

Construction Pedestrian and Traffic Management Plan

Barangaroo - Cutaway Cultural Facility

Prepared for FDC / 22 April 2024

211853

Revision Register

Rev	Date	Prepared by	Approved by	Remarks
P1	03/04/2024	AA	MB, SS	Draft for authority consultation
1	16/04/2024	SS	MB	Issue for approval

Document Control

Internal reference	211853
File path	P:\2021\2118\211853\Reports\TTW\Traffic\Construction Traffic Management Plan - CC\240416 Barangaroo Cutaway Fitout CPTMP Rev 1.docx

Contents

1.0	Preface and Summary.....	5
2.0	Preliminary Information	6
2.1	Response to Development Consent	6
2.2	Project Details.....	8
2.3	Consultation.....	8
3.0	Existing Conditions.....	9
3.1	Site Location	9
3.2	Road Network	10
3.3	Active Transport.....	12
3.3.1	Pedestrian Infrastructure	12
3.3.2	Cycling Network	13
3.4	Public Transport.....	13
3.4.1	Bus	13
3.4.2	Train	17
3.4.3	Light Rail	17
3.4.4	Ferry	18
3.4.5	Future Metro.....	18
3.4.6	Taxi.....	19
3.4.7	Water Taxi.....	20
3.5	Car Park - On-Street Parking.....	21
4.0	Construction Overview	22
4.1	Construction Program	22
4.2	Demolition Methodology	22
4.2.1	Demolition Materials Load Out Process	22
4.2.2	Existing Ausgrid Substation	23
4.2.3	Lift Pit Demolition	24
4.2.4	Sandstone Footing and Stair	24
4.3	Vehicular Access.....	24
4.4	Pedestrian Access	24
4.5	Work Zone and Road Closure	24
4.6	Construction Workforce.....	24
4.7	Fencing.....	24

5.0	Construction Traffic Management Plan.....	25
5.1	Worker Parking	25
5.2	Construction Vehicle and Machinery.....	25
6.0	Management Strategy.....	26
6.1	Hours of Operation.....	26
6.2	Construction Traffic Management.....	26
6.3	Vehicle Management.....	26
6.3.1	Loading Dock Access	26
6.3.2	Construction Vehicle Routes.....	27
6.4	Trucks Manoeuvring.....	29
7.0	Construction Impact	30
7.1	Pedestrians and Cyclists Impacts.....	30
7.2	Public Transport Impact.....	30
7.2.1	Monitoring and Coordination.....	30
7.3	Traffic Flow	30
8.0	Cumulative Impact	31
8.1	Local Impacts.....	31
8.2	Barangaroo Metro Station	31
8.3	Central and South Barangaroo	31

1.0 Preface and Summary

This Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared for the proposed Cutaway Cultural Facility (the 'project'). It discusses the management of construction vehicles and investigates the local traffic and safety conditions throughout the construction process. A CPTMP is required in accordance with the SSD Conditions of Consent (Condition B56) for this project (SSD-47498458).

The project will establish a new cultural facility within the Cutaway located at Barangaroo. The Cutaway, a large concrete shell space, was completed in 2015, as part of the development of Barangaroo Reserve approved under Major Project application No. MP10-0048. The project identified the future use of the space for a cultural facility, subject to obtaining a separate approval. Consistent with MP10-0048, this project will complete the fitout of the Cutaway, the enclosure of both the existing roof openings adjacent to Merriman Street and the provision of a pedestrian entrance at Nawi Cove to accommodate a cultural facility.

The CPTMP is developed to satisfy the duties of various work health and safety legislation, regulations and codes of practice including those from SafeWork NSW. Traffic Guidance Schemes (TGS) are also developed to demonstrate the traffic control procedures to be implemented. These are developed in accordance with the relevant TfNSW and Australian Standards.

In addition to this CPTMP, the builder shall be responsible for acquiring the necessary certificates, licences, consents, permits, and approvals relevant to the construction on this site.

Prepared by



SOPHIE SLADE

Senior Traffic Engineer
PWZTMP No. TCT1040248

Approved by



MICHAEL BABBAGE

Associate

2.0 Preliminary Information

TTW has been engaged by FDC Construction & Fitout to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) for construction works at 1 Merriman St, Barangaroo NSW 2000 (The Cutaway). The works will be undertaken in accordance with the Development Application, SSD-47498458 (the Consent), which grants consent for Fit out and operation of the Cutaway Cultural Facility.

The purpose of this CPTMP is to detail the proposed traffic management arrangements that are to be implemented for construction of the development to minimise the impact on public amenity and safety.

2.1 Response to Development Consent

The CPTMP has been prepared in accordance with the relevant Conditions B56 (a-s), outlined in the Consent, issued by NSW Department of Planning which have been reproduced below in Table 2.1.

Table 2.1: Development Consent Conditions for CVPPM

	Item	Comments & References
19	Prior to commencement of any works, the Applicant must submit to the satisfaction of TfNSW a final detailed Construction Pedestrian and Traffic Management Plan (CPTMP), prepared by a suitably qualified person in consultation with TfNSW, PMNSW, and Sydney Metro. The CPTMP must be endorsed by TfNSW and submitted to the Planning Secretary for information prior to the commencement of works. The CPTMP must address, but not be limited to, the following matters:	Qualifications – Section 1.0 Consultation – Section 2.3
a)	a description of the development	Section 2.2
b)	proposed construction program and construction methodology	Section 4.1 & Section 4.2
c)	proposed construction hours	Section 6.1
d)	a detailed plan of any proposed hoarding and/or scaffolding	Section 4.2
e)	details of crane arrangements, including location of any crane(s)	Section 4.2
f)	location(s) where it is proposed to park construction vehicles	Section 5.1
g)	location of any proposed work zone(s)	Section 4.5
h)	haulage routes	Section 6.3.2
i)	predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods	Section 5.2 & Section 6.3

j)	measures to avoid construction worker vehicle movements	Section 5.1 & Section 6.3
k)	measures to ensure the arrival of construction vehicles to the site do not cause additional queueing on public roads	Section 6.3 & Section 6.0
l)	pedestrian and traffic management measures	Section 7.1
m)	details of construction vehicle routes and entry and exit to and from the site, including evidence of consultation with TfNSW and PMNSW on preferred construction routes and routing construction traffic and deliveries along Towns Place where possible to minimise exposure to residences	Section 6.3.2 + Section 2.3
n)	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	Section 6.4
o)	details of the monitoring regime for maintaining the simultaneous operation of buses, light rail and construction vehicles on roads surrounding the site	Section 7.2
p)	consultation strategy for liaison with surrounding stakeholders, including other developments under construction	Section 8.1
q)	identify any potential impacts to general traffic, cyclists, pedestrians, bus services within the vicinity of the site from construction vehicles during the construction of the proposed works	Section 7.1
r)	cumulative construction impacts of projects within Barangaroo. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure the coordination of work activities are managed to minimise impacts on the surrounding road network, and	Section 8.0
s)	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 must be enforced throughout the duration of works.	Section 7.0

A copy of the approved CPTMP must be kept at the site and made available to the Principal Certifying Authority or Council on request.

A CPTMP is developed to satisfy the duties of various work health and safety legislation, regulations, and codes of practice. If deemed necessary at a later date based on any changes to the construction methodology or developments in the access strategy, relevant Traffic Guidance Schemes (TGS) can be developed to demonstrate the traffic control procedures to be implemented.

The contractor shall be responsible for acquiring the necessary certificates, licences, consents, permits and approvals relevant to the construction on this site.

2.2 Project Details

The project will establish a new cultural facility within the Cutaway located at 1 Merriman St, Barangaroo NSW 2000. The project includes an internal alteration and fit-out across three levels within the existing Cutaway. This includes creating event and gallery spaces, back-of-house areas, amenities, a commercial kitchen, offices, and ancillary retail and café facilities. Additionally, the plan involves enclosing existing roof openings/voids adjacent to Merriman Street, implementing a new façade and entry treatment from the forecourt adjacent to Nawi Cove, and offering varied hours of operation to accommodate events, exhibitions, cultural uses, and festivals.

2.3 Consultation

This document has been prepared in consultation with TfNSW, PMNSW, City of Sydney and Sydney Metro in accordance with the development consent. Table 2.2 outlines the key comments and responses received from these agencies and how each item has been addressed in this CPTMP.

It should be noted that following consultation with the above agencies, the scope of construction works addressed under this CPTMP has been adjusted. Any works that will be accessed via Merriman Street will be addressed under a separate CPTMP.

Full consultation records are also attached at Appendix A.

Table 2.2: Responses to authority consultation

Item	Submission Author	Key Comments	Response and References
1	Maryam Yadak, TfNSW	- All vehicles must enter and exit the site in a forward direction. Noticed that vehicles are exiting in a reverse direction; - Please provide more details on the work zone location and time of operation.	All works addressed under this CPTMP are to occur via Towns Place roundabout in a forward direction. No Works Zone is required under this CPTMP.
2	Clement Lim, City of Sydney	- Car share space – to be reallocated to the first space on the northern side of Bettington Street, west of Rodens Lane. - Proposed access treatment for Merriman Street...	Any works accessed via Merriman Street are to be addressed under a separate revised CPTMP. The car share bay is not required to be relocated under this CPTMP.

3.0 Existing Conditions

3.1 Site Location

The subject site is in Public Recreation (RE1) land zoning. Park land of the Barangaroo Reserve surrounds the site to the west. The site location and surroundings are shown in Figure 3.1 and Figure 3.2 below.



