



Construction; Block 2  
Transport Management Plan  
Frasers Broadway



# Construction; Block 2

## Frasers Broadway


### Transport Management Plan

Client: Frasers Broadway Pty Ltd

Reference: HS10583

GTA Consultants Office: SYDNEY

#### Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By
A	11/09/09	Final	Christopher Fernandez	Dick van den Dool	

© GTA Consultants (Greg Tucker and Associates Pty Ltd) 2009

The information contained in this document is confidential and intended solely for the use of the client identified on the report cover for the purpose for which it has been prepared and no representation is made or is to be implied as being made to any third party. Use or copying of this document in whole or in part without the written permission of GTA Consultants constitutes an infringement of copyright. The intellectual property contained in this document remains the property of GTA Consultants.



BRISBANE • SYDNEY • MELBOURNE

[www.gta.com.au](http://www.gta.com.au)

## Table of Contents

<b>1. Introduction</b>	<b>1</b>
1.1 Background	1
1.2 Purpose of This Report	1
1.3 Referenced Documents	2
<b>2. Existing Site Conditions</b>	<b>3</b>
2.1 Site	3
2.2 Road Network	4
2.3 Access Conditions	5
<b>3. Construction of Block 2</b>	<b>8</b>
3.1 Staging	8
3.2 Hours of Operation	10
3.3 Expected Truck Volumes	10
<b>4. Transport Management Plan (TMP)</b>	<b>12</b>
4.1 General Requirements	12
4.2 Types of Heavy Vehicles	12
4.3 Truck Routes	12
4.4 Internal Transport Routes	15
4.5 General Access Requirements	18
4.6 Bus Operations	18
4.7 Pedestrian Safety and Access	19
<b>5. Stakeholder Feedback</b>	<b>21</b>
<b>6. Conclusion</b>	<b>22</b>

### Appendices

A: Director-General's Requirements for Construction of a Residential Building with Ancillary Uses on Block 2, Frasers Broadway (MP 09\_0078)

B: Extract From Ministers General Development Constant Conditions for Modification of Major Project Approval (MP 06\_0171)

C: Extract from Preferred Project Report Modification to Concept Plan (October 2008)

D: Interim Plans for Jones Street

E: Feedback from RTA, STA and MOT

### Table of Figures

Figure 2.1: Subject Site and its Environs (Reproduced with Permission from Universal Publishing Pty Ltd)

4

Figure 2.2: Broadway frontage and Main Avenue (Kent Road) access	6
Figure 2.3: Broadway Road frontage and Balfour Street access	6
Figure 2.4: Abercrombie Street frontage and Irving Street truck access	7
Figure 2.5: Regent Street / Kensington Street frontage and access gate	7
Figure 3.1: Scope for construction of Block 2	9
Figure 3.2: Truck Movements with Overlapping Project Stages	11
Figure 4.1: Truck Routes for the construction of Block 2 – inbound	14
Figure 4.2: Truck Routes for the construction of Block 2– outbound	15
Figure 4.3: Internal Transport Routes for Construction of Block 2	16
Figure 4.4: Internal Transport Routes for Excavation and Basement Construction of Blocks 2, 5 & 9	17
Figure 4.5: STA Bus Operations	19
Figure 4.6: Buses and Clearances to Vertical Objects	19

#### **Table of Tables**

Table 3.1: Program for construction of Block 2	8
Table 3.2: Summary of Truck Traffic Movements	10
Table 6.1 Summary of TMP Requirements	23

# 1. Introduction

## 1.1 Background

GTA Consultants was engaged by Frasers Broadway Pty Ltd to prepare a Transport Management Plan (TMP) for the Construction of Block 2 – Project Application associated with the redevelopment of the Frasers Broadway site (formerly Carlton United Breweries), on Broadway, Sydney.

This report follows earlier Transport Management Plans for:

- The Demolition & Recycling Project Application
- The Remediation Project Application
- The Main Park and Infrastructure Projection Application, and
- The Excavation and Construction of Basements for Blocks 2, 5 & 9 Project Application.

Separate reports will be prepared in due course for subsequent project stages, which will be subject to separate approvals.

The site was inspected on several occasions between 5 September 2007 and 19 June 2009.

## 1.2 Purpose of This Report

The requirements for this Transport Management Plan are set out in the Director-General's Requirements (DGRs) for the Environmental Assessment of the Construction of a Residential Building with Ancillary Uses on Block 2, Frasers Broadway (MP 09\_0078), received on 18 May 2009 (Appendix A). It should be noted that separate accessibility reports will be prepared by others. These include:

- The suitability of the proposed road layout and design and proposed standard
- The provision of on and off street car parking, and
- Opportunities to maintain pedestrian and cycle access and safety adjacent to the subject site during the period of works.

The Minister's planning approvals for the Modification of Major Project Approval (MP 06\_0171) ( Appendix B) include some conditions that are relevant to the Block 2 construction Project Application, including:

- Demonstrate that the design of roads shall include signalised intersections at the following locations:
  - Intersection of Broadway with Balfour Street with the provision of a right turning lane from Broadway into Balfour Street, and the closure of Jones Street
  - Intersection of Kent Road (or Kensington Street if not closed) with Regent Street together with the banning of the right turning movement from Regent Street to Kent Road (Kensington Street)
  - Intersection of Abercrombie Street with Irving Street and Blackfriars Street with pedestrian facilities, and
- Provide a safety audit for the intersection at Regent Street / Kensington Street given road safety concerns.

For interest and background information, an extract from the Modified Concept Plan's Environmental Assessment Report is attached in Appendix C.

### 1.3 Referenced Documents

In preparing this report, reference has been made to a number of background documents, including:

- Director-General's Requirements (DGRs) for the Environmental Assessment of the Construction of a Residential Building with Ancillary Uses on Block 2, Frasers Broadway (MP 09\_0078)
- Various technical data as referenced in this report
- Several inspections of the site and its surrounds, and
- Other documents as nominated.

*At the outset of this report it is noted that full access to and from the Kensington Street gates off Regent Street is becoming increasingly important, this requires traffic signals at the intersection. The design, approval and construction of a traffic signalised intersection is expected to take more than 12 months. As such the design process should commence as soon as possible. The same applies to the proposed signalisation of Balfour Street and Broadway.*

## 2. Existing Site Conditions

### 2.1 Site

Fosters completed the decommissioning of its past brewery operation in December 2007. A small management and administration group remained on part of the site until June 2008. Frasers Broadway now occupies those buildings.

Current access arrangements are as follows:

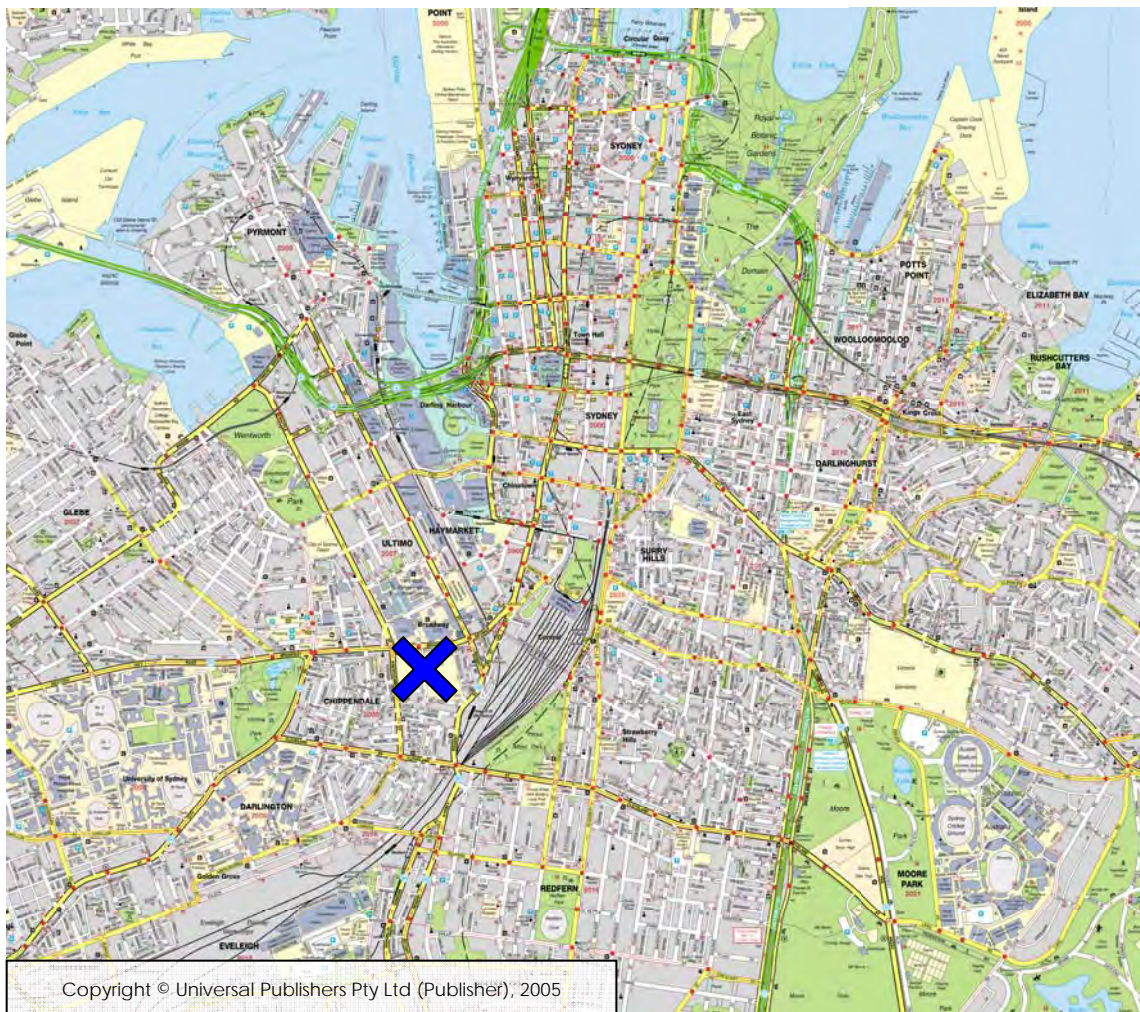
- Main gate off Broadway (Main Avenue or Kent Road) - minor access for Frasers Broadway staff and their visitors
- Balfour Street (off Broadway) – closed
- Irving Street gate (off Abercrombie Street) - primary access for all truck traffic; manual wheel wash in place for exiting trucks ; operated by traffic controllers for all traffic leaving the site, and
- Kensington Street gate (off Regent Street) - second of two main entry points to the site with left turn truck entry only from the south; also used for demolition site office ingress and egress; operated by traffic controllers.

Surrounding land uses to the north of the site are typically large scale commercial, such as UTS, Central Railway, Broadway Shopping Centre, Sydney TAFE etc.

Land uses to the south are typically residential and small scale commercial. Many of these land uses are sensitive to traffic and other activities generated by the proposed construction of Block 2.

The location of the subject site and the surrounding environs is shown in Figure 2.1.

Figure 2.1: Subject Site and its Environs (Reproduced with Permission from Universal Publishing Pty Ltd)



## 2.2 Road Network

### Broadway

Broadway is classified as a State Highway (SH5) and is aligned in the east-west direction. It is a two-way road configured with an 8-lane, 23 metre wide carriageway set within a 32 metre wide road reserve (approx).

Broadway carries approximately 64,000 vehicles per day west of Wattle Street.<sup>1</sup>

### Abercrombie Street / Wattle Street

Abercrombie Street and Wattle Street are classified as main roads and are aligned in a north-south direction. It is a one-way road configured with a 4-lane, 12metre wide carriageway set within an 18 metre wide road reserve (approx).

Abercrombie Street just north of Cleveland Street carries approximately 21,500 vehicles per day.<sup>1</sup>

<sup>1</sup> RTA (2002) Traffic Volume Data 2002 - Sydney Region

### Cleveland Street

Cleveland Street is classified as a main road and is aligned in an east-west direction. It is a two-way road configured with a 6-lane, 17metre wide carriageway set within a 25 metre wide road reserve (approx).

Cleveland Street just west of Regent Street carries approximately 56,000 vehicles per day<sup>2</sup>.

### Regent Street / Lee Street / Harris Street / Botany Road

Regent Street, Lee Street, Harris Street and Botany Road are classified as main roads and are aligned in a north-south direction. Adjacent to the site Regent Street is a two-way road configured with a 5-lane, 16 metre wide carriageway set within a 24 metre wide road reserve (approx).

Regent Street just north of Cleveland Street carries approximately 51,000 vehicles per day<sup>2</sup>.

### Local Roads

Kensington Street, Wellington Street, O'Connor Street, Blackfriars Street, Balfour Street and other roads nearby all are narrow local streets, with some turning, one-way way and heavy vehicle restrictions.

### Internal Roads

Irving Street, Irving Lane, Carlton Street and Main Avenue (Kent Road) all are internal roads to the site and are subject to redevelopment as part of the project.

## 2.3 Access Conditions

A number of external and internal access constraints exist for the site:

- Heritage sewer and other load limiting services underneath Balfour Street and Irving Street – protection required in some locations for any internal traffic travelling across or along these streets where permanent protection has not yet been constructed
- Broadway / Balfour Street intersection – currently restricted to left-in-left-out access, the Minister's conditions of approval for the development include the need for relocation of the Jones Street traffic signals to Balfour Street, which would allow full access at the intersection
- Broadway / Main Avenue (Kent Road) intersection – left-in-left-out access only
- Regent Street / Kensington Street intersection – unsafe for the right-turn exit from the site due to the high volumes of traffic and sight distance constraints, although no formal turn restrictions exist; if this access is to be used for construction traffic, it would be appropriate to bring forward the installation of traffic signals at this location, which are required for the completed development under the Minister's consent conditions, and
- Irving Street / Abercrombie Street gates – right-in-right-out only due to the one-way northbound restriction in Abercrombie Street.

Figures 2.2 to 2.5 show the access locations to the Frasers Broadway Site.

