



Cienna Group

## Construction Traffic Management Plan

208-218 Riley Street, Surry Hills

18 October 2019

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|             |          |
|-------------|----------|
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## TABLE OF CONTENTS

|       |                                                                                                 |    |
|-------|-------------------------------------------------------------------------------------------------|----|
| 1     | Introduction .....                                                                              | 4  |
| 2     | Project Overview.....                                                                           | 5  |
| 2.1   | Proposed Development .....                                                                      | 5  |
| 2.2   | Building and Construction Works .....                                                           | 5  |
| 2.3   | Road Network .....                                                                              | 5  |
| 2.4   | Construction Parking .....                                                                      | 6  |
| 2.5   | Construction Overview.....                                                                      | 6  |
| 2.5.1 | Times of Operation.....                                                                         | 6  |
| 2.5.2 | Demolition and Excavation .....                                                                 | 6  |
| 2.5.3 | Construction and Practical Completion .....                                                     | 10 |
| 2.5.4 | Required Hoardings / Work Zones for Construction Phase (refer Figure 4 and 5 for details) ..... | 12 |
| 2.6   | Tower Crane Location during Construction .....                                                  | 12 |
| 3     | Traffic Management.....                                                                         | 13 |
| 3.1   | Council's Requirements .....                                                                    | 13 |
| 3.2   | Traffic Management responsibilities .....                                                       | 14 |
| 3.3   | Potential Traffic Impacts.....                                                                  | 14 |
| 3.4   | Site Management Plans .....                                                                     | 15 |
| 3.5   | Truck Routes.....                                                                               | 15 |
| 3.6   | Traffic Control Plans .....                                                                     | 15 |
| 3.7   | Traffic Management Plan .....                                                                   | 16 |
| 4     | Monitoring and Performance.....                                                                 | 18 |
| 4.1   | General .....                                                                                   | 18 |
| 4.2   | Records .....                                                                                   | 18 |
| 5     | Conclusion .....                                                                                | 19 |

Appendix A – Site Management Plans

Appendix B – Traffic Control Plans

Appendix C – Vehicle Movement Plan

Appendix D – Swept Path Analysis Plans

# 1 Introduction

Barker Ryan Stewart has been engaged by Cienna Group to prepare a Construction Traffic Management Plan (CTMP) to detail traffic management procedures and systems for the demolition, excavation and building stages for the proposed development at 208-218 Riley Street, Surry Hills, in accordance with the requirements of:

- Sydney City Council Development Control Plan;
- RMS's *"Traffic Control at Worksites"* document; and
- AS1742.3 2009 *"Manual of uniform traffic control devices"*

The purpose of this plan is to ensure the safe and controlled movement of traffic at the site during the demolition, excavation and building works to address potential traffic, access, car parking and pedestrian issues generated by the works.

In preparing this CTMP the following items have been considered/undertaken:

- Consultation with Hutchinson Builders,
- On-site consultation with City of Sydney Council's Construction Regulation Unit on 26<sup>th</sup> July 2019,
- An inspection of the site and surrounding road network to determine any constraints that may impact on the safe and controlled movement of traffic during demolition, excavation and building works,
- Determination of appropriate traffic/haul routes,
- Provision of a swept path analysis to ensure safe access/egress from the site,
- Traffic control plans (TCP's) and Vehicle Movement Plan (VMP), and
- A brief outline of the demolition, excavation and building works in relation to traffic management.

## 2 Project Overview

### 2.1 Proposed Development

The proposed development is as defined in the City of Sydney as Development Application: D/2018/1305 and D/2018/1451. The project consists of retaining a hotel on the western side of the site, and constructing a hotel on the eastern side of the site comprising of:

- 95 hotel rooms
- 5 basement levels to match the existing basement on the western side of the site

The existing hotel on the western side of the site is to be vacated during the initial duration of the construction works.

### 2.2 Building and Construction Works

This CTMP covers the demolition of the existing buildings and the construction of the new buildings in the following stages:

- |                                         |                         |
|-----------------------------------------|-------------------------|
| • Demolition of the existing buildings  | 10 weeks (net duration) |
| • Excavation                            | 20 weeks (net duration) |
| • Construction and practical completion | 75 weeks                |

### 2.3 Road Network

The vehicle movement plan (VMP) in **Appendix C** outlines the main routes of ingress and egress to the site. The main roads of interest are summarised below:

- Oxford Street: within the vicinity of the site, Oxford Street generally consists of two traffic lanes and a bus / parking lane in each direction. It forms a signalised intersection with Crown Street, Riley Street and Flinders Street, and is subjected to a speed limit of 50km/hr.
- Flinders Street: consists of two northbound lanes and three southbound lanes with a bus lane in each direction. The northbound and southbound lanes are separated by a solid median. It is subjected to a speed limit of 60km/hr and forms a signalised intersection with Oxford Street and Albion Street.
- Riley Street: A two-way road consisting of a traffic lane, on-street parking lane and an on-road bicycle lane in each direction. It is subjected to a speed limit of 40km/hr and forms a signalised intersection with Campbell Street and Albion Street.
- Crown Street: A two-way road consisting of a traffic lane and on-street parking lane in each direction. It is subjected to a speed limit of 40km/hr and forms a signalised intersection with Campbell Street and Oxford Street.
- Campbell Street: A two-way road consisting of a traffic lane and on-street parking lane in each direction, with a separated cycleway on the northern side of the road. It is subjected to a speed limit of 40km/hr and forms a signalised intersection with Riley Street and Crown Street.
- Lower Campbell Street: A two-way local street generally providing access to the adjoining properties. It forms priority-controlled intersections with Campbell Street and Riley Street.
- Albion Street: A one-way street (eastbound) consisting of three traffic lanes and a bus lane. It is sign posted as a 50km/hr zone and forms a signalised intersection with Riley Street and Flinders Street.

## 2.4 Construction Parking

There will be no proposed on-site parking for any construction associated vehicles, construction staff or project team. Construction workers are to utilise off-street parking stations or public transport facilities to mitigate the impact of on-street parking around the site.

As such, it is important to note that Central Train Station is located approximately 700m south west of the site, which provides services to the following lines:

- T1 North Shore, Northern and Western
- T2 Inner West and Leppington
- T3 Bankstown
- T4 Eastern Suburbs and Illawarra

In addition, bus stops are located approximately 80m south west of the site on Campbell Street, 90m south east of the site on Crown Street and 150m to the east of the site on Oxford Street. These stops connect the subject site to Marrickville, eastern suburbs (such as Bondi Junction, North Bondi, South Coogee, Maroubra, and Little Bay), and Millers Point.

## 2.5 Construction Overview

### 2.5.1 Times of Operation

The hours of operation will be as follows:

- Monday-Friday: 7:30am-5:30pm
- Saturday: 7:30am-3:30pm
- No work on Sunday or Public Holidays

Note: Condition 16 of D/2018/1305 permits high noise emission equipment use only between 8.00am and 11.00am and between 12.00pm and 3.00pm Monday to Saturday.

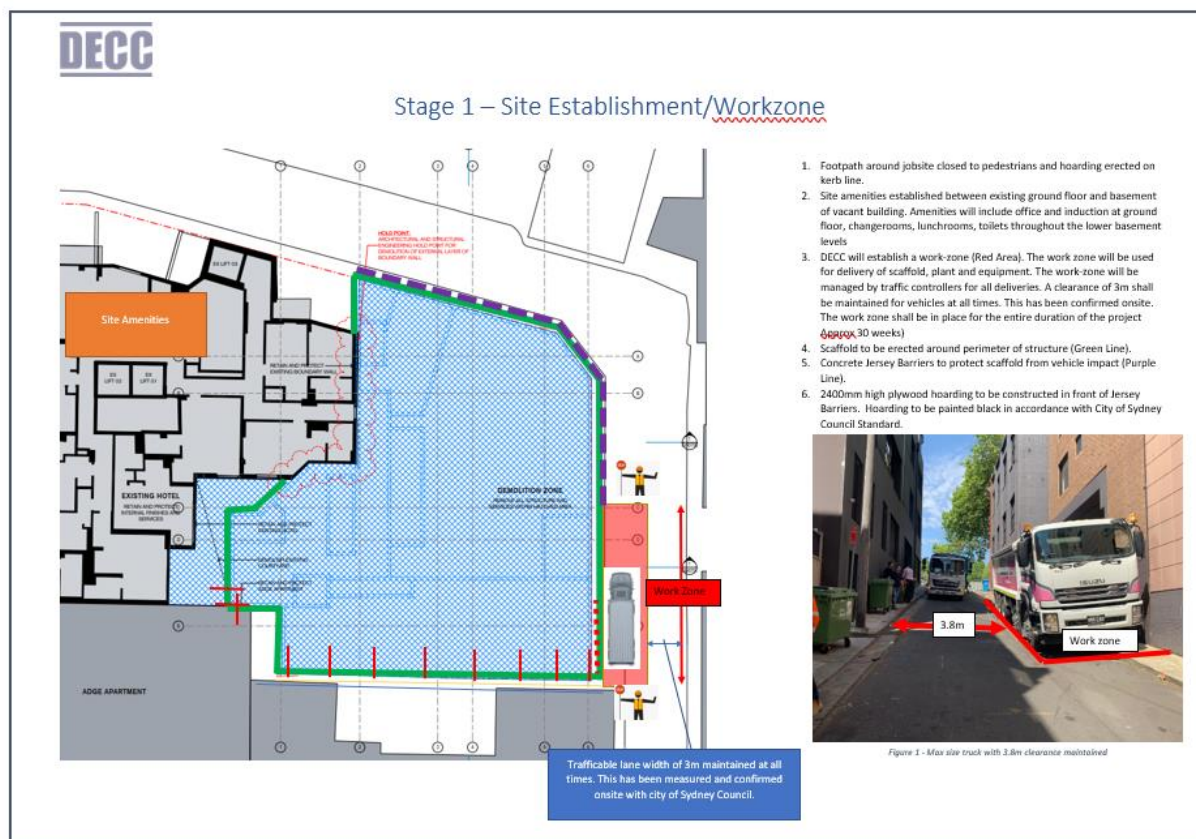
### 2.5.2 Demolition and Excavation

Trucks utilised during this stage will be limited to Medium Rigid Vehicles (MRV's) with a maximum length of 8.8 metres with all loading to occur on-site. The figures below show the demolition and excavation site plans, and the locations of the site accesses. The demolition and excavation stages are expected to take approximately 7 months.

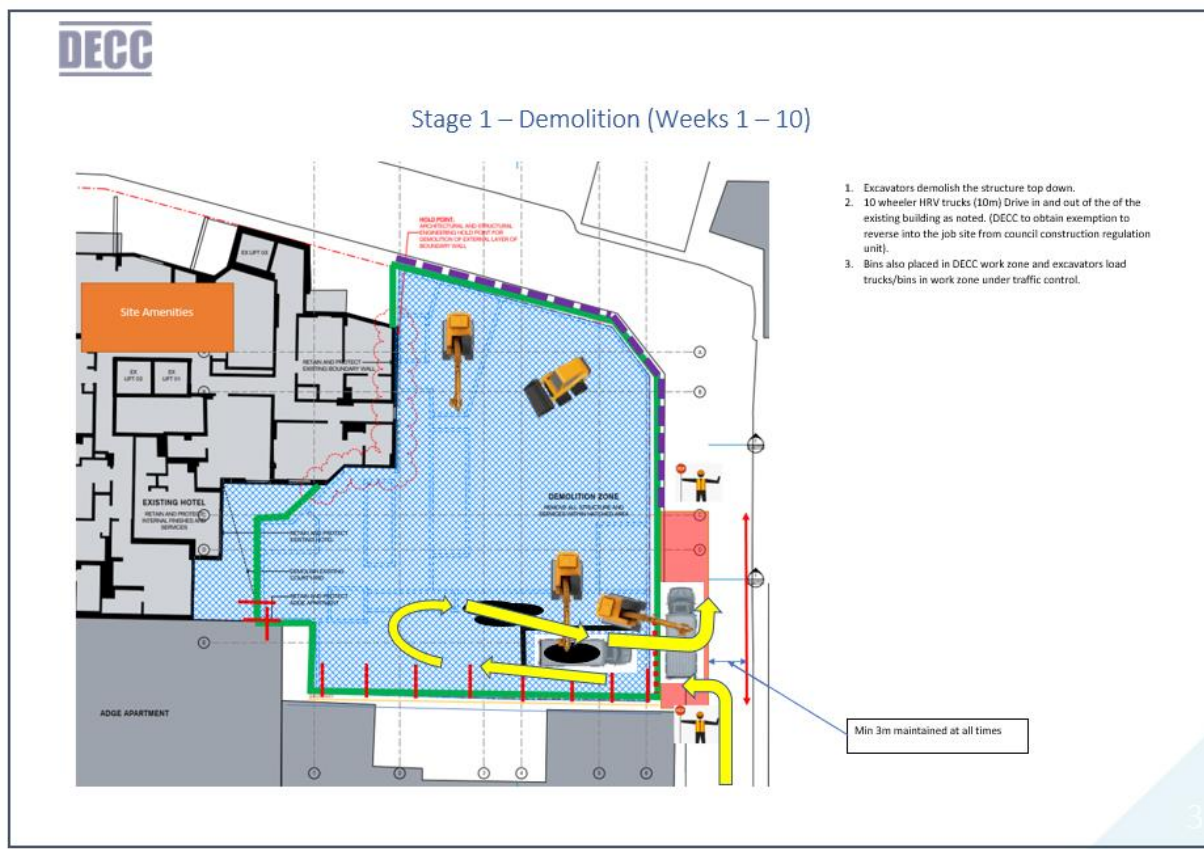
A Work Zone application must be submitted to the City of Sydney's Traffic Works Co-ordinator for approval.

