

28 September 2022
Ref 21754

The General Manager
City of Sydney Council
G.P.O. Box 1591
SYDNEY NSW 2000

E: council@cityofsydney.nsw.gov.au

Dear Sir/Madam

**PROPOSED MIXED USE DEVELOPMENT
175-177 CLEVELAND STREET &
1-5, 6-8 WOODBURN STREET, REDFERN
CONSTRUCTION PEDESTRIAN TRAFFIC MANAGEMENT PLAN**

Introduction

This Construction Pedestrian & Traffic Management Plan has been prepared on behalf of the Applicant, *Mecone*, to review the traffic, parking and pedestrian arrangements to be implemented during construction of the abovementioned mixed use development.

It should be noted that *Varga Traffic Planning* accepts full responsibility for the preparation of this Construction Traffic & Pedestrian Management Plan, but does not accept any responsibility for its implementation which is to be undertaken by others.

Site

The subject site is located on the southern side of Cleveland Street, extending between Eveleigh Street and Woodburn Street intersection (Figures 1 and 2). The site has street frontages of approximately 36m in length to Cleveland Street and approximately 56m in length to both Eveleigh Street and Woodburn Street. The site occupies an area of approximately 955m².

The northern portion of the site (i.e. No. 175-177 Cleveland Street & No. 1-5 Woodburn Street) is currently occupied by two separate commercial buildings. Vehicular access to the site is provided via two crossovers located in Woodburn Street and one crossover located in Eveleigh Street.

The southern portion of the site (i.e. No. 6-8 Woodburn Street) is currently occupied by a part-four/part-five storey mixed use building, comprising a ground floor commercial tenancy fronting Woodburn Street and residential apartments located on the upper levels of the building. Vehicular access to the site is provided via an entry/exit driveway located towards the southern end of the Eveleigh Street site frontage.

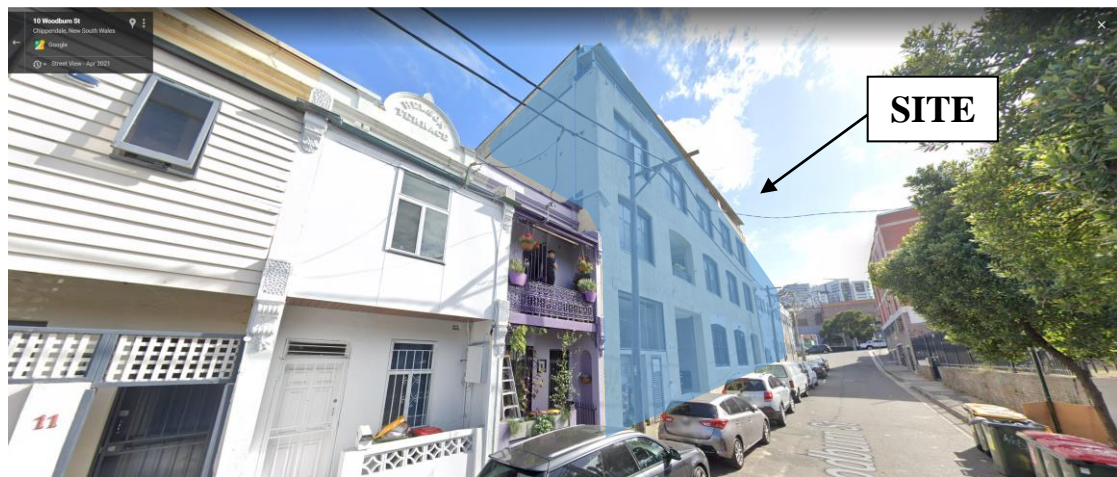
A recent aerial image of the site and the surrounding area as well as *Streetview* images of the site are reproduced on the following page.



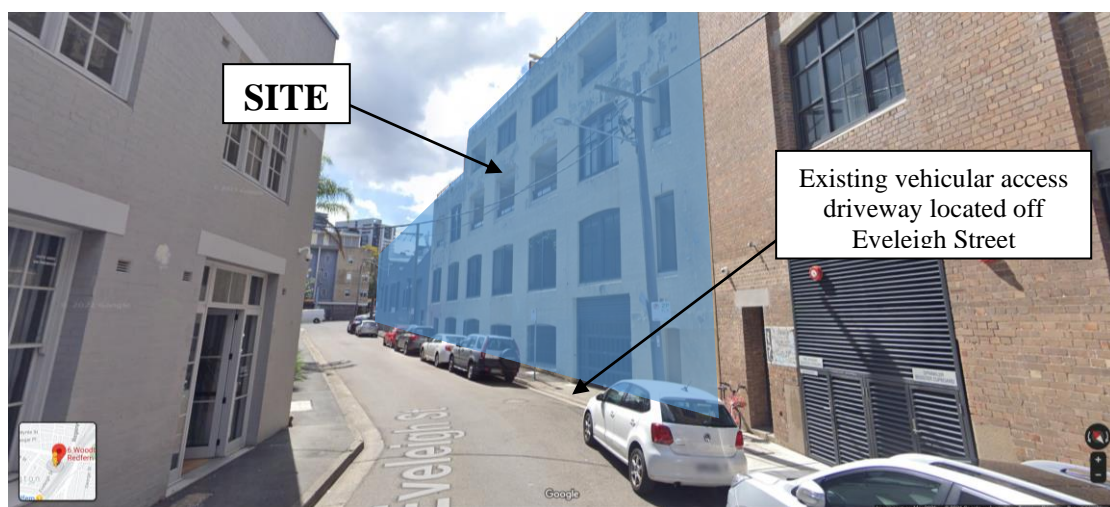
Elevation view of the site along the Cleveland Street/Woodburn Street intersection, facing west



Elevation view of site along the Cleveland Street and Eveleigh Street intersection, facing east



Elevation view of site along the southern end of the Woodburn Street site frontage



Elevation view of site along the southern end of the Eveleigh Street site frontage

Existing Road Network

Cleveland Street, directly outside the site, comprises two westbound through lanes and two westbound right-turn lanes onto Abercrombie Street, as well as two eastbound through lanes and one eastbound right-turn lane onto Regent Street. Clearway/No Stopping restrictions apply along both sides of Cleveland Street at all times. Bus Zones are located at regular intervals along both sides of Cleveland Street, including just west of the Eveleigh Street.

Eveleigh Street, in between Lawson Street and Hudson Street, permits two-way traffic flow. In between Hudson Street and Cleveland Street however, Eveleigh Street is restricted to one-way northbound traffic flow only. Time-restricted 2 Hour kerbside parking is generally permitted along the eastern side of Eveleigh Street, including along the site frontage. No Stopping/No Parking restrictions generally apply along the western side of Eveleigh Street.

Woodburn Street is a loop-road which provides vehicular and pedestrian access to properties fronting Cleveland Street and Eveleigh Street. Woodburn Street has a typical pavement width of approximately 6m wide (including along the site frontage), which narrows down to approximately 3m wide, south of the site. Unrestricted kerbside parking is generally permitted along the western side of Woodburn Street, with No Stopping/No Parking restrictions applying along the eastern side.

Proposed Development

The proposed development involves the demolition of the existing building on the site and the construction of a new six-storey mixed use development, with a new single-level basement parking area.

Vehicular access to the basement parking facilities is proposed to be provided via a new entry/exit driveway located at the southern end of the Eveleigh Street site frontage.

Construction Schedule

The construction activities are expected to be undertaken over a duration of approximately 24 months as set out below.

CONSTRUCTION PROGRAM – APPROXIMATE DURATIONS		
Stage	Work	Duration
1	Demolition	4 months
2	Excavation	2 months
3	Construction	18 months

Construction, including the delivery of materials to and from site are to be restricted to between 7:00am to 5:30pm Monday to Friday and 8:00am to 3:30pm on Saturday as per Council's standard conditions. No work is to be carried out on Sundays or Public Holidays.

Notwithstanding the above, rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried between 9:00am – 12:00pm noon & 2:00pm – 5:00pm Monday to Friday and 9:00am – 12:00pm noon on Saturdays, also as per Council's standard conditions. The Applicant must schedule intra-day 'respite periods' for construction activities predicted to result in noise levels in excess of the "highly noise affected" levels.

Early Works Loading & Unloading Arrangements

The demolition works involve the removal of the existing buildings and the establishment of the site in preparation for the basement excavation and main construction works.

All demolition material will be loaded *wholly* within the site, using bogey trucks ranging in size from 6.4m small rigid trucks up to and including 8.8m long medium rigid trucks, with all trucks entering and exiting the site in a forward direction *at all times*.

In order to facilitate the on-site loading *and* forward-in/forward-out truck movements, the initial stage of the demolition phase will be undertaken using small bogeys (typically 6.4m in length).

Trucks will enter and exit the site via the existing driveway located at the northern end of the Woodburn Street site frontage where they will be loaded with material, as detailed on TCP No.1. Once loaded, the truck will turn around *within* the site and exit back onto Woodburn Street, before turning left, back onto Cleveland Street.

As demolition progresses and more on-site space becomes available on site, larger trucks such as medium rigid trucks and the truck & dog trailer will be used. Similar to the early demolition stage, all trucks will enter and exit via the Woodburn Street driveway in a forward direction.

Once the site is cleared, excavation will commence, again using bogeys up to and including medium rigid trucks. During the excavation stage, trucks will access the site via the existing driveway crossover located at the southern end of the Eveleigh Street site frontage which will need to be widened to approximately 6m, consistent with the proposed driveway crossover width.

As the excavation progresses however, loading out of spoil will need to take place from the Eveleigh Street kerbside area, directly outside the site frontage, as illustrated on the Works Zone Plan and on TCP No.2.

RMS-accredited traffic controllers will be located at the construction access driveway/s in Woodburn Street and Eveleigh Street during truck movements across the footpath to assist with truck manoeuvring, local traffic and pedestrian safety.

The site manager will ensure that two trucks do not arrive at the same time, unless they can both be accommodated on site. No queuing or marshalling of trucks is permitted on any public road.

All materials are to be stored on site. The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances. Non-compliance with this requirement will result in the issue of a notice by Council to stop all work on site.

All vehicles involved in the demolition and excavation works and departing the site with material or loose matter must have their loads fully covered before entering the public roadway.

Main Works Loading & Unloading Arrangements

As the future building will be built-to-boundary it will be impossible to provide an ongoing on-site unloading area for materials.

As such, construction material deliveries, including concrete pumping, will be unloaded from within the kerbside lane along the Eveleigh Street site frontage, as detailed on the attached TCP No.3 and Works Zone plan. Materials will again arrive on small and medium rigid trucks up to 8.8m in length.

All vehicles, heavy vehicles and oversized vehicles must not queue or idle on any road including, Cleveland Street, Eveleigh Street or Woodburn Street, outside of construction zones, awaiting access to the subject site.

RMS-accredited traffic controllers will again be located outside the Works Zone in Eveleigh Street to assist with truck manoeuvring, local traffic and pedestrian safety.

The site manager will ensure that multiple deliveries do not arrive at the same time, unless they can all be accommodated on-site or within the Works Zone. Trucks are not permitted to extend beyond the Works Zone without prior approval from Council. No queuing or marshalling of trucks is permitted on any public road.

Should the Works Zone be occupied when a truck pulls into Eveleigh Street, the driver will be instructed to continue past the site and “loop around the block” via Cleveland Street, Abercrombie Street, Hudson Street and back onto Eveleigh Street.

Notwithstanding, the arrival schedule for construction vehicles will be managed adequately such that *multiple* construction vehicles do *not* “loop around the block” at the same time. All materials are to be stored on site. The public way must not be obstructed by any materials, vehicles, refuse, skips or the like, under any circumstances.

Proposed Work Zone

As noted above, the proposed building has no setback area and the basement/building will essentially occupy the entire site, therefore it is impossible for on-site loading/unloading after mid-excavation.

A plan has therefore been prepared which illustrates a 24m long Works Zone along the Eveleigh Street site frontage. The Works Zone will be long enough to accommodate two trucks simultaneously such as a concrete pump and a concrete truck.

The Works Zone parking restrictions are to apply during construction hours only, which are specified above, and are provided specifically for the set down and pick up of materials, not for the parking of private vehicles from staff and contractors associated with the site.

An example of a concrete pump/truck set-up as well as a typical hoisting arrangement with traffic control is illustrated in the images below.



It should be noted that Works Zones are subject to separate approval from Council’s Local Pedestrian, Cycling and Traffic Calming Committee.

