ATLASSIAN BUILDING CENTRAL

RAILWAY COLONNADE DRIVE MANAGEMENT PLAN

REVISION 2

FEBRUARY 2022

EXECUTIVE SUMMARY

The Purpose of the Railway Colonnade Drive (RCD) Management Plan is to demonstrate the necessity of a loading zone located within RCD. The plan outlines the intermittent specific construction deliveries whilst addressing the concerns raised by TfNSW. It aims to illustrate how the loading zone can be managed in a way that minimises the impact on the normal day to day operations of RCD. This plan refers to works proposed at 8-10 Lee St Sydney NSW, to be known as The Atlassian Building Central.

The Railway Colonnade Drive Management Plan addresses the following:

- Requirement for a loading zone
- Management of the loading zone
- Tower crane installation and dismantle
    - Additional exclusion zones required during jib install and commissioning
- Jumpform establishment and dismantle
- Mega columns establishment
- Tower steel erection (including support steel)
- Protection system install on platform 1
- Hoist establishment & dismantle
- Structural analysis
- Swept path analysis
- Anticipated dates and durations that the loading zone will be required.

In consultation with TfNSW the following documents have been developed and utilised to inform BOJV logistics strategies and are referenced throughout this management plan.

- JMT Drawing SKT02 Turning Paths 19m semi-trailer Railway Colonnade Drive
- 191797-TTW-CE-RP-Railway Colonnade Load Assessment-RB
- BOJV Construction Management Plan (CMP)

In consultation with TfNSW the following documents will be further developed and utilised to inform the BOJV logistics strategies and are referenced throughout this management plan.

- Construction Traffic & Pedestrian Management Plan (CTPMP)
- Health, Safety & Environment Management Plan (HSE Plan)

DOCUMENT REVIEW AND AUTHORISATION

This Railway Colonnade Drive Management Plan has been reviewed and authorised for issue by the Construction Manager.

Future documentation and changes to previously issued documents shall also be approved by the Construction Manager.

Revision Details		Approval
Revision:	Rev 2	Position: Construction Manager Name: Jahaan Rowdah
Date Issued:	25th February 2022	Signature: 

Controlled Copy Details	
Revision 1	TfNSW Submission
Revision 2	Updates to address TfNSW/GHD comments

Revision A Key Changes Summary	
Revision 1	First Submission
Revision 2	Updates to address TfNSW/GHD comments

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1 Project Description

1.1 Overview

The project, referred to as 'Atlassian Building Central', is a development being undertaken located at 8-10 Lee Street Haymarket.

On 7th August 2018, the NSW Government announced that it is seeking to create a world-class technology hub along the corridor in and around Central Station. Following the announcement, the NSW Government entered into an agreement with Atlassian to progress discussions on Atlassian's proposal to develop the YHA Site at Central Station and to anchor the technology hub that will form the first phase of the new tech precinct. The design of the building is bespoke in all aspects with State Work integration across the link zone, heritage retention within the Parcels Shed, new YHA facility in podium floors & the high-rise office tower for Atlassian. The tower itself is comprised of eight major divisions, each of which contains its own distinct habitat, rendered in mass timber, and wrapped in glass with a steel and cross-laminated timber sub-structure.
In December 2020 the SSDA was submitted for approval to the Department of Planning Industry & Environment
Also, in July 2021 Dexus became a development partner with Vertical First. For the purposes of this plan the development partners will be referred to as "Atlassian".

The proposed development is comprised of:

- Two basement levels (B1 & B2), which includes service spaces, loading docks, and EOT facilities which will be accessed from Lee St following the completion of works to convert the existing Upper Carriage Lane into a shared ramp from Lee Street which will service both the Adina hotel and Atlassian development.

- Delivery of Transport for NSW assets (State Works) comprising Lower Ground and Upper Ground Floor through site link which is key pedestrian infrastructure for Central Station to connect the future metro Central Walk West. Refer to the figure below highlighting the delineation between Developer and State Works:

- Retention of the existing Heritage Parcel Shed and adaptive reuse to form part of a new public realm strategy incorporating it into the new building's lobby

- Construction of a new high-rise tower of approx. 68,500m2 including:
  - New YHA accommodation (lower levels)
  - Commercial office levels (upper levels)

1.2 The Construction Site

The Former Inward Parcels Shed is located at 8a/10 Lee Street, Haymarket NSW 2000, within the Railway Square of the Central Railway Precinct, surrounded by the following:

- Eastern boundary - Platform 1 of Central Station (TfNSW)
- Western boundary - The Adina Hotel on Lee Street (TOGA)
- Southern boundary - Henry Deane Plaza, Devonshire pedestrian tunnel, and Office building (DEXUS)
- Northern boundary - Ambulance Avenue, TFNSW Central station maintenance offices, Railway Colonnade Dr, and Western Forecourt (TfNSW)

The Former Inwards Parcels Shed site is subject to several statutory heritage listings from various government agencies. The listings are outlined below:

- The site is included in the heritage listing for the whole Sydney Terminal and Central Railway Station Group as listed on the State Heritage Register
(SHR No. 01255) under the auspices of the NSW Heritage Act 1977
- The site is included in the heritage listing for the Central Railway Station and Sydney Terminal Group on TfNSW S.170 Register under the auspices of the NSW Heritage Act 1977
- The site is listed as part of the Central Railway Station listing

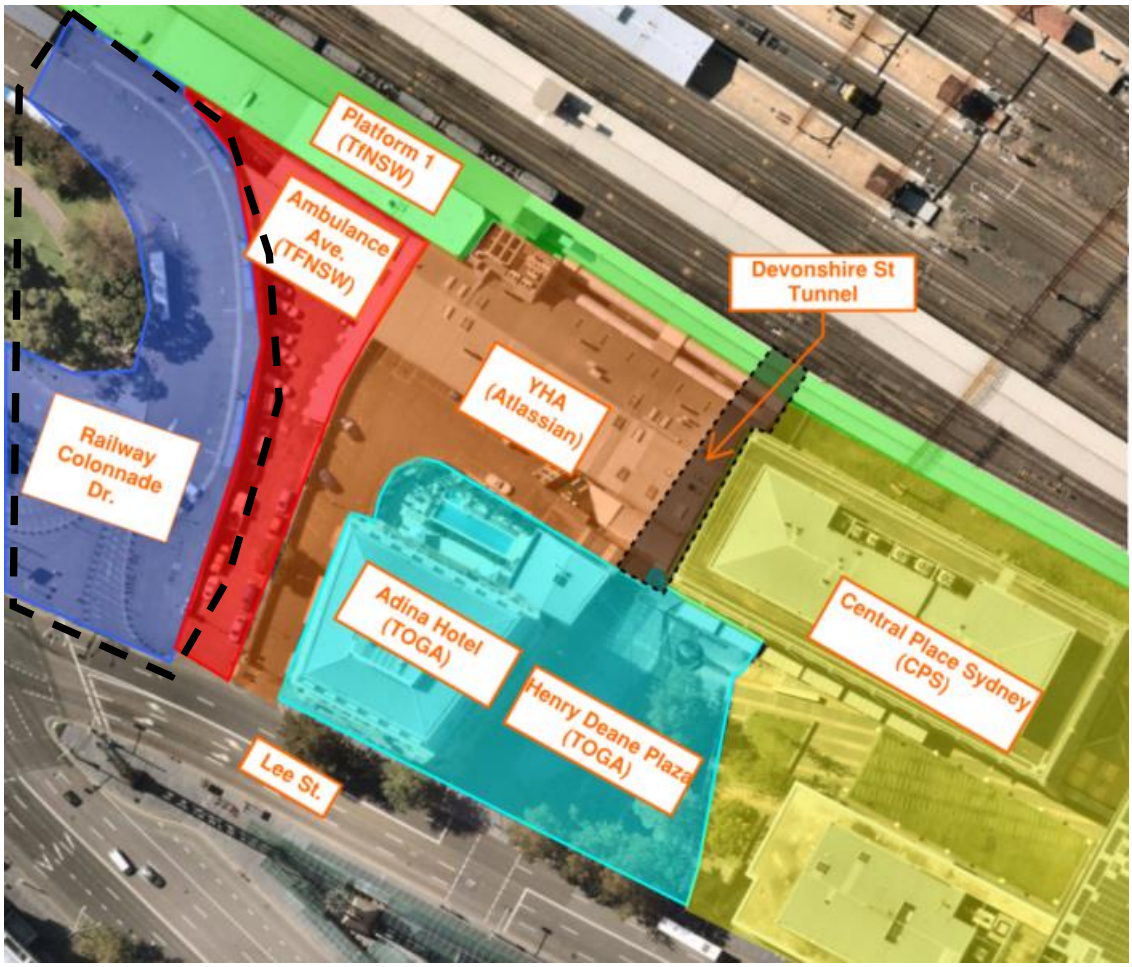

Figure 1-1: Site location plan illustrating existing properties in the precinct

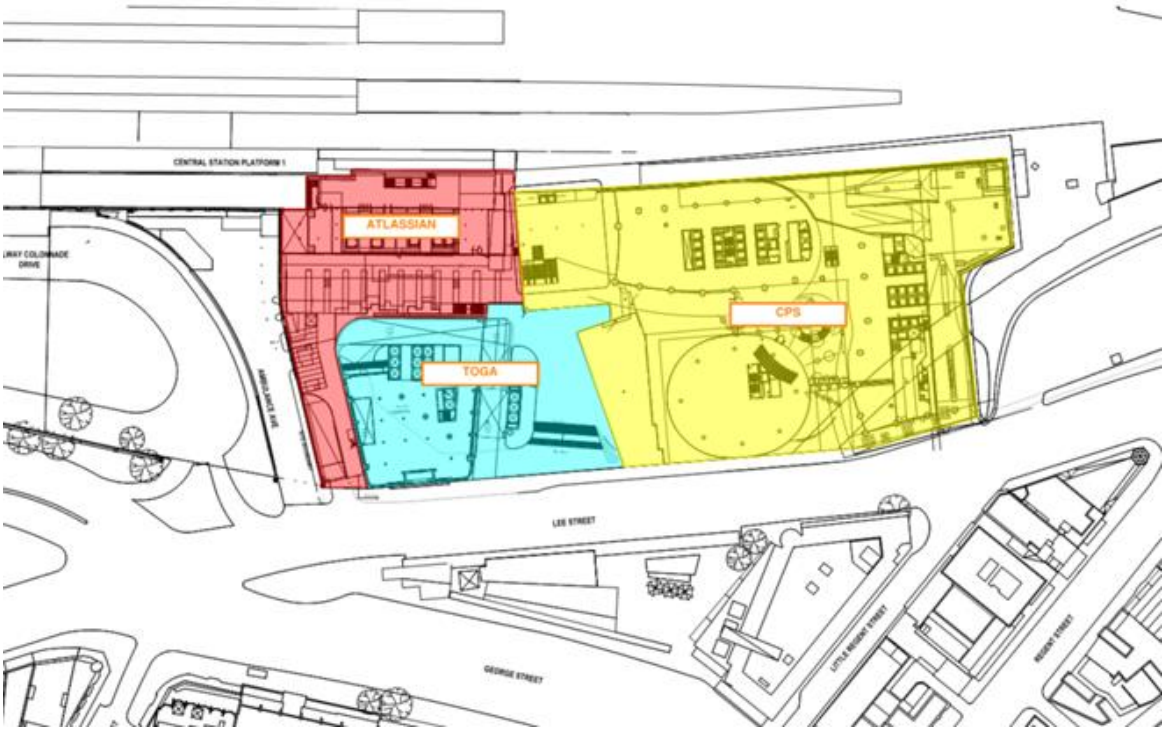

Figure 1-2: Site location plan illustrating indicative proposed future developments

2 Mobilisation and Site Establishment

2.1 Overview

Following the award of the D&C main works package and the agreement of a start on site date, BOJV will commence its site mobilisation. BOJV acknowledges that there is a design and approval process to work through prior to works being undertaken on site and is committed to working through these processes with TfNSW. Shown below in Figure 1-3 is an overall plan of the construction site following site mobilisation:

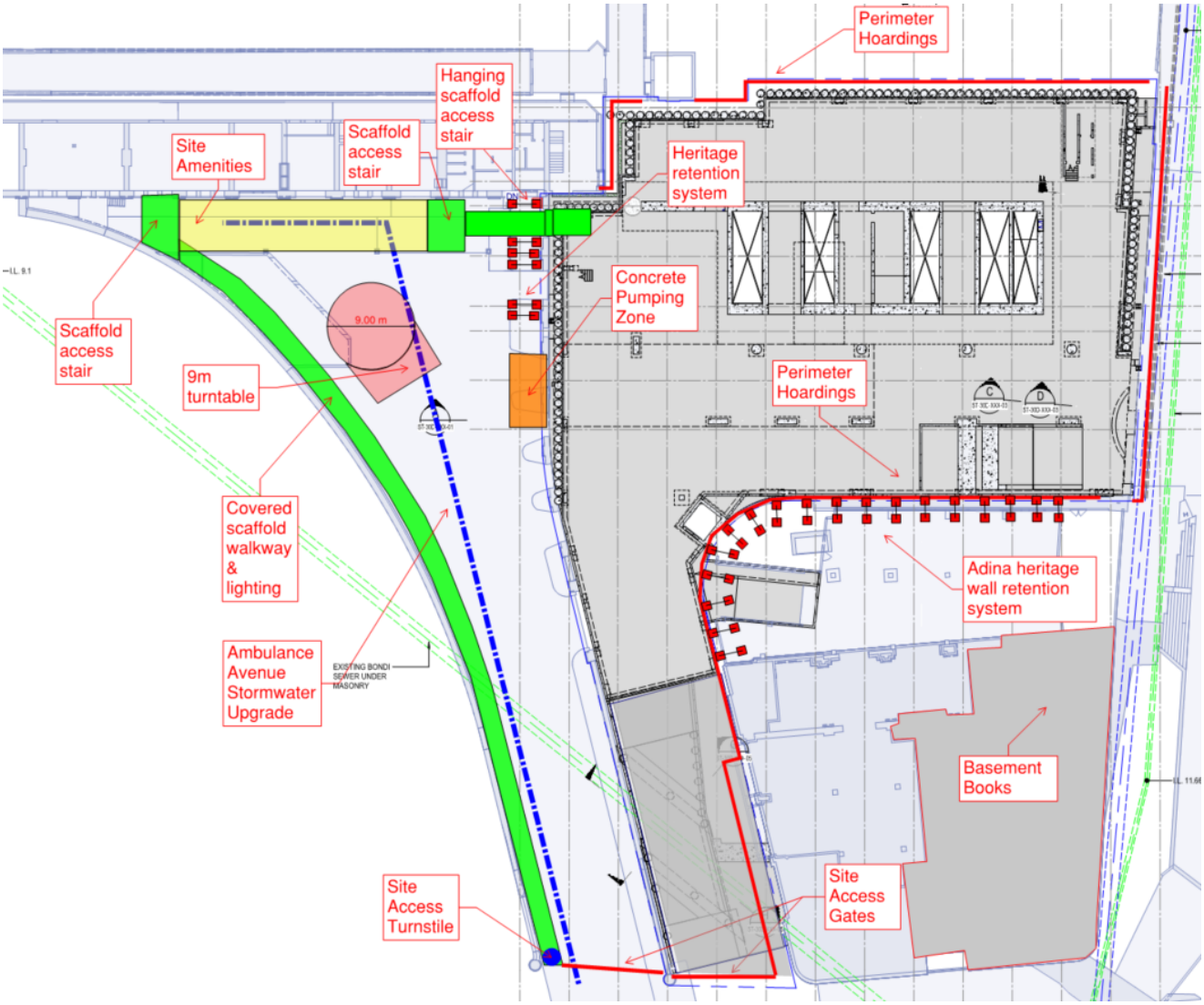

Figure 1-3: Site Establishment Plan

Figure 1-3 above demonstrates the initial site establishment plan during the heritage dismantle and demolition phase of the project. The loading zone within Railway Colonnade Drive (RCD) is note anticipated to be typically required during this phase. Accordingly, there are multiple phases of establishment affecting the logistics within Ambulance Avenue primarily prior to the aid of the vehicle turntable as seen within figure 1.4 below. The RCD loading zone will be required for large deliveries prior to installation of the larger turntable and when specialist plant and equipment won't permit access via Ambulance Ave.

Figure 1-4: Ambulance Avenue - Initial Site Establishment

2.2 Materials Loading Zones

Three primary loading/hoisting zones have been identified as necessary for the delivery of the Atlassian Central Building. The proposals are a work in progress and essential permits, deeds, and/or authority approvals will be sought from stakeholders prior to the on-site establishment. These areas include:

- Upper Carriage Lane
- Ambulance Avenue
- Railway Colonnade Drive (RCD)

As described in the Construction Management Plan (CMP) the primary materials handling will occur via Upper Carriage Lane and Ambulance Avenue throughout the duration of the project. However, RCD has been identified for specific special deliveries where it will not be possible to deliver via Ambulance Avenue or Upper Carriage Lane due to the size of deliveries and logistical issues as identified throughout this management plan.

RCD will be required to be used intermittently for mobilisations and dismantles of key temporary works such as tower cranes and jumpforms. BOJV will undertake extensive consultation with TfNSW to obtain the necessary approvals for the use of this area, refer to figure 1-5 below.

Vehicle access to RCD will be under the guidance of traffic control, which will be identified within the forthcoming CTPMP. In addition, a structural integrity assessment has been undertaken for RCD based on the size and loading requirements of the proposed vehicles in the area. This information has been provided within Appendix A of this Management Plan.

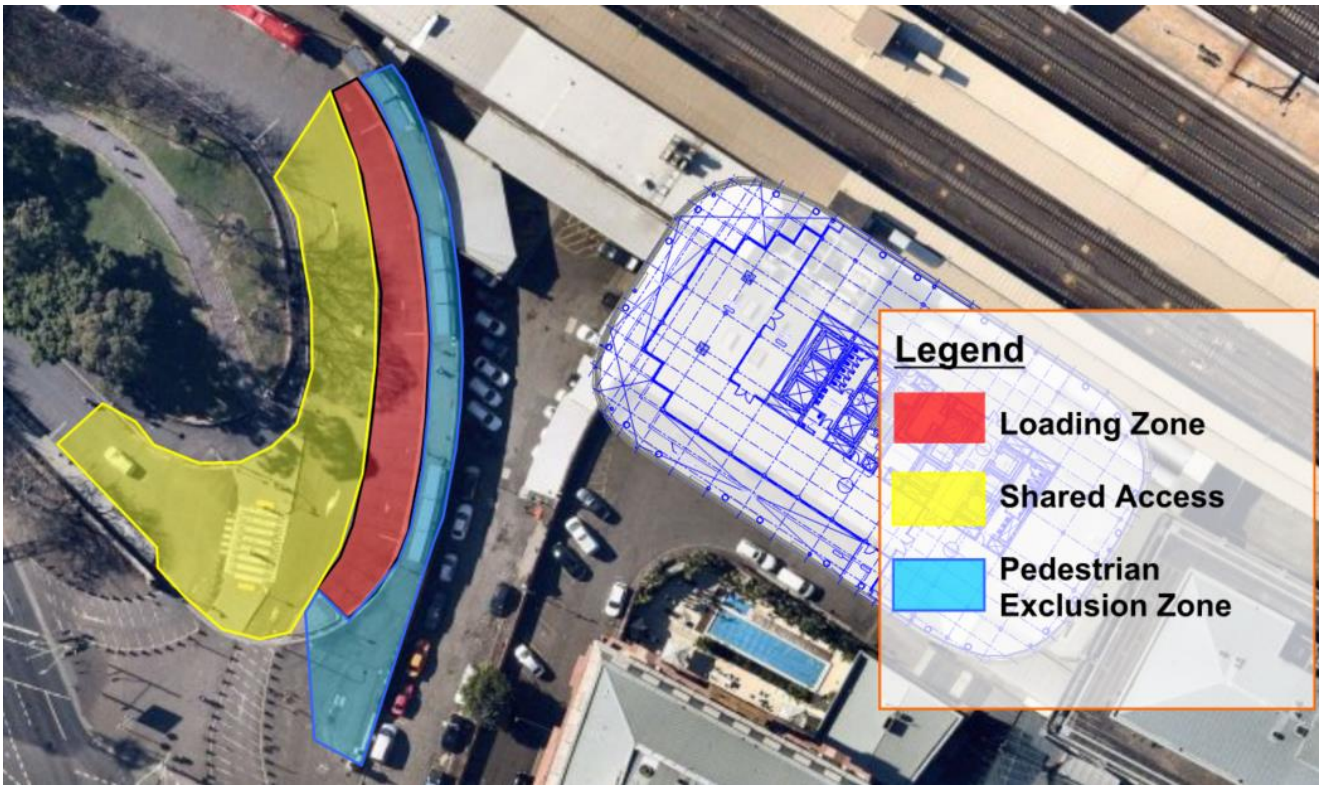

Figure 1-5: Typical Loading Zone Configuration – Railway Colonnade Drive

2.3 Requirement for Railway Colonnade Drive Loading Zone

Due to the sizes of the vehicles, site amenities and the limited logistical space within ambulance avenue it is important that the loading zone in RCD is available at these specific times in the construction programme.

Furthermore, to ensure compliance with City of Sydney Council requirements, that any vehicle accessing or egressing from the site must be in a forward direction, as well as to ensure the safety of pedestrians and minimise the impact on traffic flows along Lee Street, the loading zone in RCD is required.

The below list of construction activities will require the use of the Railway Colonnade Drive loading zone:

- Establishment and dismantle of tower cranes (unloading of materials only)
- Jumpform establishment & dismantle
- Hoist establishment & dismantle
- Various tower level 1 (T01) deliveries including:
    - Mega column CFTs – spanning from B2 to UGF (16m concrete filled structural steel columns), and UGF to Level 1 (20m concrete filled structural steel columns).
    - Temporary tower support columns (up to 20m)
    - NE corner structural steel
- Platform 1 overhead protection deck & level 1 north east corner installation (BOJV are ensuring the system is designed to optimise site logistics)
- Site accommodation establishment on upper ground

Note, the above deliveries are based on the current design information and will require further structural analysis, engineering, and stakeholder consultation, and as such may be subject to change.

2.4 Deliveries & Vehicle Paths

Prior to construction works commencing, a detailed CTPMP will be developed by an authorised traffic consultant (JMT). BOJV acknowledges that consultation will be needed with Sydney Coordination Office and Traffic Management Centre regarding this document.

2.4.1 Construction Vehicles

Types of construction vehicles, expected to attend site during project include:

Semi-Trailers, rigid trucks, mobile cranes including mobile cranes (e.g., Frannas) and special vehicles required during major plant mobilisations.

2.4.2 Approach & Departure Route

Construction vehicles approaching RCD via Lee St will enter and exit the site under authorised traffic control. All vehicles attending site will do so in line with the planned BOJV delivery schedule. Vehicles will seek permission with the assigned traffic controller before entering the CBD. The departure route for all vehicles attending the Atlassian site will be in a southbound direction on Lee St.

Figure 1-6 below illustrates the route that will be taken to enter and exit RCD. BOJV have considered all possible routes to ensure maximum efficiency and minimal impact on surrounding traffic and TfNSW assets can be achieved. This route has been selected in accordance with structural assessments that has been undertaken by an AEO accredited engineer, following consultation with TfNSW and to avoid semi-trailers traversing over the suspended structure to the North of the drive. Temporary signage and traffic control management will be put in place at times of using the RCD loading zone to ensure the requirement is maintained.

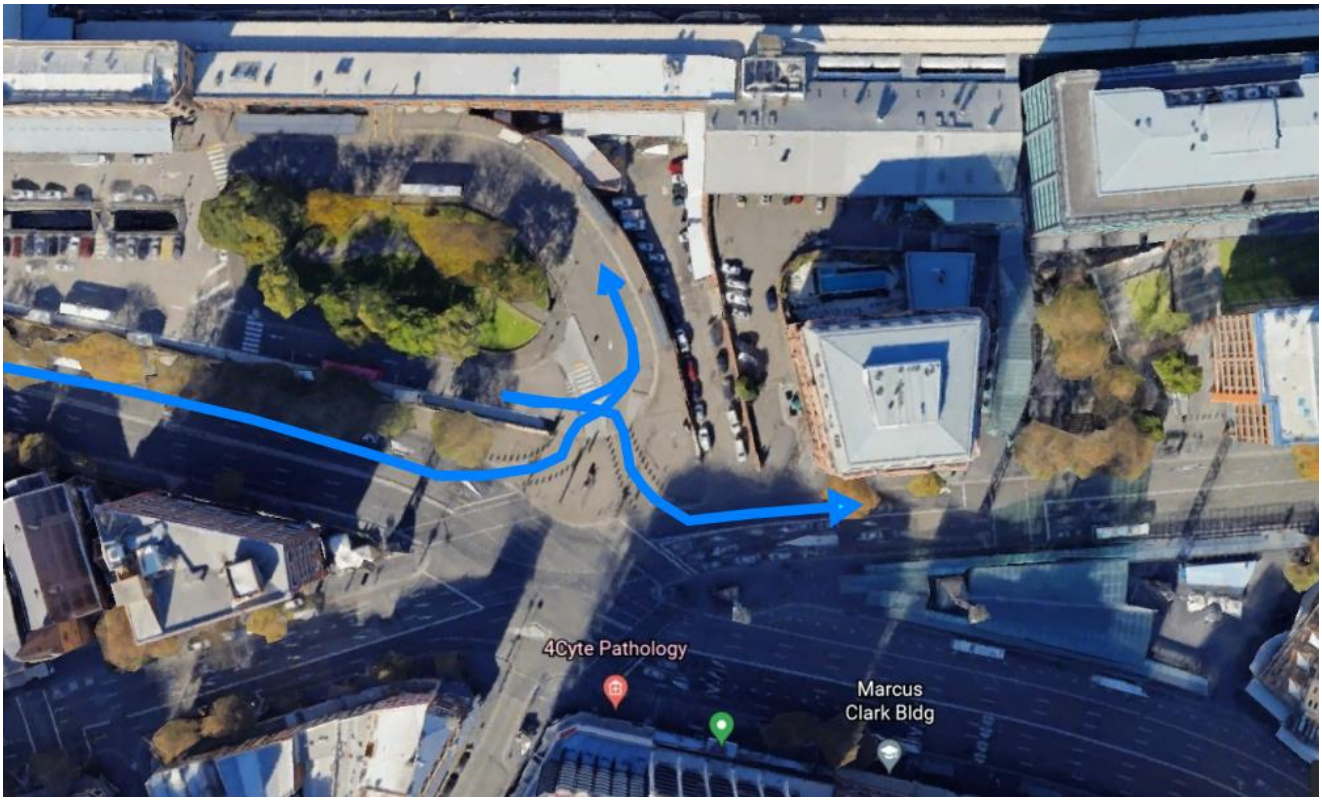

Figure 1-6: Delivery Vehicle Path to Railway Colonnade Drive

2.4.3 Swept Paths

See below swept paths completed by JMT, an accredited traffic consultant for vehicles accessing RCD. These swept paths have been developed in consultation with TfNSW and following the structural integrity assessment completed by the AEO accredited engineer (TTW). These paths have considered the minimization of impact on traffic flow on Lee Street. To avoid any vehicles traversing over the suspended portion of the structure when entering Railway Colonnade Drive from the north, an alternative route has been found demonstrated clearly in figure 1-7.

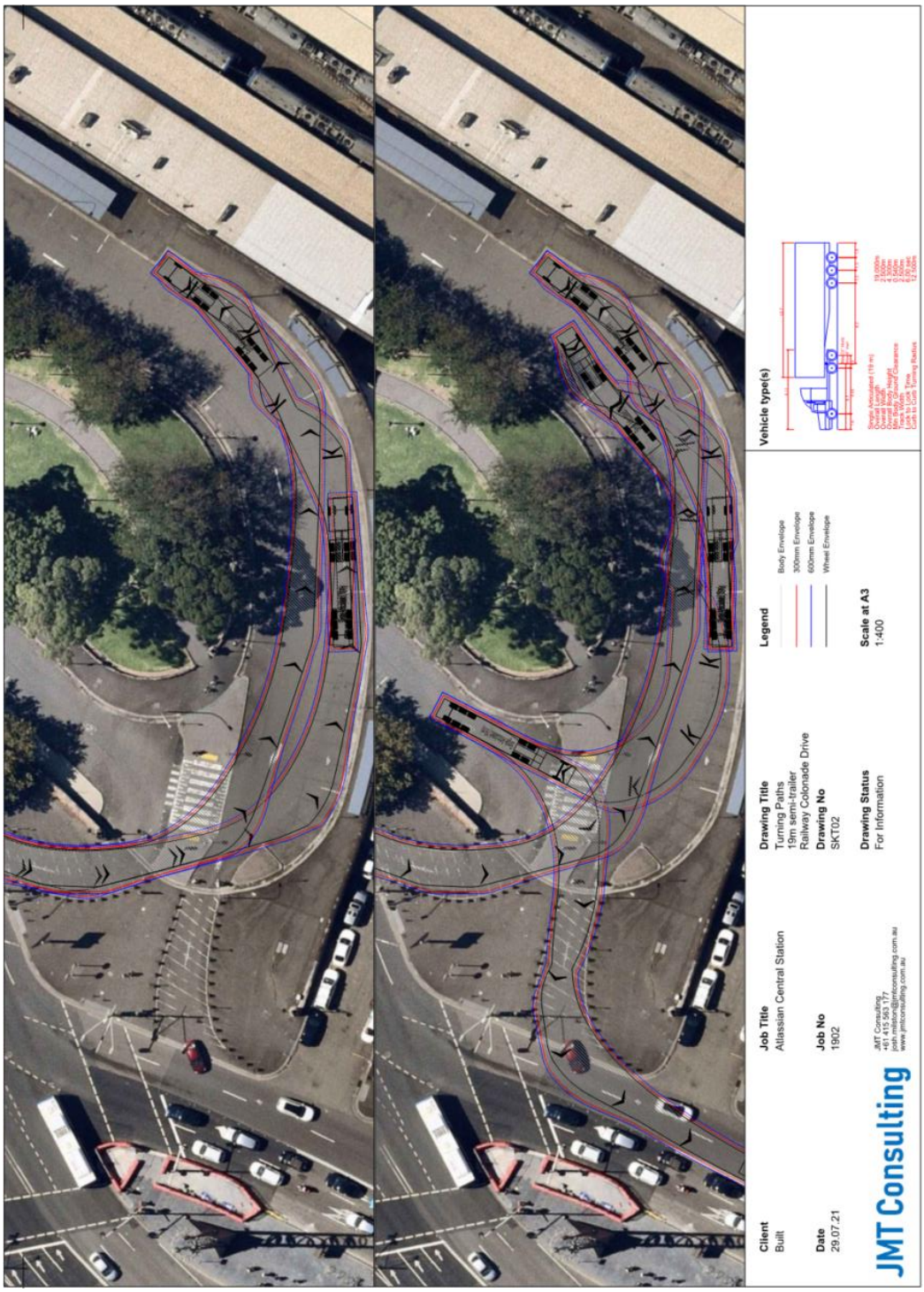

Figure 1-7: RCD Semi-Trailer Swept Path (Special Deliveries Only)

3 TfNSW Interfaces

3.1 Key Considerations

The following items of been considered by BOJV in the development of this management plan. BOJV will continue to consult with TfNSW and key stakeholders in the planning of these works to minimise impacts.

- Existing traffic conditions
    - Bus stops
    - Parking
    - Taxi Ranks
    - Pedestrian pathway to Central Station main concourse
    - Existing bollards
    - Driveway to Platform 1
- Vehicle Loading
    - AEO structural engineering assessments
- Pitt St & Lee St intersection and CoSC requirements
- Signage & Lighting
- Current Condition of RCD

3.2 Construction Licenses

All required construction licenses to complete these works and address the above interfaces are being obtained prior to these specific works commencing. In order to complete the works with the intermittent use of Railway Colonnade Drive (RCD), Construction Licenses are being obtained to access land belonging to TfNSW. The lots affected by the works and the lot owners are listed below:

- Lot 118: TfNSW

3.3 Programme Considerations

The proposed dates for the works to be undertaken are listed in Table 1 Section 4.3. Dates provided have been developed in consultation with TfNSW and Construction Programme Rev U. As such these dates are indicative and may be subject to change.

- Site Establishment – 28th March 2022
- First use of RCD – May 2023 (delivery of crane components)
- Full Exclusion Zone on RCD – May 2023 (crane jib installation)
- Last use of RCD – Q1 2026 (final crane dismantle)
- Major events will be considered in further planning for the use of RCD
- Planned rail possessions & rail replacement busses.
- Adjoining developments current forecast commencement
    - Dexus / Frazers Property / Central Place Sydney: Q3 2022
    - TOGA: Q1 2024
- University of Technology Sydney - Semester Dates

- Semester commencement & completion dates
- Mid-session StuVac

BOJV understand VF and TfNSW are in discussions regarding the use of RCD & Ambulance Ave for the delivery TfNSW's Central Walk West works and as such there may be a requirement for these construction licence areas to be handed over to TfNSW. This plan does not specifically address these scenarios.

3.4 Assurances

Assurances for the design of the works and proposed methodology will be provided by the AEO designers that have been engaged for the works. These designers include but are not limited to, TTW (Structure), BVN (Architecture), Stantec (Services), ARUP (Pedestrian Modelling), Holmes (Fire Engineer) to be peer reviewed by Stantec (AEO designer). The full design documentation will be provided to TfNSW for review as part of the IDR process. The relevant packages and reports are listed below:

- RCD load assessment – TTW
- Construction Traffic & Pedestrian Management Plan (CTPMP) – JMT
- Detailed Traffic Management Plans (TMP's) – JMT

4 Railway Colonnade Drive Loading Zone

4.1 Management of Railway Colonnade Drive Loading Zone

The location of the loading zone on RCD allows for articulated vehicles to approach and pull into a loading zone, be unloaded, and then exit in a forward direction onto Lee Street as per the swept path shown in figure 1-7. The loading zone would be approx. 55 meters long, positioned towards the southern end of the ramp and is within the reach of the site's tower cranes. The area between the work zone and the site i.e., Ambulance Avenue is under the control of BOJV, who has full control and responsibility for all safety matters associated with the unloading and hoisting of materials to the workface. A Health, Safety and Environment Plan (HSE Plan) will be developed prior to commencement on site to address how the risks associated with the operation of the RCD loading zone will be managed.

A CTPMP will be developed by an accredited traffic consultant (JMT) and in consultation with all Stakeholders. The loading zone will be managed in accordance with this document. All construction vehicles and pedestrian movements will be controlled by authorized traffic controllers while the loading zone is in use. The number of traffic controllers allocated to the RCD zone will be in accordance with the recommendations of the CTPMP (figures 1-8-1 & 1-8-2 below shows a representation of how the loading zone will be managed pending the CTPMP). Additionally, all vehicle arrivals would be scheduled to ensure that there was no queuing outside the area of the loading zone.

During the time that the loading zone is being used, RCD Bus Stop 3 and 4 will not be operational. BOJV will coordinate with TfNSW & Sydney Trains to avoid use of the loading zone during shut down weekends and special events by scheduling deliveries during the following week where required. When the construction zone is not required (all times outside the anticipated dates/durations listed below) it would be relinquished and become available for regular TfNSW operation, including the re-opening of Bus Stop 3 and 4. Figures 1-8-1&2 demonstrate the approximate location and size of the construction zone and how the areas around the construction zone will be managed to ensure the safety of pedestrians and other road users.

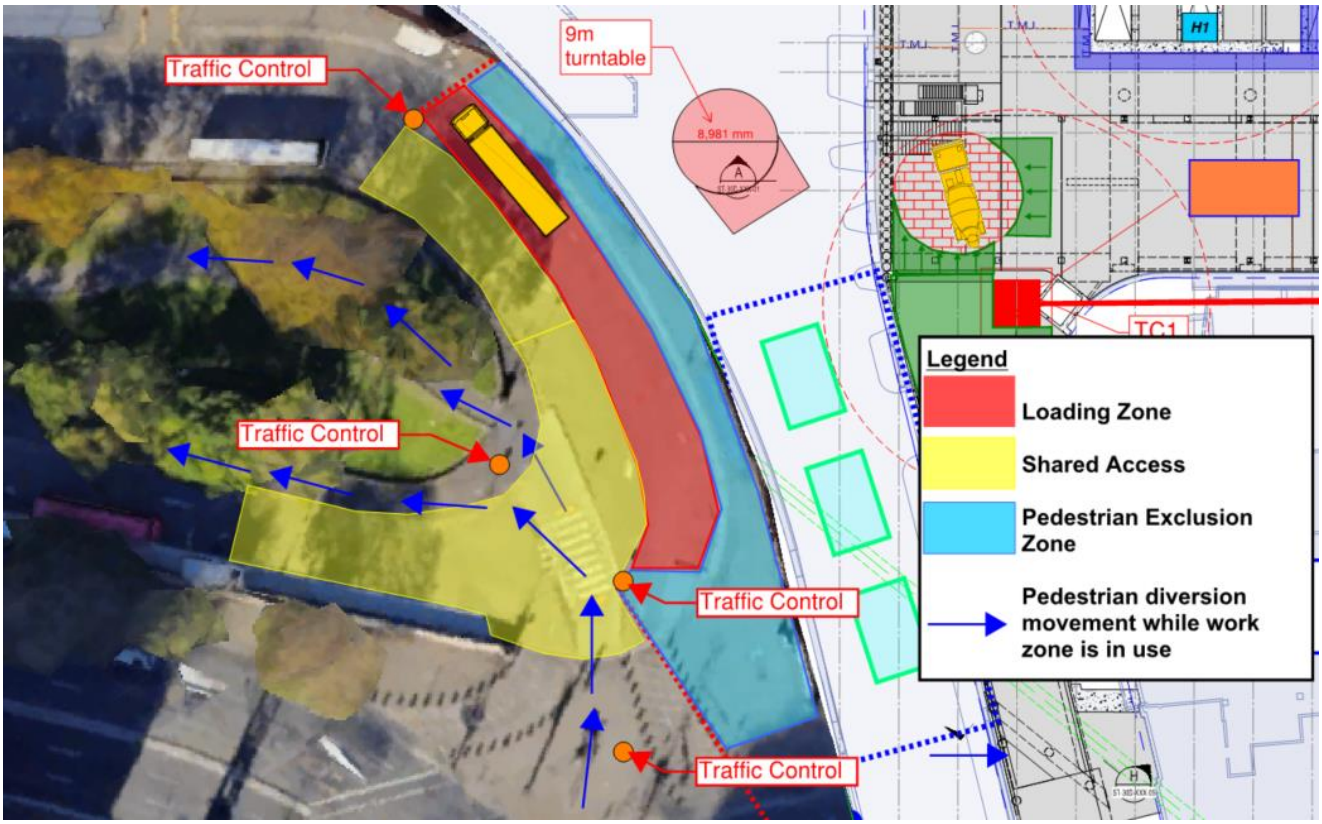

Figure 1-8-1: Typical Construction Zone Management

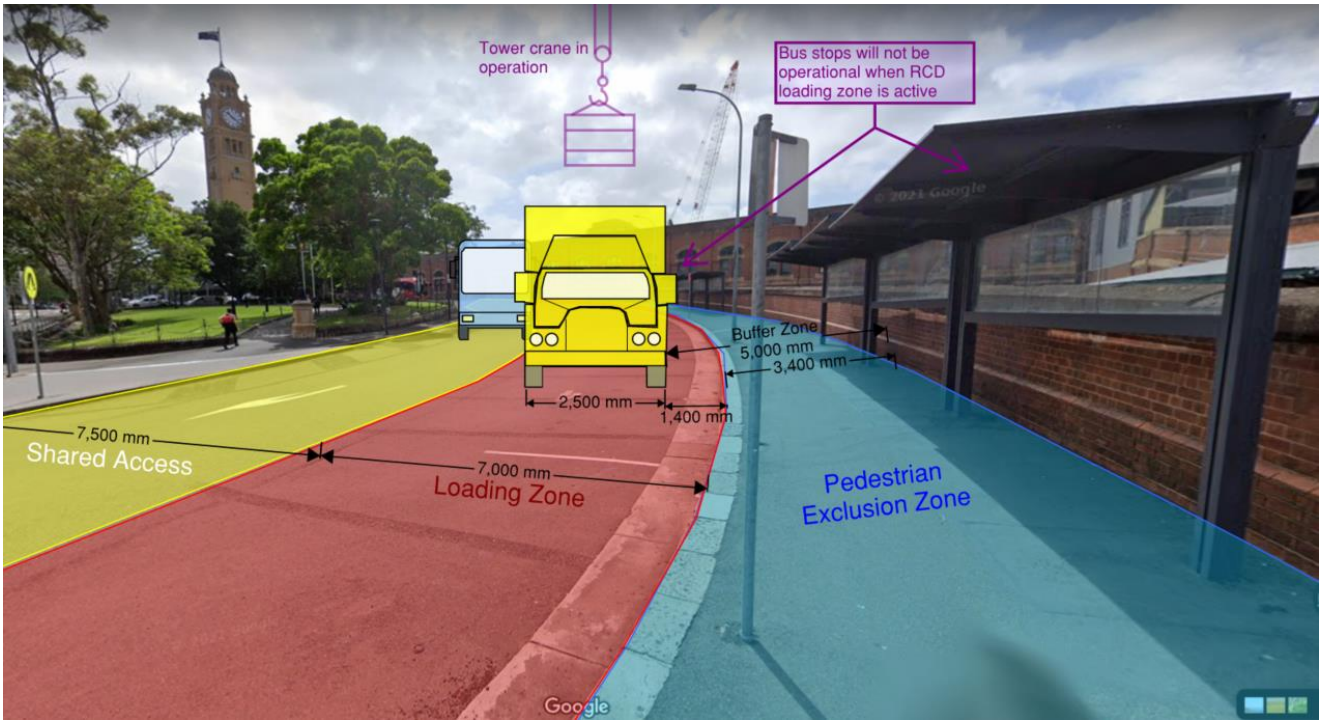

Figure 1-8-2: Construction Zone Management – Elevation

Subject to further investigations, BOJV has allowed a 5m buffer zone away from the retaining wall. The intention is to minimise the impact of the weight of the trucks to the existing retaining wall by positioning the trucks away from the zone of influence. Please see Figure 1-8-3 below. A loading zone of at least 7m wide would therefore be required to achieve this intent.

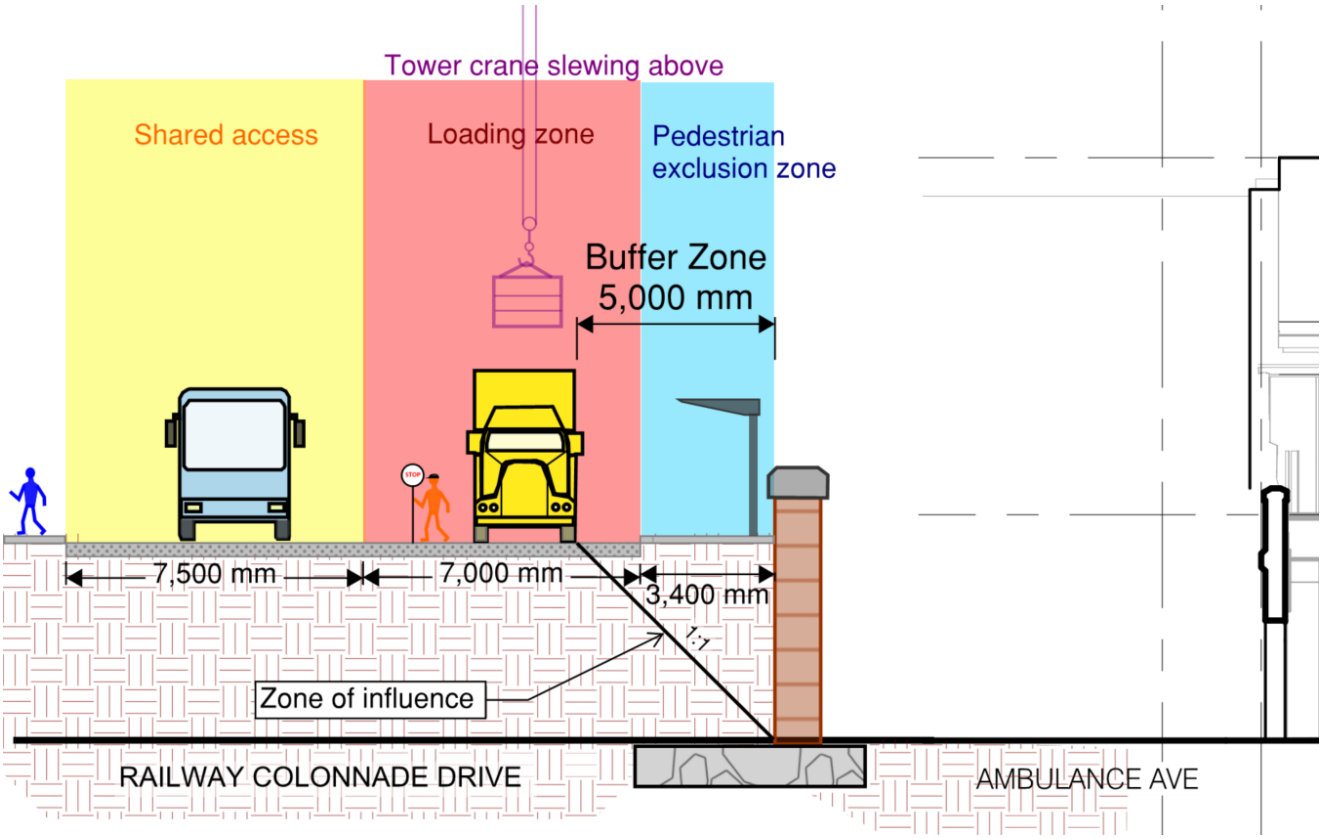

Figure 1-8-3: Construction Zone Management – Buffer Zone

During tower cranes establishment and dismantle, additional exclusion zones will be required where the tower crane jib will extend over RCD. This exclusion zone is necessary to ensure the safety of the public and mitigate any risks to TfNSW assets. The installation methodology and the requirement for a full exclusion zone is explained in Section 4 Materials Handling and Vertical Transportation with the loading zone configuration shown in Section 4.3.