The demolition and excavation contractor must also apply to 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 of Sydney.

The figures below show the five stages from Site Establishment / Work Zone to Bulk Excavation.



**Figure 1: Site Establishment / Work Zone**



### Figure 2: Stage 1 Demolition

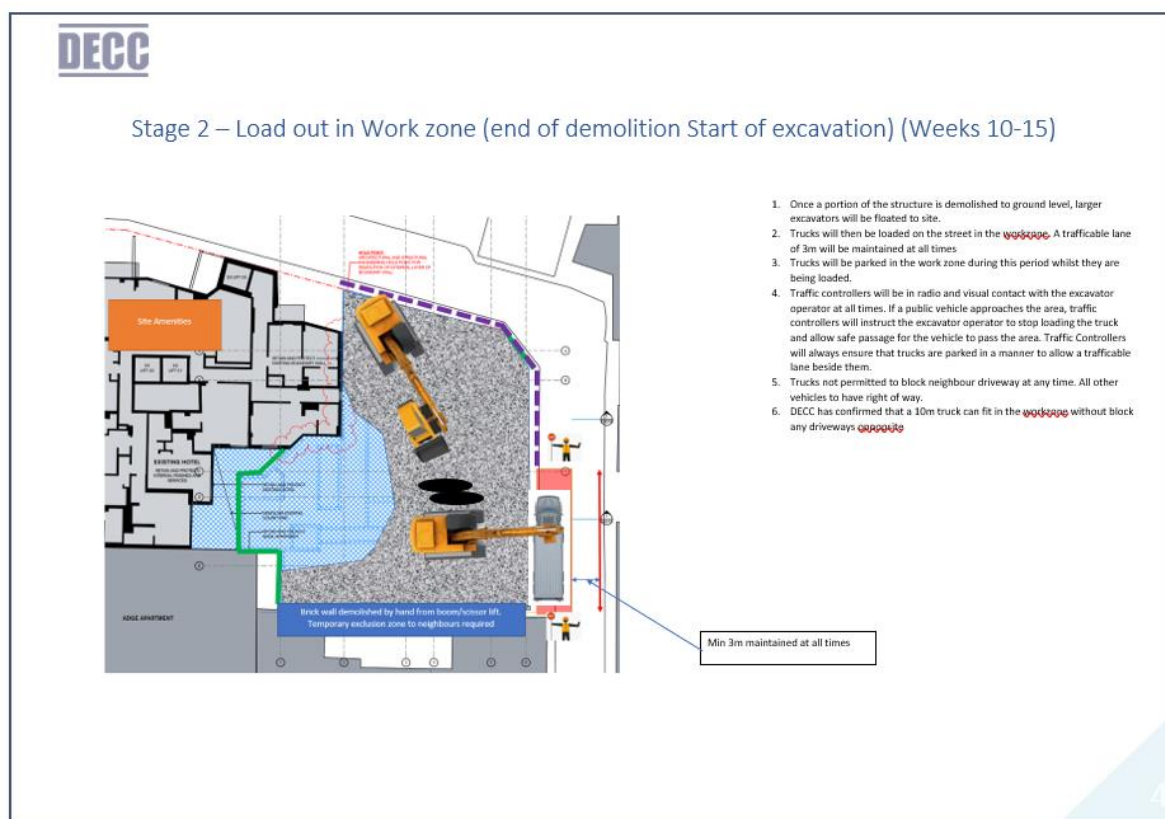


Figure 3: Stage 2 Demolition

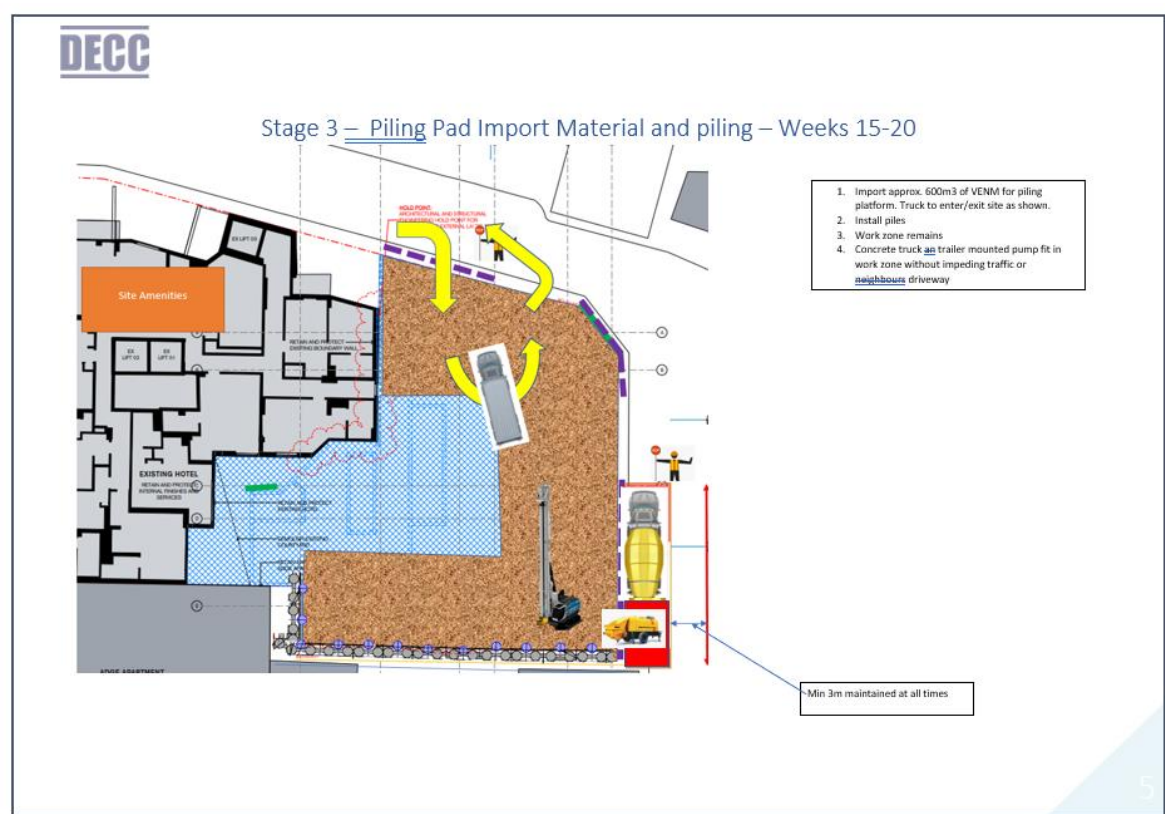


Figure 4: Stage 3 Piling Pad

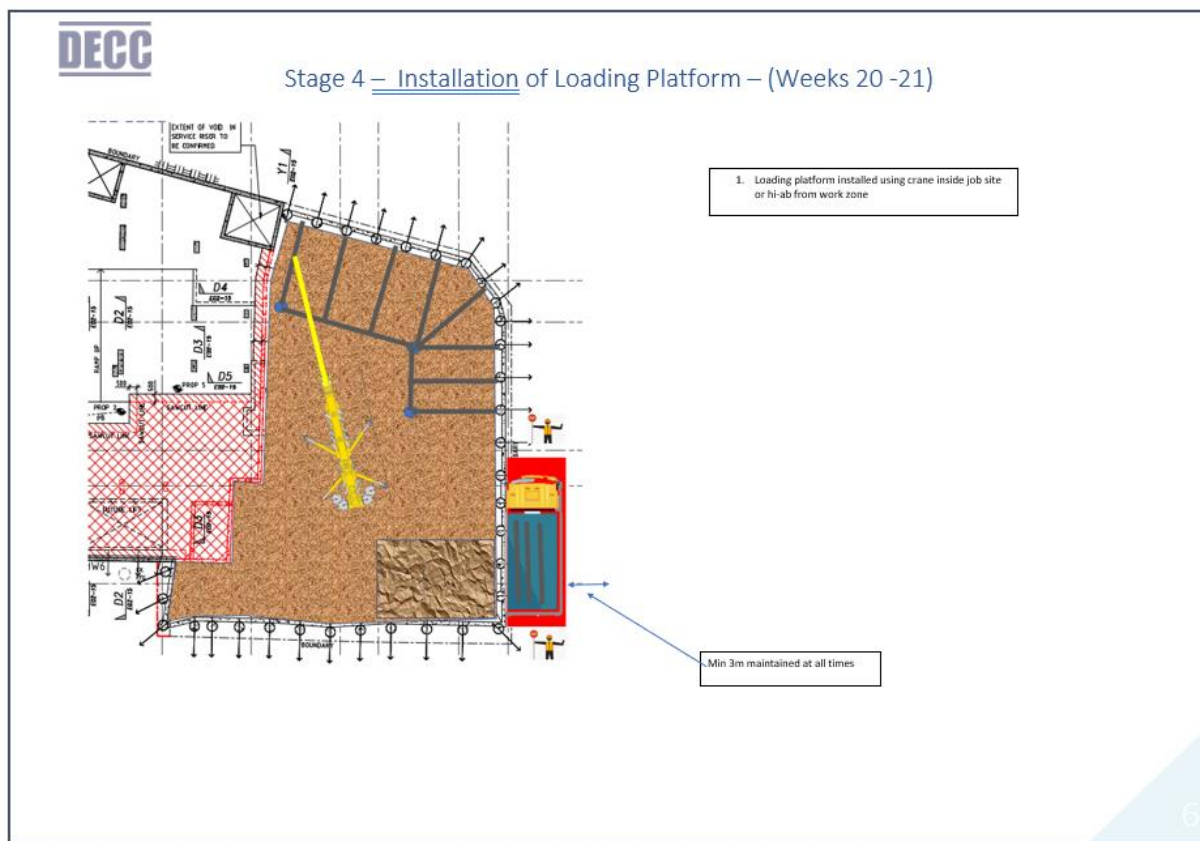


Figure 5: Stage 4 Loading Platform

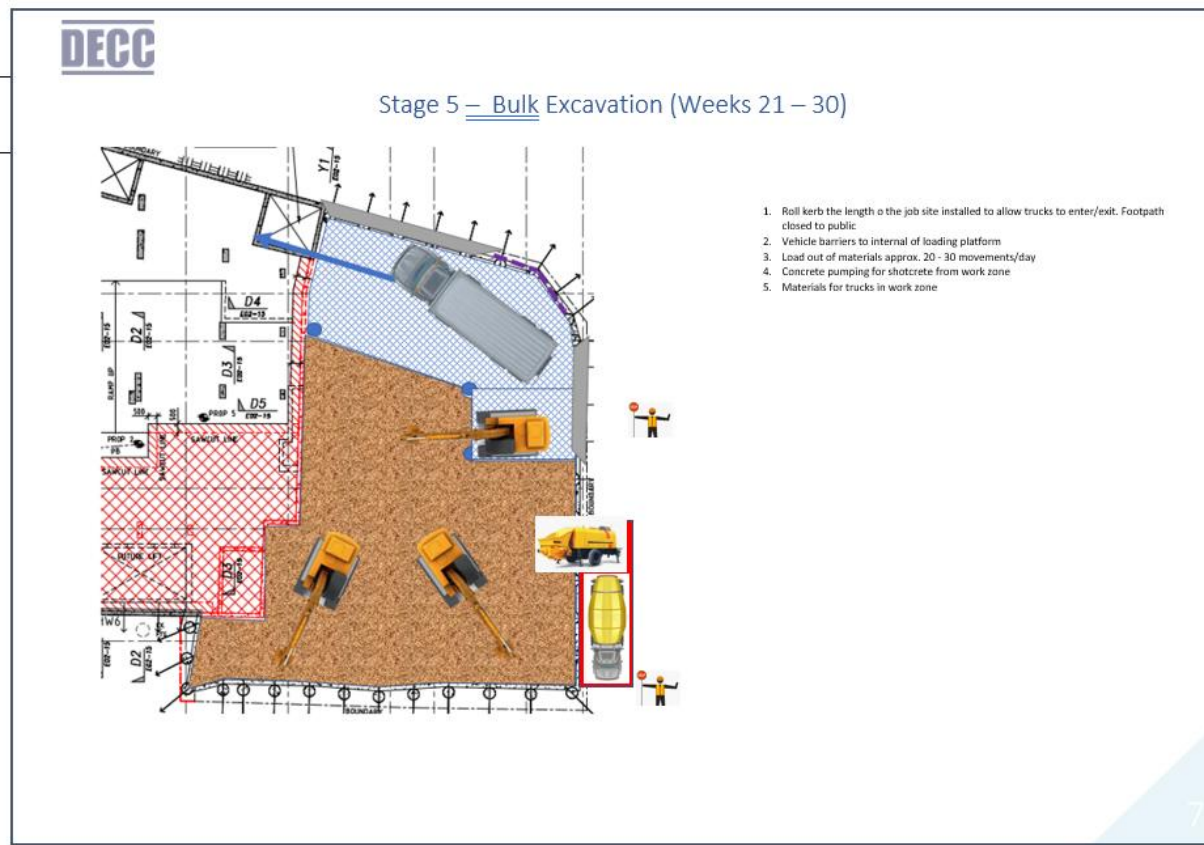


Figure 6: Stage 5 Bulk Excavation

Demolition will have an average of 25-30 truck arrivals per day which equates to six truck movements every hour, or a peak of 40 truck arrivals equating to eight truck movements every hour. This is considered an insignificant increase and is not expected to exacerbate existing traffic / congestion issues within the vicinity of the site.