Truck Movements

The proposed development is expected to generate the following truck movements during demolition, excavation and construction:

1. Demolition - approximately 3-4 trucks carrying out approximately 5 loads per day – i.e. approximately 20 truck movements per day. This would not be every day as they would not be loading out every day of the demolition period.
2. Excavation - approximately 5-6 trucks carrying out approximately 5 trips per day – i.e. approximately 30 truck movements per day. This would not occur every day as they would not be loading out every day of the construction period.
3. Large Concrete Pours - there are approximately 7 major concrete pours and a similar number of minor pours. Major pours would take approximately 6 hours to pour with 8 trucks per hour or 40 to 50 truck movements per day. Smaller pours would have a similar amount of truck movements per hour however the duration would be a lot shorter say 3 to 4 hours maximum.
4. General Deliveries – approximately 5-10 deliveries per day throughout the project, with the major deliveries being reinforcing steel, plasterboard and bricks. The remainder would generally comprise smaller truck deliveries.

Construction Truck Routes

All heavy vehicles involved in the construction works are to approach the site from the east via Cleveland Street or the south via Gibbons Street and depart the site to the west via Cleveland Street and onto either City Road or Abercrombie Street, as indicated on the route map on Figure 3 and detailed in Appendix A.

The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure.

Light traffic roads and those subject to load or height limits will be avoided as well as minimising heavy vehicle movements during school peak periods.

Sediment Control

Prior to the commencement of work, suitable measures are to be implemented to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site. All practicable measures must be taken, including the use of “truck scrubbers”, any mud or debris deposited on the road must be cleaned up immediately in a manner that does not pollute waters (i.e. by sweeping or vacuuming). Measures must be installed inside the site to manage the pollution.

Neighbouring Properties

All neighbouring properties are to have their access maintained at all times. All nearby residents and businesses will be updated as deemed necessary and be provided with a phone number to contact the site manager.

Consultation Strategy

The site manager must liaise with the site managers of any nearby construction sites, generally within 250m radius of the site, to ensure that appropriate measures are in place to prevent the combined impact of construction activities.

As part of the consultation strategy, a minimum seven (7) days notification should be provided to adjoining property owners as well as the emergency services and STA, prior to the implementation of any temporary traffic control measures.

The site manager must also regularly liaise with Council, Transport for NSW and the Sydney Coordination Office to ensure they are informed of any new nearby project that may commence during the course of the subject project.

Regular meetings with the Authorities and nearby construction site managers may be required in order to minimise the cumulative construction impacts of the projects, including scheduling high truck movements days such as bulk excavation and large concrete pours to ensure they don't overlap, thereby minimising any impact to general traffic, public transport, pedestrian and cyclist amenity.

Hoarding & Site Amenities

B-Class overhead hoarding and/or scaffolding will be used along the Eveleigh Street and Woodburn Street site frontages. Amenities and site sheds will initially be placed within the site until the B-Class hoarding is installed. Scaffolding will also be used to facilitate works to the external face of the building as well as preventing tools/materials falling to the ground.

A separate hoarding permit must be applied to the Sydney of City's Building Compliance Unit to organise appropriate approvals for hoarding prior to commencement of works.

Traffic Control Plans

Three Traffic Control Plans have been prepared to facilitate the construction activities on the subject site.

The first two Traffic Control Plans (No.1 & No.2) illustrates the traffic arrangements to be implemented during the demolition and excavation stages when trucks are able to load/unload within the site. Key features of the Traffic Control Plans are:

- advance warning signs alerting approaching traffic and cyclists of the presence of possible road works and traffic controllers ahead
- two traffic controllers situated outside the construction site access driveways in either Woodburn Street or Eveleigh Street (depending on the stage) who will have the following primary responsibilities:
 1. to ensure the safety of pedestrian movements in the vicinity of the construction access driveway so that no pedestrian enters the path of a heavy vehicle,
 2. to control heavy vehicle movements into and out of the site. The traffic controllers should wait for a safe gap in the passing traffic and pedestrian flows on Woodburn Street or Eveleigh Street before allowing the vehicle to exit the site, and
 3. to monitor traffic along Cleveland Street in order to facilitate an easy exit for trucks.

The third Traffic Control Plan (No.3) illustrates the traffic arrangements to be implemented during construction, when trucks are loading/unloading via the proposed Works Zone in Eveleigh Street. Key features of the Traffic Control Plan are:

- advance warning signs alerting approaching traffic and cyclists of the presence of possible road works and traffic controllers ahead
- B-Class Hoarding above the entire length of the footpath area along the Cleveland Street site frontage which will allow the footpath to remain open at all times and also to accommodate site sheds and amenities above
- traffic flow should be maintained at all times on Cleveland Street, Eveleigh Street and Woodburn Street
- trucks are to enter the Eveleigh Street kerbside loading/unloading area from the south and depart to the north back onto Cleveland Street
- two traffic controllers situated outside the kerbside loading/unloading area in Eveleigh Street who will encourage northbound drivers to slow down as they drive past an unloading truck and also monitor pedestrian activity.

It should be noted that the traffic controllers are not to control local traffic flow in Cleveland Street, Eveleigh Street or Woodburn Street.

The Traffic Control Plans have been prepared generally in accordance with the RMS's publication *Traffic Control at Works Sites (2018)*, version 5.0 and the Standards Australia publication *AS1742.3: Traffic Control Devices for Work Sites on Road*.

It should be noted that a separate Application may be required to the Transport Management Centre for a *Road Occupancy Licence* (for any works that may affect traffic flows along Cleveland Street) when the precise time and dates of the proposed works are known.

Permits

All necessary permits such as hoarding, crane, roadway/footpath/nature strip occupation etc. will require separate approval from RMS, City of Sydney Council and/or Transport for NSW Council. Any related task-specific Traffic Control Plans will be prepared by the respective contractor and provided under separate cover. Approval must then be granted by the relevant Authority, prior to the task-specific work commencing.

Tradesmen and Contractor Parking

Regular updates to contractors and subcontractors will be made to ensure that all vehicles associated with the development are *not* permitted to park on public roads. All site staff related with the construction works are to park in a designated off-street area or encouraged to use public transport.

In this regard it is noted that Redfern Railway Station is located within easy walking distance of the site which will minimise traffic and parking impacts as a consequence of the construction process.

Site Inductions

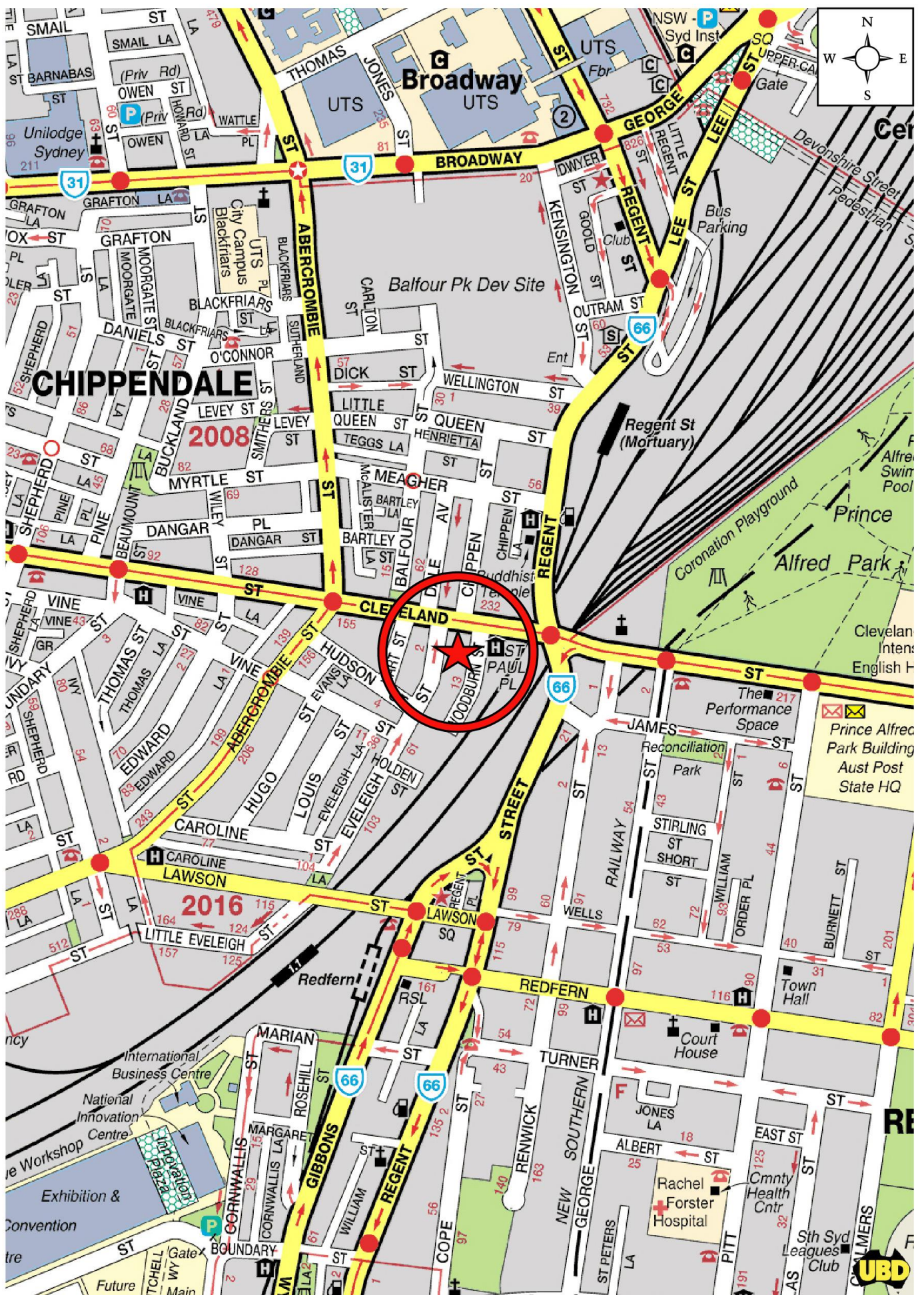
The requirements of this Construction Pedestrian & Traffic Management Plan must be followed by the early works and construction contractors, builders, owner and any subcontractors. The site manager will ensure that site inductions occur on a regular basis or as deemed necessary.

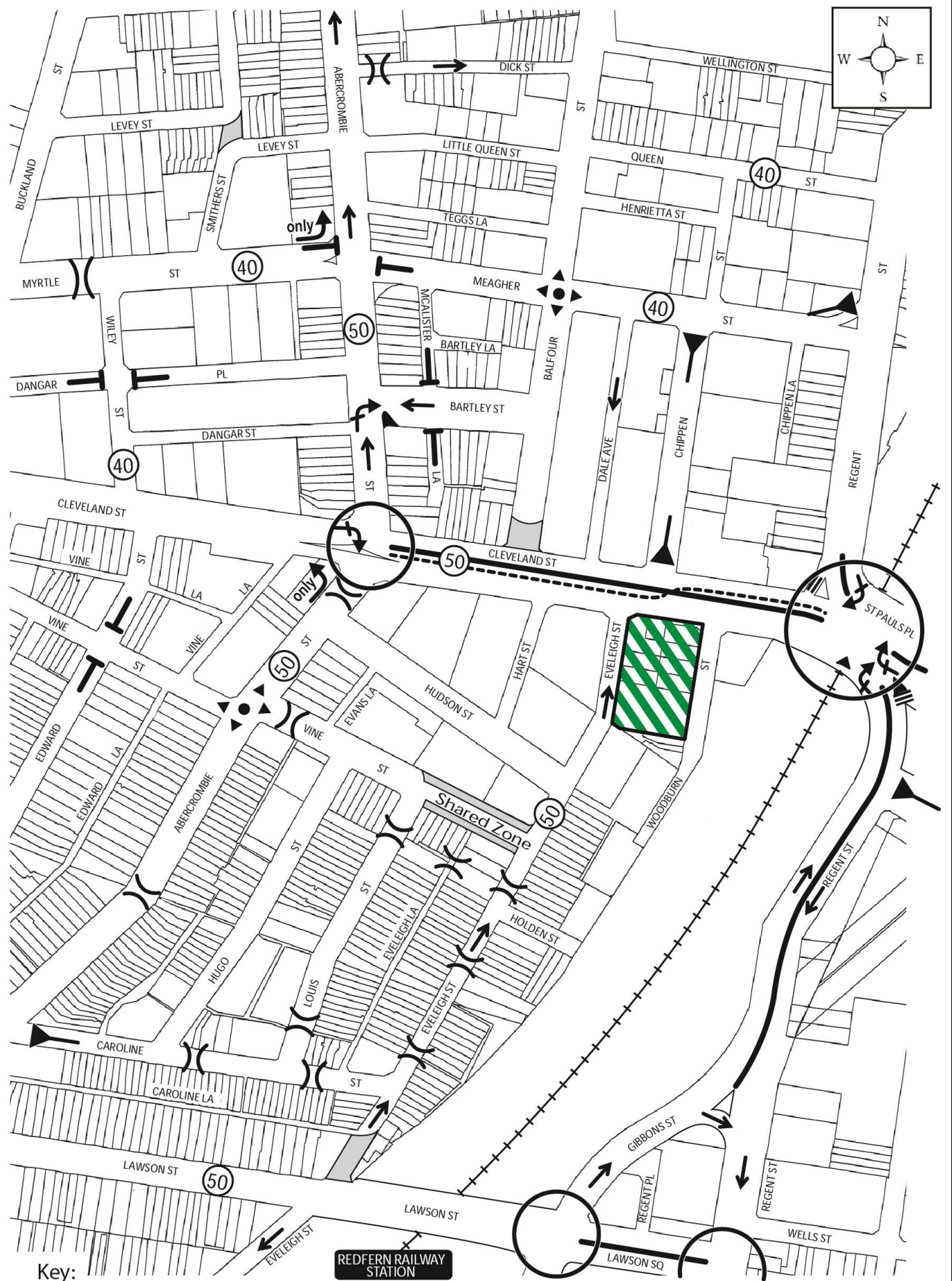
I trust this advice satisfies your requirements. Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Donald Lee', with a stylized flourish at the end.

