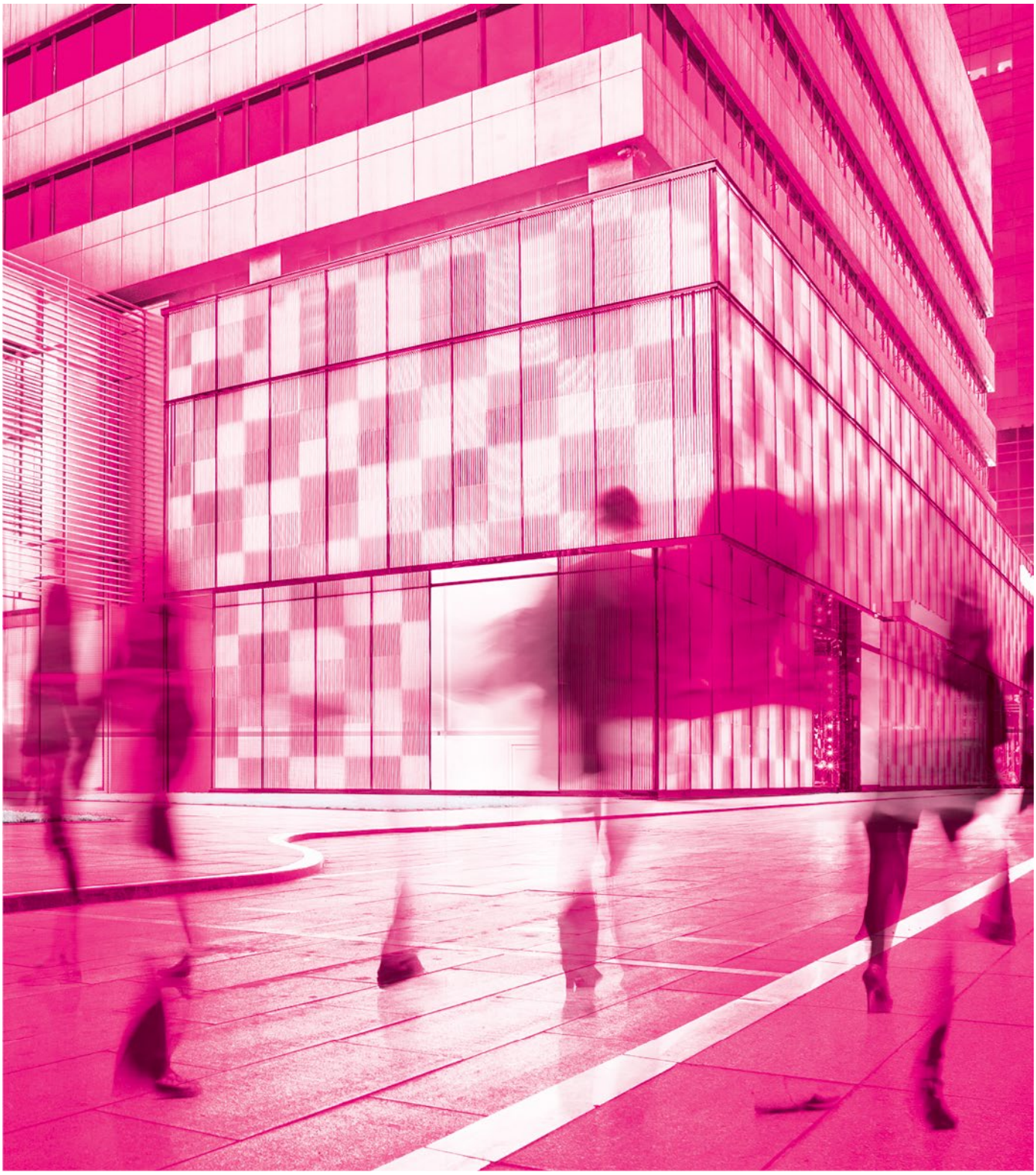

Construction Pedestrian and Traffic Management Plan;

Harbourside Shopping Centre (Demolition & Excavation)

For Mirvac

14th July 2022

parking;
traffic;
civil design;
wayfinding;

ptc.

Document Control

Harbourside Shopping Centre (Demolition & Excavation), CPTMP

Issue	Date	Issue Details	Author	Reviewed	For the attention of
1	07/03/2022	WIP Issue	JAJ/HL	AM	Anne Ng (Mirvac)
2	15/03/2022	Final	JAJ/HL	DB/AM	Anne Ng (Mirvac)
3	17/03/2022	Amendments	JAJ/HL	DB/AM	Anne Ng, Stephen Chamberlain
4	13/04/2022	Final	JAJ/HL	SW	Anne Ng, Stephen Chamberlain
5	15/06/2022	Final with Amendments	JAJ/HL	DB	Anne Ng, Stephen Chamberlain
6	14/07/2022	Council Comments	JAJ	AM	Anne Ng, Stephen Chamberlain

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Contents

1. Introduction

1.1 Response to Initial Council Feedback

Council Comment	Relevant Section
Bicycle NSW, other cycling groups and council may be consulted in relation to the impact to the cycle lane.	section 3.18
Document makes reference to road closures, if the road closures are along Darling Drive then the proponent will need to ensure it is on days that do not impact on rail replacement operations.	section 3.14
Partial and full lane closures subject to separate review, taking into account cumulative impact of other works (Sydney Metro West)	section 3.13
Approval from relevant forum would be required for any changes to kerb side parking arrangements and Works Zone	section 3.12
Existing CPTMPs for developments within or around the development site may be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the surrounding road network.	Section 3.24
Please describe clearly any potential impacts with mitigation measure to general traffic, public transport, cyclists, pedestrians, taxi zone and parking spaces within the vicinity of the site from construction vehicles.	sections 3.12.1, 3.14, 3.17, 3.18
Loss of parking spaces and taxi zone may have significant impacts for users. Could you please include no of spaces, details of impacts, discussion with key stakeholders/users/taxi groups/council and mitigation measures in CTMP. It is requested that efforts may be made where possible to avoid/minimise the potential impacts	section 3.12.1
Have the businesses in the vicinity /relevant stakeholders been consulted?	section 3.5
It is mentioned on plan (Darling Drive) access through existing columns tight for AV. Proper risk assessment may be done and satisfactory measures should be taken.	section 3.11
Is the timing of the truck arrivals and departures generally be outside of the commuter peak periods	section 3.9, 3.10
Details of specific measures to ensure the arrival and departure of construction vehicles do not cause additional queuing on public roads.	section 3.9, 3.10, 3.11
Has Traffic Guidance Scheme been developed for the proposed traffic management plan?	Section 5

1.2 Project Summary

ptc. has been engaged by Mirvac to prepare a Preliminary Construction, Pedestrian and Traffic Management Plan (PCPTMP) for submission to Place Management NSW, Transport for NSW and the Department of Planning and Environment (DPE) in relation to the demolition and subsequent bulk excavation of the existing Harbourside Shopping Centre located at 2-10 Darling Drive, Sydney.

Harbourside Shopping Centre currently accommodates 114 retailers including food and beverage restaurants, retail, and entertainment outlets.

The proposal to demolish and replace Harbourside is a critical component of the Pyrmont Peninsular urban renewal program.

In additional to improved retail space as well as new commercial and residential units, the proposed project will also deliver a widened waterfront boulevard with more seating, a new pedestrian bridge connecting to Pyrmont and a north-facing public plaza. The location of the subject site is outlined in Figure 1.1.

Figure 1.1 – Site Location (Source: MetroMap)

1.3 Site Context

Harbourside Shopping Centre lies on Place Management NSW property on the western foreshore of Cockle Bay, Darling Harbour, Sydney. The general vicinity of the site comprises some RE1 Public Recreation areas and B4 land use zones. The surrounding land uses are illustrated in Figure 1.2.

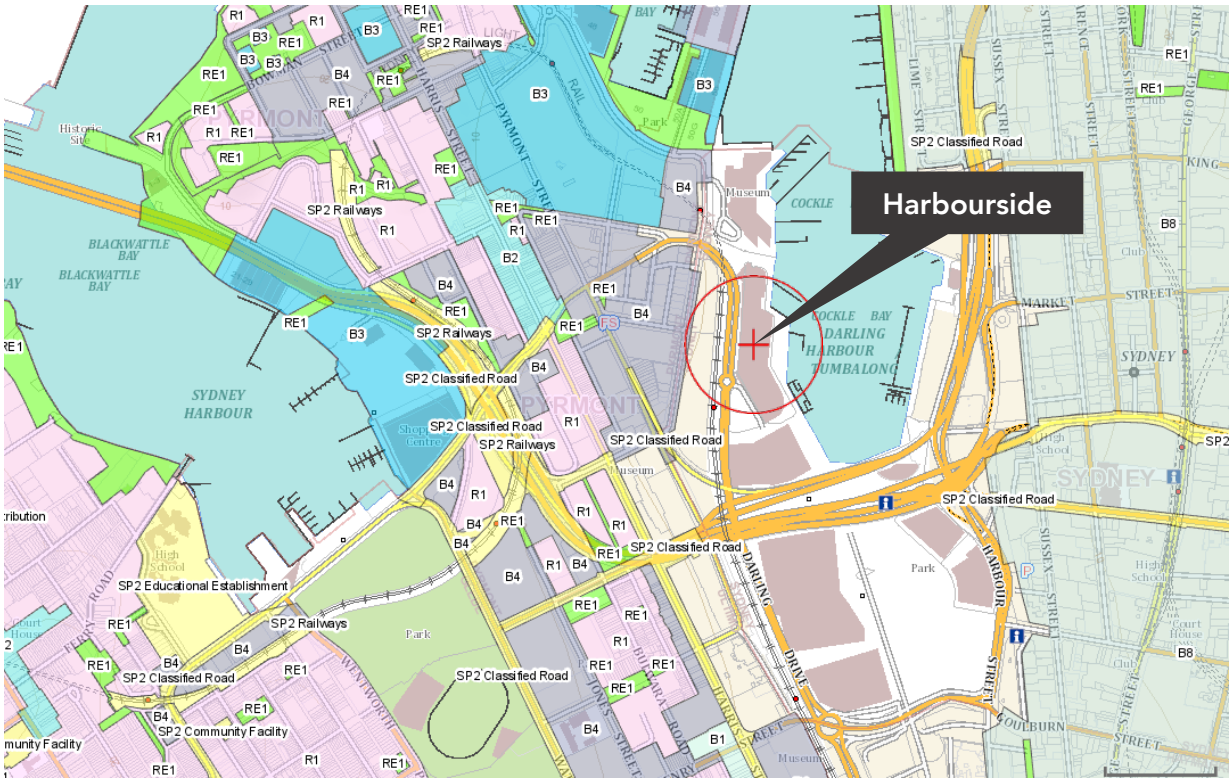


Figure 1.2 – Local Land Use Map (Source: NSW Planning Viewer)

1.4 Development Site

The proposed development relates to the site at 2-10 Darling Drive, Sydney which is illustrated in Figure 1.3. The site is bordered by Darling Drive on the west, and the Darling Harbour foreshore to the east. A private access road for Sofitel Sydney Darling Harbour lies on the southern side of the site.

The site has a land area of approximately 14,500m² with a site frontage of approximately 200m along Darling Drive to the east, and a similar frontage to the east with the foreshore walkway.

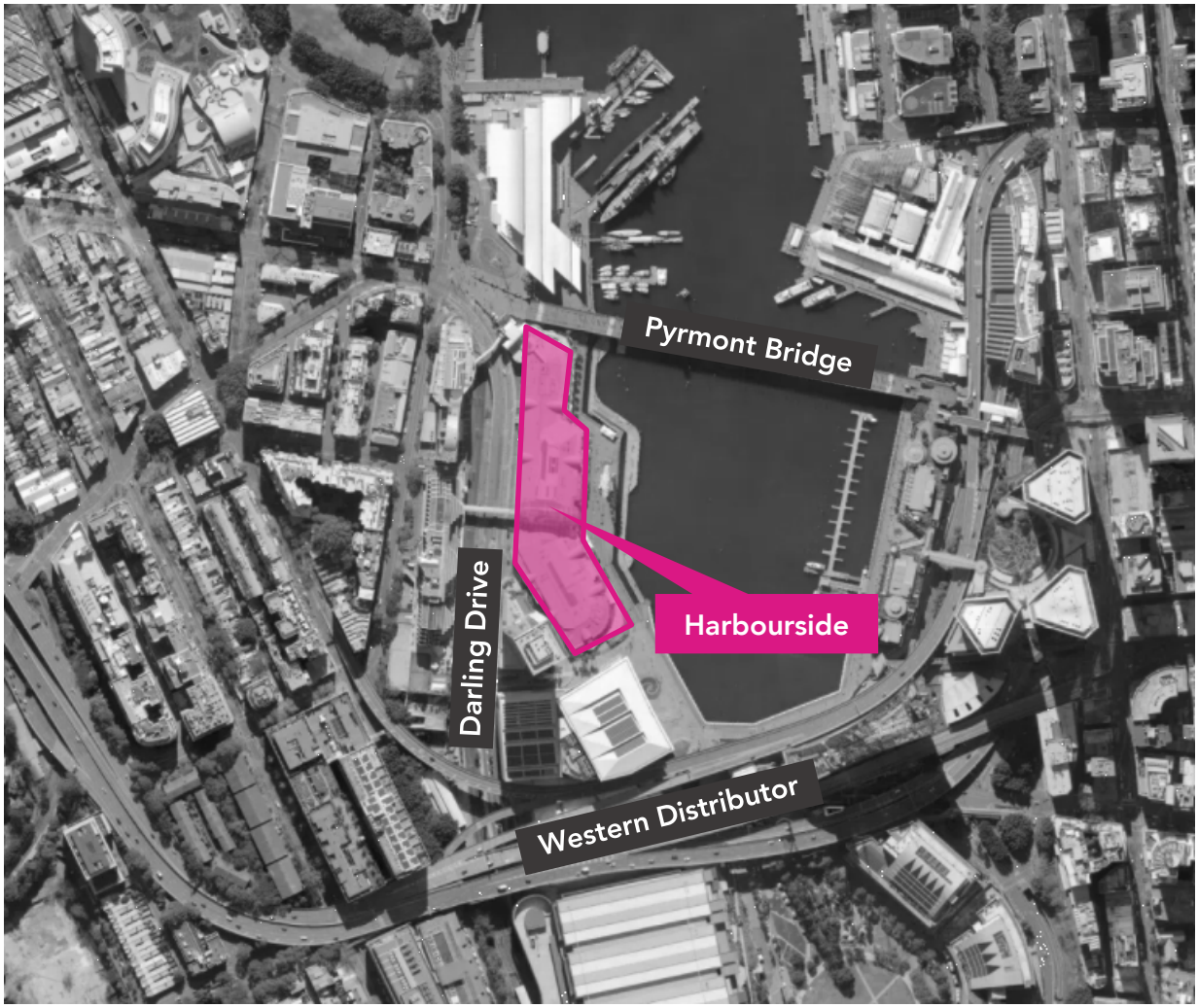


Figure 1.3 – Aerial View of Subject Site & Surrounds (Source: Nearmap)

1.5 Development Proposal

The Harbourside development proposal is a critical component of the Pyrmont Peninsular urban renewal program. In additional to increased retail space as well as new commercial and residential units, the project will also deliver a widened waterfront boulevard with more seating, a new pedestrian bridge connecting to Pyrmont and a north-facing public plaza.

1.6 Purpose of this Report

This CPTMP addresses the potential construction activity associated with the Harbourside development, including:

- Location of any proposed Work Zones, site boundary, and any site office, crane locations, material and waste storage area and other components as necessary;
- Haulage routes and predicted construction traffic;
- Construction vehicle access arrangements;
- A heavy vehicle swept path assessment, demonstrating feasibility of any proposed Works Zones or site access;
- Proposed construction hours;
- Estimated number of construction vehicle movements;
- Construction program;
- Any potential impacts to general traffic, cyclists, pedestrians, and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works; and
- Measures proposed to mitigate any associated general traffic, public transport, pedestrian, and cyclist impact.

In view of the above, included as Attachment 1, is a copy of the Standard Conditions which apply to all construction projects in the City of Sydney. These conditions have also been considered in the preparation of this CPTMP.

1.7 Draft DA Conditions of Consent

This CPTMP also addresses the following Draft DA Conditions of Consent issued by the City of Sydney, as outlined in Table 1.1. The Draft DA Conditions of Consent also incorporate requirements for the CPTMP raised by TfNSW.

Table 1.1: Draft DA Conditions of Consent

Condition		Report Reference
2: Traffic Management and Access	An assessment of road and pedestrian safety adjacent to the proposed development and the details of required road safety measures and personal safety	Sections 3.13 to 3.18
	An assessment of road safety at key intersections and locations subject to heavy vehicle construction traffic movements and high pedestrian activity	Section 2.3
	An assessment of impacts on the Sofitel Hotel and the ICC and program	Section 3.11 and Section 3.23

Condition		Report Reference
	Details of construction program detailing the anticipated construction duration and highlighting significant and milestone events during the construction process	Section 3.7
	Details of anticipated peak hour and daily construction vehicle movements to and from the site	Section 3.9
	Details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site	Section 3.22
	Details of temporary cycling and pedestrian access during construction	Section 3.18
	Emergency vehicle access, service vehicle access, delivery and loading arrangements and estimated service vehicle movements (including vehicle type and the likely arrival and departure times).	Section 3.15
	Measures to reduce reliance on private vehicle travel for construction works	Section 3.14 and Section 3.22
	Proposed management and mitigation measures to address any impacts on traffic, pedestrian and cycling networks	Section 3.17 and Section 3.18 and Section 3.26

2. Transport Environment

2.1 Road Hierarchy

Harbourside is located in the City of Sydney Local Government Area (LGA) and is serviced by a mix of state, regional and local roads as presented in Figure 2.1.