---

2 RTA (2002) Traffic Volume Data 2002 - Sydney Region

Figure 2.2: Broadway frontage and Main Avenue (Kent Road) access



Figure 2.3: Broadway Road frontage and Balfour Street access



Figure 2.4: Abercrombie Street frontage and Irving Street truck access



Figure 2.5: Regent Street / Kensington Street frontage and access gate



## 3. Construction of Block 2

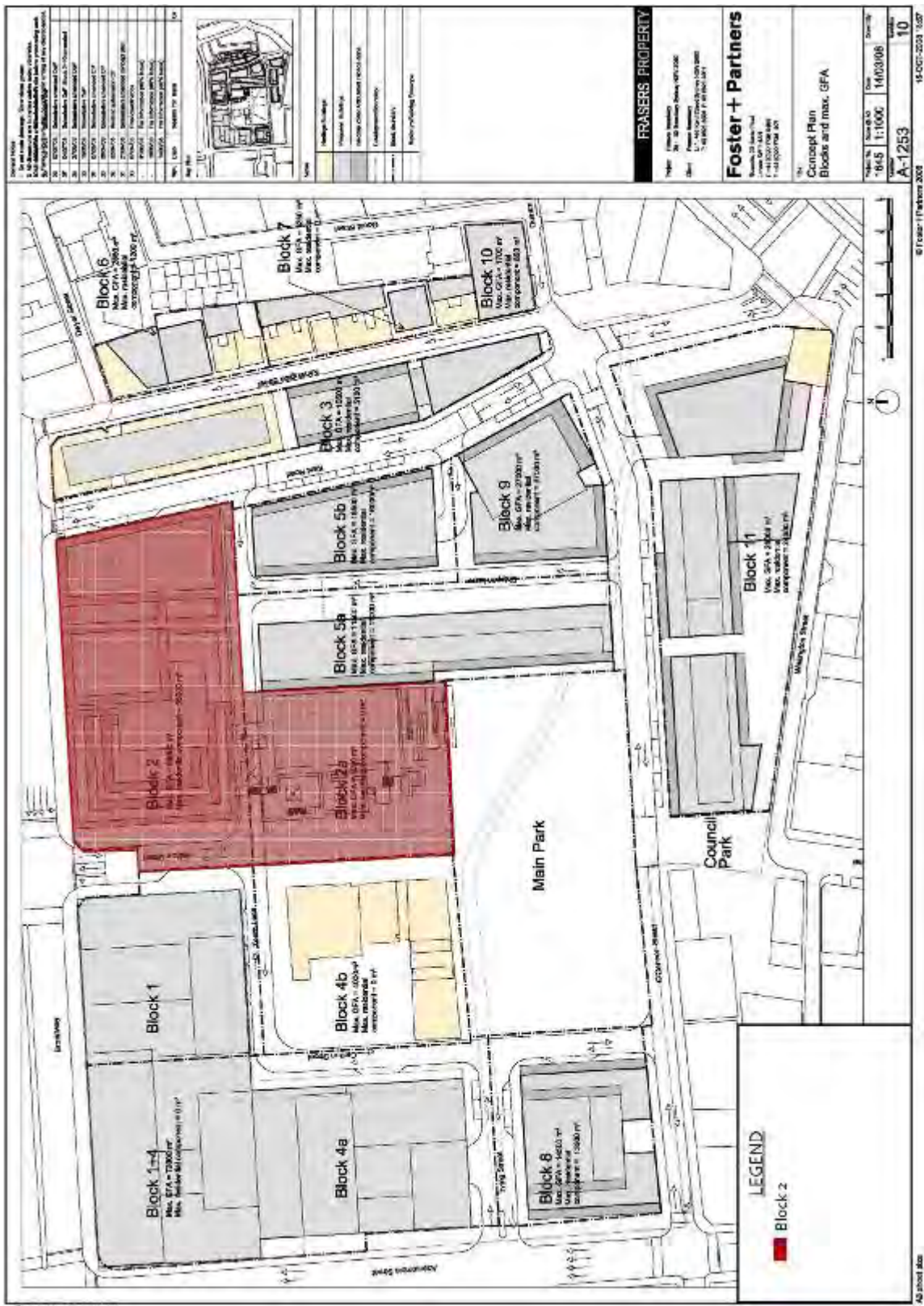
### 3.1 Staging

Table 3.1 and Figure 3.1 provide an overview of the proposed program for the construction of Block 2.

Table 3.1: Program for construction of Block 2

Stage Description	Commence	Complete
Block 2 Construction Works Period	August 2011	December 2014

Figure 3.1: Scope for construction of Block 2



### 3.2 Hours of Operation

The following hours of operation are proposed for the construction of Block 2:

- 7:30 AM – 5:30 PM Monday to Friday, and
- 7:30 AM – 3:30 PM Saturday.

In the calculation of truck volumes a 5.5 hour working day has been adopted to accommodate for travel times from the site to a final destination.

### 3.3 Expected Truck Volumes

Table 3.2 summarises the truck movement patterns associated with the construction of Block 2. Figure 3.2 shows the overlaps with the other elements of the overall works process. It should be noted that the timing of the stages of works is approximate and may be subject to change.

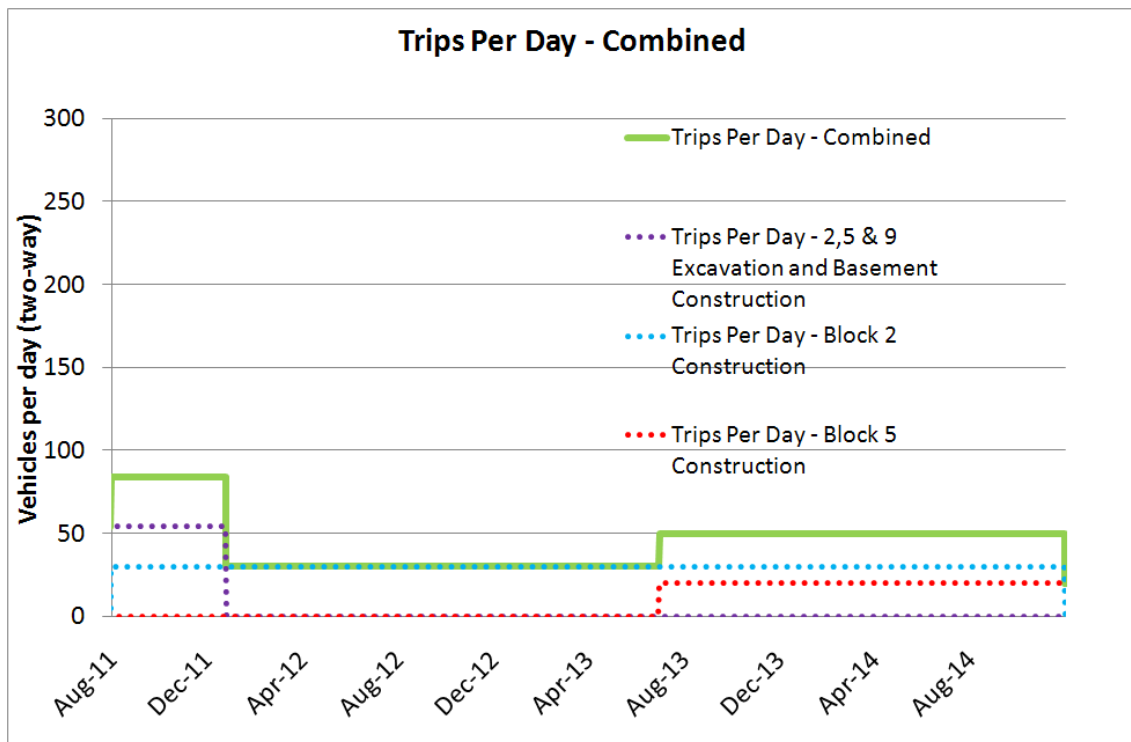
- The Construction of Block 2 is expected to generate 30 truck movements per day (6/hr)
- Continued works associated with the excavation and construction of basements for Blocks 2, 5 & 9, is expected to generate an additional 54 truck movements per day (11/hr) until the end of 2011
- The Construction of Block 5 is expected to generate 20 truck movements per day (4/hr) from July 2013.
- During the Construction of Block 2, there is an over lap period with the continued excavation and construction works for Blocks 2, 5 & 9, which is expected to have 84 truck movements per day (17/hr) for a period of 126 working days.
- During the Construction of Block 2, there is an over lap period with the construction works for Block 5 which is expected to have 50 truck movements per day (10/hr) for a period of 444 working days.
- Directional flows are half the two-way flows, e.g. 5 trucks/hr would travel eastbound and 5 trucks/hr would travel westbound on Broadway during the morning peak given a two way flow of 10 trucks/hr.
- The maximum of 84 truck movements per day (17/hr) represent less than 0.2%<sup>3</sup> of the daily traffic movements on the adjacent main road network and can be readily absorbed with no noticeable impact on current operations, and
- Truck routes will vary depending on the contractors and the transporter.

Table 3.2: Summary of Truck Traffic Movements

Element	Time (Working Days)	Truck Loads	Truck Loads / Day	Two-way Truck Mvts / Day	Two-way Truck Mvts / Hr
Construction Block 2	1044	15000	15	30	6
<b>Total</b>	<b>1044</b>	<b>15000</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

3 RTA (2002) Traffic Volume Data 2002 - Sydney Region.

Figure 3.2: Truck Movements with Overlapping Project Stages



## 4. Transport Management Plan (TMP)

### 4.1 General Requirements

At this stage, no contractor has been appointed and a number of factors may vary depending on the contractor's preferences:

- Origin of Block 2 construction materials, and
- Exact timing of the Block 2 and construction process.

Therefore, for the purposes of this Transport Management Plan (TMP) a number of assumptions have been made. If actual operations vary significantly from these assumptions, it will be necessary to adjust the TMP accordingly.

*TMP Requirement 1 The TMP shall be adjusted if any of the actual operations vary significantly from those assumed for the purposes of this report.*

### 4.2 Types of Heavy Vehicles

The types of heavy vehicles used for transport of construction materials are mostly semi-trailers with a capacity of 30 tonnes. These are standard vehicles that operate freely along the general road system and no specific permits are required.

To assist in the works process, there may be a need for some specialised vehicles such as cranes, excavators, crushing plants, air compressors, bins and skips, air monitors, screens and scaffolding, etc.

*TMP Requirement 2 Where plant / vehicles require delivery to the site on oversize transporters specific permits shall be obtained separately by the contractor or the operator.*

### 4.3 Truck Routes

Figure 4.1 shows the proposed routes for inbound trucks. There are three groups of routes:

- 1. Abercrombie Street gates (blue):
  - General access, all directions
  - Routes as shown
  - All routes also available for hazardous materials, except Eastern Distributor
- 2. Kensington Street gates (red):
  - General access, all directions
  - Routes as shown
  - For traffic from the Eastern Distributor there is a detour along Abercrombie Street, Broadway, City Road and Cleveland Street to access Regent Street
  - All routes also available for hazardous materials, except Eastern Distributor, and

- 3. Balfour Street gates (orange):
  - Left-in access only until Jones Street traffic signals relocated to Balfour Street, which restrict this entry point to traffic from the Harbour Bridge and Anzac Bridge via Harris Street (this is expected to be completed prior to the start of the construction of Block 2)
  - Once the traffic signals are relocated, full access is available
  - All routes also available for hazardous materials, except Eastern Distributor as noted.

Figure 4.2 shows the proposed routes for outbound trucks. There are three groups of routes:

- 1. Abercrombie Street gates (blue):
  - General access, all stages, all directions
  - Routes as shown
  - All routes also available for hazardous materials, except Eastern Distributor as noted
- 2. Kensington Street gates (red)
  - General access, all directions, but only after installation of traffic signals
  - Routes as shown
  - Most routes also available for hazardous material, except Eastern Distributor as noted. No hazardous materials allowed through the Sydney CBD or Haymarket, and
- 3. Balfour Street gates (orange)
  - Left-out access only until Jones Street traffic signals relocated to Balfour Street, noting that this will provide full access in all directions with detours as required via City Road, Cleveland Street and Abercrombie Street
  - Once the traffic signals are relocated, full access is available, although this is not required for egress movements
  - All routes also available for hazardous materials, except Eastern Distributor as noted. No hazardous materials allowed through the Sydney CBD or Haymarket.

Note that full access is available for traffic associated with the construction of Block 2 at the Abercrombie Street gates with further left-in only ingress at the Kensington Street gates and left-in-left-out access at the Balfour Street gates without the signals. It may be necessary in the future for additional access to be provided by signals that allow right-in access on Broadway and right-out access on Kensington Street. The RTA's inquiry with respect to the timing of installation of signals at the Broadway/Balfour Street intersection and the O'Connor/Abercrombie Street intersection suggested that they be provided prior to the commencement of construction activities.

*TMP Requirement 3 Traffic signal plans and intersection design plans shall be developed for the Regent Street / Kensington Street intersection and Broadway / Balfour Street intersection to provide safe and convenient truck access. These plans shall conform to standard industry practice and RTA requirements. A standalone application for a new signal site will also be required to determine the warrants are met as set out in the RTA Signal Design Manual, Section 2 (Version 1.1, August 2008).*

*TMP Requirement 4 Trained and licensed Traffic Controllers shall be used at all un-signalised access points to assist with truck manoeuvring into and out of the traffic stream. All Traffic Control shall be conducted under a suitable Traffic Control Plan (TCP) with RTA approval.*

- TMP Requirement 5* Trained and licensed Traffic Controllers shall be used at all times to ensure that no trucks associated with the development site are to queue on Broadway or any other classified roads surrounding the site. A call forward area needs to be established, in case of any unforeseen delay that may occur from trucks entering the site. This may require a separate work zone application to be submitted to council.
- TMP Requirement 6* All truck, plant and equipment travel within the site is restricted to the routes shown in Figure 4.3. These routes include temporary bridges and other features to protect underground services.
- TMP Requirement 7* There are a heritage sewer and other load limiting services underneath Balfour Street and Irving Street, which shall be protected using steel road plates or other suitable devices prior to the installation of permanent protection measures.