Donald Lee
Senior Engineer B.Eng (Civil)
Varga Traffic Planning Pty Ltd





Key:

- | | | | | | | | | | |
|--|---------------|--|----------------|--|----------------|--|---------------|--|---------------------|
| | Give Way Sign | | Traffic Signal | | Roundabout | | No Right-Turn | | Pedestrian Crossing |
| | One-Way | | Speed Hump | | 50 Speed Limit | | | | |
| | Stop Sign | | Right-Turn Bay | | | | | | |

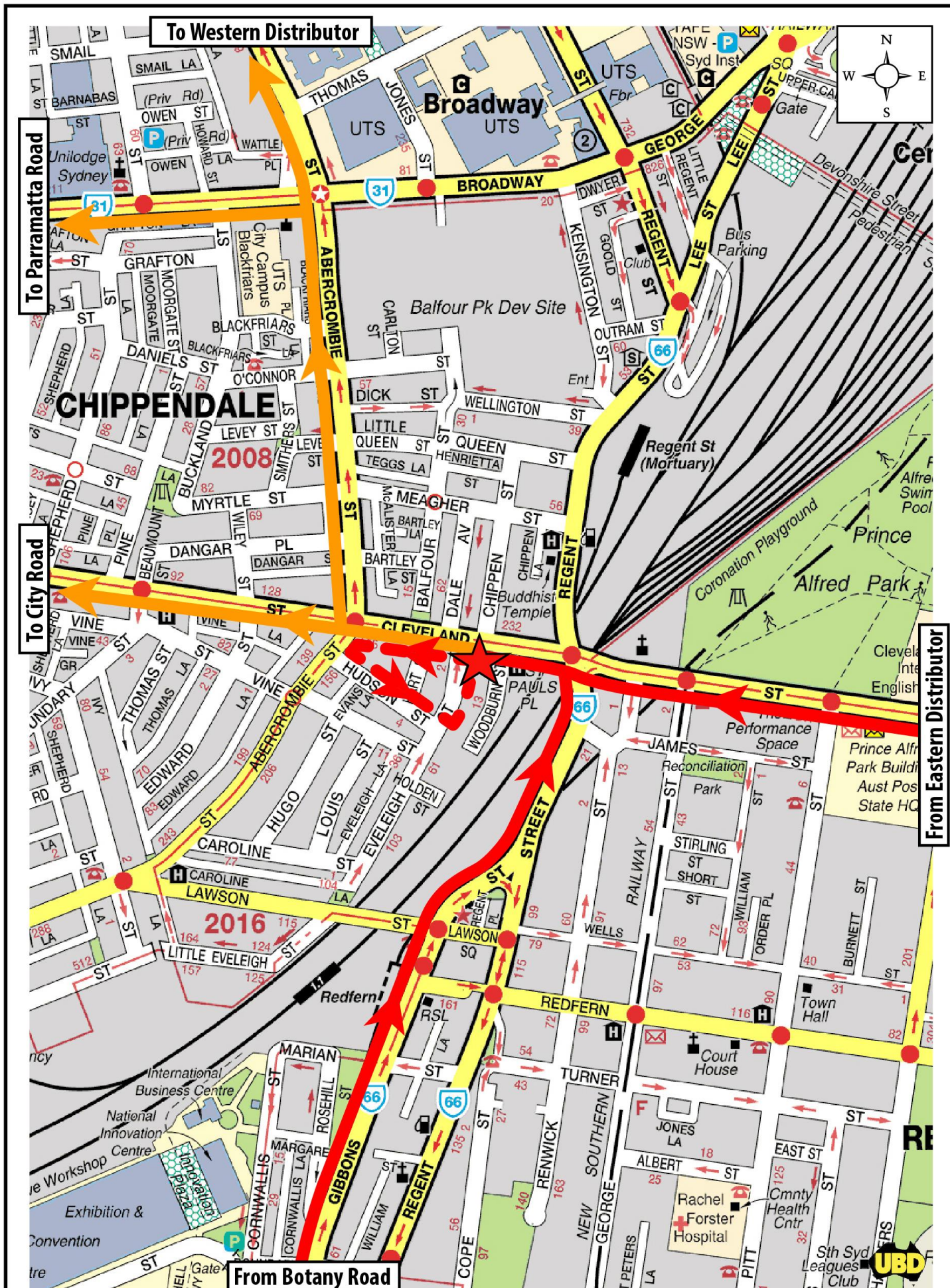
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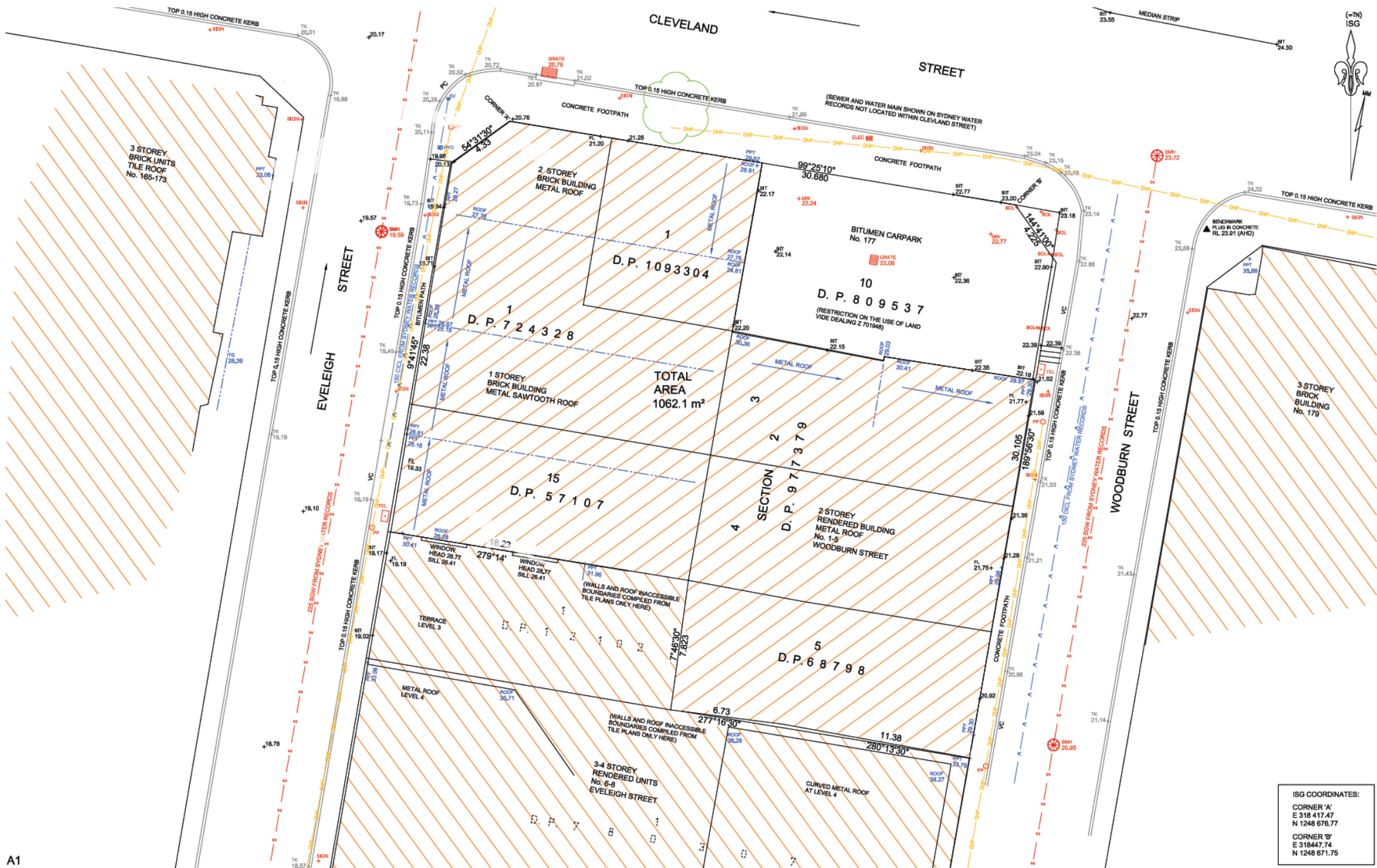
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SITE & EXISTING TRAFFIC CONTROLS

FIGURE 2





A1

NOTES:

- * BOUNDARIES HAVE NOT BEEN DEFINED BY SURVEY AND ARE DIAGRAMMATIC ONLY.
- * LAND DIMENSIONS AND AREAS HAVE BEEN COMPILED FROM PLANS OBTAINED FROM LPM.
- * BEARINGS RELATE TO ISG (TRUE) NORTH ORIGINATING FROM DP 908637.
- * LEVEL DATUM IS AHD ORIGINATING FROM PM 46916 RL 26.577.
- * VISIBLE, ACCESSIBLE SERVICES ONLY HAVE BEEN LOCATED.
- * THE EXISTENCE OF UNDERGROUND SERVICES HAS NOT BEEN INVESTIGATED. IF THESE ARE CRITICAL, IT IS ESSENTIAL THE APPROPRIATE AUTHORITIES BE NOTIFIED AND THEN SURVEYED.
- * LOCATED BY UNDERGROUND DETECTION METHODS OR POT-HOLING AND THEN SURVEYED.
- * NEIGHBOURING HOUSES, WINDOWS AND ROOF POSITIONS ARE APPROXIMATE ONLY.
- * FLOOR LEVELS GENERALLY SURVEYED AT DOOR THRESHOLDS. INTERNAL ROOMS NOT SURVEYED.
- * CONTOURS SHOWN ARE INDICATIVE OF LAND FORM. SPOT LEVELS SHOULD TAKE PRECEDENCE.
- * REFER TO FACE OF PLAN FOR SUBJECT TITLE NOTATIONS.
- * THE TITLE IS ONLY AN INDICATION OF THE GENERAL AREA AND DOES NOT BE BOUNDARY.