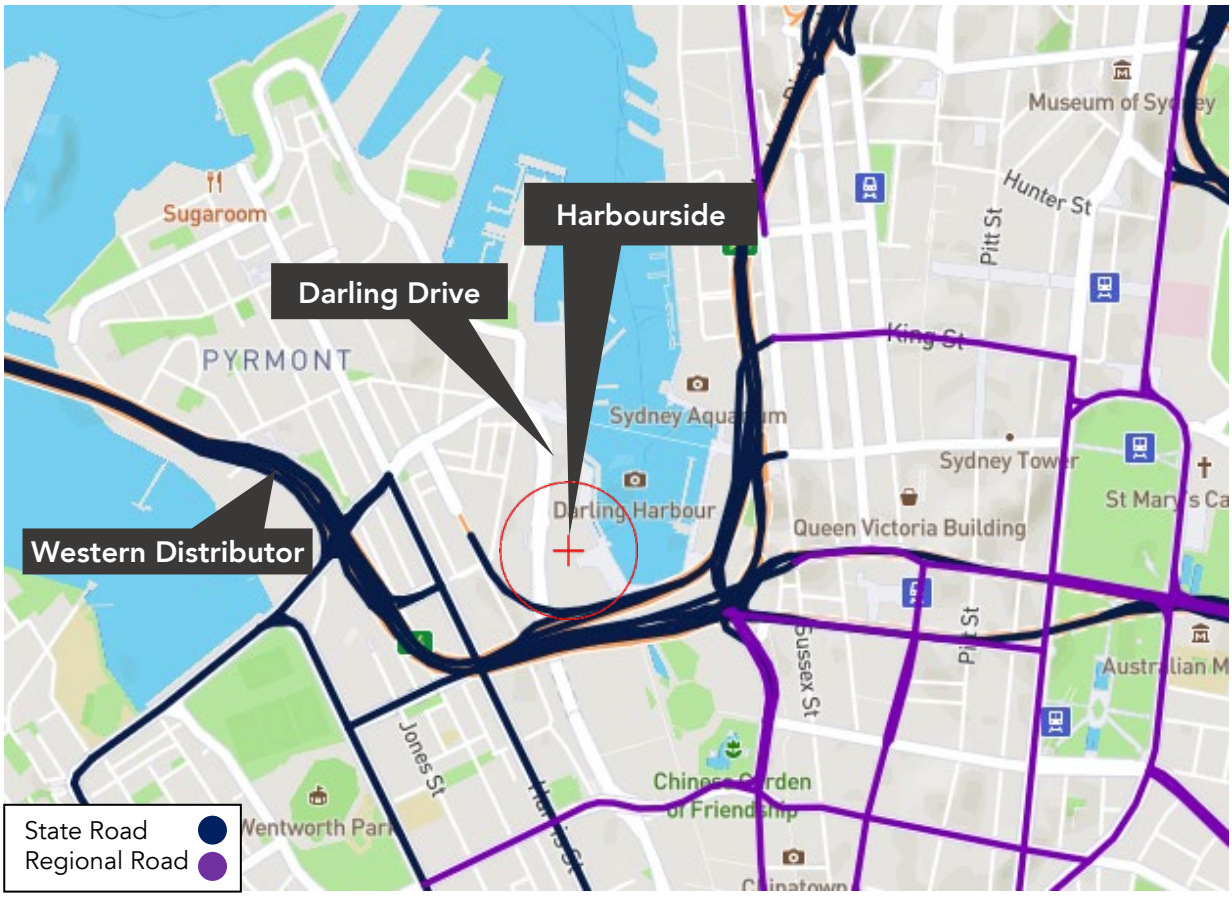


Figure 2.1 – Road Hierarchy (Source: TfNSW State and Regional Roads)

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy:

- State Roads: Freeways and Primary Arterials (TfNSW managed);
- Regional Roads: Secondary or sub-arterials (Council managed, partly funded by the State);
- Local Roads: Collector and local access roads (Council managed/Place Management NSW managed).

Darling Drive	
Road Classification	Local Road (Place Management NSW)
Alignment	North – South
Number of Lanes	Varies
Carriageway Type	Divided
Carriageway Width	Varies
Speed Limit	50km/hr
School Zone	No
Parking Controls	Parking not permitted
Forms Site Frontage	Yes

Figure 2.2 – Darling Drive (Southbound)

Pyrmont Bridge Road	
Road Classification	Local and State Road
Alignment	East – West
Number of Lanes	Varies
Carriageway Type	Undivided
Carriageway Width	12m
Speed Limit	40km/hr
School Zone	No
Parking Controls	Parking not permitted
Forms Site Frontage	No

Figure 2.3 – Pyrmont Bridge Road (Westbound)

Western Distributor off-ramp to Pyrmont Bridge Road	
Road Classification	State Road
Alignment	South
Number of Lanes	2
Carriageway Type	Undivided
Carriageway Width	6m
Speed Limit	60km/hr
School Zone	No
Parking Controls	Parking not permitted
Forms Site Frontage	No

Figure 2.4 – Western Distributor off-ramp (Southbound)

Iron Wharf Place	
Road Classification	Local
Alignment	East - West
Number of Lanes	1
Carriageway Type	Divided
Carriageway Width	3.8m
Speed Limit	Shared Zone
School Zone	No
Parking Controls	No Parking
Forms Site Frontage	No

Figure 2.5 – Iron Wharf Place (Eastbound)

Wattle Street	
Road Classification	State
Alignment	North – South
Number of Lanes	2
Carriageway Type	Undivided
Carriageway Width	12m
Speed Limit	40km/hr
School Zone	No
Parking Controls	No Parking
Forms Site Frontage	No

Figure 2.6 – Wattle Street (Northbound)

2.2 Key Intersections

The key intersections in the vicinity of the development site and their characteristics are listed below:

1. Wattle Street / Pyrmont Bridge Road — 4-arm signalised intersection;
2. Western Distributor Off-ramp / Pyrmont Bridge Road — Priority slip-lane;
3. Pyrmont Bridge Road / Pyrmont Street — 4-arm signalised intersection;
4. Pyrmont Bridge Road / Darling Drive / Murray Street — 4-arm signalised intersection;
5. Darling Drive / Iron Wharf Place Access Road — 3-arm priority controlled roundabout;

The key intersections are illustrated in Figure 2.7.

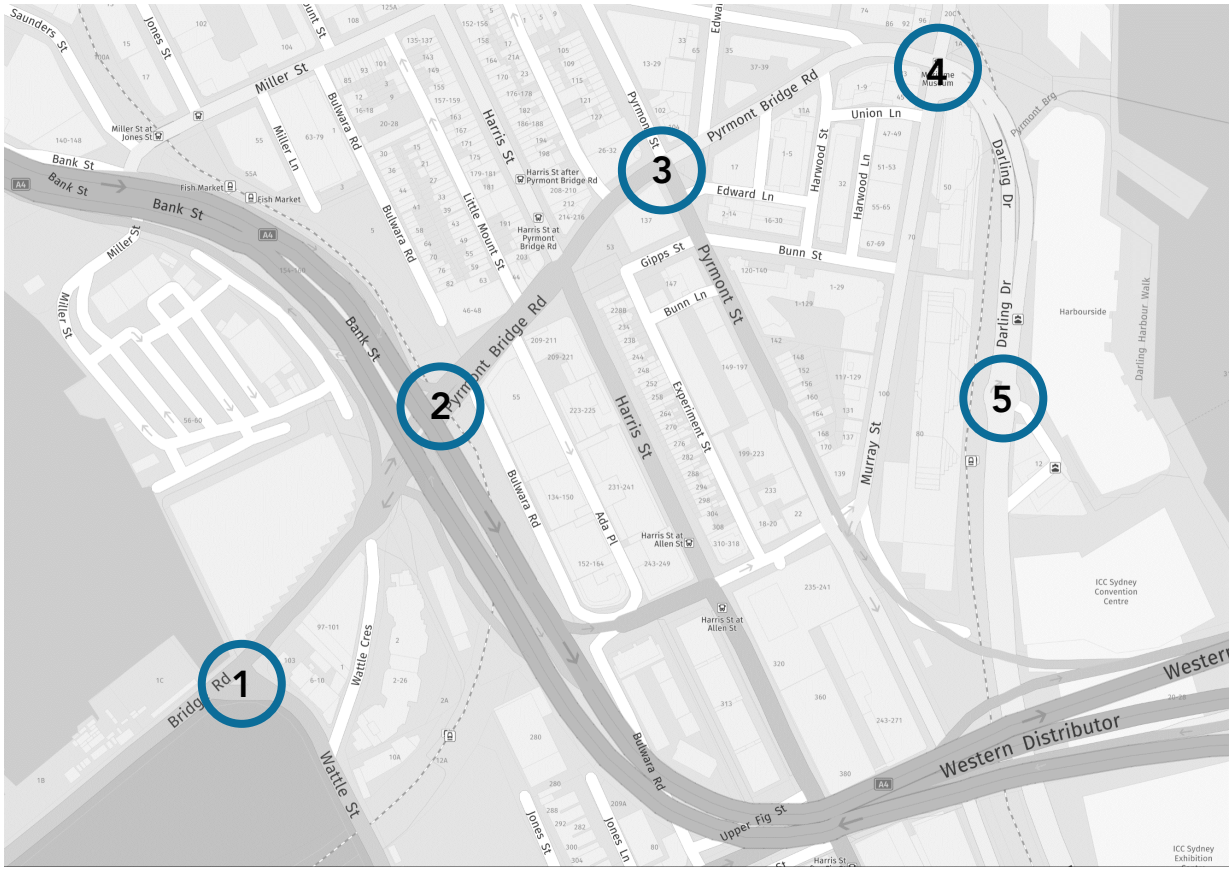
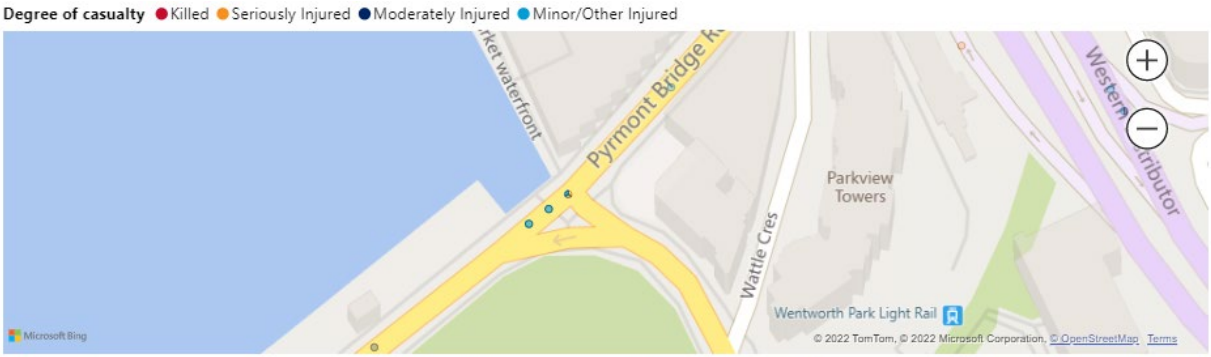


Figure 2.7 – Key Intersection Locations (Source: HERE WeGo)

2.3 Crash Statistics

Crash statistics data for the key intersections mentioned in Section 2.2 is shown in the following figures and provides detail regarding the road safety of these intersections.

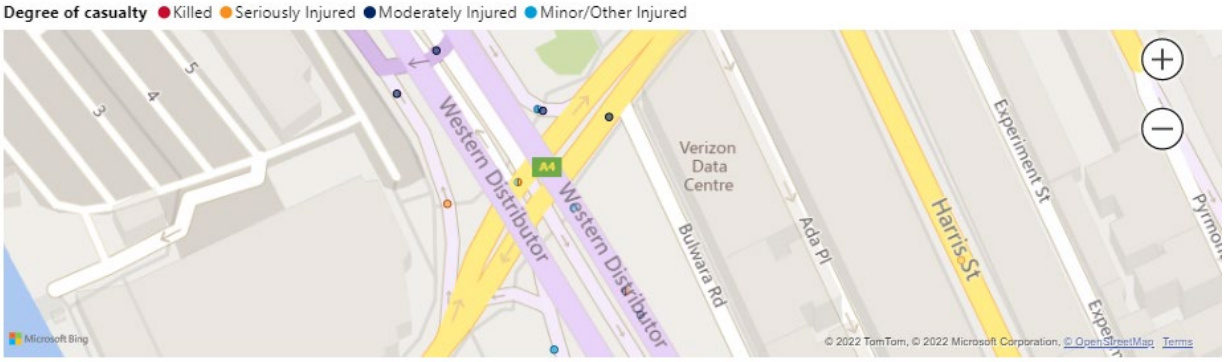


Casualties	2016	2017	2018	2019
Minor/Other Injured	1	1	3	1

Crashes	2016	2017	2018	2019
Moderate Injury	1			
Minor/Other Injury		1	2	1

Figure 2.8 – Pyrmont Bridge Road / Wattle Street

A total of 6 minor casualties and 5 minor to moderate crashes at this intersection since 2016.

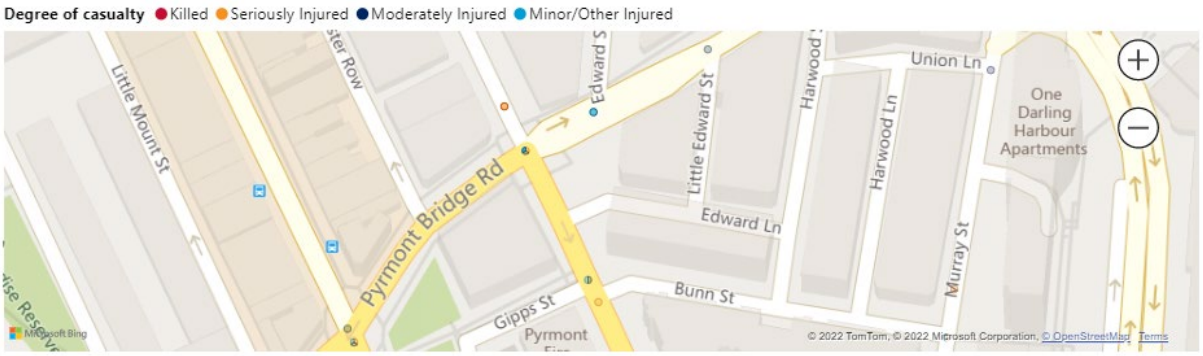


Casualties	2016	2017	2018	2019	2020
Seriously Injured	1			1	1
Moderately Injured	1	3	1		
Minor/Other Injured					2

Crashes	2016	2017	2018	2019	2020
Serious Injury	1			1	1
Moderate Injury	1	2	1		1
Minor/Other Injury					1

Figure 2.9 – Pyrmont Bridge Road / Western Distributor

A total of 2 minor casualties, 5 moderate casualties, and 3 serious casualties, as well as 1 minor, 5 moderate, and 3 serious crashes at this intersection since 2016.

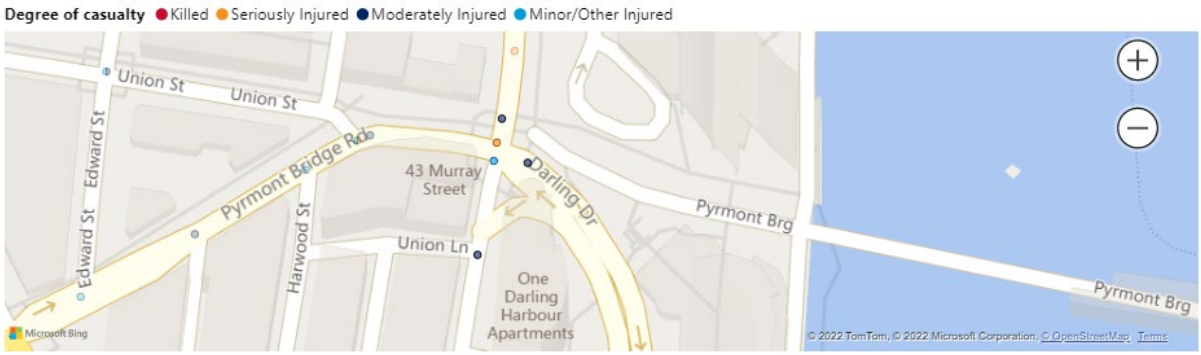


Casualties	2016	2017	2018	2019
Seriously Injured		1		
Minor/Other Injured	3	1	2	2

Crashes	2016	2017	2018	2019
Serious Injury		1		
Moderate Injury	1		1	
Minor/Other Injury	2	1		1

Figure 2.10 – Pyrmont Bridge Road / Pyrmont Street

A total of 8 minor casualties, and 1 serious casualty, as well as 4 minor, 2 moderate, and 1 serious crash at this intersection since 2016.

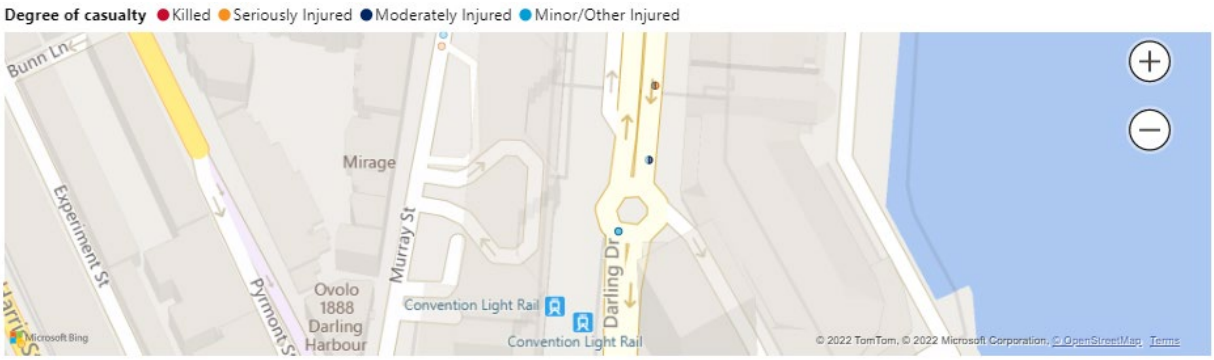


Casualties	2017	2018	2019
Seriously Injured			1
Moderately Injured	1	1	1
Minor/Other Injured		1	

Crashes	2017	2018	2019
Serious Injury			1
Moderate Injury	1	1	1
Minor/Other Injury		1	

Figure 2.11 – Pyrmont Bridge Road / Darling Drive

A total of 1 minor casualties, 3 moderate casualties, and 1 serious casualty, as well as 1 minor, 3 moderate, and 3 serious crash at this intersection since 2017.