4.2 Engineering Assessments

4.2.1 Load Assessment

As mentioned on Section 3.4, the AEO accredited engineer TTW have been engaged to undertake a load assessment of Railway Colonnade Drive. The results of this assessment can be seen in Appendix A. This load assessment was undertaken in response to early coordination with TfNSW, where the issue of the capacity of the suspended structure toward the northern end of RCD was raised.

This assessment found that vehicles such as semi-trailers would be able to access the proposed loading zone in accordance with the Swept Path assessment shown in figure 1-7, safely and without causing damage to RCD or any other surrounding infrastructure. In response to these findings the route has been selected to avoid the portion of RCD that is supported by a suspended structure.

4.3 Anticipated Dates & Types for Loading Zone Requirement

BOJV acknowledges that use of RCD would be intermittent in nature and is only required for the short periods of time as shown in the table below.

Note, these dates are based on the BOJV Construction Programme Revision U (commencement on site date 28/03/2022) and are subject to change due to inclement weather, delays, and the like. As such backup dates have been identified for critical establishments.

Activity	Anticipated Date Commencing	Anticipated Duration	Back-up Commencement Date	Notes	Loading Zone Configuration
Tower Crane 1 Install	May 2023	4 days	June 2023	Tower crane installation from Friday to Monday	RCD 2 during jib install activities
Jump Form Establishment	July 2023	18 working days*	August 2023	*intermittent use over 6-week period	RCD 1
Platform 1 overhead protection deck install	August 2023	10 working days*	September 2023	*intermittent use over 100-day period	RCD 1
Tower Crane 2 Install	August 2023	4 days	September 2023	Tower crane installation from Friday to Monday	RCD 2 during jib install activities
Mega Column Installation CFT's (Basement 2 – UGF)	June 2023	6 working days*	July 2023	*intermittent use	RCD 1
Various oversized deliveries for the establishment of T01	October 2023	Daily	November 2023	*intermittent use	RCD 1
Hoist/Common Tower establishment	December 2023	12 working days*	January 2024	Number of deliveries required subject to further design	RCD 1
L1 Tower Supports/Columns Removal	April 2024	12 working days*	May 2024	Number of deliveries required subject to further design	RCD 1
Hoist/Common Tower dismantle	May 2025	12 working days*	June 2025	Number of deliveries required subject to further design	RCD 1
Tower Crane 2 Dismantle	August 2025	4 days	September 2025	Tower crane dismantle to occur from Friday to Monday	RCD 2 during jib removal activities
Tower Crane 3 Install	September 2025	4 days	October 2025	Tower crane installation from Friday to Monday	RCD 2 during jib install activities

Tower Crane 1 Dismantle	November 2025	4 days	December 2025	Tower crane dismantle to occur from Friday to Monday	RCD 2 during jib removal activities
Tower Crane 3 Dismantle	Q1 2026	4 days	Q1 2026	Tower crane dismantle to occur from Friday to Monday	RCD 2 during jib removal activities

Table 1: Loading Zone Anticipated Dates

BOJV has identified 2 types of loading zone configurations as shown in Figures 1-9-1 & 1-9-2 below.

4.3.1 RCD Loading Zone Configuration 1

For most activities the loading zone established will be as per Configuration 1 where access is maintained. This will provide shared access to vehicles entering and leaving RCD. Pedestrian walkway will be an exclusion zone due to tower crane loading and unloading activities. Pedestrians will be diverted to the west of RCD and through the park as shown. This configuration has limited impacts to the existing pedestrian and vehicle movements in RCD.

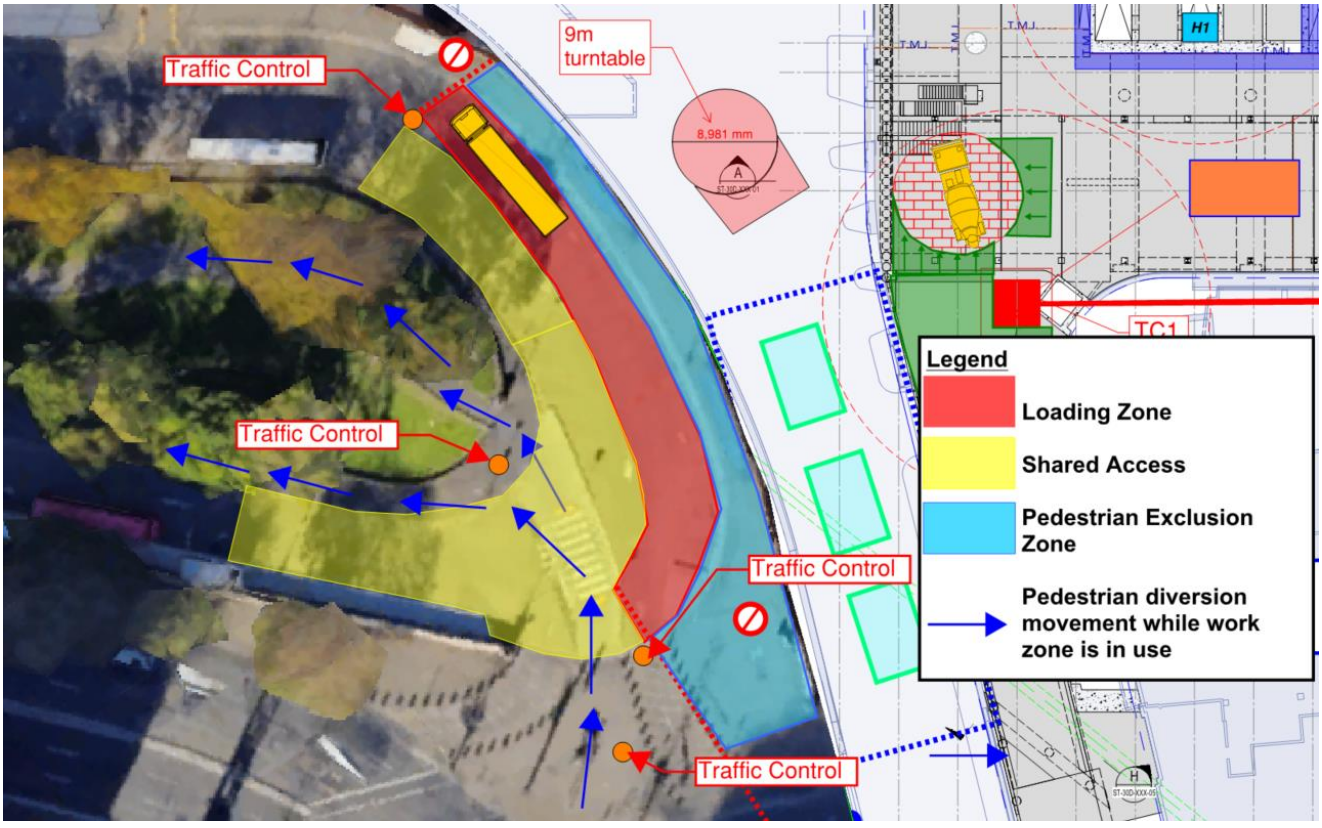

Figure 1-9-1: Loading Zone 1

4.3.2 RCD Loading Zone Configuration 2

This is specific for tower crane install and dismantle (See Section 5 for more information). A loading zone and a full exclusion zone will be established during crane jib install and dismantle activities. During these activities there will be no access allowed until crane jib is installed and area is made safe. The Southern pedestrian walkway shown in blue will still be an exclusion zone as with configuration 1 and pedestrians will be diverted to the west of RCD (around the park) during the crane jib install activities as shown.

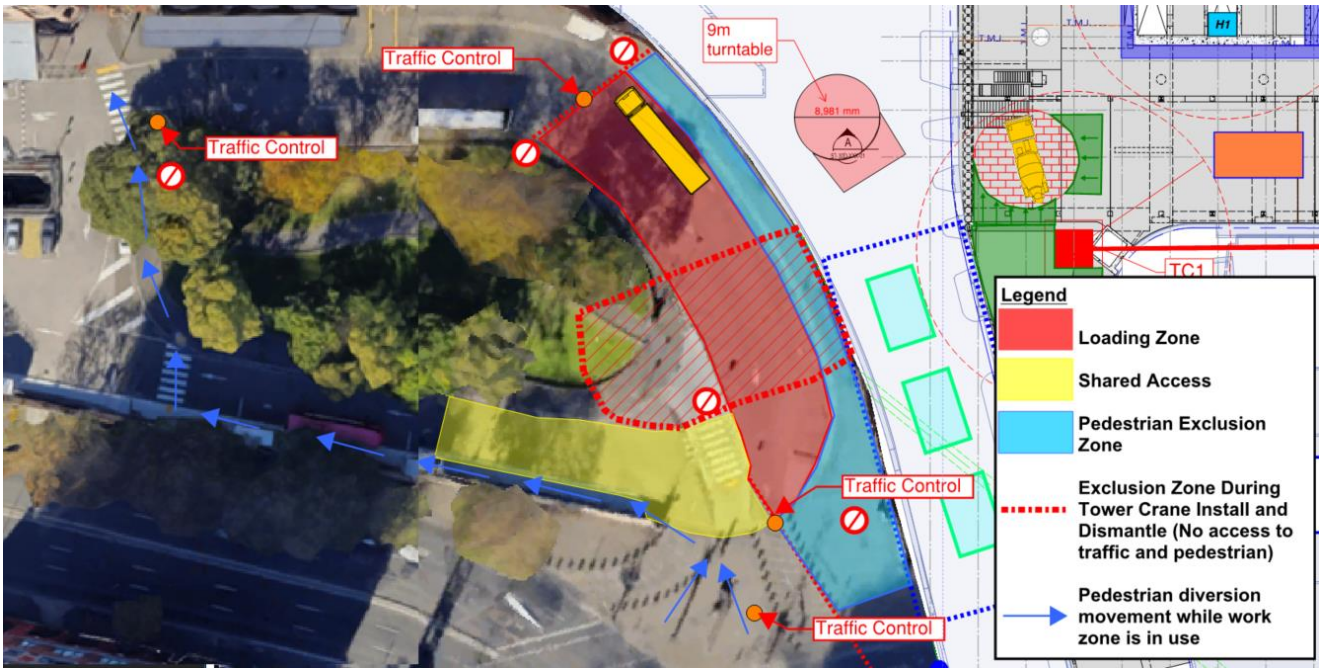

Figure 1-9-2: Loading Zone 2

5 Materials Handling & Vertical Transportation

5.1 Tower Cranes

BOJV intend to use 2 tower cranes for the construction of Atlassian project. Please refer to Figure 1-9 showing the set out of TC1 & TC2.

Due to the size of the tower crane components, installation setups and the constraints on ambulance avenue, the loading zone on RCD will be required periodically for each tower crane's safe erection and dismantle.

Figure 1-10 demonstrates how BOJV & tower crane contractors propose to install and dismantle the tower cranes. Considering the sizes of the loads required, jib assembly in Ambulance Avenue, and the necessity for a mobile crane within Ambulance Avenue for the erection of the tower crane 1, the use of a loading zone in RCD is essential.

During the delivery and unloading of the tower crane components, a franna crane will be operating on RCD to assist with these activities.

During crane jib installation, the mobile crane will lift the TC1 jib from ambulance avenue and will slew across RCD. Additional exclusion zone as mentioned in Section 3 will be set up on RCD. Taking into consideration the safety of the public, a full exclusion zone will be in place. No access will be permitted around the area during said activity.

Installation methodology for TC2 & TC3 will be similar to TC1, therefore the exclusion zone will also be in place during the jib install and removal for these cranes.

BOJV will continue to consult with TfNSW and key stakeholders on the extent of the required full exclusion zone to minimise the impact on other activities that may be happening on RCD.

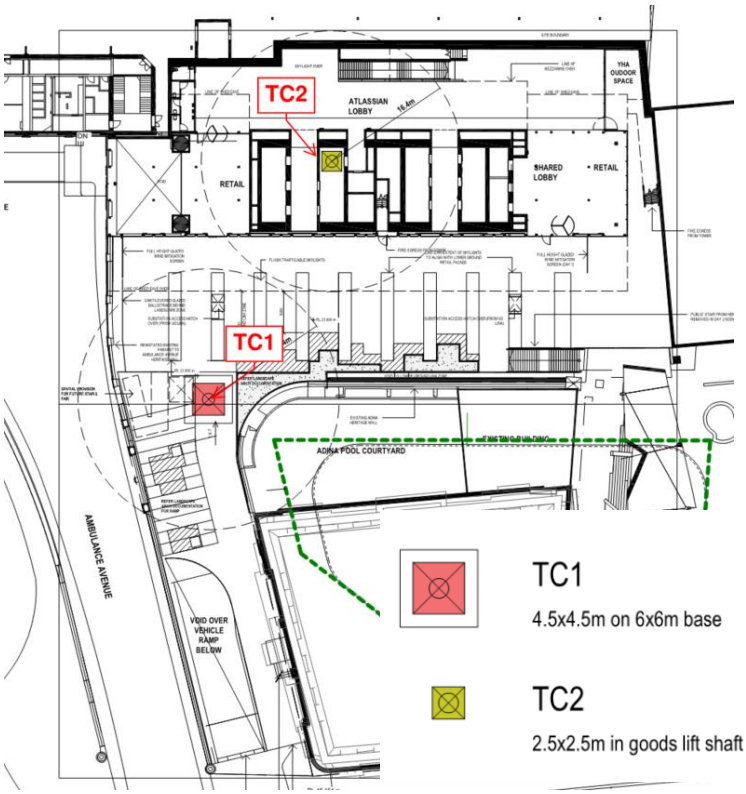

Figure 1-9: Proposed Tower Cane Locations

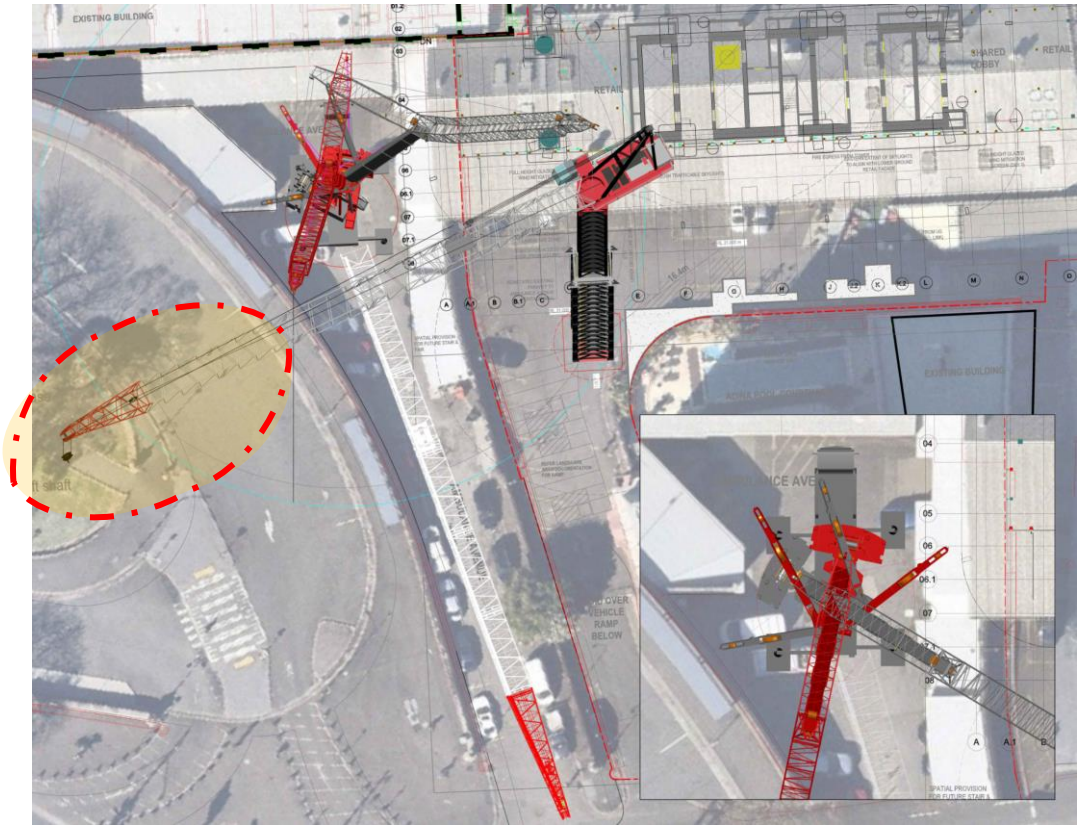

Figure 1-10: Tower Crane Installation & Dismantle

5.2 Tower Crane Operations

Once TC1 is set up, the intermittent loading and unloading activities on RCD will mostly be managed by TC1. The use of the tower cranes and lock out procedures are addressed in the CMP and Eastern Elevation Management Plan. A limited slew zone will be established to enable the lifting of deliveries from the temporary RCD loading zone.

The tower crane will also be programmed such that it will only be able to slew into the RCD loading zone at agreed times and to not encroach into RCD during the typical tower operations.

Refer to Figure 1-11 below showing the 'No Slewing Zone' that BOJV intend to establish and the temporary lifting zone during the use of Railway Colonnade Drive.

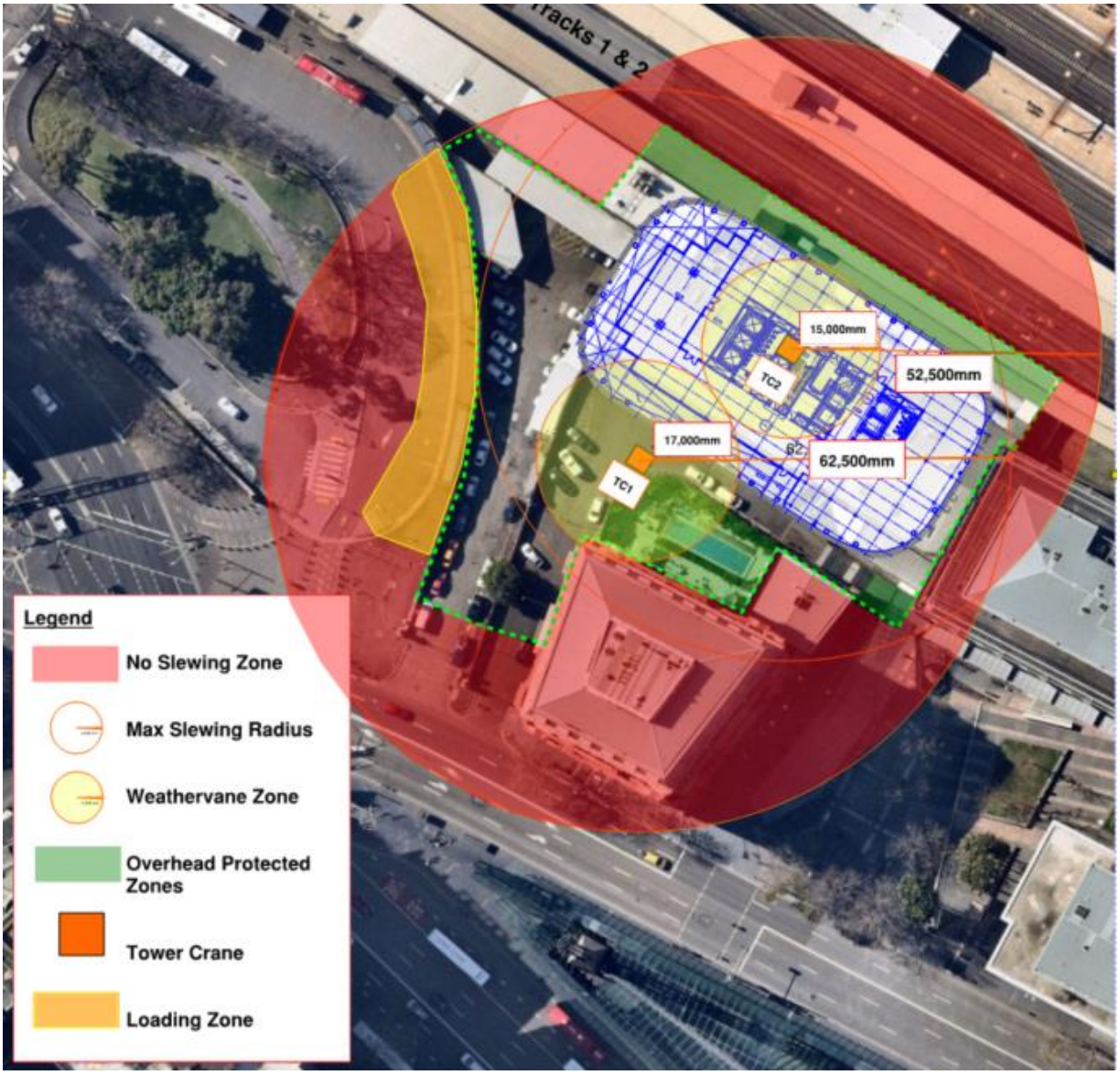

Figure 1-11: Tower Crane Operating Radius

5.3 Communications and Consultation

A separate Community and Stakeholder Management Plan will be developed for the project and this plan will be made available for review. This plan sets out the policies and processes which will guide how the project engages with the community or stakeholders (including all state and local governments, agencies, or authorities). This plan will also address how community engagement changes throughout the different stages of construction and provides a framework for how stakeholder's needs are managed.

Appendix A – Preliminary Load Assessment of Railway Colonnade Drive

TTW Structural Civil Traffic Façade

Preliminary Load Assessment of Railway Colonnade Drive

Atlassian Central Station Western Concourse

Prepared for Built / 15 February 2022

191797 – Revision C

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Your Partner in Engineering

Contents

1.0 Document Register

AUTHOR	REVIEWED BY	APPROVED BY	ISSUE	STATUS	DATE
Alexey Skardoon	Angus Busuttil	-	Rev. A	For Information	01/07/2021
Angus Busuttil	Martin Folan	-	Rev. B	For Information	05/08/2021
Angus Busuttil	Martin Folan	-	Rev. C	For Information	15/02/2022

2.0 Introduction

A desktop analysis for the document CV0676139 was carried out based on the “Permissible Bus and Fire Trucks Routes.” This analysis was completed by comparing the equivalent vehicle loading for material deliveries against CV0676139. This equivalent vehicle loading is based on the assumption that the current road layout is adequate to support the traffic loading from bus and fire truck vehicles since they are being used currently. The permissible loading in CV0676139 is summarized below:

- Pink route: A single file bus traffic on the route with a minimum distance between the vehicles of 8.0m and GVM < 23 tonnes (Fire Trucks accepted in an emergency).
- Blue route: A single file fire truck traffic on the route with a minimum distance between the vehicles of 8.0m and GVM < 27.5 tonnes.

3.0 Load Assessment

The load assessment has been divided into two sections which reflect the structural composition of each section:

- Zone A – GREEN – The retained structure
- Zone B – RED – Suspended concrete slabs on steel trusses

Note that the green retained zone incorporates a requested buffer of 5m from all retaining perimeter elements to not impart additional load on existing retaining structures.

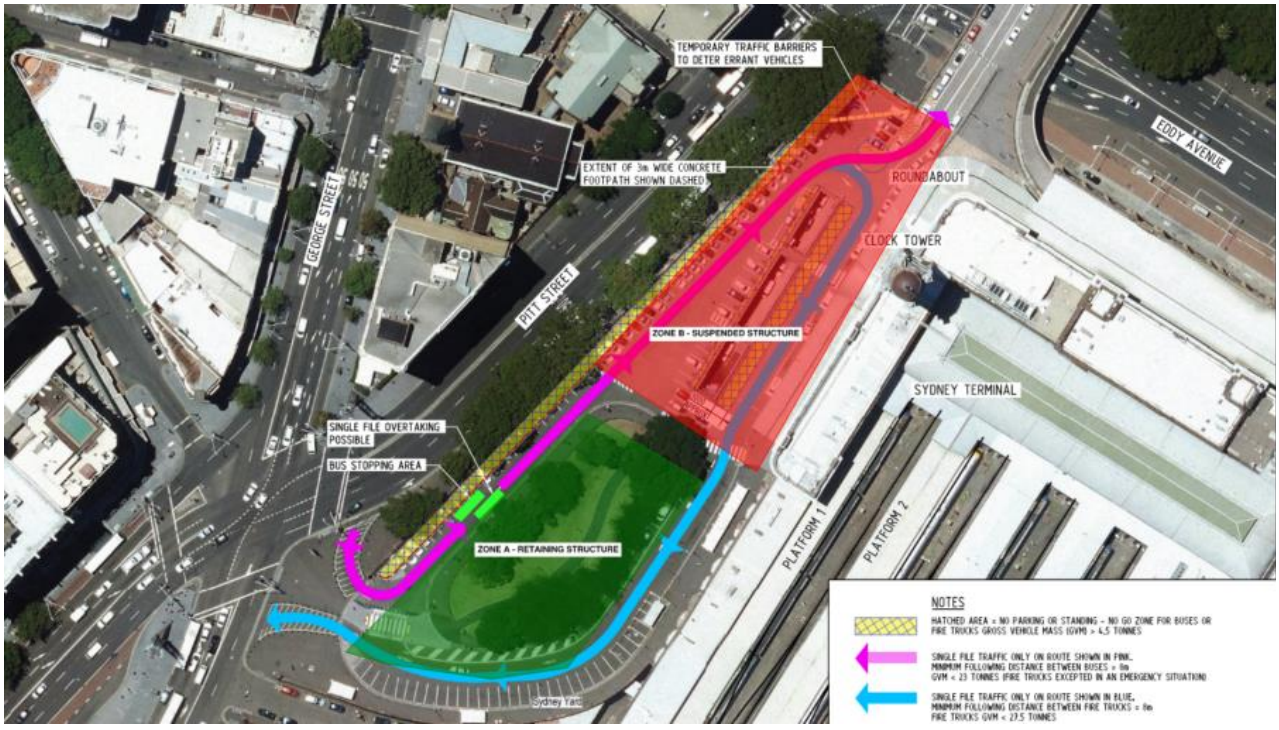


Figure 1 – Assessment Zones

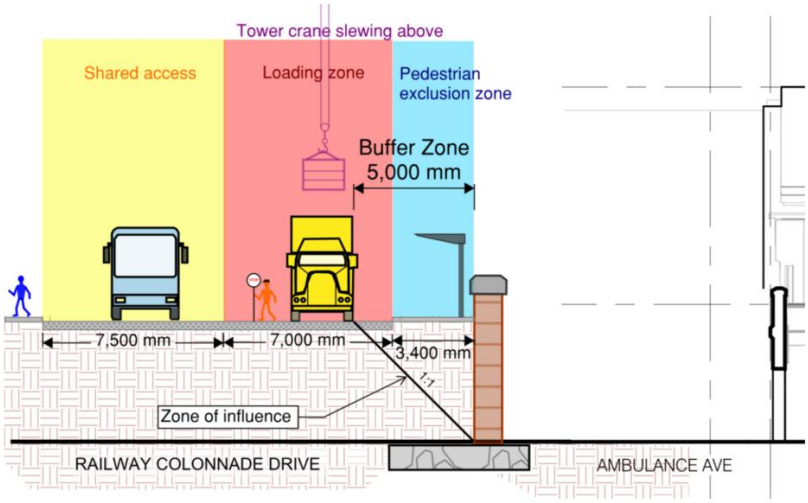


Figure 2 – Required Buffer Zone Around Swept Path (BOJV)

3.1.1 Retained Structure – (Zone A)

The existing retained structure is deemed suitable for road legal traffic in accordance with RMS guidelines. This advice is based on a minimum 5m buffer from retaining walls as noted in BOJV illustration in Figure 3. TTW advise road markers or barriers are to be used to ensure buffer is enforced. Common mass limits for Transport for NSW roads as per < https://roads-waterways.transport.nsw.gov.au/business-industry/partners-suppliers/lgr/other-information/heavy-vehicles/mass-limits.html> as of 15/02/2022. Note these are the published limits at the time of this report however individuals or organisations relying upon this information should reference the current advice from the asset owner.

Axle/axle group/gross	General Mass Limits (GML)	Concessional Mass Limits (CML)	Higher Mass Limits (HML)
Single Steer*	6.0t	6.0t	6.0t
Twin Steer (Non Load-Sharing)	10.0t	10.0t	10.0t
Twin Steer (Load Sharing)	11.0t	11.0t	11.0t
Single Axle - Dual Tyres	9.0t	9.0t	9.0t
Tandem Axle - Dual Tyres	16.5t	17.0t	17.0t
Tri-axle - Dual Tyres	20.0t	21.0t	22.5t
Pig trailer tandem axle	15.0t	15.0t	15.0t

Pig trailer tri-axle	18.0t	18.0t	18.0t
19 metre semi trailer - 6 axle	42.5t	43.5t	45.5t
25/6 metre B-double - 9 axle	62.5t	64.5t	68t
Double road train - 11 axle	79t	81t	85t
Rigid 3 axle with dual tyres	22.5t	23.0t	23.0t

Figure 3 – Maximum Zone A axle loads as Per Transport for NSW Website < https://roads-waterways.transport.nsw.gov.au/business-industry/partners-suppliers/lgr/other-information/heavy-vehicles/mass-limits.html>

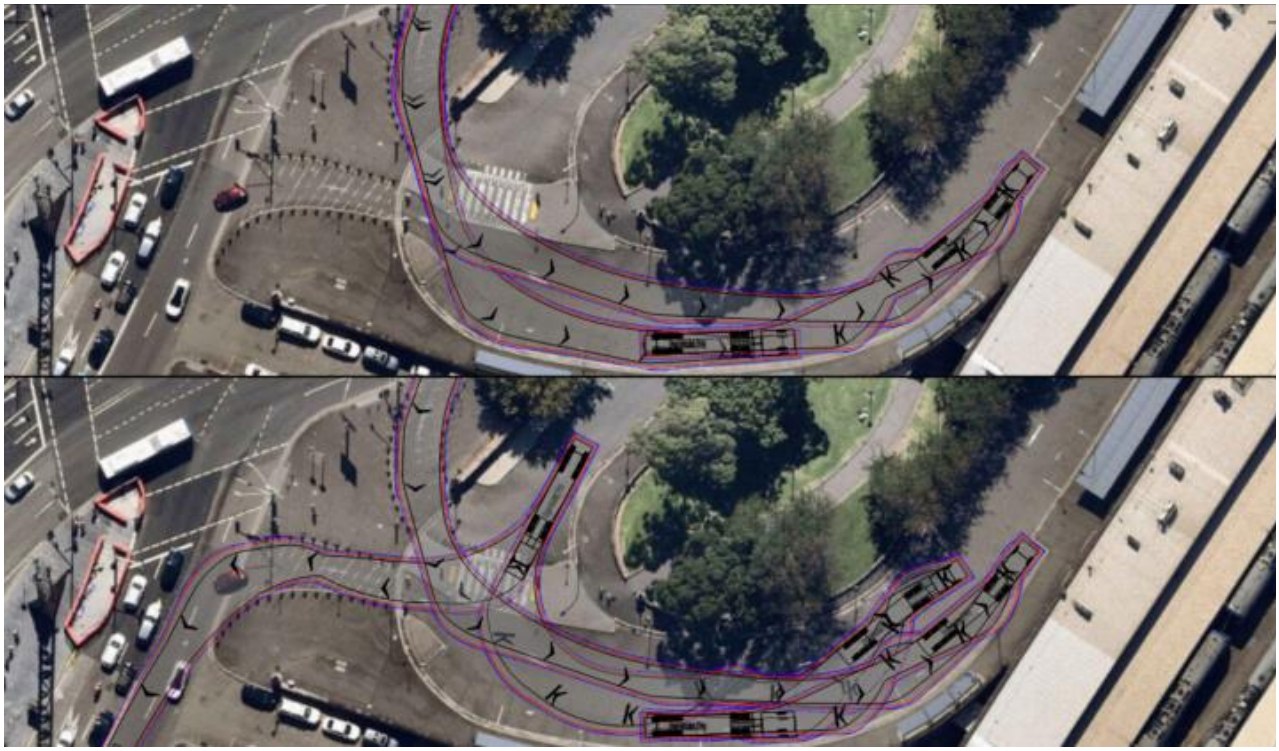
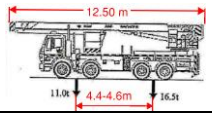
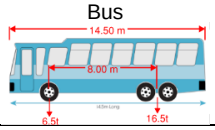
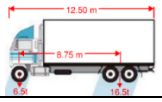
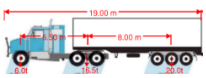
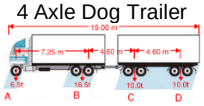


Figure 4 – Modified Swept Path from JMT

3.1.2 Suspended Structure – (Zone B)

Based on the route limits in limits in CV0676139, the following table summarises the permissible truck loads for the following standard truck models: 3 Axle Rigid Truck, 6 Axle Semitrailer and 3 Axle Rigid Truck & 4 Axle Dog Trailer. Contractor to confirm with TTW for vehicles outside these limits.

	Permissible GVM In Fire Truck Route (Blue Route)		**Permissible GVM In Bus Truck Route (Pink Route)**			**Comments/ Recommendations**
Vehicle Type	GVM (tonnes)	Axle Loads (tonnes)	GVM (tonnes)	Axle Loads (tonnes)	Axle Spacing (m)	
Fire Truck 	27.5t	Front 11.0t Rear 16.5t	27.5t>23.0t Accepted in an Emergency	Front 11.0t>6.5t Rear 16.5t≤16.5t Accepted in an Emergency	4.4-4.6m	This vehicle can operate in the Fire routes and accepted in the Bus route in an Emergency as per the referenced material CV0676139.
Bus 	23.0t<27.5t	Front 6.5t<11.0t Rear 16.5t≤16.5t	23.0t	Front 6.5t Rear 16.5t	8.0m	This vehicle can operate in the Bus and Fire routes fully loaded.
3 Axle Rigid Truck 	22.5t<27.5	Front 6.5t<11.0t Rear 16.5t≤16.5t	22.5t<23.0t	Front 6.5t≤6.5.0t Rear 16.5t≤16.5t	8.75≥8.0m	This vehicle can operate in the Bus and Fire routes fully loaded.
6 Axle Semitrailer 	43.5t>27.5	Front 6.5t<11.0t Middle 16.5t≤16.5t **Rear 20.0t>16.5t**	43.5t>23.0	Front 6.5t<11.0t Middle 16.5t≤16.5t **Rear 20.0t≥16.5t**	Front 6.5m≥4.6m Rear 8.0m≥8.0m	Tri-Axle load of 20.0t exceeds the 16.5t limit. The semitrailer GVM has to be reduced such that the Tri-Axle load is 16.5t, enabling the vehicle to operate in the Bus and Fire truck routes.
3 Axle Rigid Truck plus 4 Axle Dog Trailer 	43.5t>27.5	Axle **A** 6.5t<11.0t Axle **B** 16.5t≤16.5t Axle **C** 16.5t≤16.5t Axle **D** 16.5t≤16.5t	43.5t>23.0	Axle **A** 6.5t<11.0t Axle **B** 16.5t≤16.5t Axle **C** 16.5t≤16.5t Axle **D** 16.5t≤16.5t	Front 7.25m≥4.6m Rear 4.6m<8.0m	Although the axle loading is within the limits, the rear axle spacing requirement of 8.0m does not permit the usage of this truck in any of the routes based on a load comparison

Note: The highlighted red cells indicate that the parameter under investigation exceeds the limits of CV0676139.
The highlighted green cells indicate that the parameter under investigation is within the limits of CV0676139

From our analysis of Zone B – Suspended Structure the following conclusions can deduced:

1. The 3 Axle Rigid Truck can travel in the Fire Truck and Bus routes fully loaded.
2. The 6 Axle Semitrailer can travel in in the Fire Truck and Bus provided the axle load is limited to 16.5t on the tri-axle set of wheels as it satisfies the 8.0m axle spacing.
3. The 3 Axle Rigid Truck & 4 Axle Dog Trailer satisfies the load criteria for the Fire truck route fully loaded, however the 8.0m axle spacing is not satisfied, thus cannot be used in any of the routes without more detailed investigation and analysis.
4. Nominated semi trailers and Franna's may be used if complying with the above limitations. If this need further location specific assessment, this can be carried out.

The maximum speed limit for all vehicles to be 5km/h at the roundabout and 10km/h elsewhere and with a minimum distance between them being >8.0m.

4.0 Recommendations

The analysis in this report is based on the document CV0676139 and structural drawings of the suspended sections of slab to the North for Zone B. The loading assessment covers general axle loading guides for the area shown below which covers several structural forms with changing structural restrictions. In the case that a heavier plant is required in a specific location, TTW can review loads for acceptability. Information on retaining walls to the South may help increase allowable loads when information becomes available for plant specific reviews. Zone A loading has been modified to reflect loadings presented by legal traffic with the condition of a 5m buffer from all retaining walls.

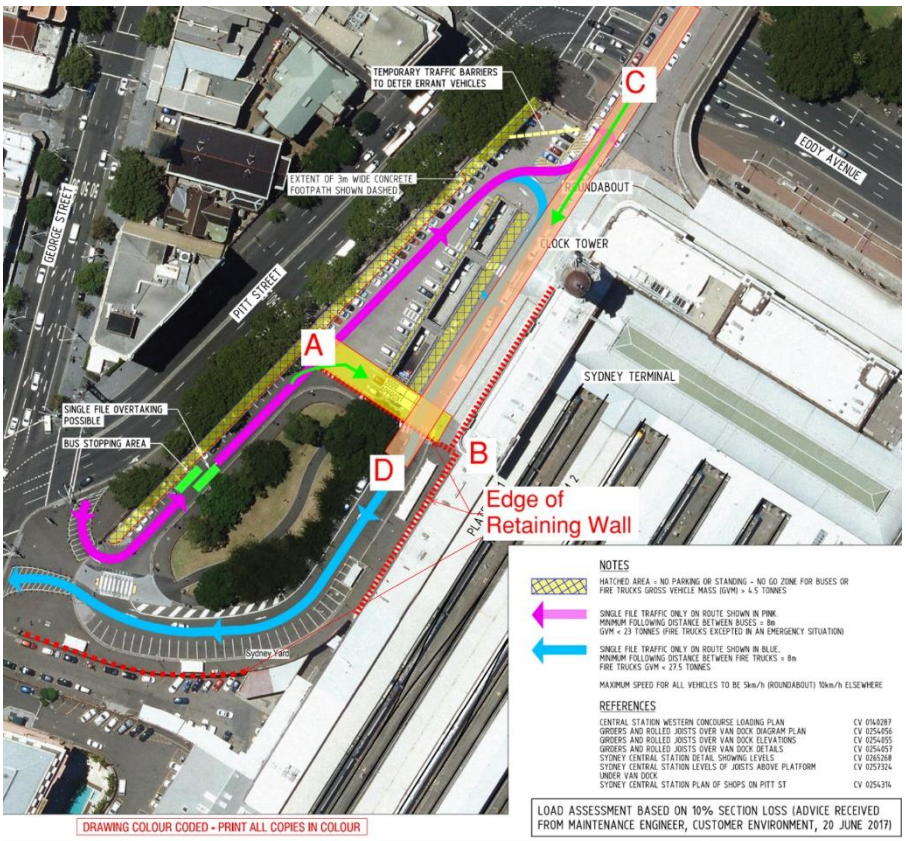


Figure 5 – Permissible Bus and Fire Truck Routes During Light Rail Construction

During the assessment it was noted in the reference documentation that the load restriction applied to these routes. This restriction is likely due to the structural capacity of the existing structural sections adjacent to each route. Based on previous inspections conducted by TTW, the likely concern is the longer spanning sections of the car park at location A. In addition, the other likely area of concern is the masonry retaining wall adjacent to the suspended slab sections at location B/D. There are two possible alternative routes for investigation:

- Path A-B, where the capacity of the suspended slab and retaining wall need to be investigated (drawings have been received of these sections)
- Path C-D, where the capacity of the slab and retaining walls need to be investigated. (drawings have been received of these sections)

It may be possible to assess the fully loaded 6 axle semi-trailer along these specific routes. This could potentially remove the load restriction for a defined construction traffic route for the project duration. The result may require local strengthening and/or propping depending on the capacities of the structural elements in these areas.

From our assessment, trucks and temporary cranes with axle loads below and spacing above those specified in this report can freely track over the mentioned zones. Following this, a more detailed desktop study can be conducted where heavier plant are required to ensure that areas assessed are targeted with more precise analysis. Further where required, materials testing and investigation works may be needed to verify design assumptions.

Should you require anything further please contact the undersigned.

Prepared by
TTW (NSW) PTY LTD

Angus Busuttil
Senior Structural Engineer

Authorised By
TTW (NSW) PTY LTD

Martin Folan
Associate Director

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Appendix A

Reference Documentation

NHVR
National Heavy Vehicle Regulator

March | 2017

National heavy vehicle general dimension requirements

The prescribed dimension requirements for heavy vehicles are set out under the *Heavy Vehicle (Mass, Dimension and Loading) National Regulation 2013 (the Regulation)*.

General dimensions

Width

The width limit for vehicles is 2.5 metres, excluding:

- rear vision mirrors, signalling devices and side-mounted lamps and reflectors
- anti-skid devices mounted on wheels, central tyre inflation systems, tyre pressure gauges
- permanently fixed webbing-assembly-type devices, such as curtain-side devices, provided that the maximum distance measured across the body including any part of the devices does not exceed 2.55 metres.

Height

The height limit is 4.3 metres unless it is a:

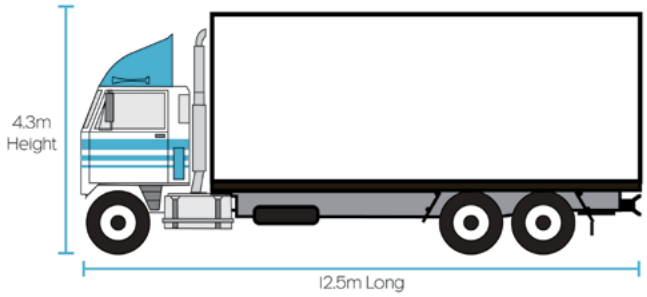
- vehicle built to carry cattle, horses, pigs or sheep on two decks - 4.6 metres
- vehicle built with at least 2 decks for carrying vehicles - 4.6 metres
- double-decker bus - 4.4 metres

Length

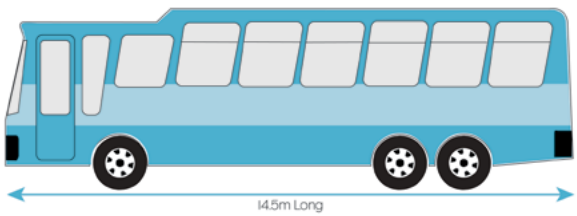
The length of a heavy vehicle is:

- for a combination other than a B-double, road train or a car carrier—19 metres
- for a B-double—25 metres
- for a road train—53.5 metres
- for a car carrier —25 metres
- for an articulated bus—18 metres
- for a bus other than an articulated bus—14.5 metres
- for another vehicle—12.5 metres

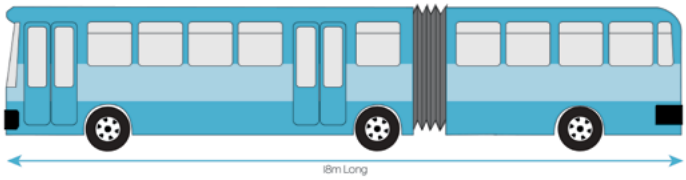
▼Rigid truck



▼A bus other than an articulated bus - 14.5 metres



▼18m articulated bus



The information contained in this fact sheet is accurate at the time of publication and in the unlikely event of any conflict the HVNL prevails. This document does not cover the authorised access. Some vehicles are not permitted to operate in some states. This document does not cover PBS Vehicles, if you require this information about PBS vehicles, please refer to the PBS Fact Sheet.