Figure 3.1: Site location

Source: Nearmap

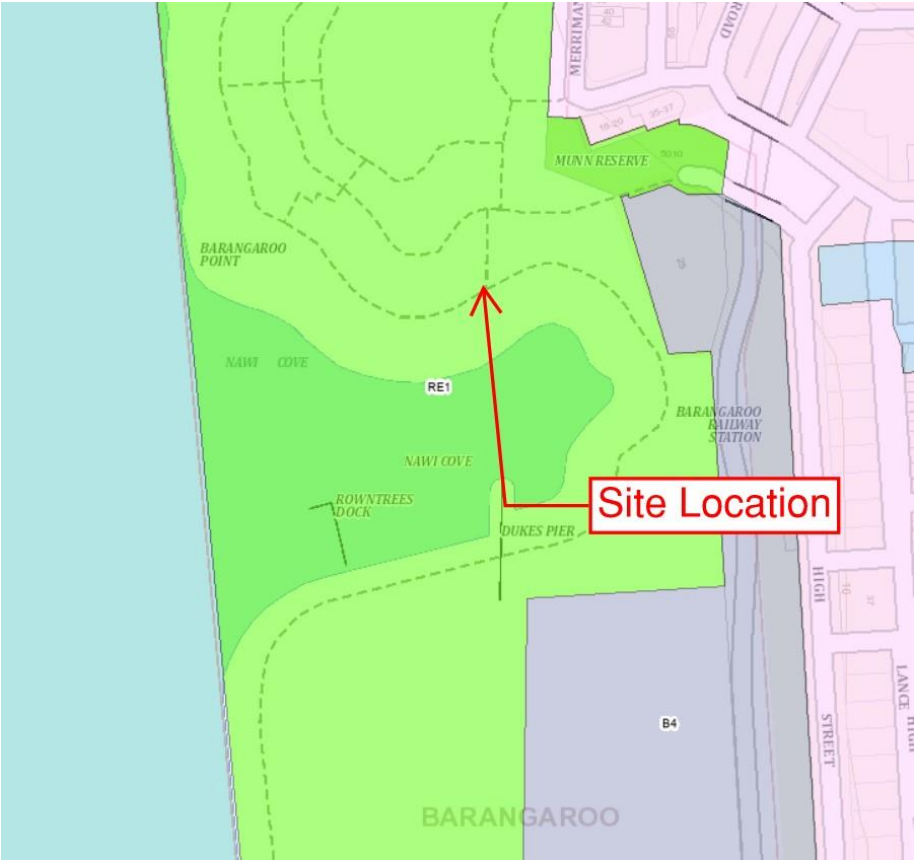


Figure 3.2: Land zoning

3.2 Road Network

A summary of the characteristics of the surrounding roads is provided in Table 3.1 below.

Table 3.1: Local road network

Road Name	Classification	Speed limit	Road geometry	Parking restrictions
Hickson Road	Regional	50km/hr 40km/hr Road Work	One lane each direction 10.5m carriageway	Limited parking is permitted at some points over the road
Sussex Street	Local	50km/hr	Two lanes each direction 12.5m carriageway	Limited parking is permitted at some points over the road
High Street	Local	50km/hr	One lane each direction 10.5m carriageway	Limited parking is permitted over the road
Argyle Street	Local	40km/hr	One lane each direction 10m carriageway	Limited parking is permitted over the road

Road Name	Classification	Speed limit	Road geometry	Parking restrictions
Towns Place	Local	40km/hr	One lane each direction 14.5m carriageway	Limited parking is permitted over the road
Dalgety Road	Local	40km/hr	One lane each direction 9.5m carriageway	Limited parking is permitted over the road
Shelley Street	Local	50km/hr	One lane each direction 11m carriageway	Limited parking is permitted over the road
Erskine Street	Local	50km/hr	One lane each direction 9.5m carriageway	Limited parking is permitted over the road
Kent Street	Local	50km/hr	One lane each direction 12.5m carriageway	Limited parking is permitted over the road
Barangaroo Avenue	Local	40km/hr	One lane each direction 6m carriageway	Limited parking is permitted over the road

The extent of Local and Regional roads in the vicinity of the site is illustrated in Figure 3.3.



Figure 3.3: Classified roads map

Source: Transport for NSW

3.3 Active Transport

3.3.1 Pedestrian Infrastructure

Footpaths are readily available in the vicinity of the site, currently provided along Hickson Road, Merriman Street, Dalgety Road, Towns Place and Wulugul Walk. There are zebra crossings and traffic lights at Hickson Road, which provide safety for pedestrians to cross the roadway.

Figure 3.4 illustrates the existing pedestrian infrastructure nearby the site.

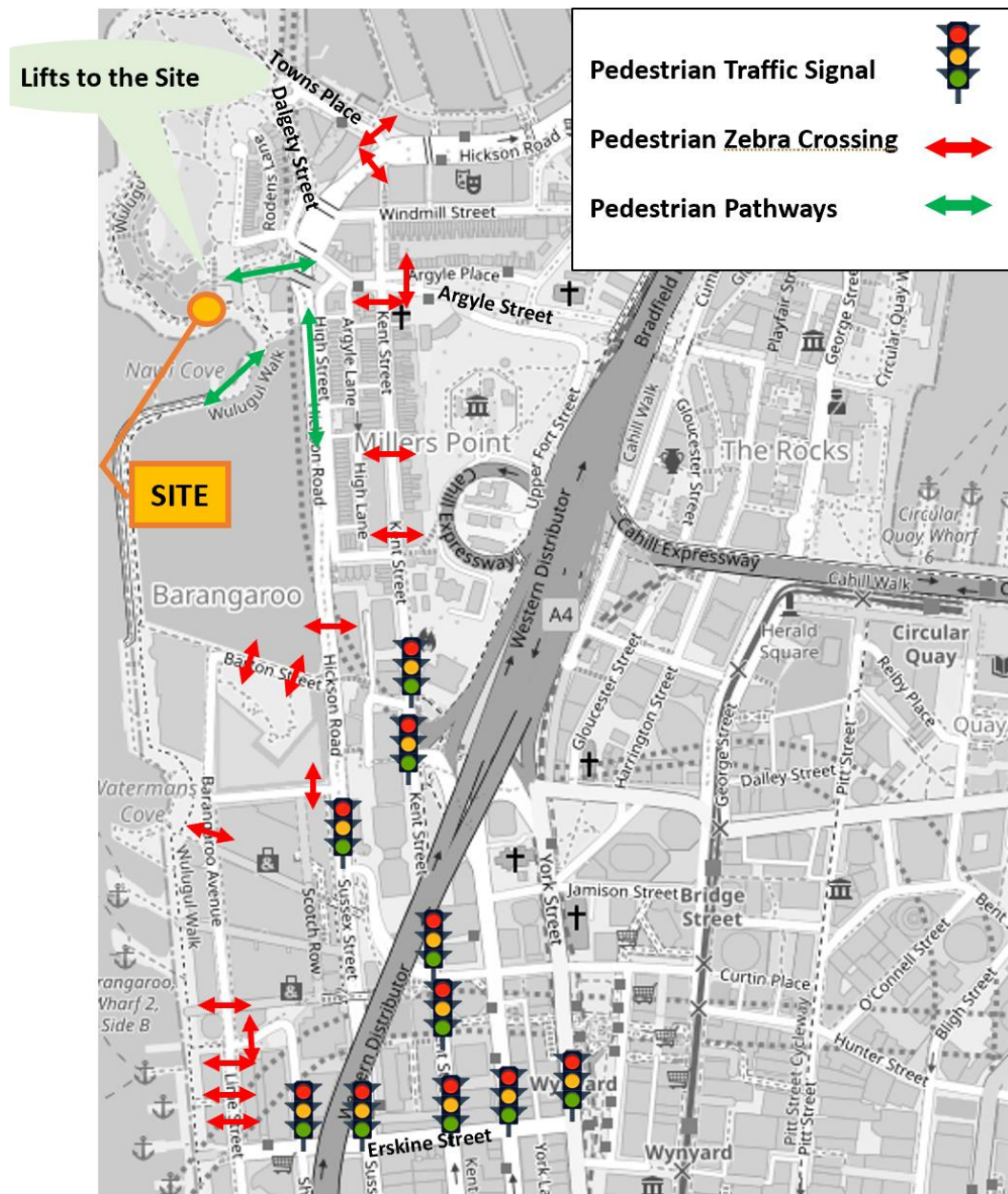


Figure 3.4: Local pedestrian infrastructure

3.3.2 Cycling Network

Figure 3.5 illustrates the existing cycling infrastructure around the site, including relevant extracts from the Transport for NSW Cycleway Finder. Note, the roads marked "no access" refer to motorways which cannot be accessed by bicycle.



Figure 3.5: Local cycling infrastructure

Source: Cycleway Finder

3.4 Public Transport

3.4.1 Bus

A large number of bus routes service at City Millers Point, Wynyard Station, Circular Quay and Martin Place, providing access to most areas of Sydney. Routes vary in service frequency, typically on the order of every 5 to 15 minutes during weekday peak hours. Figure 3.6 illustrates the network and routes through the Sydney CBD. Figure 3.7 shows the location of bus stops near the site.



Figure 3.6: Local bus services

Source: Sydney CBD public transport network Map – Effective: 5 December 2021



Figure 3.7: Location of bus stops

There will be bus stops and coach stop near the Barangaroo Cutaway and Barangaroo Reserve, along Hickson Road, which will service the events' attendees after the completion of the Barangaroo Metro Station in 2024. The future location and number of the stops are shown in Figure 3.8.