Figure 4.1: Truck Routes for the construction of Block 2 – inbound

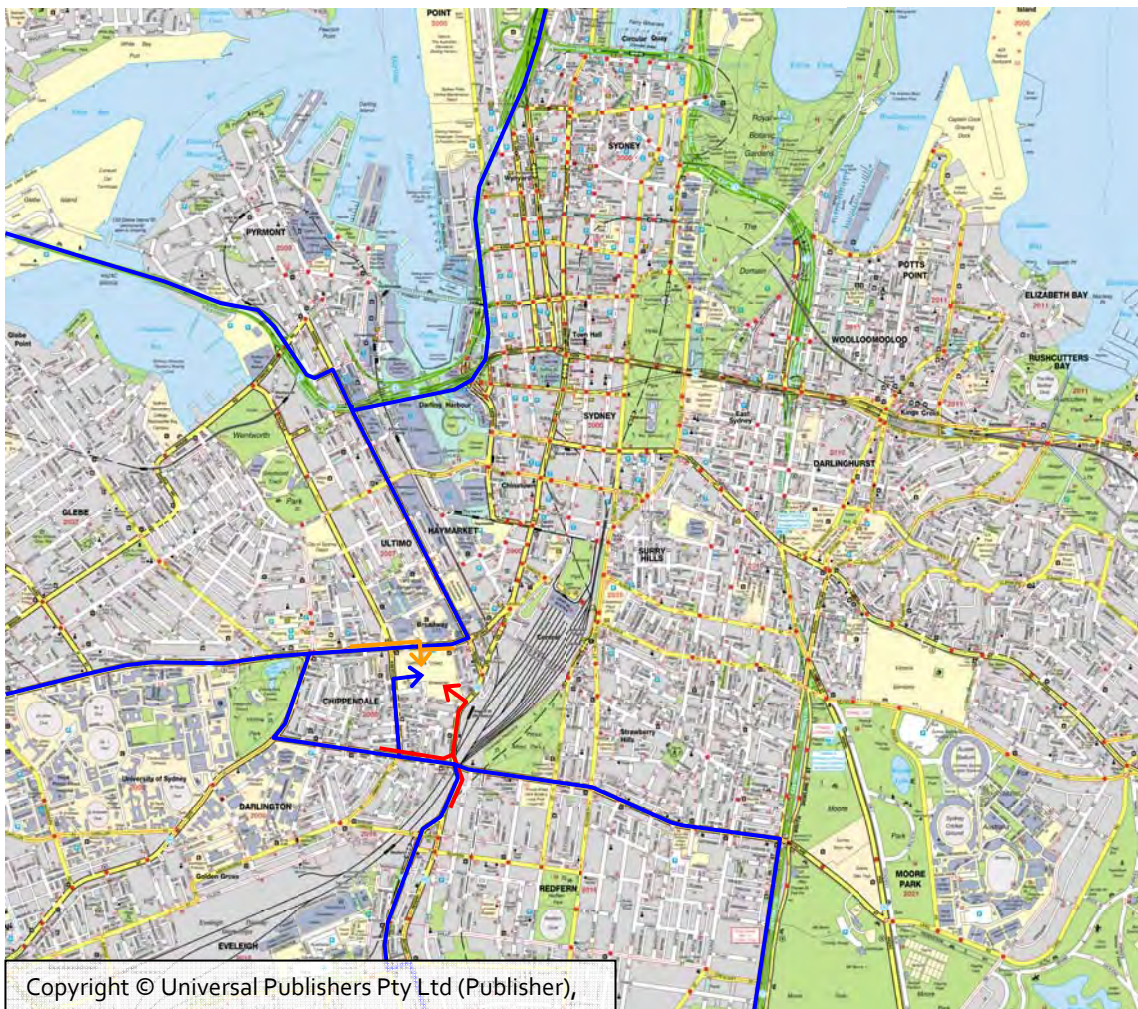
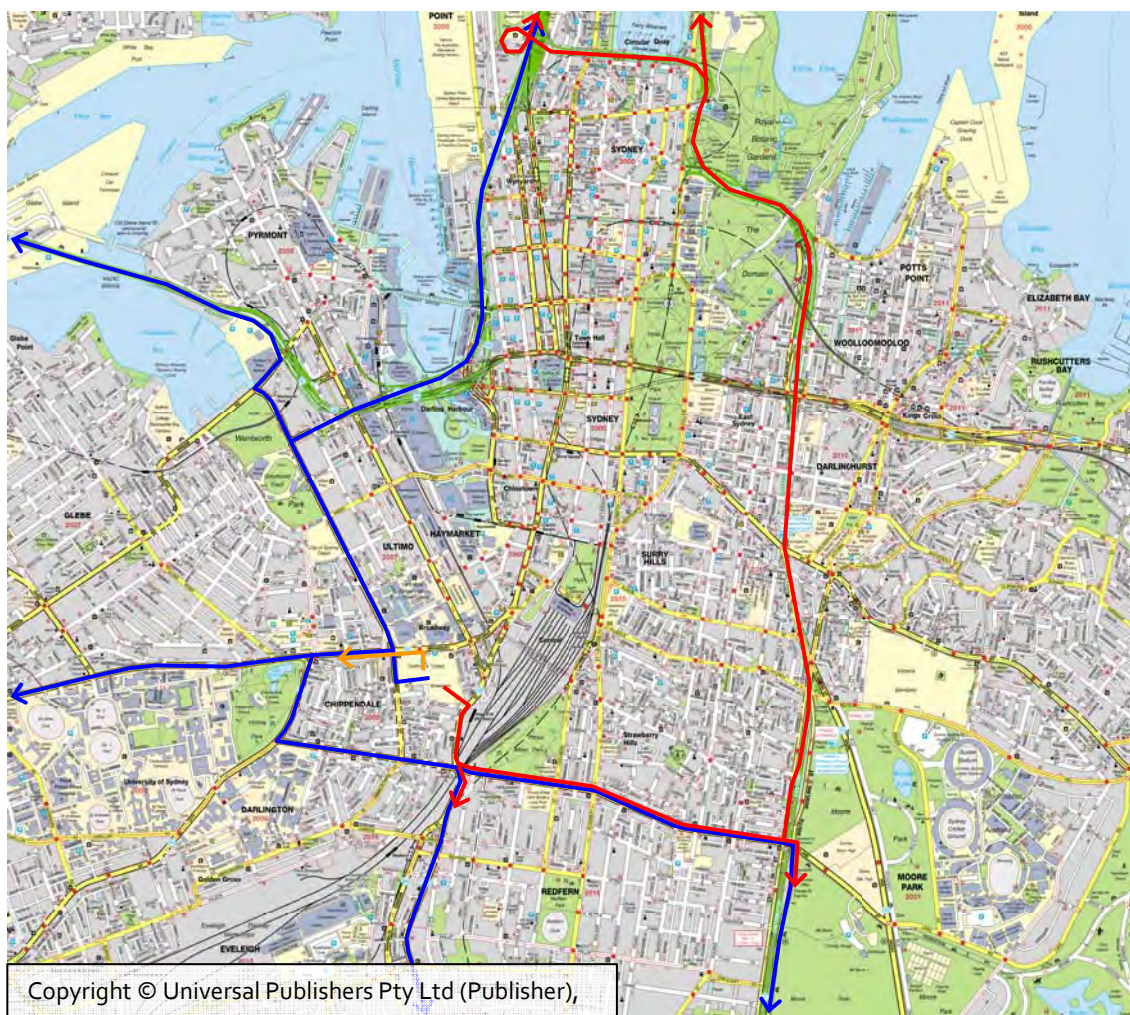


Figure 4.2: Truck Routes for the construction of Block 2- outbound



#### 4.4 Internal Transport Routes

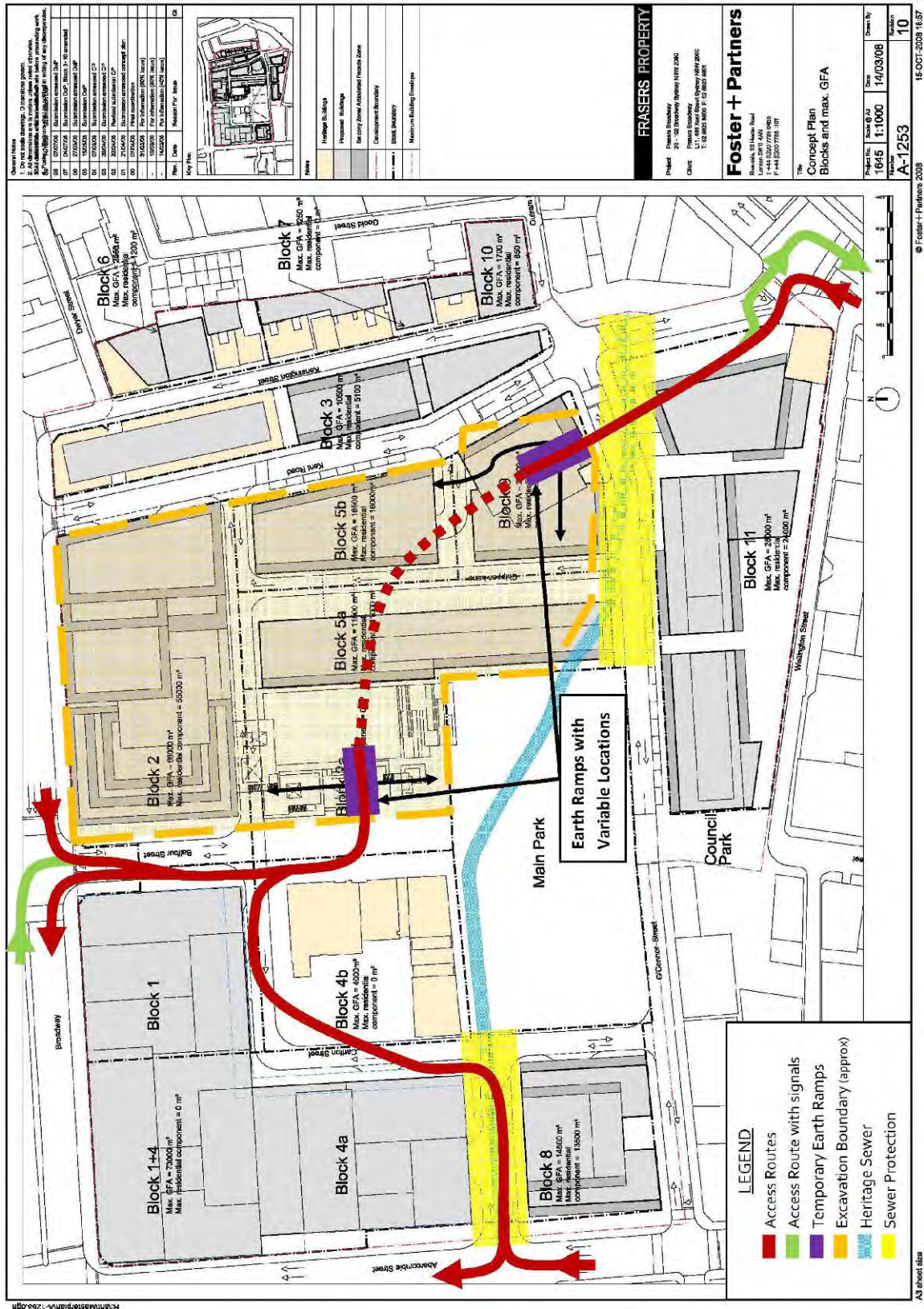
The internal transport routes for the construction of Block 2 are shown in Figure 4.3. Unless marked with arrows the routes are considered two-way routes.

Prior to the completion of the excavation and basement construction of Blocks 2, 5 & 9 there may be a need for construction traffic to access to the large excavation that would restrict construction traffic from travelling through the site. In this instance the internal routes for Blocks 2, 5 & 9 should be adopted as shown in Figure 4.4, taking into consideration the following notes:

- It is anticipated that a semi permanent earth ramp at the south east corner of the site would provide access both in and out of the excavation. Construction traffic using this ramp would need to enter and exit the site from the Kent Street/Regent Street gate, and
- A temporary earth ramp would be located along the western side of Block 2 in the early stages of the excavation process to allow traffic to travel through the site. This is important prior to the signalisation of Regent Street so that trucks can leave the site at Broadway or Abercrombie Street. Trucks would also be able to enter via Broadway and Abercrombie Street to access and turn around within the excavation.



Figure 4.4: Internal Transport Routes for Excavation and Basement Construction of Blocks 2, 5 & 9



## 4.5 General Access Requirements

The works process potentially requires access at three locations:

- **Abercrombie Street, at Irving Street**  
This access is currently available and requires no further works
- **Regent Street, at Kensington Street**  
Traffic signals required for right turn exit. Subject to separate investigations and Traffic Control Plans by the contractor, it may be possible to operate this access point using traffic controllers. Special consideration is required in relation to the traffic conditions, orientation and layout of Regent Street, and
- **Broadway, at Balfour Street**  
Traffic signals required for right turn access, particularly the entry as there is no need for right-turn exit for truck traffic; to be developed in conjunction with Council plans for Jones Street; interim plans have been approved (Appendix D); there is general support for the next stage involving closure of Jones Street at Broadway.

*TMP Requirement 8 The traffic signal plans and intersection design plans for Balfour Street shall be accompanied by a letter from the City of Sydney for approval of the Jones Street closure.*

## 4.6 Bus Operations

Most State and Regional Roads in and around the Sydney CBD are used for access by public transport (Figure 4.4) and particularly along Broadway.

However, all proposed truck access routes are designed to cater for large heavy vehicles. As shown in Table 3.2 and Figure 3.2, truck volumes are modest (e.g. 9 trucks/hr westbound on Broadway or other routes). Accordingly, there is little or no impact on bus services and bus operational requirements.

Verbal advice from State Transit concerns the use of hoardings along Broadway and the relocation of the traffic signals on Broadway from Jones Street to Balfour Street.

Hoardings cause a number of problems for bus operations, including:

- Access to passengers due to concrete barriers on the kerb, and
- Damage to buses and mirrors due to limited clearances to vertical objects close to the kerb line (see Figure 4.5).

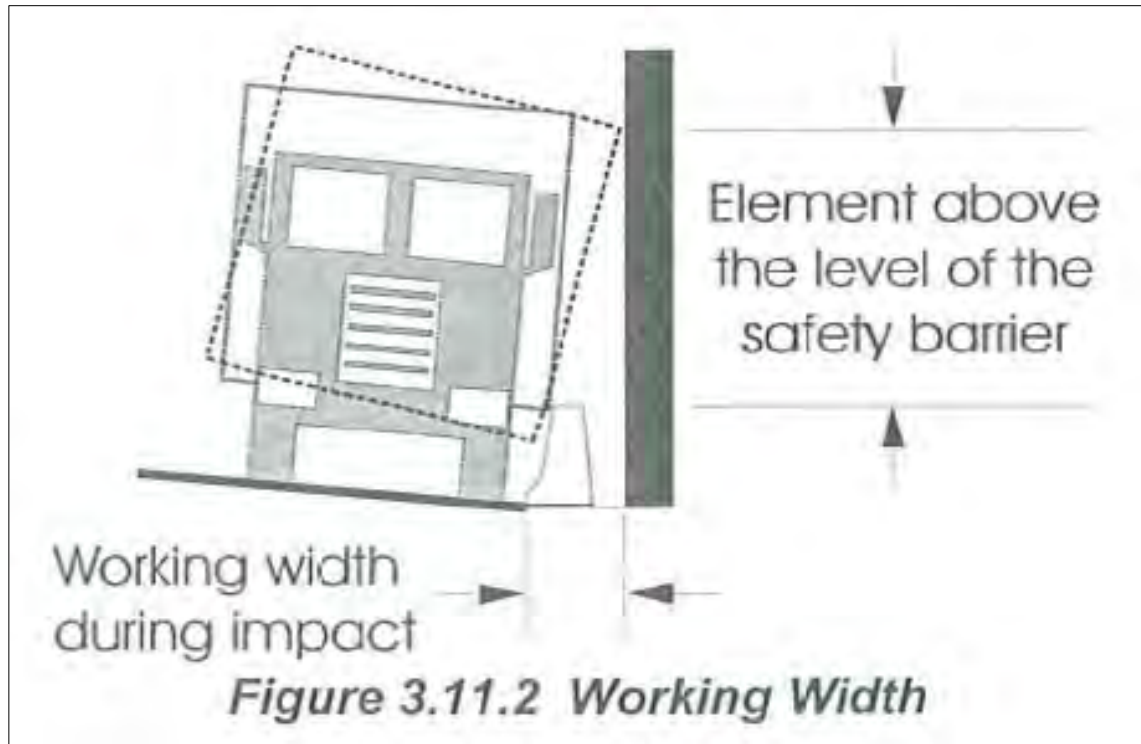
*TMP Requirement 9 State Transit advice shall be sought on the design of any hoardings along Broadway and Regent Street, prior to their installation. At bus stops, any hoardings along these streets shall provide longitudinal clearances for at least two buses and associated passenger loading requirements. At bus stops, any hoardings along these streets shall provide adequate clearances to vertical objects (minimum 600mm) so as to avoid damage to buses and their mirrors.*

*TMP Requirement 10 State Transit advice shall be sought on the design for the relocation of the traffic signals on Broadway from Jones Street to Balfour Street. The design shall include suitable alternate right turn facilities for buses only at the Broadway / Abercrombie Street / Wattle Street intersection. The design shall include improvements to the right turn for buses from Wattle Street into Thomas Street, to prevent blockages by vehicles waiting to turn out of Thomas Street.*

Figure 4.5: STA Bus Operations



Figure 4.6: Buses and Clearances to Vertical Objects



Source: RTA Road Design Guide

#### 4.7 Pedestrian Safety and Access

RTA pedestrian crash records for the five year period ending June 2005 show that there is an adverse crash history along Broadway and at Railway Square and to a lesser extent along Abercrombie Street, Wattle Street, Harris Street and Regent Street.