LEGEND

- SV - STOP VALVE
- HYD - HYDRANT
- WM - WATER METER
- SP - SIGN POST
- PP - POWER POLE
- ELP - ELECTRIC LIGHT POLE
- PC - PRAIRY CROSSING
- VC - VEHICLE CROSSING
- L - STORMWATER LINE
- MH - MANHOLE
- SW - STORMWATER
- TEL - TEL-STRAIT PIT
- SIP - SEWER INSPECTION POINT
- SMH - SEWER MANHOLE

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DIAL 1100
BEFORE YOU DIG

REV	AMENDMENTS	DATE
B	FINAL ISSUE	15/10/14
A	PRELIMINARY ISSUE	14/10/14

CLIENT: JPRA
PLAN OF: 175 CLEVELAND STREET REDFERN
SHOWING: GENERAL DETAIL AND SITE LEVELS
PURPOSE: ARCHITECTURAL DESIGN COUNCIL SUBMISSION
SHEET 1 OF 1

SCALE 1:100

0 1 2 3 4 5 6 7 8 9 10

PROJECT SURVEYORS - 2014 REPRODUCTION WITHOUT WRITTEN APPROVAL IS STRICTLY PROHIBITED

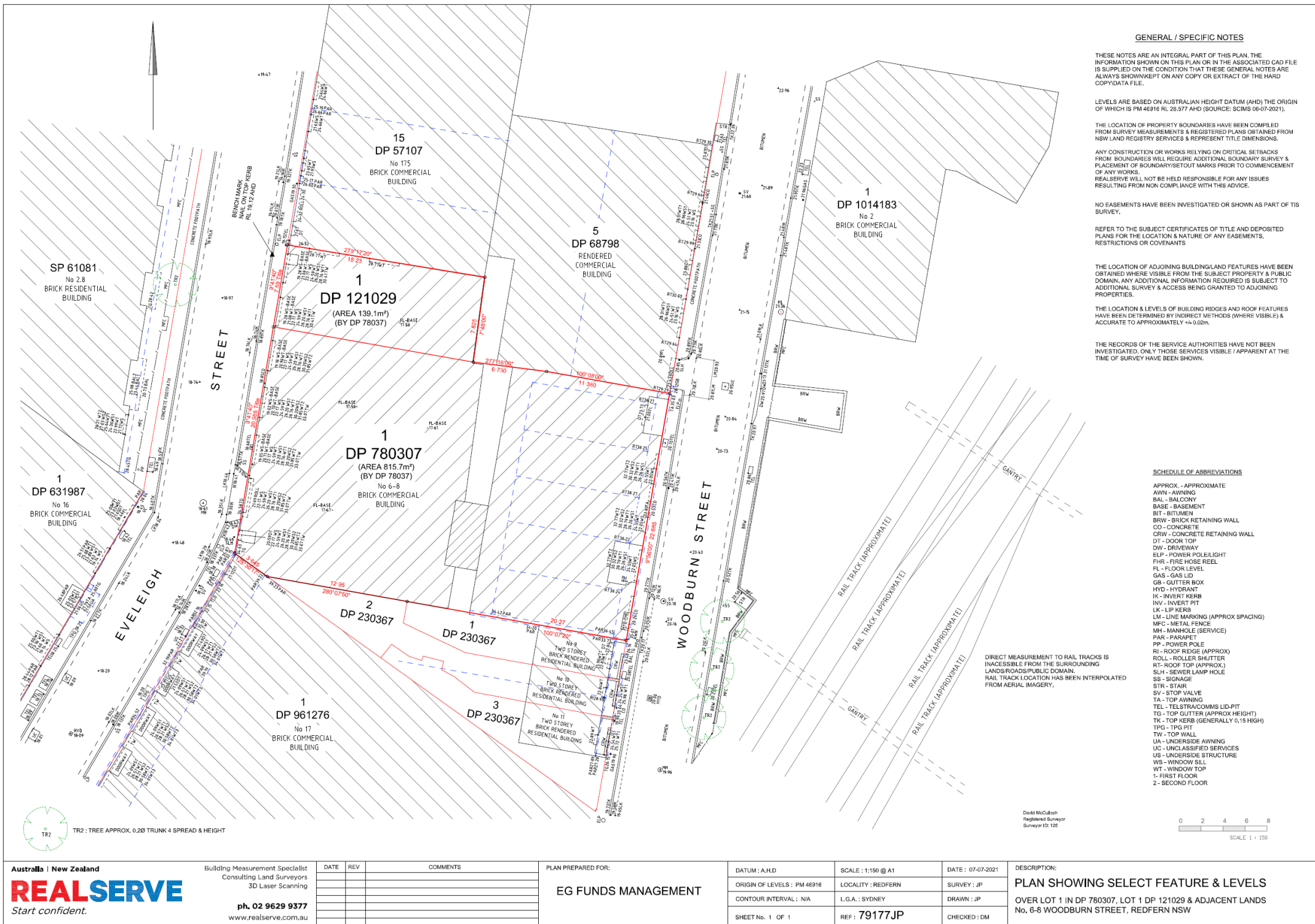
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DATUM: AUSTRALIAN HEIGHT DATUM
JOB REF: B1753
DRAWING NO: B1753-1
DATE OF SURVEY: 14/10/2014
BY: J.P.R.

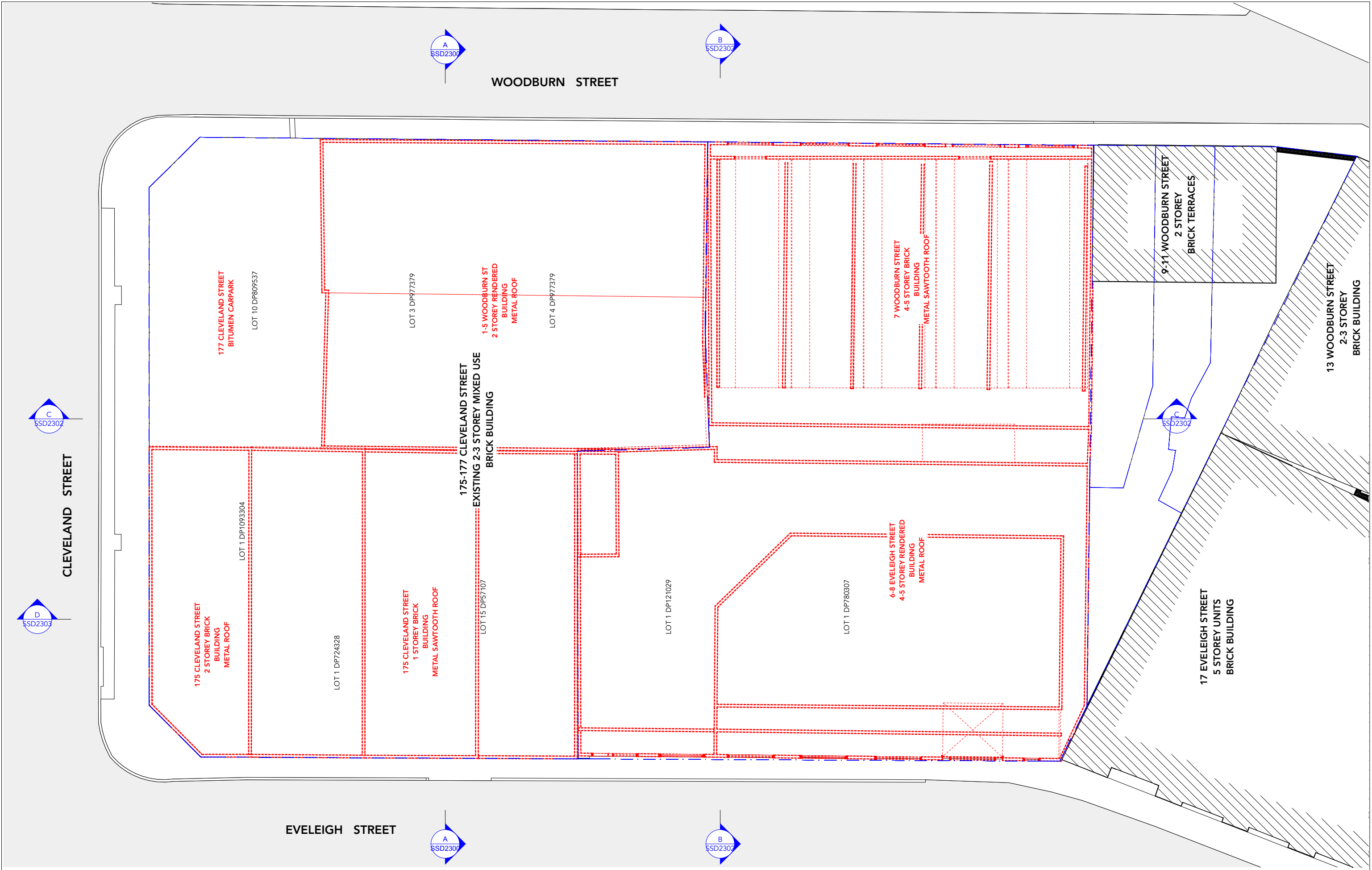
MACQUARIE PARK
PO Box 4004
MACQUARIE CENTRE NSW 2113
SUITE 404, LEVEL 4
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MACQUARIE PARK NSW 2113
PHONE: 9888 3848
FAX: 9888 3875
email: office@projectsurveyors.com.au
www.projectsurveyors.com.au

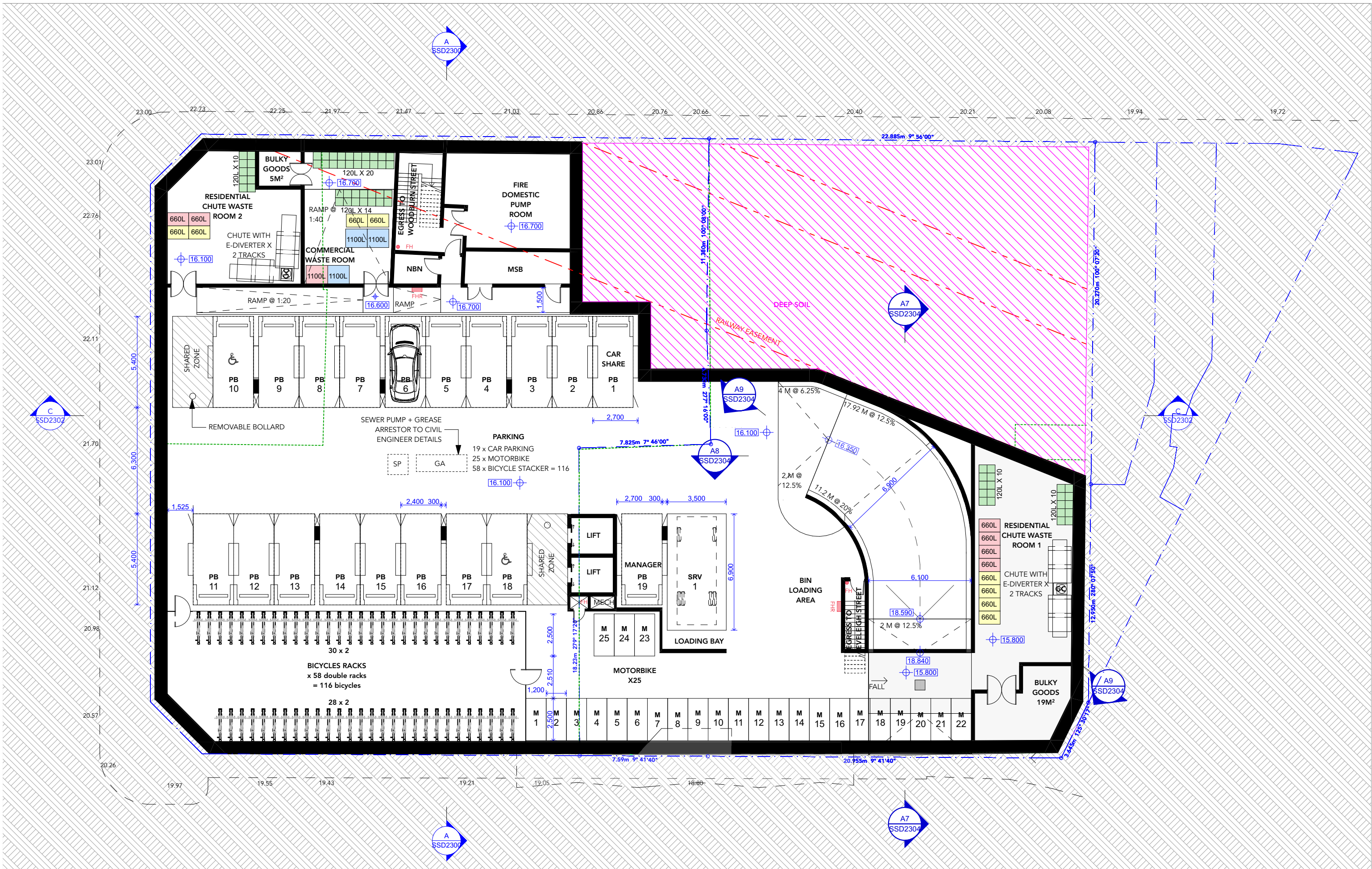
INCORPORATING GARVIN MORGAN PTY LTD

PROJECT SURVEYORS
Professional Innovative... Results.