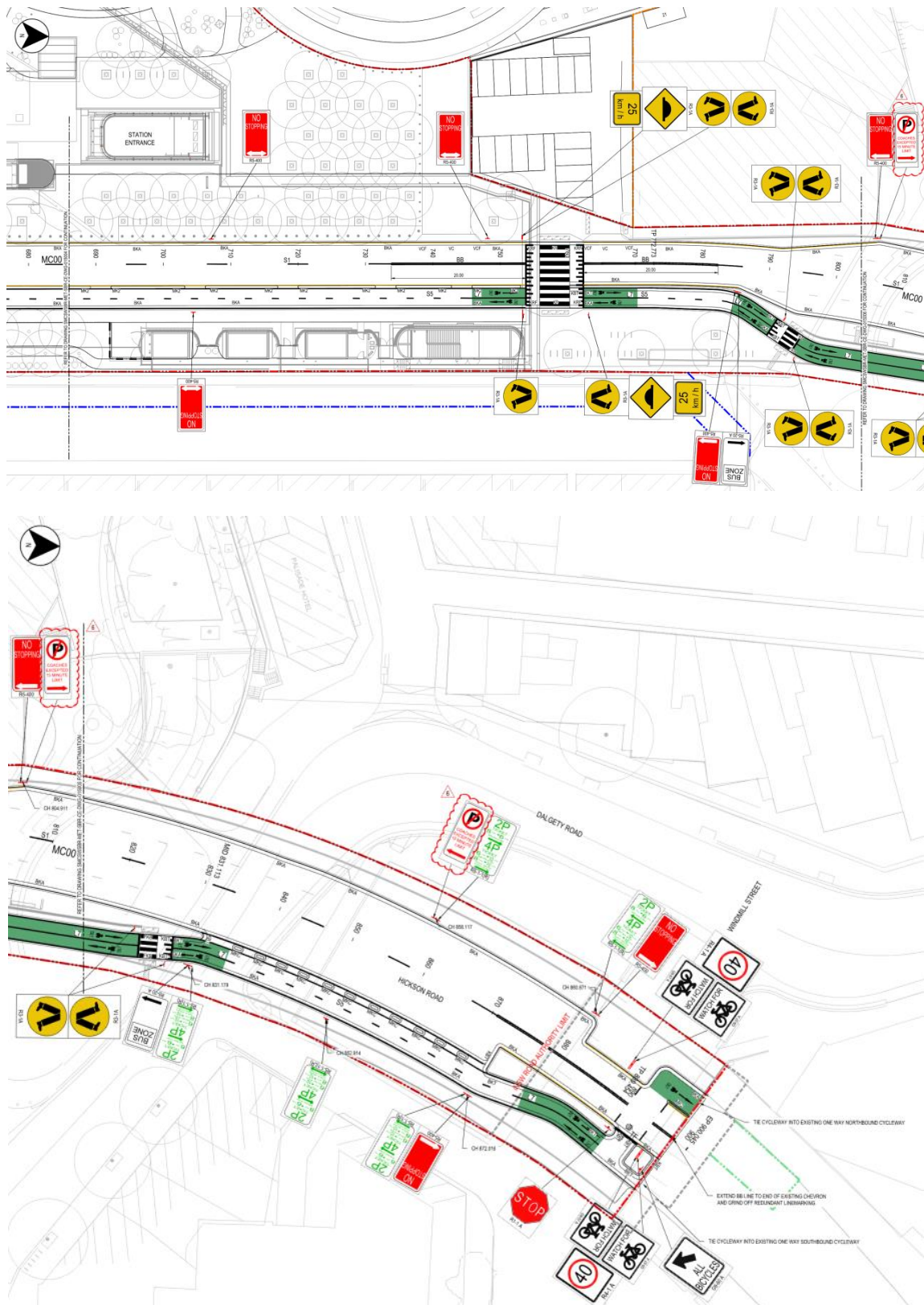


Figure 3.8: Location of bus stops and coach stops, provided for Sydney Metro

3.4.2 Train

The nearest train station to the site is Wynyard Station, which can be accessed via Wynyard Walk.

The site is located approximately one kilometre from both Wynyard Station and Circular Quay Station. The train stations can be accessed via bus routes 311, 324 and 325. These stations both provided services from 3-15 minutes train frequencies, as shown in Table 3.2.

Table 3.2: Train service frequencies

Sydney Train Line	Wynyard Station	Circular Quay Station
T1 North Shore and Western Line	Every 3-15 minutes	No Service
T2 Inner West and Leppington Line	Every 3-15 minutes	Every 3-15 minutes
T3 Bankstown Line	Every 15 minutes	Every 15 minutes
T8 Airport and South Line	Every 15 minutes	Every 15 minutes
T9 Northern Line	Every 15 minutes	No Service

3.4.3 Light Rail

The nearest light rail stations to the site are Bridge Street and Circular Quay Stations, each at the distance of approximately one kilometre or less than 15 minutes' walk from the site. The stations are serviced by L2 and L3 lines as shown in Figure 3.9 and Table 3.3.

Table 3.3: Light Rail service frequencies

Source: Transport for NSW (October 2022)

Sydney Light Rail Line	Destination	Frequently in peak hours
L2, Randwick Line	Circular Quay to Randwick	Every 3 minutes
L3, Kingsford Line	Circular Quay to Juniors Kingsford	Every 3 minutes



Figure 3.9: Light rail stop location

Source: Transport for NSW (October 2022)

3.4.4 Ferry

The site is located approximately 900 metres or 10 minutes walk from Barangaroo Wharfs and can be accessed via Wulugul Walk. The ferries from Barangaroo Wharf provide services between 10 to 30 minutes, as shown in Table 3.4.

Table 3.4: Ferry service frequencies

Source: Transport for NSW (October 2022)

Sydney Ferry Line	Destination	Frequently in peak hours
F3, Parramatta River	Circular Quay to Parramatta	Every 10-30 minutes
F4, Pyrmont Bay	Circular Quay to Pyrmont Bay	Every 18-20 minutes
F10, Blackwattle Bay	Barangaroo to Blackwattle Bay	Every 30 minutes

3.4.5 Future Metro

Barangaroo Cutaway is located approximately 100 metres from the Barangaroo Metro Station, which is scheduled to open in 2024. The future metro will provide access to Central, North Sydney and Martin Place stations within 6 minutes. Figure 3.10 shows the Barangaroo Metro Station.

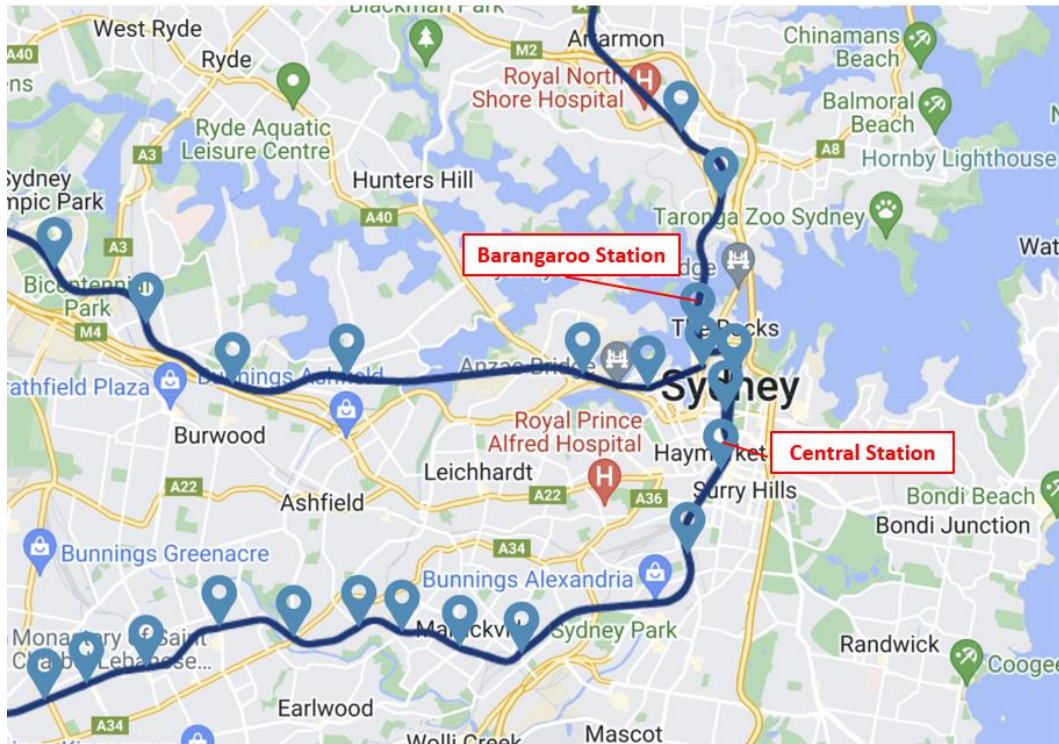


Figure 3.10: Indicative map of Sydney Metro Stations

Source: Sydney Metro (December 2022)

3.4.6 Taxi

There are a couple of points near the site where taxis (including Uber) can pick up / drop off the passengers. These spots are located at:

- Bettington Street / Merriman Street, which provides access to the site within less than 50 metres walk through Stargazer Lawn to the lifts that have direct access into the venue,
- Argyle Place / High Street, which is around 150 metres walk through Munn Street towards the lifts that lead to the site.

There will be some 5-minute zones near the Barangaroo Cutaway, located west of Hickson Road, allowing taxis to pick up / drop off passengers, which will be in operation after completing the Barangaroo Metro Station in 2024. The location and number of future kiss-and-ride zones are shown in Figure 3.11.