Casualties	2017	2018
Seriously Injured		1
Moderately Injured		1
Minor/Other Injured	1	

Crashes	2017	2018
Serious Injury		1
Moderate Injury		1
Minor/Other Injury	1	

Figure 2.12 – Darling Drive

A total of 1 minor, 1 moderate, and 1 serious casualty, as well as 1 minor, 1 moderate, and 1 serious crash at this intersection since 2017.

As shown in Figure 2.8 through Figure 2.12, a total of 31 accidents have occurred in the last 5 years (80% of accidents minor to moderate severity) at key intersections in the vicinity of site.

2.4 Public & Active Transport

The locality has been assessed in relation to the available public transport options that may serve the various users of the subject development. This assessment considered the *NSW Planning Guidelines for Walking and Cycling (2004)*, which suggests that a distance of 400-800m is a walkable catchment and 1,500m is a suitable cycling catchment when the development is within proximity to public transport. Figure 2.13 presents the catchment within 800m radius of the site.

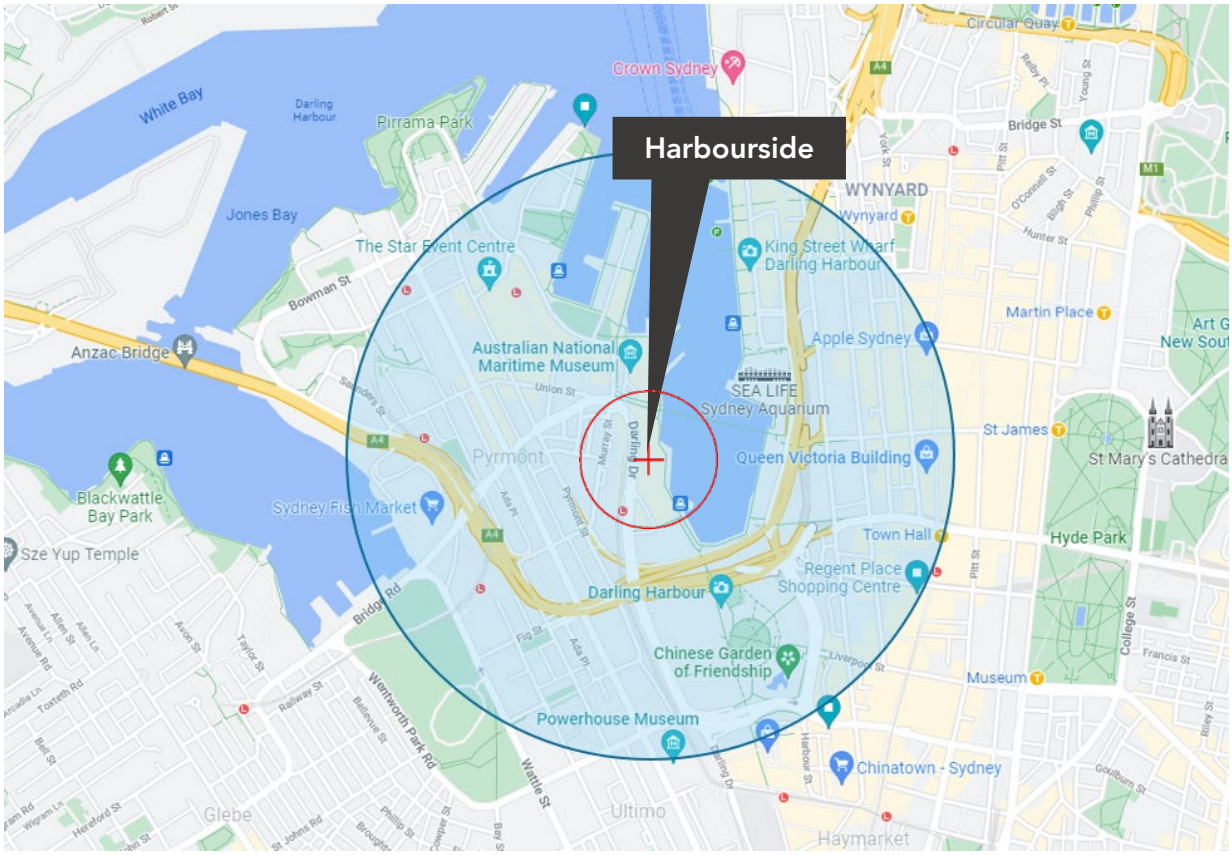


Figure 2.13 – 800m Walking Catchment surrounding the Subject Site

Given that the subject site is located near to the Sydney CBD, there is abundant public transport facilities within close proximity, all of which provide high frequency services throughout each day, including train services, bus routes, ferry and light rail options, as outlined in the following sub-sections.

2.4.1 Bus

The site is serviced by the 389 bus service, within the 800m walking catchment and provides bus connection to the city and further public transit modes. A summary of the available bus routes is illustrated in Figure 2.14.

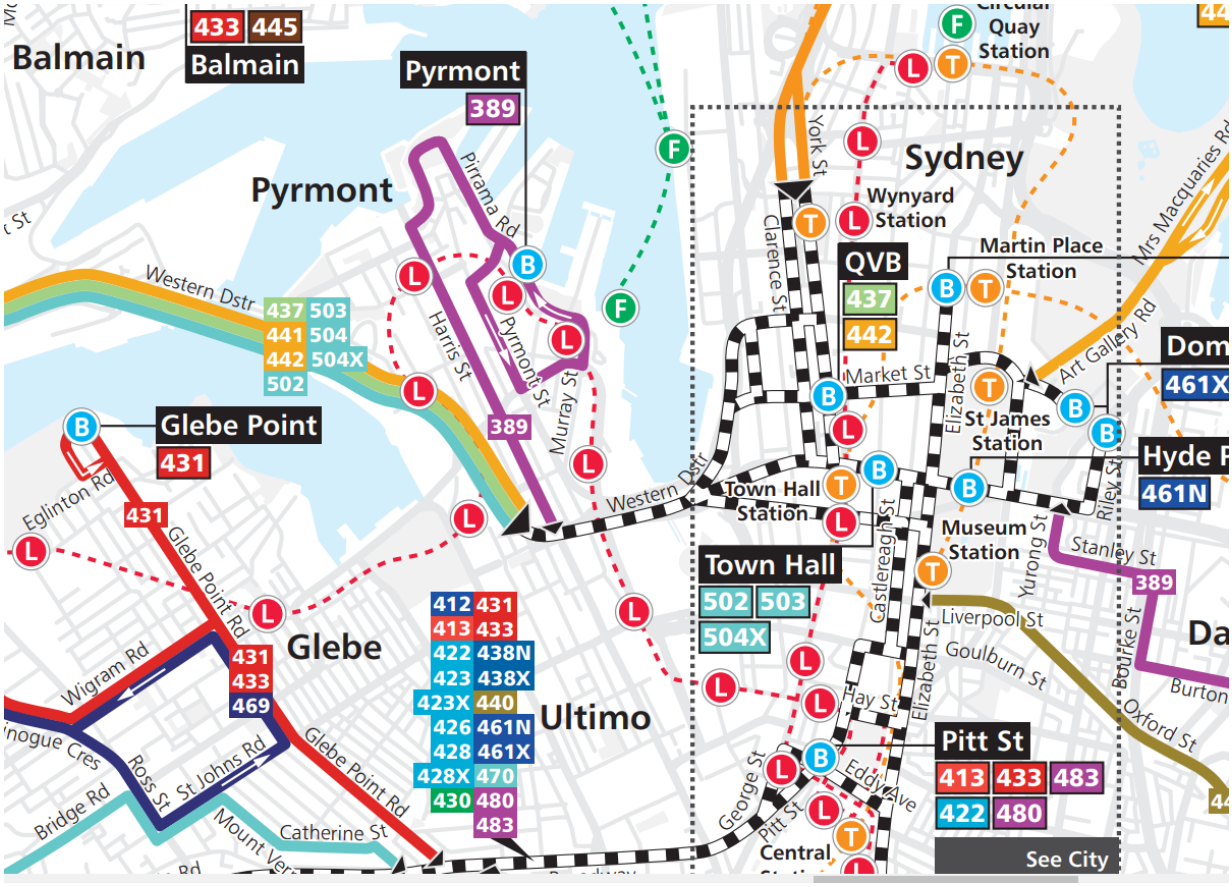


Figure 2.14 – Surrounding Bus Routes (Source: TfNSW)

2.4.2 Train

Harbourside is located 800m (12 minutes' walk) from Town Hall Station, and less than a 20-minute walk to Wynyard and St James stations. These railway stations provide access to extensive train services connecting to the Sydney Metropolitan area, providing frequent services seven days a week.

Figure 2.15 – Sydney Trains Network Map

A summary of the train services operating at Town Hall Station is presented in Table 2.1.

Table 2.1: Summary of Train Services at Town Hall Station

Train Line	Station	Coverage (to and from, and vice versa)	Approximate Frequency
T1	Town Hall	Berowra to City via Gordon	Every 3-6 minutes during peak hours Every 8 minutes during off-peak
T2	Town Hall	City to Parramatta or Leppington	Every 3-6 minutes during peak hours Every 6-12 minutes during off-peak
T3	Town Hall	City to Liverpool or Lidcombe via Bankstown	Every 6-12 minutes during peak hours Every 15 minutes during off-peak

Train Line	Station	Coverage (to and from, and vice versa)	Approximate Frequency
T4	Town Hall	Bondi Junction to Waterfall or Cronulla	Every 4-10 minutes during peak hours Every 10-15 minutes during off-peak
T8	Town Hall	City to Macarthur via Airport or Sydenham	Every 3-15 minutes during peak hours Every 10-20 minutes during off-peak
T9	Town Hall	North Shore to Hornsby via City	Every 6-15 minutes

In summary, the train services at Town Hall Station are frequent and provide excellent connection throughout the broader Sydney Trains network.

2.4.3 Ferry

The development site is 450m walking distance from Pyrmont Bay Wharf. Due to the proximity of the ferry wharf, it is anticipated that the ferry services provide a convenient transport option for construction workers, site employees and visitors. The Pyrmont Bay Wharf provides direct access to Circular Quay, or access to Parramatta via Barangaroo. Figure 2.16 presents the layout of the ferry service areas.

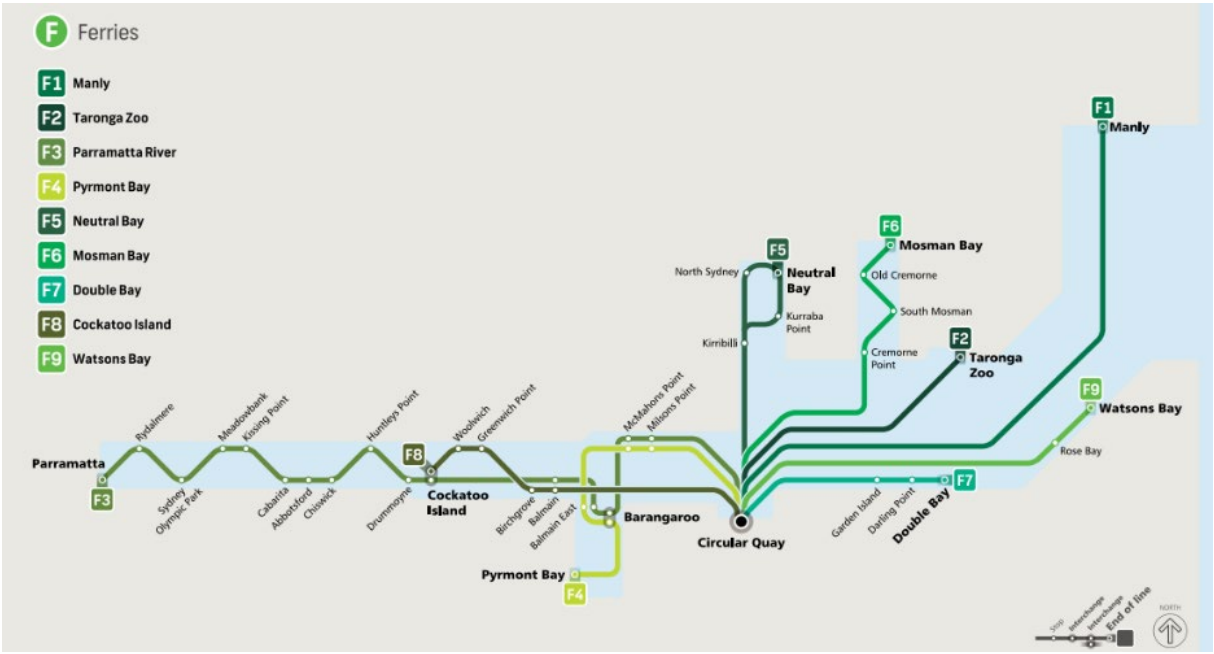


Figure 2.16 – Ferry Service Map

A summary of the ferry services is presented in Table 2.2.

Table 2.2: Summary of Ferry Services

Route No.	Coverage	Frequency
F4	Pyrmont Bay to Circular Quay	Every 20-30 minutes at peak from Mon-Fri Every 15-30 minutes on weekends

2.4.4 Light Rail

The Sydney light rail network provides connectivity between the Dulwich Hill, Circular Quay, Randwick, Kingsford and Central stations. The Pyrmont Bay and Convention light rail stations are located within 200m (approximately 3-minute walk) from the site, thus providing convenient access to high frequency light rail services which operate every 15 minutes.

The Sydney Light Rail network map is illustrated in Figure 2.17.

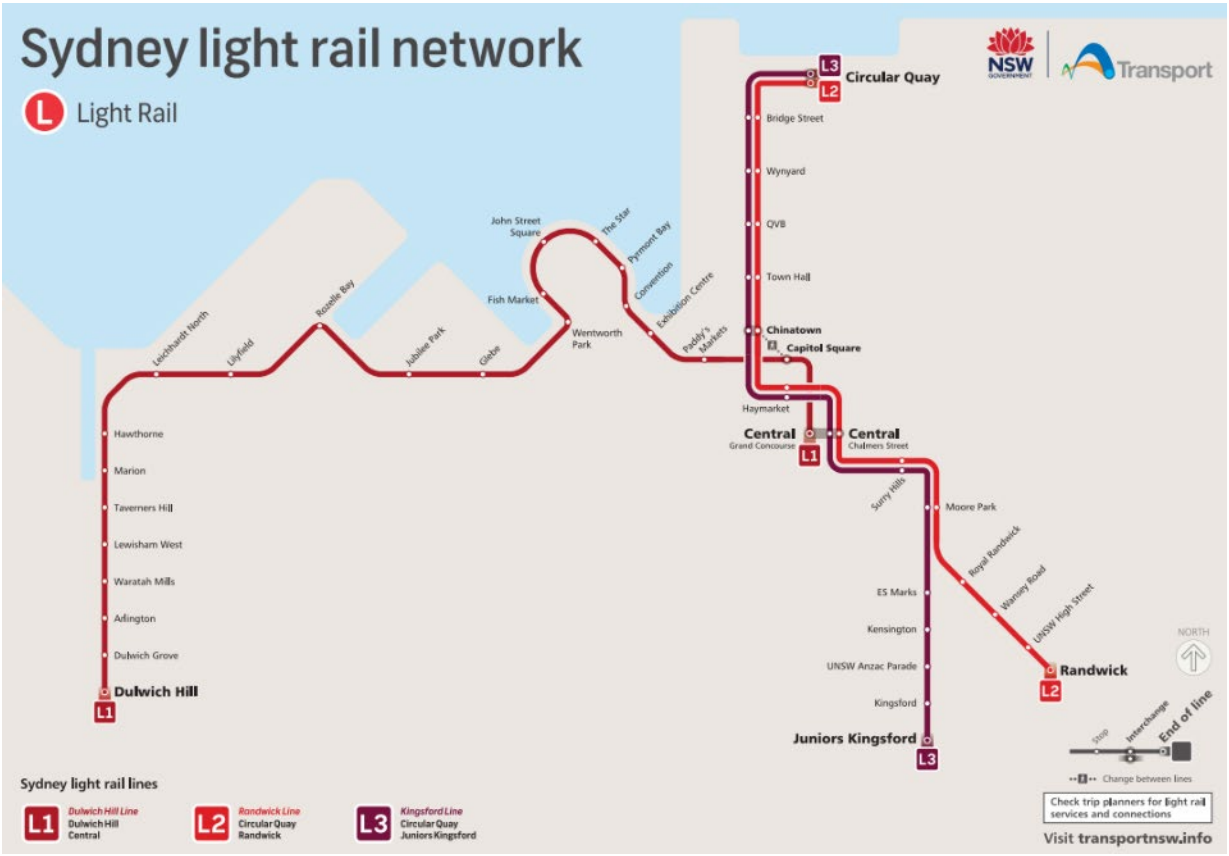


Figure 2.17 – Sydney Light Rail Network Map (Source: TfNSW)

2.4.5 Car Share

In addition to the public transport options, there are car share facilities available in the vicinity of the site for those who wish to access a vehicle. Figure 2.18 presents the nearby car share facilities of the popular car share provider GoGet.