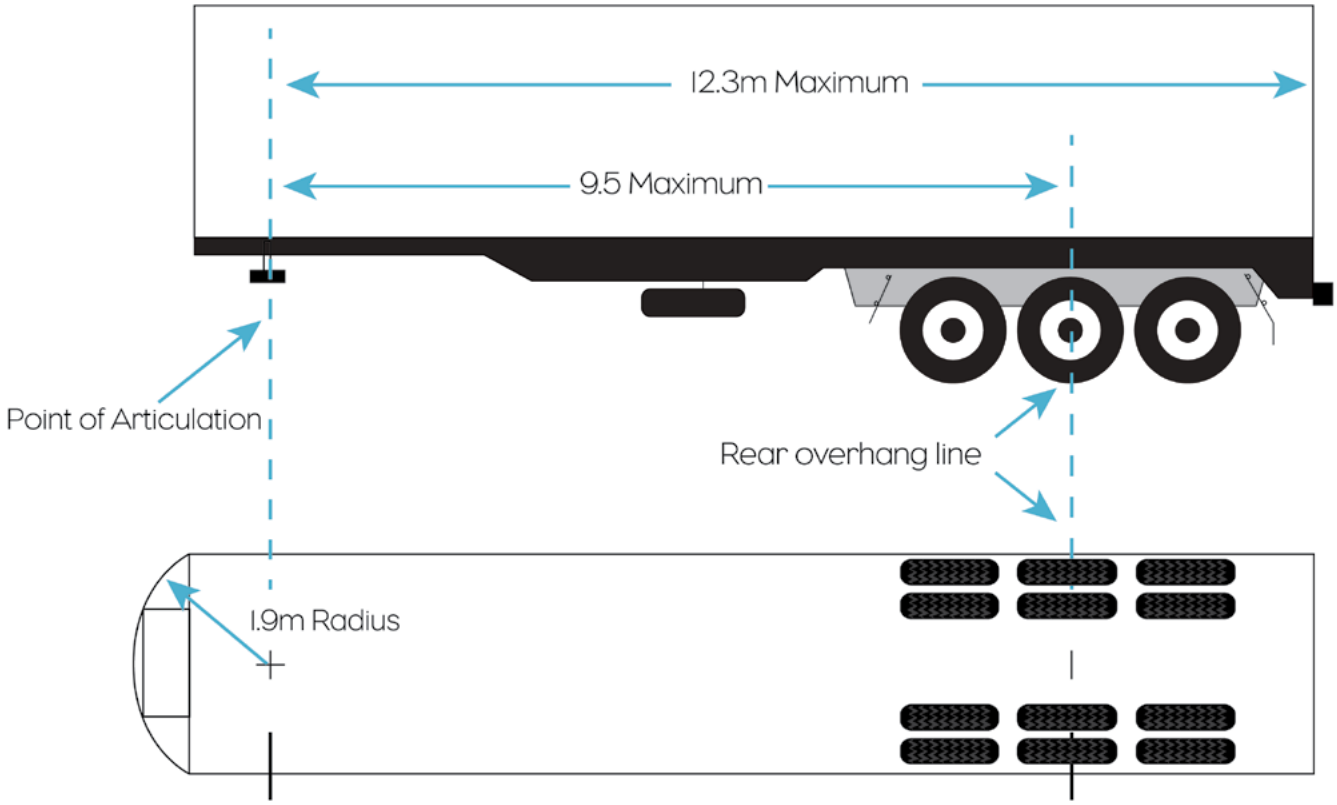
Length

Trailers

On a semi-trailer or dog trailer the distance from the front articulation point to the rear over hang line must not be more than 9.5 metres and the distance from the front articulation point to the rear of the trailer must not be more than 12.3 metres.

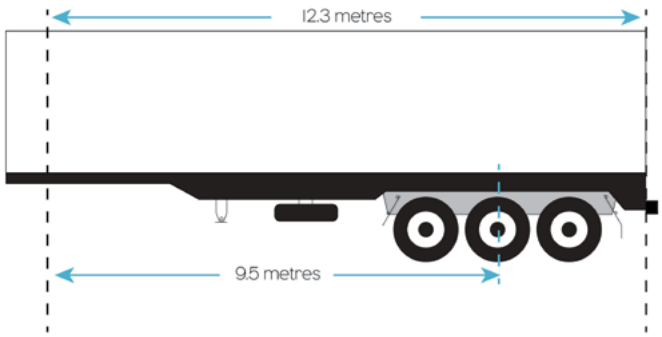
The maximum forward projection of a semi-trailer, or anything attached to a semi-trailer must not protude beyond a 1.9-metre arc from the towing pivot pin (King pin).

The articulation point to the rear of a semitrailer may be up to 13.2 metres if the trailer has a distance of not more than 9.5 metres from the front articulation point to the rear overhang line, does not operate in a B-double or road train combination and otherwise complies dimensionally.

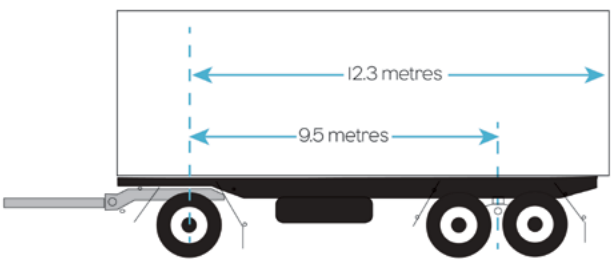


Examples

▼Semi-trailer



▼Dog-trailer

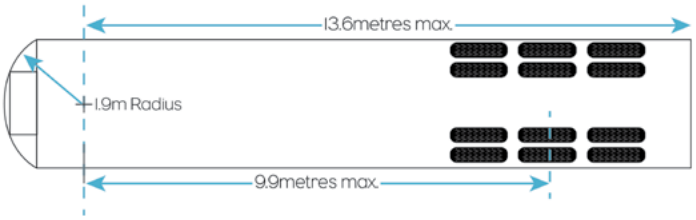


Length

Refrigerated van trailers

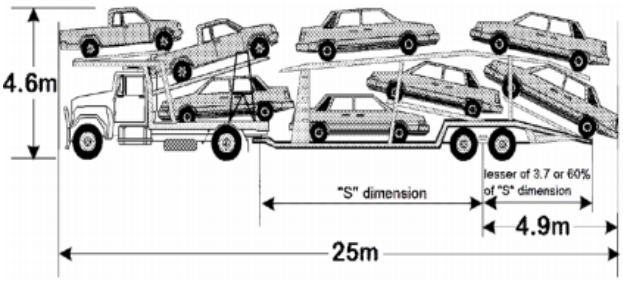
The distance from the articulation point to the rear of a semi-trailer may be up to 13.6 metres if the trailer is designed and constructed for the positive control of temperature through the use of refrigerated equipment, has a distance from the articulation point to the rear overhang line of no more than 9.9 metres and does not operate in a B-Double or road train combination and otherwise complies dimensionally.

▼Example of refrigerated van trailer dimensions



Car carriers

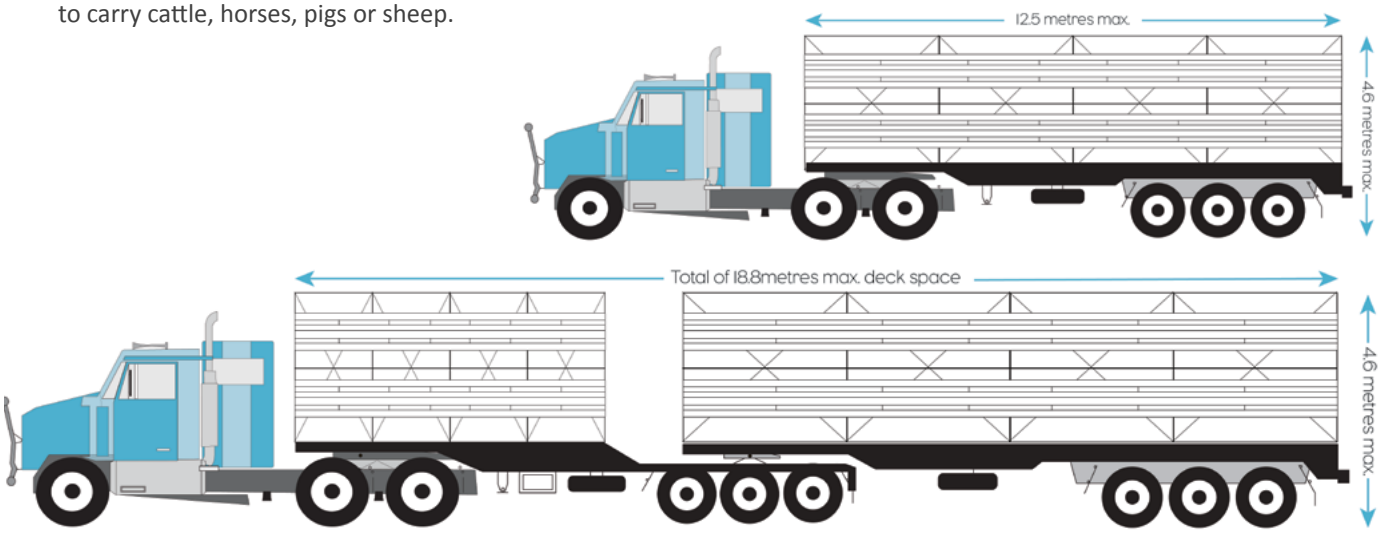
The distance measured at right angles between the rear overhang line of a trailer carrying vehicles on more than one deck and the rear of the rearmost vehicle on the trailer must not exceed 4.9 metres.



Livestock carriers

- A trailer built to carry cattle, horses, pigs or sheep on two or more partly or completely overlapping decks must not have more than 12.5 metres of its length available to carry cattle, horses, pigs or sheep.
- In a B-double built to carry cattle, horses, pigs or sheep, the two semitrailers must not have more than 18.8 metres of their combined length available to carry cattle, horses, pigs or sheep.

Note - the length available for the carriage of cattle, horses, pigs or sheep on a trailer is measured from the inside of the front wall or door of the trailer to the inside of the rear wall or door of the trailer, with any intervening partitions disregarded.

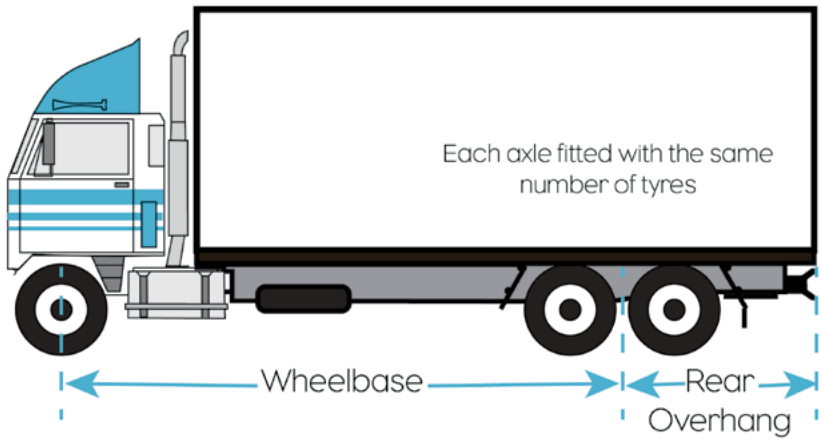


Dimension requirements

Rear overhang

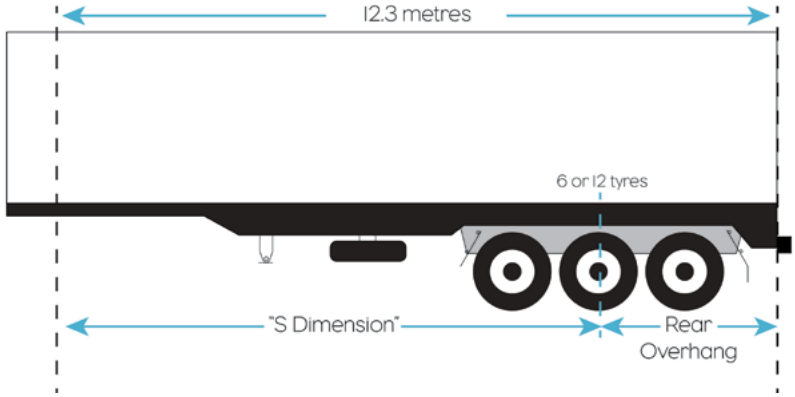
The rear overhang must not exceed the lesser of 60% of the wheelbase or 3.7 metres.

▼Rear overhang on rigid trucks

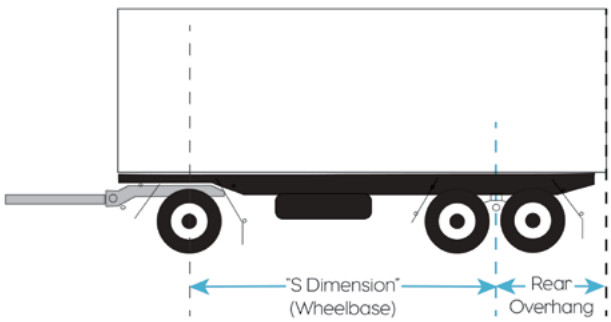


▼Rear overhang on semi-trailer or dog trailer

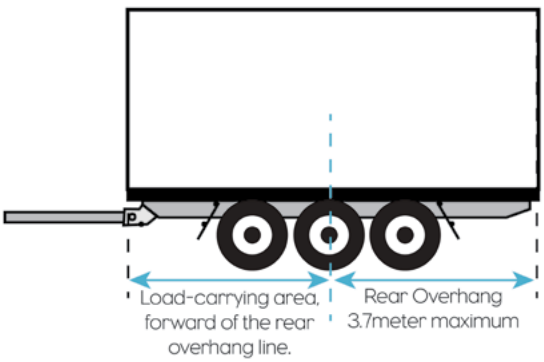
The rear overhang must not exceed the lesser of 60% of the "S Dimension" or 3.7 metres.



▼Dog trailer



▼Pig trailer



Rear overhang on a pig trailer must not exceed the lesser of the length of the load-carrying area, forward of the rear overhang line or 3.7 metres.

Class 2 vehicle/combination dimensions

What is a class 2 heavy vehicle?

Class 2 heavy vehicles as defined under the *Heavy Vehicle National Law Act 2012 (HVNL)* as follows:

A heavy vehicle is a class 2 heavy vehicle if-

a. It-

   i. Complies with the prescribed mass requirements and prescribed dimension requirements applying to it; and

   ii. is-

      A. B-double; or

      B. road train; or

      C. bus (other than an articulated bus) and that is longer than 12.5 metres; or

      D. combination designed and built to carry vehicles on more than 1 deck and that together with its load is longer than 19 metres or higher than 4.3 metres; or

      E. motor vehicle or a combination that is higher than 4.3 metres and is built to carry cattle, sheep, pigs or horses; or

b. Performance-Based Standard (PBS) vehicle *.

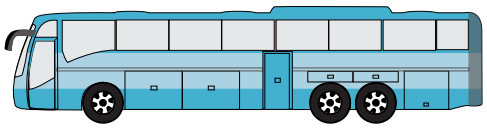
*Further information about PBS requirements can be found at:

https://www.nhvr.gov.au/pbs

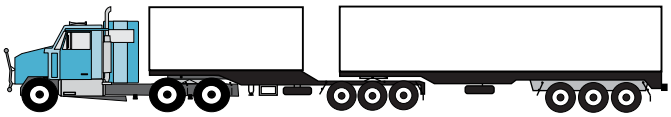
▼Double road train – 36.5 metres

▼Triple road train – 53.5 metres

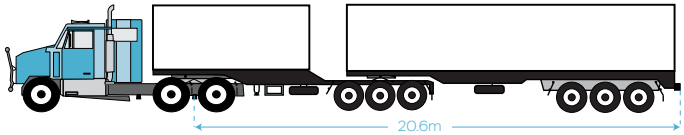
▼Controlled access bus - 14.5 metres



▼B-double - 25 metres



▼B double – 26 metres



B-doubles can be 25m in length, however they can operate at 26m in length if the distance from the front articulation point of the most forward semi-trailer to the rear of the B-double is not more than 20.6m and the prime mover and the B-double is fitted with a:

- front under-run protective device complying with Regulation 93 made under the UNECE Agreement or ADR 84-Front Underrun Impact Protection (FUPS)
- for a prime mover manufactured after December 2005 – is fitted with a cab complying with Regulation 29 made under the UNECE Agreement; and
- does not have an area built to carry goods.

About the NHVR

The National Heavy Vehicle Regulator (NHVR) is Australia's dedicated independent regulator for heavy vehicles over 4.5 tonnes gross vehicle mass.

The NHVR was created to administer one set of rules for heavy vehicles under the Heavy Vehicle National Law (HVNL), improve safety and productivity, minimise the compliance burden on the heavy vehicle transport industry and reduce duplication and inconsistencies across state and territory borders.

For more information

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visit	www.nhvr.gov.au
email	info@nhvr.gov.au
fax	07 3309 8777
post	PO Box 492, Fortitude Valley Q 4006
tel	1300 MYNHVR* (1300 696 487)

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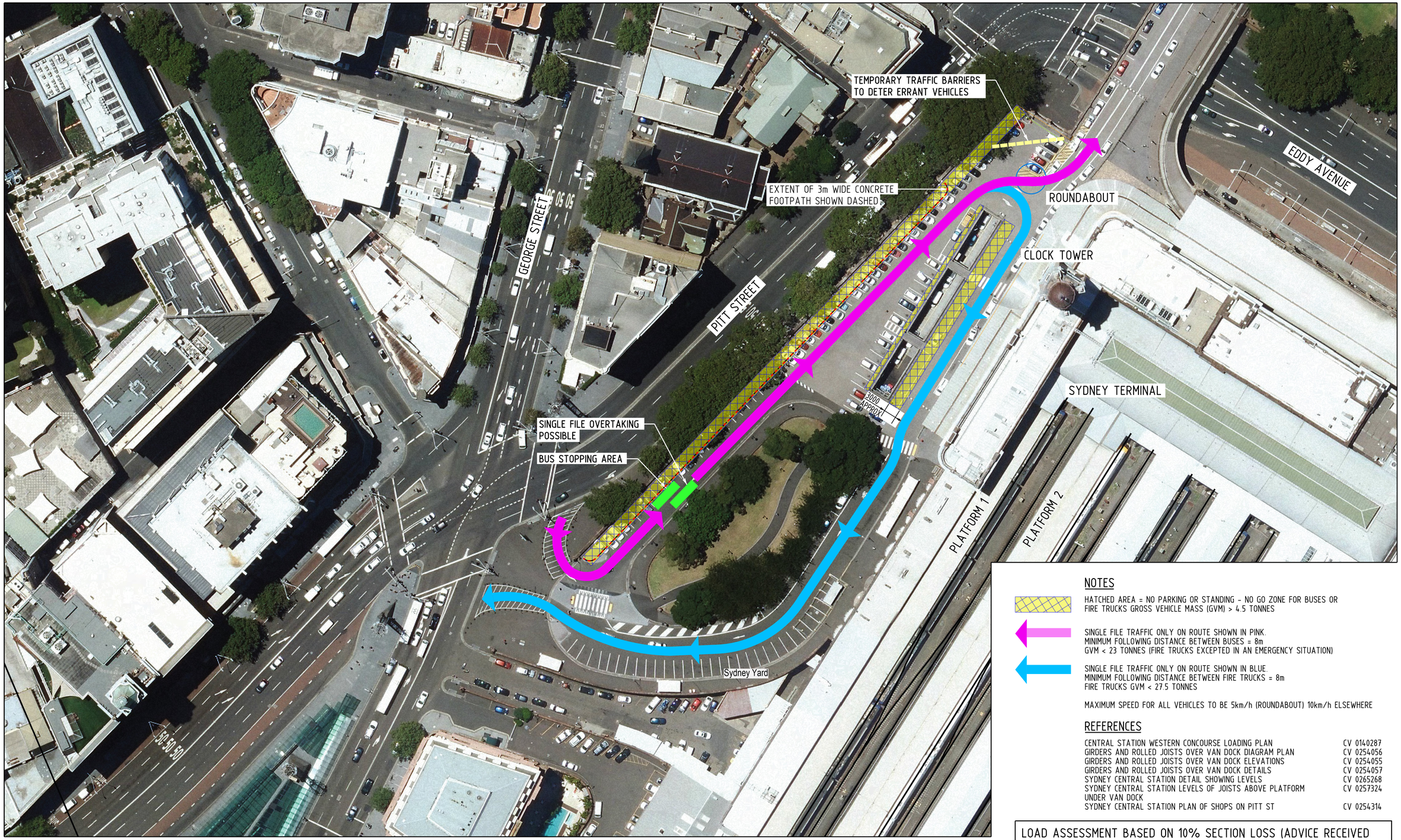

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0m 20m 40m 60m 80m 100m

PLAN

NOTES

HATCHED AREA = NO PARKING OR STANDING - NO GO ZONE FOR BUSES OR FIRE TRUCKS GROSS VEHICLE MASS (GVM) > 4.5 TONNES

SINGLE FILE TRAFFIC ONLY ON ROUTE SHOWN IN PINK.
MINIMUM FOLLOWING DISTANCE BETWEEN BUSES = 8m
GVM < 23 TONNES (FIRE TRUCKS EXCEPTED IN AN EMERGENCY SITUATION)

SINGLE FILE TRAFFIC ONLY ON ROUTE SHOWN IN BLUE.
MINIMUM FOLLOWING DISTANCE BETWEEN FIRE TRUCKS = 8m
FIRE TRUCKS GVM < 27.5 TONNES

MAXIMUM SPEED FOR ALL VEHICLES TO BE 5km/h (ROUNDABOUT) 10km/h ELSEWHERE

REFERENCES

CENTRAL STATION WESTERN CONCOURSE LOADING PLAN	CV 0140287
GIRDERS AND ROLLED JOISTS OVER VAN DOCK DIAGRAM PLAN	CV 0254056
GIRDERS AND ROLLED JOISTS OVER VAN DOCK ELEVATIONS	CV 0254055
GIRDERS AND ROLLED JOISTS OVER VAN DOCK DETAILS	CV 0254057
SYDNEY CENTRAL STATION DETAIL SHOWING LEVELS	CV 0265268
SYDNEY CENTRAL STATION LEVELS OF JOISTS ABOVE PLATFORM UNDER VAN DOCK	CV 0257324
SYDNEY CENTRAL STATION PLAN OF SHOPS ON PITT ST	CV 0254314

LOAD ASSESSMENT BASED ON 10% SECTION LOSS (ADVICE RECEIVED FROM MAINTENANCE ENGINEER, CUSTOMER ENVIRONMENT, 20 JUNE 2017)

AMD	DESCRIPTION	DESIGNER SIGN./DATE	VERIFIED SIGN./DATE	APPROVED SIGN./DATE

CO-ORDINATE SYSTEM: tbCoordSys | HEIGHT DATUM: tbHghtDatum | SCALE:

NSW GOVERNMENT Transport for NSW

NSW Transport Sydney Trains

NSW Transport Sydney Trains
MAINTENANCE DIRECTORATE
Engineering & System Integrity Division
SYDNEY TRAINS
CIVIL

DRAWN	R. Dunn	2017.06.20 14:19:36 +10'00'
DESIGNED	Robert Liu	2017.06.20 14:34:12 +10'00'
DRG CHECK	Robert Liu	2017.06.20 14:34:19 +10'00'
DESIGN CHECK	Shun Cheung	2017.06.21 14:44:38 +10'00'
APPROVED	Ken Chong	2017.06.21 14:57:18 +10'00'

CENTRAL STATION
WESTERN CONCOURSE
PERMISSIBLE BUS AND FIRE TRUCK ROUTES DURING LIGHT RAIL CONSTRUCTION
GENERAL ARRANGEMENT

FILE No. | SHEET: 1 OF 1 | A1
STATUS: APPROVED FOR CONSTRUCTION | ©
DRG No. | EDMS No. CV0676139 | A

DF 801*554

File Plotted RailCAD/Groups/Civ_des/Jobs_2017/CENTRAL SM1_Drawings/CV_0676139.dgn
Plot Date & Time 20-JUN-2017 14:17
Plotted by sa_vorp

Atlassian Central Station

Construction Pedestrian Traffic Management Plan

Prepared for:

Atlassian

27 January 2022

PROJECT INFORMATION

Project Name:	Atlassian Central Station
Client:	Atlassian
Project Number:	1902
Prepared By:	JMT Consulting

DOCUMENT HISTORY

Document Title	Revision	Date issued	Author
Atlassian CPTMP	Draft 1	25.11.21	JM
Atlassian CPTMP	Draft 2	21.12.21	JM
Atlassian CPTMP	Final Draft	17.01.22	JM
Atlassian CPTMP	Final	27.01.22	JM

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Tables

1 Introduction

1.1 Background

The Atlassian Central Station project (SSD-10405) has been approved by the Minister for Planning and Public Spaces for a commercial and hotel development above the Former Inwards Parcel Shed at 8 – 10 Lee Street, Haymarket.

In accordance with Condition E17 of the project approval, a Construction Traffic and Pedestrian Management Plan (CTPMP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network. The plan is to be developed in consultation with Transport for NSW (TfNSW) and City of Sydney Council ('Council') prior to commencement of any works.

The CPTMP has been prepared in accordance with the City of Sydney Standard Requirements for Construction Traffic and Pedestrian Management Plans, with the standard requirements attached in Appendix A. The CPTMP should be read in conjunction with the broader Construction Management Plan (CMP) and sub-plans developed for the project by the contractor Built-Obayashi Joint Venture (BOJV).

1.2 Description of the site

The Site is known as 8-10 Lee Street, Haymarket. It is an irregular shaped allotment. The allotment has a small street frontage to Lee Street, however this frontage is limited to the width of the access handle.

The Site comprises multiple parcels of land which exist at various stratums. All the lots are in the freehold ownership of Transport for NSW, with different leasing arrangements:

- **Lot 116 in DP 1078271**: YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.
- **Lot 117 in DP 1078271**: This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimise basement and servicing outcome for the Site.
- **Lot 118 in DP 1078271**: This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project. The proposal also uses a part of Lot 118 in DP 1078271 within Ambulance Avenue for Day 1 bike access, secondary pedestrian access and fire service vehicle access.
- **Lot 13 in DP 1062447**: This is currently in the ownership of TfNSW but TOGA (who hold the lease for the Adina Hotel) have a long-term lease of this space in the lower ground area.

The Site has an area of approximately 3,764sqm which includes 277sqm of air rights that apply from RL40.

1.3 Site and surrounding context

The Site is directly adjacent to the Western Wing Extension of Central Station, and forms part of the 'Western Gateway Sub-precinct' of the Central Railway Station lands. It is situated between the existing CountryLink and Intercity railway platforms to the east and the Adina Hotel (former Parcel Post Office) to the west.

Existing vehicle access to the Site is via Lee Street, however the Lee Street frontage of the Site is only the width of the access handle.

Current improvements on the Site include the Parcels Shed, which operated in association with the former Parcels Post Office (now the Adina Hotel). The Site is currently used as the Railway Square YHA. The Site also includes the western entryway to the Devonshire Street Pedestrian, which runs east-west through Central Station under the existing railway lines.

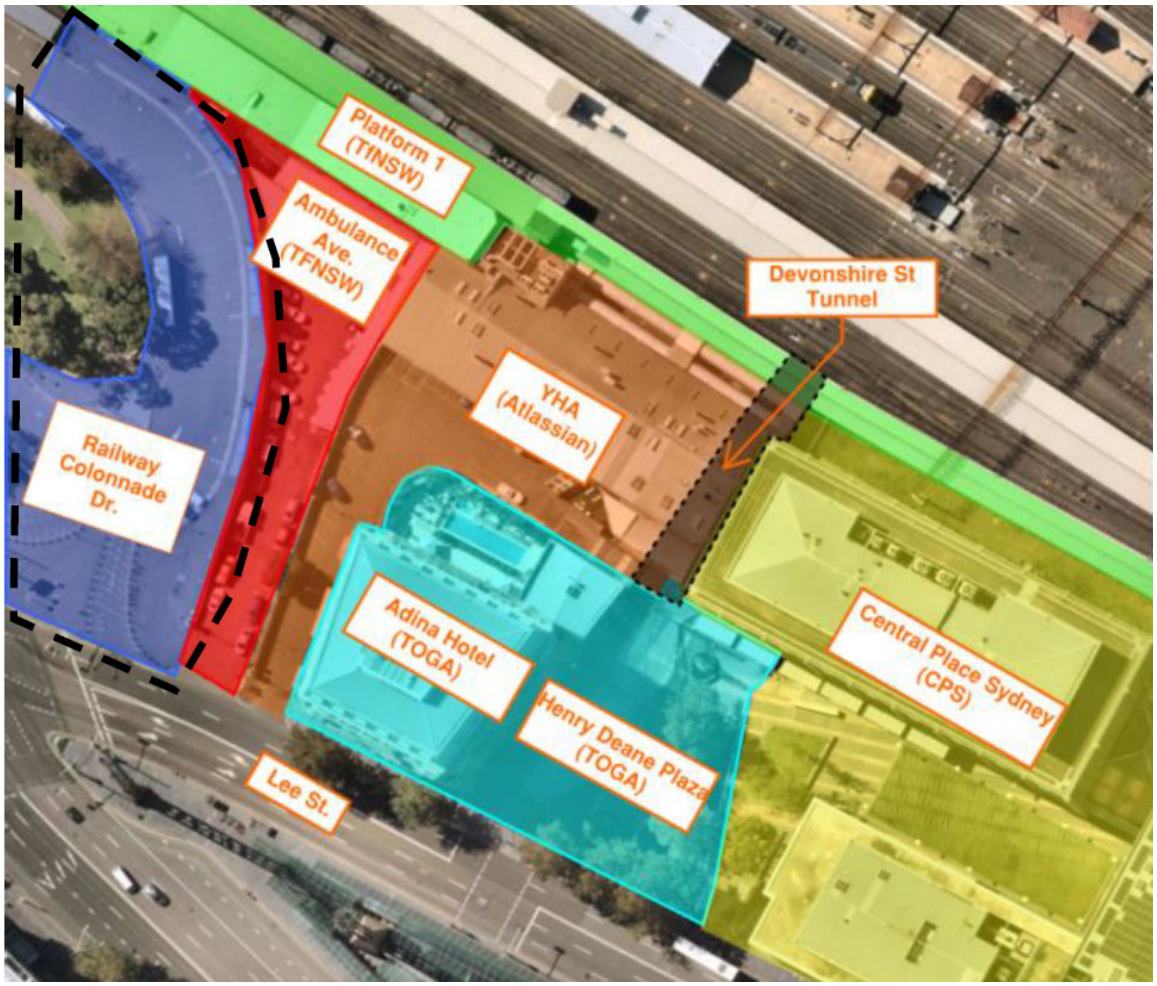


Figure 1 Site context

Source: BOJV

1.4 Document purpose

The purpose of the CTPMP is to assess the proposed access and operation of construction traffic associated with the works for the proposed development with respect to safety and capacity. The document addresses the requirements listed in relevant condition of approval (E17) as summarised in Table 1 below.

Table 1 Requirements for CTPMP

Requirements of Condition E17 of the project approval for SSD-10405	Section Discussed
Prior to the commencement of any demolition, earthworks or construction, the Applicant shall submit to the satisfaction of the Certifier a Construction Pedestrian and Traffic Management Plan Sub-Plan (CPTMP), prepared in consultation with the Council and TfNSW. The CTPMP must include, but not be limited to, the following:	
a description of the development;	2
location of any proposed work zone(s);	3.7
details of crane arrangements, including location of any crane(s)	3.6
haulage routes;	3.10
proposed construction hours;	3.2
predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods	3.11
details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on public roads	5.3
details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site	5.5
pedestrian and traffic management measures	5
construction program and construction methodology	3.1
a detailed plan of any proposed hoarding and/or scaffolding;	3.5
consultation strategy for liaison with surrounding stakeholders, including other developments under construction	4.11
any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works	4
cumulative construction impacts of projects including Sydney Metro City and South West. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMSP to ensure that coordination of work activities are managed to minimise impacts on the surrounding road network	4.11
proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP	5

1.5 Reference documents

This CTPMP should be read in conjunction with the following supporting documents:

- Construction Management Plan (BOJV)
- Railway Colonnade Drive Management Plan (BOJV)
- Devonshire Street Tunnel Demolition Management Plan (BOJV)
- Devonshire Street Tunnel Pedestrian Modelling (Arup)
- Devonshire Street Tunnel Pedestrian Management Plan (ESI)

2 Development Description

The approved project under SSD-10405 facilitates the development of a new mixed-use development comprising *'tourist and visitor accommodation'* (in the form of a 'backpackers') and commercial office space within the tower form. Retail, lobby and food and drink premises at the Lower Ground level and Upper Ground level.

Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Technology Precinct proposed by the NSW Government. The new building will be purpose-built to accommodate the Atlassian Headquarters, a new TfNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker's accommodation, in addition to commercial floorspace to support Tech Start-ups.

The new development is to be built over the existing heritage former Inwards Parcels Shed (the Parcels Shed) located on the western boundary of Central Station with the Adina hotel to the west. The works includes a 38-storey mixed-use tower with basement loading dock facilities and end of trip (EOT) facilities accessed off Lee Street, 2 storey lobby utilising the Parcels Shed building, lower ground and upper ground retail, YHA hostel and commercial tower with staff amenities to the mid-level and roof top areas and a pedestrian Link Zone works for TfNSW.

The development comprises of:

- Two basement levels (B1 & B2), which includes service spaces, loading docks, and EOT facilities which will be accessed from Lee St following the completion of works to convert the existing Upper Carriage Lane into a shared ramp from Lee Street which will service both the Adina hotel and Atlassian development.
- Delivery of Transport for NSW assets (State Works) comprising Lower Ground and Upper Ground Floor through site link which is key pedestrian infrastructure for Central Station to connect the future metro Central Walk West.
- Retention of the existing Heritage Parcel Shed and adaptive reuse to form part of a new public realm strategy incorporating it into the new building's lobby
- Construction of a new high-rise tower including new YHA accommodation (lower levels)
- Commercial office levels (upper levels)

3 Description of Construction Activities

3.1 Construction program

It is currently envisaged site works will commence in March 2022 and take approximately four years to complete. As the project is in its preliminary stages, the following timeframes are approximate and may vary once further details are known. The various stages of construction are noted in Table 2 below.

Table 2Construction program

Activity / Milestone	Forecast Date
Site commencement works	Mar 2022
Heritage shed removal complete	Jul 2022
Civil works commencement	Oct 2023
Substructure complete to upper ground floor	Feb 2024
Structural steel complete (Top-Out)	Oct 2025
Façade complete	Jan 2026
State works completion	May 2026
Building completion	May 2026

3.2 Construction hours

In accordance with the conditions of approval for the project work will be carried out between the following standard hours of construction:

(a) between 7am and 7pm, Mondays to Fridays inclusive; and

(b) between 7am and 3pm, Saturdays.

No work may be carried out on Sundays or public holidays unless prior approval has been provided.

Under Condition F6 of the project approval construction activities may be undertaken outside of these standard hours if required:

(a) by TfNSW to prevent significant disruption to public transport, access to public transport or public safety; or

(b) by the Police or a public authority for the delivery of vehicles, plant or materials; or

(c) in an emergency to avoid the loss of life, damage to property or to prevent environmental harm.

Notification of such construction activities must be given to affected residents before undertaking the activities or as soon as is practical afterwards.

Under Condition F8 of the project approval rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours:

(a) 9am to 12pm, Monday to Friday;

(b) 2pm to 5pm Monday to Friday; and

(c) 9am to 12pm, Saturday.

3.3 Construction site boundary

The proposed site boundary for the construction works is illustrated in Figure 2 below, and largely encompasses the perimeter of the site. Fencing and hoarding will be installed by the contractor to establish this boundary and ensure appropriate separation of construction works with other users of the precinct.

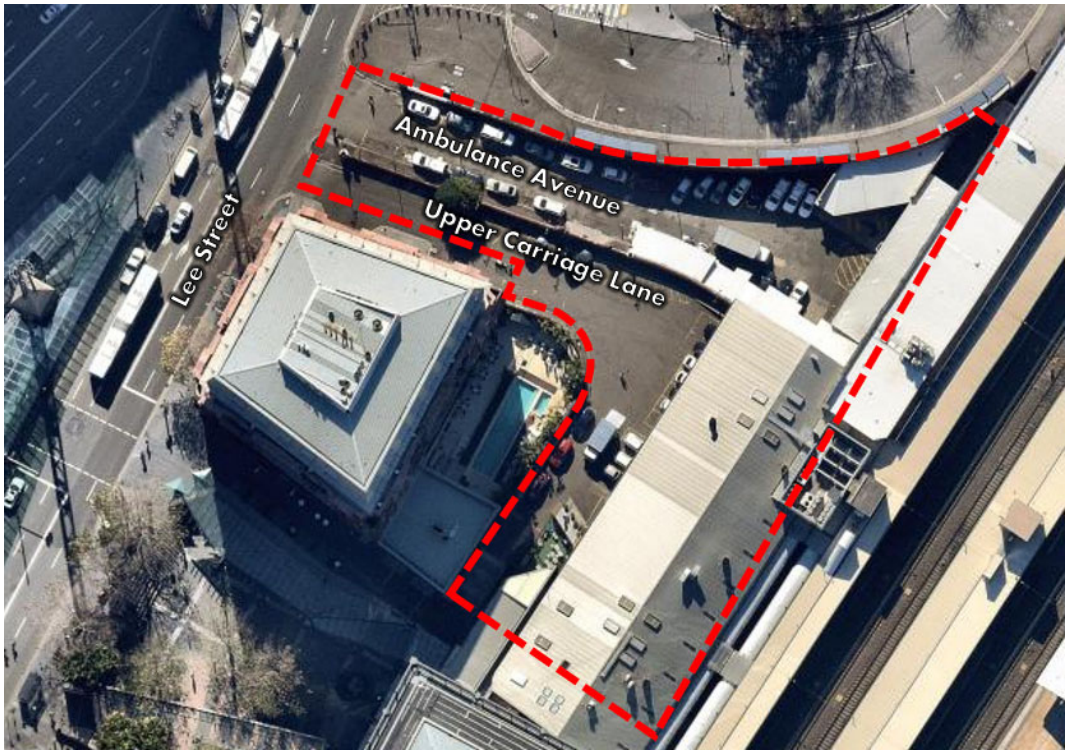


Figure 2 Construction site boundary

3.4 Construction vehicle types

The site will have various types of construction vehicles accessing the site, including:

- 19m Truck and Dog Trailers;
- 19m Semi-Trailers
- 12.5m Heavy Rigid Vehicles (HRVs)
- 8.8m Medium Rigid Vehicles (MRVs)
- 6.5m Small Rigid Vehicles (SRVs);
- Utes/vans

The largest construction vehicles accessing the site on a typical day will include 19m Truck and Dog Trailers / Semi-Trailers. These vehicle types are consistent with those stated in the EIS and have consequently been approved as part of the Project. Due to the constrained geometry of Upper Carriage Lane the largest vehicle expected to access this area will be a 8.8m Medium Rigid Vehicles (MRVs) for concrete deliveries.

All vehicle types accessing the site on a day to day basis will have the ability, either through manoeuvring areas or mechanical turntables, to enter and exit the site in a forwards direction.

Special permits will be required to bring in bespoke oversize vehicles throughout various phases of the construction project, these will be managed on a case by case basis in close consultation with relevant authorities. Pending on design outcomes, the project may use a 'restricted access low load trailer for structural steel components'. Separate approval from Council's Construction Regulation Unit and Transport for NSW will be required for each occurrence.

3.5 Fencing and hoardings

The hoardings & fencing on the proposed development consist of both A-Class and B-Class hoardings, with gates for vehicle and pedestrian access. The aim is to delineate the work front from public areas to reduce the risk of unauthorized site access. Modifications to these hoardings may be undertaken throughout the project to ensure the project is delivered in the safest manner. All B Class hoardings will be 10 kPa rated & provide overhead protection to footpath & public areas. All hoardings will be painted & signed as per City of Sydney & or TfNSW requirements.

An indicative hoarding layout plan is provided in Figure 3 below.

Figure 3 Indicative hoarding layout plan

Source: BOJV

B-Class hoardings consisting of a 10kPa rating supported off the pavement level will be provided in this area. The Devonshire Street tunnel will also require both A-Class and B-Class hoardings to ensure public safety whilst entering & exiting Central Station

A secure hoarding will be necessary to mitigate the risk of the public entering through the rail corridor on the Eastern boundary along with non-authorised access from the site back to Platform 1. The Central Station (Eastern) hoarding will consist of an A-Class separating commuters on Platform 1 from site.

3.6 Crane locations

Two tower cranes will be utilised to facilitate the construction project with their location shown in Figure 4. Mobile cranes will be required generally prior to the tower cranes being available and after they have been removed. They may also be required to supplement the tower crane's work at peak periods with additional cranage.

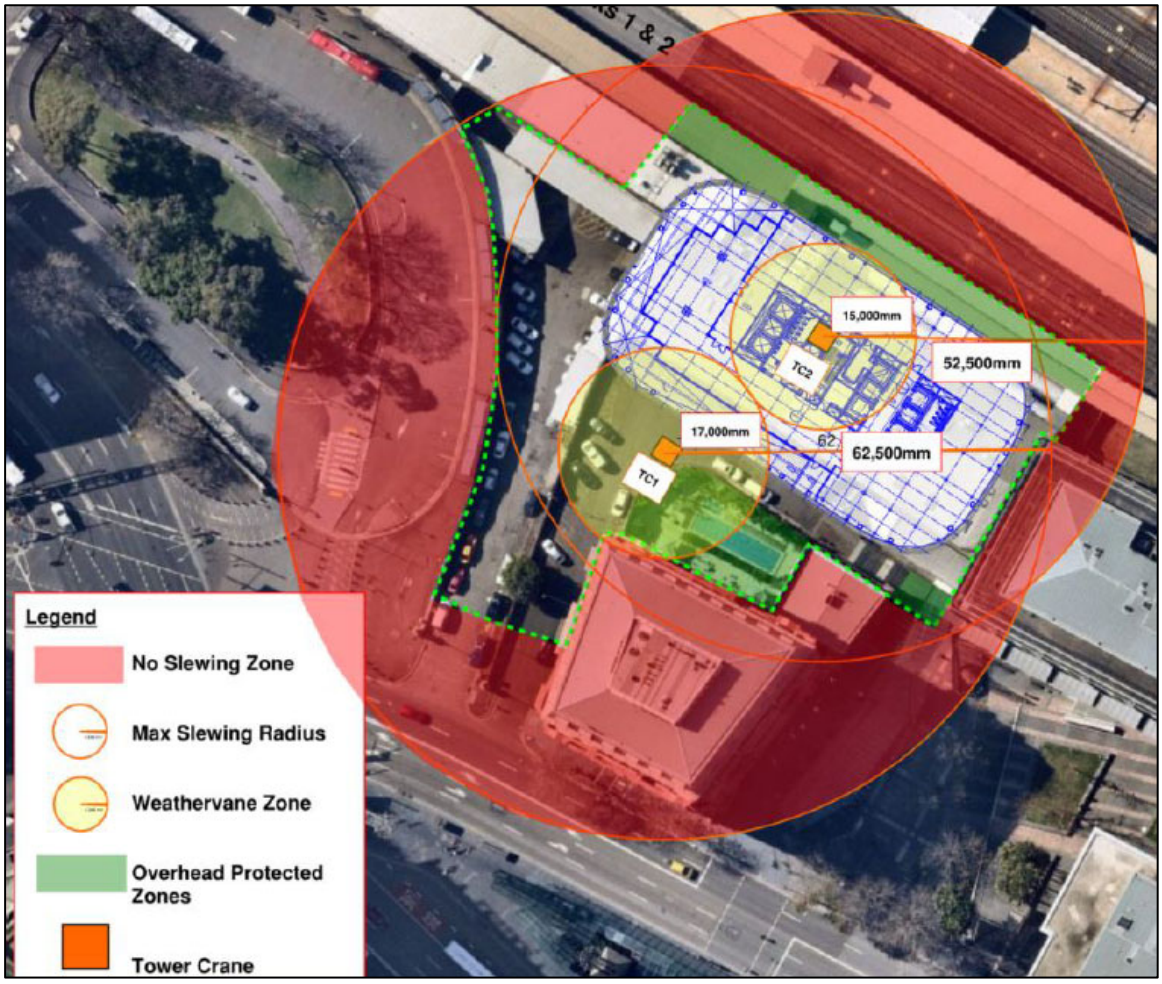


Figure 4 Proposed tower crane locations

Source: BOJV

3.7 Loading and lifting zones

The following loading and lifting zones will be utilised as part of the construction project.

