the Applicant to obtain approval from Transport for NSW (TfNSW) prior to commencement of works.
10. All vehicles associated with the development shall be parked wholly within the site. All site staff associated 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 Coordinator to organise appropriate approvals for Work Zones and road closures.
13. The Applicant must apply to the City's Construction Regulation Team to arrange appropriate approvals for partial road closures.

14. The Applicant must apply to the TfNSW 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 Regulation Team to seek appropriate approvals for any proposed temporary driveways, cranes (hoisting activities) and barricades etc.
 16. The Applicant must comply with development consent hours of construction.
 17. All traffic control plans associated with the CTMP must comply with the Australian Standards and the TfNSW *'Traffic Control at Work Sites - Technical Manual'*.
 18. Traffic controllers must NOT stop traffic on the public road/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 allowance for 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 sites BUT must NOT be stopped in anticipation of truck movement i.e., **at all times pedestrians have right-of-way on the footway, not the trucks.**
 20. The use of physical barriers to control pedestrian or traffic movements must be considered by the City's Construction Regulation Team prior to commencement of work (refer to the City's *'Code of Practice: Hoisting and Construction Activities On and Above Roads'* for further details).
 21. The Applicant must obtain a permit from the City's Construction Regulation Team regarding the placement of any plant/equipment on public ways.
 22. The Applicant must apply to the City's Building Certification Team to obtain appropriate approvals for any proposed construction-related temporary structures on or above roadways/footways prior to commencement of works (refer to the City's *'Code of Practice: Construction-related Temporary Structures On and Above Roads'* for further details).
 23. A CTMP relates to excavation, demolition and construction activities on private land; not for road works (if required) associated with the development. Any proposed road works will require the Applicant or contractor/s to separately seek consideration and approval from the City and/or TfNSW. Additionally, SafeWork NSW requires that traffic control plans comply with Australian Standard 1742.3 and be prepared by a person holding a Training Card issued by SafeWork NSW.
 24. It must be noted that the provision of any information in the CTMP and the standards requirements set out above does not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent applying to the subject site.
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APPENDIX B