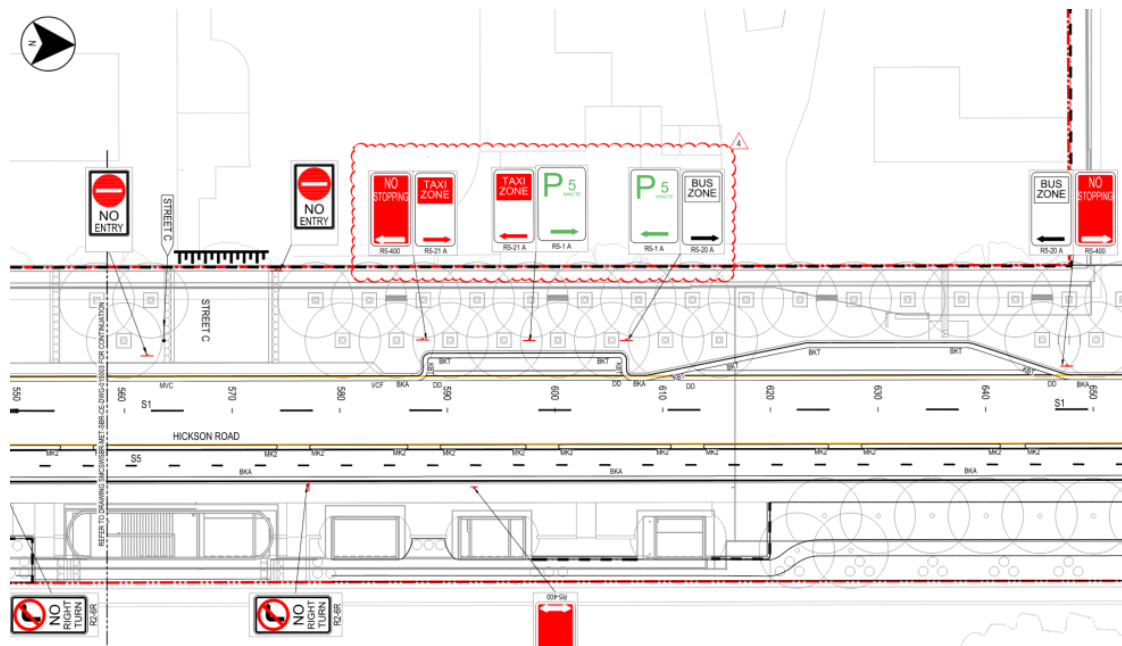


Figure 3.11: Location of kiss & ride zones, provided for Sydney Metro

3.4.7 Water Taxi

There is a pick-up/drop-off spot for water taxis at Rowntrees Dock in Nawi Cove, around 150 metres from the site. This dock can accommodate small water vessels up to 12 metres in length, depending on tides and location¹. In addition, the site is located approximately 850 metres or 10 minutes walk from water taxis located at Circular Quay, which can be accessed via Argyle Street.

Figure 3.12 shows some of the water taxi locations nearby. Note that water taxi drop-off and pick-up locations may vary by provider, and this figure is an indicative example based on one provider's information. For example, drop-off and pick-up may also be possible at the Barangaroo Pontoon outside Crown Sydney.

¹ <https://www.barangaroo.com/venue-hire-and-permits/boat-permits>

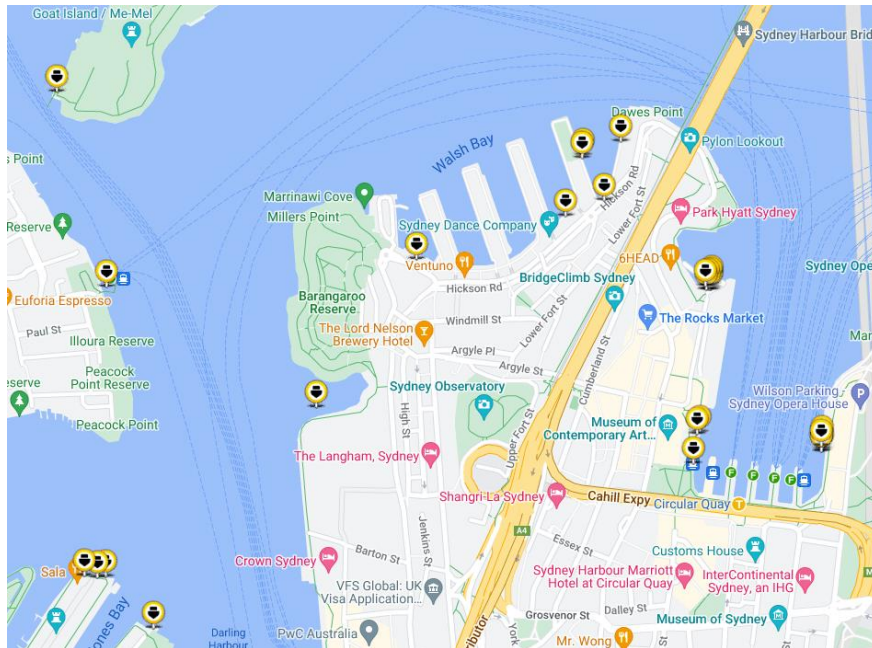


Figure 3.12: Water taxi locations (single provider example)

3.5 Car Park - On-Street Parking

On-street restricted car parking is generally available in the surrounding streets; however, there is no unrestricted parking in the study precinct. On-street car parking is generally observed to be heavily used.

Additionally, there is multiple car share parking pods within the surrounding area of the site, with one car share parking pod situated on the western kerb of Merriman Street.

Figure 3.13 shows the current on-street parking restrictions in the surrounding streets.

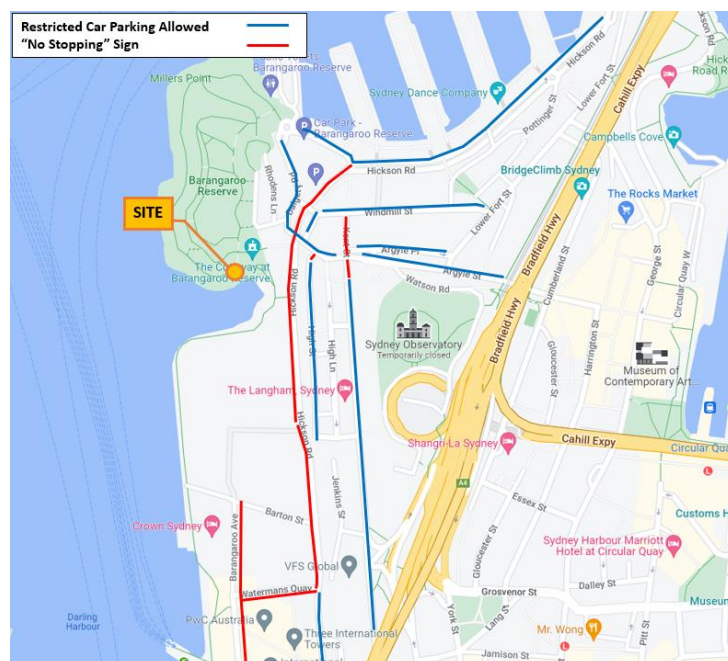


Figure 3.13: On-street parking restrictions

4.0 Construction Overview

4.1 Construction Program

Table 4.1 below identifies relevant stages of construction and the estimated duration. The start and finish date for the works is roughly between April 2023 to July 2025 as per FDC advice.

Table 4.1: Construction Program

Phase	Work Description	Commencement Date	Completion Date	Typical number of workers on a day
1	CC1 - Demolition & substructure - Crown Certificate Issued	18/4/2023	30/7/2025	35
2	CC2 Special Areas Structure & Services - Crown Certificate Issued	16/7/2024	30/7/2025	150
3	CC3 Façade & Base Building Finishes - Crown Certificate Issued	2/8/2024	30/7/2025	150

This CPTMP addresses the works occurring under the Phases provided above in Table 4.1 that are accessed via the existing Towns Place driveway. Any sky light works accessed via Merriman Street occurring under future phases are to be addressed by a revised CPTMP, which will be issued under separate cover prior to the relevant stage of construction

4.2 Demolition Methodology

The project entails demolition works, organised to minimise disruptions for the community and building users while ensuring efficiency and safety. Demolition will commence from the foreshore area and progress towards the loading dock. This involves deconstructing items such as the existing portable shed for potential repurposing. The following subsections introduce the construction methodology of the stages of demolition.

4.2.1 Demolition Materials Load Out Process

Demolition materials will be loaded out via the loading dock, with staging trucks and equipment accessing the event space to / from Towns Place via the loading dock road.

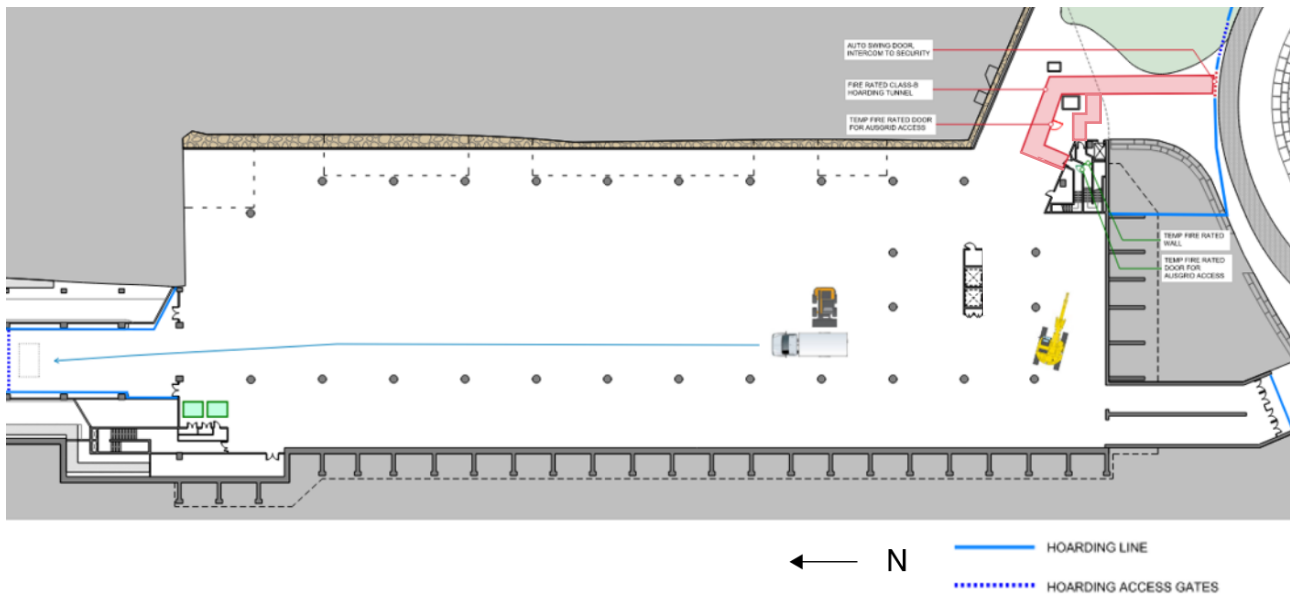


Figure 4.1: Materials load out process

4.2.2 Existing Ausgrid Substation

Enabling works will create a temporary access using the existing fire stair corridor from the basement carpark areas to maintain access to the Ausgrid Substation during demolition. This includes completing the western concrete shaft extension and later demolishing the existing fire corridor and facade areas. This new access will connect to the B-Class hoarding, which links the lifts on the ground floor to the foreshore areas.