ISG COORDINATES:
CORNER 'A'
E 316 417.47
N 1248 676.77
CORNER 'B'
E 316 447.74
N 1248 671.75

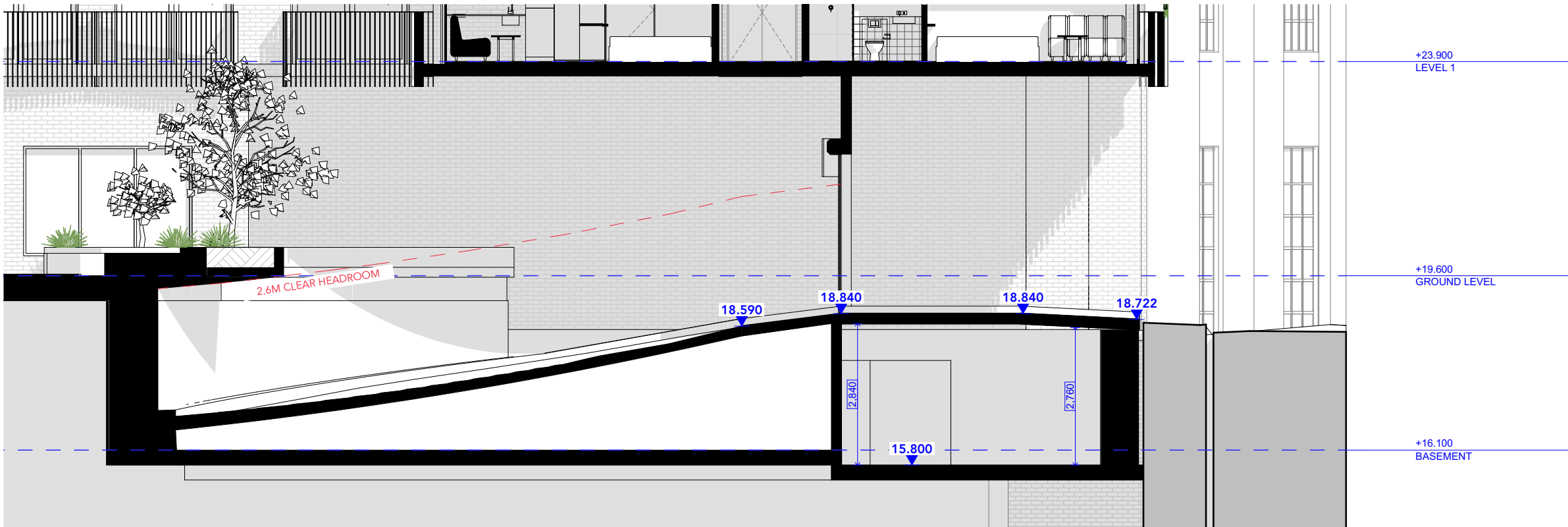




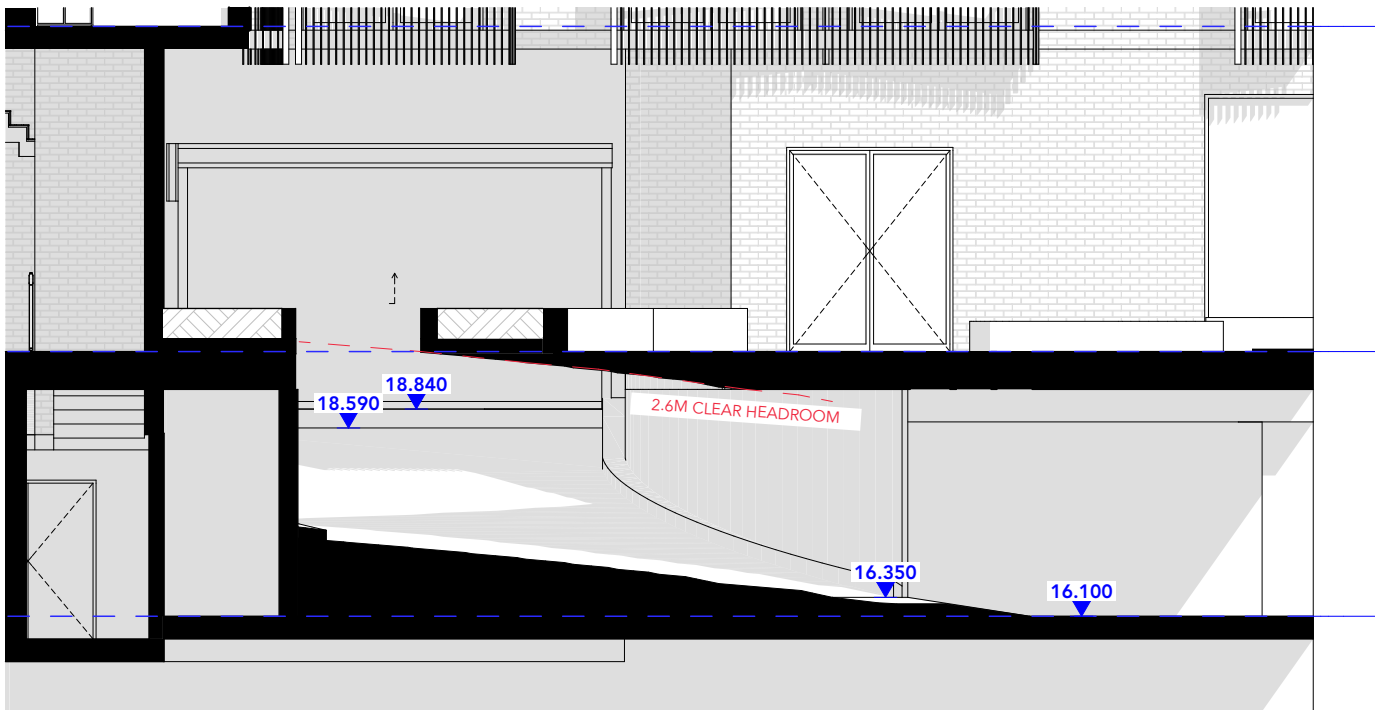




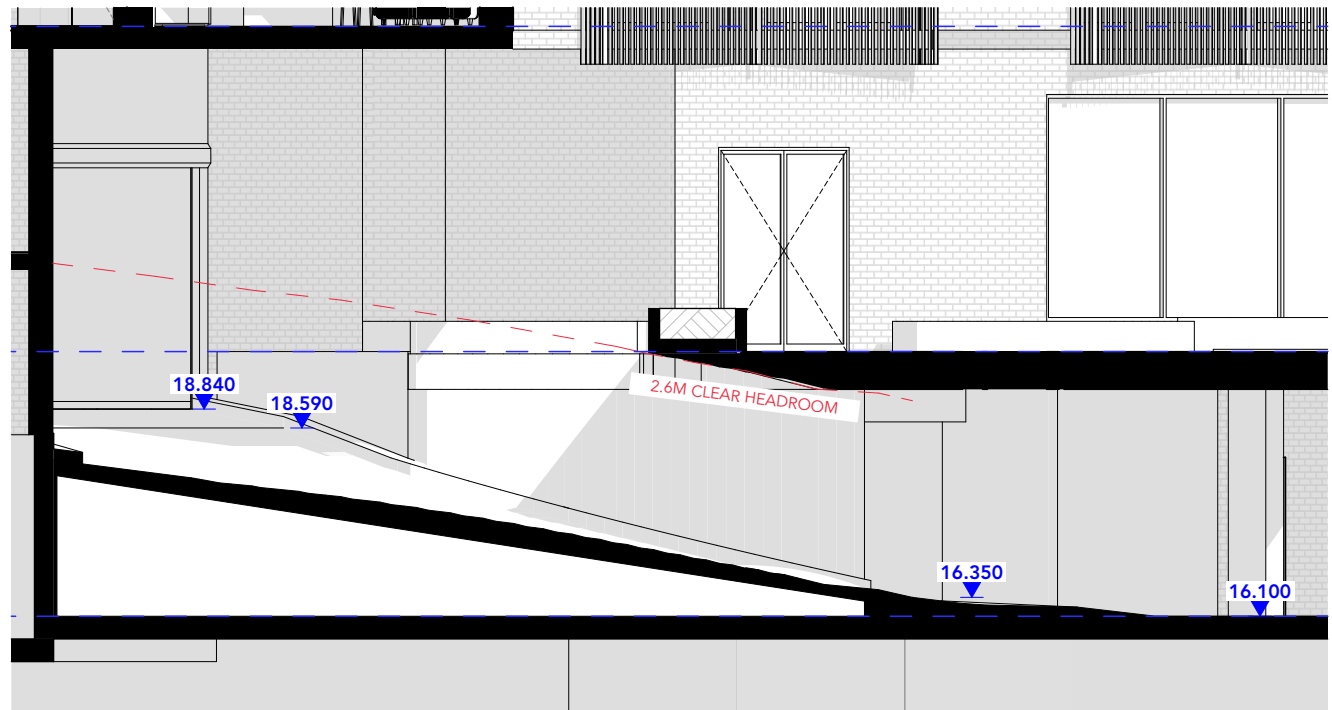




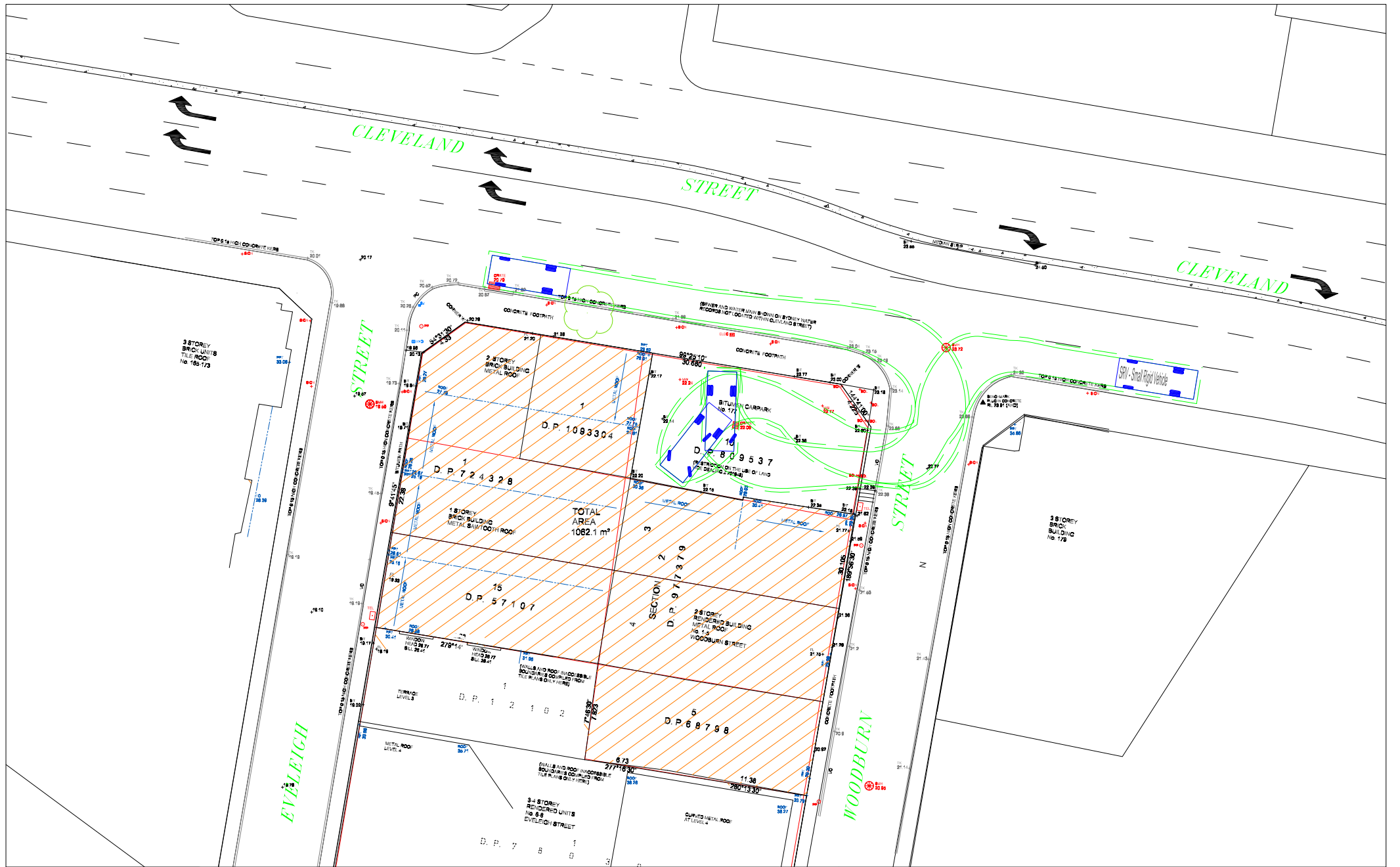
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2 SECTION A8
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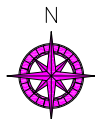


3 SECTION A9
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PROJECT
 CO-LIVING/CO-WORKING DEVELOPMENT



DRAWING TITLE
 6.4M SRV TRUCK TURNING PATH
 Entering / Exiting On-site Loading Area during Initial Demolition Stage