In accordance with Condition 21 (c) of D/2018/1305, vehicles parking on Lower Campbell Street will not inhibit vehicular ingress and egress from neighbouring properties. During the demolition and excavation stages trucks will only park in the work zone proposed by the contractor (DECC) which will be located in Lower Campbell Street at the south-eastern corner of the site near the intersection of Campbell Street. At this location width from the building to gutter width is 6.3 metres. Trucks can park here (2.5m wide) and there still be a 3.8 metre clearance to the gutter.

Lower Campbell Street (east of the site) can thus provide the necessary width for vehicles up to an MRV to pass parked trucks as a temporary arrangement. This will only occur during demolition stage (10 weeks) and excavation stage (20 weeks). The swept turning path analysis in **Appendix D** demonstrates that an MRV (most likely a waste collection vehicle) is able to pass a stationary MRV parked in Lower Campbell Street at the north-eastern corner of the site.

During the demolition and excavation stages Traffic Controllers will be stationed at 2 locations within Lower Campbell Street to manage the safe movement of trucks and passenger vehicles. Traffic Controllers will ensure passenger vehicles do not conflict with oncoming traffic and will direct truck drivers to be near or within their trucks to ensure passenger vehicles entering and exiting the driveways / car parks along Lower Campbell Street are able to gain immediate access to and from their properties. If necessary, trucks are to drive around the site to permit passenger vehicle to enter and exit their driveways.

It should be noted that utilising trucks smaller than MRV's during excavation would require a higher truck volume to remove the same total volume of material when compared to an MRV, and therefore further interrupt traffic on Lower Campbell Street.

The arrival of trucks will be strictly managed and monitored throughout all stages of demolition and excavation by an onsite manager who will only call trucks to the site (via CB radio or hands free mobile) when required and when there is capacity within the site. This management of deliveries will ensure that no trucks are required to queue or park on-street, with this arrangement considered acceptable.

Traffic Controllers will not to stop traffic on Lower Campbell Street, or on any other streets surrounding the site, to allow trucks to enter or leave the site, instead vehicles on the Lower Campbell Street will have right of way at all times.

Since Lower Campbell Street operates primarily as vehicular access to properties, pedestrians are not expected down this street. Nevertheless, to ensure pedestrian safety is maintained, pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering and will not be stopped in anticipation.

### 2.5.3 Construction and Practical Completion

Trucks utilised during this stage will be limited to Medium Rigid Vehicles with a maximum length of 8.8 metres, with all loading to occur via the proposed Works Zone at Riley Street with the use of an on-site tower crane. This Works Zone shall also be used for the standing of all concrete trucks and the concrete pump, during concrete pours. The arrival of trucks will again be strictly managed and monitored by an on-site manager who will only call trucks to the site (via CB radio or hands free mobile) when required and when there is capacity within the Works Zones.

Traffic Controllers will not stop traffic on the public street(s) to allow trucks to enter or leave the Work Zone. Trucks will wait until a suitable gap in traffic allows them to merge from / into Riley Street. Vehicles on Riley Street will have right of way at all times.

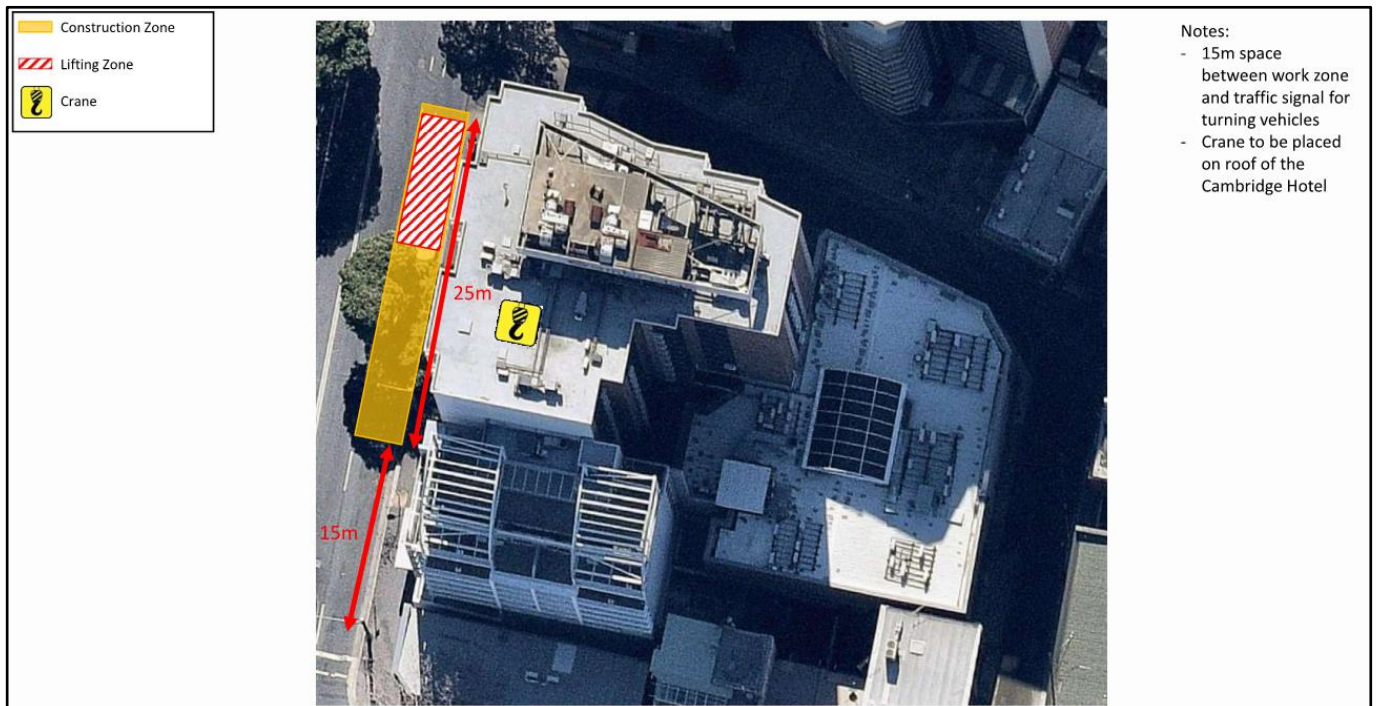
A 'B' Class hoarding across Riley Street footpath will see pedestrians being able to move freely whilst loading / unloading operations occur on the Work Zone.

The location of the proposed Works Zone, hoardings and site plan are shown in the figures below.

A Work Zone application must be submitted to the City of Sydney's Traffic Works Co-ordinator for approval.

An application for 'B' Class Hoarding must be submitted to City of Sydney's Building Approvals Unit for approval.

The construction contractor must also apply to 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 of Sydney.



**Figure 7:** Construction Phase Work Zone Location

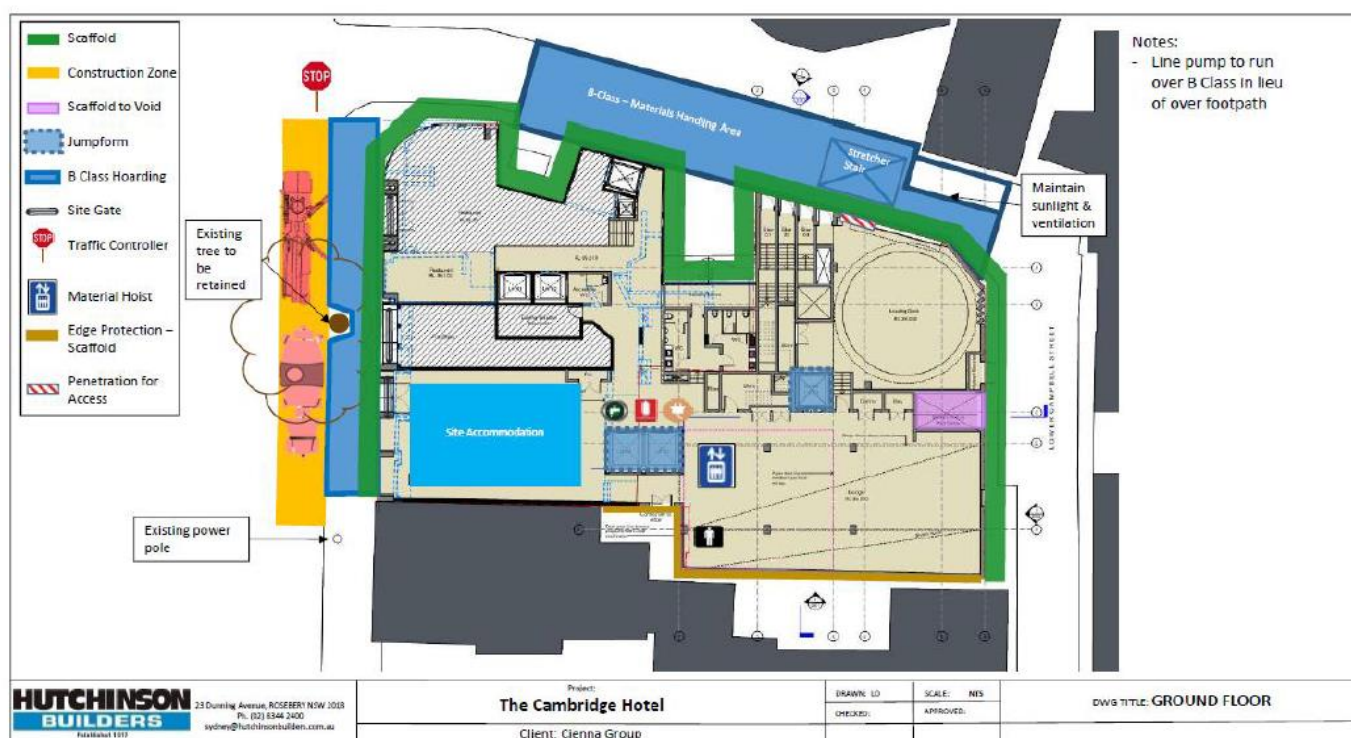


Figure 8: Construction Phase Site Layout

#### 2.5.4 Required Hoardings / Work Zones for Construction Phase

- A 25m long Work Zone required at Riley Street that is to be 15m clear of the Riley Street / Campbell Street signalised intersection to provide access to the left turn lane on the northern approach of that intersection;
- A 'B'-class hoarding on the eastern side of Riley Street along the length of the Work Zone; and
- A 'B'-class hoarding on Lower Campbell Street along the northern site frontage.

#### 2.6 Tower Crane Location during Construction

Figure 8 shows the location of the tower crane which is to be used during the construction phase of the works.

### 3 Traffic Management

#### 3.1 Council's Requirements

The TCP's that are included in this report, should be implemented taking due account of on-site conditions as will occur over the construction period. Accordingly, construction crew are expected to respond proactively to ensure that the plan is implemented with an appropriate level of due diligence to ensure no obvious safety risks are being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is available;
- All barriers should be positioned to provide satisfactory clearances;
- Installations should be checked intermittently during the course of the day/s, and
- A certified Traffic Controller should be on-site at all times to supervise vehicle access and pedestrian movements.

Construction contractors are also required to comply with Council's Standard Construction Traffic Management Plan requirements below:

1. Details of routes to and from site and entry and exit points from site – site specific
2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific
3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit).
5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit).
6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction. 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](http://www.nhvr.gov.au).
8. No queuing or marshalling of trucks is permitted on any public road.
9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.
10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.
11. All loading and unloading must be within the development site or at an approved "Works Zone" see **APPENDIX A**
12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.
13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.
14. The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.
15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.
16. The Applicant must comply with development consent for hours of construction.
17. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control at Work Sites Manual 2018.
18. Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads

Act does not give any special treatment to trucks leaving a construction site - the vehicles already on the road have right-of-way.

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

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

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

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

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 Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations).

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

### 3.2 Traffic Management responsibilities

Traffic management for the site shall be configured to ensure that workers can undertake demolition, excavation and building works safely at all times by separating workers and public road users.

Contractors are responsible for the demolition and excavation work and the building contractor is responsible for construction management, shall establish and maintain the Construction Traffic Management Plan for this project and shall be responsible for its ongoing effectiveness, including the control of all quality, environmental and safety aspects that may apply to traffic control measures.

The TCP shall be implemented by appropriately qualified and authorised traffic controllers only. Traffic controllers must have completed RMS accredited courses for traffic controllers and must wear yellow vest with the words Authorised Traffic Controller.

All signs and devices shall be placed in accordance with the TCP prior to works starting and in clear view of public road users to inform and guide road users to pass the site. All devices and signs shall then be removed upon the completion of the works.

The road reserves bordering the site must not be obstructed by any materials, vehicles, refuse, skips or the like without prior approval of Council.