Without detailed study it is not possible to understand the cause of crashes and it is not appropriate to impose undue restrictions on the proposed works operations construction of Blocks 2. There is, however, a need for monitoring.

It is noted that there is significant pedestrian activity along Broadway adjacent to the site, which emphasises the need for signal control of any construction access here.

*TMP Requirement 11 Appropriate pedestrian access to the Main Park would be required after it opens at the start of 2011 to ensure that pedestrians can safely access the park without conflicting with construction traffic. It is anticipated that this access will be available on Balfour Street and O'Connor Street*

*TMP Requirement 12 The applicant or its contractor shall have in place a pedestrians and general traffic incident recording and management plan for crashes, near crashes and other incidents that can be associated with the Site Works process, both on public roads and within the works site. Incidents may require immediate action.*

*TMP Requirement 13 In terms of pedestrian access, all existing footpaths shall remain fully accessible at all times during the construction of Block 2 with Class A and Class B hoardings in place as required. This shall include provisions along Kent Road where visitors to the Frasers Broadway Site have access.*

## 5. Stakeholder Feedback

In addition, to the specific requirements for the transport management plan, the DGRs require consultation in accordance with the Department of Planning's *Major Project Community Consultation Guidelines October 2007*. This would include consultation with the RTA, City of Sydney, the Ministry of Transport and the NSW State Transit Authority (STA). Feedback for the construction of Block 2 TMP has not yet been sought. However, the feedback for the Main Park and Infrastructure TMP's are still considered relevant. The feedback is summarised below and the full feedback is attached in Appendix E.

- The Ministry of Transport had no comments
- Traffic Signals; RTA was concerned about the timing of the signalisation of O'Connor & Abercrombie Streets and Balfour Street & Broadway; it should be noted that signal plans, signal modelling as well as a standalone signal application need to be submitted to the RTA prior to approval of the signalisation; this is addressed in TMP Requirement 3
- Jones Street; STA was particularly concerned with the operation of the intersection and the effects on buses; this is addressed in TMP Requirement 10. Interim plans for Jones Street are also attached as Appendix D, and
- Queuing Traffic; STA was also concerned with the potential for trucks to queue on Broadway, and this has been addressed in TMP Requirement 5.

## 6. Conclusion

GTA Consultants was engaged by Frasers Broadway Pty Ltd to prepare a Transport Management Plan for the construction of Blocks 2 associated with the redevelopment of the Frasers Broadway site (formerly Carlton United Breweries), on Broadway, Sydney.

Separate reports will be prepared in due course for subsequent project stages, which will be subject to separate approvals.

Table 6.1 summarises the TMP Requirements identified in this report.

The proposed access points, routes into and out of the site, and the types and frequency of vehicle movements are considered appropriate for the site.

The likely traffic to be generated by the construction of Blocks 2 is considered low and the impact on surrounding land uses and roads to be minimal accounting for less than 0.2% of the traffic on the surrounding road network.

Table 6.1 Summary of TMP Requirements

TMP Requirement	Description
TMP Requirement 1	The TMP shall be adjusted if any of the actual operations vary significantly from those assumed for the purposes of this report.
TMP Requirement 2	Where plant / vehicles require delivery to the site on oversize transporters specific permits shall be obtained separately by the contractor or the operator.
TMP Requirement 3	Traffic signal plans and intersection design plans shall be developed for the Regent Street / Kensington Street intersection and Broadway / Balfour Street intersection to provide safe and convenient truck access. These plans shall conform to standard industry practice and RTA requirements. A standalone application for a new signal site will also be required to determine the warrants are met as set out in the RTA Signal Design Manual, Section 2 (Version 1.1, August 2008).
TMP Requirement 4	Trained and licensed Traffic Controllers shall be used at all un-signalised access points to assist with truck manoeuvring into and out of the traffic stream. All Traffic Control shall be conducted under a suitable Traffic Control Plan (TCP) with RTA approval.
TMP Requirement 5	Trained and licensed Traffic Controllers shall be used at all times to ensure that no trucks associated with the development site are to queue on Broadway or any other classified roads surrounding the site. A call forward area needs to be established, in case of any unforeseen delay that may occur from trucks entering the site. This may require a separate work zone application to be submitted to council.
TMP Requirement 6	All truck, plant and equipment travel within the site is restricted to the routes shown in Figure 4.3. These routes include temporary bridges and other features to protect underground services.
TMP Requirement 7	There are a heritage sewer and other load limiting services underneath Balfour Street and Irving Street, which shall be protected using steel road plates or other suitable devices prior to the installation of permanent protection measures.
TMP Requirement 8	The traffic signal plans and intersection design plans for Balfour Street shall be accompanied by a letter from the City of Sydney for approval of the Jones Street closure.
TMP Requirement 9	State Transit advice shall be sought on the design of any hoardings along Broadway and Regent Street, prior to their installation. At bus stops, any hoardings along these streets shall provide longitudinal clearances for at least two buses and associated passenger loading requirements. At bus stops, any hoardings along these streets shall provide adequate clearances to vertical objects (minimum 600mm) so as to avoid damage to buses and their mirrors.
TMP Requirement 10	State Transit advice shall be sought on the design for the relocation of the traffic signals on Broadway from Jones Street to Balfour Street. The design shall include suitable alternate right turn facilities for buses only at the Broadway / Abercrombie Street / Wattle Street intersection. The design shall include improvements to the right turn for buses from Wattle Street into Thomas Street, to prevent blockages by vehicles waiting to turn out of Thomas Street.
TMP Requirement 11	Appropriate pedestrian access to the Main Park would be required after it opens at the start of 2011 to ensure that pedestrians can safely access the park without conflicting with construction traffic. It is anticipated that this access will be available on Balfour Street and O' Connor Street
TMP Requirement 12	The applicant or its contractor shall have in place a pedestrians and general traffic incident recording and management plan for crashes, near crashes and other incidents that can be associated with the Site Works process, both on public roads and within the works site. Incidents may require immediate action.
TMP Requirement 13	In terms of pedestrian access, all existing footpaths shall remain fully accessible at all times during the construction of Block 2 with Class A and Class B hoardings in place as required. This shall include provisions along Kent Road where visitors to the Frasers Broadway Site have access.

## Appendix A

### Director-General's Requirements for Construction of a Residential Building with Ancillary Uses on Block 2, Frasers Broadway (MP 09\_0078)



NSW GOVERNMENT  
**Department of Planning**

Contact: Anthony Witherdin  
Phone: 02 9228 6173  
Fax: 02 9228 6488  
Email: [anthony.witherdin@planning.nsw.gov.au](mailto:anthony.witherdin@planning.nsw.gov.au)

Mr Michael Goldrick  
Project Director  
Frasers Broadway Pty Ltd  
Level 11, 488 Kent Street  
SYDNEY NSW 2000

Our ref: MP 09\_0078  
File: S09/00634-1

Dear Mr Goldrick,

**Director-General's Requirements for the Construction of a Residential Building with Ancillary Retail Uses on Block 2, Frasers Broadway (MP 09\_0078)**

Thankyou for your request for Director-General's Environmental Assessment Requirements (DGRs) for the above project.

The DGRs were prepared from the information provided within your application.

Under section 75F(3) of the Act, the Director-General may alter or supplement these requirements if necessary and in light of any additional information that may be provided prior to the proponent seeking approval for the project.

Prior to exhibiting the Environmental Assessment, the Department will review the document to determine if it adequately addresses the DGRs. If the Director-General considers that the Environmental Assessment does not adequately address the DGRs, the Director-General may require the proponent to revise the Environmental Assessment to address the matters notified to the proponent.

Following this review period the Environmental Assessment will be made publicly available for a minimum period of 30 days. Please contact the Department at least two weeks before you propose to submit the Environmental Assessment to determine the fees applicable to the application.

Please also note any copies of submissions from other agencies addressing their key issues for the proposal will be forwarded to you separately. Any agency responses provided to you will be for information only and will not form part of the DGRs for the Environmental Assessment.

If you have any enquiries about these requirements, please contact Anthony Witherdin on 02 9228 6173 or via e-mail at [anthony.witherdin@planning.nsw.gov.au](mailto:anthony.witherdin@planning.nsw.gov.au).

Yours sincerely

A handwritten signature in blue ink, appearing to be 'J Perica'.

Jason Perica 18/5/09  
Executive Director  
(as delegate for the Director-General)

## Director-General's Requirements

Section 75F of the *Environmental Planning and Assessment Act 1979*

Application number	MP 09_0078
Project	Project Application for the construction of a residential building with ancillary retail uses on Block 2, including 52,641m <sup>2</sup> of residential floor space for approximately 160 serviced apartments and 473 apartments; 15,169m <sup>2</sup> of retail floor space; terraces which rise from the plaza to the podium levels; and construction of the surrounding public domain.
Location	26 Broadway, Chippendale - Block 2 of Frasers Broadway site.
Proponent	Frasers Broadway Pty Ltd
Date issued	18/12/09
Expiry date	If the environmental assessment is not exhibited within 2 years after this date, the applicant must consult further with the Director-General in relation to the preparation of the environmental assessment.
Key issues (Core)	<p>The Environmental Assessment (EA) must address the following key issues:</p> <ol style="list-style-type: none"> <li><b>1. Relevant EPI's policies and Guidelines to be Addressed</b>            Planning provisions applying to the site, including permissibility and the provisions of all plans and policies including:           <ul style="list-style-type: none"> <li>• Objects of the EP&amp;A Act</li> <li>• SEPP (Major Projects) 2005</li> <li>• SEPP 55 – Remediation of Land</li> <li>• SEPP 65 – Design Quality of Residential Flat Development</li> <li>• Sydney Local Environmental Plan 2005</li> <li>• Nature and extent of any non-compliance with relevant environmental planning instruments, plans and guidelines and justification for any non-compliance</li> </ul> </li> <li><b>2. Concept Plan</b>            The EA shall demonstrate consistency with the terms of approval of Concept Plan MP 06_0171 MOD 2, dated 05 February 2009 (including relevant modifications) and justification for any areas of inconsistency.</li> <li><b>3. Built Form and Urban Design</b> <ul style="list-style-type: none"> <li>• The EA shall address the height, bulk and scale of the proposed development.</li> <li>• The EA shall address the design quality with specific consideration of the façade, massing, street sections, setbacks, building articulation, use of appropriate colours, materials/finishes and landscaping.</li> <li>• The EA shall provide details of the solar reflector and ensure it meets its design objective of illuminating overshadowed areas of the public domain.</li> <li>• The EA shall address Crime Prevention Through Environmental Design (CPTED) and provide safety management plans.</li> </ul> </li> <li><b>4. Environmental and Residential Amenity and Noise Impacts</b>            The EA shall address SEPP 65 requirements for residential amenity including - solar access, acoustic privacy, visual privacy, view loss and wind impacts and achieve a high level of environmental and residential amenity to surrounding residents and future residents within the site.</li> <li><b>5. Landscaping and Public Domain Management</b> <ul style="list-style-type: none"> <li>• The EA shall provide details on landscaping and public domain works along, but not limited to, Broadway, Balfour Street, Tooth Lane and the land adjoining the Main Park.</li> <li>• The EA shall provide details of the landscaping located on the elevated green walls and the manner in which the plantings on the building are managed after completion.</li> <li>• The EA shall address public access, linkages to other public domain spaces and provide details of on street activation.</li> </ul> </li> </ol>

	<ul style="list-style-type: none"> <li>• The EA shall address the provision of a cohesive public domain within the area of the cantilevered platforms and the lower ground floor level.</li> </ul> <p><b>6. Transport and Accessibility (Construction and Operational)</b></p> <ul style="list-style-type: none"> <li>• The EA shall provide details on any required road / intersection upgrades including kerbs and guttering, pavement treatments, light, power and other utilities, planting and street furniture, access, loading dock(s), car parking arrangements, pedestrian and bicycle linkages associated with the proposed works.</li> <li>• Details of on-site car parking provision for Block 2 having regard to the overall car parking numbers to be provided for the whole site.</li> </ul> <p><b>7. Ecologically Sustainable Development (ESD)</b></p> <ul style="list-style-type: none"> <li>• The EA shall detail how the buildings will incorporate ESD principles in the design, construction and ongoing operation phases of the proposed works.</li> <li>• Details of Star ratings for all residential and retail development linked to ESD and Water Sensitive Urban Design (WSUD) measures.</li> <li>• The EA shall demonstrate that the development is also capable of achieving the requirements of the NSW Government Building Sustainability Index, BASIX.</li> </ul> <p><b>8. Drainage and Flooding</b></p> <p>The EA shall address drainage or flooding issues associated with the development, including: stormwater, drainage infrastructure and incorporation of WSUD measures.</p> <p><b>9. Contributions</b></p> <p>The EA shall demonstrate the modified Planning Agreement with the Minister for Planning will be executed (prior to Project Application approval) in accordance with the terms of approval of Concept Plan Modification MP 06_0171 MOD 2.</p> <p><b>10. Utilities and Infrastructure Provision</b></p> <p>In consultation with relevant agencies, the EA shall address the existing capacity and requirements of the development for the provision of utilities including staging of infrastructure works.</p> <p><b>11. Heritage</b></p> <p>The EA shall provide an interpretation plan for heritage and archaeology and incorporate the city datum line.</p> <p><b>12. Environmental and Construction Management Plan</b></p> <p>The EA shall provide an Environmental and Construction Management Plan for the proposed works and address the impact of the proposal upon:</p> <ul style="list-style-type: none"> <li>• Noise and vibration impacts on and off site</li> <li>• Air quality impacts on the neighbourhood</li> <li>• Water quality management for the site</li> <li>• Waste and chemical management</li> </ul> <p><b>13. Contamination</b></p> <p>The EA is to demonstrate compliance that the site is suitable for the proposed use in accordance with SEPP 55 and has regard to the Remediation and Transitional Works approval MP 07_0163 dated 18 August 2008 (including relevant modifications).</p> <p><b>14. Consultation</b></p> <p>Undertake an appropriate and justified level of consultation in accordance with the Department's <i>Major Project Community Consultation Guidelines October 2007</i>.</p>
<b>Deemed refusal period</b>	60 days