ADDRESS
 175-177 Cleveland Street, 1-5 & 6-8 Woodburn Street, Redfern

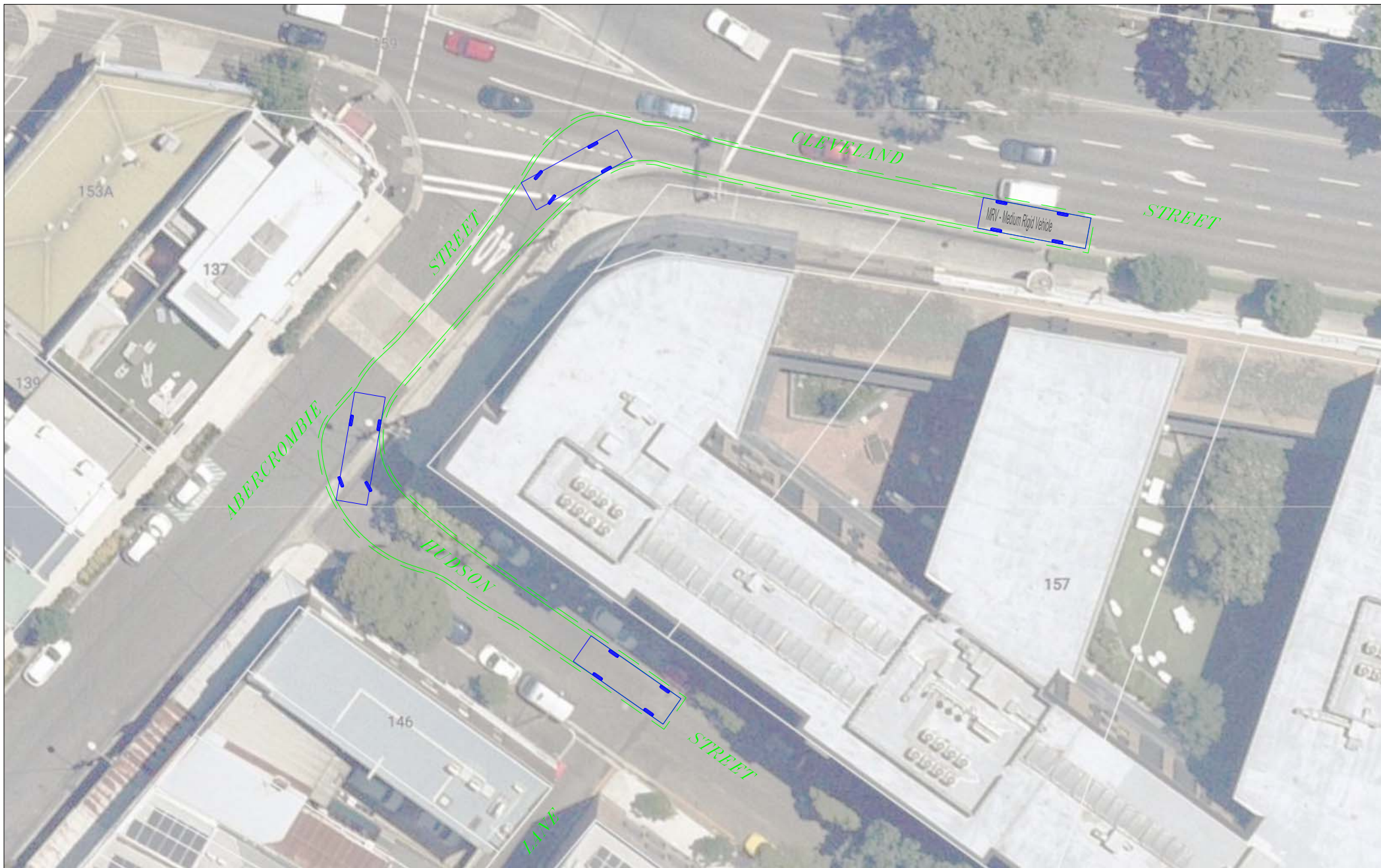
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 21754
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 CHRIS PALMER

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DATE DRAWN
 2021-11-16
 PREPARED
 DONALD LEE

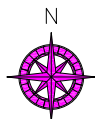
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 Sydney, Australia

PROJECT
 CO-LIVING/CO-WORKING DEVELOPMENT



DRAWING TITLE
8.8M MRV TRUCK TURNING PATH
 Entering Hudson Street from Cleveland Street
 ADDRESS
 175-177 Cleveland Street, 1-5 & 6-8 Woodburn Street, Redfern

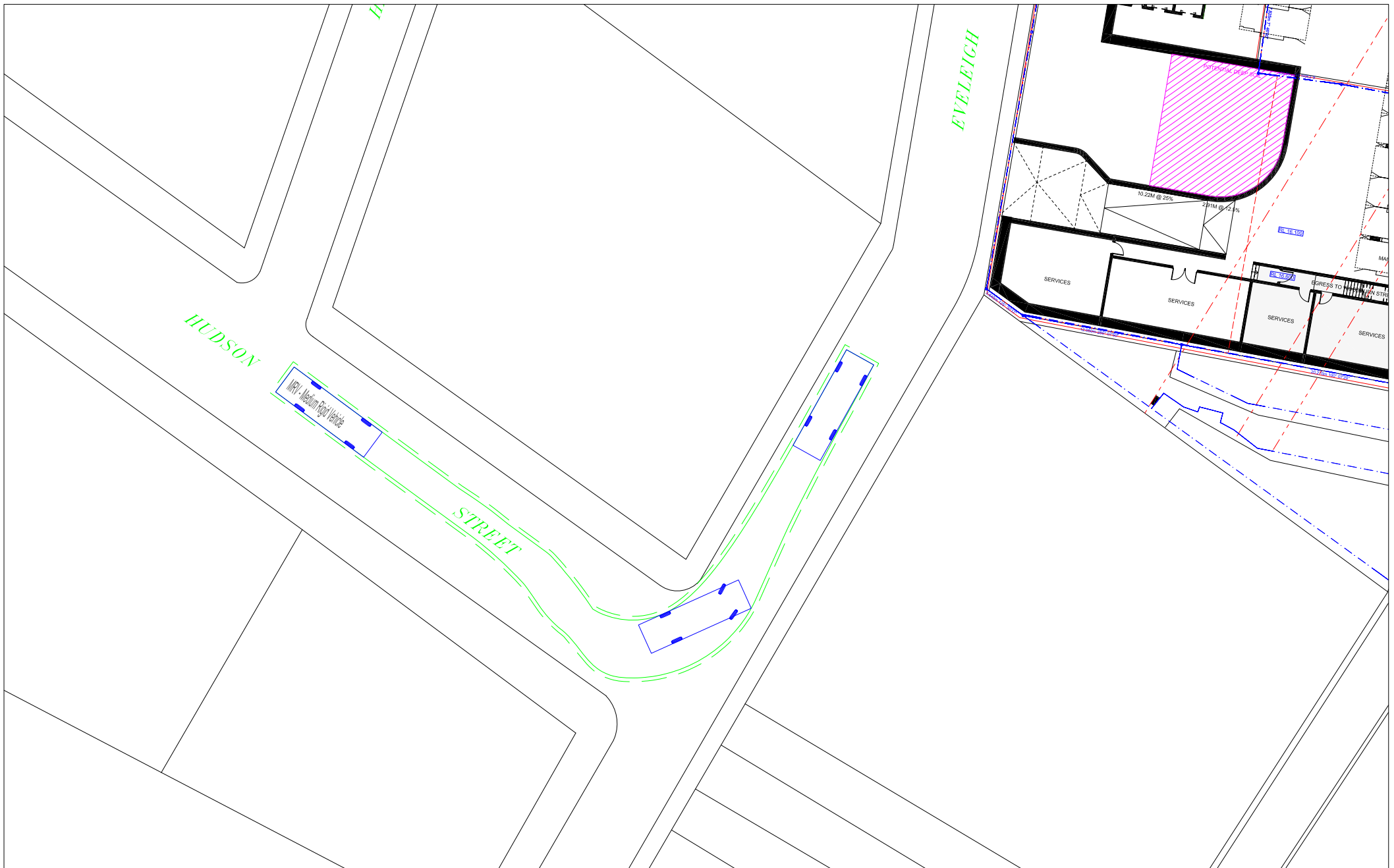
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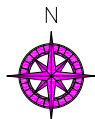




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DRAWING TITLE
8.8M MRV TRUCK TURNING PATH
 Entering Eveleigh Street from Hudson Street

ADDRESS
 175-177 Cleveland Street, 1-5 & 6-8 Woodburn Street, Redfern

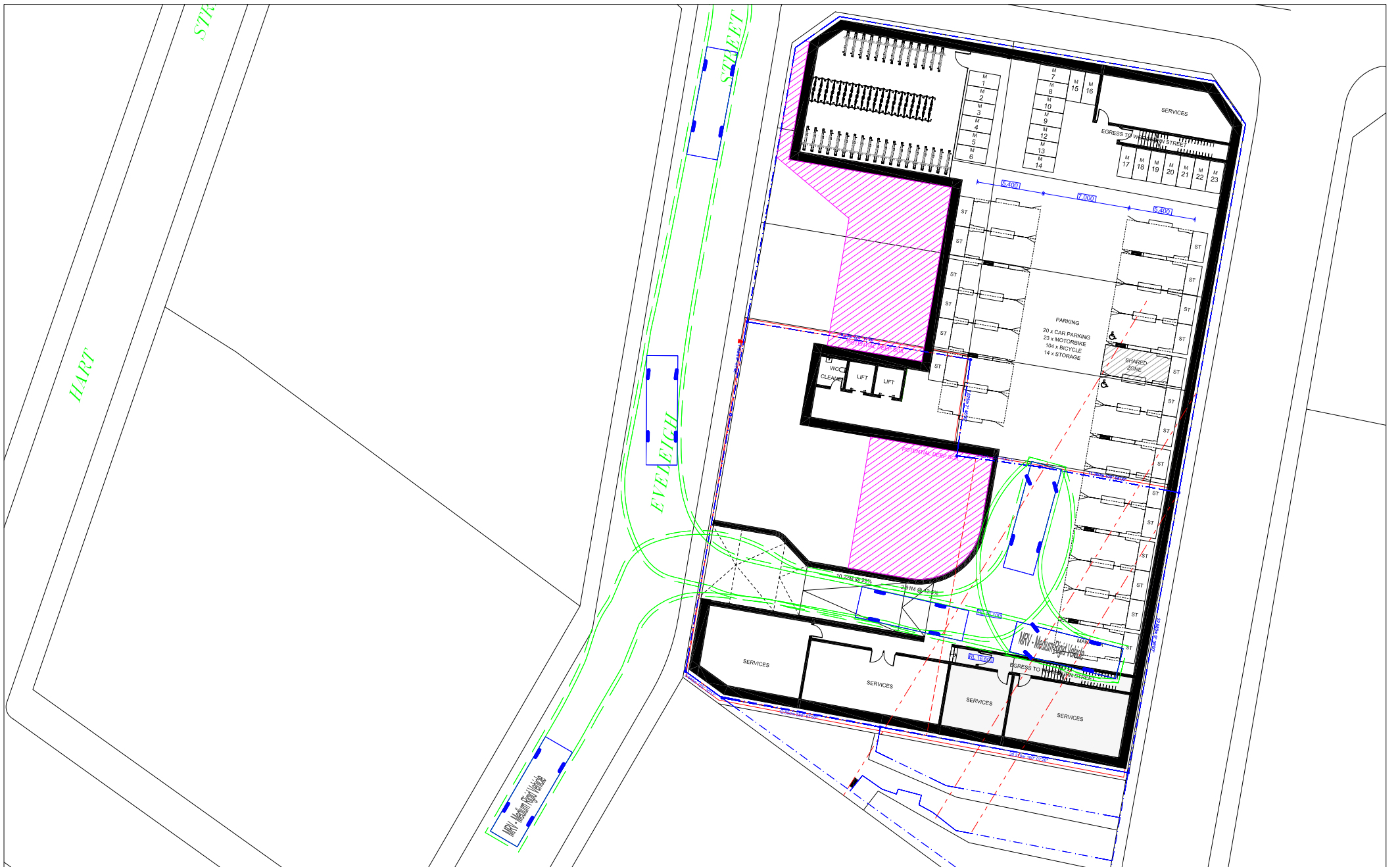
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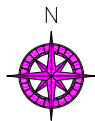
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PROJECT
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DRAWING TITLE
8.8M MRV TRUCK TURNING PATH
 Entering / Exiting On-site Loading Area during Excavation Stage