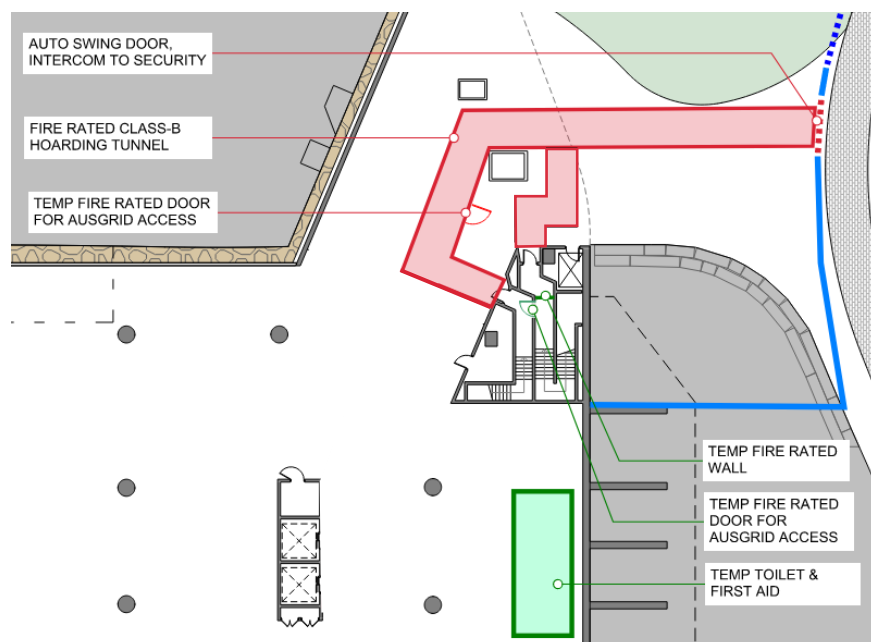


Figure 4.2: Enabling works - Temporary access

The second stage involves demolishing the existing fire corridor and facade areas, then moving to the newly constructed airshaft extension in the west. This allows minimal disruption to the live substation exhaust shaft. After completing demolition, construction will finish redirecting the air shaft and egress/access corridor. Finally, the high-level redundant exhaust plenum will be demolished to facilitate GRC works.

4.2.3 Lift Pit Demolition

Enabling works, including relocating the existing fire egress corridor and carpark supply/exhaust plenum, will precede demolition and excavation for the new lift pit. These works will be staged to avoid disruptions to carpark operations and safety measures.

4.2.4 Sandstone Footing and Stair

Detailed demolition and excavation will be undertaken for the new eastern fire stair within the sublevel sandstone. This will involve careful removal of the ground floor slab and excavation of the sandstone substrate, ensuring dust and noise mitigation.

4.3 Vehicular Access

Construction vehicle access to the site during construction works covered under this CPTMP will be through the Towns Place roundabout. The Cutaway access point provides a gate to the existing loading dock and provides access to the car park. Therefore, the access to Towns Place roundabout will provide good opportunities for construction access as this would be more flexible throughout the duration of construction and already facilitates access for large vehicles up to and including semi-trailers, with a height clearance of up to 4.6 metres.

The southern main entry access through Nawi Cove via Hickson Road may be utilised as a secondary access for tree structure installation, and a temporary access using the existing fire stair corridor from the basement carpark areas to maintain access during demolition.

4.4 Pedestrian Access

Existing pedestrian access is from a forecourt at the southeast corner of the site next to Nawi Cove. Waranara Terrace can be accessed via a land bridge from Argyle Place via Munns Reserve and lifts are available from the Cutaway car park on levels B1 and B2. These pedestrian access points are to be maintained throughout the fit out works period. Access to the public domain and Reserve will be kept open for events, as well as allowing vehicles to bump-in and out of the public domain from Towns Place and to Stargazer Lawn at Merriman Street.

4.5 Work Zone and Road Closure

No Work Zone and Road Closures are anticipated for the works covered under this CPTMP.

4.6 Construction Workforce

The construction workforce would vary based on work schedule requirements. We have been advised that on average 150 people would work per day throughout the life of the project.

4.7 Fencing

Temporary fencing will be erected along the entire boundary of the site and will be maintained for the duration of the construction program. The fencing is to ensure unauthorised persons are kept out of the site. Site access gates will be closed at all times outside of the permitted construction hours.

It should be noted that temporary fencing is not permitted on Council roads or footways.

5.0 Construction Traffic Management Plan

5.1 Worker Parking

It is estimated that the upper limit of construction workers will be approximately 150 workers at any one time. The existing on-site car park has a total capacity of 301 parking spaces (145 on Level B1 and 156 on Level B2), including 8 accessible spaces and 8 motorbike parking spaces, all accessed from Towns Place. However, during construction, on-site parking will not be available for workers, and workers will be advised of alternative transport options and will be encouraged to utilise public transport to and from the site. There is good provision of public transport in close proximity to the site. Workers choosing to travel by car shall be responsible for finding their own parking and are to park in accordance with all signposted parking restrictions.

Facility management storage, cleaning (vehicle and storage) and current waste management facilities in the northern side of the Cutaway entrance will be maintained, along with access to the Cutaway Barangaroo Precinct Facilities management for the greater Barangaroo public domain precinct.

5.2 Construction Vehicle and Machinery

The maximum sized design vehicle for the project is expected to be a 20m semi-trailer (articulated vehicle), although various types of trucks will visit the site. Larger vehicles may be subject to special approvals.

The type of vehicles and equipment used on the project may include, but not be limited to:

- Elevated work Platforms
- Franna Crane
- Mobile Crane
- Scissor Lifts
- Manitous
- Construction trucks
- Concrete Pumps

These vehicle types and sizes are generally consistent with the size of vehicles currently accessing the site and its loading dock via Towns Place, and therefore the anticipated construction vehicles would not introduce additional impacts from a spatial or loading perspective.

The number of heavy vehicle movements will increase relative to the existing background conditions. However, as the existing cold shell facility would not be available for use during the construction period, any existing traffic movements associated with those functions would be temporarily stopped, and this may offset the total number of vehicle movements to and from the site.

A typical construction day will likely have a small number of movements, approximately 10-11 truck movements per day. Typical truck movements would be such as heavy rigid size and semi-trailers as shown in Table 5.1.

Table 5.1: Vehicle Movement

Phase	Truck type	Average # of arrivals to site per day
1 (Demolition & Substructure)	Semi-trailers	5
2 (Structure & Services)	Semi-trailers	5
3 (Façade & Finishes)	Heavy Rigid	1

6.0 Management Strategy

6.1 Hours of Operation

Hours of work are to be undertaken in accordance with the development consent. The hours of operation for typical construction activities (including loading and unloading of goods, and delivery of materials or machinery) are as follows:

Days	Hours
Mondays to Fridays	7am to 6pm
Saturdays	8am to 5pm
Sundays / Public Holidays	No work

In accordance with the development consent, some works within the site may be permitted at other times or may have more restricted hours.

6.2 Construction Traffic Management

The delivery of material to and from the site will result in some generated traffic activity associated with the works. It is expected that the heavy vehicles would generally arrive outside of AM and PM peaks, therefore there is limited impact on the peak period traffic volume associated with the heavy construction vehicles.

The estimated construction traffic volumes for the standard operation for the worst-case is 10-11 trucks per day. This is equivalent to approximately 1 truck per hour over 11 hours, as a result, increased traffic associated with construction activities will have only minor impacts on the existing road network.

Light vehicle traffic generation are not expected with the construction staff movements to and from the site. Since Towns Place vehicle movement performance modelling is operating at Level of Service A and the predicted traffic generated during construction is expected to be less than that produced by recent events hosted at the Cutaway, the impact is anticipated to be negligible.

6.3 Vehicle Management

6.3.1 Loading Dock Access

During days of high estimated vehicle movements, communication between the site and incoming vehicles will be maintained to stagger the arrival of vehicles, in order for them to be accommodated within the worksite and to minimise traffic disruptions.

Loading and unloading activities will occur within the site, at the nominated vehicle zones. All deliveries are to be made within the approved work hours. Truck movements to and from the site will be scheduled outside peak hours where possible to reduce impacts to the local and state road network.

Non-tonal reversing beepers (or an equivalent mechanism) shall be fitted and used on all construction vehicles and mobile plants regularly used on-site (i.e., greater than one day) and for any out of hours work.

6.3.2 Construction Vehicle Routes

Construction vehicles shall be directed to travel on the main road network except where required to reach the construction site. The proposed vehicle movements are shown in Figure 6.1 and comprise the following:

Northern approach/departure

- Approach:
 - Approach: Bradfield Highway → York Street → Jamison Street → Kent Street → Town Place/ Dalgety Road → Merriman Street
- Departure:
 - Departure: Merriman Street → Dalgety Road → Town Place/Kent Street → Bradfield Highway.