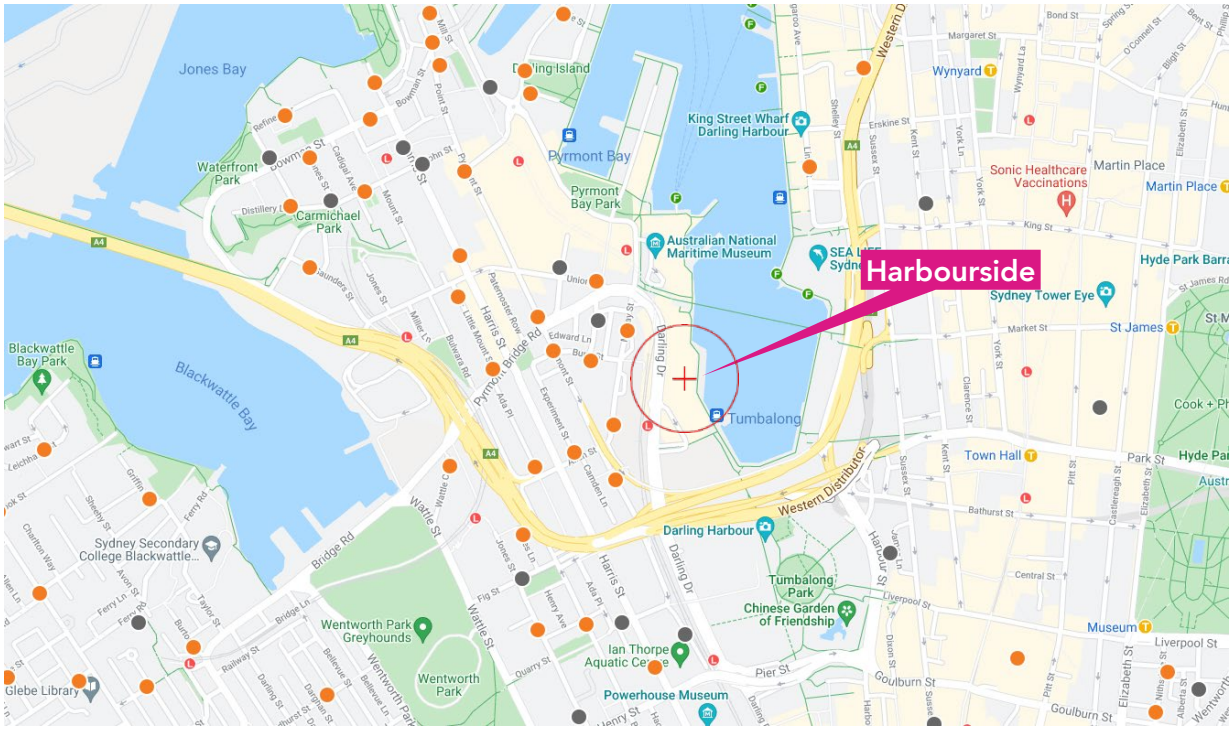


Figure 2.18 – Car Share Facilities in the vicinity of the Site (Source: GoGet)

2.4.6 Cycling

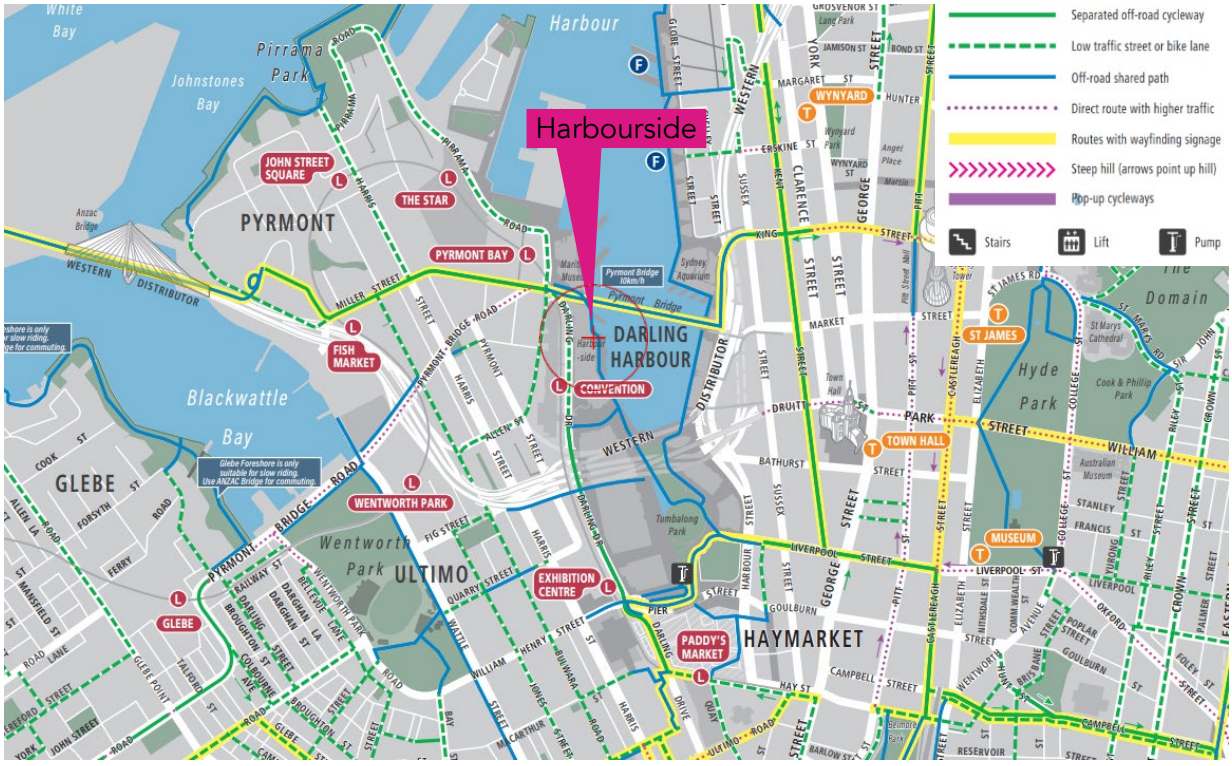


Figure 2.19 – Sydney Cycling Map (Source: City of Sydney)

3. Construction Traffic Management Plan

The following sections outline the proposed construction activity, anticipated timeline as well as the proposed management measures relating to vehicular access, pedestrian access and other key considerations for the delivery of the project.

3.1 Objectives

The traffic management plan associated with the construction activity aims to ensure the safety of all workers and road users within the vicinity of the construction site and the following are the primary objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network;
- To ensure continuous, safe and efficient movement of traffic for both the general public and construction workers;
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions;
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site;
- To provide information regarding the changed access arrangement and also a description of the proposed external routes for vehicles including the construction vehicles accessing the site; and
- Establishment of a safe pedestrian environment in the vicinity of the site.

3.2 Traffic Management Planning Process

Temporary Traffic Management (TTM) for the project has been planned in accordance with Transport for NSW, *Traffic control at work sites – Technical Manual, Issue No.6.0,* 14 September 2020 (TCAWS). The process is shown in Figure 3.1.

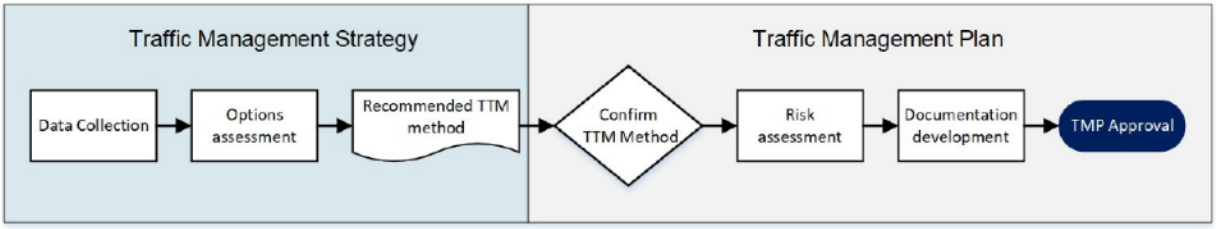


Figure 3.1 – Traffic Management Planning Process

An iterative process is being adopted in collaboration with relevant stakeholders to adopt the most appropriate traffic management approach and develop the associated documents for the work.

3.3 Traffic Management Strategy

A traffic management strategy has been chosen to support the appropriate allocation of time, funds and resources for the project, and allow for consultation in determining the safest and most efficient way for road users to interact with the work site. The following have been considered in determining the TTM method:

Detour Options

Detours are necessary or proposed by the client during the removal of the existing pedestrian bridge on Darling Drive.

Site Location
The site of the works contains existing parking and infrastructure that may obstruct signs and devices needed for certain strategies.

Work Area
The area needed to safely perform the work does not require the full closure of sections of road with the exception of during the removal of the existing pedestrian bridge which will require a road closure of Darling Drive.

Vulnerable Road Users
Desire lines of pedestrians, cyclists, motorcyclists do impact on works or create undesired interaction between these road users and traffic. In particular, the existing cycleway on Darling Drive presents a potential conflict point between cyclists and the works.

Community Facilities and Needs
The presence of the Sofitel Sydney Darling Harbour in the vicinity of the site does create conflict with the work.

3.4 Decision of TTM Method

After considering the factors in Section 3.3 and the recommendations of the client, the TTM method will be a combination of the "Past (isolating or engineering)" and "Around (elimination) methods. Specifically, the TTM method for Darling Drive is "Past (isolating or engineering)" as traffic will be separated from the work area, except in the instances during the pedestrian bridge removal, where "Around (eliminate) TTM method, including a detour, will be utilised.

Traffic Control may be required for trucks to return safely to the road from site gates given the potential for sight limitations below the Darling Drive ramp and in the nearby vicinity of the roundabout

Road closures and detours will require traffic controllers and traffic guidance schemes, as well as appropriate wayfinding signage.

3.5 General Requirements

In accordance with TfNSW (formerly RMS) requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, dust or dirt particles depositing onto the roadway during travel to and from the site. All subcontractors must be inducted by the Principal Contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The Principal Contractor will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicles operating to and from and within the site shall do so in a manner, which does not create unnecessary noise or vibration.

No tracked vehicles will be permitted or required on any paved roads except for delivery and collection where suitable protection is to be used. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances. No construction vehicles are permitted to double park, or park on the public road.

The application/contractor is required to follow and abide by the specific standard requirements for construction management as set out within the City Standard Requirements for a Construction and Pedestrian Traffic Management Plan. These standard requirements are attached as Attachment 1.

Stakeholders and businesses in the local vicinity shall be consulted by the principal contractor, Mirvac, to ensure clear communication of the ongoing works and impacts, as well as mitigation measure, that will ensue.

3.6 Hours of Work

All works associated with the demolition and excavation works, and activities in the vicinity of the site generating noise associated with the preparation for the commencement of work (e.g. loading/unloading of goods, transferring of tools etc.) in connection with the proposed development will be limited to the permitted work hours outlined in the DA Conditions of Consent when issued.

The following work hours are aligned with the Mirvac CEMP;

3.6.1 Demolition Stage Hours of Work:

- Monday to Friday 7am to 6pm
- Saturdays 8am to 1pm
- Sundays & Public Holidays No work to be undertaken without prior approval from City of Sydney Council / TfNSW

3.6.2 Excavation Stage Hours of Work:

- Monday to Friday 7am to 7pm
- Saturdays 7am to 3:30pm
- Sundays & Public Holidays No work to be undertaken without prior approval from City of Sydney Council / TfNSW

Notwithstanding the above, the use of a crane for special operations including the delivery of materials, hoisting of plant and equipment and erection and dismantling of onsite tower cranes which warrant the on-street use of mobile cranes outside of the above hours can occur, subject to a separate application being submitted to and approved by Council under Section 68 of the Local Government Act 1993 and Sections 138/139 of the Roads Act 1993.

3.7 Construction Staging

The delivery of the project will be undertaken in the following key stages and phases outlined in Table 3.1.

Table 3.1: Construction Staging Summary

Stage	Phase	Approximate Duration	Description of Works
Stage 1	Demolition	6-8 months	Demolition of the existing Harbourside Retail shopping centre
Stage 2	Bulk Excavation and Retention	7-9 Months	Installation of retaining structures (piled walls) and subsequent bulk excavation and removal of material from site.

3.8 Construction Vehicle Types

It is anticipated that the works will involve the use of the following vehicle types:

- 19m Articulated Vehicles
- 12.5m Heavy Rigid Vehicles
- 8.8m Medium Rigid Vehicles
- Various smaller vehicles for miscellaneous deliveries

Any oversized vehicles (including the use of mobile cranes) that are required to travel to the project or into the vicinity of the site will be dealt with separately, with the submission of required permits to and subsequent approval by TfNSW's Customer Journey Planning (CJP) and the City's Construction Regulation Unit prior to any delivery being undertaken. Any road closures associated with the use of a mobile crane must be applied to the City is advance as it requires Local Pedestrian, Cycling and Traffic Calming Committee (LPCTCC) approval. All Oversize Overmass (OSOM) applications must be submitted via the National Heavy Vehicle Regulator (NHVR) portal.

Refer to Section 3.19 for further details regarding special deliveries.

3.9 Construction Traffic Volumes

The delivery of materials to and from the site will result in some generated traffic activity associated with the works. Where possible, deliveries and construction traffic movements are to be scheduled to occur outside of the peak commuter periods. Ongoing communication with and organisation of construction vehicles shall be undertaken by the principal contractor, Mirvac, to ensure that truck arrivals and departures do not cause additional queuing. Arrivals and departures of construction vehicles shall be staggered appropriately to ensure that construction traffic is managed on the surrounding road network.

The expected vehicle types and estimated construction traffic volumes during each phase of the works is outlined in Table 3.2.

Table 3.2: Estimated Construction Vehicle Volumes

Phase	Estimated Average No. of Trucks per Day	Estimated Peak No. of Trucks per Day
Site Establishment / Enabling Works / Demolition	25	50
Excavation / Site Preparation (including any site remediation) and Shoring	50	100

3.10 Construction Vehicle Routes

The site is located in close proximity to the Sydney CBD and the proposed construction vehicle routes have regard for the surrounding traffic arrangements in the vicinity of the site. No queuing or marshalling of trucks is permitted on any public road and all loading and unloading of materials will be undertaken wholly within the site.

All vehicle routes to site are constrained to existing public roads that have the physical geometry to accommodate the turning movements.

In terms of the broader road network, the site is accessible from the north/west via the Western Distributor (ANZAC Bridge), south/east via Wattle Street, as shown in Figure 3.2.

Figure 3.2 – Construction Vehicle Routes

3.11 Construction Vehicle Access

During the works, access and egress will be provided for vehicles up to and including 19m AVs. Site access will be via the slip road that passes underneath Darling Drive, accessed from the roundabout.

The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc. The locations of the gates are shown in Figure 3.3.

All vehicles must enter and exit the site in a forward direction.

To mitigate the potential for queuing, deliveries are to be scheduled in a staggered manner to allow for sufficient headway between vehicles to arrive on site, complete any required loading/unloading of materials and subsequently exit the site prior to another construction vehicle arriving on site.

Access via Darling Drive and the slip road that passes underneath the Darling Drive overpass for 19m AVs shall be assessed further in a future detailed CPTMP. Current swept path assessments indicate that up to 19m AVs are able to enter under the overpass and access the site.

3.12 Work Zones

It is proposed that the Work Zones will be utilised for loading and unloading of deliveries. While reviewing the need for a Work Zone, the following matters have been considered:

- Pedestrian and public safety;
- To ensure no construction vehicles queue in nearby public roads; and
- Providing clarity to pedestrians and the general public of the approved designated construction activity zone.

The locations of the proposed Works Zones are illustrated in Figure 3.3. Figure 3.4 shows the positioning of a Works Zone on the southbound side of the Darling Drive ramp in the existing Taxi Zone. Existing on-street signage will need to be amended to accommodate the Works Zone, subject to Council approval.