### 3.3 Potential Traffic Impacts

A summary of potential traffic impacts for the site are listed below:

- Duration of the project,
- Short term activities such as floating machinery to the site,
- No parking for construction workers on city streets; construction workers to utilise public transport,
- Pedestrian movements,
- Heavy vehicles can only park onsite or in approved work zones; heavy vehicles cannot park on city streets,
- Vehicles depositing spoil on public roads,
- Loading and unloading, including construction zones,
- Truck/vehicle turning movements,
- Disruption of established traffic movements or patterns,
- Traffic interference in peak times (morning and afternoon),

- Interference to public transport services,
- Traffic volumes including nearby school, commercial, retail and residential developments

### 3.4 Site Management Plans

The Site Management Plans (Demolition, Excavation and Construction) are attached at **Appendix A**. These plans show the location and types of hoarding proposed to be installed, the pedestrian protection measures, the site entry/exit locations during the demolition and the requested work zones during the construction.

### 3.5 Truck Routes

The Vehicle Movement Plan (VMP) attached in **Appendix C** shows vehicles are to access the site as follows:

- Demolition and excavation – west along Oxford Street then left into Crown Street, right into Campbell Street then right again into lower Campbell Street to access the site. When leaving the site vehicles will turn left into Riley Street (southbound) then eastbound on Albion Street to re-join the road network via the intersection of Albion Street / Flinders Street. Alternatively, vehicles may turn right into Riley Street and proceed northbound to Oxford Street. Please note, trucks will require access to Lower Campbell Street during demolition and excavation stage only in order to access the site.
- Construction – travel southbound on Riley Street from Oxford Street to access the work zone and leave the site to the south along Riley Street then eastbound on Albion Street to re-join the road network via the intersection of Albion Street / Flinders Street.

### 3.6 Traffic Control Plans

The Traffic Control Plans (TCPs) attached in **Appendix B** show the proposed entry/exit point at Lower Campbell Street and arrangements for warning traffic and guiding traffic and pedestrians around and/or past the worksite.

In the implementation of the TCPs the following steps should be undertaken;

1. Place all signs, devices and control measures,
2. Complete a Location Risk Assessment (as per Traffic Control at Work site (TCAW) manual) and identify any modifications that may be required,
3. Drive through and around the site to make sure the TCP is effective,
4. Record implementation, risk assessment and any modifications, and
5. Monitor conditions and record observations.

Where required the TCP's may be changed/updated to reflect changes in traffic flow or work practices by an appropriately qualified traffic control designer only, with consultation with the City of Sydney and RMS.

Minor modifications to the TCP's which have been identified in a Location Risk Assessment can be made by a person with a current Prepare Work Zone TMP qualification. Should the TCP's be changed all relevant permits and details are to be forwarded to the PCA/Council as required.

Note that the TCP's do not relate to works within the road reserves. These TCP's will be prepared once the Public Infrastructure Engineering Design plans have been approved by the Road Authorities, and will be procured in consultation with City of Sydney and RMS.

### 3.7 Traffic Management Plan

Table 3.4 on the following page summarises the identified potential traffic impacts for this worksite and describes the control measures to be implemented to address each impact.

A swept path analysis for MRVs (8.8m in length) was undertaken to check vehicles can safely manoeuvre to the site via Crown Street, Campbell Street and Lower Campbell Street, and exit the site via Riley Street and Albion Street. The swept path analysis also demonstrates that MRV's can manoeuvre within Riley Street to access the Work Zone.

It is important to note that the swept path templates used in the AutoTurn software are very conservative and represent the worst-case scenario. Consequently, the swept path assessment indicates that MRV's may overrun the kerb at the north-eastern corner of the site when manoeuvring around Lower Campbell Street. However, a trial assessment on site with Council officers on 16 October 2019 demonstrated that trucks up to the size of an HRV will be able to safely manoeuvre into and out of Lower Campbell street without overrunning the kerb. If any damage is incurred to public infrastructure during access by construction vehicles it will be reinstated via a site dilapidation report. The swept path analysis plans are attached in **Appendix D** of this report.

It is recommended that an Emergency Plan is considered by the project manager of the site in case of emergency, including the response of traffic emergencies such as accidents or unplanned disruptions.

The local community, road users and other stakeholders shall be kept informed of changed traffic conditions where required by Council.

Seven (7) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

Table 3.4: Traffic Management Plan

| Potential Impact                                                                                                          | Impact Assessment                                                                                                                                                                                                                                                                                        | Control Measure                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Disruption to commercial, retail and residential developments in the vicinity of the site for the duration of the project | Heavy vehicle traffic movement through the following local streets: <ul style="list-style-type: none"> <li>Campbell Street</li> <li>Lower Campbell Street</li> <li>Riley Street</li> <li>Albion Street</li> </ul>                                                                                        | A peak of 40 trucks per hour is expected for the project, which represents an additional eight movements per hour to the external road network. Accordingly, this is considered a minor increase in traffic volume and it is not expected to cause significant delays to vehicles to the existing road network. Location Risk Assessments are to be undertaken where necessary to enable safe access and from the site. |
| Floating machinery to the site                                                                                            | In/out of the site.                                                                                                                                                                                                                                                                                      | Demolition excavation machinery will need to be floated in on a 25 metre float. The demolition contractor will have to obtain permits from City of Sydney and RMS to float the plant into site out of hours.                                                                                                                                                                                                            |
| Vehicles leaving the site                                                                                                 | Depositing spoil on roadways                                                                                                                                                                                                                                                                             | Truck shaker grids with a minimum length of 6m will be installed at the vehicle entry/exit points for erosion sediment control and all loads are to be covered. Where sediment is tracked onto the road it is to be swept up immediately.                                                                                                                                                                               |
| Pedestrian management                                                                                                     | Pedestrians walking around construction zone                                                                                                                                                                                                                                                             | Set up delineation by way of no go zones and signage. There is no need to cut off current walkways along the perimeter of the site. Pedestrians will be protected by Class B hoardings as shown on the Site Management Plans attached at Appendix A.                                                                                                                                                                    |
| Disruption of existing traffic movements or patterns, And traffic interference during peak times (morning and afternoon)  | Heavy vehicle traffic through the following streets, particularly in morning and afternoon peaks with residents, staff and customers entering and exiting: <ul style="list-style-type: none"> <li>Campbell Street</li> <li>Lower Campbell Street</li> <li>Riley Street</li> <li>Albion Street</li> </ul> | Where possible construction vehicle movements are to be minimised during morning and afternoon commuter peak times to allow traffic to freely pass the site.                                                                                                                                                                                                                                                            |
| Interference to public transport services.                                                                                | Traffic movements blocking bus routes on Campbell street and Albion Street                                                                                                                                                                                                                               | Access to the site and Work Zone is off Lower Campbell Street and Riley Street, respectively. Trucks are not expected to stop on the external road network during the demolition, excavation and building works. Accordingly, bus routes on Campbell and Albion Street are not expected to be disrupted as part of the construction works.                                                                              |
| Parking of employees and visitors                                                                                         | Loss of public/resident parking on-street                                                                                                                                                                                                                                                                | Construction workers will not be permitted to park on Council roads. They are to use off-street parking stations or travel by public transport.                                                                                                                                                                                                                                                                         |

## 4 Monitoring and Performance

### 4.1 General

Routine monitoring of the performance of the Construction Traffic Management Plan (CTMP) to confirm the effectiveness of methods, equipment and controls shall be undertaken. Observations shall be recorded by the supervisor/contractor's and opportunities for improvement recommended to the Project Manager.

It is recommended that a Community Liaison Group be established for communication with residents and to manage any complaints that may arise during the works.

It is recommended that the CTMP including the Traffic Control Plans (TCPs) be formally reviewed every 4 weeks during the demolition, excavation and building works. Please refer to Section 3.6 for the modification of TCPs.

Audits of the demolition, excavation and building works are to be carried out by a suitable qualified person as required.

### 4.2 Records

The following records shall be kept as evidence of the design, implementation and performance of the CTMP:

1. Qualifications
  - RMS accredited Traffic Control Plan designers
  - RMS accredited Traffic Controllers
2. Principal Contractor's meetings minutes with Principal Contractor(s) from adjoining sites
3. TCP approval
4. Temporary speed zone approval (if applicable)
5. Community consultation (where required by Council) including provision of:
  - Letters
  - Handouts
  - Maps and plans
6. Location Risk assessment and any modifications
7. Confirmation of implementation and start of works
8. Monitoring reports
9. Incident reports and corrective action

## 5 Conclusion

This Construction Traffic Management Plan details traffic management procedures and systems for the proposed demolition, excavation and building of the proposed hotel development at 208-218 Riley Street, Surry Hills.

Potential traffic impacts have been identified locally with control measures specified to address these impacts.

Site Management Plans show the location and types of hoarding proposed to be installed, the pedestrian protection measures and the vehicle entry/exit locations during the demolition, excavation and construction.

Traffic Control Plans (TCP's) have been prepared showing appropriate traffic control devices to be implemented for the duration the demolition, excavation and construction.

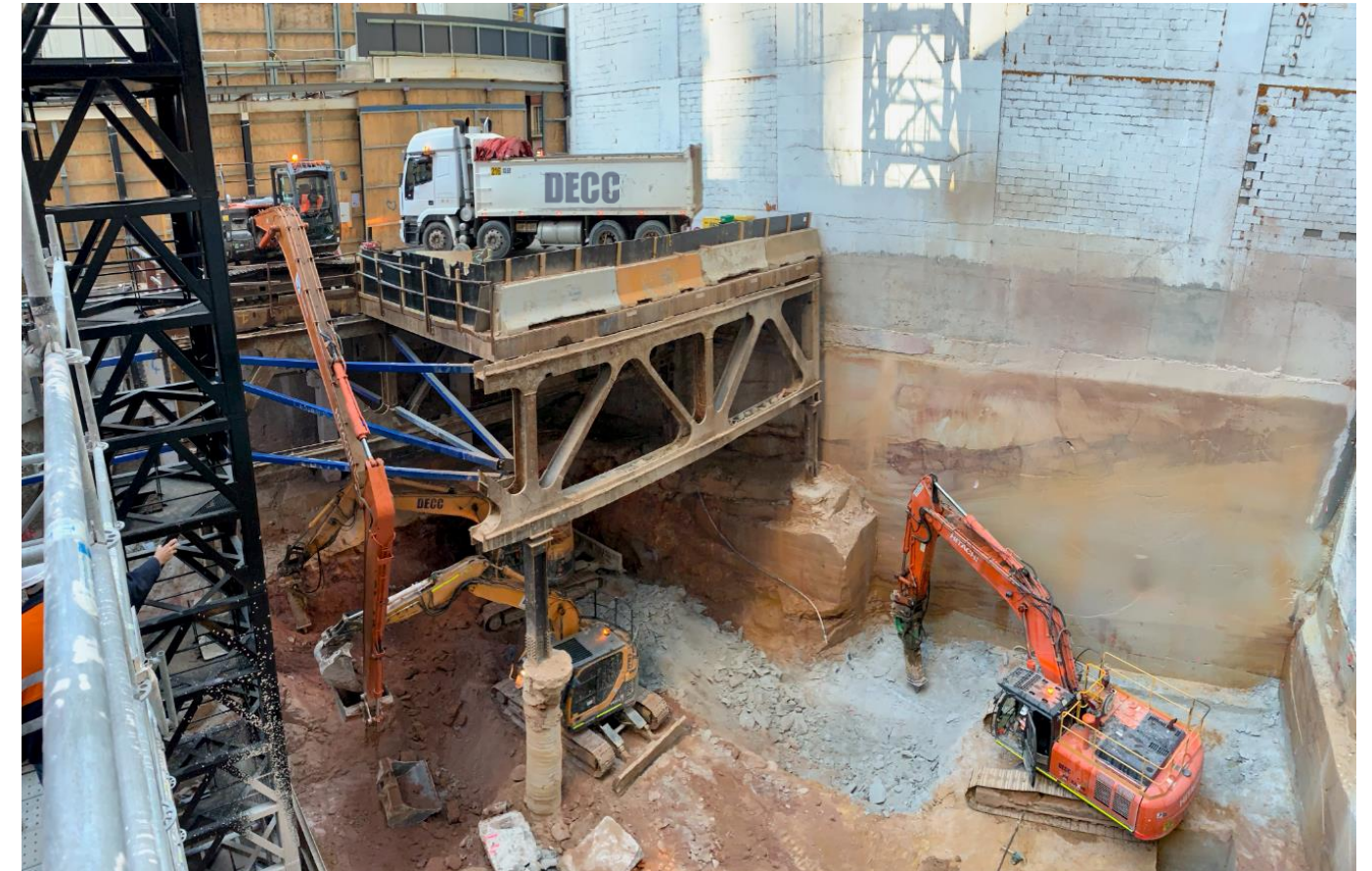
A Vehicle Movement Plan (VMP) has been prepared showing the proposed truck haulage and delivery routes to and from the site.

The controls as stated within this report will be adhered to:

- Loading / unloading must occur on-site or on the designated Work Zones in Lower Campbell Street during demolition and excavation and in Riley Street during construction. TCP's and analysis of the road / vehicle design demonstrate that trucks can appropriately park on Lower Campbell Street and permit passing for other vehicles up to MRV's as a temporary arrangement during demolition and excavation.
- An application for reversing of vehicles into the site must be submitted to city of Sydney's Construction Regulation Unit for approval.
- Only MRV's no greater than 8.8m in length to be used during the demolition, excavation and construction phase;
- Larger vehicles may be used only with the approval of City of Sydney's Construction Regulation Unit;
- Construction workers will not be permitted to park on Council roads. They are to use off-street parking stations or travel by public transport.