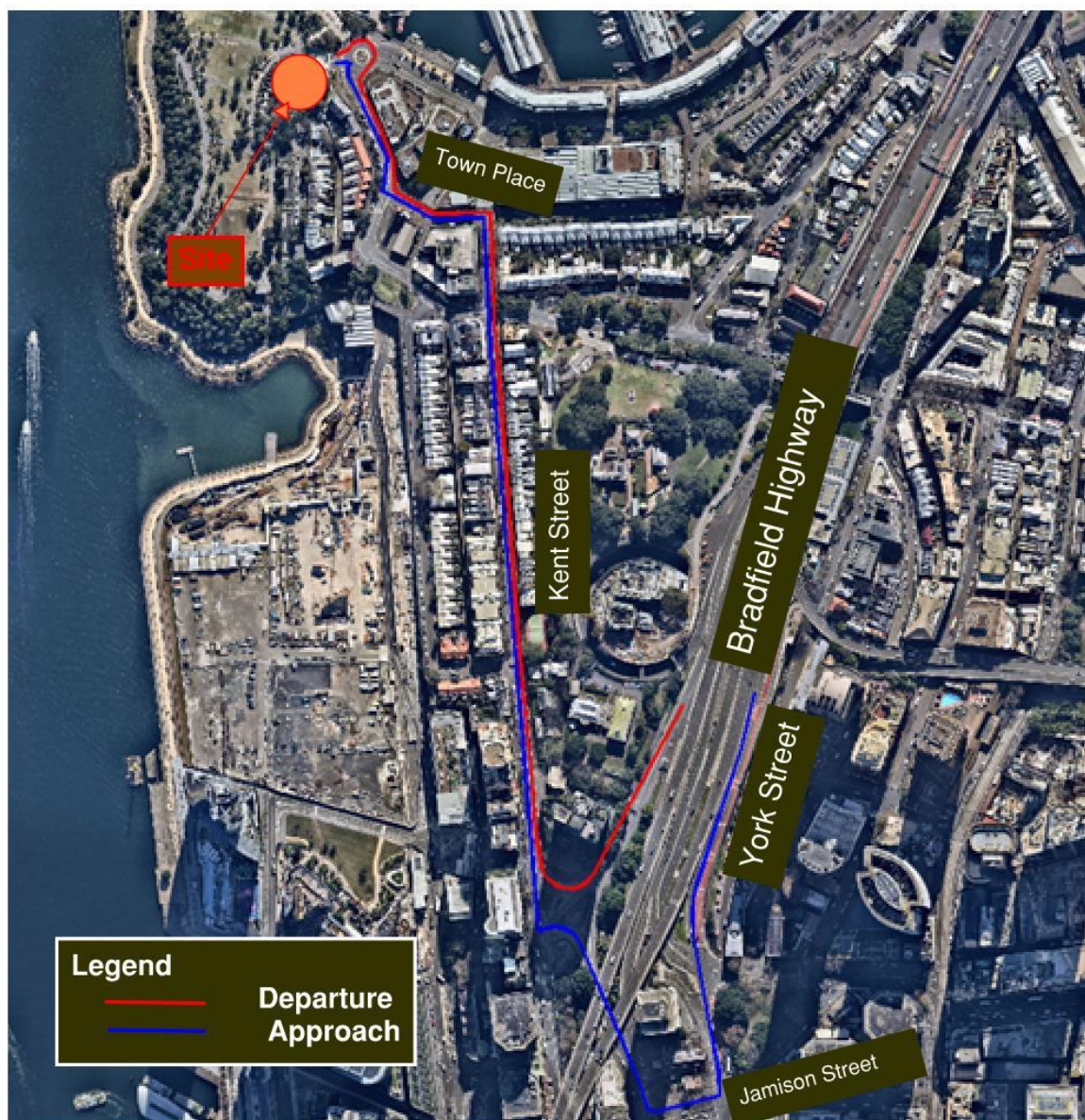


Figure 6.1: Construction Vehicle Routes

Western approach/departure

- Approach:
 - Approach: Western Distributor → Sussex Street → Hickson Road → Town Place
- Departure:
 - Departure: Town Place → Hickson Road → Sussex Street → Western Distributor

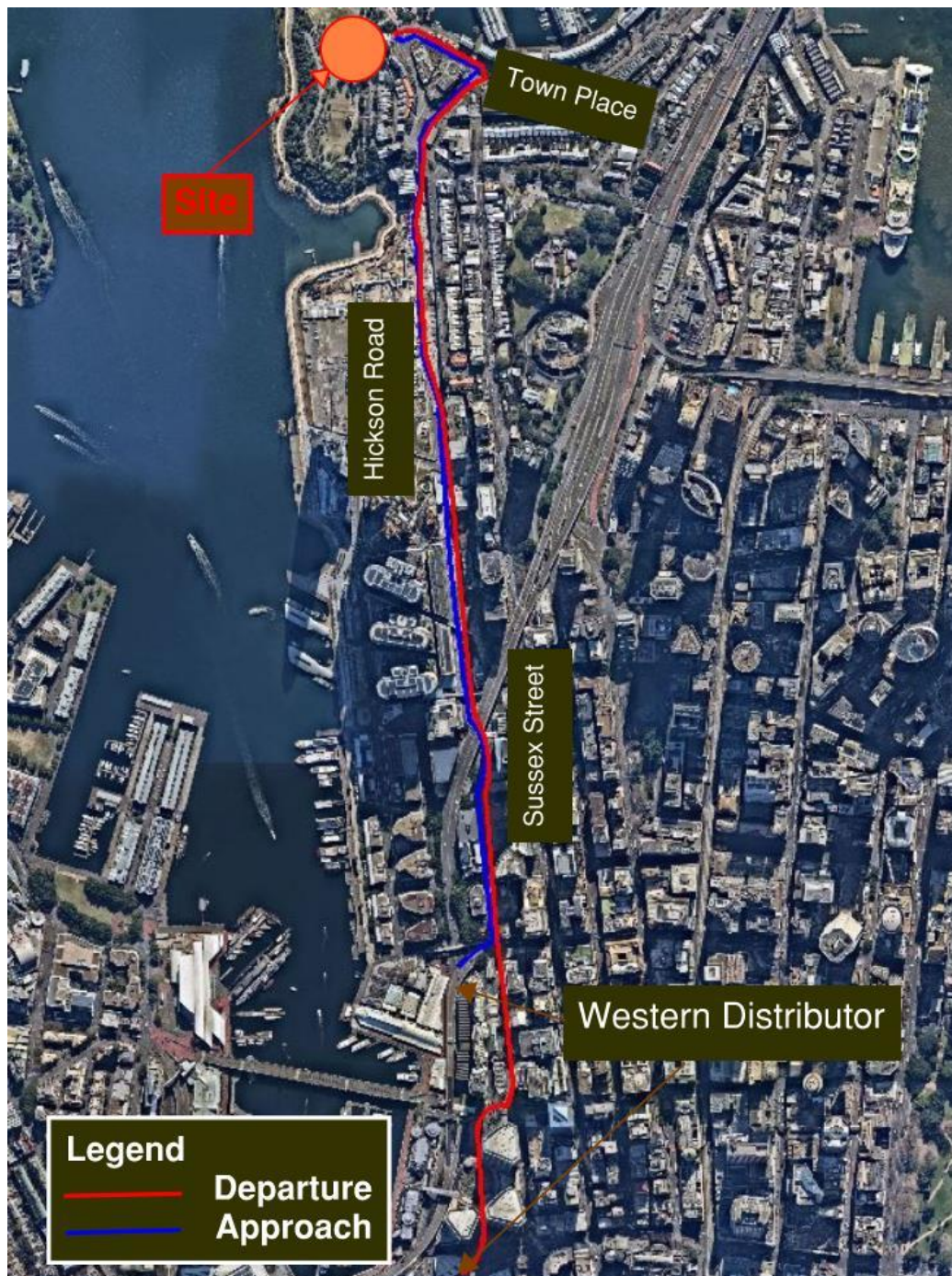


Figure 6.2: Construction Vehicle Routes

6.4 Trucks Manoeuvring

Vehicle swept path analysis has been undertaken for the access into the loading dock via Towns Place. The swept path analysis indicates that the largest vehicle which could enter the site at Towns Place would be a 20m long Articulated Vehicle or equivalent.

Swept path analysis for construction vehicle access and into the main cultural facility itself has been shown in Appendix B.

7.0 Construction Impact

7.1 Pedestrians and Cyclists Impacts

The construction will have no impact on pedestrian or cyclist movements externally, other than the construction driveway crossovers. Pedestrians and cyclists will be safely re-routed around any footpath closures with clearly marked detours and appropriate signage. Signage should be fitted to communicate to staff and visitors the alternate access points and routes within the site.

All access to the public domain will be maintained, appropriate hoarding and protection measures will be implemented to ensure safety of all users of the area at all times.

7.2 Public Transport Impact

The construction works are anticipated to have no impact to public transport in the vicinity of the site.

7.2.1 Monitoring and Coordination

FDC's site manager contact details shall be made available to TfNSW for the duration of the construction period, in case any unexpected issues occur, or coordination is required.

The relevant contact personnel at TfNSW shall be:

- Maryam Yadak
 - Precinct Manager Operational Improvement Planning Harbour, Customer Journey Planning
 - development.CTMP.CJP@transport.nsw.gov.au

7.3 Traffic Flow

As previously stated, the construction works will generate up to 5 trucks arriving to the site per day, equivalent to 10 total truck movements per day. Whilst this is slightly increased from the normal operation of the site with respect to heavy vehicle traffic, as all other traffic associated with the operation of the site will not be generated during construction, it is envisaged that the construction activities will have no measurable impact on traffic flows around the site.