## Plans and Documents to accompany the Application

<u>General</u>	<p>The Environmental Assessment (EA) must include:</p> <ol style="list-style-type: none"> <li>1. An executive summary;</li> <li>2. A thorough site analysis including site plans, areal photographs and a description of the existing and surrounding environment;</li> <li>3. A thorough description of the proposed development;</li> <li>4. An assessment of the key issues specified above (including an appropriate summary of the findings found in all appended reports/studies) and a table outlining how these key issues have been addressed;</li> <li>5. An assessment of the potential impacts of the project and a draft Statement of Commitments, outlining environmental management, mitigation and monitoring measures to be implemented to minimise any potential impacts of the project;</li> <li>6. The plans and documents outlined below;</li> <li>7. A signed statement from the author of the Environmental Assessment certifying that the information contained in the report is neither false nor misleading;</li> <li>8. A Quantity Surveyor's Certificate of Cost to verify the capital investment value of the project (in accordance with the definition contained in the Major Projects SEPP); and</li> <li>9. A conclusion justifying the project, taking into consideration the environmental impacts of the proposal, the suitability of the site, and whether or not the project is in the public interest.</li> </ol>
<u>Plans and Documents</u>	<p>The following plans, architectural drawings, diagrams and relevant documentation shall be submitted;</p> <ol style="list-style-type: none"> <li>1. An <b>existing site survey plan</b> drawn at an appropriate scale illustrating; <ul style="list-style-type: none"> <li>• the location of the land, boundary measurements, area (sq.m) and north point;</li> <li>• the existing levels of the land in relation to buildings and roads;</li> <li>• location and height of existing structures on the site; and</li> <li>• location and height of adjacent buildings and private open space.</li> <li>• all levels to be to Australian Height Datum.</li> </ul> </li> <li>2. A <b>Site Analysis Plan</b> must be provided which identifies existing natural elements of the site (including all hazards and constraints), existing vegetation, footpath crossing levels and alignments, existing pedestrian and vehicular access points and other facilities, slope and topography, utility services, boundaries, orientation, view corridors and all structures on neighbouring properties where relevant to the application (including windows, driveways, private open space etc).</li> <li>3. A <b>locality/context plan</b> drawn at an appropriate scale should be submitted indicating; <ul style="list-style-type: none"> <li>• significant local features such as parks, community facilities and open space and heritage items;</li> <li>• the location and uses of existing buildings, shopping and employment areas;</li> <li>• traffic and road patterns, pedestrian routes and public transport nodes.</li> </ul> </li> <li>4. <b>Architectural drawings</b> at an appropriate scale illustrating; <ul style="list-style-type: none"> <li>• the location of any existing building envelopes or structures on the land in relation to the boundaries of the land and any development on adjoining land;</li> <li>• detailed floor plans, sections and elevations of the proposed buildings;</li> <li>• elevation plans providing details of external building materials and colours proposed;</li> <li>• fenestrations, balconies and other features;</li> <li>• accessibility requirements of the Building Code of Australia and the Disability Discrimination Act;</li> <li>• the height (AHD) of the proposed development in relation to the land;</li> <li>• the level of the lowest floor, the level of any unbuilt area and the level of the ground;</li> <li>• any changes that will be made to the level of the land by excavation, filling or otherwise.</li> </ul> </li> <li>5. <b>Other plans</b> (to be required where relevant): <ul style="list-style-type: none"> <li>• <b>Stormwater Concept Plan</b> - illustrating the concept for stormwater management;</li> </ul> </li> </ol>

	<ul style="list-style-type: none"> <li>• <b>Erosion and Sediment Control Plan</b> – plan or drawing that shows the nature and location of all erosion and sedimentation control measures to be utilised on the site;</li> <li>• <b>Geotechnical Report</b> – prepared by a recognised professional which assesses the risk of Geotechnical failure on the site and identifies design solutions and works to be carried out to ensure the stability of the land and structures and safety of persons;</li> <li>• <b>View Analysis</b> - Visual aids such as a photomontage must be used to demonstrate visual impacts of the proposed building envelopes in particular having regard to the siting, bulk and scale relationships from key areas;</li> <li>• <b>Landscape plan</b> - illustrating treatment of open space areas on the site, screen planting along common boundaries and tree protection measures both on and off the site.</li> <li>• <b>Shadow diagrams</b> showing solar access to the site and adjacent properties at summer solstice (Dec 21), winter solstice (June 21) and the equinox (March 21 and September 21) at 9.00 am, 12.00 midday and 3.00 pm. Where relevant, provide shadow diagrams of the existing buildings on site for comparison.</li> <li>• <b>Energy Savings Action Plan</b> Demonstrate that the development is capable of achieving the requirements of BASIX and what (if any) commitments will be made on other environmental rating tools such as Greenstar and the Australian Building Rating Scheme. Prepare an Energy Savings Action Plan in accordance with the requirements of the DWE and the Guidelines for Energy Savings Action Plans, DEUS 2005.</li> </ul>
<p><u>Documents to be submitted</u></p>	<ul style="list-style-type: none"> <li>• 1 copy of the EA, plans and documentation for the Test of Adequacy;</li> <li>• 12 hard copies of the EA (once the EA has been determined adequate);</li> <li>• 12 sets of architectural and landscape plans to scale, including one (1) set at A3 size (to scale); and</li> <li>• 1 copy of the Environmental Assessment and plans on CD-ROM (PDF format), not exceeding 5Mb in size. . Take note of the Departmental Guideline 'Website Protocol for Proponents' (available at <a href="http://www.planning.nsw.gov.au/environmentalassessment/mpguidelines.asp">http://www.planning.nsw.gov.au/environmentalassessment/mpguidelines.asp</a>)</li> </ul>

**City of Sydney**

ABN 22 636 550 790

GPO Box 1591 Sydney NSW 2001 Australia

Town Hall House 456 Kent Street Sydney NSW 2000 Australia

Phone +61 2 9265 9333 Fax +61 2 9265 9222 TTY +61 2 9265 9276

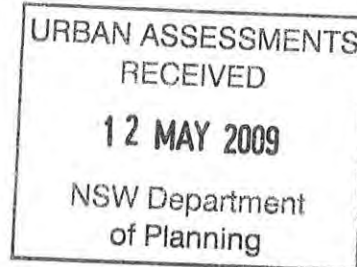
council@cityofsydney.nsw.gov.au www.cityofsydney.nsw.gov.au



1 May 2009

File No : R/2009/9

Michael Woodland  
Department of Planning  
GPO Box 39  
Sydney  
NSW 2001



Attention: Anthony Witherden

Dear Sir,

**REQUEST FOR PROVISION OF KEY ISSUES AND ASSESSMENT REQUIREMENTS FOR THE CONSTRUCTION OF A RESIDENTIAL BUILDING WITH ANCILLARY RETAIL USES ON BLOCK 2, "FRASERS BROADWAY", 26 BROADWAY, CHIPPENDALE MP 09\_ 0078**

The City understands that the proposal seeks approval for construction of a new residential building with ancillary retail uses; construction of terraces (landscaped platforms) that rise from the plaza (Block 2a) to the podium levels of the proposed Block 2 over Tooth Lane and construction of the surrounding public domain.

Please be advised that it is considered that an inadequate time has been allocated to the City in order to provide comprehensive comment in regard to the proposal. For future Preliminary Environmental Assessment (PEA) and certainly the Project Applications the City will require:

- full-sized (A1 or larger) copies of the plans;
- coloured (plans where legends / rendering requires it for accurate interpretation of the drawings).

**Urban Design**

Given the preliminary nature of the information submitted the City advises that in order undertake an adequate planning/urban design assessment full development application drawings at a suitable scale should be submitted including but not limited to the following basic documentation:

- Comparative analysis information and documentation to ascertain compliance and consistency with the master plan approved for the site having regard to building envelopes; public domain/open space and landscaping; heritage; active street frontages etc.
- Appropriate 3-D illustrations and

*city of villages*

- A full architectural model of the whole site so that an appreciation can be gained as to the scale of individual buildings proposed in the context with the full scale of the development.

In the context of the information viewed thus far the following urban design comments are offered:

- The massing and general arrangement of the building appears to be consistent with the approved master plan, however copies of the architectural drawings that have been submitted in an A4 format are not adequate to assess the architectural design as a whole and in terms of materials and finishes and the relationship of the building with the public domain.
- No details for the proposed landscaping are provided including the proposed green walls or vertical gardens which are a major feature of the design. The development application should demonstrate how the green wall technology will work including details regarding the maintenance management of the green walls over the life of the building and how the system is integrated with the architectural resolution with the facades of the building. Any future application should detail an exit strategy for the green wall components should the green wall fail to thrive.

Other related issues affecting the proposal includes:

- The proposal's compliance with SEPP 65 principles including compliance with the minimum separation between buildings;
- Compliance with the Residential Flat Design Code including minimum unit sizes;
- Heritage. The proposed building is adjacent heritage items. Accordingly an assessment needs to be provided as to the impact;
- Sustainability and how sustainable systems which are to be introduced affect Council and water quality in general;
- Traffic impact generally.

### **Public Domain Comments / Issues / Future Requirements**

Key issues for consideration with regard to the public domain are:

- Clarification of footpath and road widths across the site. The City has viewed plans showing the road widths, but nothing has been confirmed in writing or plan form for the footways;
- Clarification of awning extensions and setbacks from the road is to be provided;
- Consideration of proposed footway and road levels and integration with adjacent buildings, building entries and driveway crossovers;
- Clarification of which areas of public domain and landscaping are considered to be associated with the Block 2 works and what the scope of works are to include. The PEA for basement works to Blocks 2, 5 and 9 noted that the streets between these areas would be constructed as part of those works, and at that time the City requested the same information for clarification (refer to previous correspondence in relation to blocks 2, 5 and 9 dated 5 March 2009). The PEA for Block 5 showed public domain treatments across the entire site and the City provided comments with that application. The plans submitted with the future detailed application for Block 2 should clearly show the extent and finishes for public domain works proposed;

- A plan clearly showing proposed trees, including trees to be retained and trees to be removed, with an explanation of locations selected (or not) for proposed trees is required. The City understands that there are issues with underground services that may prevent street tree planting to some footway areas;
- Consideration of lighting levels and proposals;
- Plans should clearly mark public vs private vs publicly accessible private land ownership;
- Detailed design / landscape plans will be required with the future detailed applications for focus areas such as the terraced plaza, courtyards and balconies. These plans should clearly demonstrate the proposed materials, finishes, levels, construction details, soil depths and planting proposals;
- In particular, detailed plans are required to clarify the proposed extension over Tooth Lane that will connect the terraced plaza to the podium of Block 2. Details should be provided of the proposed finishes, materials, any planting works, lighting, safety screening/rails along the sides to prevent objects being projected from the platform, construction details and clearance of the structure over the road;
- The future subdivision will also need to take into account the overhead structure over the road;
- Further details will be required to describe how the 'green wall' approach will be achieved. In particular, this should address such issues as:
  - a) Detailed drawings demonstrating how the trellis planters are constructed, including proposed materials, planter dimensions, and integration into the trellis structure;
  - b) Location, numbers, type and size of plant species;
  - c) Drainage, irrigation and waterproofing details (as applicable);
  - d) Details of how maintenance access to the planter boxes will be provided;
  - e) A maintenance plan, detailing how access to the planter boxes will be provided, and outlining the intended strategy for decommissioning the planting works should plants fail. This strategy is to ensure that the finish to the building is well maintained and attractive throughout its life.

Design / detailing for the site should have reference to the following documents:

- City of Sydney Contaminated Lands DCP 2004
- Interim draft Sydney Streets Design Code
- Interim draft Sydney Lights Design Code
- City of Sydney Access Policy
- City of Sydney Exterior Lighting Strategy 2000
- South Sydney City Council Development Specification for Civil Works

- As well as any relevant Australian Standards or guidelines, and direction from Council officers.

### **Traffic**

- The applicant should ensure all parking complies with Australian standards.
- All parking within the site is subject to an application to the Sydney Traffic Committee. All proposed new and removed spaces must be submitted to the Sydney Traffic Committee prior to any works beginning on site (this includes the removal of the existing spaces on O'Connor Street. These indented bays will need to be approved before any road widths can be agreed to.
- The plans show a number of road widths, additional general cross sections of the internal streets should be submitted.

### **Noise and Vibration**

The noise and vibration management plan should include but not be limited to the following:-

- (a) project description;
- (b) identify noise sensitive locations near the site;
- (c) Rating Background Levels (RBL's), which shall be determined in accordance with the NSW DECC 'Industrial Noise Policy', both short and long term methods.
- (d) identify appropriate noise goals;
- (e) identify potential impacts (i.e. exceedances of the goals at the identified sensitive locations);
- (f) mitigation measures to control noise from the site, the noise reduction likely and the feasibility and reasonableness of these measures;
- (g) selection of traffic routes to minimise residential noise intrusion;
- (h) selection criteria for plant and equipment;
- (i) community consultation;
- (j) complaints handling procedure;
- (k) site induction details for employees and contractors;
- (l) details of work schedule;
- (m) schedule of plant and equipment use and maintenance programs, and;
- (n) noise monitoring techniques.

## **Air Quality**

The Environmental and Construction Management Plan should include but not limited to the following:-

- (a) details of air monitoring stations including the number, locations, reason for choosing the locations, baseline levels and contaminants being monitored;
- (b) air pollution goals;
- (c) management strategies to be used to control air pollution;
- (d) monitoring to be undertaken to measure effectiveness of pollution controls, and;
- (e) community consultation.