- Ambulance Avenue which would be the primary arrival point for construction vehicles up to 17m in length.
- Upper Carriage Lane which would be used when available for rigid vehicles 8.8m in length or less.
- Along Railway Colonnade Drive. This would involve a 45m long works zone signposted for construction vehicles only. Railway Colonnade Drive will be required to be used intermittently for mobilisations and dismantles of key temporary works such as tower cranes and jumpforms. This works zone area would facilitate the arrival and departure of larger vehicles up to 19m in length given the constrained environment on Ambulance Avenue and Upper Carriage Lane. This area is currently used for vehicles (buses & coaches) during track possessions and as such, this works zone will be subject to flexibility with key stakeholders.

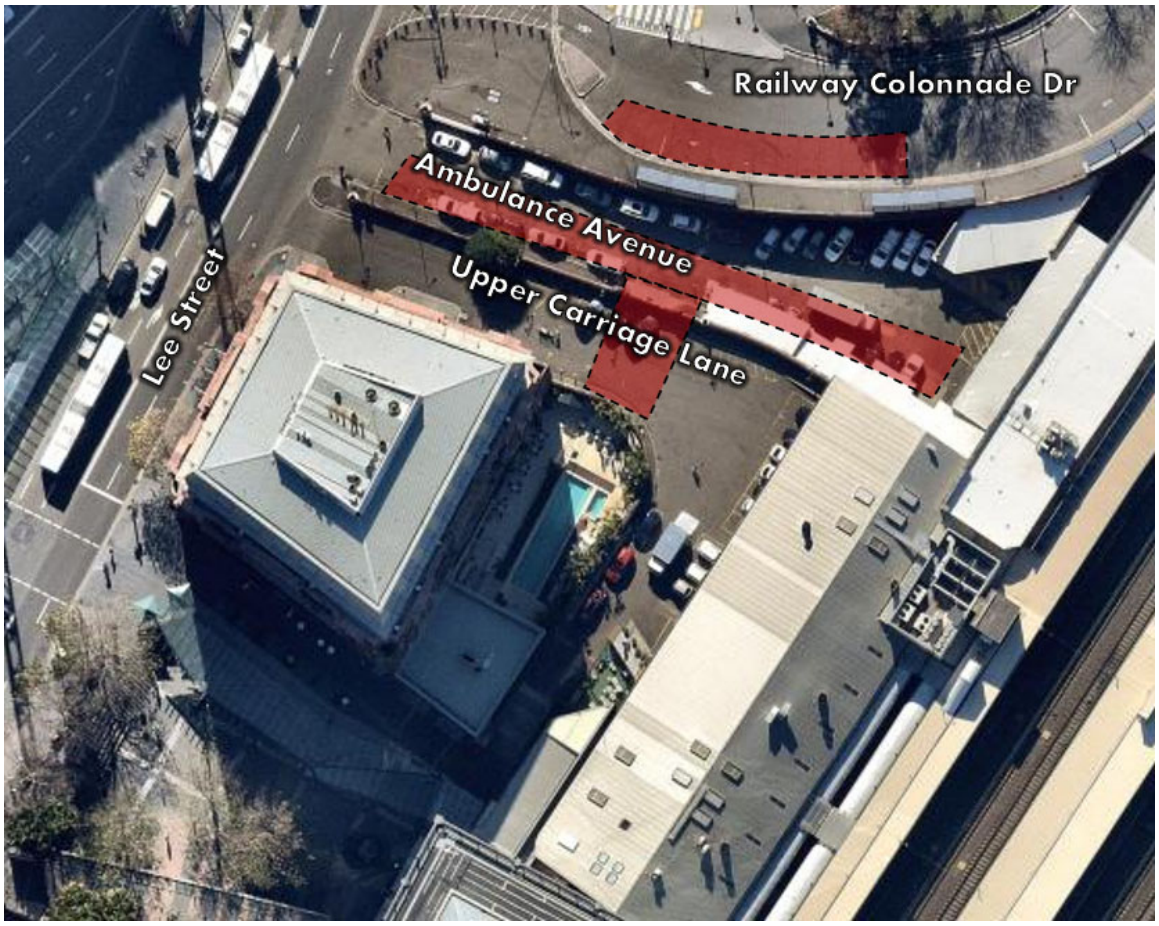


Figure 5 Proposed loading and lifting zones

3.8 Railway Colonnade Drive works zone

As previously noted Railway Colonnade Drive will be required to be used intermittently for mobilisations and dismantles of key temporary works such as tower cranes and jumpforms. A detailed management plan has been prepared by BOJV to demonstrate the necessity of a loading zone located within Railway Colonnade Drive and document how the loading zone can be managed in a way that minimises the impact on the normal day to day operations of the area.

The management plan identifies the anticipated dates and durations that the loading zone will be required. This indicates that Railway Colonnade Drive would be used intermittently throughout the duration of the project.

The loading zone would be approximately 45 meters long, positioned towards the southern end of the ramp and is within the reach of the site's tower cranes as indicated in Figure 6. The location of the loading zone on RCD allows for articulated vehicles to approach and pull into a loading zone, be unloaded, and then exit in a forward direction onto Lee Street as indicated in the swept paths on the following page. To facilitate the works zone and safe manoeuvring of vehicles some existing signage and bollards may need to be removed or relocated.

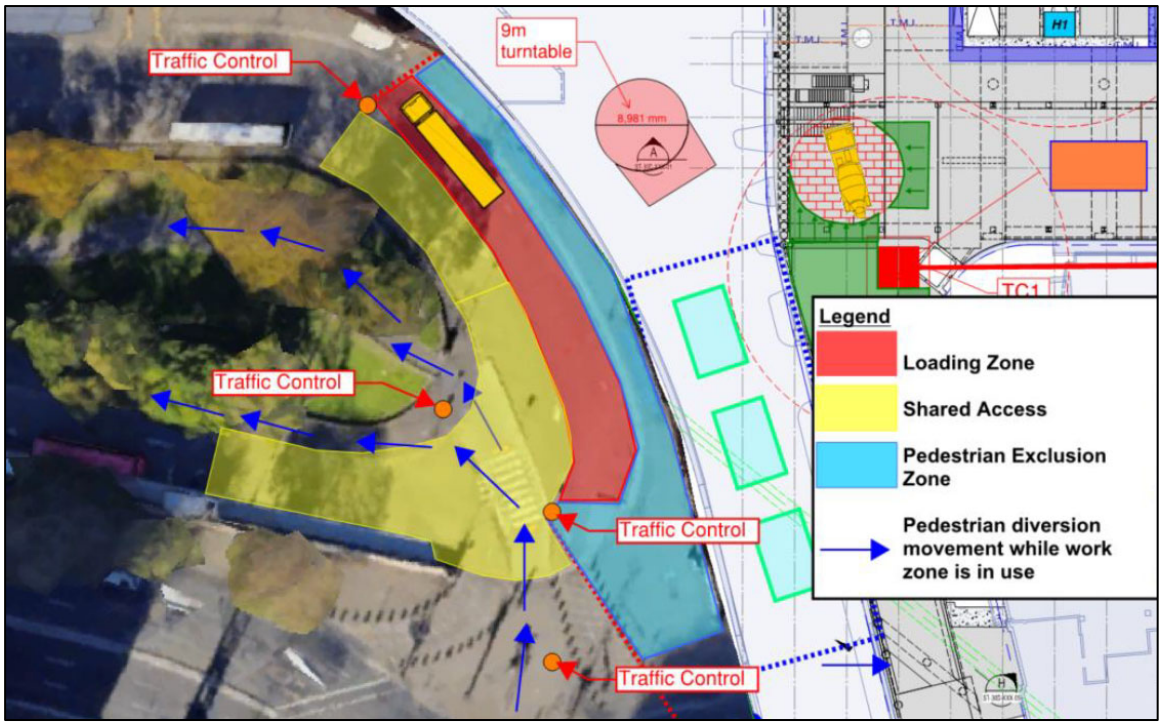


Figure 6 Railway Colonnade Drive works zone

Source: BOJV

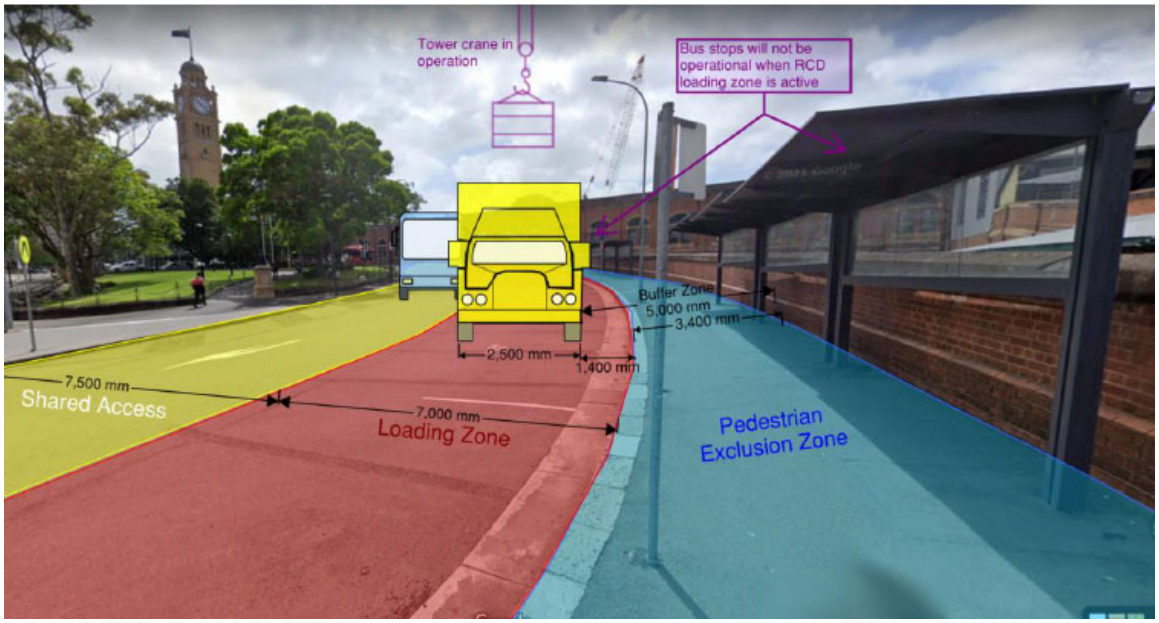
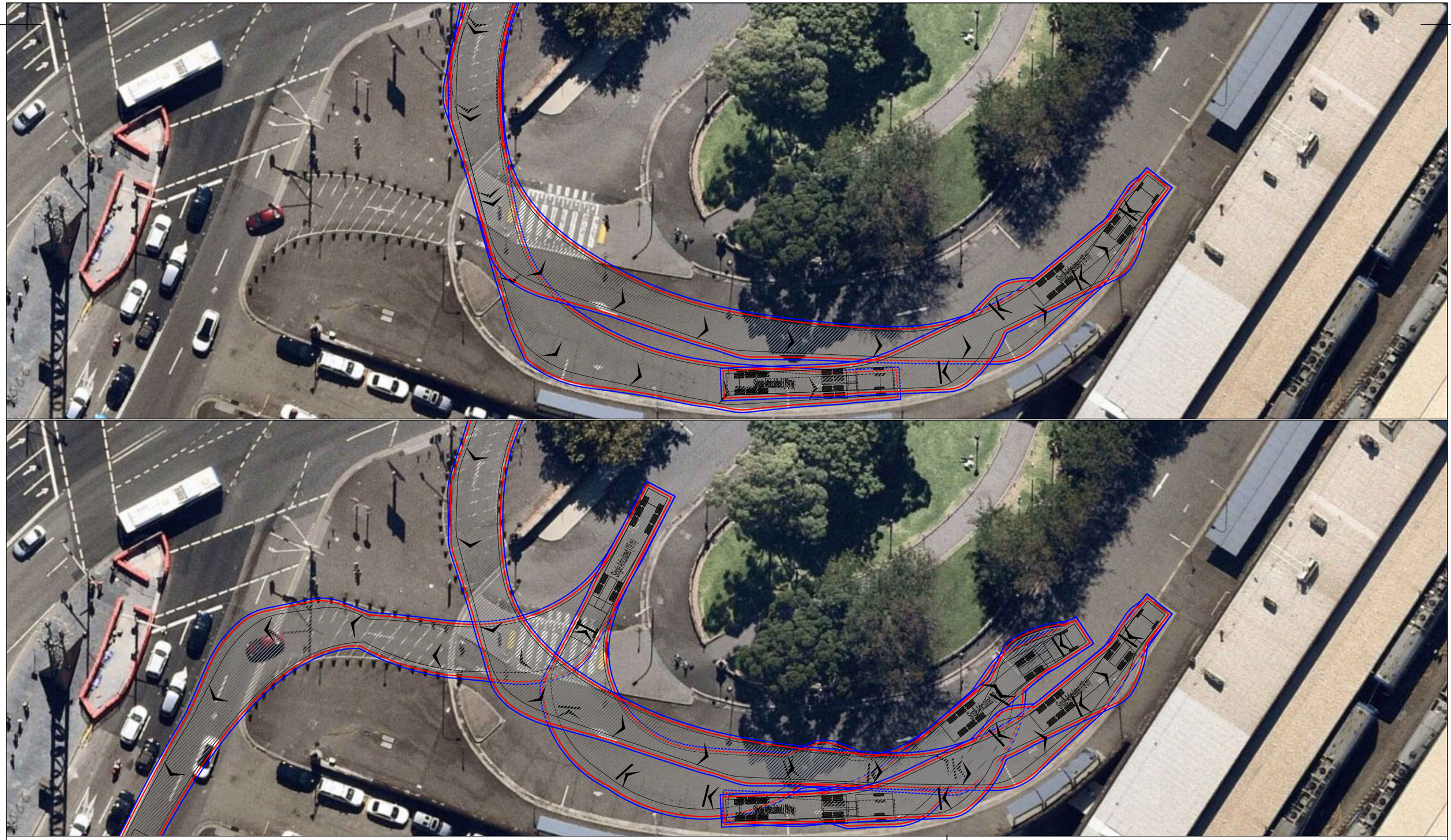


Figure 7 Railway Colonnade Drive works zone (elevation)

Source: BOJV



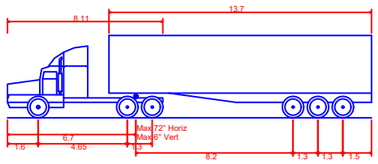
Client
Built

Job Title
Atlassian Central Station

Drawing Title
Turning Paths
19m semi-trailer
Railway Colonade Drive

Legend
- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Vehicle type(s)



Single Articulated (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Date
29.07.21

Job No
1902

Drawing No
SKT02

Drawing Status
For Information

Scale at A3
1:400

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3.9 Construction vehicle site access

Three vehicular site access points are proposed to facilitate the construction works as shown in Figure 9 and detailed below:

- Ambulance Avenue (entry and exit via Lee Street)
- Upper Carriage Lane (entry and exit via Lee Street)
- Railway Colonnade Drive (entry via Pitt Street and exit via Lee Street).

All vehicle movements into each of the site access points will be will be restricted to left in – left out only, with all vehicles to enter and exit the site in a forwards direction. Traffic controllers will be present at all vehicle crossover points to manage interactions with pedestrians.

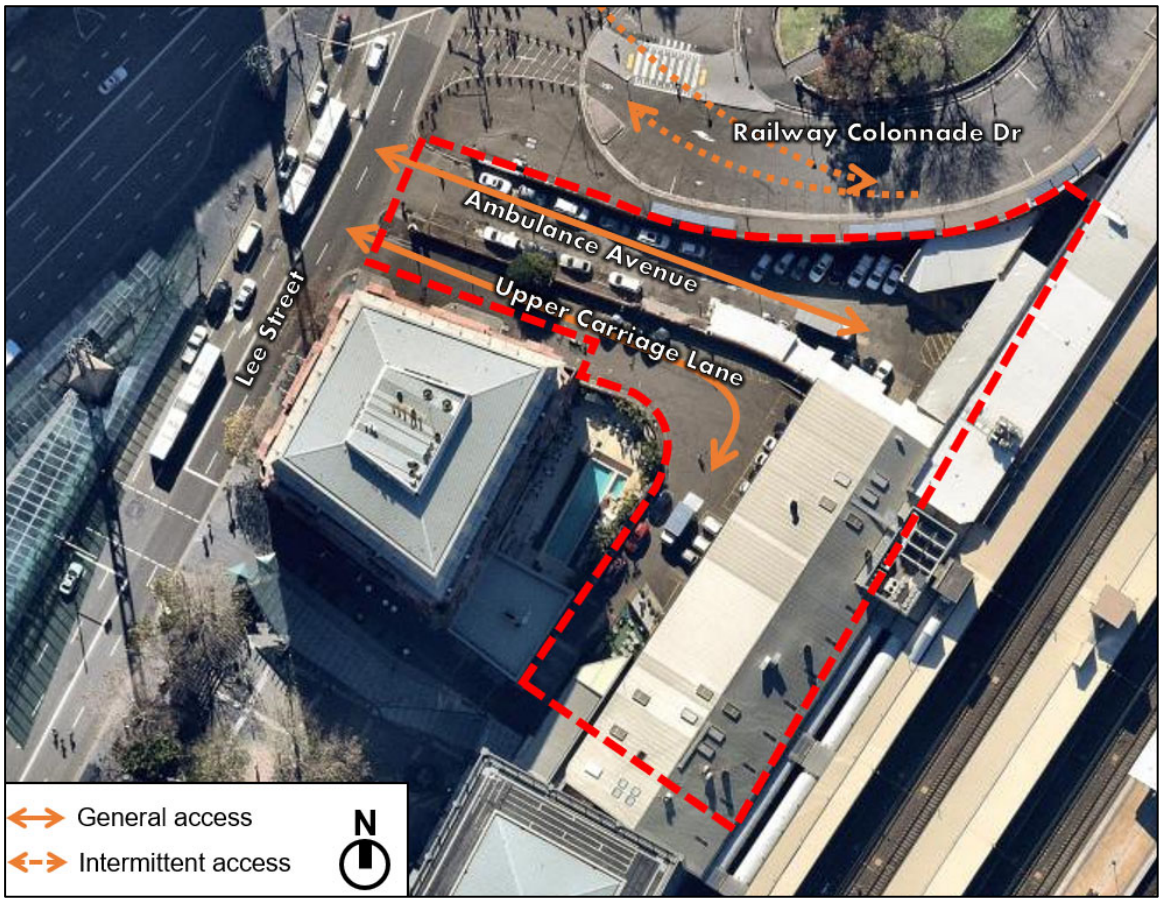
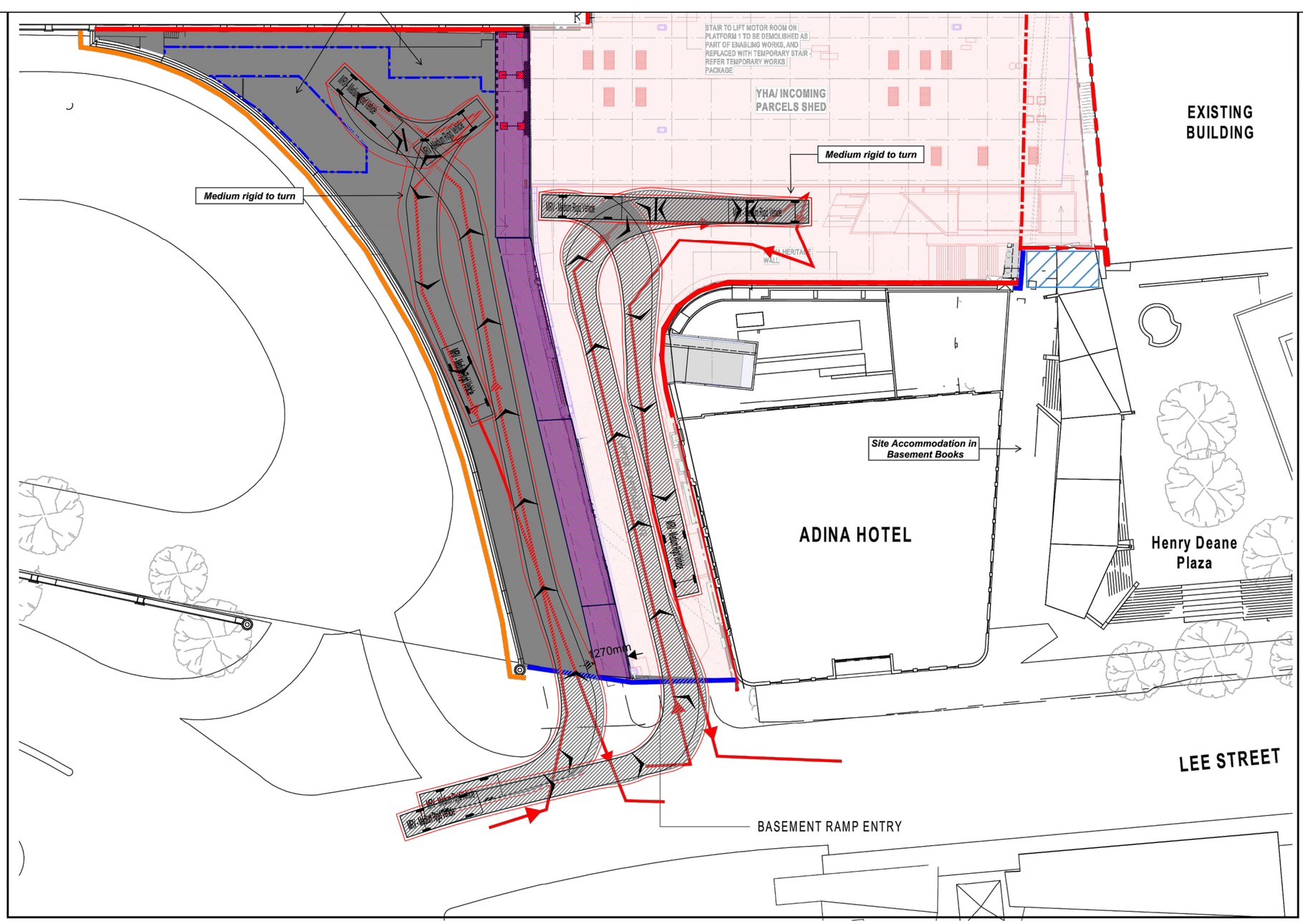


Figure 9 Construction vehicle access points

Swept path analysis indicating the movement of large vehicles into and out of each on-site loading is provided in the following pages of this document. All vehicles will have the ability to enter and exit the site in a forwards direction.



Site Establishment Plan - Ambulance Avenue
Stage 1 - Heritage Dismantle & Demolition
Notes:

KEY

- A-Class
- B-Class
- Plywood Protection
- Heritage Wall Scaffold (5 Board)
- Direction of Travel

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Job Title
Atlassian Central Station

Client
Atlassian / BOJV

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Drawing Title
Turning Paths
Construction Traffic Access

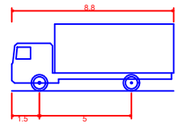
Drawing No
STK08

Date
13.01.22

Legend
Body Envelope
300mm Envelope
Wheel Envelope

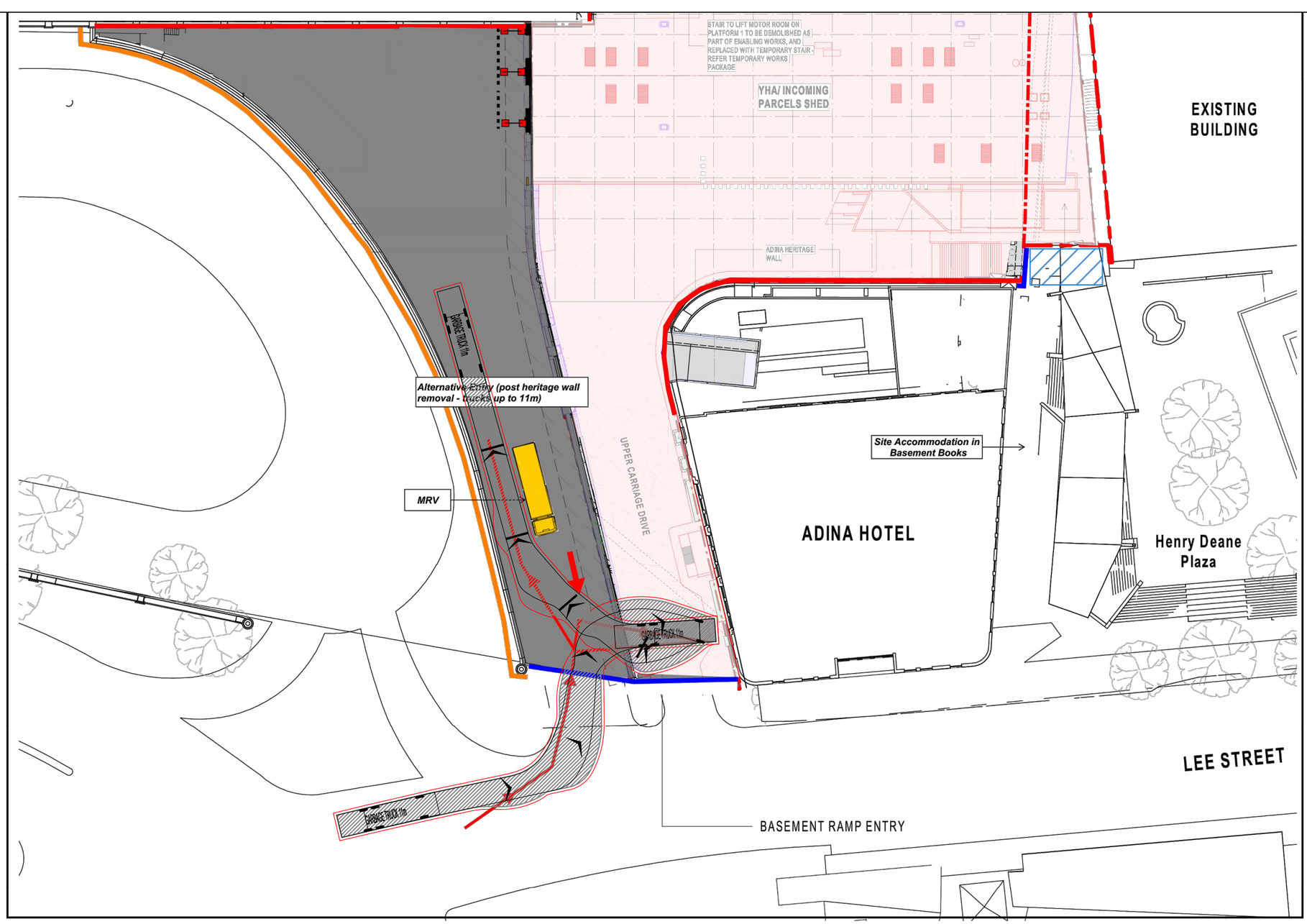
Job No
1902

Vehicle type(s)



MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m



Site Establishment Plan - Ambulance Avenue
Stage 1 - Heritage Dismantle & Demolition
Notes: *Alternative Entry Option (post heritage wall removal trucks up to 11m)*
Weeks . . . (to be updated from programme)

KEY

- *A-Class*
- *B-Class*
- *Plywood Protection*
- *Direction of Travel*

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Job Title
Atlassian Central Station

Client
Atlassian / BOJV

Drawing Title
Turning Paths
Construction Traffic Access

Drawing No
STK09

Date
13.01.22

Legend
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300mm Envelope
Wheel Envelope

Job No
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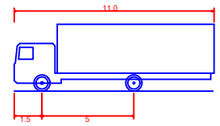
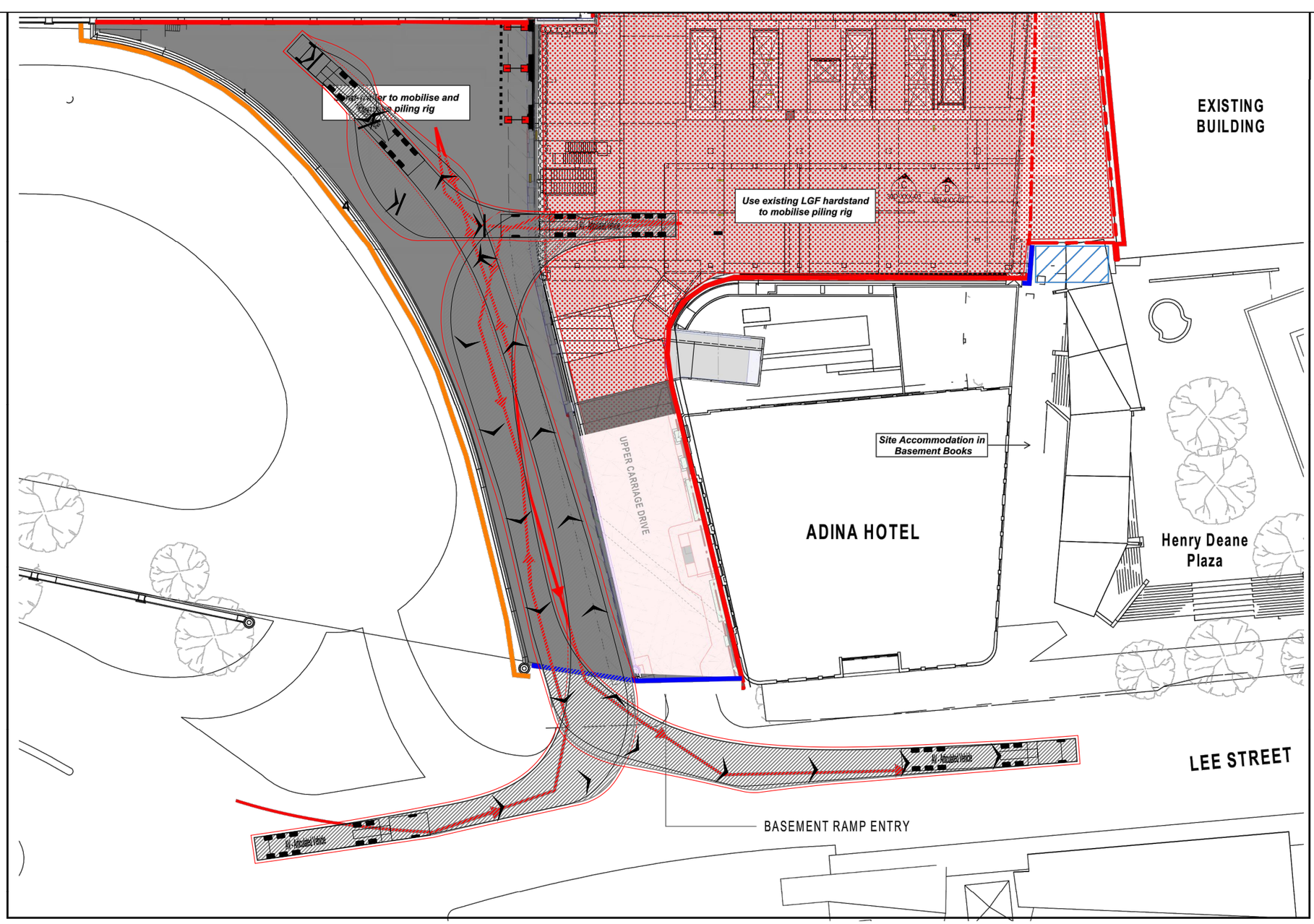
Vehicle type(s)



GARBAGE TRUCK

Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m



Site Establishment Plan - Ambulance Avenue
Stage 2 - Piling and Excavation
Notes: Movement of semi trailer to mobile and remove piling rig

KEY

- A-Class
- B-Class
- Plywood Protection
- Direction of Travel

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Drawing Title
Turning Paths
Construction Traffic Access

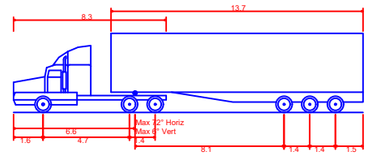
Drawing No
STK10

Date
13.01.22

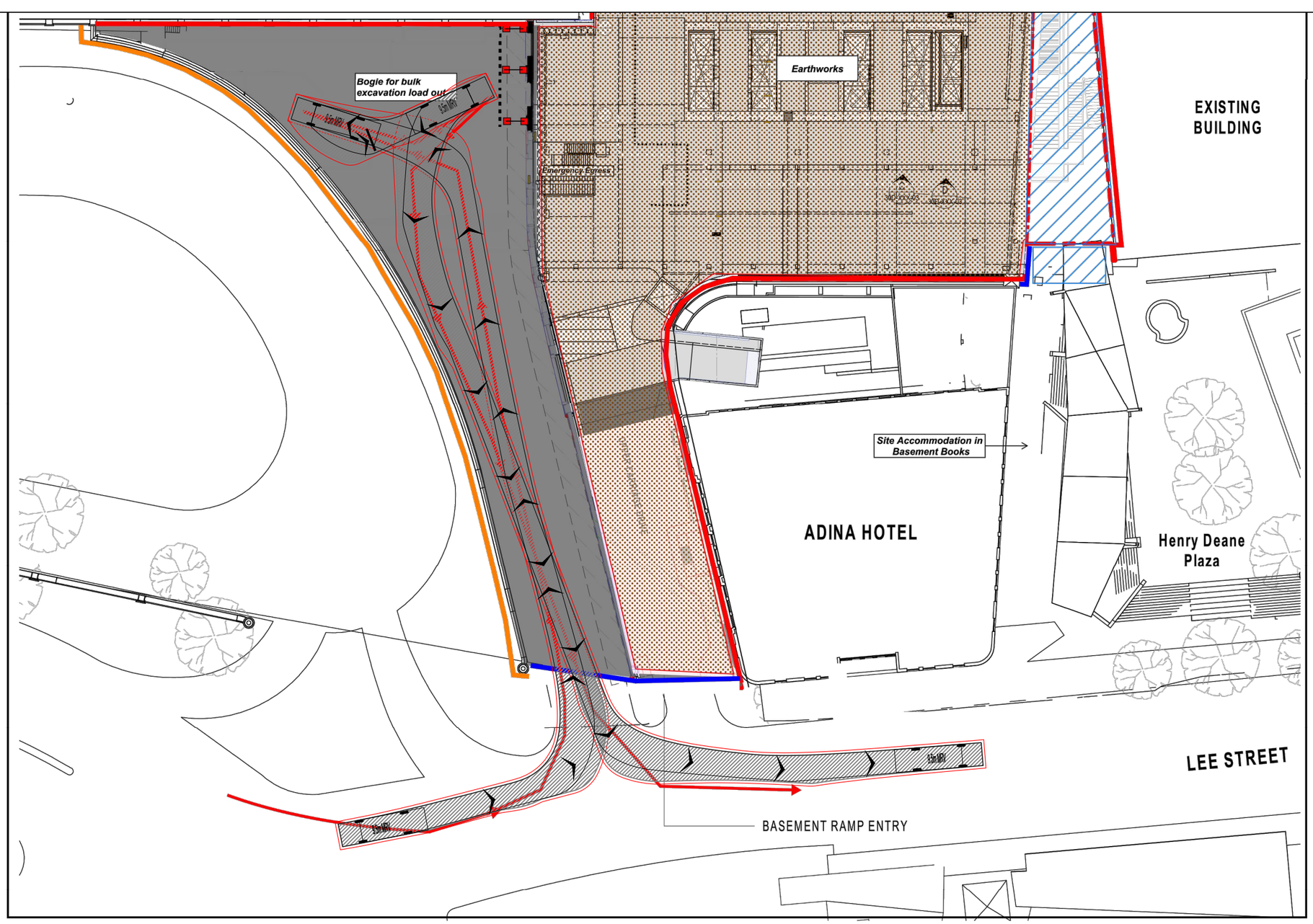
Legend
Body Envelope
300mm Envelope
Wheel Envelope

Job No
1902

Vehicle type(s)



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	6.00 sec
Curb to Curb Turning Radius	12.500m



Site Establishment Plan - Ambulance Avenue
Stage 2 - Excavation
Notes: Movement of bogie for bulk excavation load out

KEY

- A-Class
- B-Class
- Plywood Protection
- Direction of Travel

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Drawing Title
Turning Paths
Construction Traffic Access

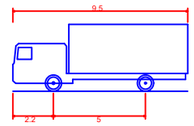
Drawing No
STK11

Date
13.01.22

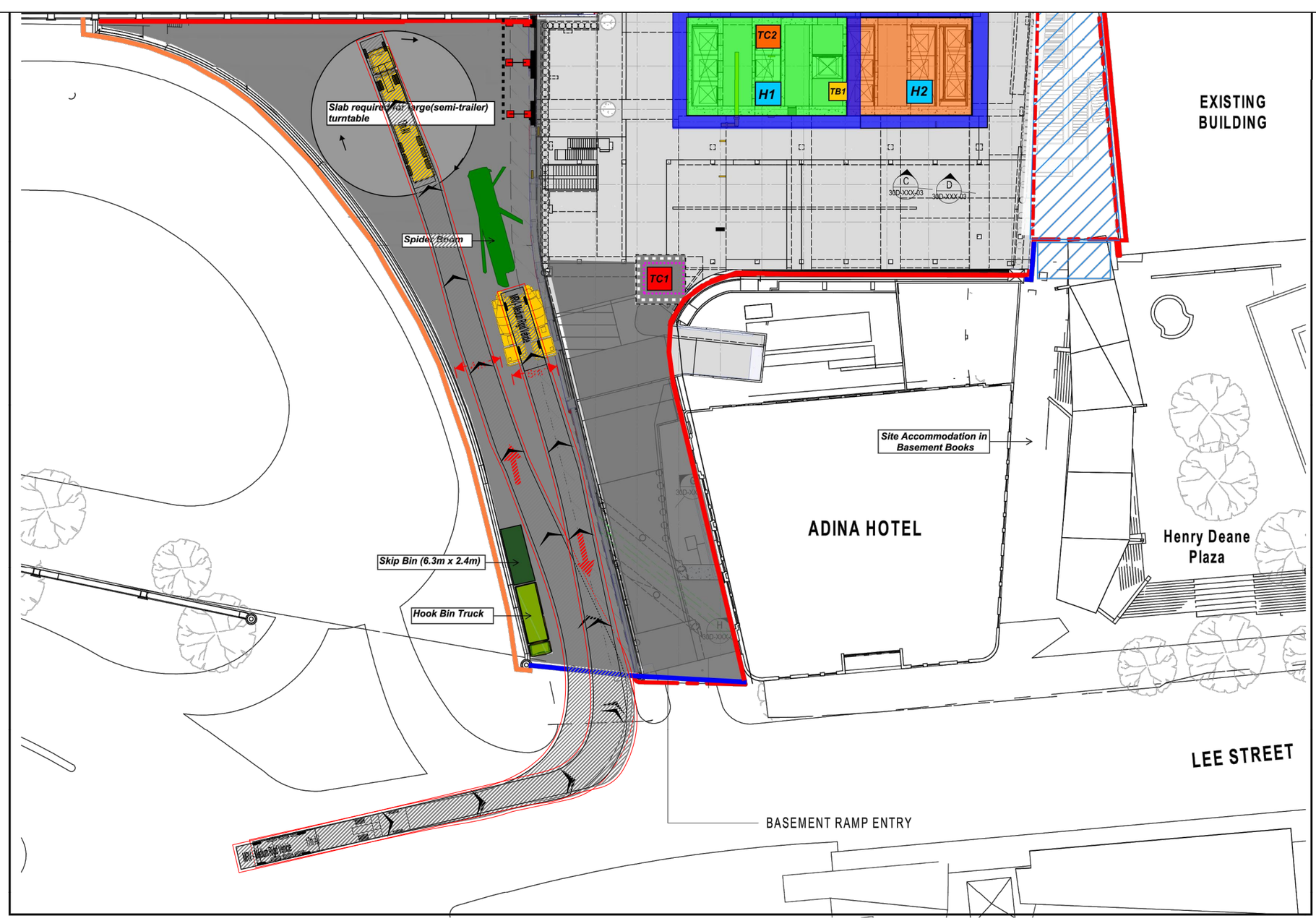
Legend
Body Envelope
300mm Envelope
Wheel Envelope

Job No
1902

Vehicle type(s)



9.5m MRV	
Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m



Site Establishment Plan - Ambulance Avenue
Stage 3 - Basement Structure
Notes:

The below major deliveries are planned to be accommodated through Railway Colonnade Drive
1. Tower Crane 1 establishment
2. Core raft reinforcement
3. Jumpform shutters and grillage

KEY

- A-Class
- B-Class
- Plywood Protection
- Direction of Travel
- Hoist
- Turn Table

JMT CONSULTING

Job Title
Atlassian Central Station

Client
Atlassian / BOJV

JMT Consulting
ABN: 32 6358 30054
www.jmtconsulting.com.au
PO Box 99, Kingsford NSW 2032

Drawing Title
Turning Paths
Construction Traffic Access

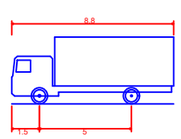
Drawing No
STK12

Date
13.01.22

Legend
- Body Envelope
- 300mm Envelope
- Wheel Envelope

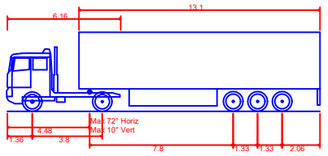
Job No
1902

Vehicle type(s)



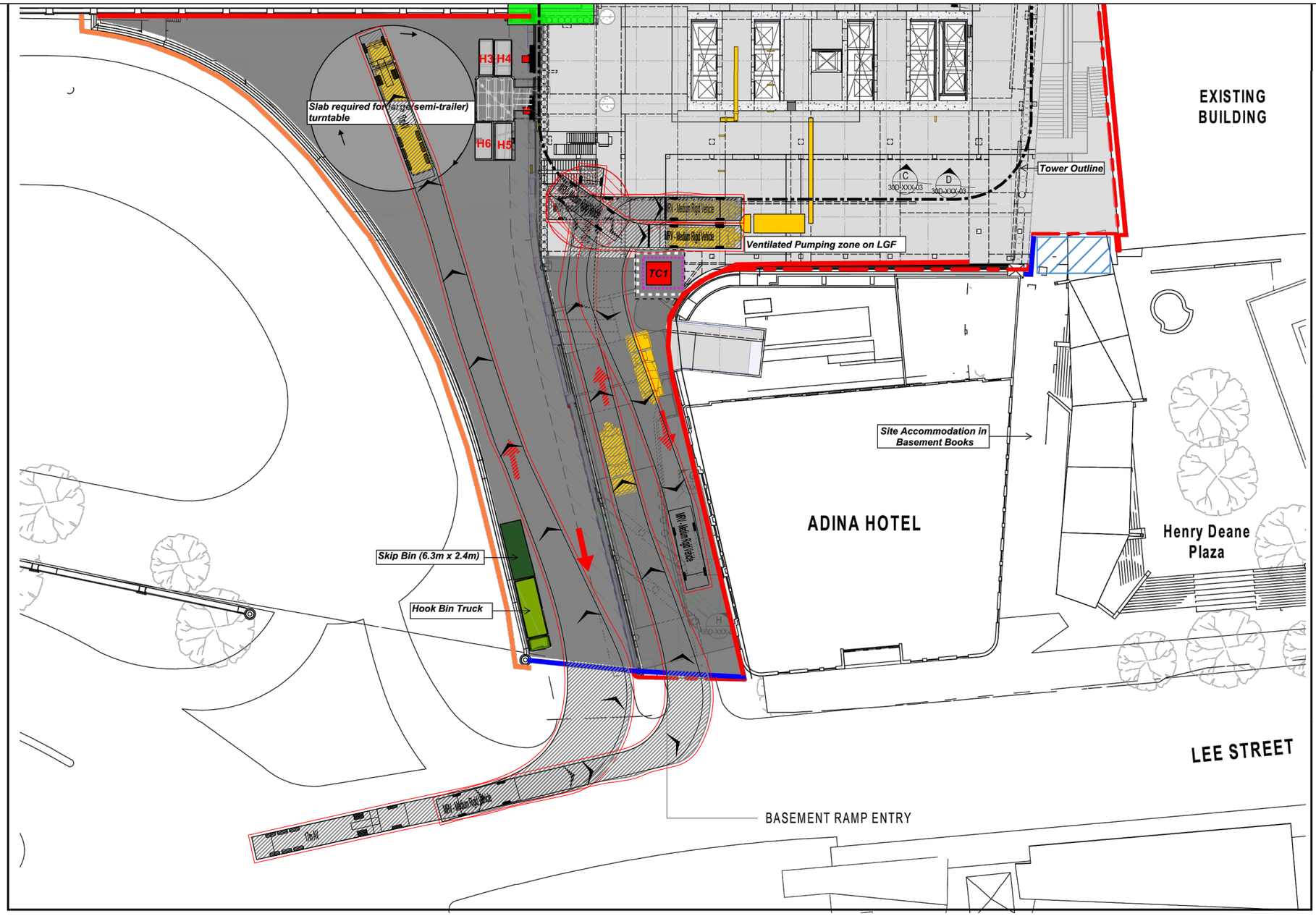
MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m



17m AV

Overall Length	17.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.300m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Wall to Wall Turning Radius	12.500m



Site Establishment Plan - Ambulance Avenue
Stage 4 - Podium Structure / Level 1
Notes:

KEY

- A-Class
- B-Class
- Plywood Protection
- Direction of Travel
- Hoist
- Turn Table

JMT CONSULTING

Job Title
Atlassian Central Station

Client
Atlassian / BOJV

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PO Box 99, Kingsford NSW 2032

Drawing Title
Turning Paths
Construction Traffic Access

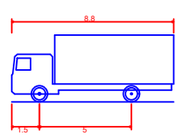
Drawing No
STK13

Date
13.01.22

Legend
- Body Envelope
- 300mm Envelope
- Wheel Envelope

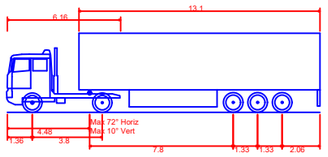
Job No
1902

Vehicle type(s)



MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m



17m AV

Overall Length	17.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.300m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Wall to Wall Turning Radius	12.500m

3.10 Construction vehicle routes

Given the current road access arrangements around the Central Station precinct, including the left in – left out site access restrictions for construction vehicles, there are a limited number of access and egress routes to the construction site. The proposed routes are shown in Figure 11 (approach routes) and Figure 12 (departure routes), and have been selected to avoid any local streets around Haymarket or Chippendale.