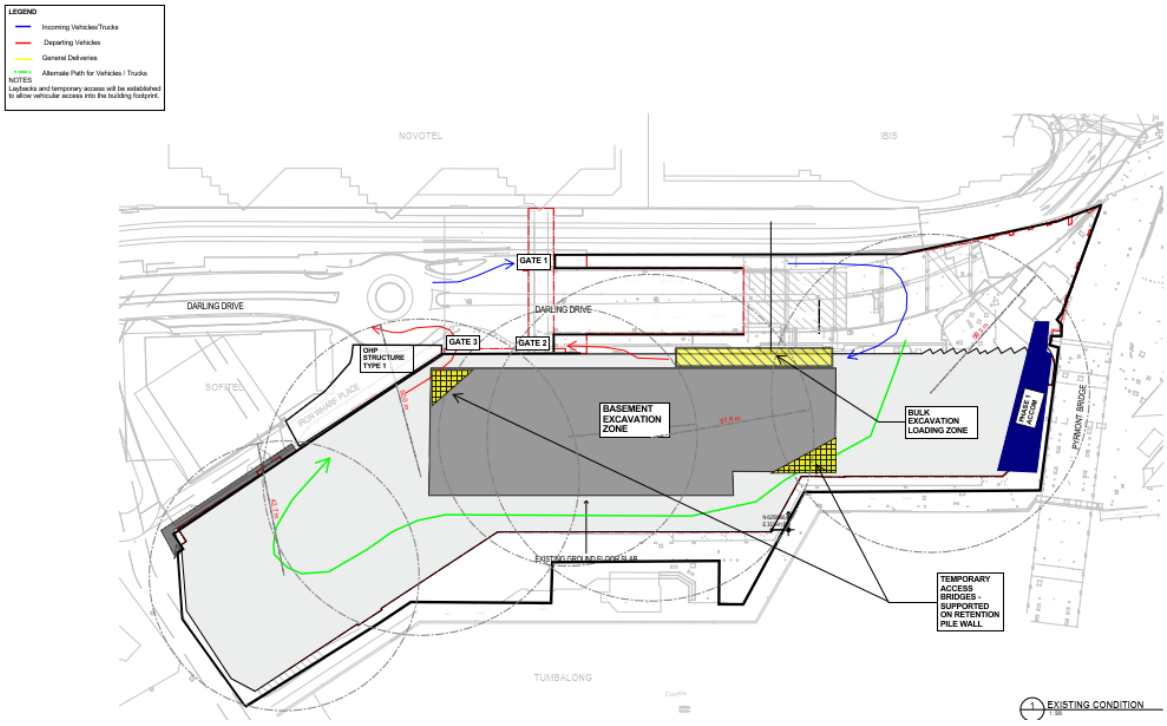


Figure 3.3 – Works Zone Locations

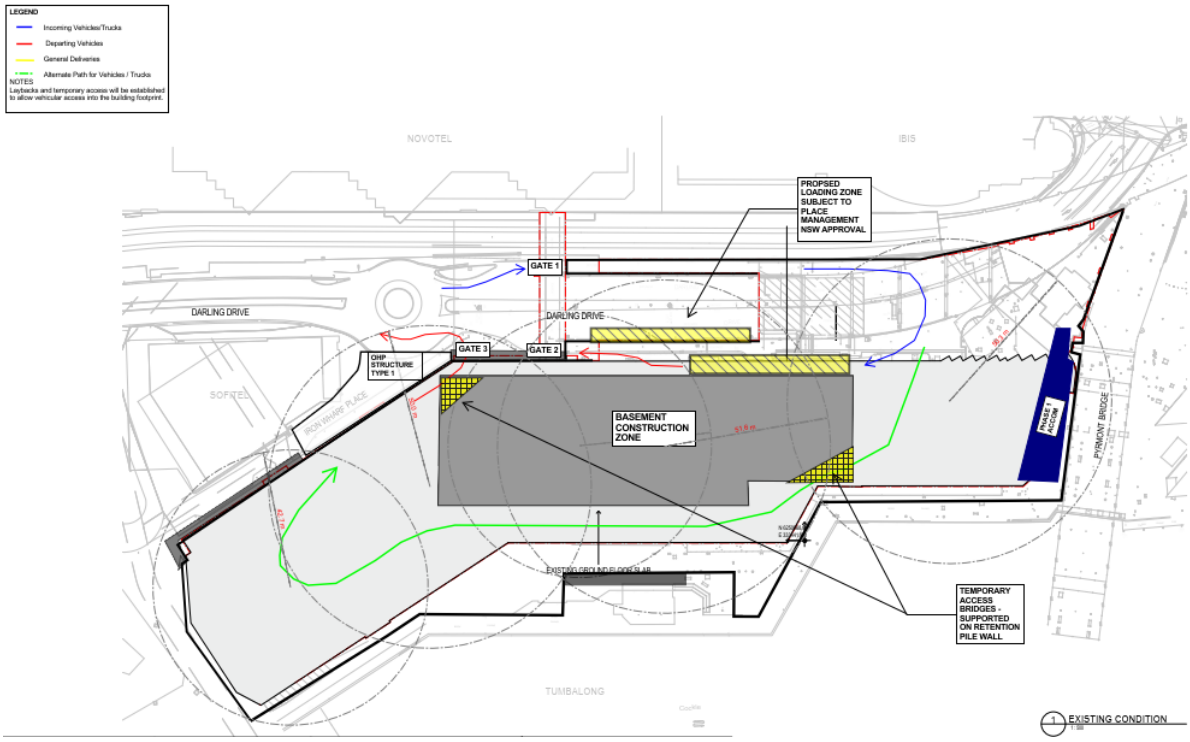


Figure 3.4 – Proposed Loading / Works Zones

If the loading / unloading of large goods is anticipated to impinge on adjacent traffic lanes, prior approval from the City's Construction Regulation Unit and the Transport Management Centre (TMC) will be required. Notwithstanding this, any proposed Works Zones will require approval from the City of Sydney and TfNSW.

The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of traffic signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.

3.12.1 Impact of Works Zone

Implications of this Works Zones along Darling Drive include the loss of 5 taxi rank bays. Discussion with key stakeholders shall be undertaken by the principal contractor.

It is noted that a taxi rank exists on Iron Wharf Place and services both Sofitel and the ICC buildings. This taxi rank is much closer to the Sofitel main entryway and is deemed a more practical and pedestrian safe option for taxi connections to sites in the vicinity.

3.13 Road Closures

Road closures are required only for the establishment of the hoarding over the shared laneway between Sofitel and Harbourside. Consultation will be undertaken with Sofitel/ Place Management NSW to ensure this is undertaken at a time which causes least impact to their operations.

A road closure will be necessary for the removal of the existing pedestrian bridge over Darling Drive.

In order to establish the hoarding along the site frontages, temporary road closures are proposed. A separate application will be submitted to City of Sydney in accordance with the Temporary Full Road Closure process

for approval prior to any works and this will detail the traffic management measures and access arrangements once the dates for road closure are known.

Cumulative impacts of other nearby works and construction traffic shall be considered and reported in a future and more detailed CPTMP.

3.14 Impact to Public Transport

3.14.1 Light Rail

Work will be coordinated with maintenance activities on the light rail line, at this stage the schedule is not known. Once Transdev release information, coordination can be undertaken. Any road closures required shall be coordinated to avoid impact on light rail activities, including replacement services (bus) along Darling Drive.

3.14.2 Bus

Mitigation measures to disruptions of bus network (389 route) during road closure works are to be provided by Mirvac. Truck and bus routes do not overlap and given route 389 is the only bus route in the area, the road closure is not anticipated to have impact on the bus network.

3.15 Emergency Vehicle Access

Any emergency vehicles requiring access to the project site and neighbouring properties will continue to do so via Darling Drive. This shall be ensured by Mirvac.

3.16 Traffic Control Measures

Traffic Guidance Schemes (TGS) (previously known as 'Traffic Control Plans' or TCPs) outline the proposed traffic management measures to inform road users of the changed traffic conditions in the vicinity of the works site. Traffic control measures are required as trucks will be turning into the site intermittently at various access points around the construction site.

Traffic management and control measures will be required along Darling Drive, specifically at the roundabout as larger trucks will interfere with the cycle lane. Concept TGSs have been prepared and included in Attachment 3.

It is noted that detailed TGSs are to be prepared by the appointed traffic management contractor prior to commencement of works and submitted to Council and TfNSW for approval. All TGSs associated with the CTMP must comply with the Australian Standards and the *TfNSW Traffic Control at Work Sites Technical Manual* (TCAWS). Any traffic controllers shall be appropriately qualified and SafeWork NSW accredited.

Traffic control shall be established in accordance with the requirements of the TCAWS and gate controllers are to be stationed at site access gates to manage access and egress to the site.

Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - the vehicles already on the road have right of way.

3.17 Pedestrian Management

The general public will not be allowed access to the site. Mirvac will ensure that the proposed hoardings are maintained in a clean, well illuminated and safe manner at all times, throughout the duration of the project.

The site perimeter boundaries consist of an A and B class hoarding, installed during the various construction phases. These hoardings will be established immediately following site possession and fitted with appropriate public directional signage.

Pedestrian footpaths and travel routes will be maintained at all times. It is part of the licence agreement to ensure it is maintained throughout construction.

Figure 3.5 shows the location of the hoardings as well as the control measures for closure to pedestrians.

It should be noted that Traffic Controllers are NOT to stop general traffic, pedestrians and cyclists on the public street(s), to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site. Vehicles already on the road and pedestrians on the footpath have right of way.

Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT the contractor must NOT stop pedestrians in anticipation i.e. at all times the pedestrians have right-of-way on the footpath, not construction vehicles.

The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.

3.18 Cyclist Management

There are existing cycleways along Darling Drive which may be a conflict point between cyclists and construction vehicles. Figure 3.5 shows the extents of existing cycleways. Swept paths show AVs will require use of the full road width including cycleways to perform a U-turn manoeuvre at the roundabout to gain access to the site. Conflict with the cycleway will also occur on exit from the site for larger construction vehicles.

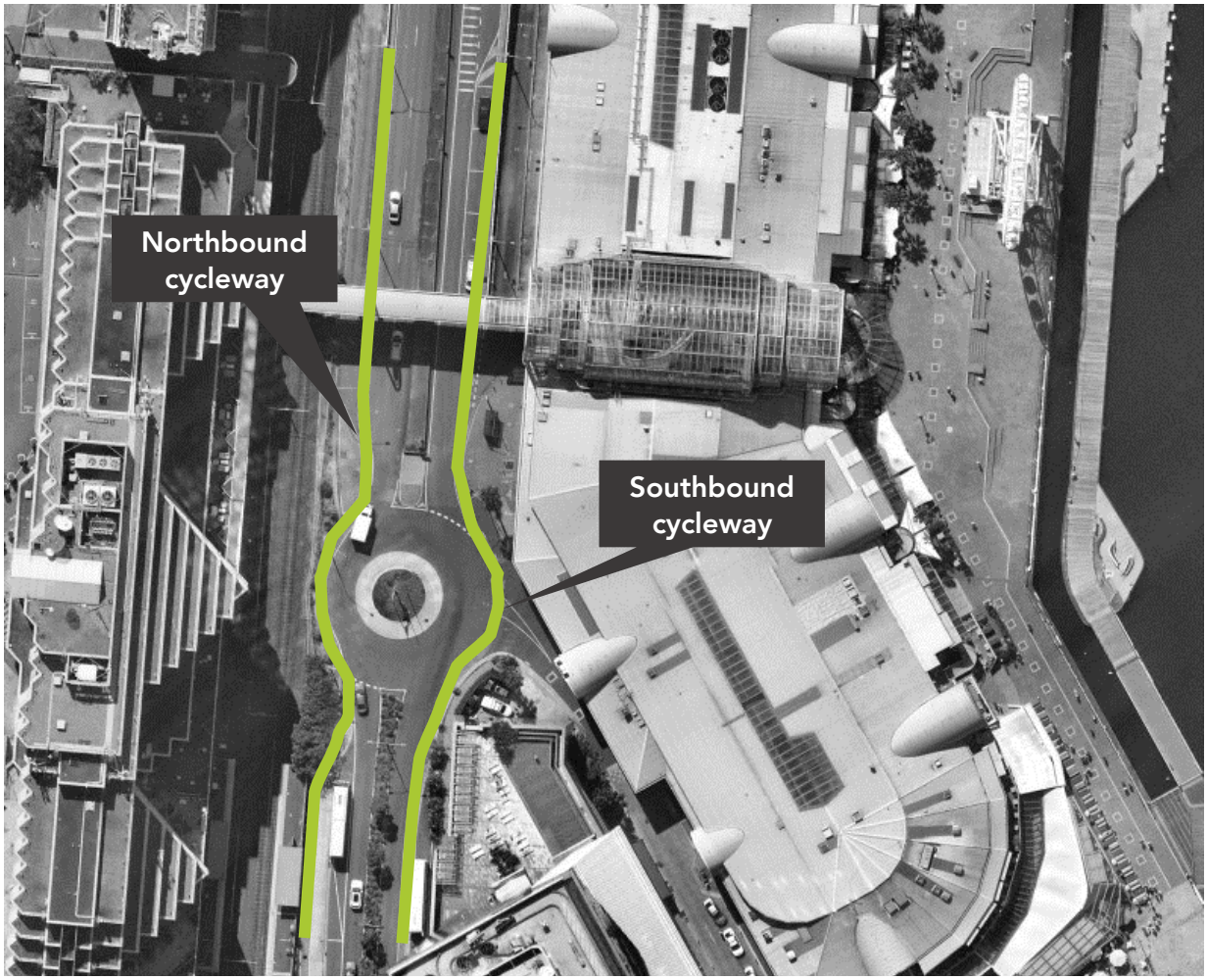


Figure 3.5 – Cycleways along Darling Drive

Advance warning signage shall be provided to advise cyclists of construction vehicles in the vicinity. Conversely, construction vehicles shall be warned of nearby cyclists with appropriate signage.

Signage will be included as within a TGS in accordance with TCAWS Vol 6.1 as part of a detailed CTMP.

Consultation with Bicycle NSW, council and other relevant cycling groups shall be undertaken by the contractor to ensure suitable outcomes for both cyclists and construction operations.

3.19 Special Deliveries

It is anticipated that the works will require a limited number of special deliveries conducted by mobile crane, such as for the erection of the tower cranes onsite.

It is understood that oversize and over-mass vehicles are generally not allowed to travel on Local Roads unless approval for a one-off occasion is obtained from the National Heavy Vehicle Regulator (NHVR) and the City. Requests to use these vehicles must be submitted to the 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.

Should the contractor require a partial road closure on State, Regional and/or Local Roads, or carry out work within 150m of traffic signals, an application will be made to the relevant authority to obtain their approval.

3.20 Work Site Security

To provide security to the works site and protection to the general public, it is proposed that the site perimeter boundaries consist of A class and B class hoarding, installed during the various construction phases. These hoardings will be established immediately following site possession and fitted with appropriate public directional signage.

All gates are securely locked outside of working hours. Mirvac will maintain a site entry register requiring all visitors to sign in upon entry. All visitors are required to wear appropriate PPE at all times while on site and will be escorted by Mirvac, the appointed Principal Contractor.

The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.

A summary of the proposed hoarding and works zone establishment arrangements provided by Mirvac are outlined in Table 3.3 and the following figures.

Table 3.3: Hoarding & Works Zone Summary (Source: Mirvac)

Stage	Description of Hoarding / Works Zone Arrangements
Stage 1 – Demolition Works	• Hoardings to be progressively installed around the site prior to commencement of demolition. • Loading zone proposed on Darling Drive ramp in existing taxi zone, and at the edge of the site along the slip road (see Figure 3.4 and Figure 3.5). Temporary construction works not to be established until post demolition.
Stage 2 - Bulk Excavation and Retention	• Hoardings to be maintained from Stage 1 Minor changes to gates and overhead protection between Sofitel and Harbourside once demolition is complete

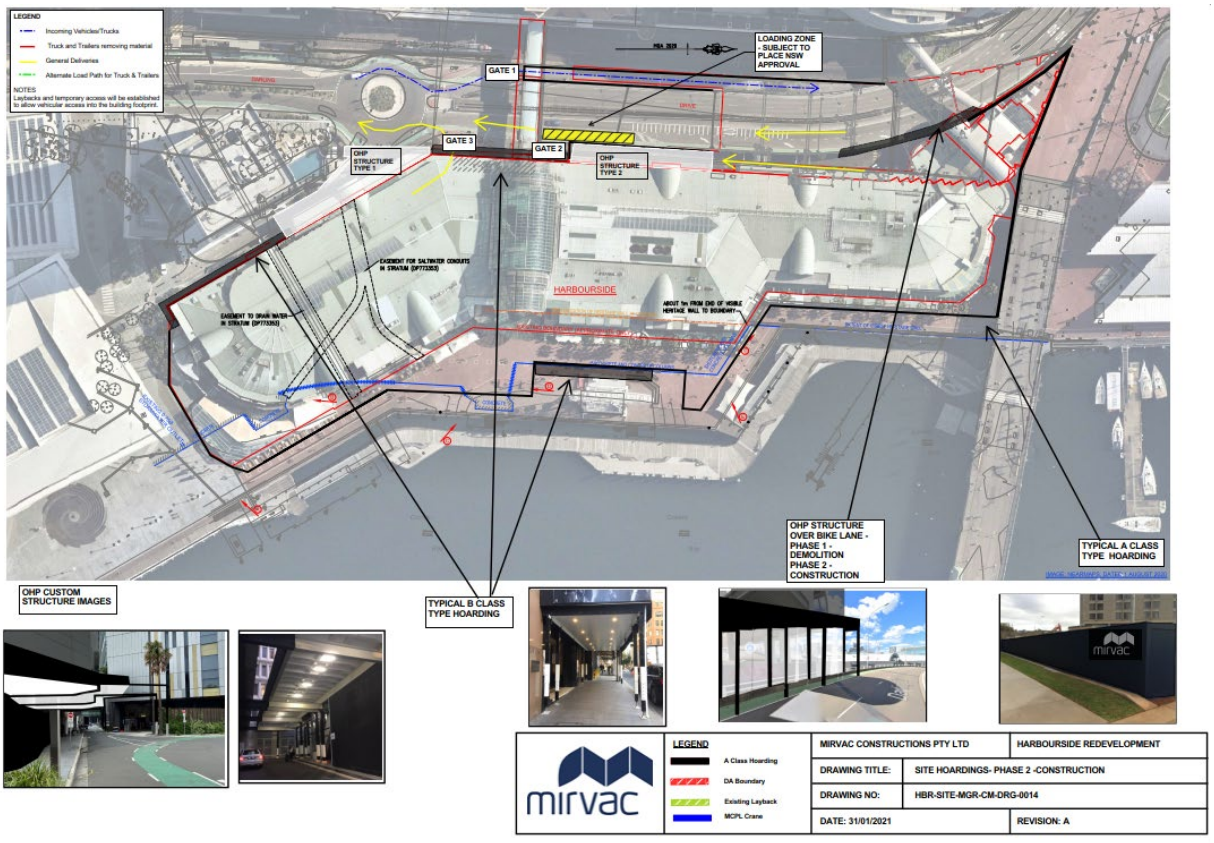


Figure 3.6 – Hoarding Arrangments (Source: Mirvac)

3.21 Plant/Equipment Management

At the commencement of construction, plant and equipment, including construction hoarding/scaffolding material, site sheds, mobile cranes and machinery will be required to be delivered to the site. The delivery and removal of plant and equipment to and from the site will be undertaken from the on-site materials handling/loading area, via the use of machine floats.

The delivery and removal of plant and equipment that requires a wide or long load vehicle will be subject to a separate application/permit and separate prior approval from City of Sydney and other relevant authorities. In order to minimise traffic disruption during the delivery of the plant and equipment, it is proposed to undertake this work during the evening/early morning period. All plant and equipment deliveries will be carried out in accordance with Council/TfNSW requirements and the NSW Police regulations.

3.22 Staff Induction

All staff and subcontractors of the Principal Contractor are required to undergo a site-specific induction which outlines the construction procedures and management framework specific to the project. The induction is aimed at instilling in each person a common-sense approach to safety, to ensure they employ the responsible environmental practices and awareness needed to deliver the project in accordance with the relevant regulations and standards.

The induction will include a description of the available transport options and the policy towards site access (there is no parking available on-site), parking at nearby car parks, and the storage of tools at the site to reduce the need to bring vehicles to site.

The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedure. Additionally, the Principal Contractor will discuss TMP requirements regularly as part of toolbox talks and advise workers of public transport and carpooling opportunities.