## **Water Quality**

The Environmental and Construction Management Plan should include but not limited to the following:-

- (a) location and size of stockpiles;
- (b) roadway and street cleaning maintenance;
- (c) maintenance of all measures that will be employed to control water pollution;
- (d) strategies to protect groundwater;
- (e) monitoring proposal to include but not limited to the following likely contaminants, PH, salinity, suspended solids, turbidity, polycyclic aromatic hydrocarbons and heavy metals, and;
- (f) monitoring is to be used to measure the effectiveness of the pollution controls.

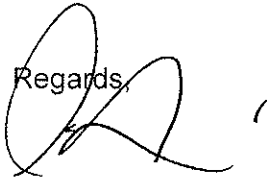
## **Waste and Chemical Management**

The Environmental and Construction Management Plan should include but not limited to the following:-

- (a) classification of all waste prior to exportation from the site;
- (b) location, size (M<sup>3</sup> or litres) and pollution controls for waste handling;
- (c) exact nature, quantity, location and method of storage for all chemicals including bunding and ventilation, and;
- (d) emergency spill response management plan.

Please be advised that the information provided within this letter is preliminary only. If you would like to speak to an Officer directly about the issues raised in this letter please contact **Chris Corradi on 9246 7592 or [ccorradi@cityofsydney.nsw.gov.au](mailto:ccorradi@cityofsydney.nsw.gov.au)**

Regards,

A handwritten signature in black ink, appearing to be 'Chris Corradi', written over the word 'Regards,'.

Chris Corradi

Acting Area Planning Manager

## Appendix B

Extract From Ministers General Development Constant  
Conditions for Modification of Major Project Approval  
(MP 06\_0171)

Appendix B

**Modification of Major Project Approval (MP 06\_0171)****Section 75W of the *Environmental Planning & Assessment Act 1979***

I, the Minister for Planning under S.75W of the *Environmental Planning and Assessment Act 1979*, modify the Concept Plan approval referred to in Schedule 1 in the manner set out in Schedule 2, Schedule 3 and the Statement of Commitments set out in Schedule 4.



The Hon. Kristina Keneally MP  
**Minister for Planning**

Date:

5/2/09

MP 06\_0171 MOD 2

**SCHEDULE 1**

Concept Plan Approval for the former Carlton United Breweries Site (MP 06\_0171) granted by the Minister for Planning on 9 February 2007, comprising:

- a) The layout of development into 11 development blocks, a major new park, and other areas of open space and street layout.
- b) Land uses across the site and for specific blocks/floor levels where specified.
- c) Built envelopes including floor plates and maximum heights.
- d) Maximum floor space (GFA) within each development block and a total 235,000 GFA across the site.
- e) Retention of a range of heritage items of significance.
- f) Street hierarchy for specific streets (including road and pavement widths and provision for bicycles).
- g) Landscaping concept.
- h) Access arrangements and car parking based on the recommended rate and the assumed dwelling mix.
- i) Storm-water management concept.
- j) Voluntary Planning Agreements and Statement of Commitments.

**B5 Parking Rates**

The Proponent shall demonstrate with each application that the proposed development provides on-site parking consistent with Part 5, Chapter 2 of *Sydney Local Environmental Plan 2005*, or car parking for the proposal shall not exceed a maximum of 2000 car parking spaces across the site, which ever is the lesser.

**B6 Basement Car parks**

No approval is granted for the basement car parking envelopes proposed. Details of basement car parking shall be provided with project applications for associated aboveground development.

**B7 Car Share**

Details of future car share arrangements are to be submitted with future project applications, so that car share services are provided to residents.

**B8 Infrastructure – Road**

Future applications lodged by the Proponent for development on the Subject Site shall, where relevant:

- a) demonstrate that the geometry of all internal streets comply with Council requirements;
- b) demonstrate that the design of roads shall include signalised intersections at the following locations:
  - (i) Intersection of Broadway with Balfour Street with the provision of a right turning lane from Broadway into Balfour Street, and the closure of Jones Street;
  - (ii) Intersection of Kent Road (or Kensington St if not closed) with Regent Street together with the banning of the right turning movement from Regent Street to Kent Road (Kensington Street); and
  - (iii) Intersection of Abercrombie Street and O'Connor Street with pedestrian facilities.
- c) identify whether satisfactory arrangements will be or have been made with the RTA in regards to the funding of signalised intersections.
- d) provide a safety audit for the intersection at Regent Street / Kensington Street given road safety concerns.
- e) demonstrate that the access route and service facilities for vehicles comply with Council's requirements.
- f) demonstrate that only large rigid trucks with a maximum length of 12.5 metres shall service the proposed Supermarket loading dock and prohibit the use of large articulated vehicles.
- g) demonstrate that the road design is capable of accommodating a bicycle route identified in Council's current existing or draft strategy.
- h) Restrict Blackfriars Street to left turns only and Irving Street to right turns only. These restrictions shall be reinforced with raised concrete islands or other forms of acceptable barriers.
- i) The traffic signals at the intersection of Abercrombie Street and O'Connor Street and Broadway and Balfour Street are to be constructed prior to the commencement of works related to new buildings to provide safe access for construction vehicles and maintain road network efficiency during construction.
- j) The proposed traffic signals and civil works are to be designed to meet RTA's requirements and endorsed by a suitably qualified Chartered Engineer. The design requirements shall be in accordance with the RTA's Road Design Guide and other Australian Codes of Practice. The certified copies of the civil/traffic signal design plans shall be submitted to the RTA for consideration and approval prior to the release of construction certificate by Council and commencement of road works.

The RTA fees for administration, plan checking, civil and signal works inspections and project management shall be paid by the developer prior to the commencement of works.

The developer may be required to enter into a Works Authorisation Deed (WAD) for the abovementioned works. Please note that the WAD will need to be executed prior to the RTA's assessment of the detailed civil design plans.

## Appendix C

Extract from Preferred Project Report Modification to  
Concept Plan (October 2008)





**General Notes**

1. Do not scale drawings. Dimensions govern.
2. All dimensions are in meters unless noted otherwise.
3. All dimensions shall be verified on site before proceeding work.
4. Foster + Partners shall be notified in writing of any discrepancies.

Rev.	Date	Reason For Issue	CK
05	14/10/08	Submission DoP	
04	27/05/08	Submission amended DoP	
03	15/05/08	Submission DoP	
02	30/04/08	Submission amended CP	
01	27/04/08	Submission amended concept plan	
00	07/04/08	Final coordination	
-	31/03/08	For information (90% issue)	
-	19/03/08	For information (80% issue)	
-	14/03/08	For information (40% issue)	

**Key Plan**



**Notes**

- Possible roof plant
- Balcony Zones



**FRASERS PROPERTY**

**Project** Frasers Broadway  
20 - 102 Broadway Sydney NSW 2000

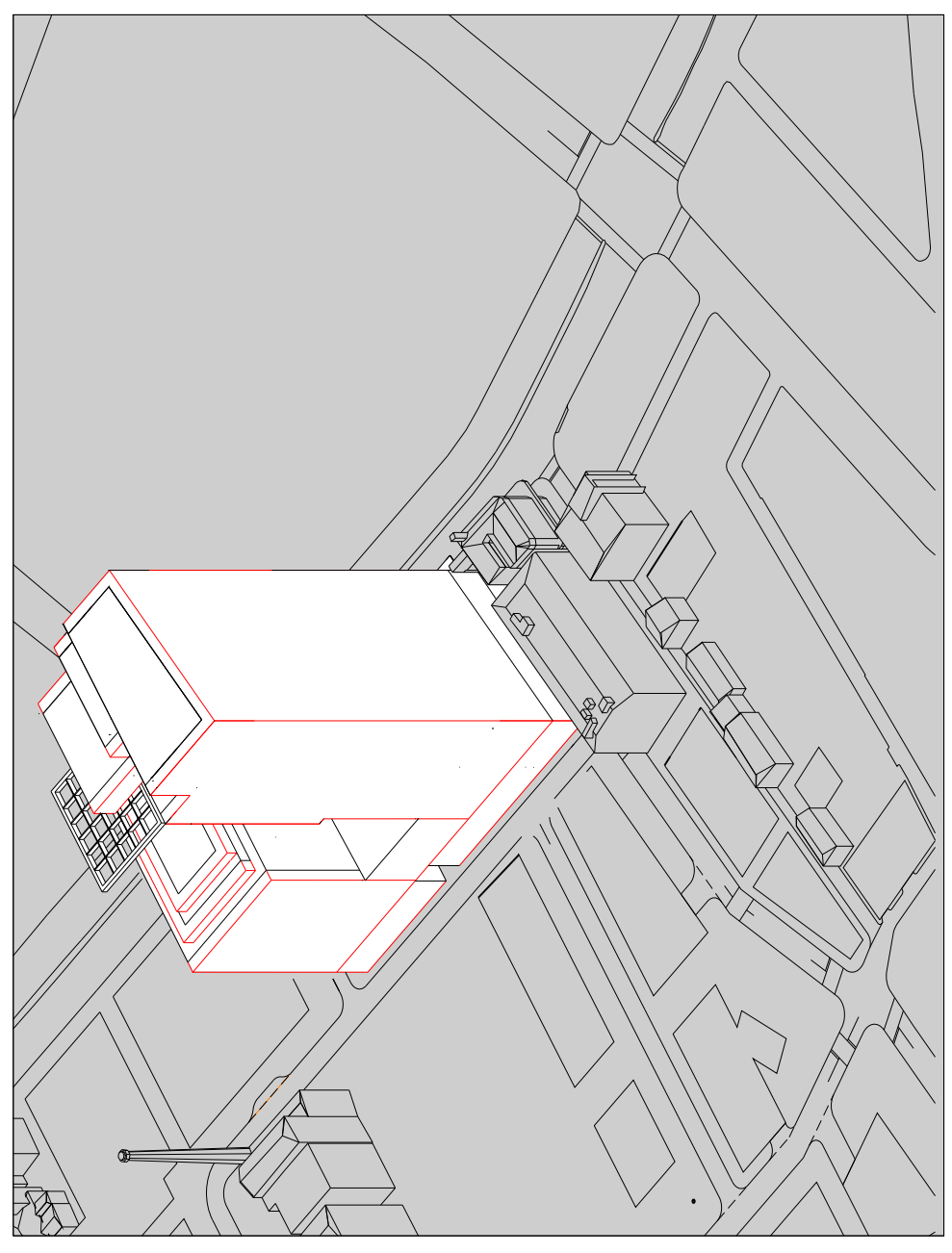
**Client** Frasers Broadway  
L11, 488 Kent Street Sydney NSW 2000  
T: 02 8823 8800 F: 02 8823 8801

**Foster + Partners**

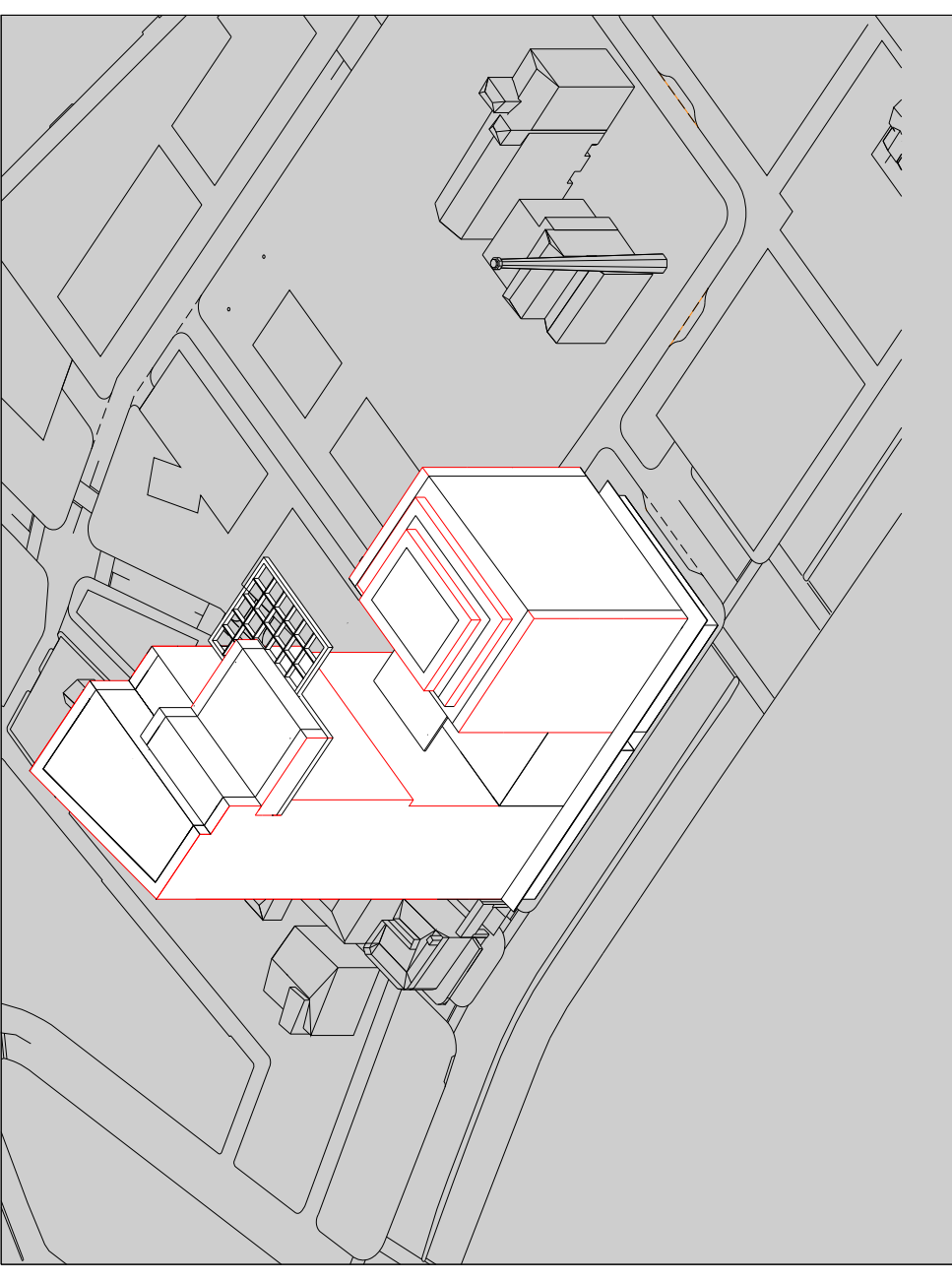
Riverside, 22 Hester Road  
London SW11 4AN  
T: +44 (0)20 7738 0455  
F: +44 (0)20 7738 1107