Generally the approach routes are focused along Foveaux Street and Pitt Street corridors, with the departure routes via Lee Street and Regent Street. More broadly other major roads facilitating access to the site will include Cleveland Street, Elizabeth Street, Chalmers Street and Botany Road.

These construction vehicle routes will be confirmed following the appointment of a contractor and prior to construction commencing, outlined in a detailed CPTMP to be approved by TfNSW.

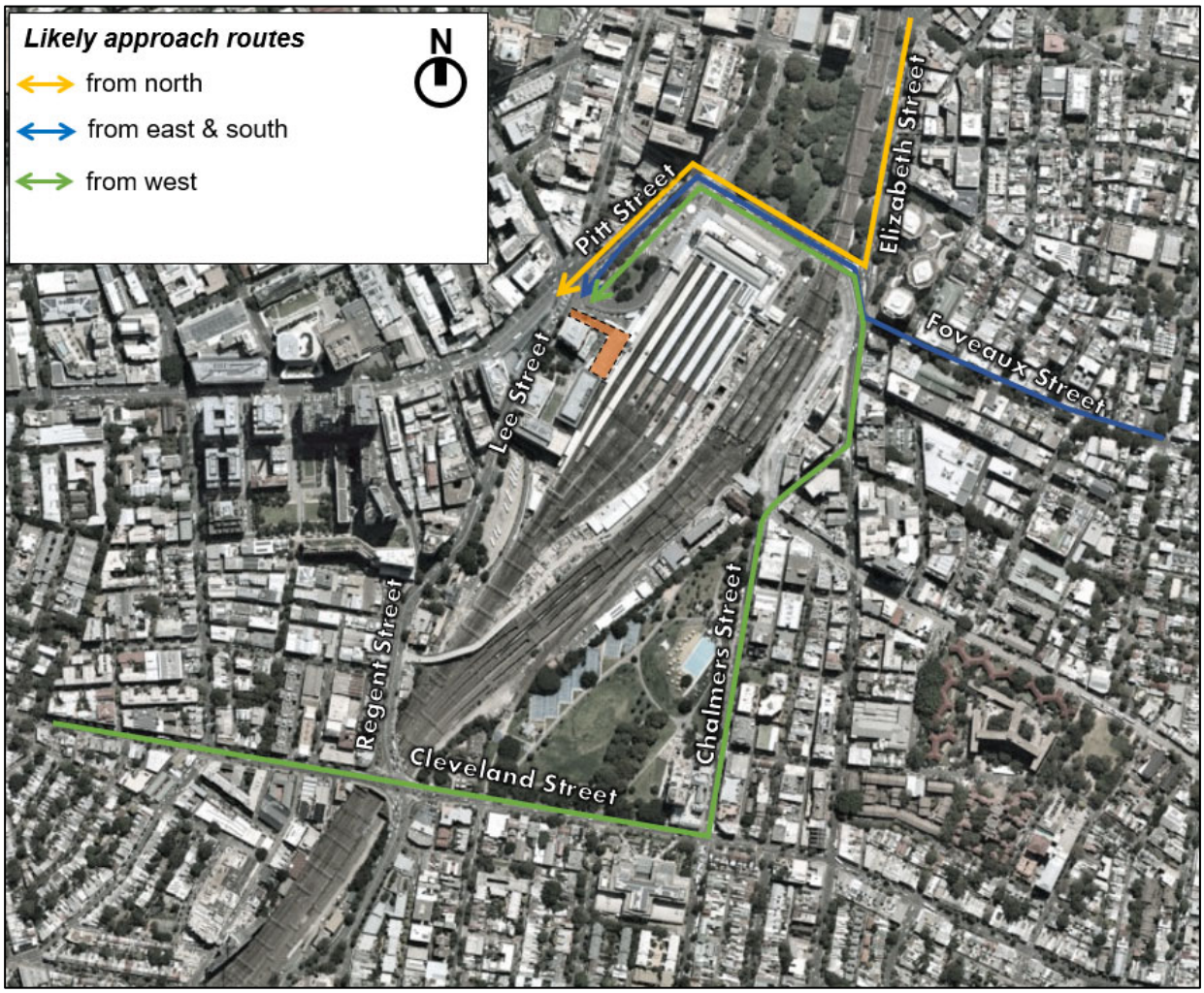


Figure 11 Construction access routes from broader road network

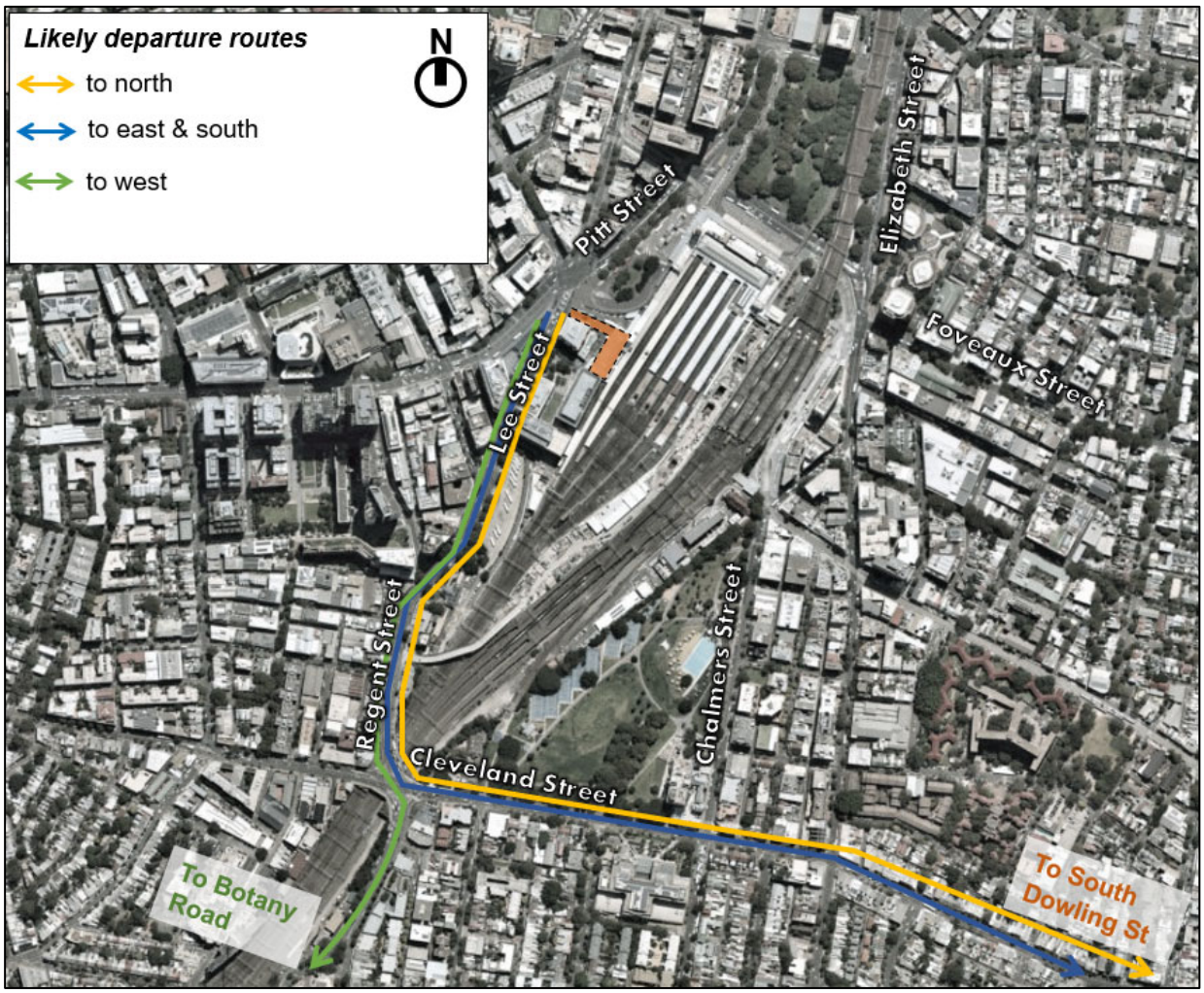


Figure 12 Construction egress routes to the broader road network

3.11 Construction traffic volumes

3.11.1 Heavy vehicles

The number of daily heavy vehicles accessing the site is forecast to peak at approximately 80 vehicles per day during the tower construction phase. During other phases of the project the level of heavy vehicle activity will be lower at between 40-60 per day. The expected profile of truck numbers accessing the site over the course of a busy weekday (80 vehicles per day) is illustrated in Figure 13. It is important to note however that the numbers shown are indicative only and subject to change on a daily basis.

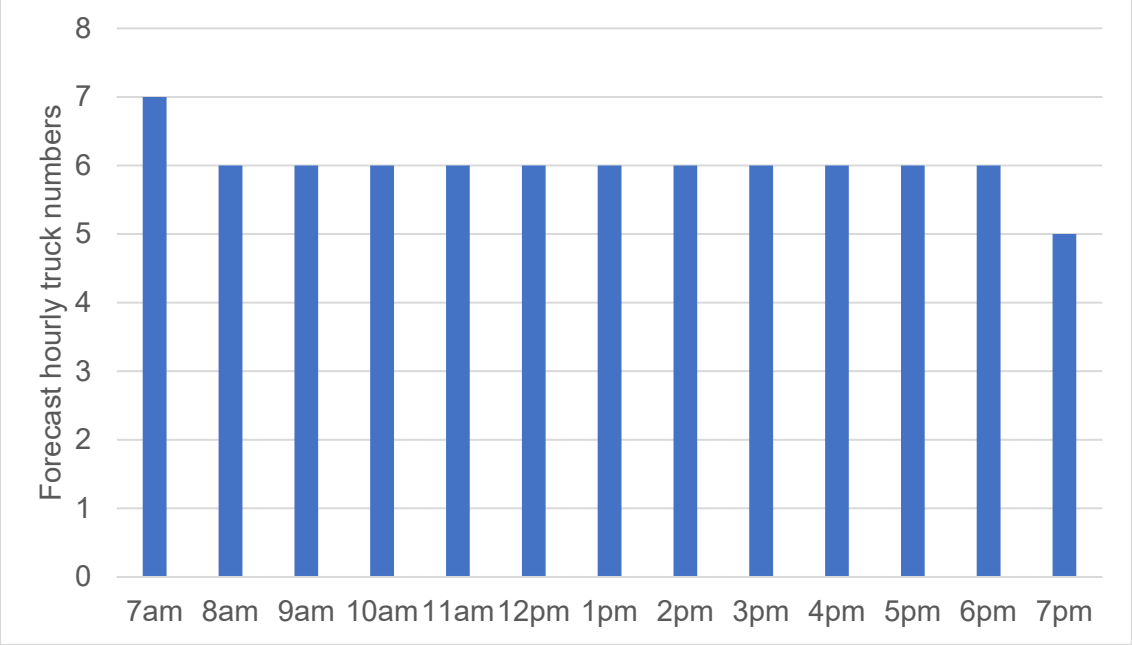


Figure 13 Typical daily profile of truck activity (weekday)

3.11.2 Light vehicles

Workers will generate some additional traffic to the site. At peak times there may be up to 500 people on site during the construction phase. Typically construction workers have a high vehicle occupancy of between 2-3 people per vehicle, however a conservative vehicle occupancy of 1.5 people / car has been assumed for this project. Further, given the site's proximity to nearby public transport services and limited parking availability it is expected only 20% workers will arrive by car, which is considered a conservative assumption. This would generate approximately 50 vehicles which is not expected to result in any undue impacts on the surrounding road network. Further, construction workers will need to arrive to the site prior to 7am, therefore not coinciding the morning commuter peak hour.

3.12 Parking

Given the location of the site, workers will be encouraged to use public transport as a means of access. There will be no on-site parking for the Contractor, employees of relevant subcontractors or visitors to the job site. All other parking will be the responsibility of the individual and those requiring car parking will be directed to the nearby public car parks.

The Contractor may permit site personnel to park in the completed basement levels during the latter stages of the project. This potential opportunity is subject to the Contractor's safety and construction methodology review and assessment.

3.13 Road closures

Road Occupancy Licence/Permits will be sought as required by the Contractor when and if required. Temporary road closures of Lee Street and Pitt Street are anticipated during;

- Infrastructure services works along Lee Street;
- Erection and dismantling of cranes and hoists; and
- Delivery of large plant, equipment or materials.

Should road closures be required these will be scheduled well in advance, take place outside of busy periods and would be subject to approval from Transport for NSW and City of Sydney Council.

4 Impacts of Construction Activities

4.1 General pedestrian and cyclist movements

There will be no public access onto the site, which will be restricted through fencing and hoardings established around the site boundary. Pedestrians will be able to continue to use the public footpath along Lee Street. Traffic controllers with appropriate accreditation will hold construction vehicles at cross-over points and allow pedestrians to cross these work areas. Traffic control plans for the site access points on Lee Street have been developed and are provided in Appendix B of this document.

Should footpath closures out of daytime hours be required, these will be scheduled in advance with appropriate detour routes provided (with associated traffic controllers). The Contractor will at all times, be required to obtain Authority Approvals prior to the closure of any footpaths and the commencement of such works

4.2 Adina Hotel access

At all times throughout the construction works pedestrian access into the Adina Hotel will be maintained via Lee Street. There is the potential for the hotel to be closed for part, or all of, the construction period to facilitate the development of the site by TOGA (Block C within the Western Gateway precinct).

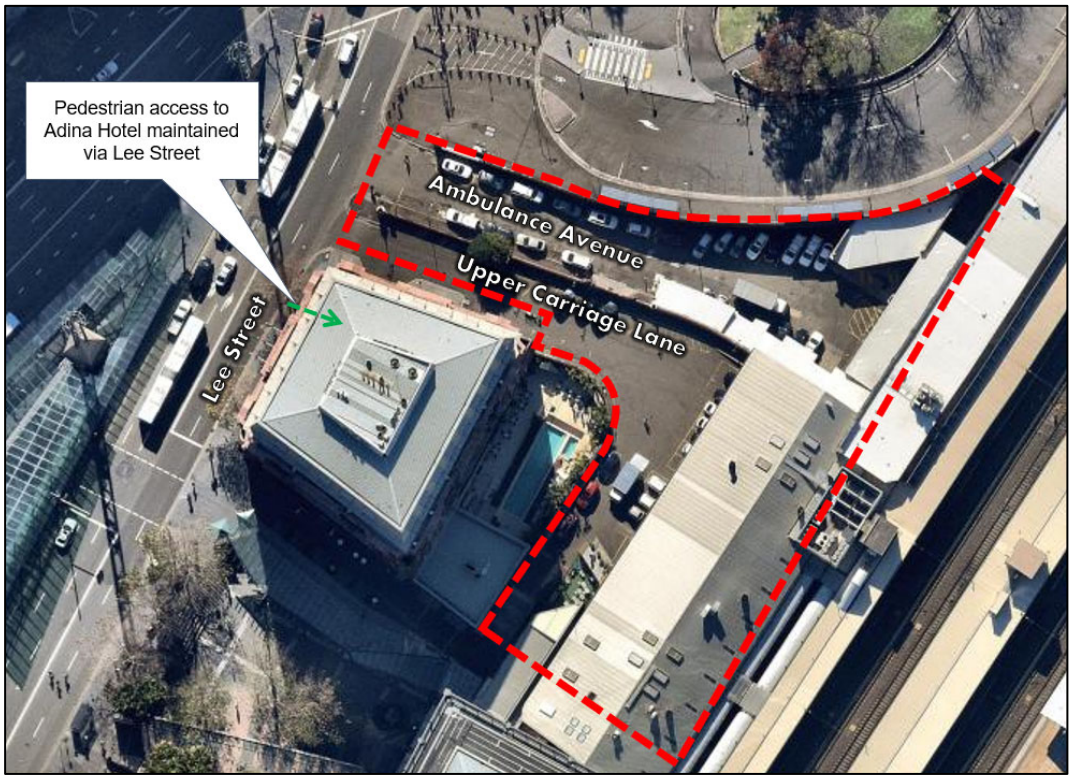


Figure 14 Pedestrian access to Adina Hotel during construction works

4.3 Devonshire Street tunnel pedestrian movements

To facilitate the construction of the project works will need to be undertaken within the Devonshire Street tunnel (DST). Pedestrian modelling is being undertaken to determine the necessary arrangements to be in place during the works to be undertaken within the DST. This analysis will cover two scenarios:

1. During demolition of suspended structures while pedestrian diversions are in place and the DST remains open to the general public.

2. During demolition of in-ground structures when the closure of the DST to the general public is required.

Detailed pedestrian modelling, supported by a suite of traffic and pedestrian control plans, have been developed to minimise impacts to the general public using the DST when works are being undertaken.

The closure of the DST would only take place between the hours of 8pm Friday through to 5am Monday – therefore occurring outside of the busy weekday commuter peak periods. Closure of the DST would be scheduled well in advance and coordinated with TfNSW, with weekend periods currently identified between August 2022 and May 2024 when the closure would take place. Diversion signs and traffic control would be in place throughout the period of the closure. The alternate pedestrian route during the period of the DST closure is shown in Figure 15.

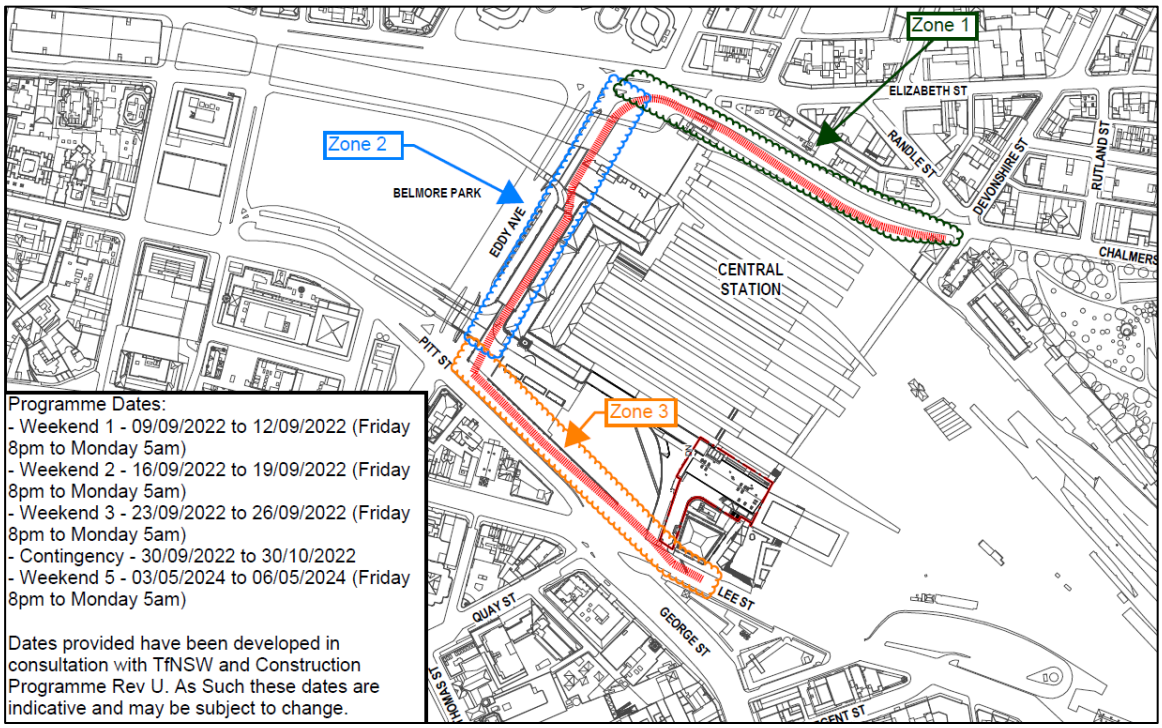


Figure 15 DST closure alternative pedestrian route

Pedestrians will be redirected via a mixture of static wayfinding signs (both within Central Station and on surrounding streets), variable message signs (VMS) as well as through on-site personnel (pink shirts). This strategy is detailed in the Devonshire Street Tunnel Pedestrian Management Plan prepared by ESI.

Further details in relation to the DST works is proved in the DST Management Plan prepared by BOJV which supports the overall CMP for the project.

4.4 Railway Colonnade Drive impacts

As previously noted Railway Colonnade Drive will be used intermittently throughout the construction project as a works zone. During the time that the loading zone is being used, bus stops 3 and 4 on Railway Colonnade Drive (currently used for train / light rail replacement buses, see Figure 16) will not be operational.

Figure 16 Existing bus stops on Railway Colonnade Drive

The contractor will coordinate with TfNSW & Sydney Trains well in advance to avoid use of the loading zone during shut down weekends and special events by scheduling deliveries during the following week where required. Backup dates for the use of the works zone have been nominated in the BOJV management plan in the event the bus stops on Railway Colonnade Drive are required at late notice should TfNSW or Sydney Trains require.

When the construction zone is not required (all times outside the anticipated dates/durations as noted in BOJV's management plan) it would be relinquished and become available for regular TfNSW operation, including the re-opening of Bus Stop 3 and 4.

All construction vehicles and pedestrian movements on Railway Colonnade Drive will be controlled by authorised traffic controllers while the loading zone is in use.

A traffic control plan for the use of Railway Colonnade Drive has been developed and is provided in Appendix B of this document. All vehicle arrivals would be scheduled to ensure that there was no queuing outside the area of the loading zone.

4.5 Central Station platform 1

To support the construction of the project hoardings are to be installed on Platform 1 within Central Station. The proposed hoarding line will be located west of the existing central columns and goods lift which act as the existing constraints to pedestrian movements on the platform. These existing pinch points remain unimpacted by the proposed hoarding line.

Pedestrian movement is restricted to the west of the central columns through the location of an existing staircase as shown in Figure 17. This results in all pedestrian movements (south of the goods lift) taking place to the east of the existing central columns in a zone approximately 1.85m wide (between the yellow tactile line and the face of the existing column).

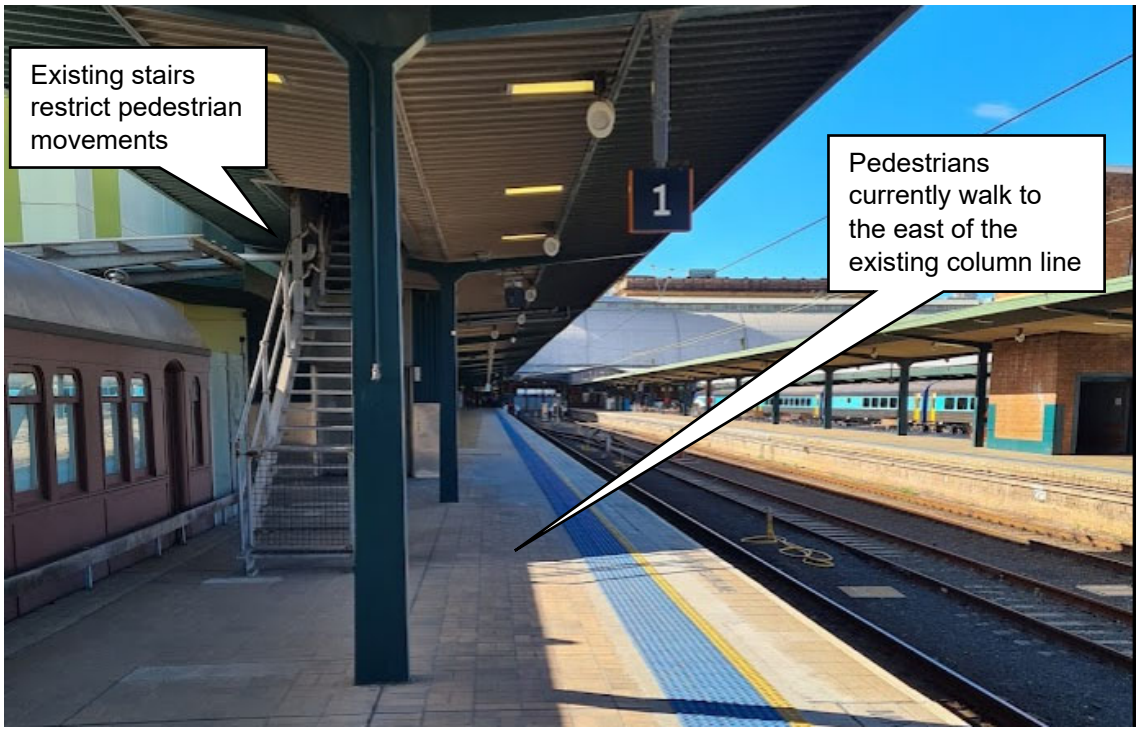


Figure 17 Central Station platform 1 (looking north)

A pedestrian clearance of 3300mm will be provided from the edge of the platform which is in accordance with Figure 3.2.6 in TN 001:2016. During the installation of the hoarding a 300mm zone for temporary fencing will be included. The installation process would occur outside of busy periods in consultation with TfNSW and Sydney Trains. The fencing will be positioned to have no significant impact on pedestrians.

The indicative hoarding line location is illustratively shown in Figure 18, demonstrating that the hoarding will not reduce the width of the existing pedestrian pinch points on Platform 1.

Figure 18 Indicative hoarding location

A Fruin Level of Service Assessment has been undertaken for both the Indian Pacific service and an XPT service stopping on Platform 1. The pedestrian analysis has concluded that the proposed extent of hoardings on Platform 1 will result in acceptable impacts to pedestrian flow following the arrival of either the Indian Pacific or XPT train services. A clear width of 1.85m will be provided along the narrowest point along the platform, consistent with existing conditions, which provides sufficient space for pedestrians alighting their train and walking south towards the main concourse area.

Analysis indicates a worst case scenario Fruin Level of Service Low C / High D which is considered acceptable given the site conditions and infrequency of the event (being once per week for the Indian Pacific service). Importantly pedestrian flow will be in a single direction towards the Central Station concourse area with minimal bi-directional flow expected.

In this context the capacity of Platform 1 to accommodate pedestrian movements with the proposed hoarding line in place is not likely to differ significantly from current operations. As the construction project takes place further discussions can be held with TfNSW & Sydney Trains regarding specific management measures that may need to be in place in certain circumstances.

4.6 Impacts to general public transport services

It is not expected that public transport services would be affected by the works. The small number of additional construction vehicles using public transport corridors such as Foveaux Street and Pitt Street is unlikely to materially impact the operation of the public transport network in the vicinity of the site. Construction vehicle arrival and departure routes have been selected in order to avoid major public transport corridors.

The close proximity of public transport servicing the site via heavy rail and the adjacent bus network will enable construction personnel to easily access the site via public transport, minimising the road traffic impact around the site.

4.7 Car parking impacts

4.7.1 Worker car parking

No on-site car parking is proposed for construction staff, with public transport to be promoted as the primary form of access to the site.

To support construction workers in utilising public transport and reduce dependency on private vehicle as a mode of access to the site, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

4.7.2 Public car parking

To facilitate the proposed work zones within the site boundary on Ambulance Avenue and Upper Carriage Lane approximately 40 parking spaces will be removed. These parking spaces are currently used by authorised TfNSW vehicles, YHA staff/visitors and Adina Hotel staff/visitors. Discussions are ongoing between Atlassian, TfNSW and other stakeholders in relation to this loss of car parking, which is required to facilitate the development of the broader Central Station precinct.

4.8 Retail servicing

Currently vehicles servicing the retailers in the precinct, including within Henry Dean Plaza, park in Ambulance Avenue and trolley goods through an existing service corridor. During the construction of the Atlassian site Ambulance Avenue will be unavailable for general vehicle access and therefore alternate servicing arrangements will be required. The agreed arrangements to temporarily accommodate loading/servicing for the existing retailers, as well as a pick up / drop off point for the Adina Hotel, is illustrated in Figure 19 below. This involves the creation of a 20m long zone on Lee Street outside the Adina Hotel, comprising of:

- A 6.5m long accessible drop off / pick up bay for the Adina Hotel
- A 13.1m loading zone which can be used by either one large vehicle or two vans at a time
- A 10m 'no stopping zone' offset to the traffic lights as required by TfNSW

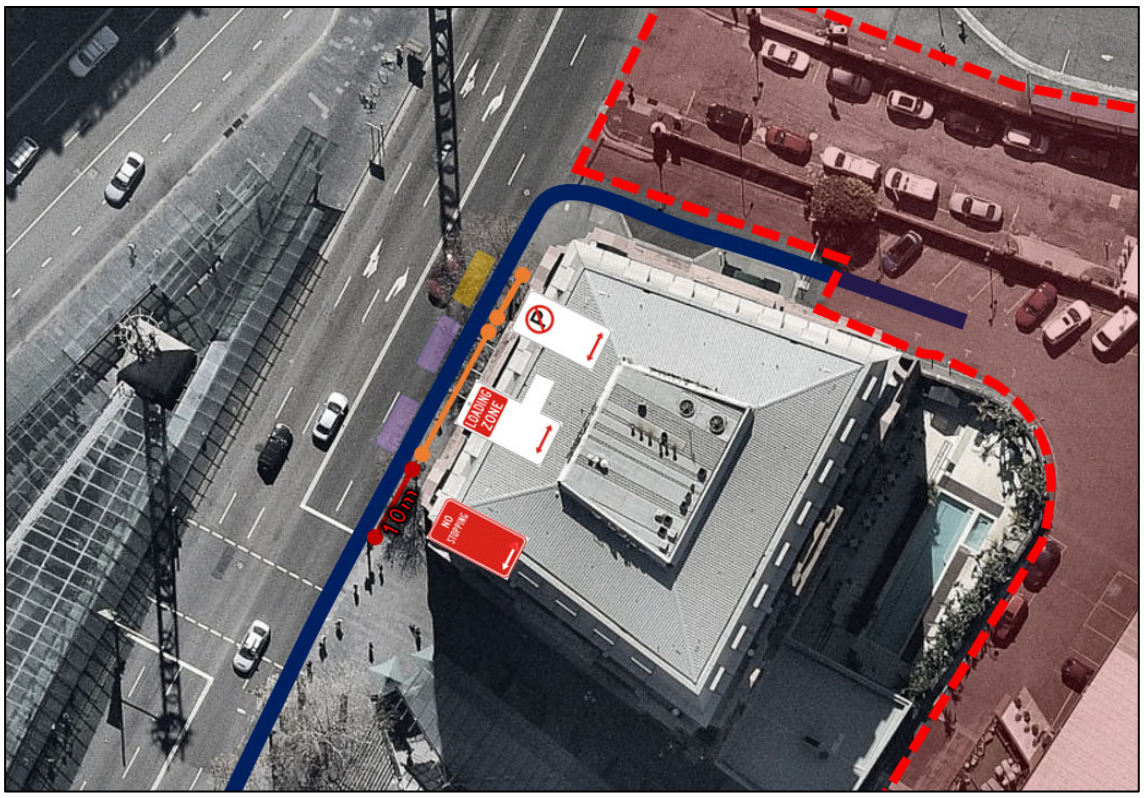
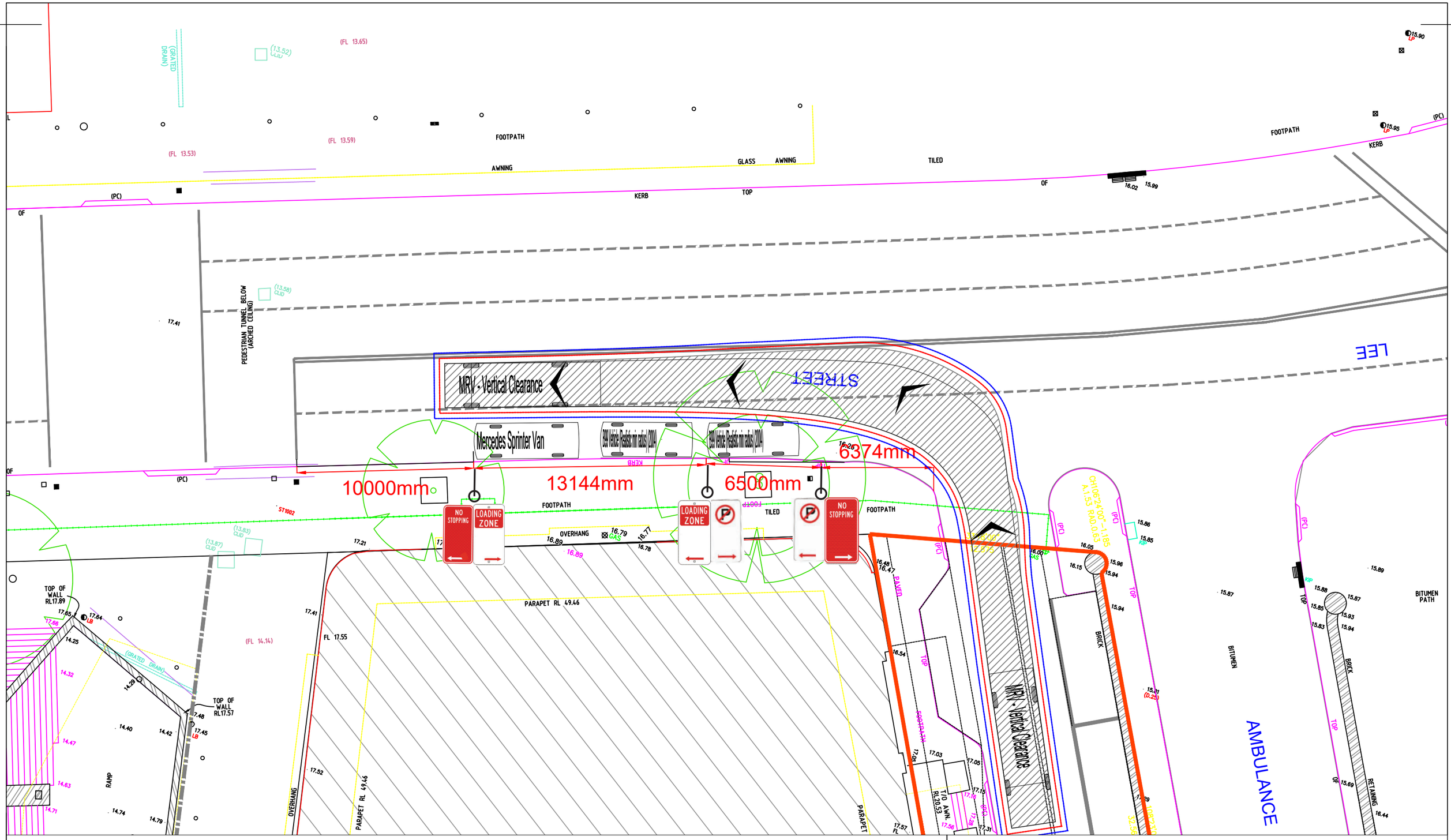


Figure 19 Temporary loading and drop off / pick up

A scaled plan indicating these arrangements is provided on the following page. This plan includes the swept path of a Medium Rigid Vehicle (MRV) exiting the Atlassian worksite and turning left onto Lee Street, demonstrating this would not conflict with vehicles using the drop off / pick up space. This arrangement has received formal approval from the TfNSW Network and Safety Services team in November 2021 and will be implemented prior to the commencement of construction.



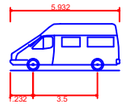
Client
Atlassian

Job Title
Atlassian Central Station

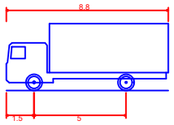
Drawing Title
Lee Street Loading Zone (construction state)

Legend
- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Vehicle type(s)



Mercedes Sprinter Van	
Overall Length	5.932m
Overall Width	2.020m
Overall Body Height	2.539m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.400m



MRV - Medium Rigid Vehicle	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m

Date
14.09.21

Job No
1902

Drawing No
SKT23

Drawing Status
For Information

Scale at A3
1:200

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4.9 Emergency vehicles

Emergency vehicle access will be maintained at all times along Lee Street, or if necessary site personnel will grant access to emergency vehicles entering the site at either Ambulance Avenue or Upper Carriage Lane.

The contractor will liaise with the NSW Police, Fire Brigade and emergency services agencies throughout construction and a 24-hour contact would be made available for 'out of hours' emergencies and access. The emergency services will be briefed through the appropriate forum.

4.10 Road safety

The construction works are not anticipated to impact road user safety for the following reasons:

- The vehicle site access points will be under the control and management of accredited traffic controllers, who will prevent vehicles from leaving the site until it is safe to do so;
- Hoardings and perimeter fencing will be established so as to restrict pedestrian access into the construction site
- Construction traffic vehicle flows are relatively low – in the order of 80 vehicles per day at peak times during the construction project. This is considered minimal in the context of existing traffic movements in the precinct and therefore would not impact road user safety; and
- All footpaths and bicycle paths will generally remain open and unaffected during normal daytime hours throughout the construction period. Any closures, including the closure of the Devonshire Street Tunnel, would be scheduled well in advance and be managed by authorised traffic controllers.

4.11 Cumulative construction activities

There will be a number of construction projects occurring at the same as the construction of the future Atlassian building. These projects include:

- Central Station redevelopment including Sydney Metro City and Southwest
- Central Station Western Gateway Precinct

Ongoing review of cumulative heavy vehicle traffic generation and coordination of heavy vehicle routes used by these projects will be undertaken on a regular basis between the BOJV and Transport for NSW (particularly within Sydney Coordination Office) to minimise impacts on the road network. Regular coordination meetings are held through the Central Precinct Western Gateway Integrated Delivery Coordination Group which contains members of the respective project teams.

Atlassian and BOVJ have held discussions with representatives from the adjoining landholders in the Western Gateway precinct (i.e. TOGA, CPS and TfNSW) to inform the overall construction management strategy. Figure 21 below illustrates the proposed arrangements when all three construction projects are underway. This indicates how each stakeholder will need to continue to liaise closely (through the Integrated Delivery Coordination Group) to ensure their construction activities do not impact the ability for other projects in the precinct to be delivered. It is important to note that the delivery of the adjacent construction projects will be the responsibility of the relevant parties however Atlassian will continue to participate in discussions to ensure the transport network will be managed in a satisfactory manner.

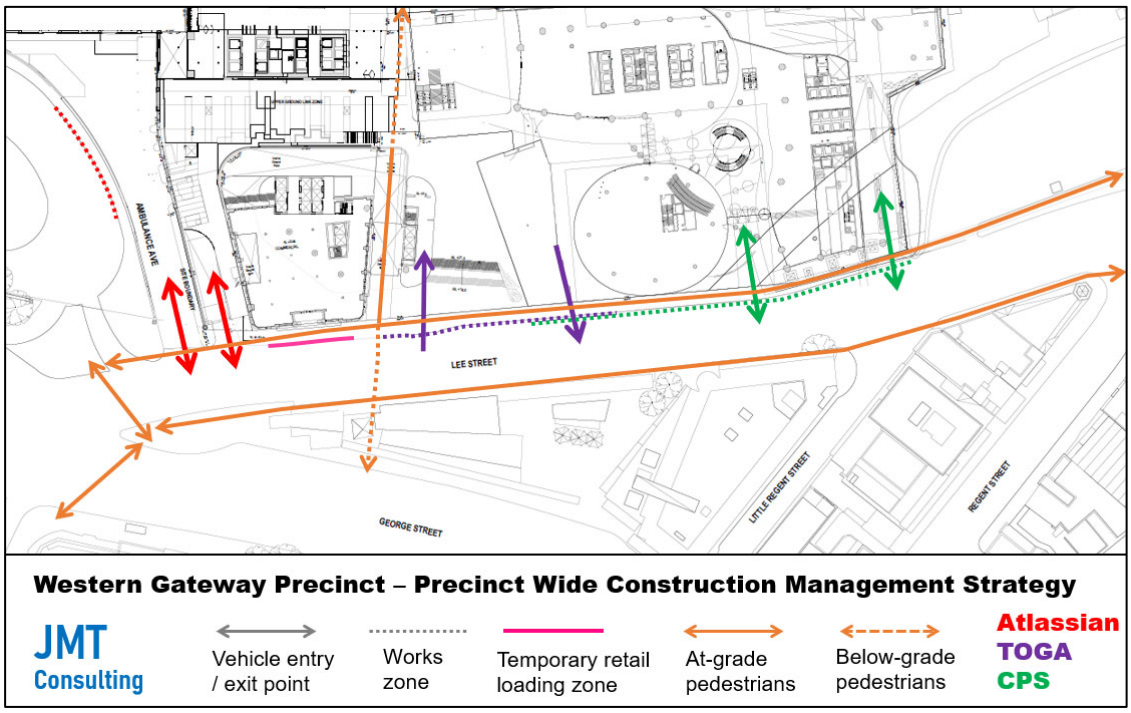


Figure 21 Precinct wide construction traffic management strategy

5 Management of Construction Activities

5.1 Mitigation measures

Mitigation measures will be adopted during construction to ensure traffic movements have minimal impact on surrounding land uses and the community in general, and would include the following:

- Trucks to not use any local streets for access to the construction site;
- Trucks to enter and exit the site in a forward direction;.
- In accordance with Condition F10, all construction vehicles are to be contained wholly within the site and Ambulance Avenue, except if located in an approved on-street work zone, and vehicles must enter the site or an approved on-street work zone before stopping;
- At construction vehicle access/egress points, priority is to be given to trucks accessing the site over trucks egressing the site so as to have no impact to traffic flow on surrounding roads (unless exceptional circumstances do not permit);
- Trucks to not circulate on the road network to wait to enter the site;
- All vehicles approaching the site to communicate with traffic controllers and use beacon lights (or similar) prior to entering;
- Restrict construction vehicle activity to designated routes which the minimise the use of local roads for site access;
- Pedestrian movements adjacent the construction site to be managed and controlled by site personnel where required;
- Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with WorkCover requirements;
- Works impacting public transport services or through the Devonshire Street tunnel to be scheduled well in advance through discussions with TfNSW / Sydney Trains;
- Any road / lane closures to be scheduled well in advance, outside of busy periods (where practical) and carried out in consultation with TfNSW and Council;
- Construction activity to be carried out in accordance with approved hours of work;
- Truck loads would be covered or adequately secured during transportation off-site;
- Establishment and enforcement of appropriate on-site vehicle speed limits which would be reviewed depending on weather conditions or safety requirements;

- Activities related to the construction works would not impede traffic flow along adjacent roads;
- During site induction, workers will be informed of the public transport network servicing the site;
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements; and
- Development and enforcement of driver code of conduct.

5.2 Driver code of conduct

BOJV will include the following in all subcontract procurement packages:

- a copy of the approved truck routes as previously detailed in this document.
- the approved maximum truck size
- any other entry restrictions, or site access restrictions as agreed to by the authorities.

BOJV will be responsible for managing all site access points and monitoring subcontractor behaviour and subcontractor truck access arrangements to ensure compliance with conditions of contract. BOJV will be responsible for managing for all the site gate access to ensure there is no access to or from the site before or after approved construction hours. Within the site, a speed limit of 10km/hr will apply and will be signed. Vehicles entering, exiting and driving around the site will be required to give way to pedestrians.

Vehicles are not to queue on the road network and must enter and exit the site in a forward direction. All deliveries will be pre-booked and are to check in at the site office on arrival.