## **Appendix A**

### **Site Management Plans**



## Cambridge Hotel – Early Works Package Staging Plan for CTMP Rev 1 16/10/19

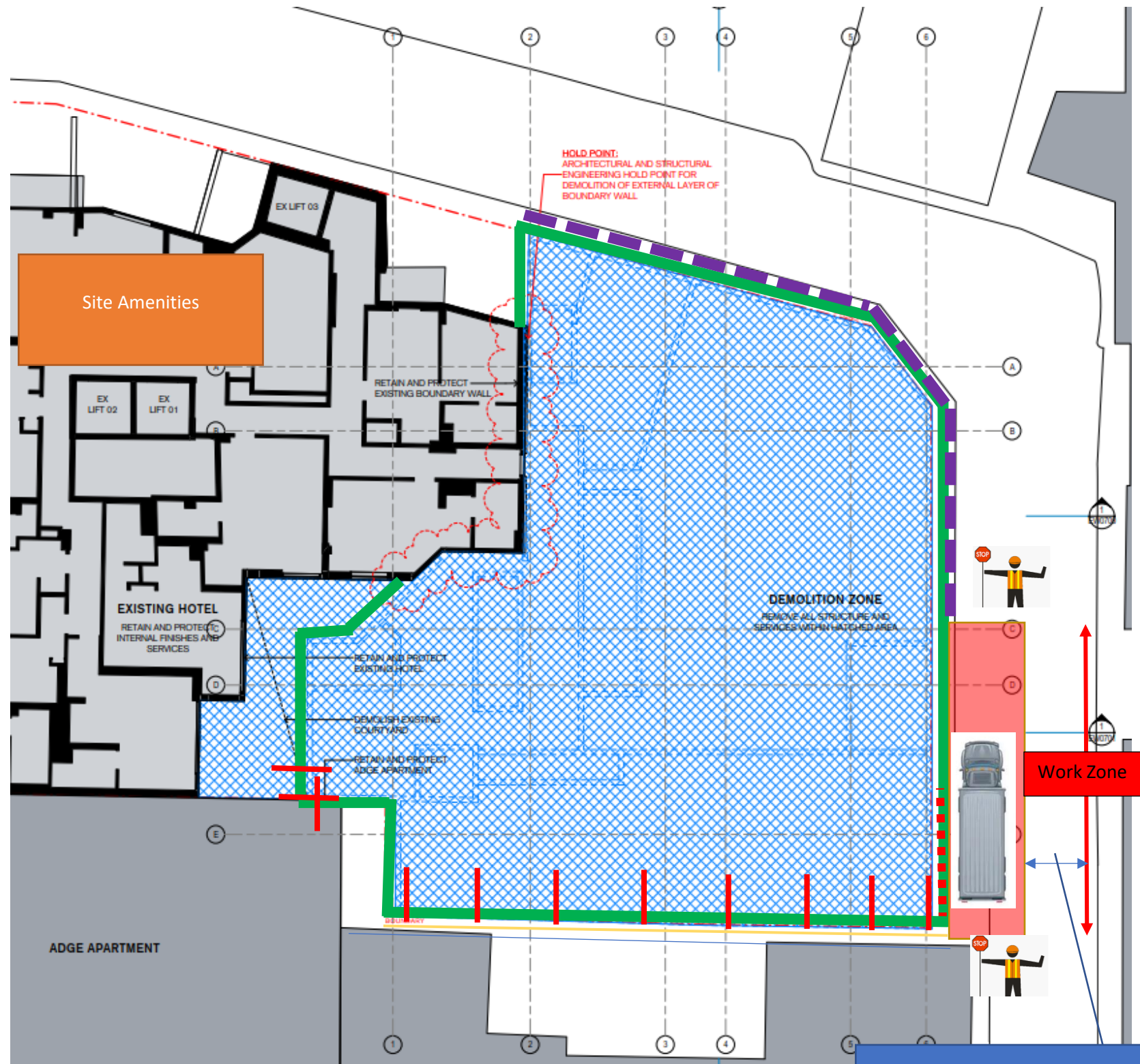
DECC Shoring Pty Ltd  
ABN 55 155 445 935  
30/19 McCAULEY STREET  
MATRAVILLE, NSW 2036  
P: 02 9003 0684

Prepared by: Brenton  
Watson

Date: 16<sup>th</sup> October 2019

Authorised for use by: Frank  
Lombardi

## Stage 1 – Site Establishment/Workzone



1. Footpath around jobsite closed to pedestrians and hoarding erected on kerb line.
2. Site amenities established between existing ground floor and basement of vacant building. Amenities will include office and induction at ground floor, changerooms, lunchrooms, toilets throughout the lower basement levels
3. DECC will establish a work-zone (Red Area). The work zone will be used for delivery of scaffold, plant and equipment. The work zone will be managed by traffic controllers for all deliveries. A clearance of 3m shall be maintained for vehicles at all times. This has been confirmed onsite. The work zone shall be in place for the entire duration of the project (Approx 30 weeks)
4. Scaffold to be erected around perimeter of structure (Green Line).
5. Concrete Jersey Barriers to protect scaffold from vehicle impact (Purple Line).
6. 2400mm high plywood hoarding to be constructed in front of Jersey Barriers. Hoarding to be painted black in accordance with City of Sydney Council Standard.

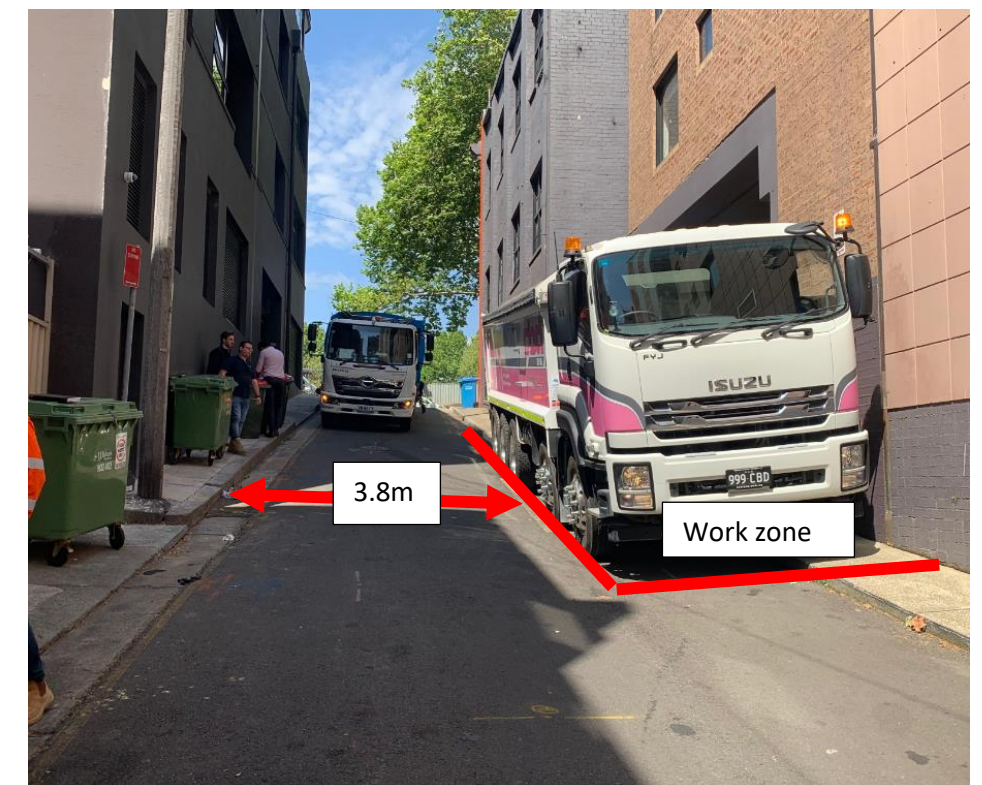
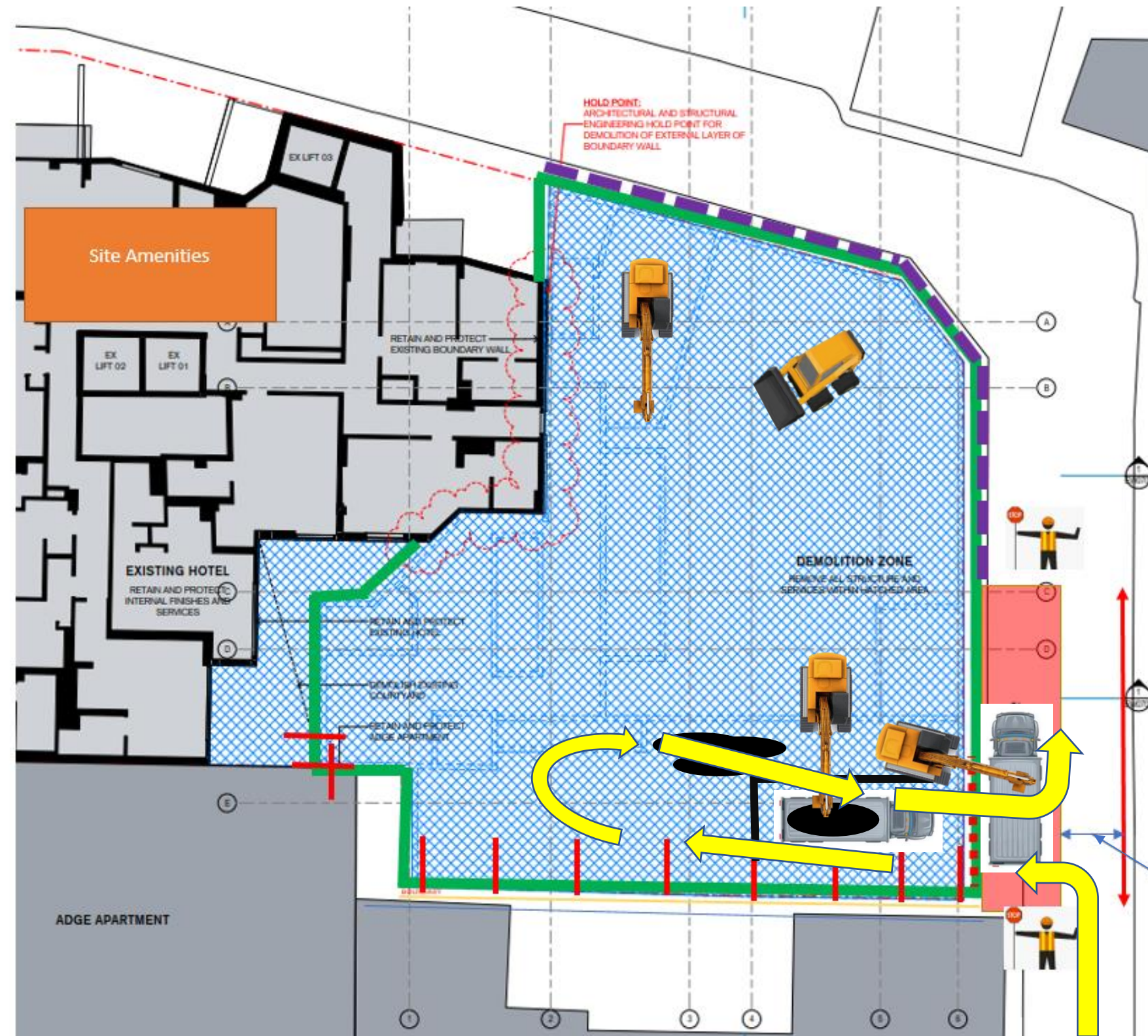


Figure 1 - Max size truck with 3.8m clearance maintained

Trafficable lane width of 3m maintained at all times. This has been measured and confirmed onsite with city of Sydney Council.