**Title**  
Concept Plan  
Plot Block 2

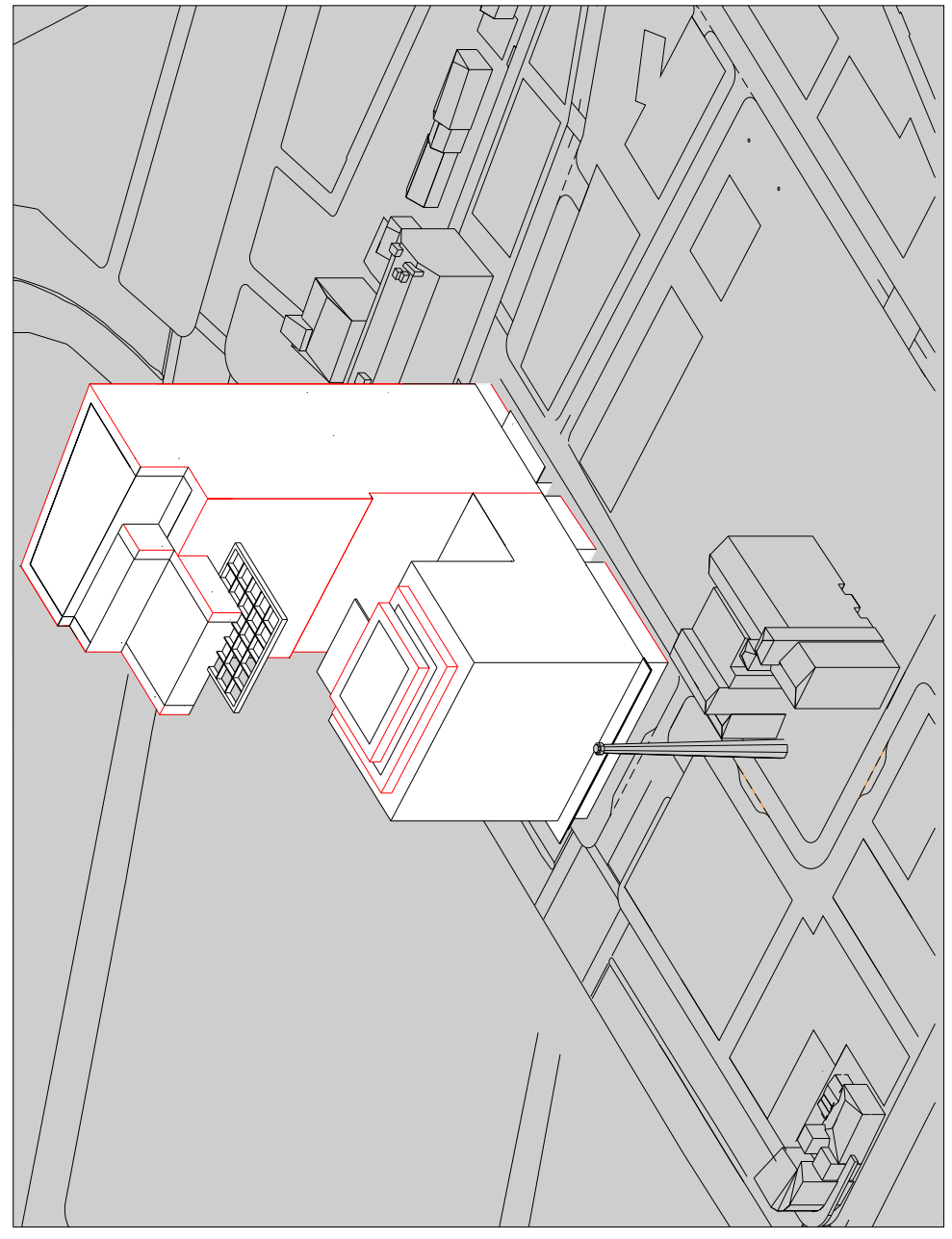
Project No.	Scale @ A3	Date	Drawn By
1645	NTS	14/03/08	
Number			Revision
A-1302			05



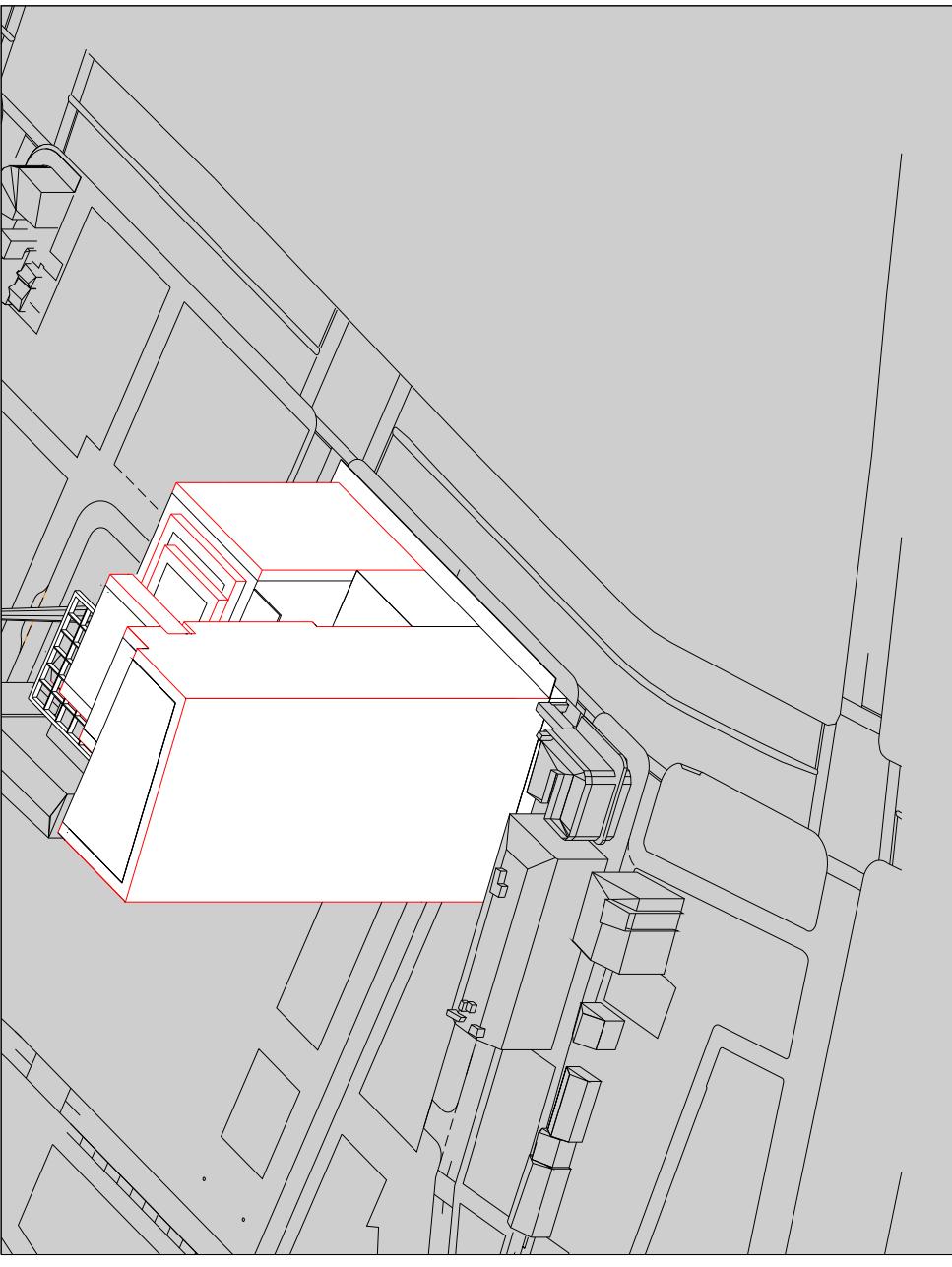
**01 View**  
South West



**02 View**  
South East



**03 View**  
North West



**04 View**  
North East

## Appendix D

### Interim Plans for Jones Street

SYDNEY TRAFFIC COMMITTEE

19 SEPTEMBER 2007

**ITEM 40. JONES STREET ULTIMO - RESTRICTING ACCESS ADVERTISE UNDER SECTION 116 OF THE ROADS ACTS 1993**

**FILE NO: S048082**

### RECOMMENDATION

It is recommended that the Committee raise no objection to the following:

- (A) The City advertising under Section 116 of the Roads Acts 1993 to restrict southbound access excluding bicycle traffic along Jones Street between Thomas Street and a point approximately mid-way to Broadway (Minimum advertising period 28 days),
- (B) Letterbox drop be undertaken to properties adjacent to the proposed partial closure of Jones Street,
- (C) Comments from the advertising are to be submitted to a future Sydney Traffic Committee with recommendation.

### DECISION

### BACKGROUND

The University of Technology Sydney (UTS) is seeking a partial closure of Jones Street between Thomas Street and Broadway to improve student safety and the environment adjacent to university main building entrance.

### COMMENTS

UTS will be undertaking redevelopment of various university buildings in the future which includes a proposal to closure Jones Street to link amenities within the campus to improve student safety. However, there is already a significant number of student movements along Jones Street to Broadway and towards Thomas Street that requires immediate attention to improve student safety.

The full closure of Jones Street has been discussed as part of a number of major works in the area which include the City's own Broadway Upgrade and as part of the recent redevelopment of the Carlton United Brewery site (CUB).

It has been generally accepted that a full road closure is acceptable but requires the existing right turn access from Broadway into Jones for buses and taxis to be relocated to a right turn into Wattle Street.

This arrangement requires further discussion with the Roads and Traffic Authority, Frasers Property (Developers for the CUB site) and the City.

**SYDNEY TRAFFIC COMMITTEE**
**19 SEPTEMBER 2007**

Due to the increase university student population, safety is of concern with the high number of students crossing Jones Street.

As an interim measure it is proposal to partially restrict southbound traffic access excluding cyclists along Jones Street between Thomas Street and a point approximately mid-way to Broadway. A contra-flow cycle lane from Thomas Street will assist the cyclist connection to Broadway. It is proposed to provide cycle parking along the eastern kerb of Jones Street.

The desirable access for pedestrians to and from Broadway is via the new kerb extensions, pedestrian crossing and eastern footpath on Jones Street. To encourage pedestrians to use this corridor, it is proposed to provide motorcycle/scooter parking along the eastern kerb lane between the pedestrian crossing and Broadway. This will form a barrier to prevent "J" walking and assist with parking for motorcycles/scooters.

Currently there is metered parking for approximately twenty vehicles along Jones Street which will be removed as part of the proposal.

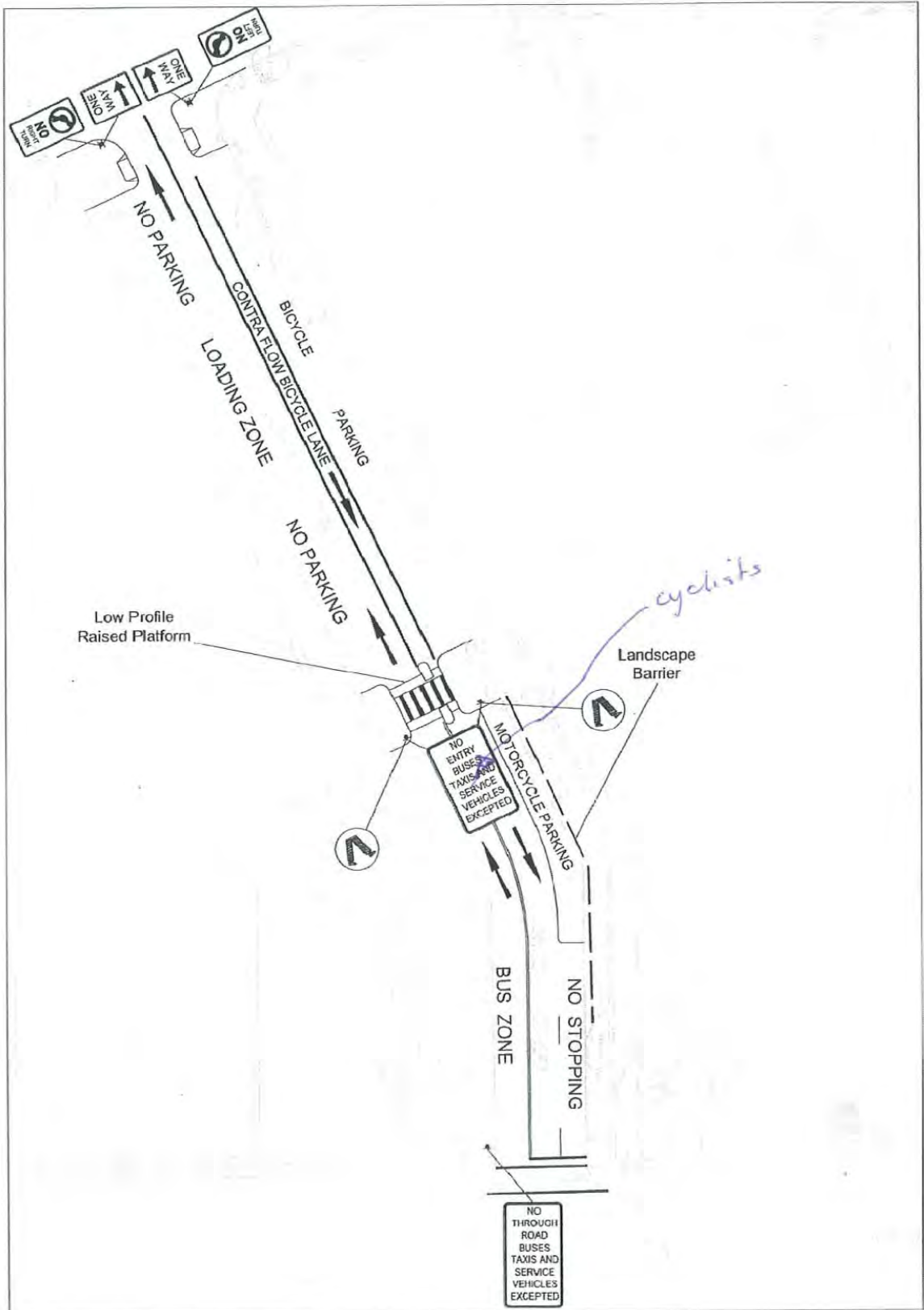
The proposal will remove southbound traffic flows except for cyclists, provide improved pedestrian crossing and significantly improve safety for students and the general public in the area.

Council when restricting or closing a local street can do so under Section 116 of the Roads Acts 1993 and would need to advertise the Jones Street proposal for a minimum 28 days.

**ATTACHMENTS**

Jones Street Ultimo - Advertise Under Section 116 for Restricting Access

Col Warne Traffic Operations Manger



Below is a copy of the Councils' decision (minutes from the September 2007 meeting) that should be read in conjunction with those above.