5.3 Management of vehicle movements

In accordance with the conditions of the project approval no vehicle queueing is to occur on public roads and instead be contained wholly within the site. To following measures will be in place to support this requirement:

- Site deliveries to be pre-booked and allocated time-slots to ensure vehicle movements are distributed across the day and not concentrated in a certain period of time.
- BOJV to undertake pre-planning works to determine the required schedule of deliveries on a daily basis to ensure there is sufficient holding capacity on-site for all vehicles based on arrival time and anticipated length of stay.
- Traffic controllers to be in place at all site access points to manage vehicle movements into and out of the site.

5.4 Site induction

All staff employed by BOJV (including sub-contractors) would be required to undergo a site induction. Inductions will take place to ensure staff are aware of approved CPTMP, and any changes that may occur on a case by case basis.

The induction would include permitted access routes to and from the construction site for site staff, limited parking arrangements, as well as standard environmental, workplace health and safety, driver protocols and emergency procedures. The approved work hours must be included as part of this induction.

5.5 Management of bus movements

As part of the CPTMP condition (E17) of the project approval details are to be provided of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site.

The recently finalised South East Sydney bus strategy notes that only a single bus route (310) directly passes the construction site access points on Lee Street. The bus stop on Lee Street servicing the 310 route is located approximately 40m north of the site access point and is therefore the site access arrangements are not anticipated to restrict the movement of buses on Lee Street. Traffic controllers will be in place at both the site entry points on Lee Street and will have the ability to direct drivers away from the site if they anticipate there to be concerns in relation to the movement of buses. BOJV will also continue to coordinate with TfNSW (via the Central Precinct Western Gateway Integrated Delivery Coordination Group) to understand whether the simultaneous operation of buses and construction vehicles on roads surrounding the site is resulting in any issues of significance, and if required make changes to mitigate the identified issues.

6 Summary

This Construction Traffic and Pedestrian Management Plan (CPTMP) has been prepared to support the construction of the Atlassian building at Central Station in accordance with Condition E17 of the project approval.

The assessment describes the arrangements that the appointed contractor will follow such that the works can be carried out safely, with impacts to pedestrians and other road users appropriately managed through the measures described in this report. Overall, the impacts of the works are considered to be manageable with the provision of appropriate safety and mitigation measures as described in this document.

Appendix A: City of Sydney CTMP Standard Requirements

APPENDIX A

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 at (Please Insert site address and DA No here)

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 National Heavy Vehicle Regulator (NHVR) 28 days prior to the vehicle's scheduled travel date. For more information please contact the NHVR on 1300 696 487 or www.nhvr.gov.au.

8. 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 Transport for NSW (TfNSW) prior to commencement of works.

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

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

12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for 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 TfNSW'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 TfNSW's Traffic Control At Work Sites Guidelines.

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

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

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

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

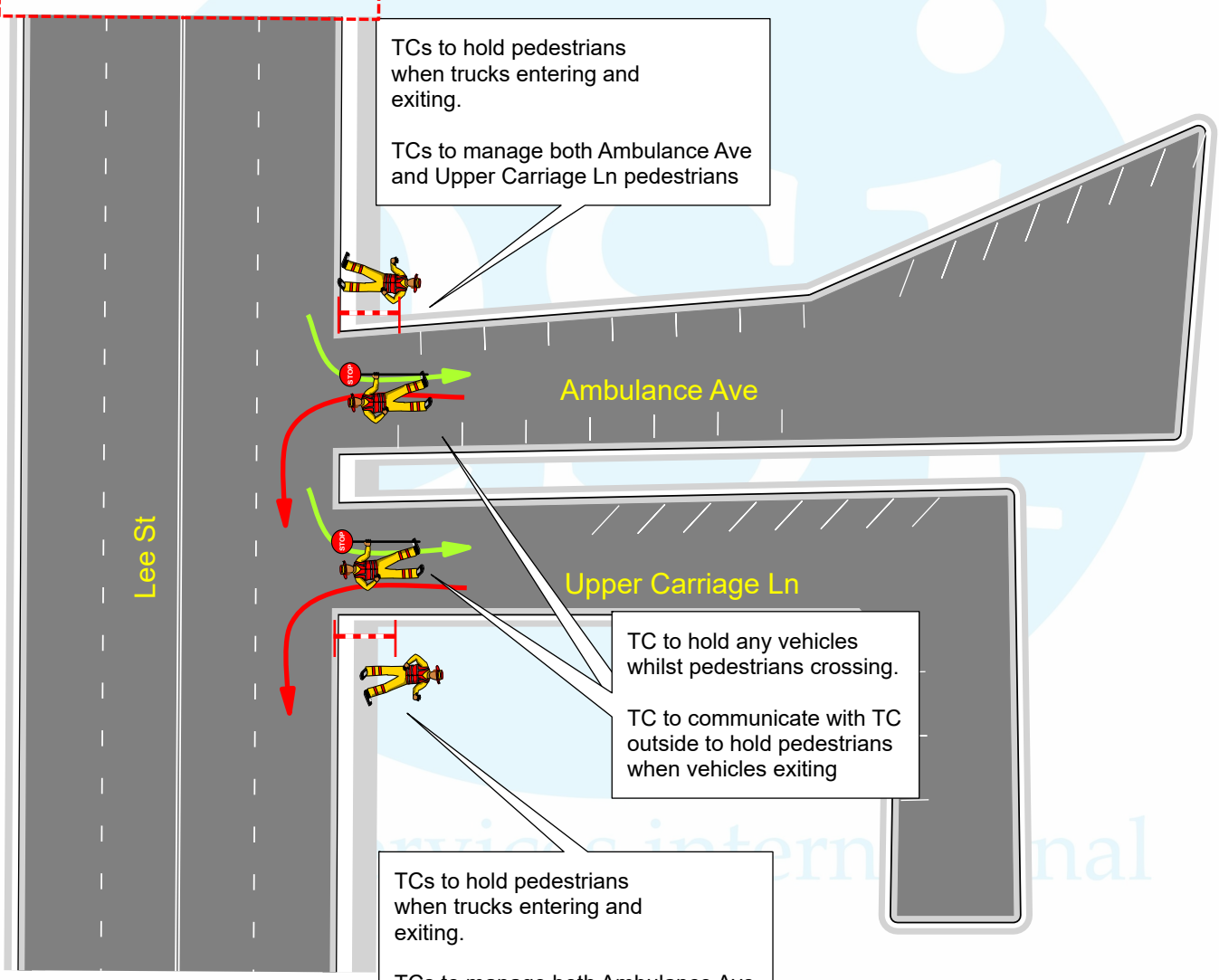
22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.

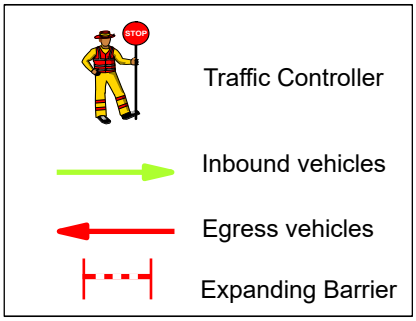
23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or TfNSW for consideration. Also WorkCover requires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

Appendix B: Traffic Control Plans

Refer to Advanced Warning Signage on TGS 2





event services international

Lee St at Ambulance Ave & Upper Carriage Ln

N.B. NOT TO SCALE

Agency	Primary Task	Secondary Task	No. Staff	Date	Times
esi	Supply Signs, Implement Infrastructure	Pedestrian Management	4	TBC	Install- 07:00 - 19:00 Mon - Fri - daily Install- 07:00 - 15:00 Sat - daily

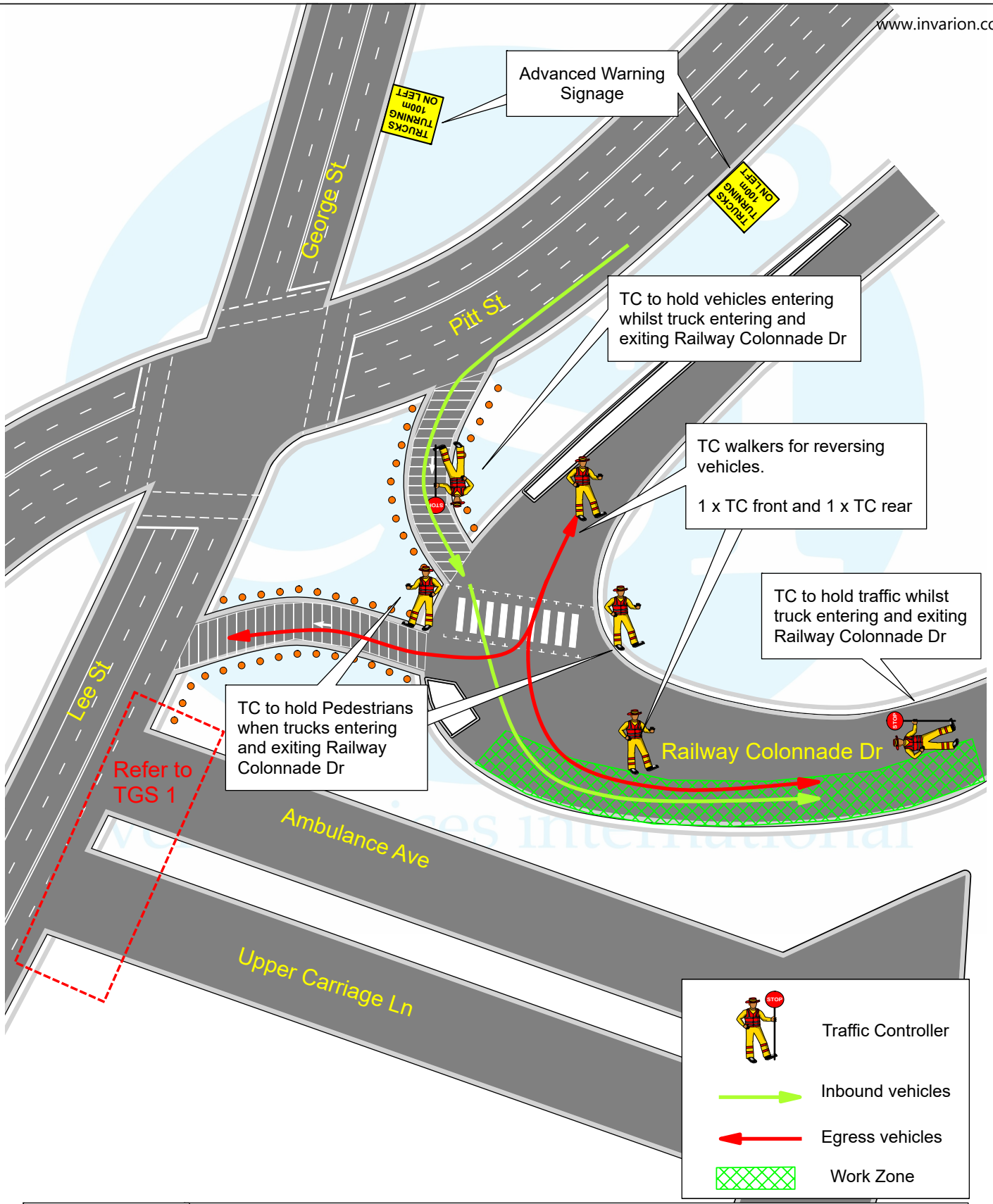
TGS 1

Atlassian Central Station — *Version 1 - 5/01/22*

Drawn By; Matt Giles
Work Health & Safety Traffic Control Work – Card No. TCT 0048323

Standard TGS Reference: N/A Custom TGS
Implemented By:

N



Railway Colonnade Drive Work Zone

N.B. NOT TO SCALE

Agency	Primary Task	Secondary Task	No. Staff	Date	Times
esi	Supply Signs, Implement Infrastructure		6	TBC	Install- 07:00 - 19:00 Mon - Fri - daily Install- 07:00 - 15:00 Sat - daily

TGS 2

Atlassian Central Station — *Version 1 - 5/01/22*

Drawn By; Matt Giles
Work Health & Safety Traffic Control Work – Card No. TCT 0048323

Standard TGS Reference: N/A Custom TGS
Implemented By:

event services international

Atlassian Central Station

Construction Pedestrian Traffic Management Plan

Prepared for:

Atlassian

27 January 2022

PROJECT INFORMATION

Project Name:	Atlassian Central Station
Client:	Atlassian
Project Number:	1902
Prepared By:	JMT Consulting

DOCUMENT HISTORY

Document Title	Revision	Date issued	Author
Atlassian CPTMP	Draft 1	25.11.21	JM
Atlassian CPTMP	Draft 2	21.12.21	JM
Atlassian CPTMP	Final Draft	17.01.22	JM
Atlassian CPTMP	Final	27.01.22	JM

Table of Contents

Figures

Tables

1 Introduction

1.1 Background

The Atlassian Central Station project (SSD-10405) has been approved by the Minister for Planning and Public Spaces for a commercial and hotel development above the Former Inwards Parcel Shed at 8 – 10 Lee Street, Haymarket.

In accordance with Condition E17 of the project approval, a Construction Traffic and Pedestrian Management Plan (CTPMP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network. The plan is to be developed in consultation with Transport for NSW (TfNSW) and City of Sydney Council ('Council') prior to commencement of any works.

The CPTMP has been prepared in accordance with the City of Sydney Standard Requirements for Construction Traffic and Pedestrian Management Plans, with the standard requirements attached in Appendix A. The CPTMP should be read in conjunction with the broader Construction Management Plan (CMP) and sub-plans developed for the project by the contractor Built-Obayashi Joint Venture (BOJV).

1.2 Description of the site

The Site is known as 8-10 Lee Street, Haymarket. It is an irregular shaped allotment. The allotment has a small street frontage to Lee Street, however this frontage is limited to the width of the access handle.

The Site comprises multiple parcels of land which exist at various stratums. All the lots are in the freehold ownership of Transport for NSW, with different leasing arrangements:

- **Lot 116 in DP 1078271**: YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.
- **Lot 117 in DP 1078271**: This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimise basement and servicing outcome for the Site.
- **Lot 118 in DP 1078271**: This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project. The proposal also uses a part of Lot 118 in DP 1078271 within Ambulance Avenue for Day 1 bike access, secondary pedestrian access and fire service vehicle access.
- **Lot 13 in DP 1062447**: This is currently in the ownership of TfNSW but TOGA (who hold the lease for the Adina Hotel) have a long-term lease of this space in the lower ground area.

The Site has an area of approximately 3,764sqm which includes 277sqm of air rights that apply from RL40.

1.3 Site and surrounding context

The Site is directly adjacent to the Western Wing Extension of Central Station, and forms part of the 'Western Gateway Sub-precinct' of the Central Railway Station lands. It is situated between the existing CountryLink and Intercity railway platforms to the east and the Adina Hotel (former Parcel Post Office) to the west.

Existing vehicle access to the Site is via Lee Street, however the Lee Street frontage of the Site is only the width of the access handle.

Current improvements on the Site include the Parcels Shed, which operated in association with the former Parcels Post Office (now the Adina Hotel). The Site is currently used as the Railway Square YHA. The Site also includes the western entryway to the Devonshire Street Pedestrian, which runs east-west through Central Station under the existing railway lines.

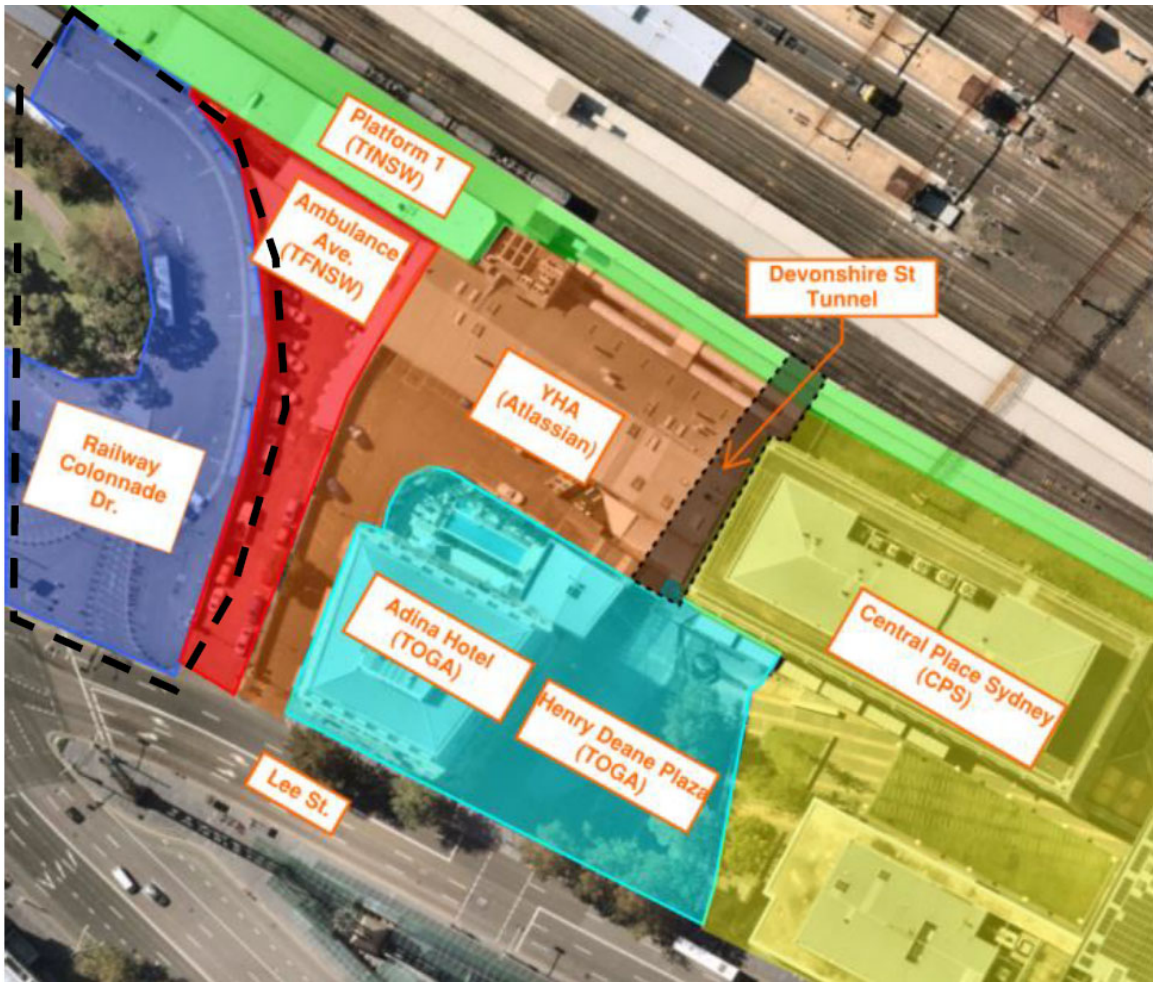


Figure 1 Site context

Source: BOJV

1.4 Document purpose

The purpose of the CTPMP is to assess the proposed access and operation of construction traffic associated with the works for the proposed development with respect to safety and capacity. The document addresses the requirements listed in relevant condition of approval (E17) as summarised in Table 1 below.

Table 1 Requirements for CTPMP

Requirements of Condition E17 of the project approval for SSD-10405	Section Discussed
Prior to the commencement of any demolition, earthworks or construction, the Applicant shall submit to the satisfaction of the Certifier a Construction Pedestrian and Traffic Management Plan Sub-Plan (CPTMP), prepared in consultation with the Council and TfNSW. The CTPMP must include, but not be limited to, the following:	
a description of the development;	2
location of any proposed work zone(s);	3.7
details of crane arrangements, including location of any crane(s)	3.6
haulage routes;	3.10
proposed construction hours;	3.2
predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods	3.11
details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on public roads	5.3
details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site	5.5
pedestrian and traffic management measures	5
construction program and construction methodology	3.1
a detailed plan of any proposed hoarding and/or scaffolding;	3.5
consultation strategy for liaison with surrounding stakeholders, including other developments under construction	4.11
any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works	4
cumulative construction impacts of projects including Sydney Metro City and South West. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMSP to ensure that coordination of work activities are managed to minimise impacts on the surrounding road network	4.11
proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP	5

1.5 Reference documents

This CTPMP should be read in conjunction with the following supporting documents:

- Construction Management Plan (BOJV)
- Railway Colonnade Drive Management Plan (BOJV)
- Devonshire Street Tunnel Demolition Management Plan (BOJV)
- Devonshire Street Tunnel Pedestrian Modelling (Arup)
- Devonshire Street Tunnel Pedestrian Management Plan (ESI)

2 Development Description

The approved project under SSD-10405 facilitates the development of a new mixed-use development comprising *'tourist and visitor accommodation'* (in the form of a 'backpackers') and commercial office space within the tower form. Retail, lobby and food and drink premises at the Lower Ground level and Upper Ground level.

Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Technology Precinct proposed by the NSW Government. The new building will be purpose-built to accommodate the Atlassian Headquarters, a new TfNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker's accommodation, in addition to commercial floorspace to support Tech Start-ups.

The new development is to be built over the existing heritage former Inwards Parcels Shed (the Parcels Shed) located on the western boundary of Central Station with the Adina hotel to the west. The works includes a 38-storey mixed-use tower with basement loading dock facilities and end of trip (EOT) facilities accessed off Lee Street, 2 storey lobby utilising the Parcels Shed building, lower ground and upper ground retail, YHA hostel and commercial tower with staff amenities to the mid-level and roof top areas and a pedestrian Link Zone works for TfNSW.

The development comprises of:

- Two basement levels (B1 & B2), which includes service spaces, loading docks, and EOT facilities which will be accessed from Lee St following the completion of works to convert the existing Upper Carriage Lane into a shared ramp from Lee Street which will service both the Adina hotel and Atlassian development.
- Delivery of Transport for NSW assets (State Works) comprising Lower Ground and Upper Ground Floor through site link which is key pedestrian infrastructure for Central Station to connect the future metro Central Walk West.
- Retention of the existing Heritage Parcel Shed and adaptive reuse to form part of a new public realm strategy incorporating it into the new building's lobby
- Construction of a new high-rise tower including new YHA accommodation (lower levels)
- Commercial office levels (upper levels)

3 Description of Construction Activities

3.1 Construction program

It is currently envisaged site works will commence in March 2022 and take approximately four years to complete. As the project is in its preliminary stages, the following timeframes are approximate and may vary once further details are known. The various stages of construction are noted in Table 2 below.

Table 2Construction program

Activity / Milestone	Forecast Date
Site commencement works	Mar 2022
Heritage shed removal complete	Jul 2022
Civil works commencement	Oct 2023
Substructure complete to upper ground floor	Feb 2024
Structural steel complete (Top-Out)	Oct 2025
Façade complete	Jan 2026
State works completion	May 2026
Building completion	May 2026

3.2 Construction hours

In accordance with the conditions of approval for the project work will be carried out between the following standard hours of construction:

(a) between 7am and 7pm, Mondays to Fridays inclusive; and

(b) between 7am and 3pm, Saturdays.

No work may be carried out on Sundays or public holidays unless prior approval has been provided.

Under Condition F6 of the project approval construction activities may be undertaken outside of these standard hours if required:

(a) by TfNSW to prevent significant disruption to public transport, access to public transport or public safety; or

(b) by the Police or a public authority for the delivery of vehicles, plant or materials; or

(c) in an emergency to avoid the loss of life, damage to property or to prevent environmental harm.

Notification of such construction activities must be given to affected residents before undertaking the activities or as soon as is practical afterwards.

Under Condition F8 of the project approval rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours:

(a) 9am to 12pm, Monday to Friday;

(b) 2pm to 5pm Monday to Friday; and

(c) 9am to 12pm, Saturday.

3.3 Construction site boundary

The proposed site boundary for the construction works is illustrated in Figure 2 below, and largely encompasses the perimeter of the site. Fencing and hoarding will be installed by the contractor to establish this boundary and ensure appropriate separation of construction works with other users of the precinct.

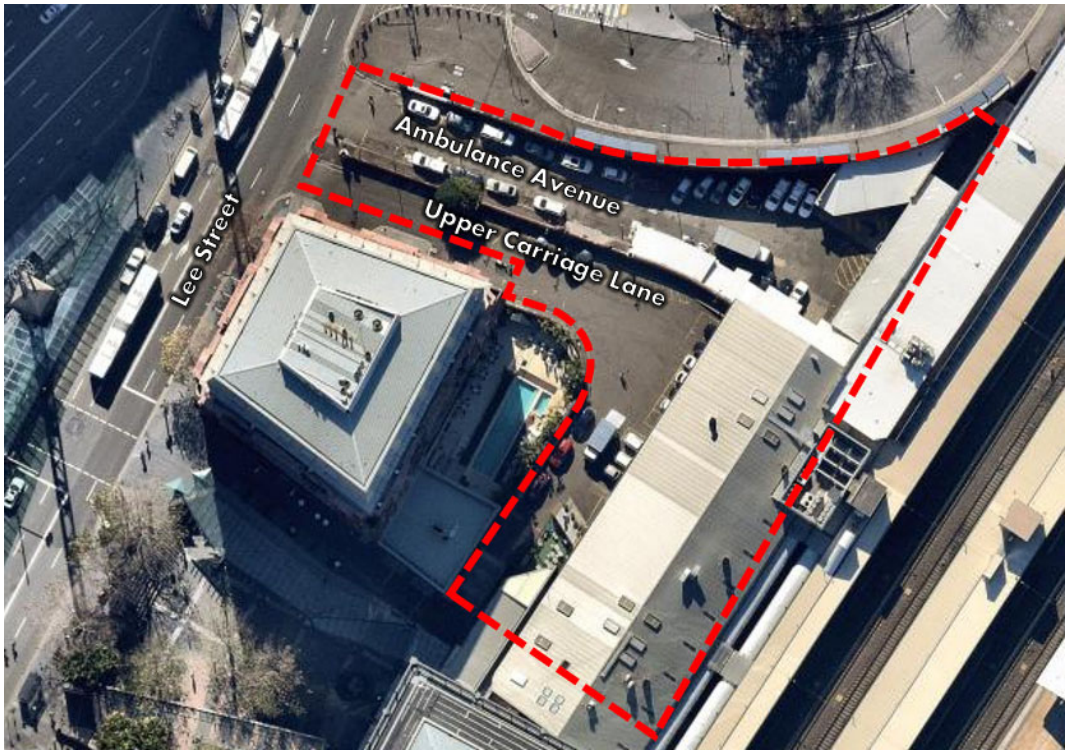


Figure 2 Construction site boundary

3.4 Construction vehicle types

The site will have various types of construction vehicles accessing the site, including:

- 19m Truck and Dog Trailers;
- 19m Semi-Trailers
- 12.5m Heavy Rigid Vehicles (HRVs)
- 8.8m Medium Rigid Vehicles (MRVs)
- 6.5m Small Rigid Vehicles (SRVs);
- Utes/vans

The largest construction vehicles accessing the site on a typical day will include 19m Truck and Dog Trailers / Semi-Trailers. These vehicle types are consistent with those stated in the EIS and have consequently been approved as part of the Project. Due to the constrained geometry of Upper Carriage Lane the largest vehicle expected to access this area will be a 8.8m Medium Rigid Vehicles (MRVs) for concrete deliveries.

All vehicle types accessing the site on a day to day basis will have the ability, either through manoeuvring areas or mechanical turntables, to enter and exit the site in a forwards direction.

Special permits will be required to bring in bespoke oversize vehicles throughout various phases of the construction project, these will be managed on a case by case basis in close consultation with relevant authorities. Pending on design outcomes, the project may use a 'restricted access low load trailer for structural steel components'. Separate approval from Council's Construction Regulation Unit and Transport for NSW will be required for each occurrence.

3.5 Fencing and hoardings

The hoardings & fencing on the proposed development consist of both A-Class and B-Class hoardings, with gates for vehicle and pedestrian access. The aim is to delineate the work front from public areas to reduce the risk of unauthorized site access. Modifications to these hoardings may be undertaken throughout the project to ensure the project is delivered in the safest manner. All B Class hoardings will be 10 kPa rated & provide overhead protection to footpath & public areas. All hoardings will be painted & signed as per City of Sydney & or TfNSW requirements.

An indicative hoarding layout plan is provided in Figure 3 below.

Figure 3 Indicative hoarding layout plan

Source: BOJV

B-Class hoardings consisting of a 10kPa rating supported off the pavement level will be provided in this area. The Devonshire Street tunnel will also require both A-Class and B-Class hoardings to ensure public safety whilst entering & exiting Central Station

A secure hoarding will be necessary to mitigate the risk of the public entering through the rail corridor on the Eastern boundary along with non-authorised access from the site back to Platform 1. The Central Station (Eastern) hoarding will consist of an A-Class separating commuters on Platform 1 from site.

3.6 Crane locations

Two tower cranes will be utilised to facilitate the construction project with their location shown in Figure 4. Mobile cranes will be required generally prior to the tower cranes being available and after they have been removed. They may also be required to supplement the tower crane's work at peak periods with additional cranage.

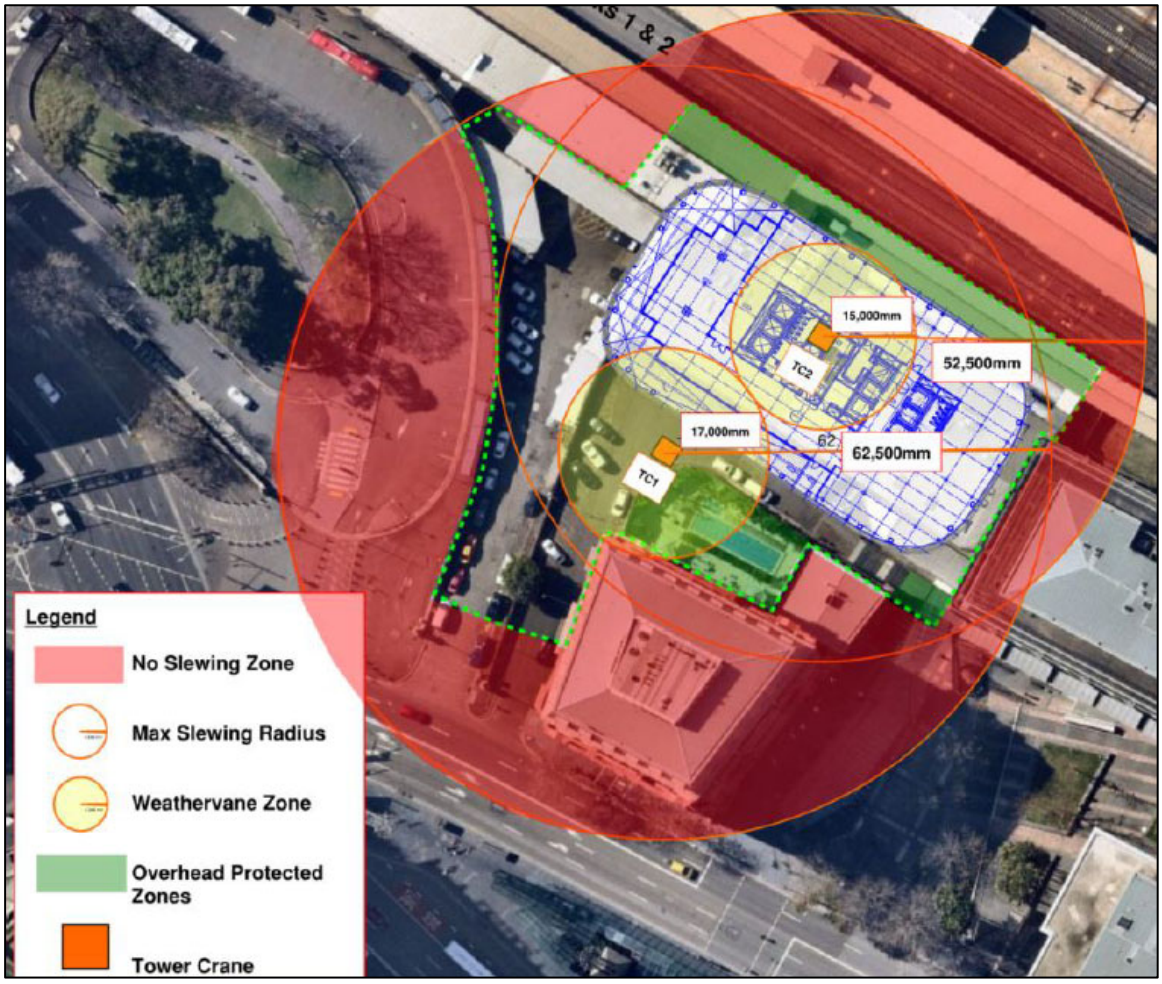


Figure 4 Proposed tower crane locations

Source: BOJV

3.7 Loading and lifting zones

The following loading and lifting zones will be utilised as part of the construction project.

- Ambulance Avenue which would be the primary arrival point for construction vehicles up to 17m in length.
- Upper Carriage Lane which would be used when available for rigid vehicles 8.8m in length or less.
- Along Railway Colonnade Drive. This would involve a 45m long works zone signposted for construction vehicles only. Railway Colonnade Drive will be required to be used intermittently for mobilisations and dismantles of key temporary works such as tower cranes and jumpforms. This works zone area would facilitate the arrival and departure of larger vehicles up to 19m in length given the constrained environment on Ambulance Avenue and Upper Carriage Lane. This area is currently used for vehicles (buses & coaches) during track possessions and as such, this works zone will be subject to flexibility with key stakeholders.

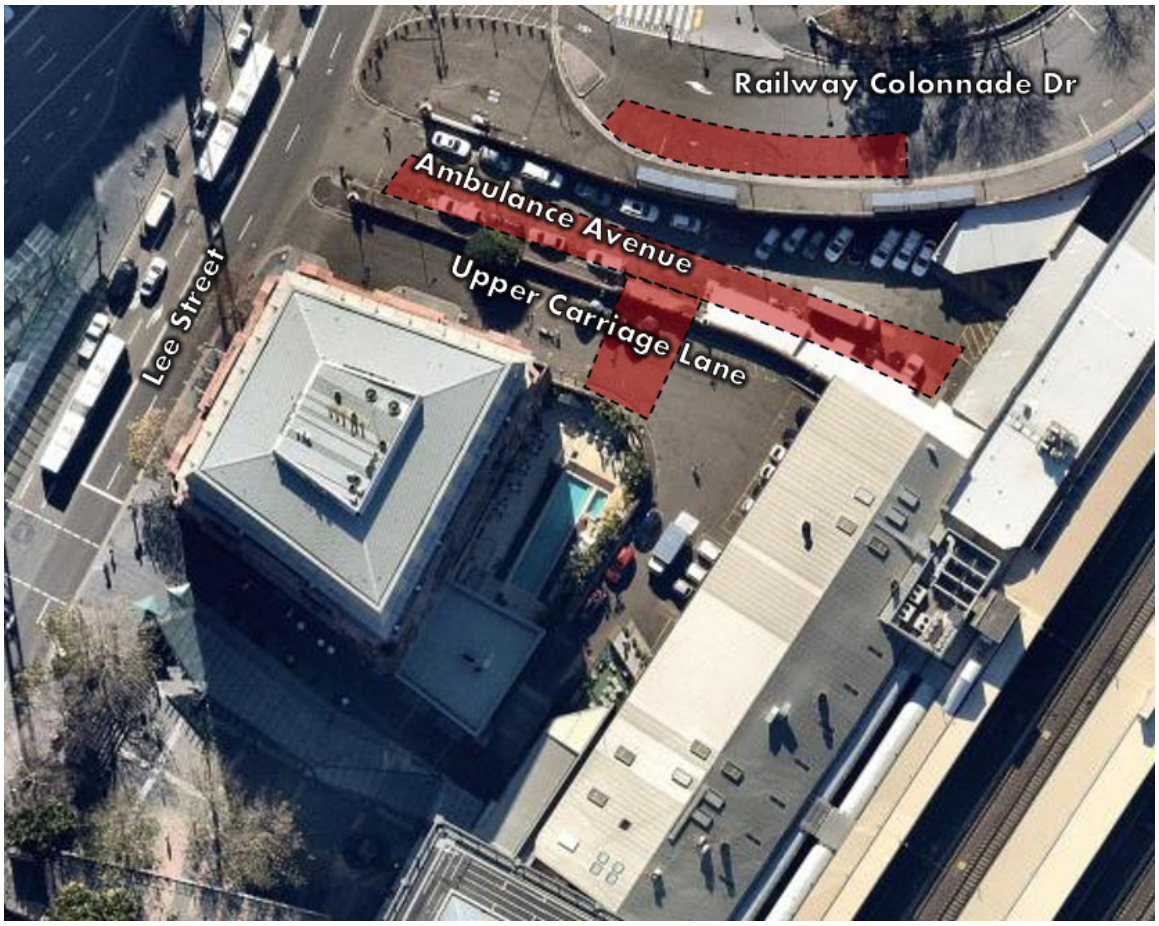


Figure 5 Proposed loading and lifting zones

3.8 Railway Colonnade Drive works zone

As previously noted Railway Colonnade Drive will be required to be used intermittently for mobilisations and dismantles of key temporary works such as tower cranes and jumpforms. A detailed management plan has been prepared by BOJV to demonstrate the necessity of a loading zone located within Railway Colonnade Drive and document how the loading zone can be managed in a way that minimises the impact on the normal day to day operations of the area.

The management plan identifies the anticipated dates and durations that the loading zone will be required. This indicates that Railway Colonnade Drive would be used intermittently throughout the duration of the project.

The loading zone would be approximately 45 meters long, positioned towards the southern end of the ramp and is within the reach of the site's tower cranes as indicated in Figure 6. The location of the loading zone on RCD allows for articulated vehicles to approach and pull into a loading zone, be unloaded, and then exit in a forward direction onto Lee Street as indicated in the swept paths on the following page. To facilitate the works zone and safe manoeuvring of vehicles some existing signage and bollards may need to be removed or relocated.

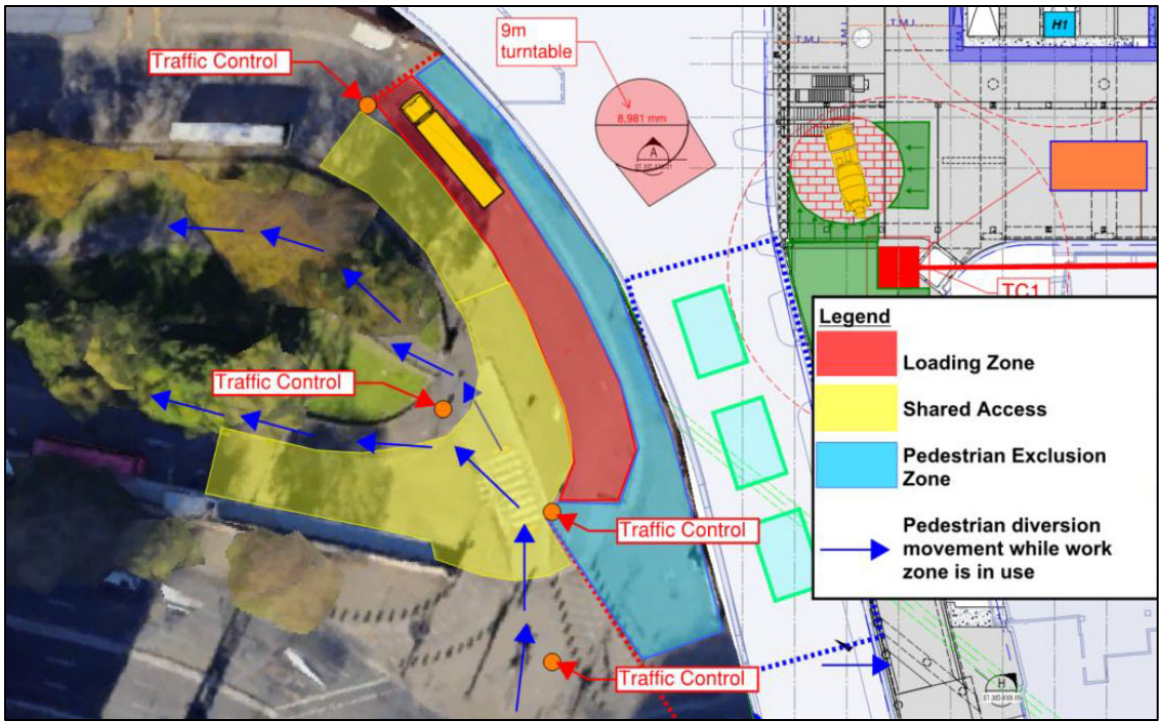


Figure 6 Railway Colonnade Drive works zone

Source: BOJV

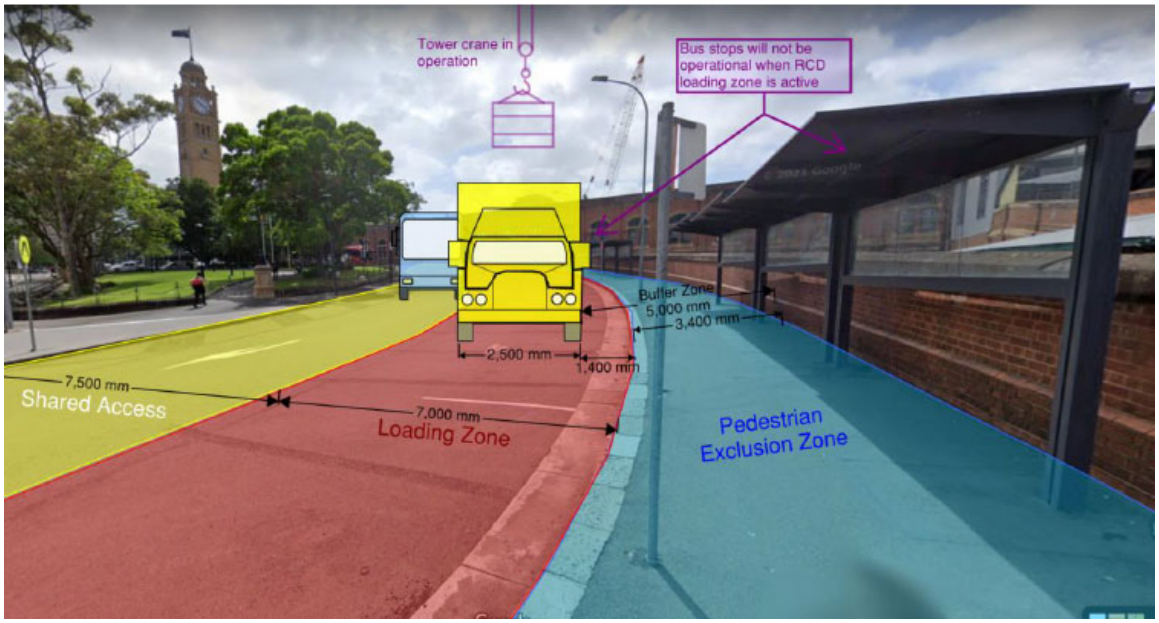
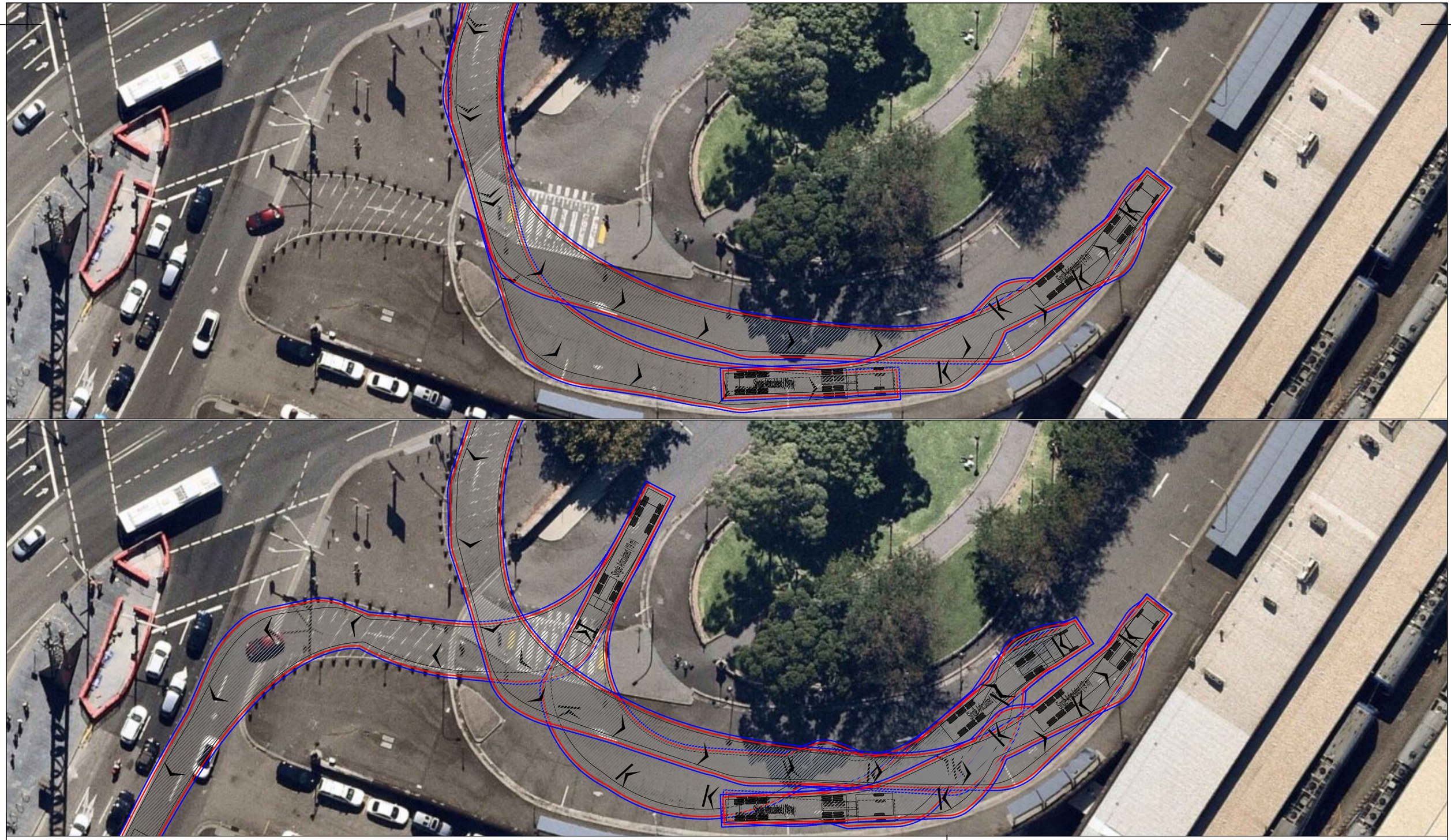


Figure 7 Railway Colonnade Drive works zone (elevation)

Source: BOJV



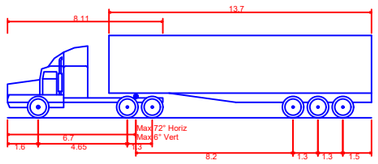
Client
Built

Job Title
Atlassian Central Station

Drawing Title
Turning Paths
19m semi-trailer
Railway Colonade Drive

Legend
- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Vehicle type(s)



Single Articulated (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Date
29.07.21

Job No
1902

Drawing No
SKT02

Drawing Status
For Information

Scale at A3
1:400

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3.9 Construction vehicle site access

Three vehicular site access points are proposed to facilitate the construction works as shown in Figure 9 and detailed below:

- Ambulance Avenue (entry and exit via Lee Street)
- Upper Carriage Lane (entry and exit via Lee Street)
- Railway Colonnade Drive (entry via Pitt Street and exit via Lee Street).