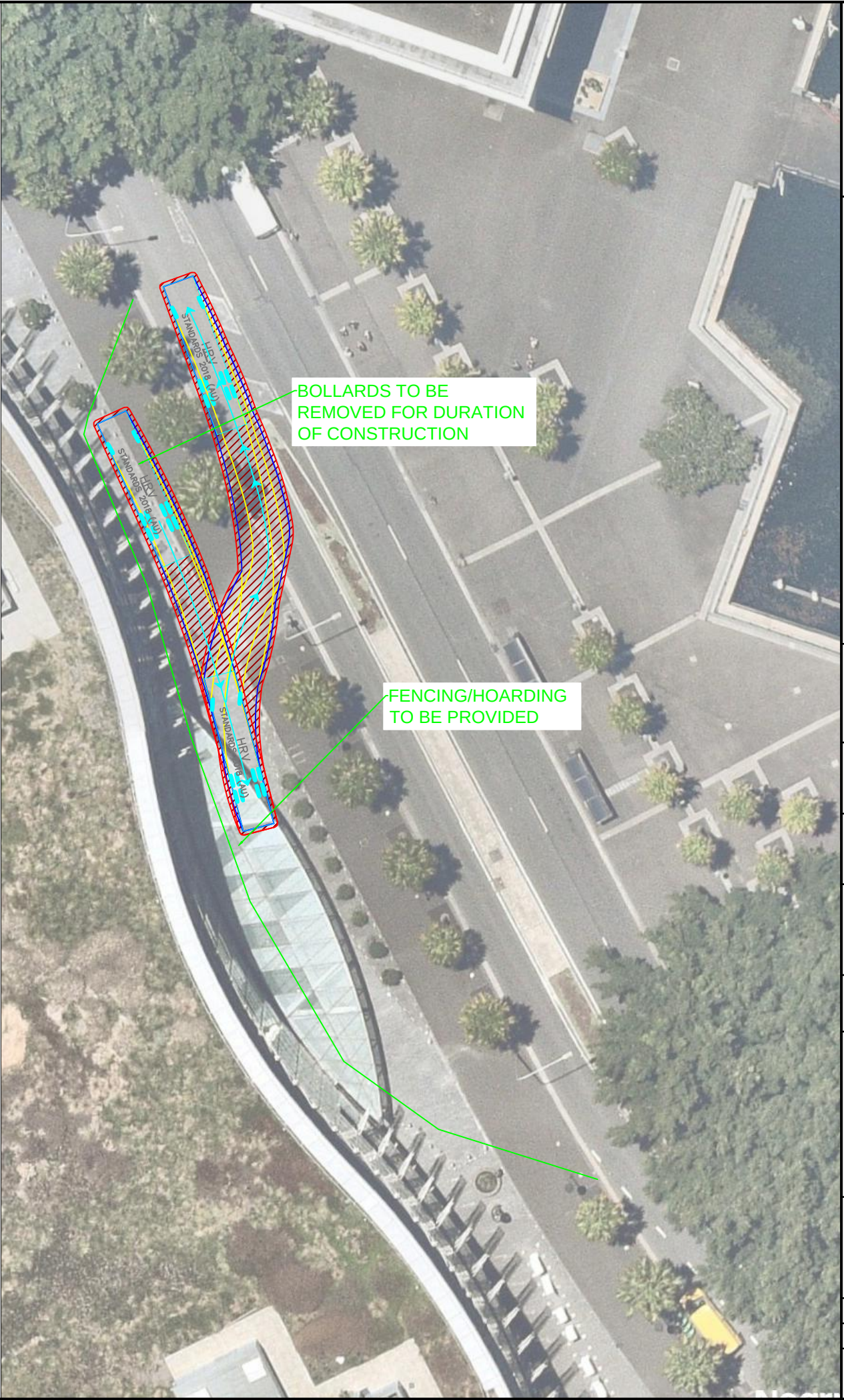
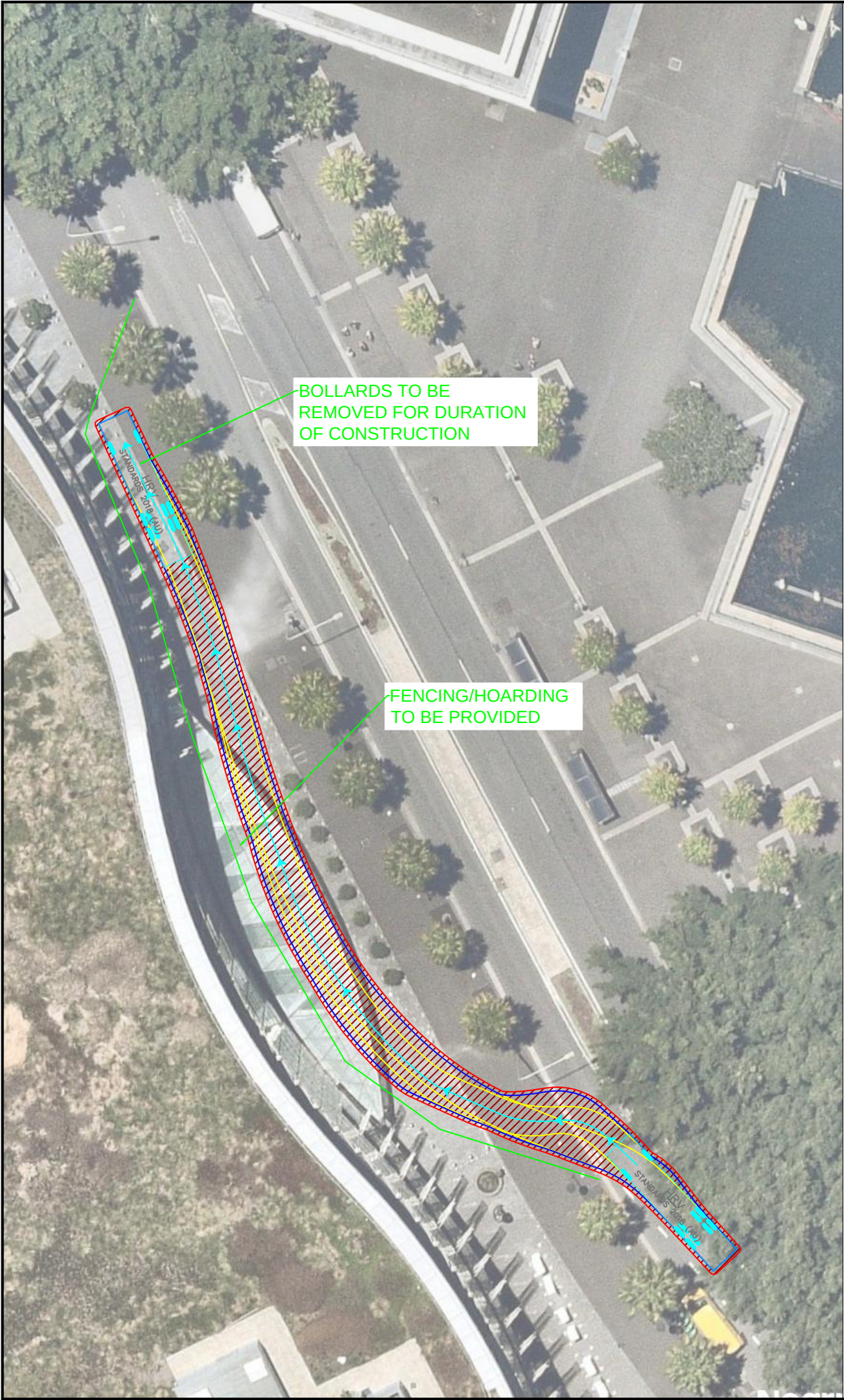
Traffic Guidance Scheme



VALUE OF DIMENSION "D"	
Speed of Traffic (km/h)	Dimension "D" (m)
40	40
Note: Pirrama Road - 40 km/h	
Time Period: To be confirmed	

APPENDIX C

Swept Path Analysis



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

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 AS2890.2:2002 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.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	17-04-26

Swept Path Legend

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

Architect

Client
Foundation Theatres

Scale / Plan Orientation

0 4 8 12 16m

1:400 @ A3

Project Description
The Star - Cold Shell Development

Drawing Prepared By

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Drawing Title
Swept Path Analysis
12.5m long Heavy Rigid Vehicle
Works Zone on Pirrama Road frontage

Drawn: HD	Checked: -	Date: 17-04-26
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26.116d01v01 TRAFFIX CTMP Swept Path Analysis.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
26.116	CTMP	TX.01	A