*“Item 40 Jones Street, Ultimo -restricting access advertise under Section 116 of the Roads Act 1993 (S048082)*

### **RECOMMENDATION**

*It is recommended that the committee raise no objection to the following:*

- (A) the city advertising under Section 116 of the Roads Acts 1993 to restrict southbound access excluding bicycle traffic along Jones street between Thomas Street and a point approximately mid way to Broadway (minimum advertising period 28 days)*
- (B) Letterbox drop be undertaken to properties adjacent to the proposed partial closure of Jones Street*
- (C) Comments from the advertising are to be submitted to a future to a future Sydney Traffic Committee with recommendation*

### **DECISION**

*The Committee adopted the Recommendation and will include wording “Cyclists in the “No Entry Bus, Taxi and Service vehicles excepted” signage*

### **BACKGROUND**

*The University of Technology Sydney (UTS) is seeking a partial closure of Jones Street between Thomas Street and Broadway to improve student safety and environment adjacent to university main building entrance.”*

## Appendix E

### Feedback from RTA, STA and MOT

## Christopher Fernandez

---


**From:** Christopher Fernandez  
**Sent:** Thursday, 16 April 2009 5:00 PM  
**To:** 'Garry\_kennedy@rta.nsw.gov.au'  
**Subject:** FW: Fraser's Broadway Main Park Infrastructure TMP

**Follow Up Flag:** Follow up  
**Flag Status:** Completed

Hi Garry,

Please see Chris Webster's note below.

Kind regards,

<b>Christopher Fernandez</b> Cadet - Traffic & Transport Planner	T: +612 8448 1800 D: +612 8448 1805	BRISBANE SYDNEY MELBOURNE	 GTA consultants	specialist traffic and transport consultants <a href="http://www.gta.com.au">www.gta.com.au</a>
---	--	---------------------------------	--	---

The information contained in this email is confidential and is the subject of professional privilege. If you are not the intended recipient, any use, disclosure or copying of this email or its attachments is unauthorized. If you have received this document in error, please notify GTA Consultants by return email. Please consider the environment before printing.

---

**From:** Chris Webster [mailto:cwebster@incoll.com.au]  
**Sent:** Thursday, 16 April 2009 4:05 PM  
**To:** D van den Dool  
**Cc:** Christopher Fernandez  
**Subject:** RE: Fraser's Broadway Main Park Infrastructure TMP

Dick

The plan is to install the signals as part of an infrastructure package, which will be done prior to construction of the buildings.

Although the actual program for the infrastructure works is not confirmed yet.

I hope this helps.

Chris Webster - Project Manager  
Incoll Management Pty Ltd

tel 02 8913 4800 | fax 02 9959 3975 | mob 0406 111 898  
Level 1, 73 Miller Street, North Sydney NSW 2060  
PO Box 1594, North Sydney NSW 2059  
email [cwebster@incoll.com.au](mailto:cwebster@incoll.com.au) | web <http://www.incoll.com.au>

If you have received this email in error, please return to Chris Webster

<http://www.incoll.com.au/disclaimer.asp>

 Please consider the environment before printing this e-mail notice

---

**From:** D van den Dool [mailto:dvd@gta.com.au]  
**Sent:** Thursday, 16 April 2009 9:35 AM  
**To:** Chris Webster  
**Cc:** Christopher Fernandez  
**Subject:** FW: Fraser's Broadway Main Park Infrastructure TMP

Chris  
We've had some questions from RTA re the recent draft TMP  
Could you pls let us know the Frasers plans re the timing of the signals as per RTA's note below

Kind regards,



The information contained in this email is confidential and is the subject of professional privilege. If you are not the intended recipient, any use, disclosure or copying of this email or its attachments is unauthorised. If you have received this document in error, please notify GTA Consultants by return email. Please consider the environment before printing.

---

**From:** KENNEDY Garry [mailto:Garry\_Kennedy@rta.nsw.gov.au]  
**Sent:** Tuesday, 14 April 2009 2:59 PM  
**To:** Christopher Fernandez  
**Cc:** D van den Dool  
**Subject:** RE: Fraser's Broadway Main Park Infrastructure TMP

Hi Chris,

Sorry to take so long to get back to you on this matter. This project is split on quite a few files in the RTA and I still cannot locate them all. However, the most notable issue that I can see with the TMP is the omission for the provision of signals at the intersections of Abercrombie and O'Connor Sts and Broadway and Balfor St prior to the commencement of construction activities. Could you please confirm that the installation of signals at these intersections will be installed prior to commencement of any construction?

Kind regards

Garry

---

**From:** Christopher Fernandez [mailto:christopher.fernandez@gta.com.au]  
**Sent:** Wednesday, 11 February 2009 4:28 PM  
**To:** KENNEDY Garry  
**Cc:** D van den Dool  
**Subject:** Frasers Broadway Main Park Infrastructure TMP


Hi Garry,

Could you please review the attached Traffic Management Report for the Frasers Broadway Main Park and Infrastructure works and provide any feedback comments.

It would be preferable to receive any feedback as soon as possible. I will be out of the office until the 26<sup>th</sup> however if you could send your feedback if completed prior to that to D van den Dool that would be great.

If you have any queries don't hesitate to contact me on (02) 8448 1800 (or in my absence D van den Dool).

Kind regards,

<b>Christopher Fernandez</b> Cadet - Traffic & Transport Planner	T: +612 8448 1800 D: +612 8448 1805	BRISBANE SYDNEY MELBOURNE	 GTA consultants	specialist traffic and transport consultants <a href="http://www.gta.com.au">www.gta.com.au</a>
---	--	---------------------------------	---	---

The information contained in this e-mail is confidential and is the subject of professional privilege. If you are not the intended recipient, any use, disclosure or copying of this e-mail or its attachments is unauthorised. If you have received this document in error, please notify GTA Consultants by return email. Please consider the environment before printing.

Before printing, please consider the environment. **IMPORTANT NOTICE:** This e-mail and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. The RTA is not responsible for any unauthorised alterations to this e-mail or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of the RTA. If you receive this e-mail in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this e-mail if you are not the intended recipient.

---

Message protected by MailGuard: e-mail anti-virus, anti-spam and content filtering.  
<http://www.mailguard.com.au>

[Report this message as spam](#)

## Christopher Fernandez

---

**From:** Ben Colmer [Ben.Colmer@transport.nsw.gov.au]  
**Sent:** Thursday, 29 January 2009 12:50 PM  
**To:** Christopher Fernandez  
**Cc:** anthony.witherdin@planning.nsw.gov.au; salih\_suleman@rta.nsw.gov.au  
**Subject:** MP08\_0210 Main Park - Frasers Broadway  
**Attachments:** Ben Colmer.vcf

Hi Christopher,

Thank you for sending through the Transport Management Plan for the construction of the above. The Ministry has reviewed the Plan and has no comment.

The Ministry's primary concern is the Transport and Accessibility Study and Environmental Assessment and we will provide detailed comment once these are received.

Regards

Ben Colmer  
Student Transport Planner  
Ministry of Transport  
9268 2280

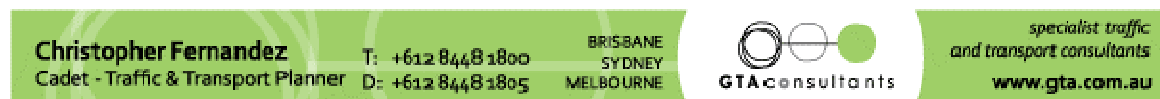
>>> "Christopher Fernandez" <[christopher.fernandez@gta.com.au](mailto:christopher.fernandez@gta.com.au)> 21/01/2009 5:37 pm >>>  
Hello,

Could you please review the attached Traffic Management Report for the Frasers Broadway Main Park and Infrastructure works and provide any feedback comments.

It would be preferable to receive any feedback by the end of next week (Friday 30<sup>th</sup> January 2009) at the latest.

If you have any queries don't hesitate to contact me on (02) 8448 1800

Kind regards,



The information contained in this email is confidential and is the subject of professional privilege. If you are not the intended recipient, any use, disclosure or copying of this email or its attachments is unauthorised. If you have received this document in error, please notify GTA Consultants by return email. Please consider the environment before printing.

---

This message (including any attachments) is intended solely for the addressee named and may contain confidential and or privileged information. If you are not the intended recipient, please delete it and notify the sender. Views expressed in this message are those of the individual sender, and are not necessarily the views of the Ministry of Transport (MoT). Whole

or parts of this e-mail may be subject to copyright of the Ministry or third parties. You should only re-transmit, distribute or use the material for commercial purposes if you are authorised to do so.

Please visit us <http://www.transport.nsw.gov.au> or  
<http://www.131500.info>

## Christopher Fernandez

---

**From:** Robert\_Rosadi@sta.nsw.gov.au  
**Sent:** Thursday, 29 January 2009 2:44 PM  
**To:** Christopher Fernandez  
**Cc:** Brian\_Mander@sta.nsw.gov.au  
**Subject:** TMP - Frasers site at Broadway

Dear Mr Fernandez,

Please find listed below comments from State Transit's Manager of Traffic Planning Mr Brian Mander in regards to the Transport Management Plan for the Frasers site at Broadway. If you would like to discuss these comments with Brian, he can be contacted on 9245 -5750.

Regards,

Robert Rosadi | Traffic Engineer  
State Transit Authority | Strawberry Hills  
Tel:- 9245 5614  
robert\_rosadi@sta.nsw.gov.au

Dear Christopher,

I refer to your report seeking comments regarding the proposed traffic management plans for the Frasers Site, Broadway.

State Transit has reviewed the proposed traffic management plans and offer the following comments;

TMP 1 - generally agree

TMP 2 - Balfour Street gates (orange)

At the outset, it should be made quite clear that Jones Street was not intended to be closed to bus traffic, however access to southbound traffic was to be restricted.

In that regard I have included a copy of the Councils decision (minutes from the September 2007 meeting) that should be read in conjunction with those provided and referred to in Appendix E.

*“Item 40 Jones Street, Ultimo -restricting access advertise under Section 116 of the Roads Act 1993 (S048082)*

### **RECOMMENDATION**

*It is recommended that the committee raise no objection to the following:*

*(A) the city advertising under Section 116 of the Roads Acts 1993 to restrict southbound access excluding bicycle traffic along Jones street between Thomas Street and a point*

*approximately mid way to Broadway (minimum advertising period 28 days)*  
*(B) Letterbox drop be undertaken to properties adjacent to the proposed partial closure of Jones Street*  
*(C) Comments from the advertising are to be submitted to a future to a future Sydney Traffic Committee with recommendation*

#### **DECISION**

*The Committee adopted the Recommendation and will include wording “Cyclists in the “No Entry Bus, Taxi and Service vehicles excepted” signage*

#### **BACKGROUND**

*The University of Technology Sydney (UTS) is seeking a partial closure of Jones Street between Thomas Street and Broadway to improve student safety and environment adjacent to university main building entrance.””*

As such, State Transit would insist on the right turn bay and right turn phase remaining and being included in the redesign to include Balfour and Broadway. Apart from this omission we agree in principle with what has been proposed.

TMP 3 - see comments provided for TMP2

TMP 4 – Agree in principle, providing that traffic generally, particularly that travelling along Broadway is NOT impeded merely to cater for truck access to and from the Frasers Broadway site.

TMP 5 - No trucks associated with the development site are to queue on Broadway. A call forward area needs to be established, in case of any unforeseen delay that may occur from trucks entering the site.

TMP 6 – agree

TMP 8 – see comments provided for TMP 2. State Transits preference is to remain as is. The provision of any right turn facility at Abercrombie and Wattle Street would also require the removal of the splitter island in Thomas Street. In any case, the design would need to be approved by State Transit, but I would reiterate the point that our preference is to remain as is, turning right into Jones Street under signal control

Other comments made within the report are addressed below, and include:

- 4.4 General Access – see previous comments made for TMP 2. State Transit believe the existing arrangements for Jones should remain as is, that is for Buses, Taxi’s and Bicycles ONLY.
- 4.5 Bus Operations – Para 2 – According to the Traffic Management plans shown, there are no planned truck movements in the eastbound direction along Broadway, unless using the Balfour Street signals. This is our preferred position and the

introduction of the alterations to the traffic control signals must incorporate my comments as shown and included in TMP 2.

Should you require further information regarding this matter, please contact me on 9245 5750.

Yours sincerely,

Brian Mander

Manager

Traffic Planning

---

This email message and any attachments are subject to copyright, may contain confidential information and are intended only for the person or entity to which it is addressed. Any review, retransmission, dissemination or other use of this information by persons or entities other than the intended recipient, is unauthorised. Furthermore, an unintended recipient is not entitled to rely on any information in the email message. If you are the intended recipient, you should not copy, disclose, distribute or forward this information, without the permission of the State Transit Authority. Any views expressed in this correspondence are those of the individual sender, except where the sender specifically states them to be the views of the State Transit Authority, or where the sender is authorised to make such statements for and on behalf of the State Transit Authority. Except as required by law, the State Transit Authority does not represent warrant and/or guarantee that the integrity of this communication has been maintained, nor that the communication is free of errors, virus, interception or interference. If you have received this email in error, please immediately advise the sender by return email, or alternatively, contact 9245 5777. Please delete the message from your computer system.

Inherit

## **Melbourne**

*Greg Tucker & Associates Pty Ltd t/a*

GTA Consultants

ABN: 34 005 839 645

**A** 87 High Street South

PO Box 684

KEW VIC 3101

**P** +613 9851 9600

**F** +613 9851 9610

**E** melbourne@gta.com.au

## **Sydney**

*GTA Consultants (NSW) Pty Ltd t/a*

GTA Consultants

ABN: 31 131 369 376

**A** Level 2, 815 Pacific Highway

CHATSWOOD NSW 2067

PO Box 5254

WEST CHATSWOOD NSW 1515

**P** +612 8448 1800

**F** +612 8448 1810

**E** sydney@gta.com.au

## **Brisbane**

*GTA Consultants (QLD) Pty Ltd t/a*

GTA Consultants

ABN: 98 137 610 274

**A** Level 6, 269 Wickham Street

PO Box 555

FORTITUDE VALLEY QLD 4006

**P** +617 3113 5000

**F** +617 3113 5010

**E** brisbane@gta.com.au

## **Canberra**

*Greg Tucker & Associates Pty Ltd t/a*

GTA Consultants

ABN: 34 005 839 645

**A** Level 11, 60 Marcus Clarke Street

CANBERRA ACT 2601

PO Box 1109

CIVIC SQUARE ACT 2608

**P** +612 6243 4826

**F** +612 6243 4848

**E** canberra@gta.com.au

[www.gta.com.au](http://www.gta.com.au)