All vehicle movements into each of the site access points will be will be restricted to left in – left out only, with all vehicles to enter and exit the site in a forwards direction. Traffic controllers will be present at all vehicle crossover points to manage interactions with pedestrians.

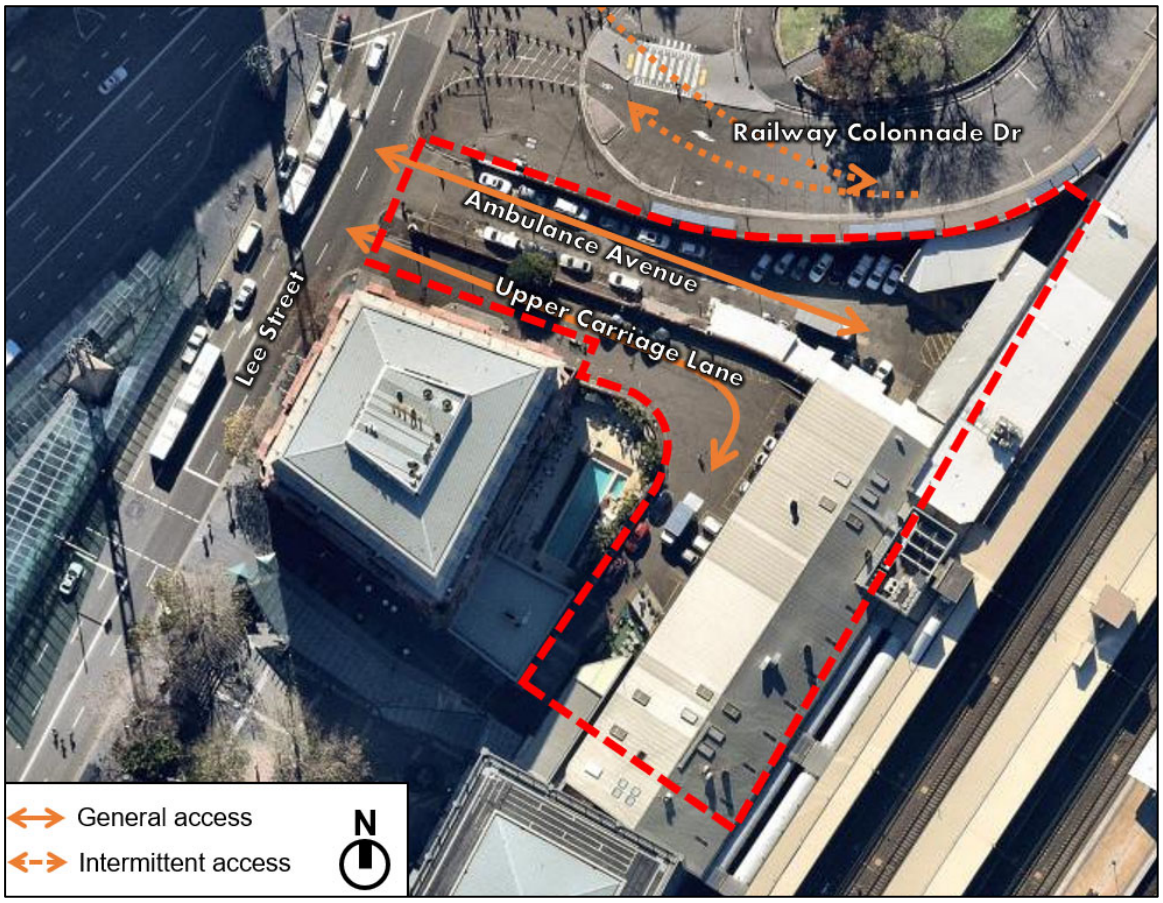
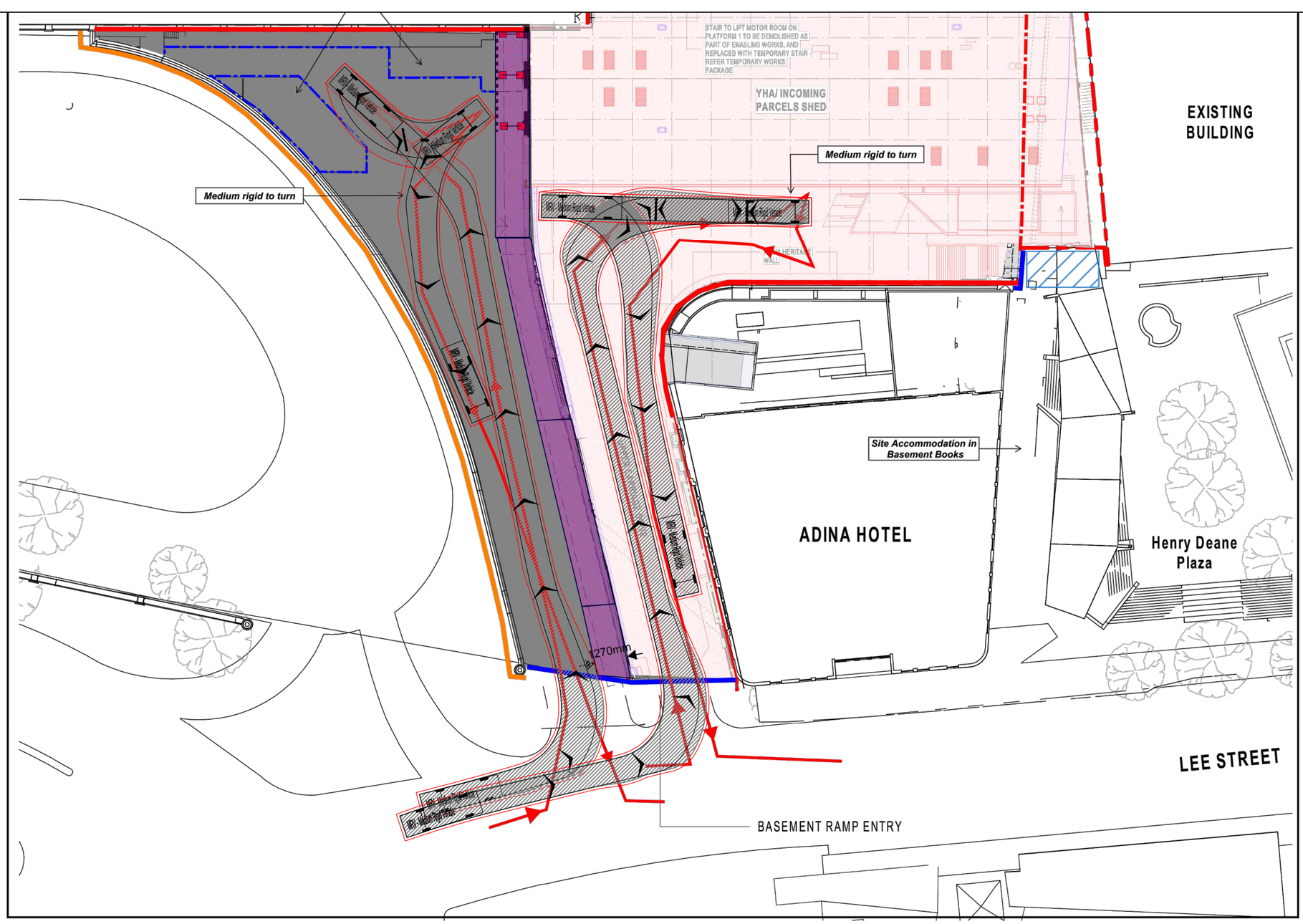


Figure 9 Construction vehicle access points

Swept path analysis indicating the movement of large vehicles into and out of each on-site loading is provided in the following pages of this document. All vehicles will have the ability to enter and exit the site in a forwards direction.



Site Establishment Plan - Ambulance Avenue
Stage 1 - Heritage Dismantle & Demolition
Notes:

KEY

- A-Class
- B-Class
- Plywood Protection
- Heritage Wall Scaffold (5 Board)
- Direction of Travel

JMT CONSULTING

Job Title
Atlassian Central Station

Client
Atlassian / BOJV

JMT Consulting
ABN: 32 6358 30054
www.jmtconsulting.com.au
PO Box 99, Kingsford NSW 2032

Drawing Title
Turning Paths
Construction Traffic Access

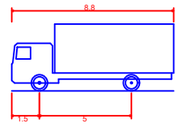
Drawing No
STK08

Date
13.01.22

Legend
Body Envelope
300mm Envelope
Wheel Envelope

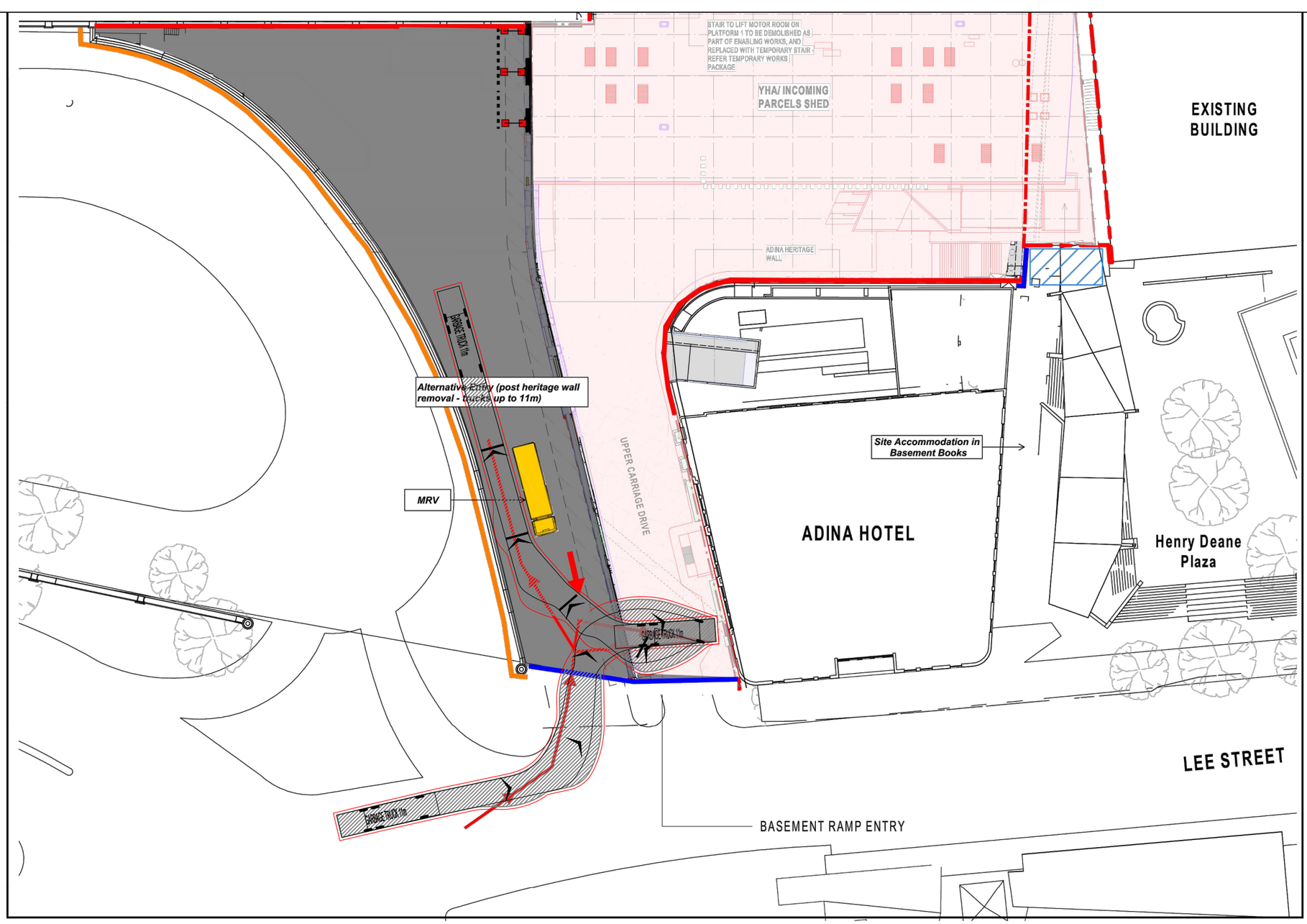
Job No
1902

Vehicle type(s)



MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m



Site Establishment Plan - Ambulance Avenue
Stage 1 - Heritage Dismantle & Demolition
Notes: *Alternative Entry Option (post heritage wall removal trucks up to 11m)*
Weeks . . . (to be updated from programme)

KEY

- *A-Class*
- *B-Class*
- *Plywood Protection*
- *Direction of Travel*

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PO Box 99, Kingsford NSW 2032

Job Title
Atlassian Central Station

Client
Atlassian / BOJV

Drawing Title
Turning Paths
Construction Traffic Access

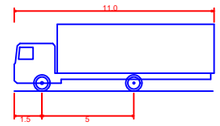
Drawing No
STK09

Date
13.01.22

Legend
Body Envelope
300mm Envelope
Wheel Envelope

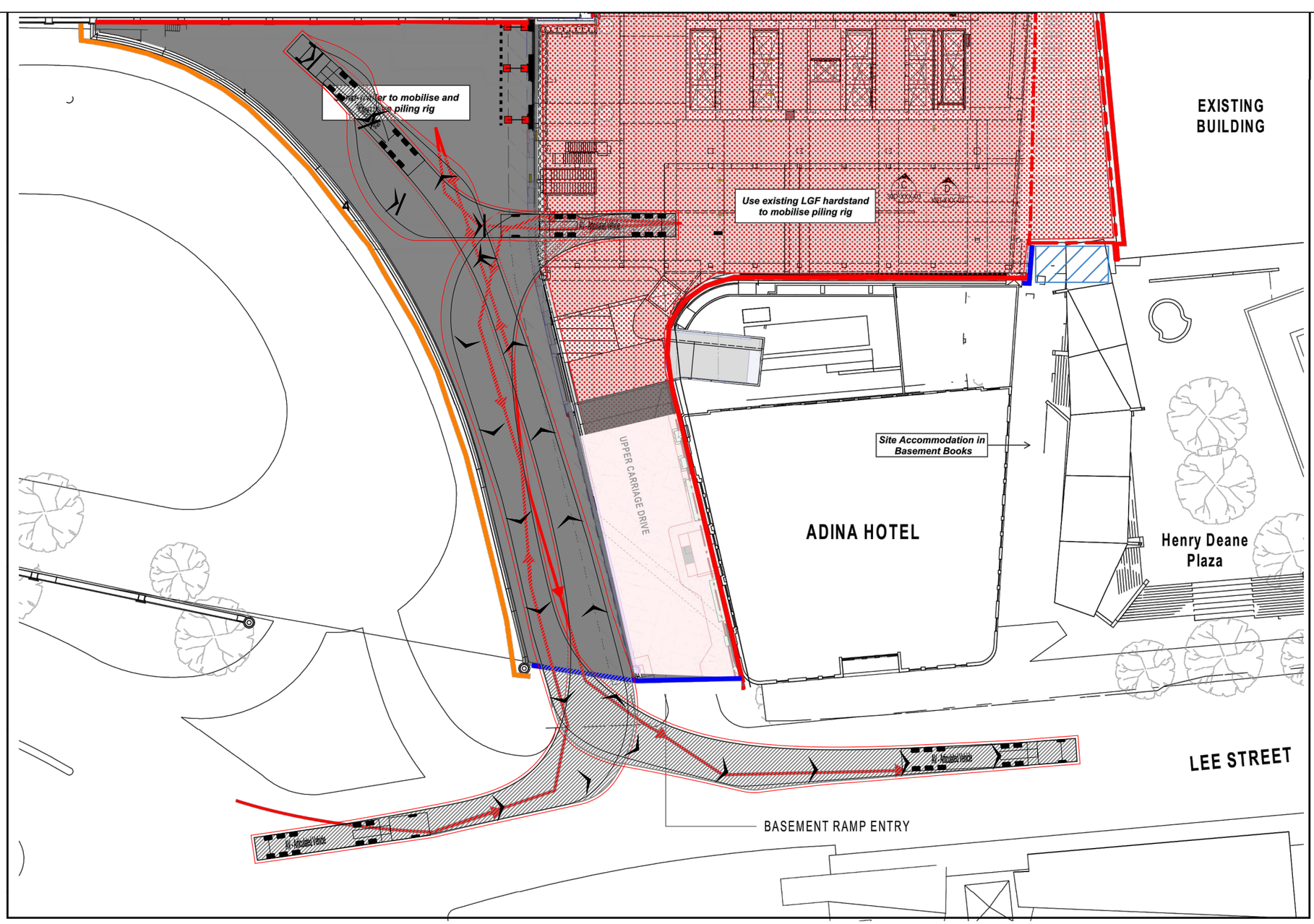
Job No
1902

Vehicle type(s)



GARBAGE TRUCK

Overall Length	11.000m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m



Site Establishment Plan - Ambulance Avenue
Stage 2 - Piling and Excavation
Notes: Movement of semi trailer to mobile and remove piling rig

KEY

- A-Class
- B-Class
- Plywood Protection
- Direction of Travel

JMT CONSULTING

Job Title
Atlassian Central Station

Client
Atlassian / BOJV

JMT Consulting
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PO Box 99, Kingsford NSW 2032

Drawing Title
Turning Paths
Construction Traffic Access

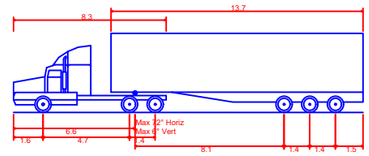
Drawing No
STK10

Date
13.01.22

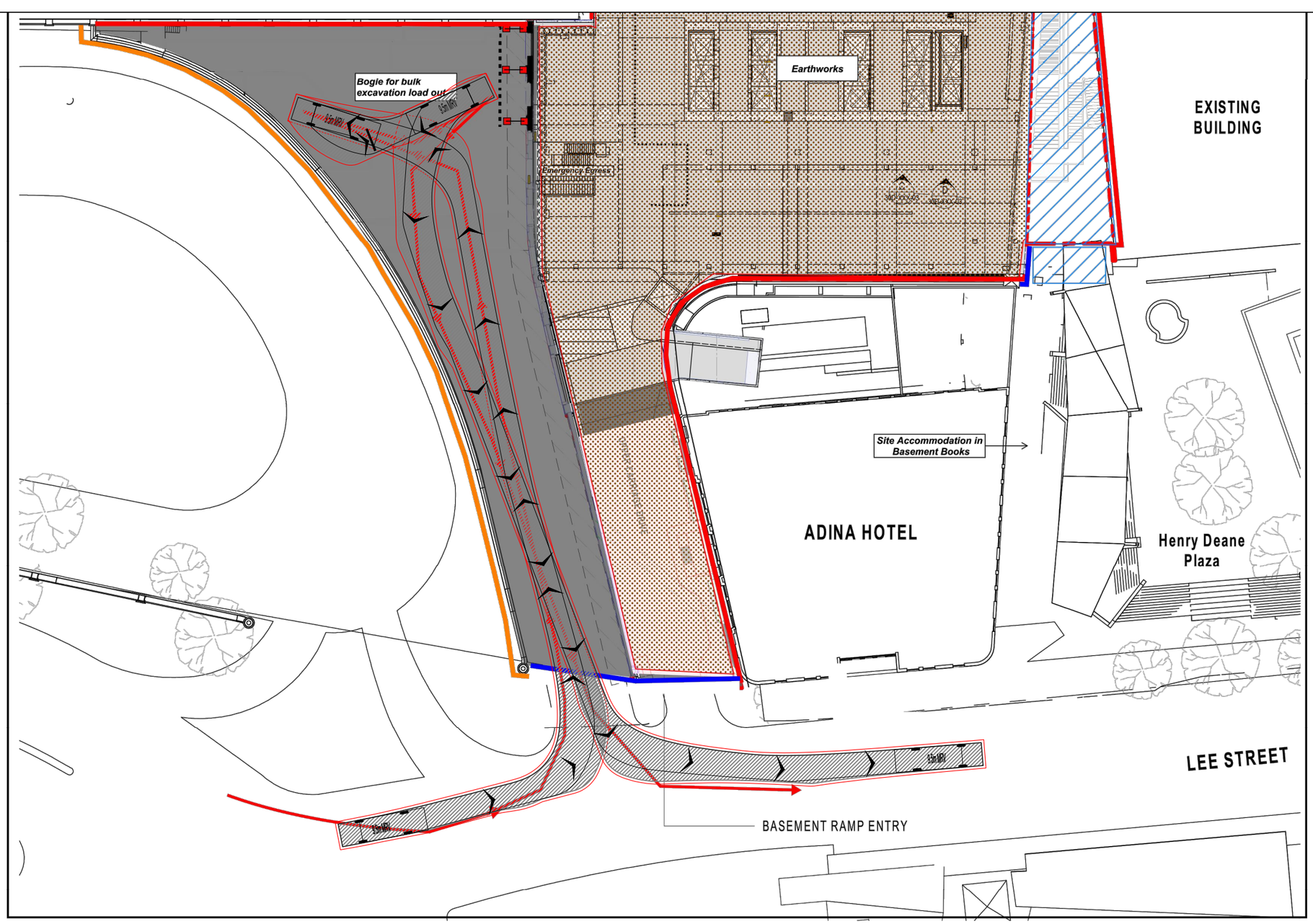
Legend
Body Envelope
300mm Envelope
Wheel Envelope

Job No
1902

Vehicle type(s)



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	6.00 sec
Curb to Curb Turning Radius	12.500m



Site Establishment Plan - Ambulance Avenue
Stage 2 - Excavation
Notes: Movement of bogie for bulk excavation load out

KEY

- A-Class
- B-Class
- Plywood Protection
- Direction of Travel

JMT CONSULTING

Job Title
Atlassian Central Station

Client
Atlassian / BOJV

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Drawing Title
Turning Paths
Construction Traffic Access

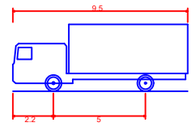
Drawing No
STK11

Date
13.01.22

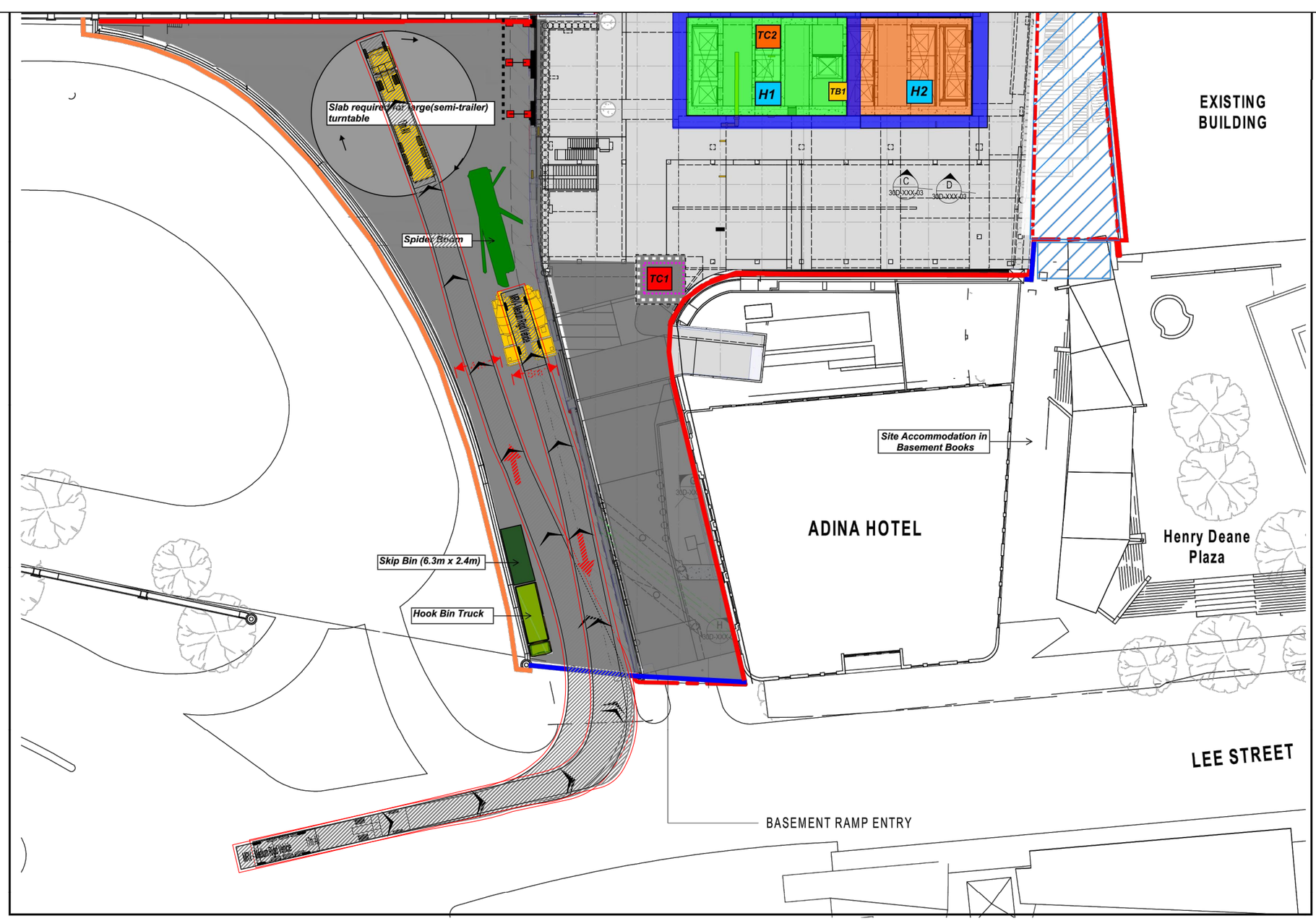
Legend
Body Envelope
300mm Envelope
Wheel Envelope

Job No
1902

Vehicle type(s)



9.5m MRV	
Overall Length	9.500m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m



Site Establishment Plan - Ambulance Avenue
Stage 3 - Basement Structure
Notes:

The below major deliveries are planned to be accommodated through Railway Colonnade Drive
1. Tower Crane 1 establishment
2. Core raft reinforcement
3. Jumpform shutters and grillage

KEY

- A-Class
- B-Class
- Plywood Protection
- Direction of Travel
- Hoist
- Turn Table

JMT CONSULTING

Job Title
Atlassian Central Station

Client
Atlassian / BOJV

JMT Consulting
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www.jmtconsulting.com.au
PO Box 99, Kingsford NSW 2032

Drawing Title
Turning Paths
Construction Traffic Access

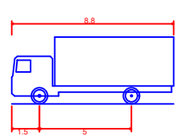
Drawing No
STK12

Date
13.01.22

Legend
- Body Envelope
- 300mm Envelope
- Wheel Envelope

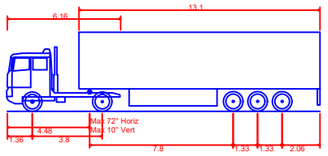
Job No
1902

Vehicle type(s)



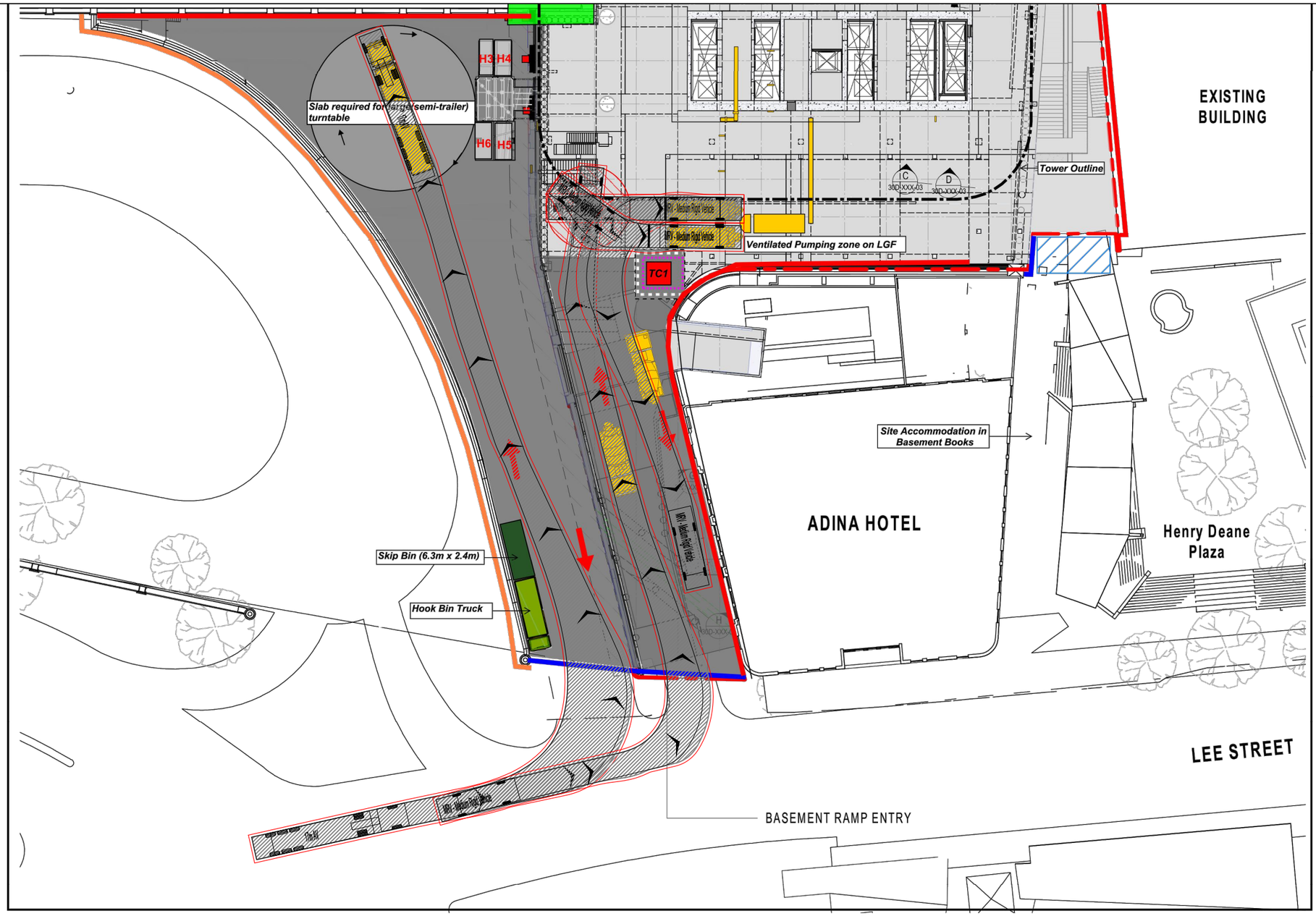
MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m



17m AV

Overall Length	17.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.300m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Wall to Wall Turning Radius	12.500m



Site Establishment Plan - Ambulance Avenue
Stage 4 - Podium Structure / Level 1
Notes:

KEY

- A-Class
- B-Class
- Plywood Protection
- Direction of Travel
- Hoist
- Turn Table

JMT CONSULTING

Job Title
Atlassian Central Station

Client
Atlassian / BOJV

JMT Consulting
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PO Box 99, Kingsford NSW 2032

Drawing Title
Turning Paths
Construction Traffic Access

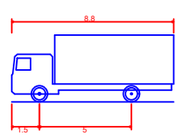
Drawing No
STK13

Date
13.01.22

Legend
- Body Envelope
- 300mm Envelope
- Wheel Envelope

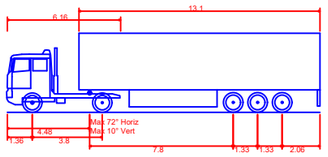
Job No
1902

Vehicle type(s)



MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m



17m AV

Overall Length	17.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.300m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Wall to Wall Turning Radius	12.500m

3.10 Construction vehicle routes

Given the current road access arrangements around the Central Station precinct, including the left in – left out site access restrictions for construction vehicles, there are a limited number of access and egress routes to the construction site. The proposed routes are shown in Figure 11 (approach routes) and Figure 12 (departure routes), and have been selected to avoid any local streets around Haymarket or Chippendale.

Generally the approach routes are focused along Foveaux Street and Pitt Street corridors, with the departure routes via Lee Street and Regent Street. More broadly other major roads facilitating access to the site will include Cleveland Street, Elizabeth Street, Chalmers Street and Botany Road.

These construction vehicle routes will be confirmed following the appointment of a contractor and prior to construction commencing, outlined in a detailed CPTMP to be approved by TfNSW.

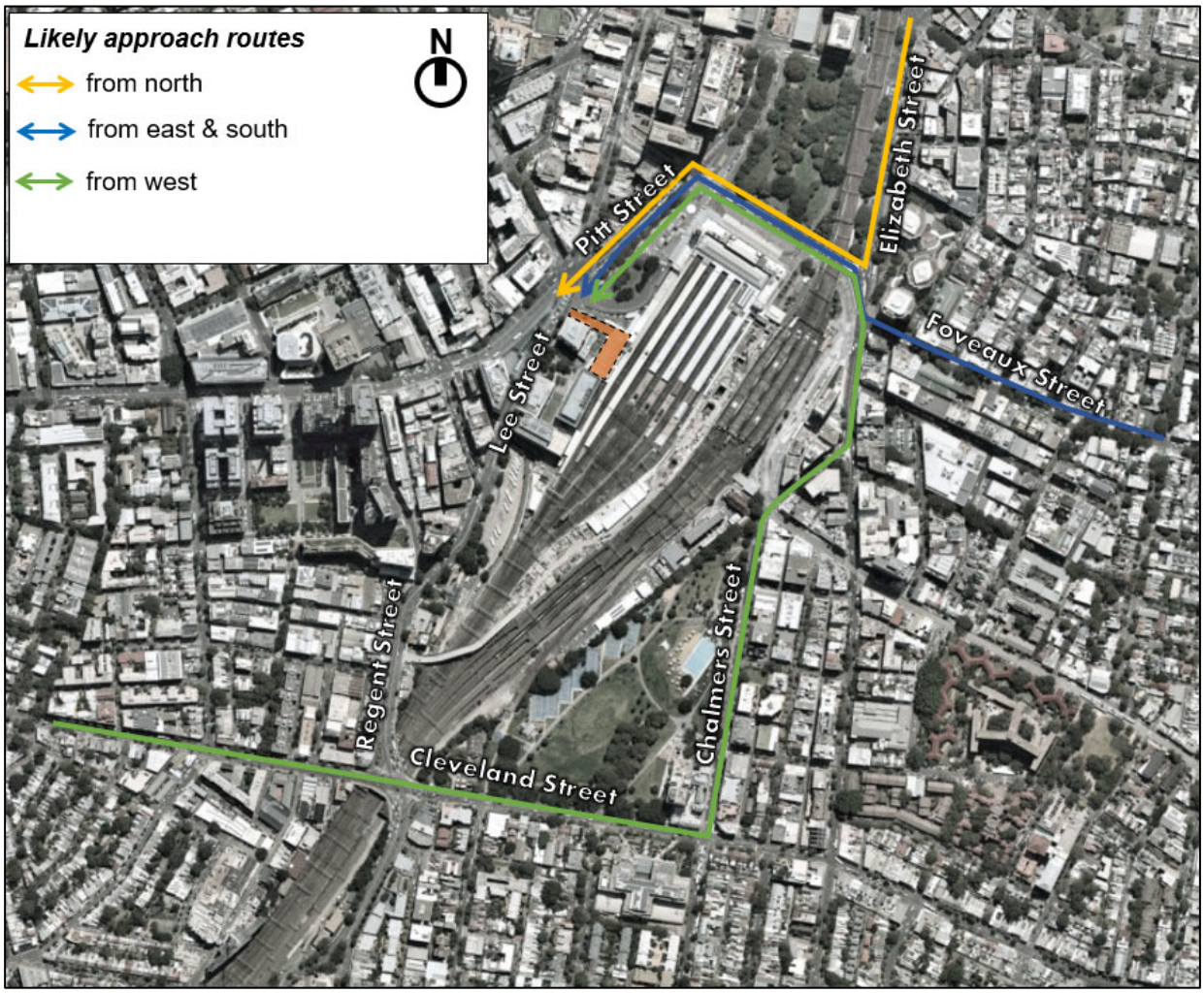


Figure 11 Construction access routes from broader road network

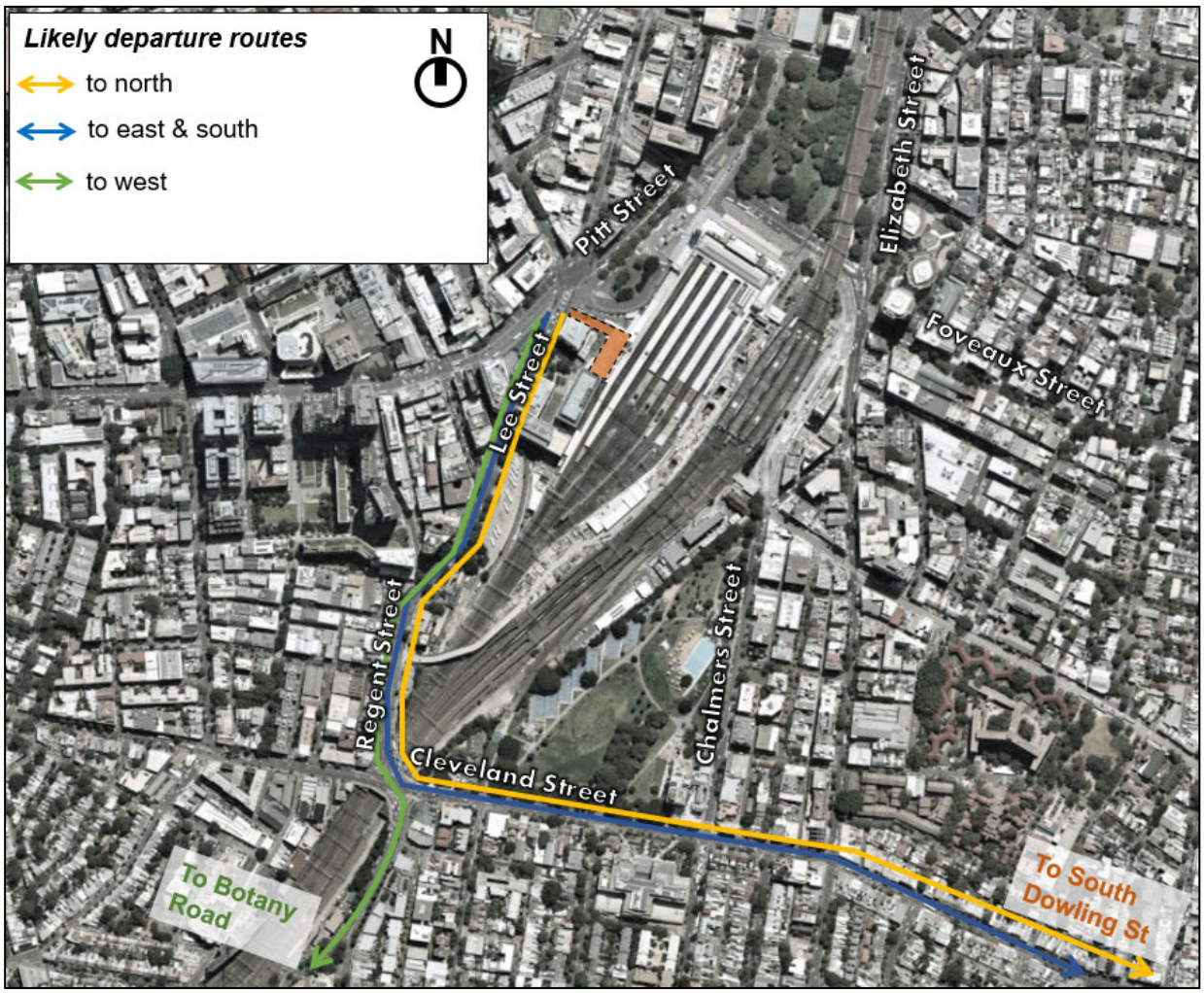


Figure 12 Construction egress routes to the broader road network

3.11 Construction traffic volumes

3.11.1 Heavy vehicles

The number of daily heavy vehicles accessing the site is forecast to peak at approximately 80 vehicles per day during the tower construction phase. During other phases of the project the level of heavy vehicle activity will be lower at between 40-60 per day. The expected profile of truck numbers accessing the site over the course of a busy weekday (80 vehicles per day) is illustrated in Figure 13. It is important to note however that the numbers shown are indicative only and subject to change on a daily basis.

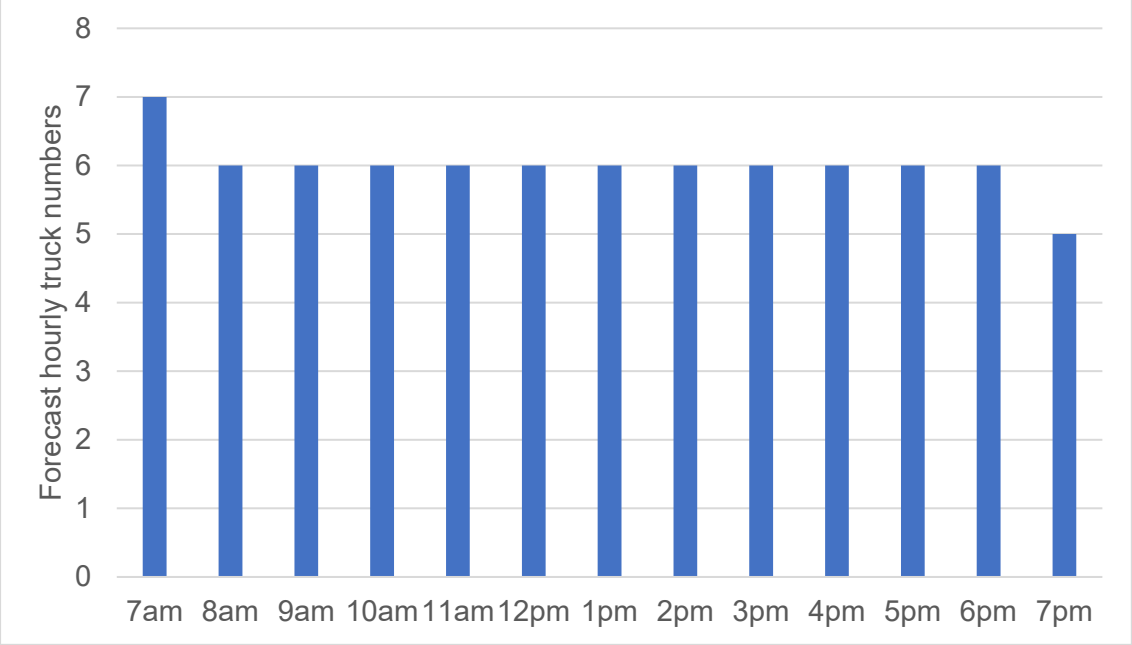


Figure 13 Typical daily profile of truck activity (weekday)

3.11.2 Light vehicles

Workers will generate some additional traffic to the site. At peak times there may be up to 500 people on site during the construction phase. Typically construction workers have a high vehicle occupancy of between 2-3 people per vehicle, however a conservative vehicle occupancy of 1.5 people / car has been assumed for this project. Further, given the site's proximity to nearby public transport services and limited parking availability it is expected only 20% workers will arrive by car, which is considered a conservative assumption. This would generate approximately 50 vehicles which is not expected to result in any undue impacts on the surrounding road network. Further, construction workers will need to arrive to the site prior to 7am, therefore not coinciding the morning commuter peak hour.