8.0 Cumulative Impact

8.1 Local Impacts

Local traffic patterns during construction are expected to remain consistent with the existing conditions. All public roads will remain in operation at full capacity.

Traffic impacts from the construction works are expected to be limited to the volume of construction vehicles only, with minimal contractor traffic. As previously discussed, truck movements are expected to be low, and it will be scheduled outside the network peak hours where possible which will reduce impacts to the surrounding road network. All deliveries and construction works are to take place within the site, with no impact to passing traffic. Therefore, it is expected that construction vehicle movements will have minimal impact on the surrounding road network.

If, upon arrival, a vehicle cannot be accommodated within the site, vehicles are not to queue on the roadway. In this instance, vehicles may be turned away and rescheduled if there is no suitable waiting area. If recirculating to the site, vehicles shall only park legally in designated parking zones and in accordance with any relevant road rules, and only for as long as necessary.

FDC's site manager contact details shall be made available to the site managers of surrounding construction sites for the duration of the construction period, in case any unexpected issues occur, or coordination is required.

8.2 Barangaroo Metro Station

Barangaroo Metro station is currently being constructed approximately 25 metres below ground, beneath Hickson Road to the immediate north and east of site. The metro station construction currently has temporary traffic disruption to Hickson Road during the construction phase but there is no proposal to shut down Hickson Road. The construction of Barangaroo Station will be completed in 2024, while the works for the Cutaway will start on May 2024. In the event that metro station works extend beyond the commencement of the subject work, effective communication between project managers will be crucial to minimise construction impacts.

Potential overlap between the tree structure installation through the southern main entry via Hickson Road and Barangaroo Metro Station works may occur. Safe and efficient management plan will need to be implemented for communication and operation between the two projects.

Hickson Road is used as construction truck access for Barangaroo metro station and Central Barangaroo while Kent Street is not affected by the Metro Station work. Kent street is approximately 11 metres wide which connects directly to State Road. The construction of the Cutaway fitout will have minimal impact on the construction of the Barangaroo Metro Station, as the construction truck movement do not overlap.

8.3 Central and South Barangaroo

The Central and South Barangaroo projects are located directly to the south of site. The most significant project is currently the One Sydney Harbour development within Barangaroo South.

The existing roads network within Barangaroo consists of a range of roads, including Watermans Quay, Hickson Road and a provision of temporary construction road (Barton Street).

However, relatively low construction traffic volumes are expected for the Cutaway project through Kent Street. Therefore, in this context of the current traffic movement, there are not expected to be any traffic impacts associated with the construction of central and south Barangaroo.

Appendix A – Authority Consultation

From: Clement Lim <CLim@cityofsydney.nsw.gov.au>
Sent: Friday, 12 April 2024 1:23 PM
To: Michael Babbage
Cc: Sophie Slade; Ammar Ahmed; Claudia Calabro
Subject: RE: Barangaroo Cutaway Fitout (SSD-47498458) - construction traffic management - Council consultation
Attachments: [240403 Barangaroo Cutaway Fitout CPTMP Rev P1.pdf](#)

Some people who received this message don't often get email from clim@cityofsydney.nsw.gov.au. [Learn why this is important](#)

[External Email]: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Michael,

Apologies for the delay in responding.

In response to your two enquiries below:

- 1) Car share space – to be reallocated to the first space on the northern side of Bettington Street, west of Rodens Lane - <https://maps.app.goo.gl/2Rb96Z3kWnjmwWNR8>
- 2) Proposed access treatment for Merriman Street
 - a. Given our previous correspondences with residents in Merriman Street, the proposed removal of permit parking spaces in the street will not be well received.
 - b. The City requests that the Applicant consult with the residents in the street about the proposal and work with them to develop a compromise solution for the project and the local residents. i.e The Applicant may make arrangements for residents to park in the Wilsons car park.
 - c. If a full road closure is proposed – will the road be closed only during work times or for 24/7
 - d. What is expected project timeframe?

Happy to discuss again once you have consulted with the residents in Merriman Street.

Regards,

Clement Lim
Traffic Manager - North
City Infrastructure & Traffic Operations (CITO)



Telephone: +612 9246 7586
Mobile: +61 439 462 904
cityofsydney.nsw.gov.au



The City of Sydney acknowledges the Gadigal of the Eora nation as the Traditional Custodians of our local area.

From: Michael Babbage <michael.babbage@ttw.com.au>
Sent: Wednesday, April 3, 2024 5:23 PM
To: Claudia Calabro <CCALABRO@cityofsydney.nsw.gov.au>
Cc: Sophie Slade <sophie.slade@ttw.com.au>; Ammar Ahmed <ammar.ahmed@ttw.com.au>
Subject: Barangaroo Cutaway Fitout (SSD-47498458) - construction traffic management - Council consultation

Caution: This email came from outside the organisation. Don't click links or open attachments unless you know the sender, and were expecting this email.

To whom it may concern,

I am reaching out in relation to the Barangaroo Cutaway Fitout project, being undertaken by FDC on behalf of Infrastructure NSW, approved under [SSD-47498458](#).

TTW are providing Traffic Engineering services to FDC and we have prepared the attached draft Construction Pedestrian and Traffic Management Plan (CPTMP), as required by Condition B56 of the development consent.

We are seeking your feedback on the following items along with any other feedback you may have on the draft document.

- Section 5.3 – CoS preference for relocation or removal of existing GoGet parking space at Merriman Street, and how this would interface with the Works Zone application and approval process
- Section 5.3 – CoS preference for treatment of access to Merriman Street – either traffic control for regulation of reversing vehicle movements, or a temporary full road closure with resident access retained (for access to Rodens Lane and to Hotel Palisade; there are no driveways to any properties along Merriman Street itself)

Your earliest response would be much appreciated.

Kind regards,
Michael



Michael Babbage | Associate (Traffic)

+61 2 9439 7288 | +61 2 8986 5530 | michael.babbage@ttw.com.au

TTW Engineers | Sydney

Read our latest news [here](#)

_____ This email and any files transmitted with it are intended solely for the use of the addressee(s) and may contain information that is confidential or subject to legal privilege. If you receive this email and you are not the addressee (or responsible for delivery of the email to the addressee), please note that any copying, distribution or

From: Development CTMP CJP
<development.CTMP.CJP@transport.nsw.gov.au>
Sent: Thursday, 4 April 2024 4:25 PM
To: Michael Babbage
Cc: Sophie Slade; Ammar Ahmed; Development CTMP CJP
Subject: RE: Barangaroo Cutaway Fitout (SSD-47498458) - construction traffic management - TfNSW consultation

Some people who received this message don't often get email from development.ctmp.cjp@transport.nsw.gov.au.
[Learn why this is important](#)

[External Email]: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Michael,

Thank you for submitting the CTMP for Barangaroo Cutaway Fitout (SSD-47498458).

My comments are below:

- All vehicles must enter and exit the site in a forward direction. Noticed that vehicles are exiting in a reverse direction;
- Please provide more details on the work zone location and time of operation.

Regards,
Maryam Yadak

Precinct Manager Operational Improvement Planning Harbour
Customer Journey Planning
Greater Sydney
Transport for NSW

231 Elizabeth Street, Sydney 2000



Transport
for NSW

OFFICIAL

OFFICIAL

From: Michael Babbage <michael.babbage@ttw.com.au>
Sent: Wednesday, April 3, 2024 5:22 PM
To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Sophie Slade <sophie.slade@ttw.com.au>; Ammar Ahmed <ammar.ahmed@ttw.com.au>
Subject: Barangaroo Cutaway Fitout (SSD-47498458) - construction traffic management - TfNSW consultation

You don't often get email from michael.babbage@ttw.com.au. [Learn why this is important](#)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

To whom it may concern,

I am reaching out in relation to the Barangaroo Cutaway Fitout project, being undertaken by FDC on behalf of Infrastructure NSW, approved under [SSD-47498458](#).

TTW are providing Traffic Engineering services to FDC and we have prepared the attached draft Construction Pedestrian and Traffic Management Plan (CPTMP), as required by Condition B56 of the development consent.

As part of this consent requirement, the document is to be prepared in consultation with, and endorsed by, TfNSW. In particular, we are seeking your feedback on the following items along with any other feedback you may have on the draft document.

- Section 6.3.3 – any commentary on construction vehicle routes (noting this is specifically listed for TfNSW consultation under sub-part (m) of consent condition B56)
- Section 7.2 – suitable contact details at TfNSW in the event of any unexpected coordination required during construction

Your earliest response would be much appreciated.

Kind regards,
Michael



Michael Babbage | Associate (Traffic)

+61 2 9439 7288 | +61 2 8986 5530 | michael.babbage@ttw.com.au

TTW Engineers | Sydney

Read our latest news [here](#)

This email is intended only for the addressee and may contain confidential information. If you receive this email in error please delete it and any attachments and notify the sender immediately by reply email. Transport for NSW takes all care to ensure that attachments are free from viruses or other defects. Transport for NSW assume no liability for any loss, damage or other consequences which may arise from opening or using an attachment.



Consider the environment. Please don't print this e-mail unless really necessary.

From: Development Applications <Developments.CJP@transport.nsw.gov.au>
Sent: Monday, 22 April 2024 2:07 PM
To: Michael Babbage <michael.babbage@ttw.com.au>
Subject: FW: Barangaroo Cutaway Fitout (SSD-47498458) - construction traffic management - TfNSW consultation

You don't often get email from developments.cjp@transport.nsw.gov.au. [Learn why this is important](#)

[External Email]: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon,

Transport for NSW (TfNSW), Greater Sydney Division has reviewed the CTMP and endorse the proposed temporary construction arrangements, subject to the following conditions:

- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that impact the state road network or is within 100m of traffic signals.
- Access to be maintained for local residents, businesses and emergency vehicles at all times.
- No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available.
- When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area
- Should TfNSW Network and Asset Management, Network Operations, CJP Operations, Network and Safety or other TfNSW business area determine that that more information is to be provided for review and acceptance, including other TCS locations, this information must be submitted prior to the CTMP being implemented, or otherwise agreed upon.