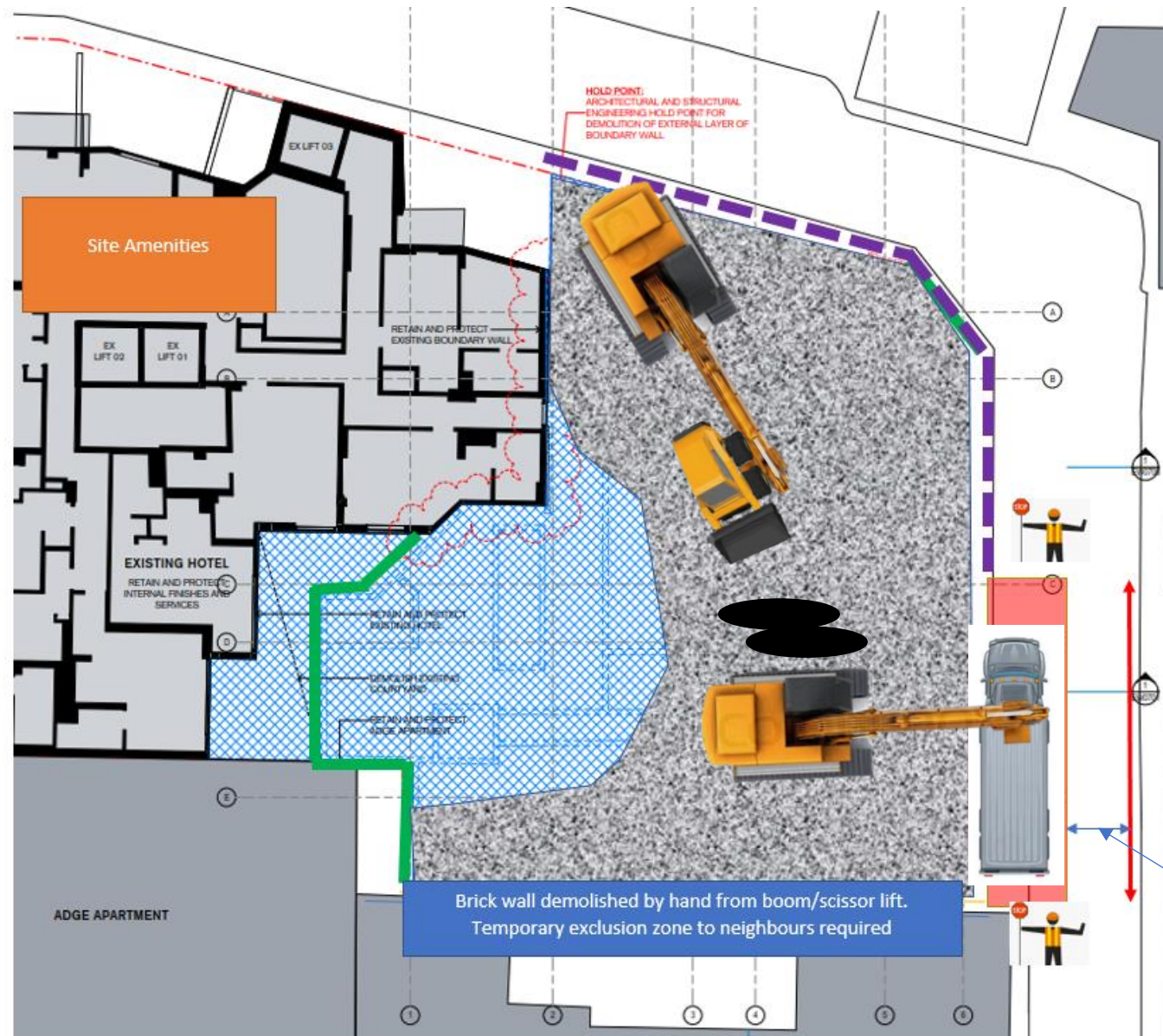
## Stage 1 – Demolition (Weeks 1 – 10)



1. Excavators demolish the structure top down.
2. 10 wheeler HRV trucks (10m) Drive in and out of the of the existing building as noted. (DECC to obtain exemption to reverse into the job site from council construction regulation unit).
3. Bins also placed in DECC work zone and excavators load trucks/bins in work zone under traffic control.

Min 3m maintained at all times

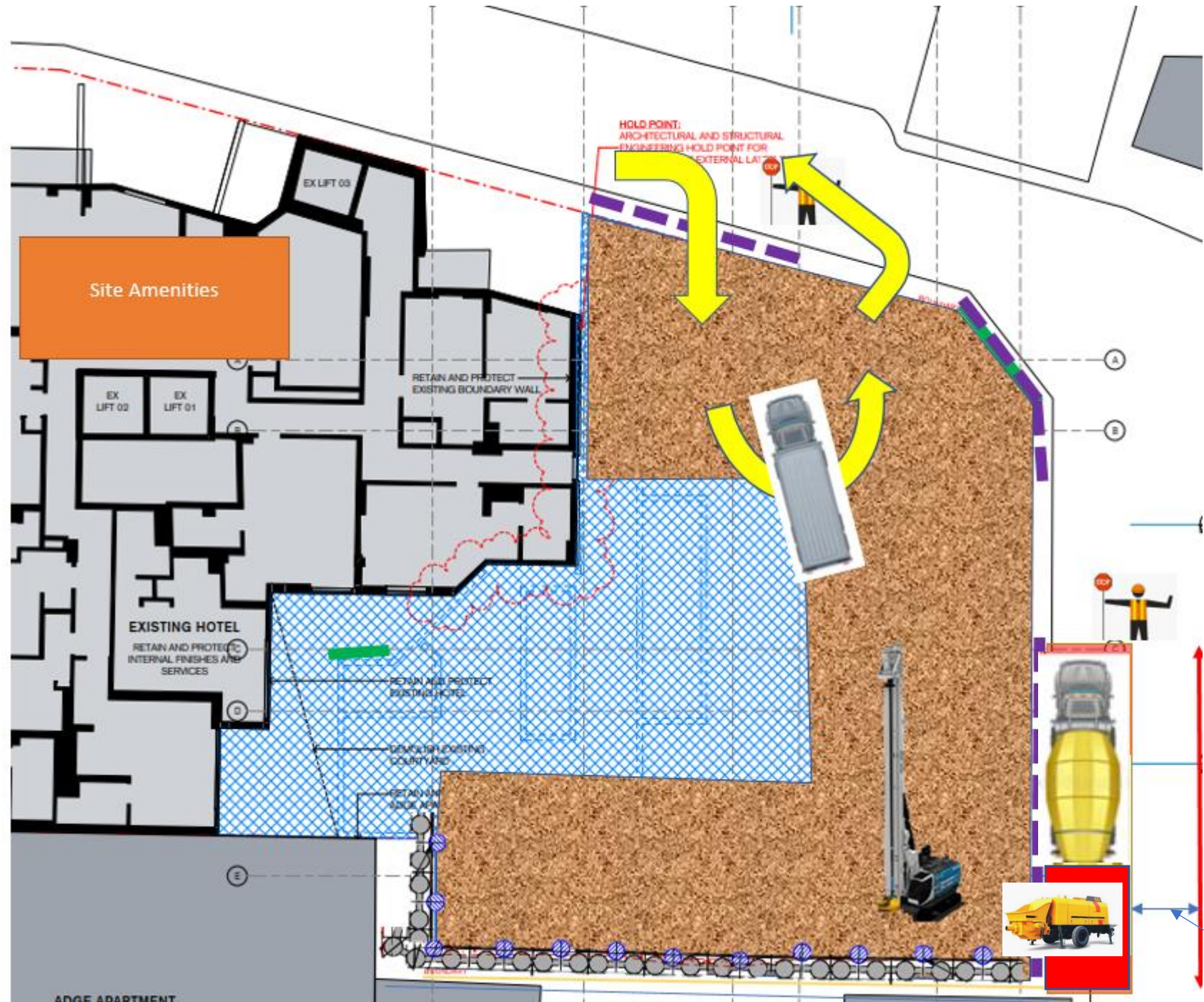
## Stage 2 – Load out in Work zone (end of demolition Start of excavation) (Weeks 10-15)



1. Once a portion of the structure is demolished to ground level, larger excavators will be floated to site.
2. Trucks will then be loaded on the street in the workzone. A trafficable lane of 3m will be maintained at all times
3. Trucks will be parked in the work zone during this period whilst they are being loaded.
4. Traffic controllers will be in radio and visual contact with the excavator operator at all times. If a public vehicle approaches the area, traffic controllers will instruct the excavator operator to stop loading the truck and allow safe passage for the vehicle to pass the area. Traffic Controllers will always ensure that trucks are parked in a manner to allow a trafficable lane beside them.
5. Trucks not permitted to block neighbour driveway at any time. All other vehicles to have right of way.
6. DECC has confirmed that a 10m truck can fit in the workzone without block any driveways opposite

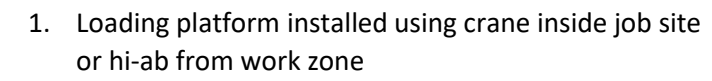
Min 3m maintained at all times

## Stage 3 – Piling Pad Import Material and piling – Weeks 15-20



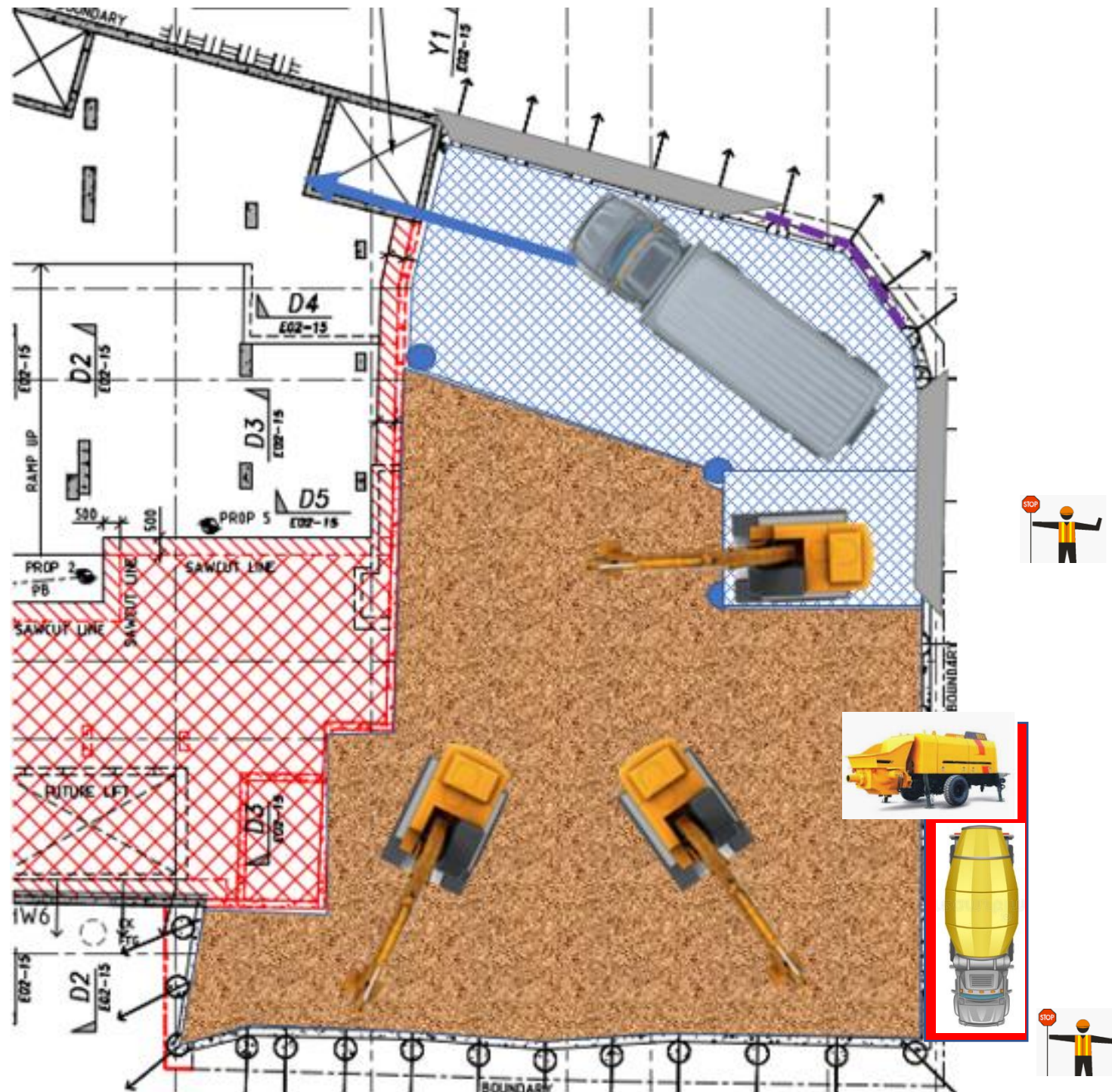
1. Import approx. 600m<sup>3</sup> of VENM for piling platform. Truck to enter/exit site as shown.
2. Install piles
3. Work zone remains
4. Concrete truck and trailer mounted pump fit in work zone without impeding traffic or neighbours driveway