ADDRESS
 175-177 Cleveland Street, 1-5 & 6-8 Woodburn Street, Redfern

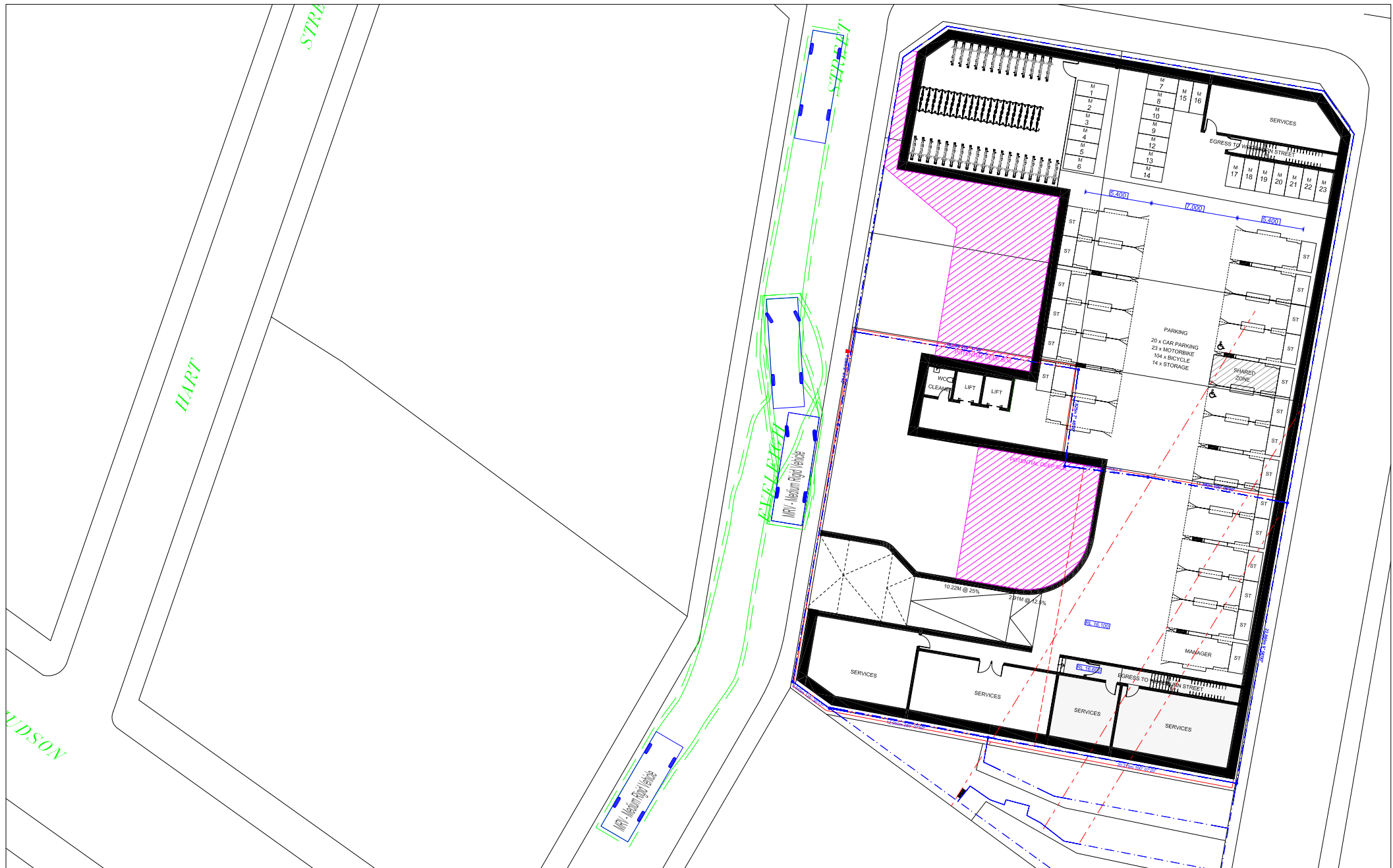
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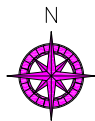
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 Sydney, Australia

PROJECT
 CO-LIVING/CO-WORKING DEVELOPMENT



DRAWING TITLE
8.8M MRV TRUCK TURNING PATH
 Entering / Exiting Kerbside Loading & Unloading Area during Construction

ADDRESS
 175-177 Cleveland Street, 1-5 & 6-8 Woodburn Street, Redfern

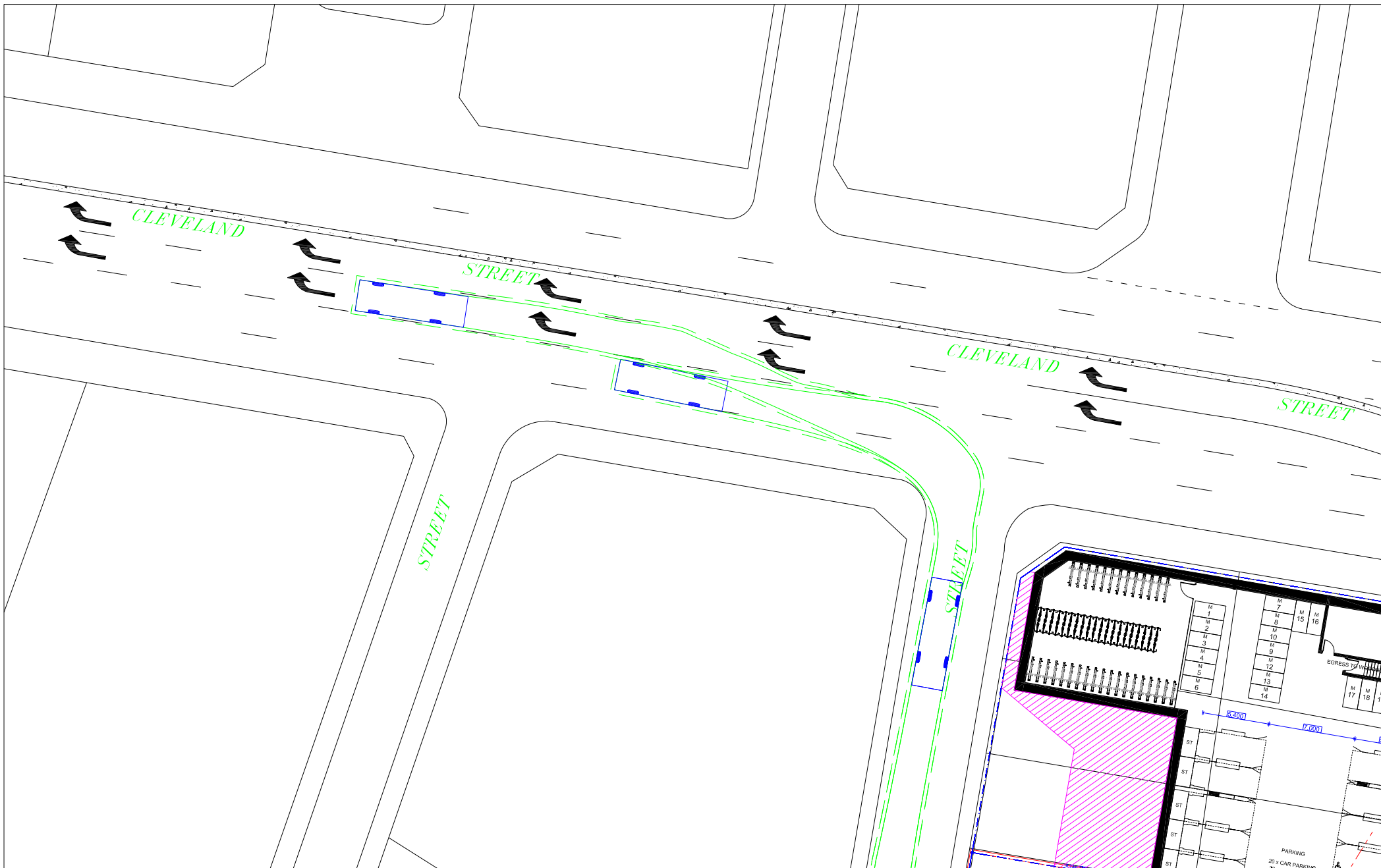
PROJECT NO.
 21754
 REVIEWED
 CHRIS PALMER

1:400 @ A4

DATE DRAWN
 2021-11-16
 PREPARED
 DONALD LEE

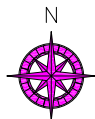
VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants





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 Neutral Bay, NSW 2089 Sydney, Australia

PROJECT
 CO-LIVING/CO-WORKING DEVELOPMENT



DRAWING TITLE
 8.8M MRV TRUCK TURNING PATH
 Exiting Eveleigh Street back onto Cleveland Street

ADDRESS
 175-177 Cleveland Street, 1-5 & 6-8 Woodburn Street, Redfern

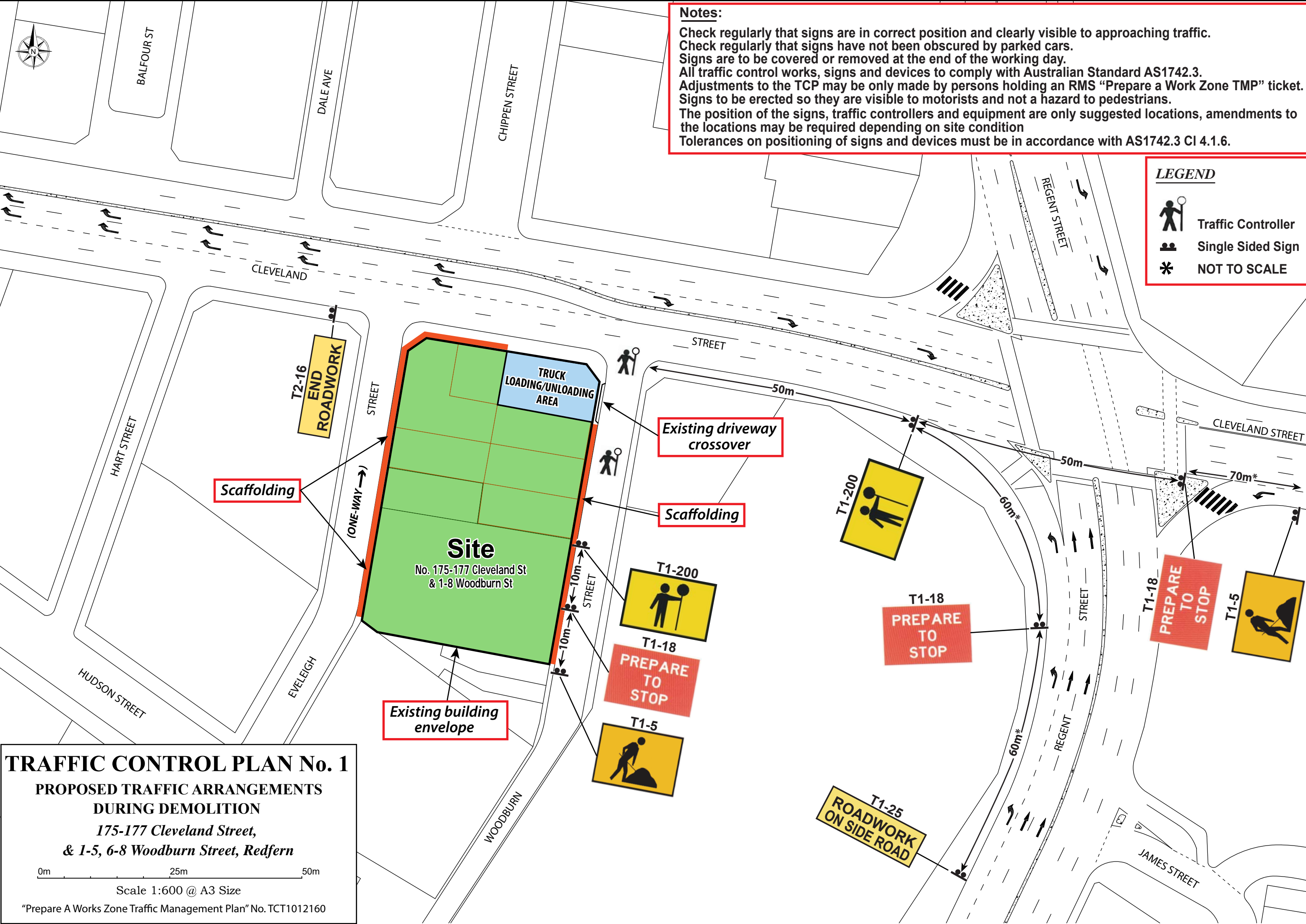
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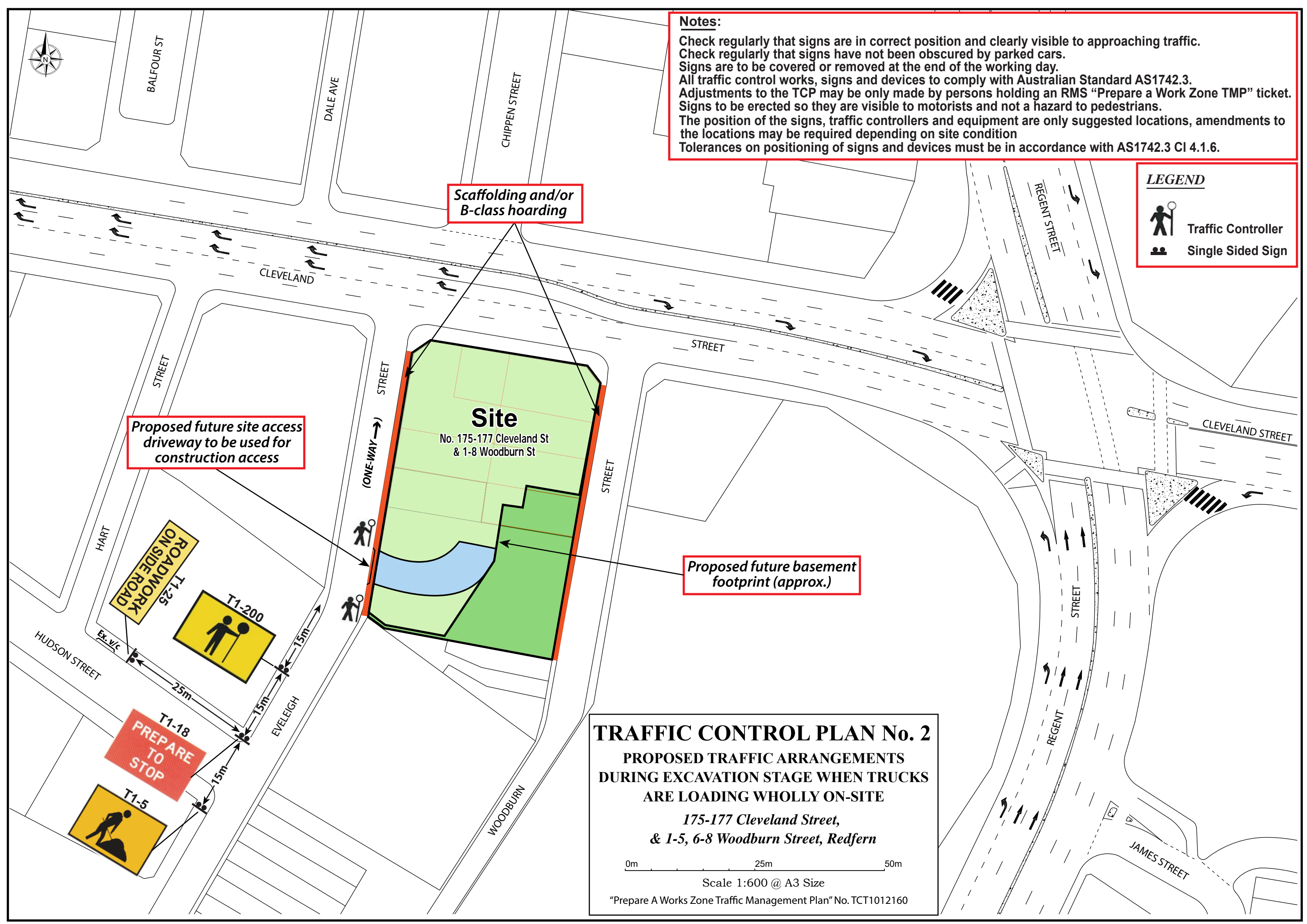