3.23 Access to Adjoining Properties

Access to all adjoining properties will be maintained throughout the works. The adjacent landowners will be notified of works via letter box distribution and road signage to advise of anticipated truck movements in operation with access to adjoining properties being maintained at all times.

3.24 Cumulative Construction Traffic Activity

The contractor shall liaise with Council and any nearby construction sites to ensure that minimal cumulative effects are introduced into the road network.

3.25 Occupational Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurances. All traffic control personnel will be required to hold SafeWork NSW accreditation in accordance with Section 8 of Traffic Control at Worksites.

The comprehensive Work Health & Safety Management Plan will be prepared by the Principal Contractor and shall be constantly reviewed as the design and construction methodology progress.

3.26 Consultation and Method of Communicating Traffic Changes

Traffic Guidance Schemes (TGSs, previously known as 'Traffic Control Plans' or TCPs) in accordance with Australian Standards (*AS 1742.3 – Traffic Control Devices for Works on Roads*) and *TfNSW Traffic Control at Work Sites Manual* will advise motorists of upcoming changes in the road network.

During construction the contractor shall each morning, prior to work commencing, ensure all signage is erected in accordance with the TGSs and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or removed as required. Sign size is to be size "A".

Any variation to the layout of the TGSs on site is to be recorded and certified by authorised SafeWork NSW accredited personnel. The associated TGS road signage will inform drivers of works activities in the area including truck movements in operation. Any modifications to the TGSs must also be approved by Council and/or TfNSW prior to implementing any changes.

Prior to commencement of works on site the contractor is to inform neighbouring properties of proposed works and provide site contact information by means of a letter box distribution. Throughout the construction process, the Principal Contractor shall inform the local businesses and residents about construction updates by monthly communications.

3.27 Hazard and Risk Identification

All construction projects entail a set of risks—from a transport perspective—that may need to be mitigated. Some of these hazards and risks are related to:

- Moving traffic;

- Queued traffic;
- Site vehicle access and egress points;
- Highly vulnerable road user activity;
- Other construction activity or roadworks in close proximity to the proposed work site; and
- Reduced lane and shoulder widths.

This is appropriate for the construction of the development because of the following:

- Moving traffic could spill from Iron Wharf Place as traffic accessing the Sofitel Sydney Darling Harbour could be held up by construction vehicles.
  Risk Matrix Reference: R1

- Queued traffic could pose safety and manoeuvrability issue for trucks turning into and out of the site, prolonging and delaying the construction process and impacting on surrounding on-street parking.
  Risk Matrix Reference: R2

- The existing cycleway on Darling Drive could pose a safety risk to vulnerable road users (cyclists) due to proximity to the work site.
  Risk Matrix Reference: R3

As there is no guarantee that the contractor responsible for implementing the TGSs are fully aligned with the intention of this traffic report, this remains a risk to be assessed. As such, a risk matrix has been prepared as shown in Table 3.4 using the following definitions:

Risk Rating
- Very High (VH)
- High (H)
- Medium (M)
- Low (L)

Consequence
- Insignificant: Illness, first aid or injury not requiring medical treatment. No lost time.
- Minor: Minor injury or illness requiring medical treatment. No lost time post medical treatment.
- Moderate: Minor injuries or illnesses resulting in lost time.
- Major: 1 to 10 serious injuries or illnesses resulting in lost time or potential permanent impairment.
- Severe: single fatality and/or 11 to 20 serious injuries or illnesses* resulting in lost time or potential permanent impairment.
- Catastrophic: multiple fatalities and/or more than 20 serious injuries or illnesses* resulting in lost time or potential permanent impairment.

Likelihood
- Almost certain: expected to occur multiple times (10 or more times) during any given year.
- Very likely: expected to occur occasionally (1 to 10 times) during any given year.
- Likely: expected to occur once during any given year.

- Unlikely: expected to occur once every 1 to 10 years.
- Very unlikely: expected to occur once every 10 to 100 years.
- Almost unprecedented: not expected to occur in the next 100 years.

Table 3.4: Risk Matrix

Likelihood	Consequence						
		Insignificant C6	Minor C5	Moderate C4	Major C3	Severe C2	Catastrophic C1
	Almost certain L1	R1, R2					
	Very likely L2				R3		
	Likely L3						
	Unlikely L4						
	Very unlikely L5						
	Almost unprecedented L6						

Some recommended risk mitigation measures include:

- Traffic controllers utilised to ensure no conflict between vulnerable road users such as cyclists and trucks, particularly at the roundabout on Darling Drive.
- Provide overhead protection (e.g. in the form of B Class hoarding) for cyclists and pedestrians along the frontages of the work site. In particular, the changed traffic conditions should be clearly communicated to road users through appropriate signage and pavement markings.
- Gate controllers at the work site will need to ensure that there are no approaching cyclists prior to allowing a construction vehicle to enter or exit the site. Retractable gates may be used to temporarily prevent pedestrian/cyclist access across the proposed vehicular crossovers when a construction vehicle is entering or exiting the site.
- Preparation of TGSs to communicate to road users within the vicinity of the work site of the changed traffic conditions.
- Coordination with Site Managers of neighbouring sites to ensure that deliveries can be managed to be spread out across the day rather than have all deliveries arriving at the same time to relieve pressure on the surrounding road network.
- Consult with the local businesses and tenancies to notify them of the potential impact on their access driveways. This can be done by the Construction Manager or a Traffic Engineer within the City of Sydney Council. Consultation letters can be prepared and drafted accordingly.

3.28 Contact Details for On-Site Enquiries and Site Access

The Principal Contractor is Mirvac and all on-site enquiries can be addressed to:

Name: Stephen Chamberlain

Role: Senior Project Manager

Phone: 0458 748 199

3.29 Maintenance of Roads and Footpaths

The roads and footpaths along the route of travel will be kept in a serviceable state at all times. A dilapidation survey of existing roads and footpaths will be carried out prior to proposed truck movements commencing. Any damage clearly demonstrated as not already existing and as being caused by the project truck movements will be treated / repaired by the Principal Contractor at no cost to Council.

4. CPTMP Approval, Monitoring and Review

This CPTMP has been reviewed and endorsed by the designer's one-up manager who holds a current Prepare Works Zone Traffic Management Plan qualification. This approved CPTMP has been used to inform the development of all TGSs for the work.

Regular monitoring and review are to be conducted throughout the life of the project to ensure that the CPTMP remains current and addresses all risks at the work site for the duration of the project or activity.

To ensure that this CPTMP is kept up to date, the activities identified in Table 4.1 will be undertaken to facilitate review and continuous improvement.

Table 4.1: Monitoring Activities

Stage	Activity	Purpose	Qualification	Tools and checklists
Planning	TGS verification	To ensure that the TGS selected or designed is suitable for the works and location.	ITCP or PWZTMP	TCAWS Appendix E.2 TGS verification checklist
During TTM	Weekly TTM inspections (includes preopening inspection)	To ensure that the CPTMP and relevant TGS are appropriate and operating safely, effectively and efficiently	PWZTMP	TCAWS Appendix E.3 Weekly TTM inspection checklist
	Shift TTM inspections	To ensure that the TGS is implemented as designed. This includes at a minimum, twice per shift and when: • A TGS is installed, changed or updated. • At regular frequency afterwork commences, recommended every 2 hours; and • Once after care arrangements have been installed if required	ITCP or PWZTMP	TCAWS Appendix E.4 Shift / Daily TTM inspection checklist
	CPTMP review	To ensure that CPTMP controls are achieving the required outcomes.	PWZTMP	Not provided
	Client inspections	Verification of TTM through the Transport Traffic Engineering Services, Work Health and Safety Branch, Surveillance Officers or other client representatives.	Divisionally determined	Not provided

Stage	Activity	Purpose	Qualification	Tools and checklists
Post Completion	Post-completion inspection	To ensure that the site has been demobilised as planned and is safe for opening to traffic	ITCP or PWZTMP	Appendix E.5 Post completion inspection checklist

All relevant changes must be considered and recorded in the CPTMP with any changes made by an appropriately qualified person. A copy of all documentation relating to the endorsement of the changes must be available to be accessed, either electronically or in hard copy, by the person responsible for the works.

5. TGS Confirmation and Approval

The Traffic Guidance Schemes (TGSs) shall be designed for the proposed traffic management scheme to inform road users of the changed traffic conditions in the vicinity of the works site. The TGSs must be set out in accordance with Issue 6.1 of the Traffic Control at Work Sites Technical Manual, Feb 2022 (TCAWS).

It is noted that any changes to the existing parking restrictions will require a minimum fourteen (14) days notification to adjoining property owners prior to the implementation of any temporary traffic control measures.

Any revisions or additional TGSs must be prepared by a SafeWork NSW qualified person upon engagement of the traffic management contractor and prior to commence of works on site.

As further information is made available regarding the site construction works, a high-level preliminary TGS shall be developed. Any TGS that shall be developed as part of this CPTMP in the future is for reference purposes only, and a detailed TGS is to be developed by the principal contractor.

5.1 TGS Verification

A TGS verification must be undertaken to confirm the selected or designed TGS is fit for purpose. A TGS verification must be completed in accordance with Section 8.1.2 TGS verification by an ITCP or PWZTMP qualified person. TGS verification must include an inspection of the work site where the TGS will be implemented.

5.2 TGS Approval

The SafeWork NSW qualified person who designs or modifies the relevant TGS, approves the TGS for use. Approval of the TGS includes:

- Review of the relevant TMP, risk assessment and associated TTM specific documentation;
- Design, redesign or modification of the TGS must be in accordance with the requirements of TCAWS;
- Confirmation that the TGS provides the relevant information for the ITCP person to safely implement on-site.

The one up manager of the SafeWork NSW qualified person will approve the TGS, including:

- Any non-standard or unaccepted signs or devices;
- Any departures from the requirements of TCAWS;
- If a manual traffic controller is proposed for use.

6. Conclusion

This CPTMP has been prepared to outline the construction traffic measures to improve site safety to the public and workers and the construction process.

With the measures described in the CPTMP in place, the demolition activity is anticipated to have minimal disruption to the daily activities within the vicinity of the site.

It is envisaged that this document will be continually reviewed and amended if required, due to changes in design, TfNSW, Place Management NSW, the City or any other authority requirements. Should any changes be made, they will need to be reviewed and approved by the Place Management NSW, City and TfNSW.

Attachment 1 City of Sydney Standard CPTMP Requirements

The City of Sydney
Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works.

1. Details of routes to and from site and entry and exit points from site – site specific

   Refer to Section 3.10

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

   Refer to Section 3.10

3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.

   Refer to Section 3.10

4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit).

   Refer to Section 3.11

5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit).

   Refer to Section 3.11

6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.

   Refer to Section 3.8

   NOTE: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit).

7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a one-off occasion is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.

   Refer to Section 3.8 and 3.19

8. No queuing or marshalling of trucks is permitted on any public road.

Refer to Section 3.10

9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.

No changes to bus stops or traffic signals are proposed.

10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off-street area or be encouraged to use public transport and not park on the public road.

Refer to Section 3.10 and 3.22

11. All loading and unloading must be within the development site or at an approved "Works Zone".

Refer to Section 3.12

12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.

Refer to Section 3.12

13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.

Refer to Section 3.19

14. The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.

Refer to Section 3.12 and Section 3.13

15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.

Refer to Section 3.11

16. The Applicant must comply with development consent for hours of construction.

Refer to Section 3.5

17. All Traffic guidance schemes associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control At Work Sites Guidelines.

Refer to Section 3.15 and 5

18. Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to

assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - **the vehicles already on the road have right-of-way.**

Refer to Section 3.16

19. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e. **at all times the pedestrians have right-of-way on the footpath not the trucks**.

Refer to Section 3.17

20. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.

Refer to Section 3.17

21. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.

Refer to Section 3.21

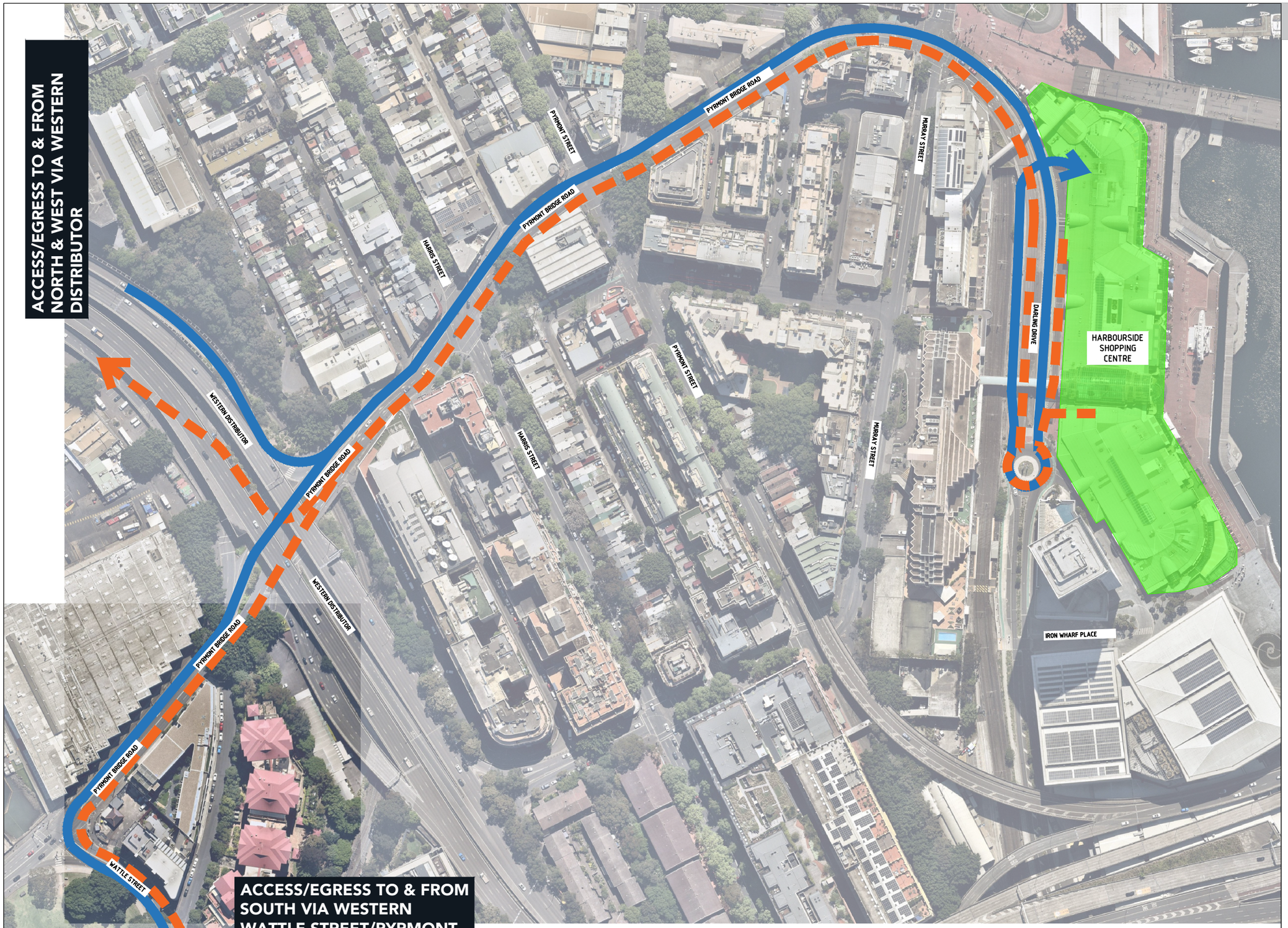
22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.

Refer to Section 3.20

23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or RMS for consideration. Also, WorkCover requires that Traffic guidance schemes must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations).

24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.