Min 3m maintained at all times

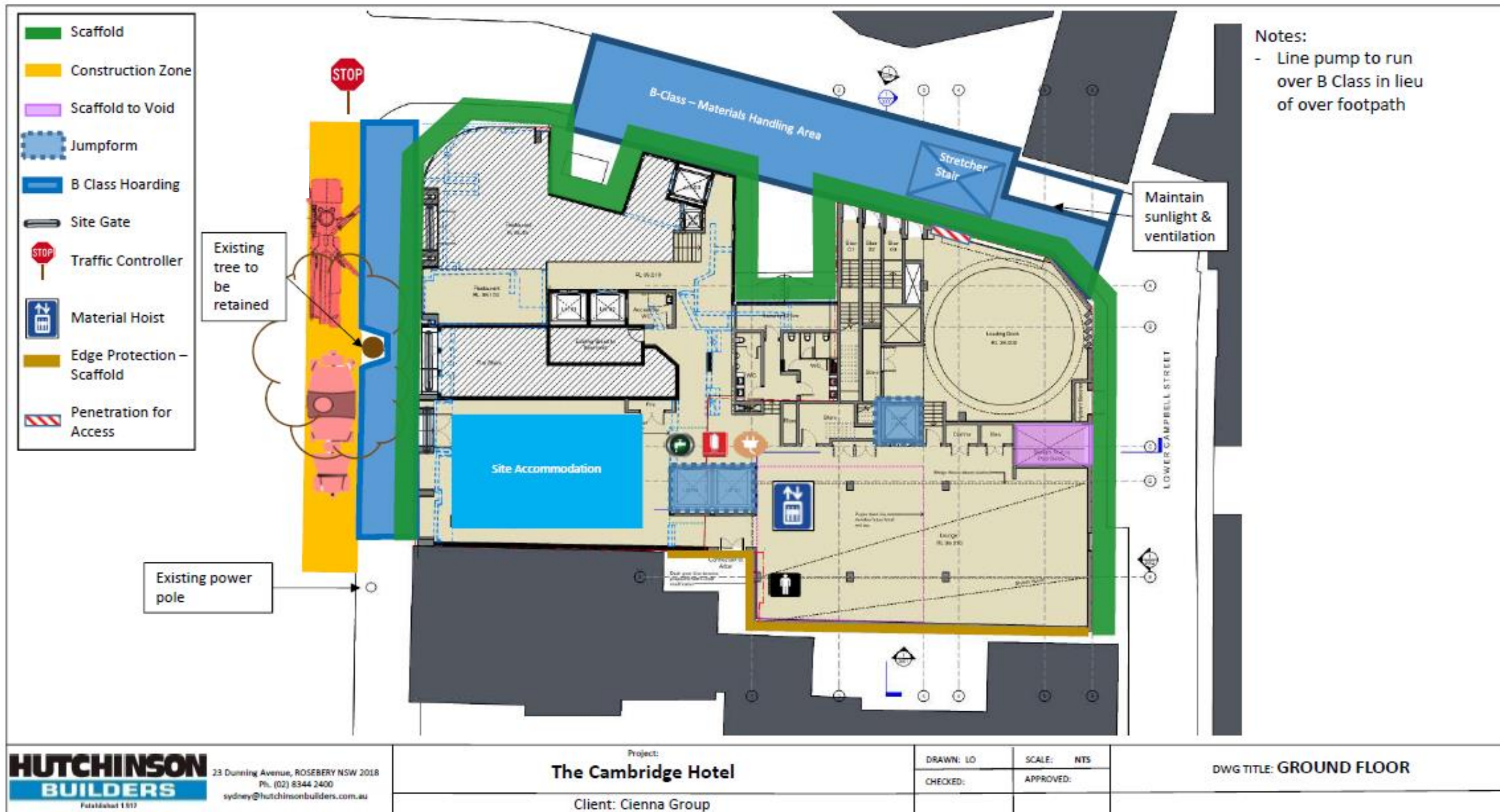


Min 3m maintained at all times

## Stage 5 – Bulk Excavation (Weeks 21 – 30)



1. Roll kerb the length o the job site installed to allow trucks to enter/exit. Footpath closed to public
2. Vehicle barriers to internal of loading platform
3. Load out of materials approx. 20 - 30 movements/day
4. Concrete pumping for shotcrete from work zone
5. Materials for trucks in work zone



Construction Zone

Jumpform

Man/Material Hoist



Notes:  
- Shedding & Amenities throughout basement levels where applicable

## **Appendix B**

### **Traffic Control Plans**

# TCP- Demolition Plan

## NOTES

1. All signs to be posted where appropriate space and sight distance allows.
2. As permitted on local roads advance warning signs can be spaced at a minimum 15m separation.
3. Pedestrians will be assisted around the work site when construction activity impacts on pedestrian access.
4. If the footpath needs to be closed at any stage appropriate signage and barriers will be posted and pedestrians will be assisted around the work site as required.



Location : Cambridge Hotel, Surrey Hills.  
Company : Barker Ryan Stewart.  
Council : City of Sydney.  
TCP Endorsed By : Dennis Dandolo  
Prepare a Work Zone TMP # 0028376586

Signature :

Filename :

A: Suite 450, 29 Smith Street, Parramatta 2150 NSW  
P: 1800 987 891  
F: (02) 9823 0494  
M: 0403 323 290  
E: dennis.dandolo@safewaytms.com.au  
W: www.safewaytms.com.au  
UBD Reference# : H/P10  
Scale : NTS  
Revision : 1.0  
Prepared Date : 01.08.2019  
TCP Author : George Koletti  
Red Ticket PWZ# : 0051845816

Signature :

Expires : 27.02.2021

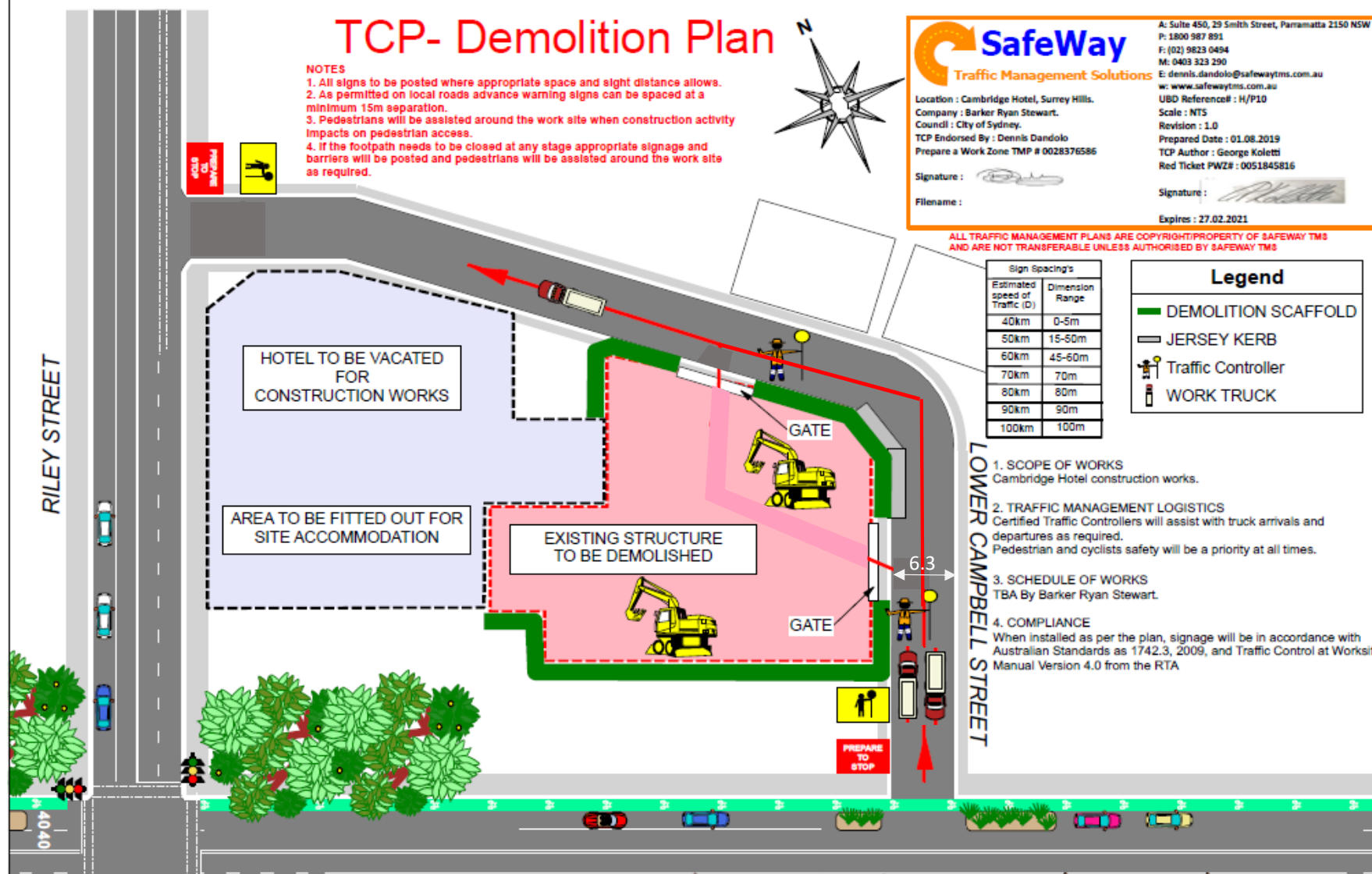
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AND ARE NOT TRANSFERABLE UNLESS AUTHORIZED BY SAFEWAY TMS

| Estimated speed of Traffic (D) | Dimension Range |
|--------------------------------|-----------------|
| 40km                           | 0-5m            |
| 50km                           | 15-50m          |
| 60km                           | 45-60m          |
| 70km                           | 70m             |
| 80km                           | 80m             |
| 90km                           | 90m             |
| 100km                          | 100m            |

## Legend

- DEMOLITION SCAFFOLD
- JERSEY KERB
- Traffic Controller
- WORK TRUCK

1. SCOPE OF WORKS  
Cambridge Hotel construction works.
2. TRAFFIC MANAGEMENT LOGISTICS  
Certified Traffic Controllers will assist with truck arrivals and departures as required.  
Pedestrian and cyclists safety will be a priority at all times.
3. SCHEDULE OF WORKS  
TBA By Barker Ryan Stewart.
4. COMPLIANCE  
When installed as per the plan, signage will be in accordance with Australian Standards as 1742.3, 2009, and Traffic Control at Worksites Manual Version 4.0 from the RTA



# TCP- EXCAVATION PLAN – Stage 1

## NOTES

1. All signs to be posted where appropriate space and sight distance allows.
2. As permitted on local roads advance warning signs can be spaced at a minimum 15m separation.
3. Pedestrians will be assisted around the work site when construction activity impacts on pedestrian access.
4. If the footpath needs to be closed at any stage appropriate signage and barriers will be posted and pedestrians will be assisted around the work site as required.



Location : Cambridge Hotel, Surrey Hills.  
Company : Barker Ryan Stewart.  
Council : City of Sydney.

TCP Endorsed By : Dennis Dandolo  
Prepare a Work Zone TMP # 0028376586

Signature :

Filename :

A: Suite 450, 29 Smith Street, Parramatta 2150 NSW  
P: 1800 987 891  
F: (02) 9823 0484  
M: 0403 323 290  
E: dennis.dandolo@safewaytms.com.au  
W: www.safewaytms.com.au  
UBD Reference#: H/P10  
Scale : NTS  
Revision : 1.0  
Prepared Date : 01.08.2019  
TCP Author : George Koletti  
Red Ticket PWZ#: 0051845816

Signature :

Expires : 27.02.2021

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| Estimated speed of Traffic (D) | Dimension Range |
|--------------------------------|-----------------|
| 40km                           | 0-5m            |
| 50km                           | 15-50m          |
| 60km                           | 45-60m          |
| 70km                           | 70m             |
| 80km                           | 80m             |
| 90km                           | 90m             |
| 100km                          | 100m            |

## Legend

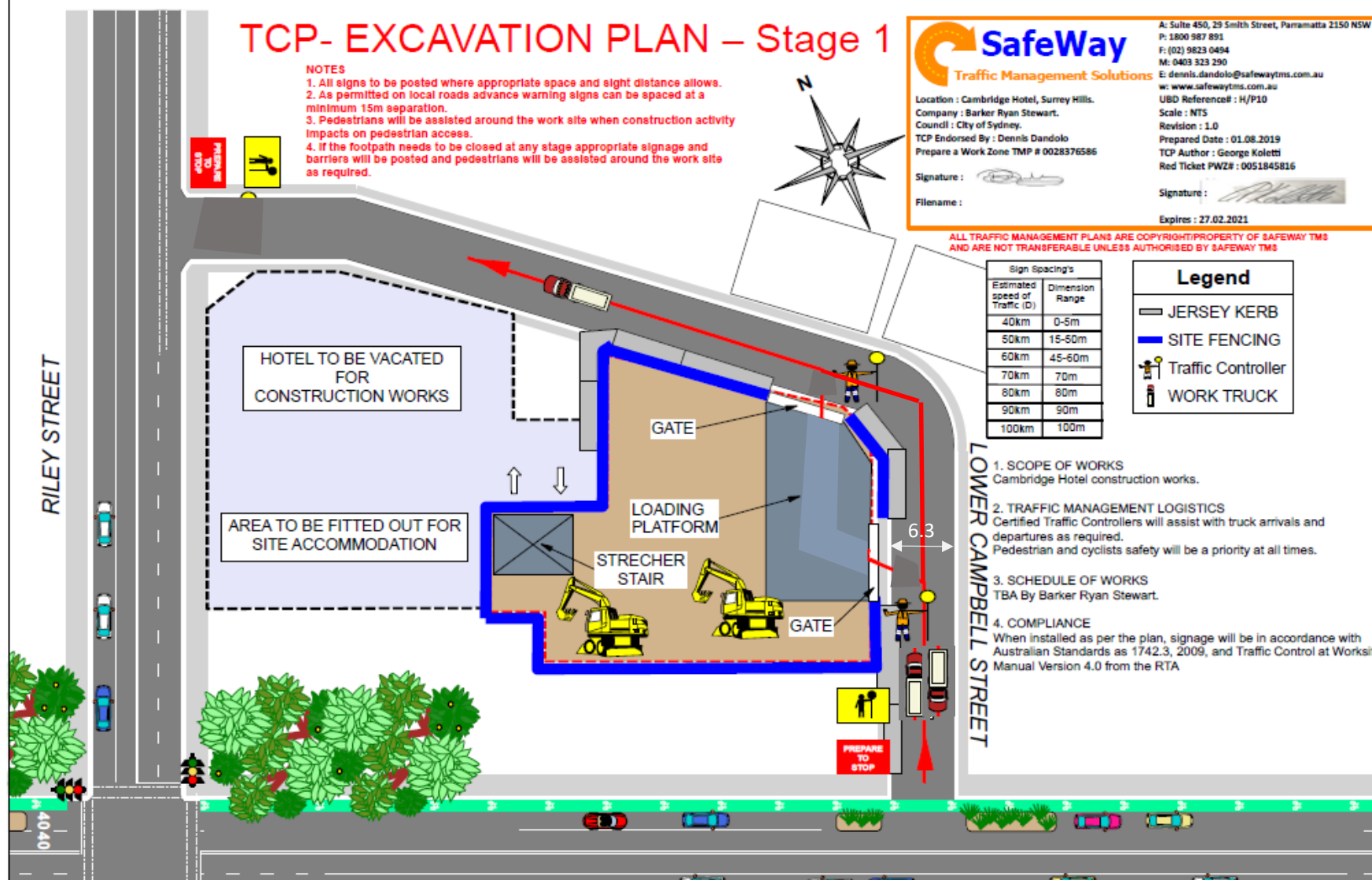
- JERSEY KERB
- SITE FENCING
- Traffic Controller
- WORK TRUCK

1. SCOPE OF WORKS  
Cambridge Hotel construction works.

2. TRAFFIC MANAGEMENT LOGISTICS  
Certified Traffic Controllers will assist with truck arrivals and departures as required.  
Pedestrian and cyclists safety will be a priority at all times.