Notes:
Check regularly that signs are in correct position and clearly visible to approaching traffic.
Check regularly that signs have not been obscured by parked cars.
Signs are to be covered or removed at the end of the working day.
All traffic control works, signs and devices to comply with Australian Standard AS1742.3.
Adjustments to the TCP may be only made by persons holding an RMS "Prepare a Work Zone TMP" ticket.
Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
The position of the signs, traffic controllers and equipment are only suggested locations, amendments to the locations may be required depending on site condition
Tolerances on positioning of signs and devices must be in accordance with AS1742.3 CI 4.1.6.

LEGEND

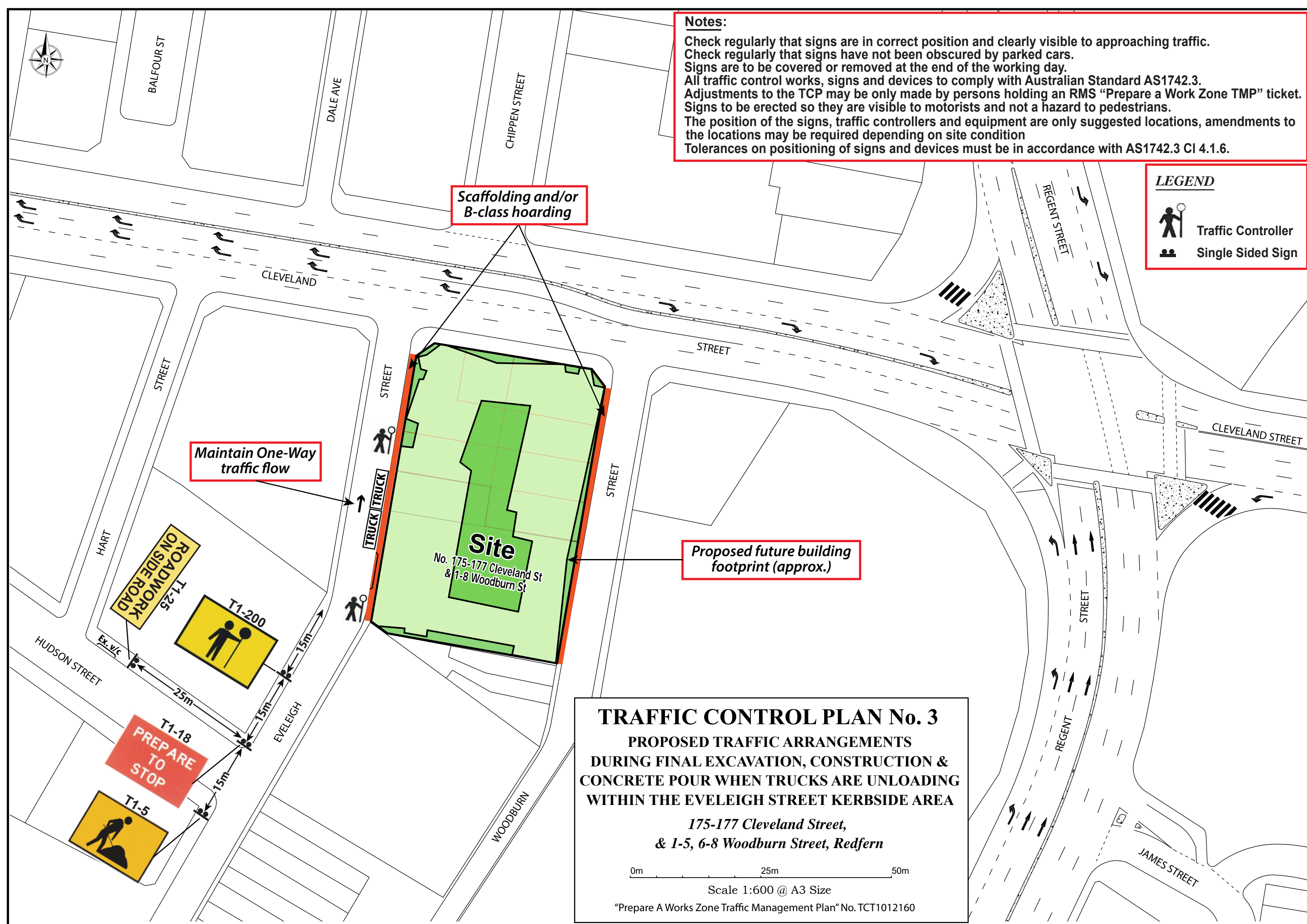
 Traffic Controller

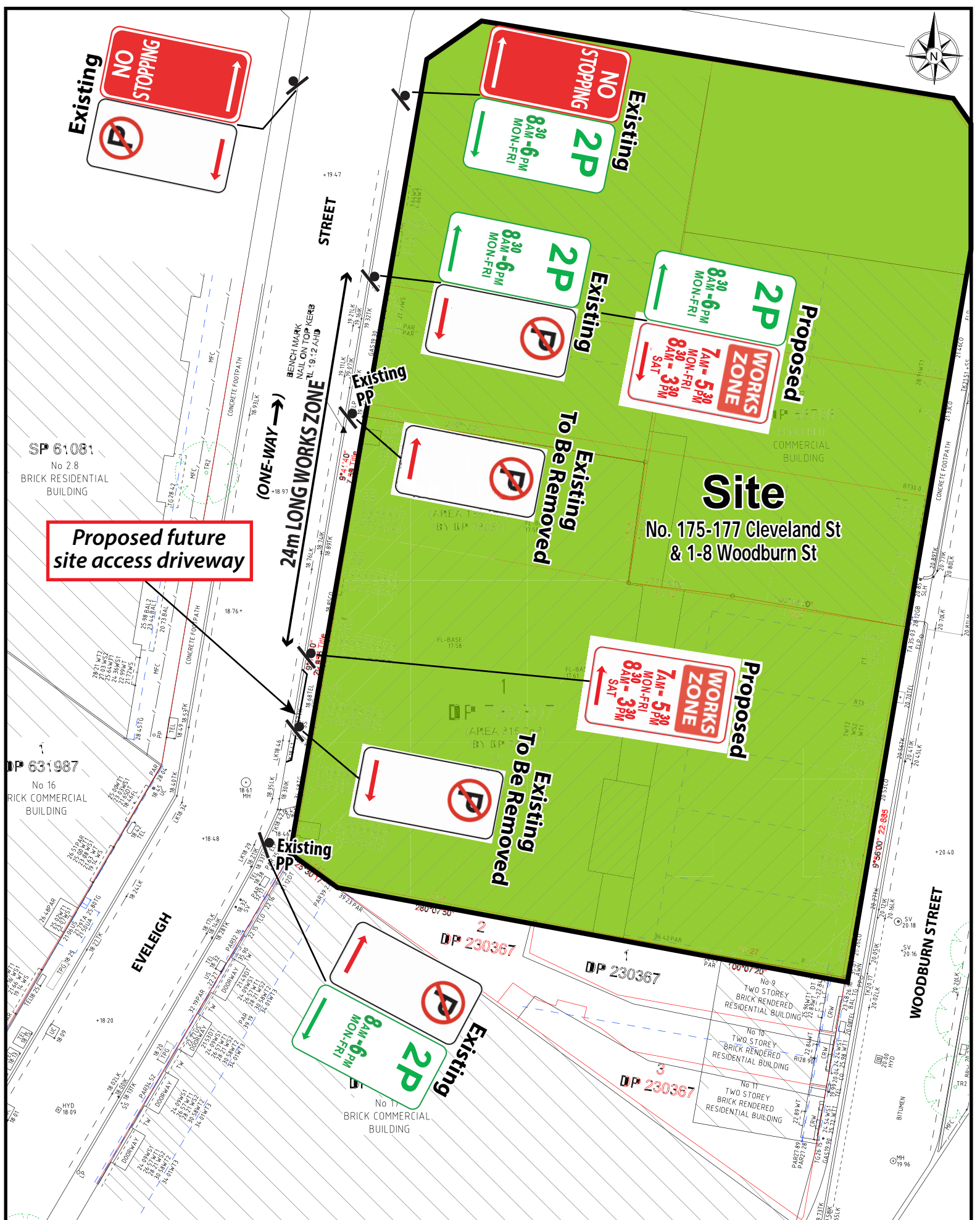
 Single Sided Sign



TRAFFIC CONTROL PLAN No. 2
PROPOSED TRAFFIC ARRANGEMENTS
DURING EXCAVATION STAGE WHEN TRUCKS
ARE LOADING WHOLLY ON-SITE
175-177 Cleveland Street,
& 1-5, 6-8 Woodburn Street, Redfern

0m 25m 50m
Scale 1:600 @ A3 Size
"Prepare A Works Zone Traffic Management Plan" No. TCT1012160





PROPOSED WORKS ZONE PLAN
175-177 Cleveland St & 1-5, 6-8 Woodburn St, Redfern

0m 5m 10m 15m 20m 25m
Scale 1:300 @ A4 Size

**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 construction works at
175-177 Cleveland Street & 1-5, 6-8 Woodburn Street, Redfern**

1. **Arriving to the site from all directions** – All vehicles, including trucks, must approach the site from the east via the Eastern Distributor – Cleveland St – Woodburn St/Eveleigh St, *or* from the south via Botany Rd – Henderson Rd – Wyndham St – Gibbons St – Lawson St – Eveleigh St. **Departing the site to all directions** – All vehicles, including trucks, must depart the site to the west along Cleveland St back to Parramatta Road, *or* to the north via Cleveland St – Abercrombie St – Wattle St back to the Western Distributor.
2. All vehicles, including trucks, must only use the route detailed above. Roads with load limits, quiet residential streets and access/turn-restricted street must not be used
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 construction/fitout.

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

7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.
8. No queuing or marshalling of trucks is permitted on any public road.
9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.
10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.
11. All loading and unloading must be within the development site or at an approved "Works Zone".

12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Works Zones and road closures.
13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.
14. The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.
15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.
16. The Applicant must comply with development consent for hours of construction.
17. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control At Work Sites 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 Compliance Unit to organise appropriate approvals for hoarding prior to commencement of works.
23. The CTMP is for the construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or RMS for consideration. Also WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations).
24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.