3.12 Parking

Given the location of the site, workers will be encouraged to use public transport as a means of access. There will be no on-site parking for the Contractor, employees of relevant subcontractors or visitors to the job site. All other parking will be the responsibility of the individual and those requiring car parking will be directed to the nearby public car parks.

The Contractor may permit site personnel to park in the completed basement levels during the latter stages of the project. This potential opportunity is subject to the Contractor's safety and construction methodology review and assessment.

3.13 Road closures

Road Occupancy Licence/Permits will be sought as required by the Contractor when and if required. Temporary road closures of Lee Street and Pitt Street are anticipated during;

- Infrastructure services works along Lee Street;
- Erection and dismantling of cranes and hoists; and
- Delivery of large plant, equipment or materials.

Should road closures be required these will be scheduled well in advance, take place outside of busy periods and would be subject to approval from Transport for NSW and City of Sydney Council.

4 Impacts of Construction Activities

4.1 General pedestrian and cyclist movements

There will be no public access onto the site, which will be restricted through fencing and hoardings established around the site boundary. Pedestrians will be able to continue to use the public footpath along Lee Street. Traffic controllers with appropriate accreditation will hold construction vehicles at cross-over points and allow pedestrians to cross these work areas. Traffic control plans for the site access points on Lee Street have been developed and are provided in Appendix B of this document.

Should footpath closures out of daytime hours be required, these will be scheduled in advance with appropriate detour routes provided (with associated traffic controllers). The Contractor will at all times, be required to obtain Authority Approvals prior to the closure of any footpaths and the commencement of such works

4.2 Adina Hotel access

At all times throughout the construction works pedestrian access into the Adina Hotel will be maintained via Lee Street. There is the potential for the hotel to be closed for part, or all of, the construction period to facilitate the development of the site by TOGA (Block C within the Western Gateway precinct).

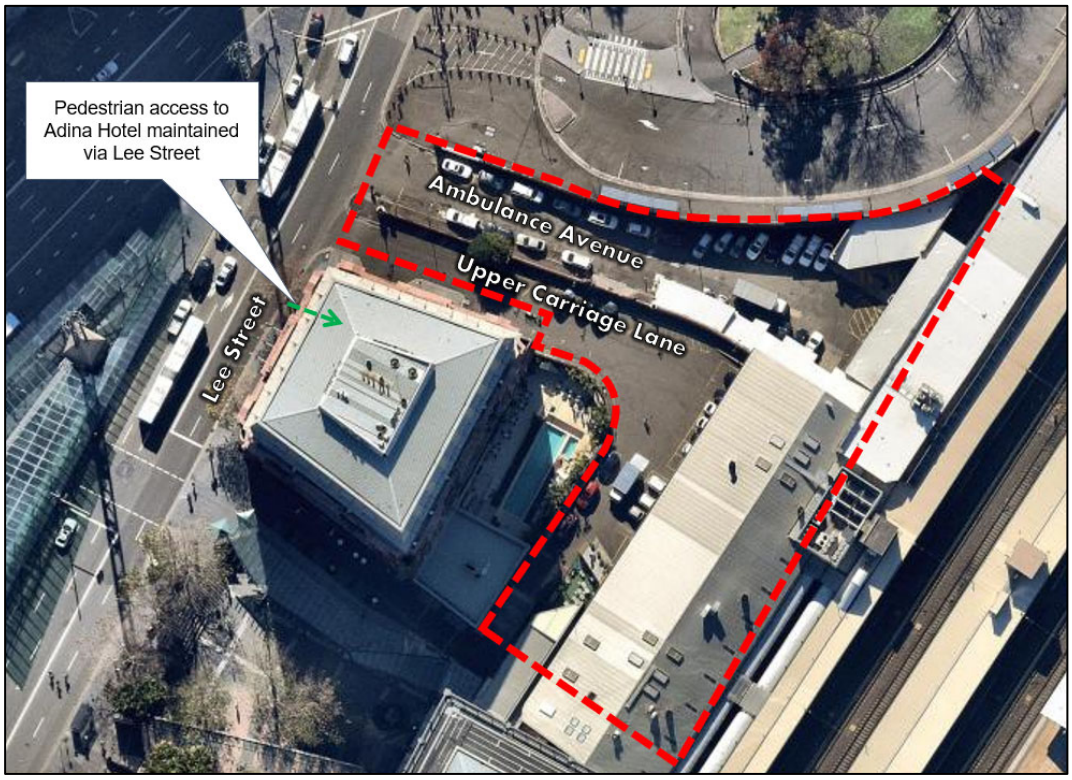


Figure 14 Pedestrian access to Adina Hotel during construction works

4.3 Devonshire Street tunnel pedestrian movements

To facilitate the construction of the project works will need to be undertaken within the Devonshire Street tunnel (DST). Pedestrian modelling is being undertaken to determine the necessary arrangements to be in place during the works to be undertaken within the DST. This analysis will cover two scenarios:

1. During demolition of suspended structures while pedestrian diversions are in place and the DST remains open to the general public.

2. During demolition of in-ground structures when the closure of the DST to the general public is required.

Detailed pedestrian modelling, supported by a suite of traffic and pedestrian control plans, have been developed to minimise impacts to the general public using the DST when works are being undertaken.

The closure of the DST would only take place between the hours of 8pm Friday through to 5am Monday – therefore occurring outside of the busy weekday commuter peak periods. Closure of the DST would be scheduled well in advance and coordinated with TfNSW, with weekend periods currently identified between August 2022 and May 2024 when the closure would take place. Diversion signs and traffic control would be in place throughout the period of the closure. The alternate pedestrian route during the period of the DST closure is shown in Figure 15.

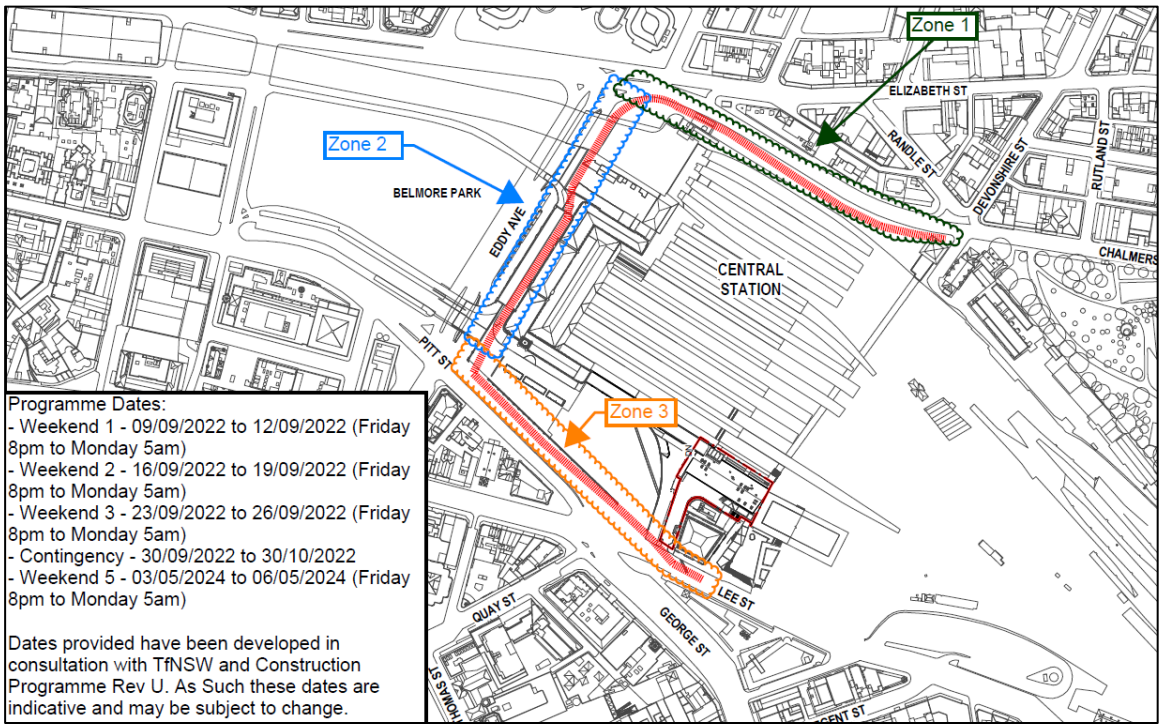


Figure 15 DST closure alternative pedestrian route

Pedestrians will be redirected via a mixture of static wayfinding signs (both within Central Station and on surrounding streets), variable message signs (VMS) as well as through on-site personnel (pink shirts). This strategy is detailed in the Devonshire Street Tunnel Pedestrian Management Plan prepared by ESI.

Further details in relation to the DST works is proved in the DST Management Plan prepared by BOJV which supports the overall CMP for the project.

4.4 Railway Colonnade Drive impacts

As previously noted Railway Colonnade Drive will be used intermittently throughout the construction project as a works zone. During the time that the loading zone is being used, bus stops 3 and 4 on Railway Colonnade Drive (currently used for train / light rail replacement buses, see Figure 16) will not be operational.

Figure 16 Existing bus stops on Railway Colonnade Drive

The contractor will coordinate with TfNSW & Sydney Trains well in advance to avoid use of the loading zone during shut down weekends and special events by scheduling deliveries during the following week where required. Backup dates for the use of the works zone have been nominated in the BOJV management plan in the event the bus stops on Railway Colonnade Drive are required at late notice should TfNSW or Sydney Trains require.

When the construction zone is not required (all times outside the anticipated dates/durations as noted in BOJV's management plan) it would be relinquished and become available for regular TfNSW operation, including the re-opening of Bus Stop 3 and 4.

All construction vehicles and pedestrian movements on Railway Colonnade Drive will be controlled by authorised traffic controllers while the loading zone is in use.

A traffic control plan for the use of Railway Colonnade Drive has been developed and is provided in Appendix B of this document. All vehicle arrivals would be scheduled to ensure that there was no queuing outside the area of the loading zone.

4.5 Central Station platform 1

To support the construction of the project hoardings are to be installed on Platform 1 within Central Station. The proposed hoarding line will be located west of the existing central columns and goods lift which act as the existing constraints to pedestrian movements on the platform. These existing pinch points remain unimpacted by the proposed hoarding line.

Pedestrian movement is restricted to the west of the central columns through the location of an existing staircase as shown in Figure 17. This results in all pedestrian movements (south of the goods lift) taking place to the east of the existing central columns in a zone approximately 1.85m wide (between the yellow tactile line and the face of the existing column).

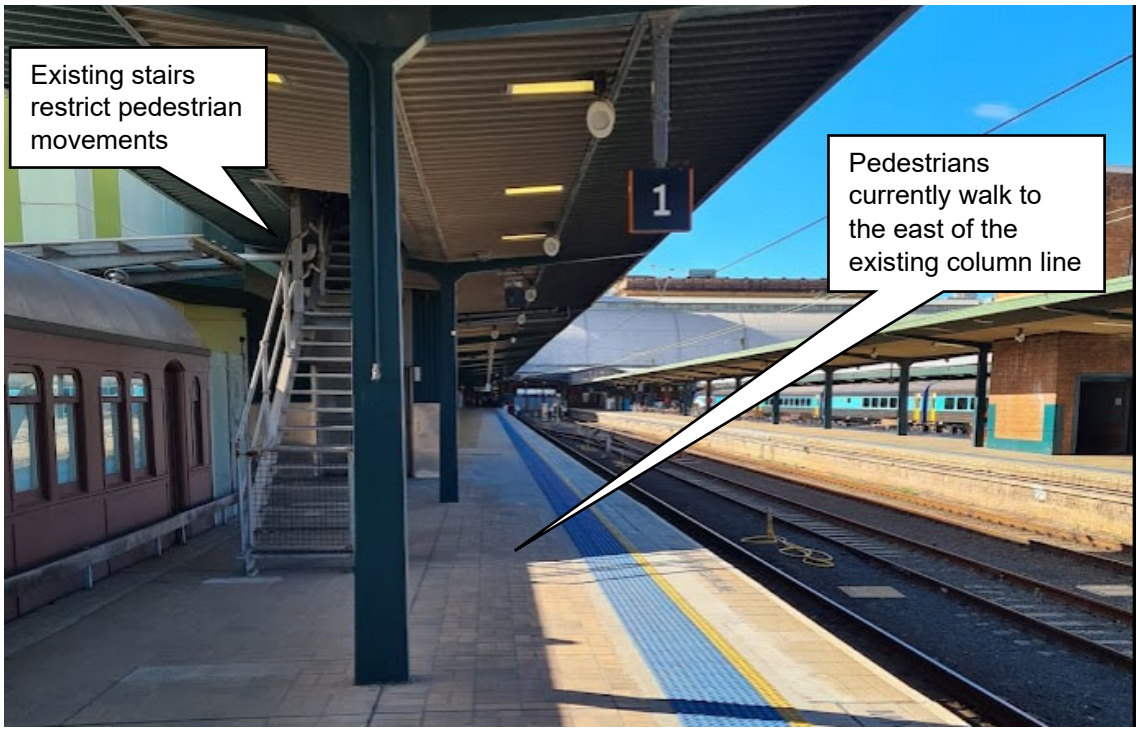


Figure 17 Central Station platform 1 (looking north)

A pedestrian clearance of 3300mm will be provided from the edge of the platform which is in accordance with Figure 3.2.6 in TN 001:2016. During the installation of the hoarding a 300mm zone for temporary fencing will be included. The installation process would occur outside of busy periods in consultation with TfNSW and Sydney Trains. The fencing will be positioned to have no significant impact on pedestrians.

The indicative hoarding line location is illustratively shown in Figure 18, demonstrating that the hoarding will not reduce the width of the existing pedestrian pinch points on Platform 1.

Figure 18 Indicative hoarding location

A Fruin Level of Service Assessment has been undertaken for both the Indian Pacific service and an XPT service stopping on Platform 1. The pedestrian analysis has concluded that the proposed extent of hoardings on Platform 1 will result in acceptable impacts to pedestrian flow following the arrival of either the Indian Pacific or XPT train services. A clear width of 1.85m will be provided along the narrowest point along the platform, consistent with existing conditions, which provides sufficient space for pedestrians alighting their train and walking south towards the main concourse area.

Analysis indicates a worst case scenario Fruin Level of Service Low C / High D which is considered acceptable given the site conditions and infrequency of the event (being once per week for the Indian Pacific service). Importantly pedestrian flow will be in a single direction towards the Central Station concourse area with minimal bi-directional flow expected.

In this context the capacity of Platform 1 to accommodate pedestrian movements with the proposed hoarding line in place is not likely to differ significantly from current operations. As the construction project takes place further discussions can be held with TfNSW & Sydney Trains regarding specific management measures that may need to be in place in certain circumstances.

4.6 Impacts to general public transport services

It is not expected that public transport services would be affected by the works. The small number of additional construction vehicles using public transport corridors such as Foveaux Street and Pitt Street is unlikely to materially impact the operation of the public transport network in the vicinity of the site. Construction vehicle arrival and departure routes have been selected in order to avoid major public transport corridors.

The close proximity of public transport servicing the site via heavy rail and the adjacent bus network will enable construction personnel to easily access the site via public transport, minimising the road traffic impact around the site.

4.7 Car parking impacts

4.7.1 Worker car parking

No on-site car parking is proposed for construction staff, with public transport to be promoted as the primary form of access to the site.

To support construction workers in utilising public transport and reduce dependency on private vehicle as a mode of access to the site, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

4.7.2 Public car parking

To facilitate the proposed work zones within the site boundary on Ambulance Avenue and Upper Carriage Lane approximately 40 parking spaces will be removed. These parking spaces are currently used by authorised TfNSW vehicles, YHA staff/visitors and Adina Hotel staff/visitors. Discussions are ongoing between Atlassian, TfNSW and other stakeholders in relation to this loss of car parking, which is required to facilitate the development of the broader Central Station precinct.

4.8 Retail servicing

Currently vehicles servicing the retailers in the precinct, including within Henry Dean Plaza, park in Ambulance Avenue and trolley goods through an existing service corridor. During the construction of the Atlassian site Ambulance Avenue will be unavailable for general vehicle access and therefore alternate servicing arrangements will be required. The agreed arrangements to temporarily accommodate loading/servicing for the existing retailers, as well as a pick up / drop off point for the Adina Hotel, is illustrated in Figure 19 below. This involves the creation of a 20m long zone on Lee Street outside the Adina Hotel, comprising of:

- A 6.5m long accessible drop off / pick up bay for the Adina Hotel
- A 13.1m loading zone which can be used by either one large vehicle or two vans at a time
- A 10m 'no stopping zone' offset to the traffic lights as required by TfNSW

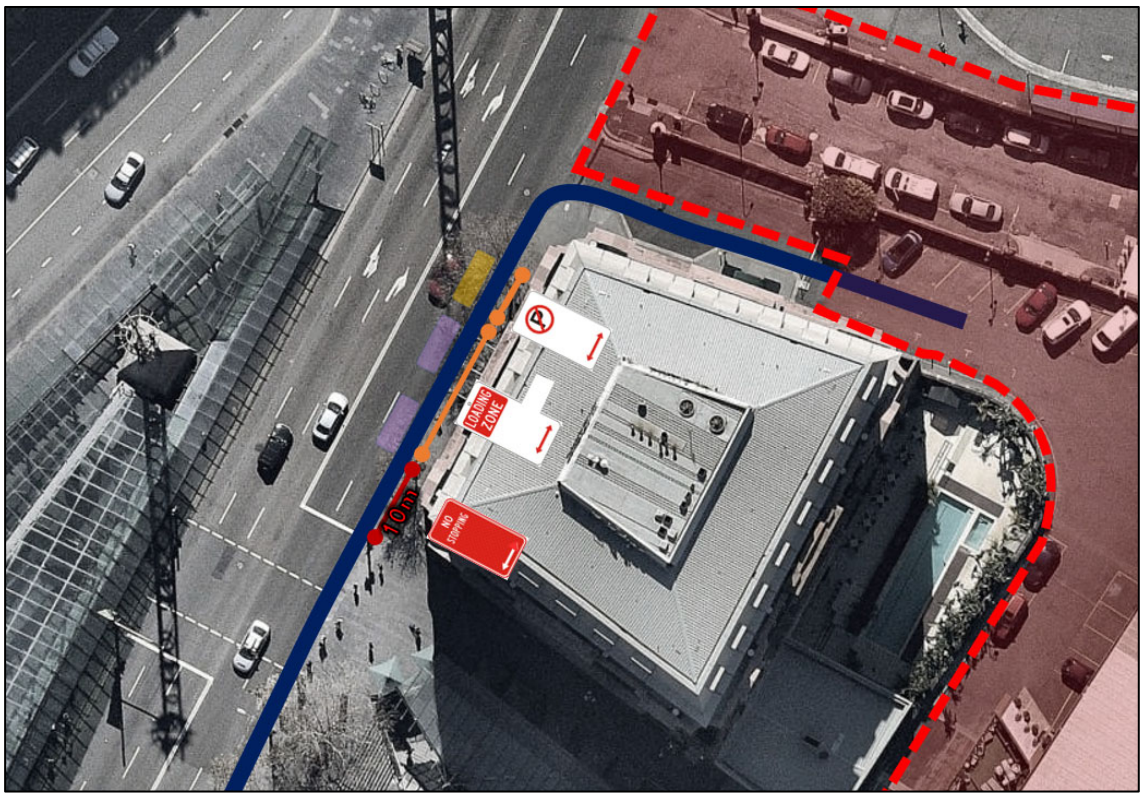
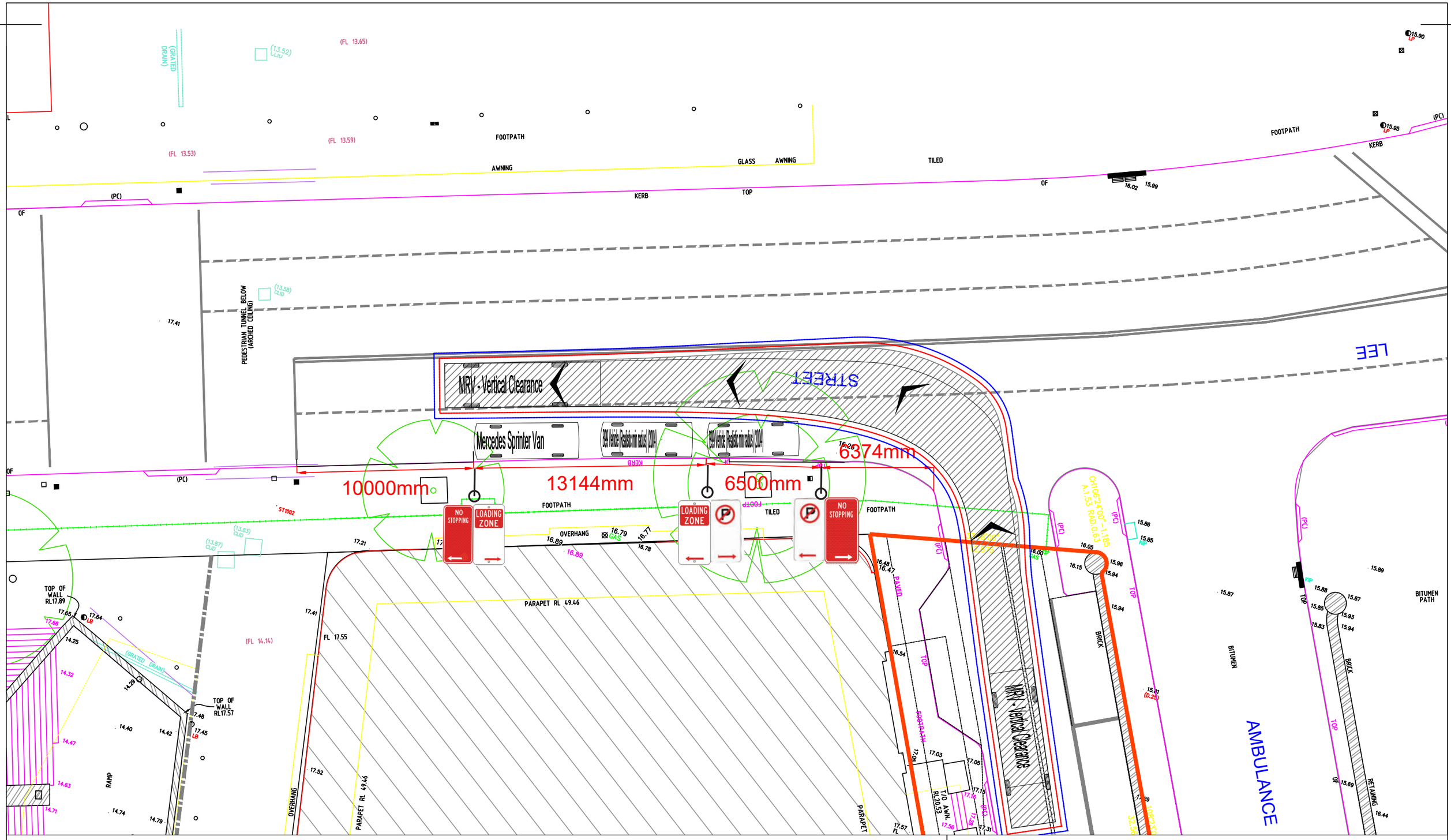


Figure 19 Temporary loading and drop off / pick up

A scaled plan indicating these arrangements is provided on the following page. This plan includes the swept path of a Medium Rigid Vehicle (MRV) exiting the Atlassian worksite and turning left onto Lee Street, demonstrating this would not conflict with vehicles using the drop off / pick up space. This arrangement has received formal approval from the TfNSW Network and Safety Services team in November 2021 and will be implemented prior to the commencement of construction.



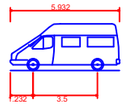
Client
Atlassian

Job Title
Atlassian Central Station

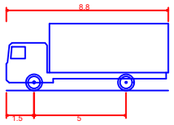
Drawing Title
Lee Street Loading Zone (construction state)

Legend
- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Vehicle type(s)



Mercedes Sprinter Van	
Overall Length	5.932m
Overall Width	2.020m
Overall Body Height	2.539m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.400m



MRV - Medium Rigid Vehicle	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m

Date
14.09.21

Job No
1902

Drawing No
SKT23

Drawing Status
For Information

Scale at A3
1:200

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4.9 Emergency vehicles

Emergency vehicle access will be maintained at all times along Lee Street, or if necessary site personnel will grant access to emergency vehicles entering the site at either Ambulance Avenue or Upper Carriage Lane.

The contractor will liaise with the NSW Police, Fire Brigade and emergency services agencies throughout construction and a 24-hour contact would be made available for 'out of hours' emergencies and access. The emergency services will be briefed through the appropriate forum.

4.10 Road safety

The construction works are not anticipated to impact road user safety for the following reasons:

- The vehicle site access points will be under the control and management of accredited traffic controllers, who will prevent vehicles from leaving the site until it is safe to do so;
- Hoardings and perimeter fencing will be established so as to restrict pedestrian access into the construction site
- Construction traffic vehicle flows are relatively low – in the order of 80 vehicles per day at peak times during the construction project. This is considered minimal in the context of existing traffic movements in the precinct and therefore would not impact road user safety; and
- All footpaths and bicycle paths will generally remain open and unaffected during normal daytime hours throughout the construction period. Any closures, including the closure of the Devonshire Street Tunnel, would be scheduled well in advance and be managed by authorised traffic controllers.

4.11 Cumulative construction activities

There will be a number of construction projects occurring at the same as the construction of the future Atlassian building. These projects include:

- Central Station redevelopment including Sydney Metro City and Southwest
- Central Station Western Gateway Precinct

Ongoing review of cumulative heavy vehicle traffic generation and coordination of heavy vehicle routes used by these projects will be undertaken on a regular basis between the BOJV and Transport for NSW (particularly within Sydney Coordination Office) to minimise impacts on the road network. Regular coordination meetings are held through the Central Precinct Western Gateway Integrated Delivery Coordination Group which contains members of the respective project teams.

Atlassian and BOVJ have held discussions with representatives from the adjoining landholders in the Western Gateway precinct (i.e. TOGA, CPS and TfNSW) to inform the overall construction management strategy. Figure 21 below illustrates the proposed arrangements when all three construction projects are underway. This indicates how each stakeholder will need to continue to liaise closely (through the Integrated Delivery Coordination Group) to ensure their construction activities do not impact the ability for other projects in the precinct to be delivered. It is important to note that the delivery of the adjacent construction projects will be the responsibility of the relevant parties however Atlassian will continue to participate in discussions to ensure the transport network will be managed in a satisfactory manner.

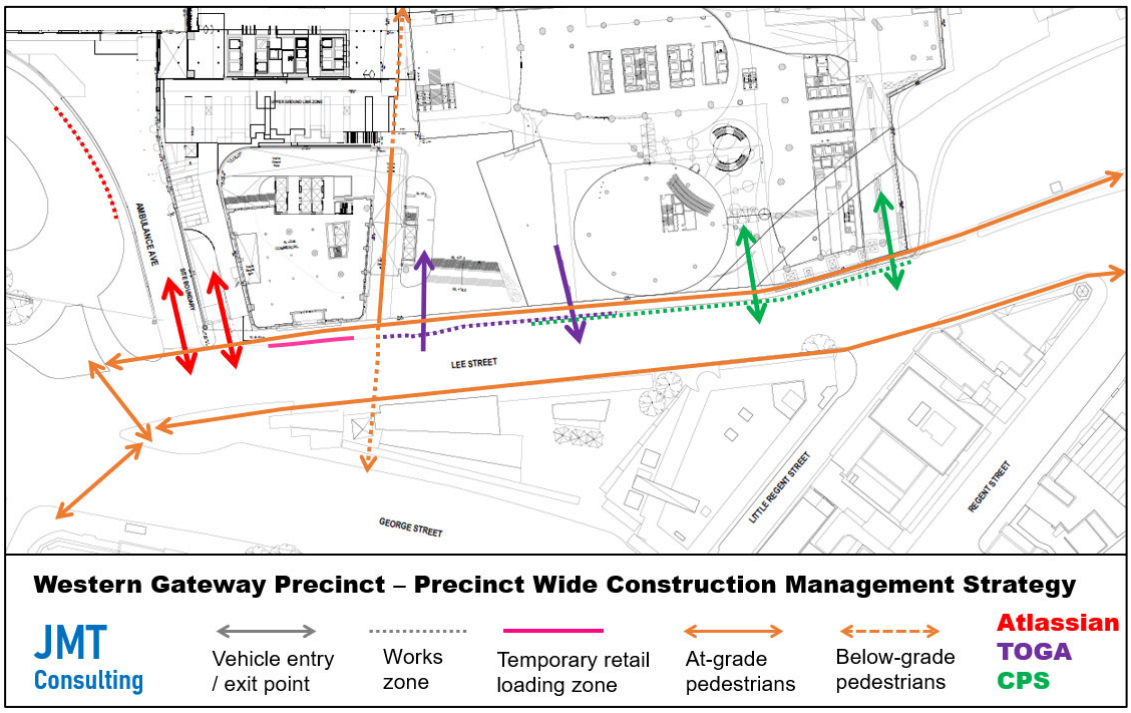


Figure 21 Precinct wide construction traffic management strategy

5 Management of Construction Activities

5.1 Mitigation measures

Mitigation measures will be adopted during construction to ensure traffic movements have minimal impact on surrounding land uses and the community in general, and would include the following:

- Trucks to not use any local streets for access to the construction site;
- Trucks to enter and exit the site in a forward direction;.
- In accordance with Condition F10, all construction vehicles are to be contained wholly within the site and Ambulance Avenue, except if located in an approved on-street work zone, and vehicles must enter the site or an approved on-street work zone before stopping;
- At construction vehicle access/egress points, priority is to be given to trucks accessing the site over trucks egressing the site so as to have no impact to traffic flow on surrounding roads (unless exceptional circumstances do not permit);
- Trucks to not circulate on the road network to wait to enter the site;
- All vehicles approaching the site to communicate with traffic controllers and use beacon lights (or similar) prior to entering;
- Restrict construction vehicle activity to designated routes which the minimise the use of local roads for site access;
- Pedestrian movements adjacent the construction site to be managed and controlled by site personnel where required;
- Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with WorkCover requirements;
- Works impacting public transport services or through the Devonshire Street tunnel to be scheduled well in advance through discussions with TfNSW / Sydney Trains;
- Any road / lane closures to be scheduled well in advance, outside of busy periods (where practical) and carried out in consultation with TfNSW and Council;
- Construction activity to be carried out in accordance with approved hours of work;
- Truck loads would be covered or adequately secured during transportation off-site;
- Establishment and enforcement of appropriate on-site vehicle speed limits which would be reviewed depending on weather conditions or safety requirements;

- Activities related to the construction works would not impede traffic flow along adjacent roads;
- During site induction, workers will be informed of the public transport network servicing the site;
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements; and
- Development and enforcement of driver code of conduct.

5.2 Driver code of conduct

BOJV will include the following in all subcontract procurement packages:

- a copy of the approved truck routes as previously detailed in this document.
- the approved maximum truck size
- any other entry restrictions, or site access restrictions as agreed to by the authorities.

BOJV will be responsible for managing all site access points and monitoring subcontractor behaviour and subcontractor truck access arrangements to ensure compliance with conditions of contract. BOJV will be responsible for managing for all the site gate access to ensure there is no access to or from the site before or after approved construction hours. Within the site, a speed limit of 10km/hr will apply and will be signed. Vehicles entering, exiting and driving around the site will be required to give way to pedestrians.

Vehicles are not to queue on the road network and must enter and exit the site in a forward direction. All deliveries will be pre-booked and are to check in at the site office on arrival.

5.3 Management of vehicle movements

In accordance with the conditions of the project approval no vehicle queueing is to occur on public roads and instead be contained wholly within the site. To following measures will be in place to support this requirement:

- Site deliveries to be pre-booked and allocated time-slots to ensure vehicle movements are distributed across the day and not concentrated in a certain period of time.
- BOJV to undertake pre-planning works to determine the required schedule of deliveries on a daily basis to ensure there is sufficient holding capacity on-site for all vehicles based on arrival time and anticipated length of stay.
- Traffic controllers to be in place at all site access points to manage vehicle movements into and out of the site.

5.4 Site induction

All staff employed by BOJV (including sub-contractors) would be required to undergo a site induction. Inductions will take place to ensure staff are aware of approved CPTMP, and any changes that may occur on a case by case basis.

The induction would include permitted access routes to and from the construction site for site staff, limited parking arrangements, as well as standard environmental, workplace health and safety, driver protocols and emergency procedures. The approved work hours must be included as part of this induction.

5.5 Management of bus movements

As part of the CPTMP condition (E17) of the project approval details are to be provided of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site.

The recently finalised South East Sydney bus strategy notes that only a single bus route (310) directly passes the construction site access points on Lee Street. The bus stop on Lee Street servicing the 310 route is located approximately 40m north of the site access point and is therefore the site access arrangements are not anticipated to restrict the movement of buses on Lee Street. Traffic controllers will be in place at both the site entry points on Lee Street and will have the ability to direct drivers away from the site if they anticipate there to be concerns in relation to the movement of buses. BOJV will also continue to coordinate with TfNSW (via the Central Precinct Western Gateway Integrated Delivery Coordination Group) to understand whether the simultaneous operation of buses and construction vehicles on roads surrounding the site is resulting in any issues of significance, and if required make changes to mitigate the identified issues.

6 Summary

This Construction Traffic and Pedestrian Management Plan (CPTMP) has been prepared to support the construction of the Atlassian building at Central Station in accordance with Condition E17 of the project approval.

The assessment describes the arrangements that the appointed contractor will follow such that the works can be carried out safely, with impacts to pedestrians and other road users appropriately managed through the measures described in this report. Overall, the impacts of the works are considered to be manageable with the provision of appropriate safety and mitigation measures as described in this document.

Appendix A: City of Sydney CTMP Standard Requirements

APPENDIX A

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 at (Please Insert site address and DA No here)

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 National Heavy Vehicle Regulator (NHVR) 28 days prior to the vehicle's scheduled travel date. For more information please contact the NHVR on 1300 696 487 or www.nhvr.gov.au.

8. 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 Transport for NSW (TfNSW) prior to commencement of works.

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

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

12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for 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 TfNSW'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 TfNSW's Traffic Control At Work Sites Guidelines.

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

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

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

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

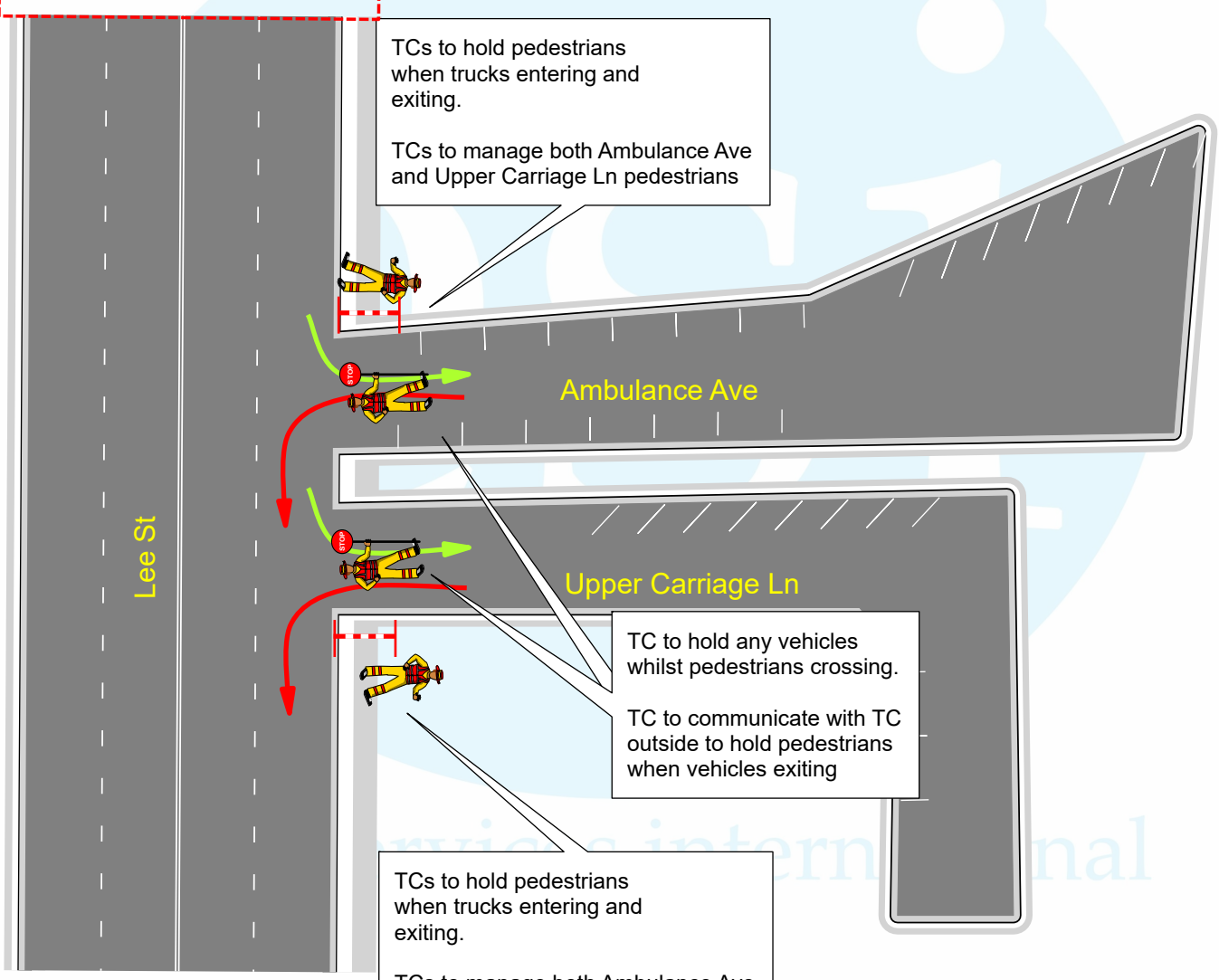
22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.

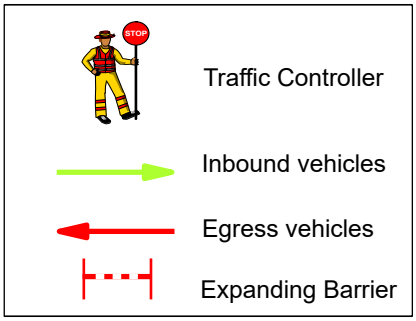
23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or TfNSW for consideration. Also WorkCover requires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

Appendix B: Traffic Control Plans

Refer to Advanced Warning Signage on TGS 2





event services international

Lee St at Ambulance Ave & Upper Carriage Ln

N.B. NOT TO SCALE

Agency	Primary Task	Secondary Task	No. Staff	Date	Times
esi	Supply Signs, Implement Infrastructure	Pedestrian Management	4	TBC	Install- 07:00 - 19:00 Mon - Fri - daily Install- 07:00 - 15:00 Sat - daily

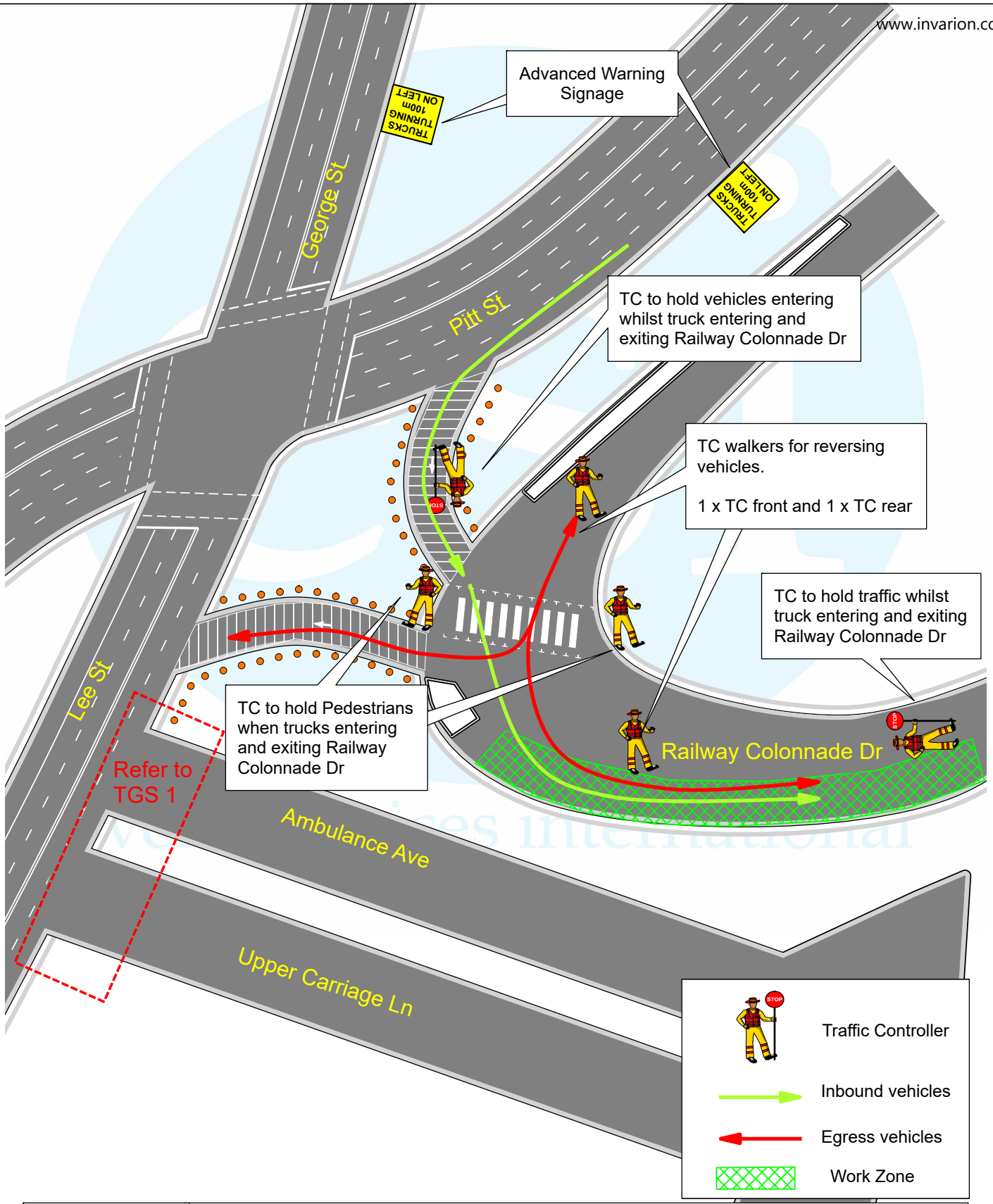
TGS 1

Atlassian Central Station — *Version 1 - 5/01/22*

Drawn By; Matt Giles
Work Health & Safety Traffic Control Work – Card No. TCT 0048323

Standard TGS Reference: N/A Custom TGS
Implemented By:

N



Railway Colonnade Drive Work Zone

N.B. NOT TO SCALE

Agency	Primary Task	Secondary Task	No. Staff	Date	Times
esi	Supply Signs, Implement Infrastructure		6	TBC	Install- 07:00 - 19:00 Mon - Fri - daily Install- 07:00 - 15:00 Sat - daily

TGS 2

Atlassian Central Station — *Version 1 - 5/01/22*

Drawn By; Matt Giles
Work Health & Safety Traffic Control Work – Card No. TCT 0048323

Standard TGS Reference: N/A Custom TGS
Implemented By:

event services international