Attachment 2 Construction Vehicle Swept Paths



comments

A3

Access Route

Egress Route

Works Area

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P3	15/03/22	FOR INFORMATION	JAJ	AM / DB
P2	07/03/22	FOR INFORMATION	JAJ	AM
P1	10/02/22	FOR INFORMATION	HL / JAJ	DB/AM

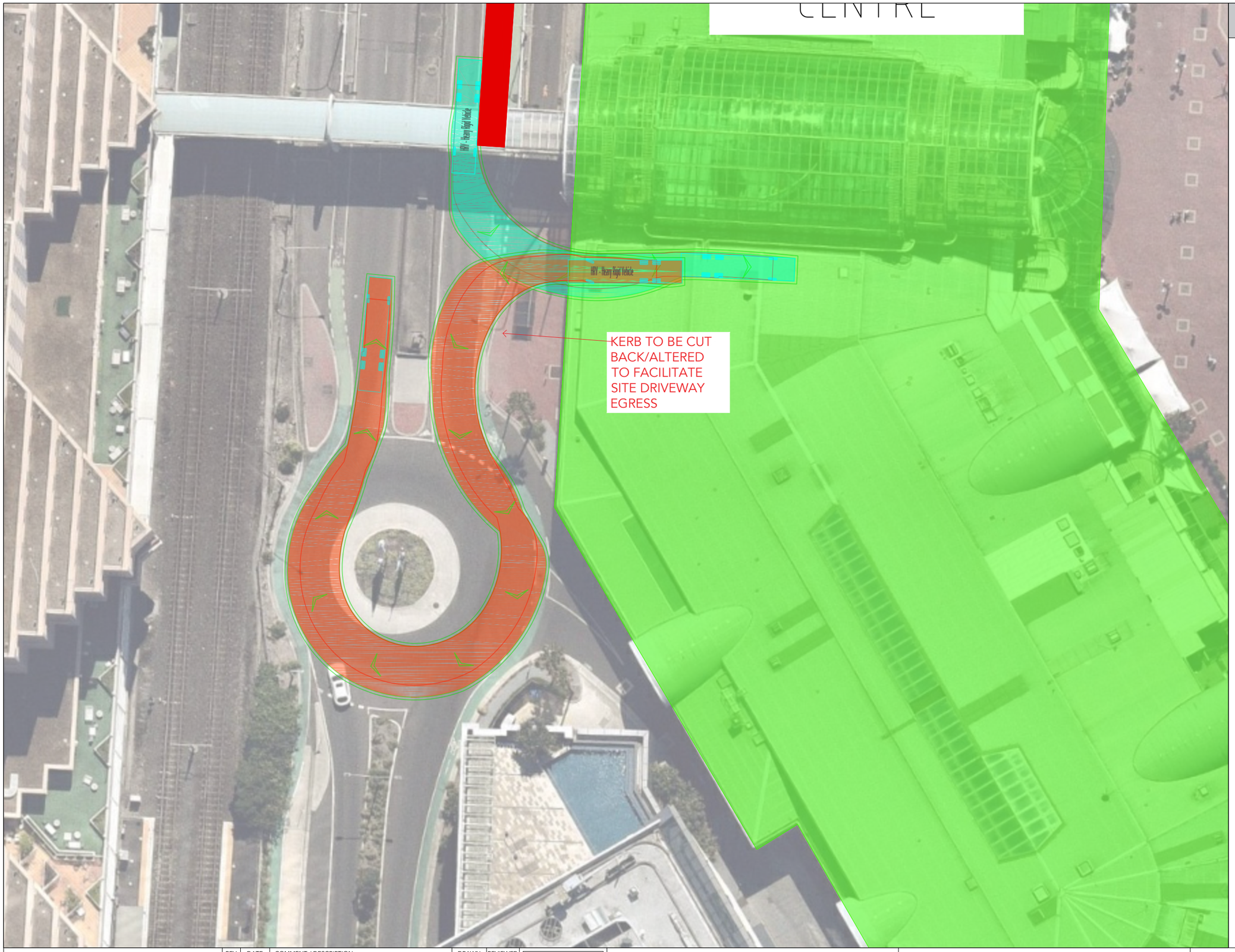
PROJECT
HARBOURSIDE SHOPPING

DRAWING TITLE
TRUCK ROUTE DIAGRAM
CONSTRUCTION VEHICLE ACCESS & EGRESS ROUTES

CLIENT	MIRVAC
DRAWING #	TRD-001
PROJECT #	22-0036
SCALE	NTS

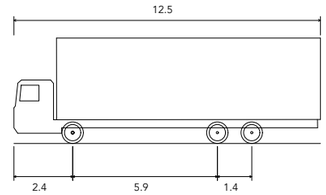
PRELIMINARY

REV P4



comments

A3



HRV - Heavy Rigid Vehicle

Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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P1	10/02/22	FOR INFORMATION	HL / JAJ	DB/AM

PROJECT
HARBOURSIDE SHOPPING

DRAWING TITLE
HEAVY RIGID VEHICLE ACCESS TO SITE FROM DARLING DRIVE

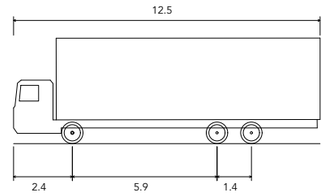
CLIENT	MIRVAC
DRAWING #	PTC-002
PROJECT #	22-0036
SCALE	1 : 400 @ A3

PRELIMINARY

REV P4

comments

A3



HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

HRV - Heavy Rigid Vehicle

HRV - Heavy Rigid Vehicle

MURRAY STREET

ACCESS THROUGH EXISTING COLUMNS TIGHT FOR AV

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P1	10/02/22	FOR INFORMATION	HL / JAJ	DB/AM

PROJECT

HARBOURSIDE SHOPPING

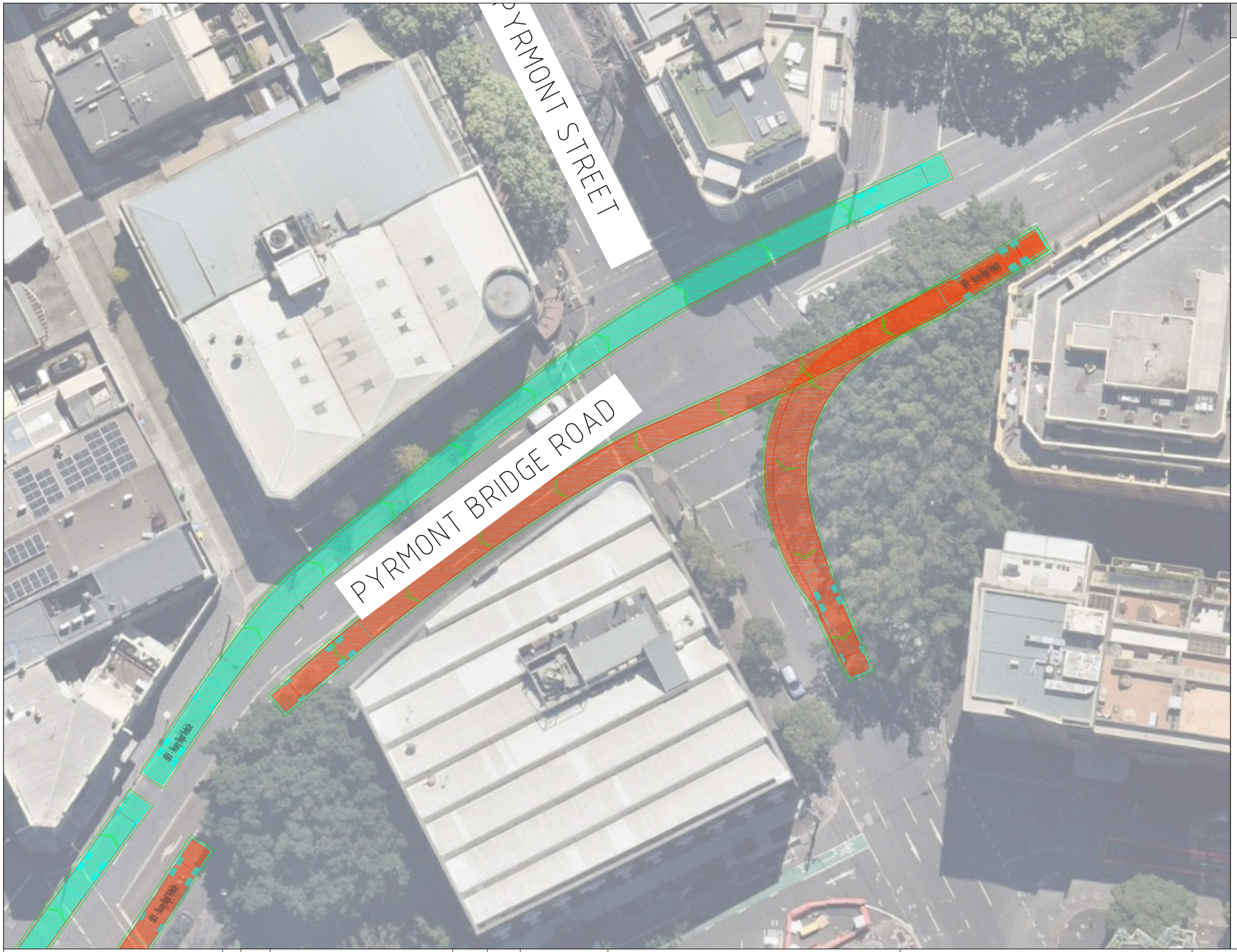
DRAWING TITLE

HEAVY RIGID VEHICLE INGRESS AND EGRESS ALONG DARLING DRIVE - UNION STREET

CLIENT	MIRVAC
DRAWING #	PTC-003
PROJECT #	22-0036
SCALE	1 : 400 @ A3

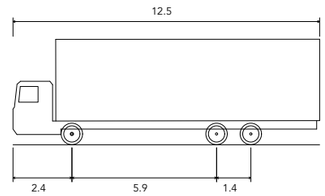
PRELIMINARY

REV P4



comments

A3



HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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P2	07/03/22	FOR INFORMATION	JAJ	AM
P1	10/02/22	FOR INFORMATION	HL / JAJ	DB/AM

PROJECT
HARBOURSIDE SHOPPING

DRAWING TITLE
HEAVY RIGID VEHICLE INGRESS AND EGRESS ALONG PYRMONT BRIDGE ROAD

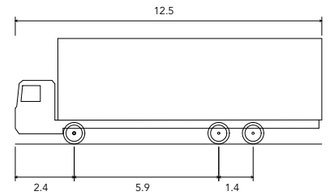
CLIENT	MIRVAC
DRAWING #	PTC-004
PROJECT #	22-0036
SCALE	1 : 400 @ A3

PRELIMINARY

REV P4

comments

A3



HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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P2	07/03/22	FOR INFORMATION	JAJ	AM
P1	10/02/22	FOR INFORMATION	HL / JAJ	DB/AM

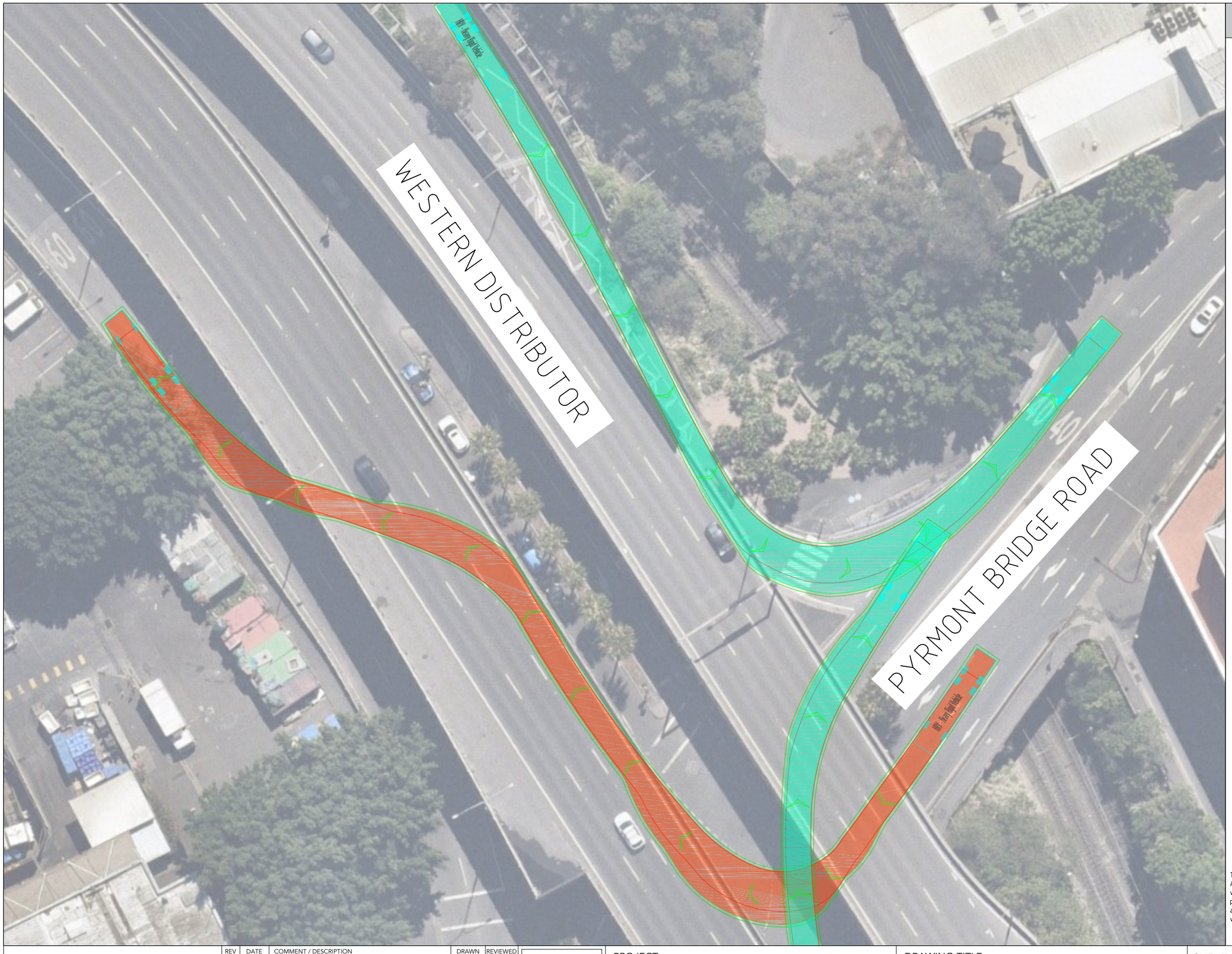
PROJECT
HARBOURSIDE SHOPPING

DRAWING TITLE
HEAVY RIGID VEHICLE INGRESS AND EGRESS ALONG PYRMONT BRIDGE ROAD

CLIENT	MIRVAC
DRAWING #	PTC-005
PROJECT #	22-0036
SCALE	1 : 400 @ A3

PRELIMINARY

REV P4



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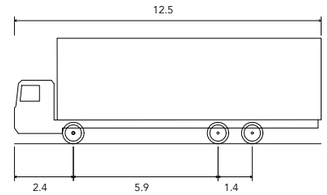

HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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P1	10/02/22	FOR INFORMATION	HL / JAJ	DB/AM

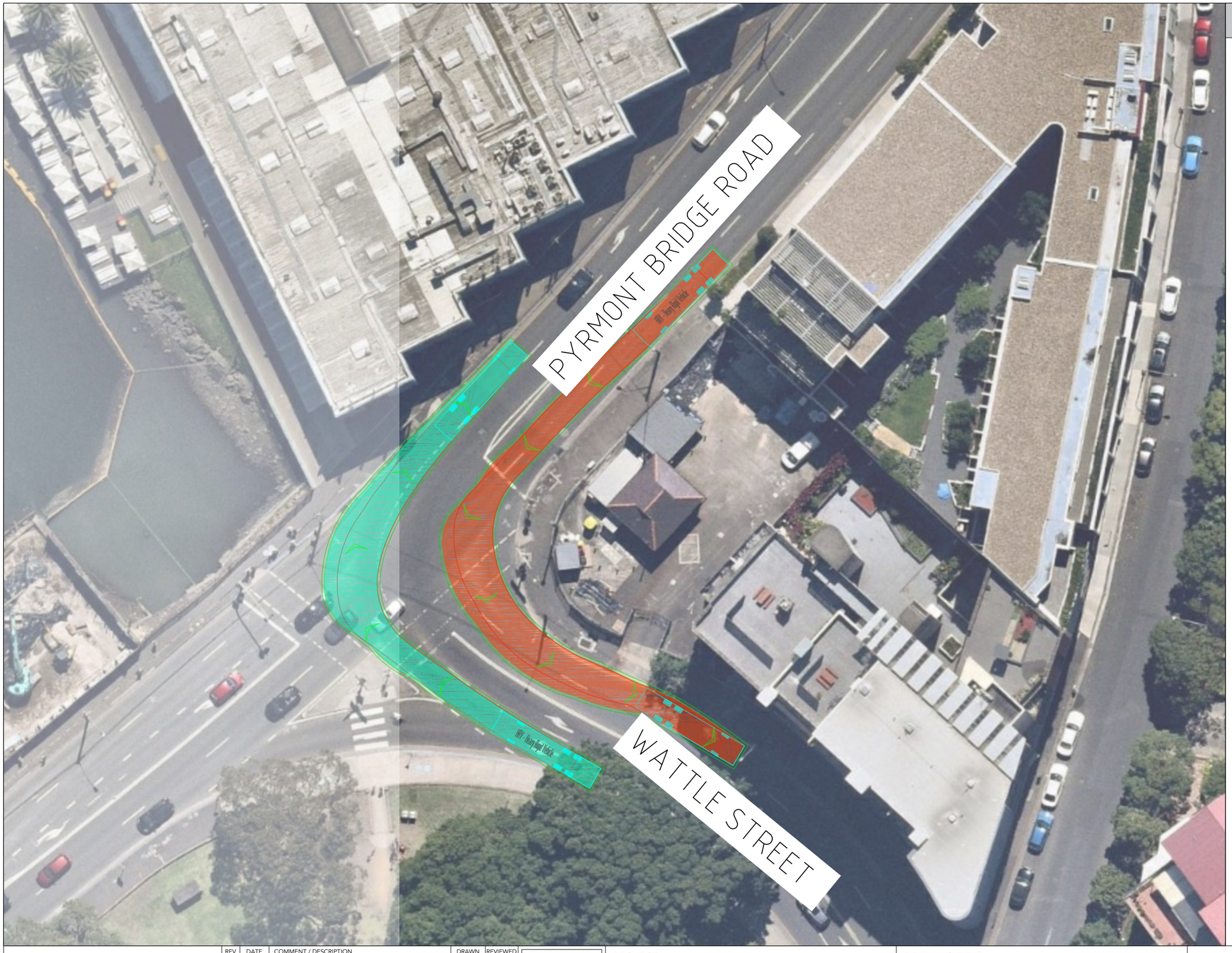
PROJECT
HARBOURSIDE SHOPPING

DRAWING TITLE
HEAVY RIGID VEHICLE INGRESS AND EGRESS - WESTERN DISTRIBUTOR

CLIENT	MIRVAC
DRAWING #	PTC-006
PROJECT #	22-0036
SCALE	1 : 400 @ A3

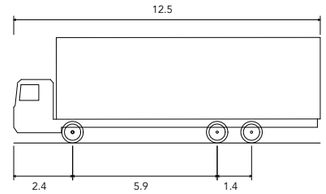
PRELIMINARY

REV P4



comments

A3



HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

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P2	07/03/22	FOR INFORMATION	JAJ	AM
P1	10/02/22	FOR INFORMATION	HL / JAJ	DB/AM

PROJECT
HARBOURSIDE SHOPPING

DRAWING TITLE
HEAVY RIGID VEHICLE INGRESS AND EGRESS
PYRMONT BRIDGE ROAD - WATTLE STREET

CLIENT	MIRVAC
DRAWING #	PTC-007
PROJECT #	22-0036
SCALE	1 : 400 @ A3

PRELIMINARY

REV P4

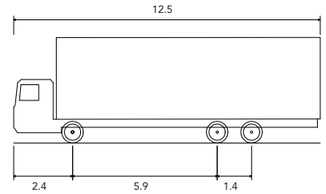
PYRMONT BRIDGE ROAD

WESTERN DISTRIBUTOR

PYRMONT BRIDGE ROAD

comments

A3



HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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P2	07/03/22	FOR INFORMATION	JAJ	AM
P1	10/02/22	FOR INFORMATION	HL / JAJ	DB/AM