3. SCHEDULE OF WORKS  
TBA By Barker Ryan Stewart.

4. COMPLIANCE  
When installed as per the plan, signage will be in accordance with Australian Standards as 1742.3, 2009, and Traffic Control at Worksites Manual Version 4.0 from the RTA



## **Appendix C**

### **Vehicle Movement Plan**



| No | DATE       | AMENDMENT    |
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|    |            |              |



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mail@brs.com.au

Client:  
  
HUTCHINSON BUILDERS

SITE ACCESS  
208-218 RILEY STREET, SURRY HILLS

VEHICLE MANAGEMENT PLAN - DEMOLITION AND EXCAVATION

Designed: AAJ  
Drawn: AAJ  
Checked: AAJ

Scales: Plan    nts  
          Horiz.   nts  
          Vert.    nts  
          X-Sect.

Datum:    A.H.D.

Plan No.  
**SY180263TR08**

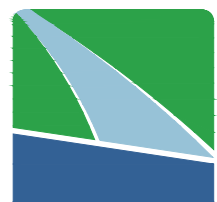
File Ref.  
SY180263-D01B

SHEET 8 OF 9 SHEETS

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**B**



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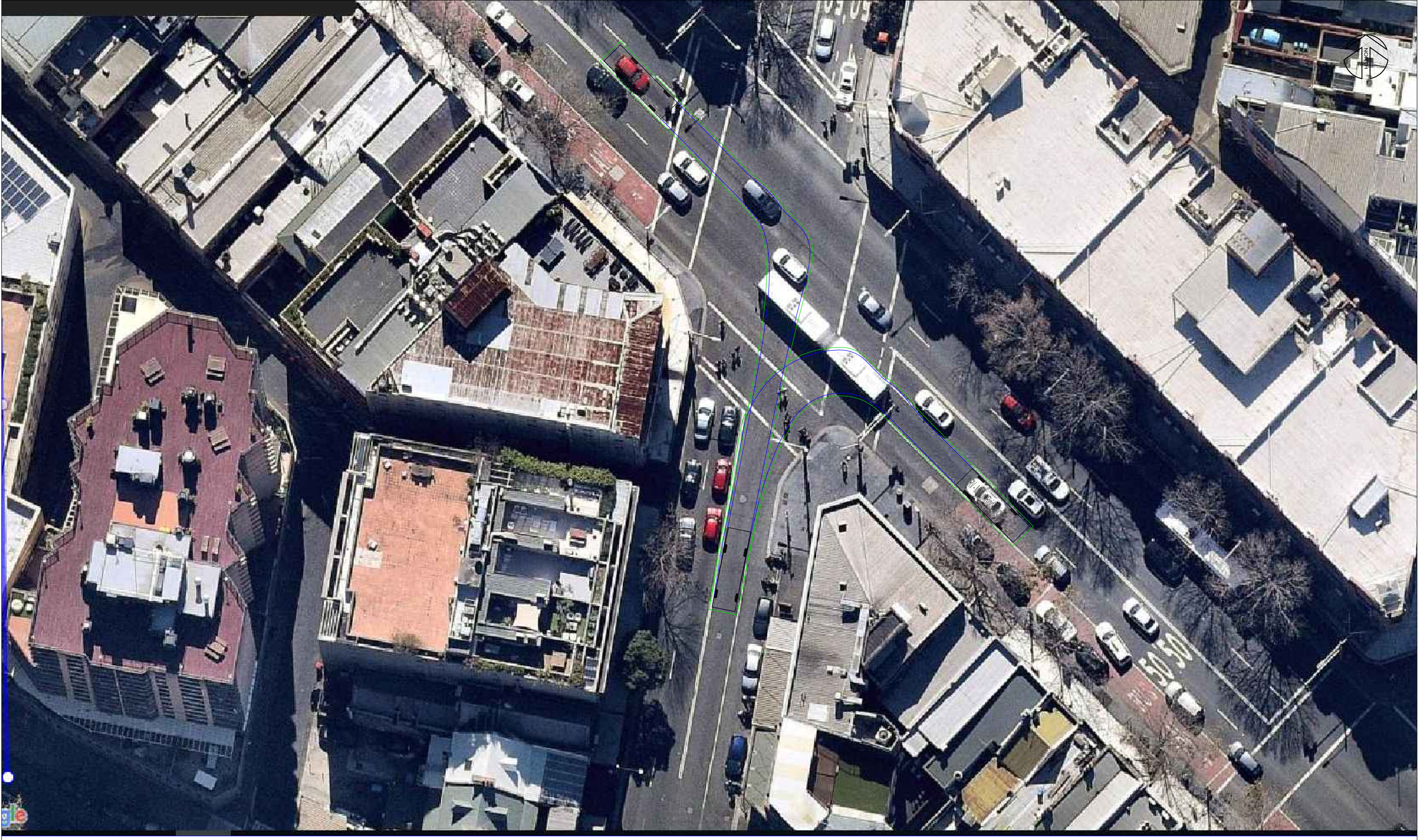
SITE ACCESS  
208-218 RILEY STREET, SURRY HILLS  
  
VEHICLE MANAGEMENT PLAN - CONSTRUCTION

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| Plan No.            | SY180263TR09 | REV. |
| File Ref.           |              |      |
| SY180263-D01B       |              |      |
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## **Appendix D**

### **Swept Path Analysis Plans**



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PROPOSED HOTEL DEVELOPMENT  
208-218 RILEY STREET, SURRY HILLS

OXFORD STREET / CROWN STREET - 8.8M MRV

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Drawn: AAJ  
Checked: AAJ

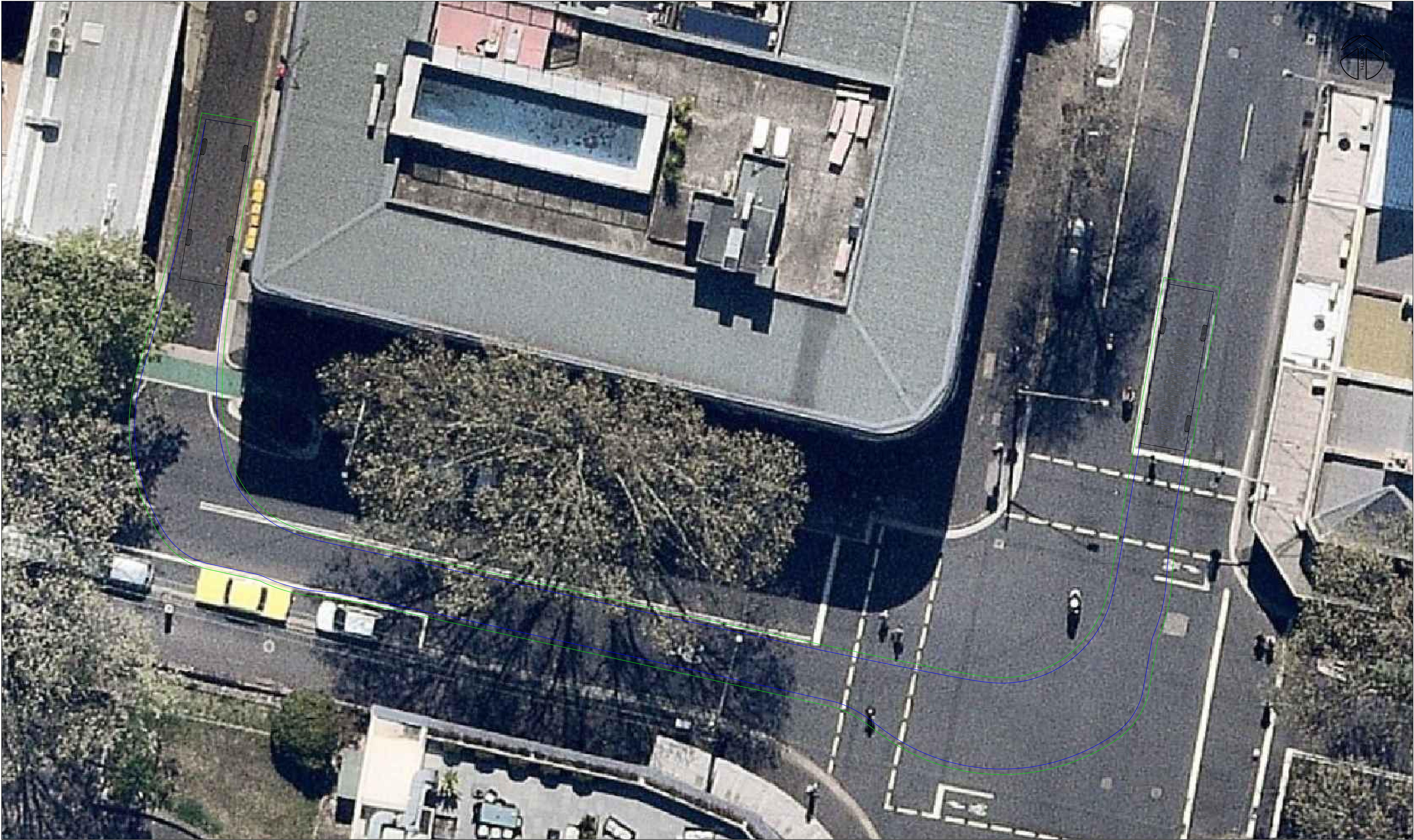
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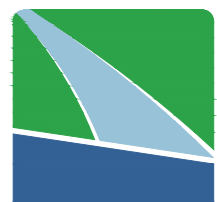
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PROPOSED HOTEL DEVELOPMENT  
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CROWN STREET / CAMPBELL STREET - 8.8M MRV

Designed: AAJ  
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Checked: AAJ

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info@barker-ryan-stewart.com.au

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PROPOSED HOTEL DEVELOPMENT  
208-218 RILEY STREET, SURRY HILLS  
  
LOWER CAMPBELL STREET DETAIL - 8.8M MRV

Designed: AAJ  
Drawn: AAJ  
Checked: AAJ

Scales: Plan  
Horiz.  
Vert.  
X-Section  
  
Datum: A.H.D.

Plan No.  
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File Ref.  
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PROPOSED HOTEL DEVELOPMENT  
208-218 RILEY STREET, SURRY HILLS

RILEY STREET / ALBION STREET - 8.8M MRV

Designed: AAJ  
Drawn: AAJ  
Checked: AAJ

Scales: Plan  
Horiz.  
Vert.  
X-Sect.

Datum: A.H.D.

Plan No.  
**SY180263TR06**

File Ref.  
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Client:  
  
HUTCHINSON BUILDERS

PROPOSED HOTEL DEVELOPMENT  
208-218 RILEY STREET, SURRY HILLS

ALBION STREET / FLINDERS STREET - 8.8M MRV

Designed: AAJ  
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Scales: Plan  
Horiz.  
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X-Sect.

Datum: A.H.D.

Plan No.  
SY180263TR07

File Ref.  
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| C  | 19/07/2019 | THIRD ISSUE  |
| D  | 17/10/2019 | FOURTH ISSUE |



BARKER  
RYAN  
STEWART

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Client:  
  
HUTCHINSON BUILDERS

PROPOSED HOTEL DEVELOPMENT  
208-218 RILEY STREET, SURRY HILLS

LOWER CAMPBELL STREET PASSING MANOEUVRES - 8.8M MRV

Designed: AAJ  
Drawn: AAJ  
Checked: AAJ

Scales: Plan  
Horiz.  
Vert.  
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Datum: A.H.D.

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REV.  
**D**



| No | DATE       | AMENDMENT    |
|----|------------|--------------|
| A  | 12/10/2018 | FIRST ISSUE  |
| B  | 15/03/2019 | SECOND ISSUE |
| C  | 19/07/2019 | THIRD ISSUE  |
| D  | 17/10/2019 | FOURTH ISSUE |



**BARKER  
RYAN  
STEWART**

TOTAL PROJECT SOLUTIONS  
ENGINEERING | PLANNING | PROJECT MANAGEMENT | SURVEYING | CERTIFICATION

SYDNEY  
P: 02 9659 0005  
CENTRAL COAST  
P: 02 4325 5255  
HUNTER  
P: 02 4966 8388  
ABN: 26 134 067 842  
www.brs.com.au  
mail@brs.com.au

Client:  
  
HUTCHINSON BUILDERS

PROPOSED HOTEL DEVELOPMENT  
208-218 RILEY STREET, SURRY HILLS

LOWER CAMPBELL STREET PASSING MANOEUVRES - 8.8M MRV

Designed: AAJ  
Drawn: AAJ  
Checked: AAJ

Scales: Plan  
Horiz.  
Vert.  
X-Sect.

Datum: A.H.D.

Plan No.  
**SY180263TR09**

File Ref.  
SY180263-D01D

SHEET 9 OF 11 SHEETS

REV.  
**D**