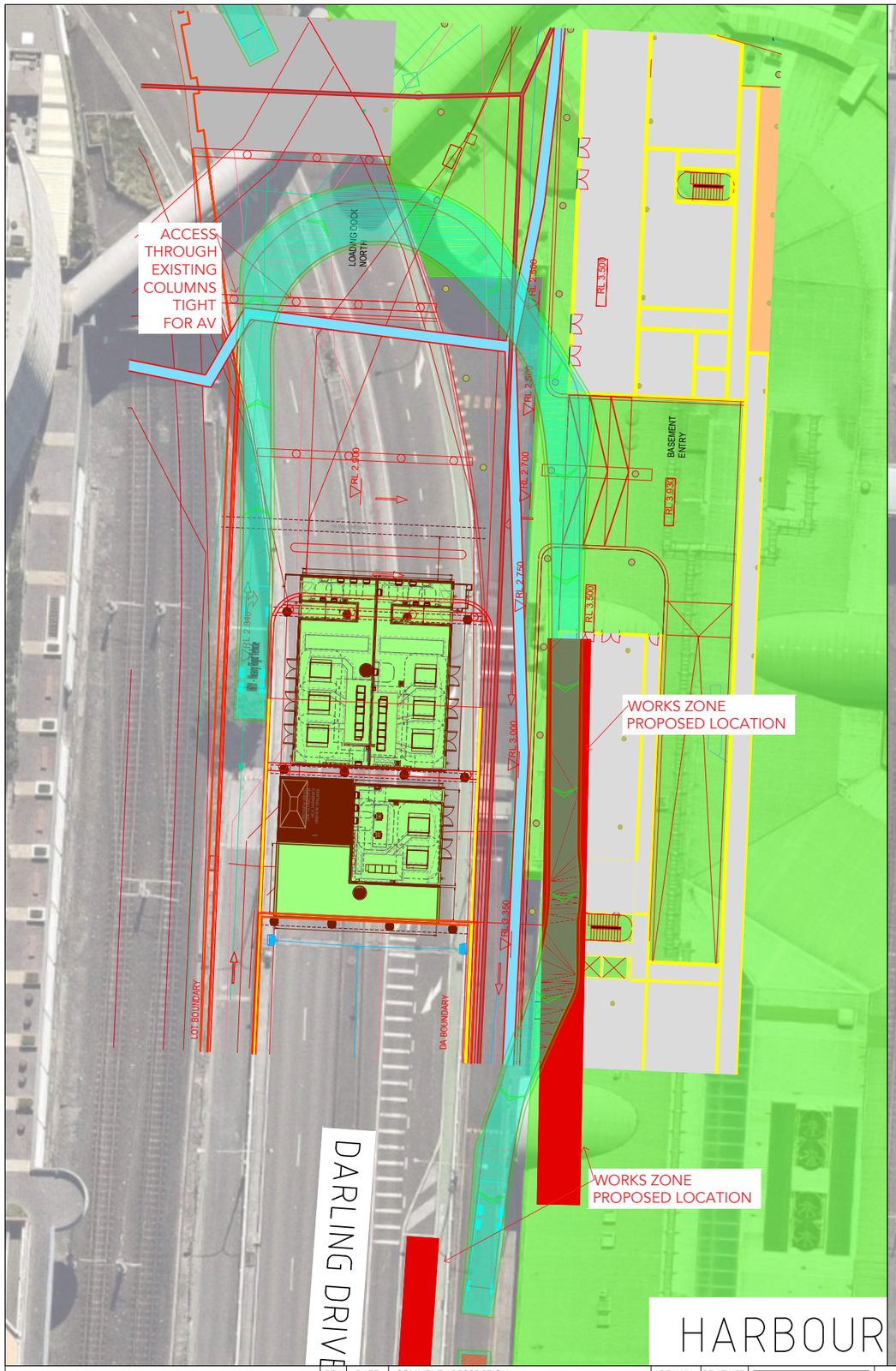
PROJECT
HARBOURSIDE SHOPPING

DRAWING TITLE
HEAVY RIGID VEHICLE INGRESS AND EGRESS
PYRMONT BRIDGE ROAD - WESTERN DISTRIBUTOR

CLIENT	MIRVAC
DRAWING #	PTC-008
PROJECT #	22-0036
SCALE	1 : 500 @ A3

PRELIMINARY

REV P4



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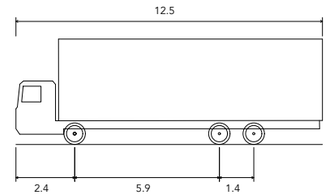

HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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P1	10/02/22	FOR INFORMATION	HL / JAJ	DB/AM

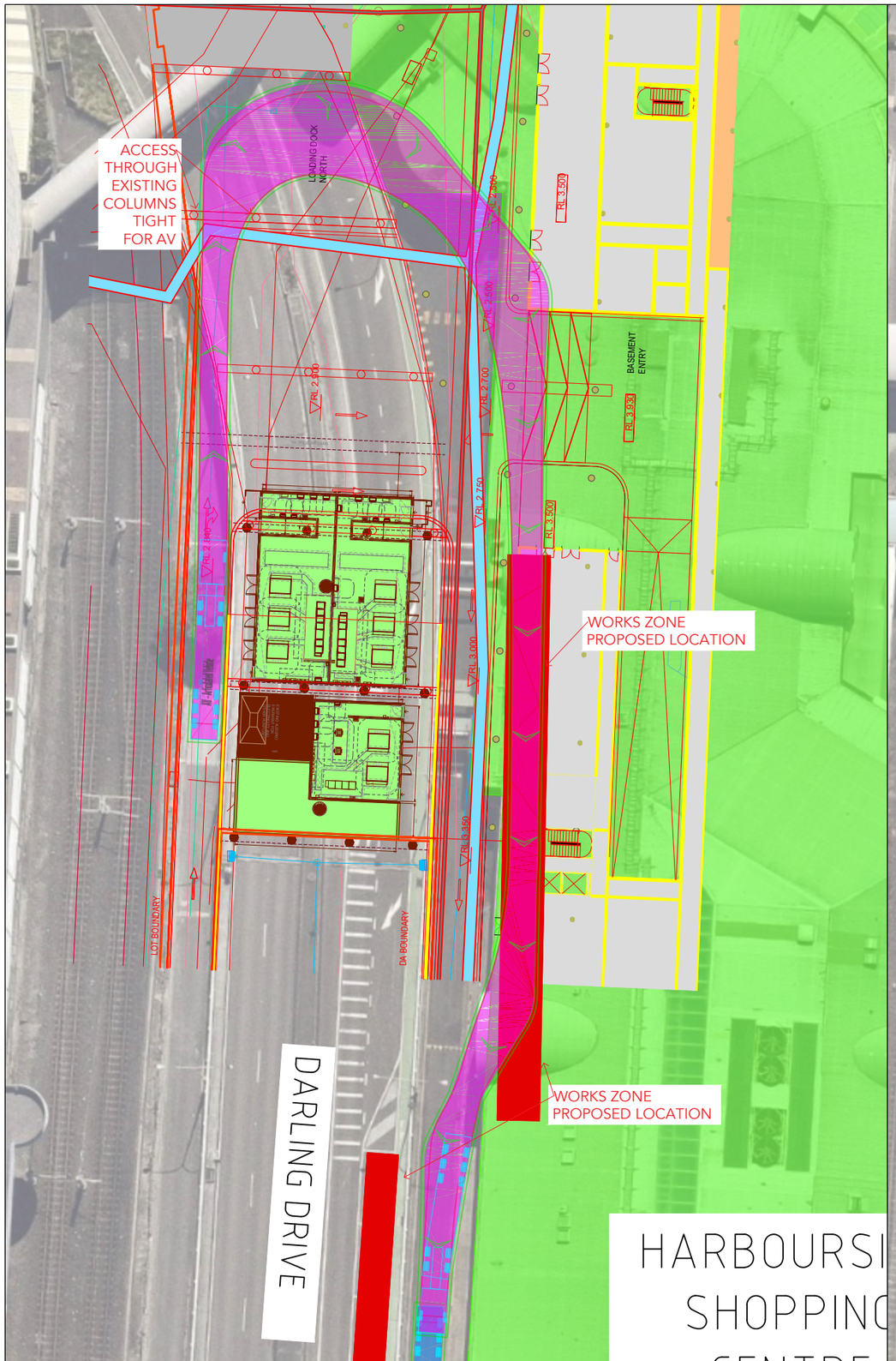
PROJECT
HARBOURSIDE SHOPPING

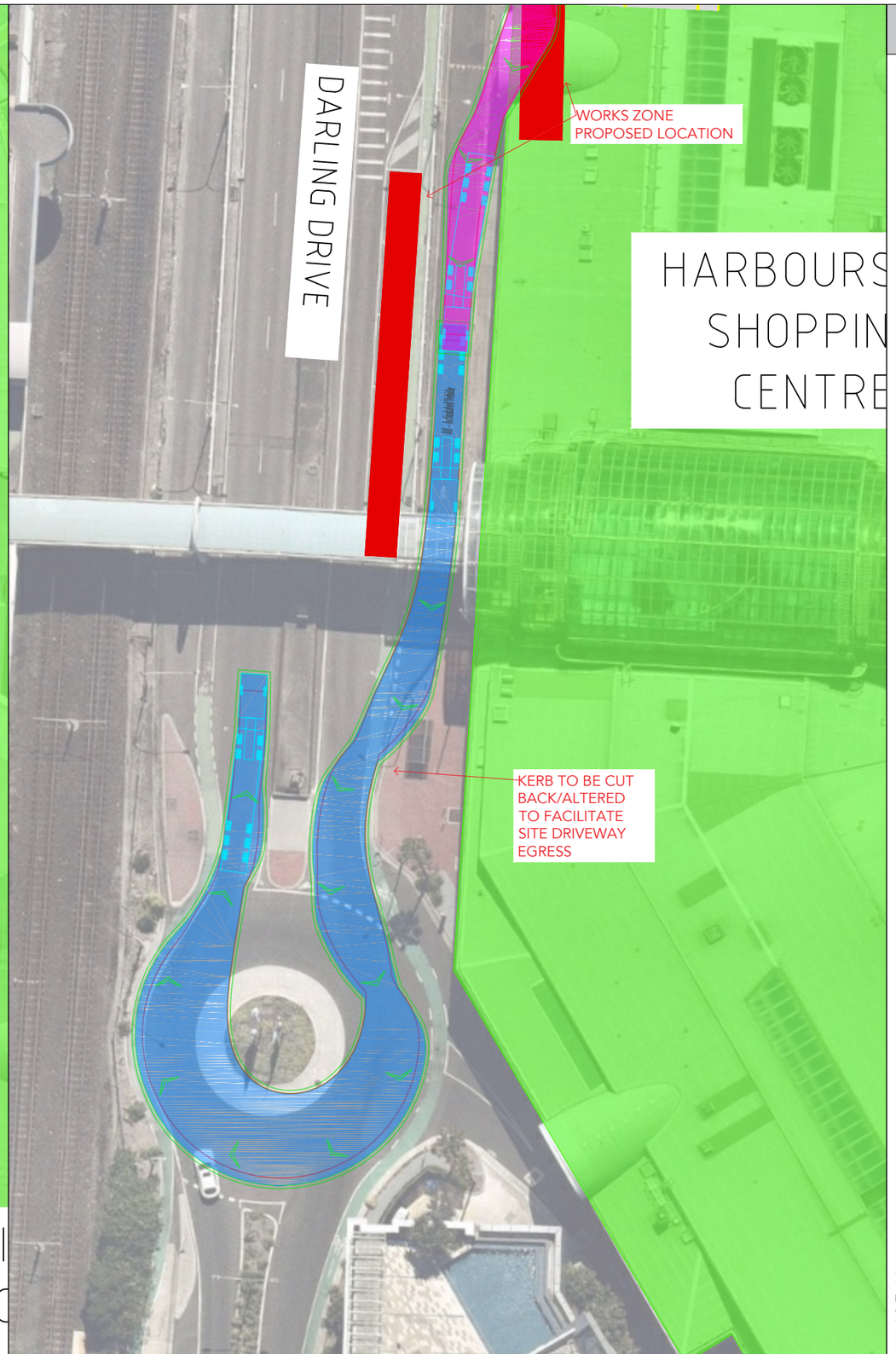
DRAWING TITLE
HEAVY RIGID VEHICLE ACCESS TO SITE FROM DARLING DRIVE - WORKS ZONE ACCESS

CLIENT	MIRVAC
DRAWING #	PTC-009
PROJECT #	22-0036
SCALE	1 : 500 @ A3

PRELIMINARY

REV P4





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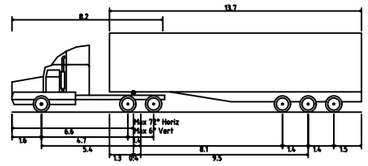

AV - Articulated Vehicle

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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P2	07/03/22	FOR INFORMATION	JAJ	AM
P1	10/02/22	FOR INFORMATION	HL / JAJ	DB/AM

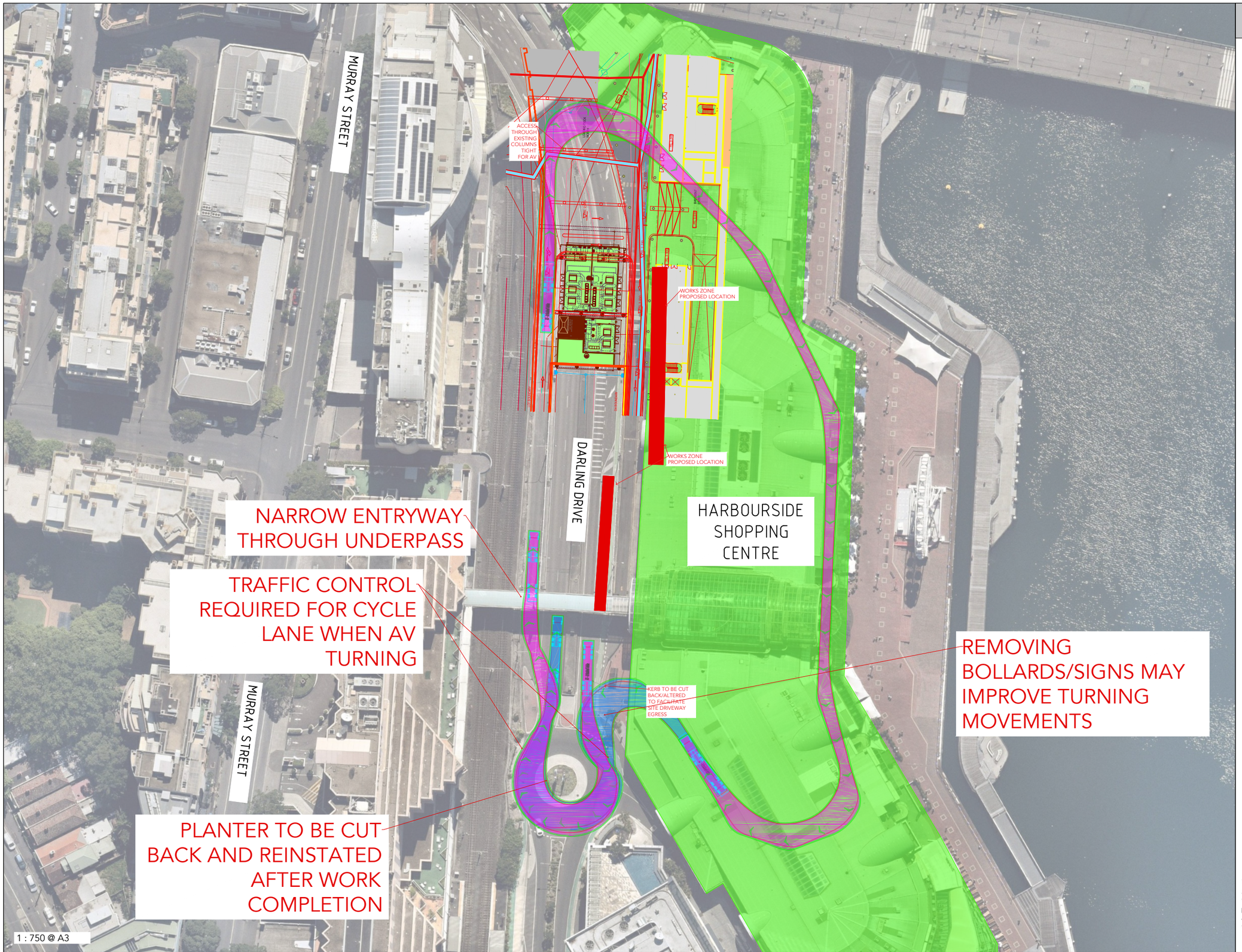
PROJECT
HARBOURSIDE SHOPPING

DRAWING TITLE
ARTICULATED VEHICLE ACCESS TO SITE FROM DARLING DRIVE

CLIENT	MIRVAC
DRAWING #	PTC-010
PROJECT #	22-0036
SCALE	1 : 500 @ A3

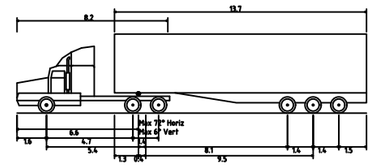
PRELIMINARY

REV P4



comments

A3



AV - Articulated Vehicle

Overall Length	19.000m
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P2	07/03/22	FOR INFORMATION	JAJ	AM
P1	10/02/22	FOR INFORMATION	HL / JAJ	DB/AM

PROJECT
HARBOURSIDE SHOPPING

DRAWING TITLE
ARTICULATED VEHICLE ACCESS/EGRESS TO SITE FROM DARLING DRIVE

CLIENT	MIRVAC
DRAWING #	PTC-011
PROJECT #	22-0036
SCALE	1 : 1000 @ A3

PRELIMINARY

REV P4