Endorsement of the CTMP is not an approval to the type of traffic management or delineation devices used, nor is it an approval to any traffic guidance schemes depicted within the CTMP. It is assumed that the proponent has used type approved devices and has developed its traffic guidance schemes in accordance with the relevant Australian Standards and Guidelines.

The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected area as well as emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.

Please ensure this CTMP is shared and adhered to by all contractors. If the CTMP changes, please forward a copy to Developments.CJP@transport.nsw.gov.au or further review and endorsement.

Regards,

Development Applications

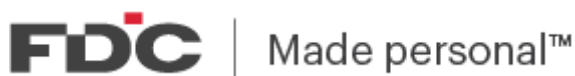
Hilton Palmer

From: Hilton Palmer
Sent: Monday, 19 August 2024 10:44 AM
To: Daniel Cho
Subject: Fw: Cutaway Barangaroo construction Transport Management Plan (CTMP)

B56

Hilton Palmer
Project Manager, Fitout & Refurbishment, NSW

61 2 8117 5000 | 0450 101 572
hiltonp@fdcbuilding.com.au
22 - 24 Junction Street, Forest Lodge, NSW 2037



[LinkedIn](#) | [Facebook](#) | [Instagram](#)
www.fdcbuilding.com.au

From: Hilton Palmer <hiltonp@fdcbuilding.com.au>
Sent: Tuesday, April 23, 2024 12:27 PM
To: Benjamin Henry <Benjamin.Henry@infrastructure.nsw.gov.au>; Xavier Guilherme (Property NSW) <Xavier.Guilherme@property.nsw.gov.au>
Cc: Crystal Young (Property NSW) <Crystal.Young@property.nsw.gov.au>; Emily Slabbert <emilys@fdcbuilding.com.au>; Peter Colak <peterc@fdcbuilding.com.au>; Aram Jelenkerian <aram.jelenkerian@au.ey.com>; Mikayla Bayliss <Mikayla.Bayliss@au.ey.com>; Emma Thomy <emmat@fdcbuilding.com.au>; Craig Rivera (Property NSW) <Craig.Rivera@property.nsw.gov.au>
Subject: RE: Cutaway Barangaroo construction Transport Management Plan (CTMP)

Ben, please see below comments from the Traffic engineer, we are awaiting an updated CTMP capturing the below comments, but issued to close out comments raised.

- **Location of cranes**
 - *Consent condition (e) should refer to Section 5.2, which refers to crane usage, which will be mobile cranes within the site.*
- **Construction vehicle routes**
 - *Figure 6.1 and Figure 6.2 illustrate the correct access routes which are to the site access point at Towns Place. References to Merriman Street in the text shall be removed.*
 - *No Works Zones are being sought under the current scope of this CTMP, while those details are resolved separately with Council on a future workshop of the street once construction methodology for Skylight install.*

Regards,
Hilton Palmer
Project Manager, Fitout & Refurbishment, NSW

61 2 8117 5000 | 0450 101 572
hiltonp@fdcbuilding.com.au
22 - 24 Junction Street, Forest Lodge, NSW 2037



From: Benjamin Henry <Benjamin.Henry@infrastructure.nsw.gov.au>
Sent: Monday, April 22, 2024 2:30 PM
To: Hilton Palmer <hiltonp@fdcbuilding.com.au>; Xavier Guilherme (Property NSW) <Xavier.Guilherme@property.nsw.gov.au>
Cc: Crystal Young (Property NSW) <Crystal.Young@property.nsw.gov.au>; Emily Slabbert <emilys@fdcbuilding.com.au>; Peter Colak <peterc@fdcbuilding.com.au>; Aram Jelenkerian <aram.jelenkerian@au.ey.com>; Mikayla Bayliss <Mikayla.Bayliss@au.ey.com>; Emma Thomy <emmat@fdcbuilding.com.au>; Craig Rivera (Property NSW) <Craig.Rivera@property.nsw.gov.au>
Subject: RE: Cutaway Barangaroo construction Transport Management Plan (CTMP)

OFFICIAL

Hi Hilton,

Please see below comments provided by PMNSW on the CTMP:

- In the consent conditions - section e) - details location of any cranes as being in section 4.2. this section does not detail any crane arrangements.
- 6.3.2 – construction vehicle routes references Merriman Street. We were under the impression there would be no construction vehicle access or deliveries via Merriman Street. Also, the document makes note of no work zones required on any surrounding roads.

Regards,

Benjamin Henry

Development Manager, Barangaroo
Projects NSW

Infrastructure NSW

M T W T F



M 0404 425 881 **E** benjamin.henry@infrastructure.nsw.gov.au

www.infrastructure.nsw.gov.au

L27, 201 Kent Street
Sydney NSW 2000

Infrastructure NSW

 I acknowledge the traditional custodians of the land and pay respects to Elders past and present. I also acknowledge all the Aboriginal and Torres Strait Islander staff working with NSW Government at this time.

Please consider the environment before printing this email.

OFFICIAL

From: Hilton Palmer <hiltonp@fdcbuilding.com.au>
Sent: Tuesday, April 16, 2024 1:37 PM

To: Craig Rivera (Property NSW) <Craig.Rivera@property.nsw.gov.au>

Cc: Xavier Guilherme (Property NSW) <Xavier.Guilherme@property.nsw.gov.au>; Crystal Young (Property NSW) <Crystal.Young@property.nsw.gov.au>; Emily Slabbert <emilys@fdcbuilding.com.au>; Peter Colak <peterc@fdcbuilding.com.au>; Aram Jelenkerian <aram.jelenkerian@au.ey.com>; Benjamin Henry <Benjamin.Henry@infrastructure.nsw.gov.au>; Mikayla Bayliss <Mikayla.Bayliss@au.ey.com>; Emma Thomy <emmat@fdcbuilding.com.au>

Subject: Cutaway Barangaroo construction Transport Management Plan (CTMP)

Afternoon Craig, please find attached the CTMP for the Barangaroo Cutaway. Once reviewed, could you return with any comments or approval?

The attached CTMP Rev 2 has been updated with consideration of COS and TfNSW comments relating to the Merriman's Street compound; these compounds have now been removed, and street part road closure permits for works will be used to install the Skylight elements as agreed with COS.

Regards,

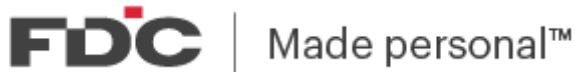
Hilton Palmer

Project Manager, Fitout & Refurbishment, NSW

61 2 8117 5000 | 0450 101 572

hiltonp@fdcbuilding.com.au

22 - 24 Junction Street, Forest Lodge, NSW 2037



[LinkedIn](#) | [Facebook](#) | [Instagram](#)

www.fdcbuilding.com.au

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast.

Hilton Palmer

From: Michael Babbage <michael.babbage@ttw.com.au>
Sent: Friday, 19 April 2024 4:14 PM
To: Hilton Palmer
Cc: Emily Slabbert; Sophie Slade; Ammar Ahmed
Subject: Re: Barangaroo Cutaway Fitout (SSD-47498458) - construction traffic management - PMNSW consultation

Hi Hilton,

Confirming I have not received anything back from Sydney Metro. I'll follow up with TfNSW (on the current revision) to confirm any further comments or endorsement.

Cheers,
M



Michael Babbage | Associate (Traffic)

+61 2 9439 7288 | +61 2 8986 5530 | michael.babbage@ttw.com.au

TTW Engineers | Sydney

Read our latest news [here](#)

From: Hilton Palmer <hiltonp@fdcbuilding.com.au>
Sent: Thursday, 18 April 2024 9:14 PM
To: Michael Babbage <michael.babbage@ttw.com.au>
Cc: Emily Slabbert <emilys@fdcbuilding.com.au>; Sophie Slade <sophie.slade@ttw.com.au>; Ammar Ahmed <ammar.ahmed@ttw.com.au>
Subject: RE: Barangaroo Cutaway Fitout (SSD-47498458) - construction traffic management - PMNSW consultation

[External Email]: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Afternoon Michael, hope all is well mate, can you confirm if you have received any comments from metro or TfNSW ?

Regards,
Hilton Palmer
Project Manager, Fitout & Refurbishment, NSW

61 2 8117 5000 | 0450 101 572
hiltonp@fdcbuilding.com.au
22 - 24 Junction Street, Forest Lodge, NSW 2037

FDC | Made personal™

From: Michael Babbage <michael.babbage@ttw.com.au>
Sent: Tuesday, April 16, 2024 11:30 AM
To: Hilton Palmer <hiltonp@fdcbuilding.com.au>
Cc: Emily Slabbert <emilys@fdcbuilding.com.au>; Sophie Slade <sophie.slade@ttw.com.au>; Ammar Ahmed <ammar.ahmed@ttw.com.au>
Subject: Re: Barangaroo Cutaway Fitout (SSD-47498458) - construction traffic management - PMNSW consultation

Hi Hilton,

Please find attached updated CTMP for CC1 and for submission to PMNSW and Metro. We have pulled out references to Merriman Street as agreed, however this will need to be dealt with at a later stage once the strategy is resolved with Council - let us know how you would like this documented and if you need input from us in the meantime.

Cheers,
M



Michael Babbage | Associate (Traffic)

+61 2 9439 7288 | +61 2 8986 5530 | michael.babbage@ttw.com.au

TTW Engineers | Sydney

Read our latest news [here](#)

From: Hilton Palmer <hiltonp@fdcbuilding.com.au>
Sent: Monday, 15 April 2024 3:44 PM
To: Michael Babbage <michael.babbage@ttw.com.au>
Cc: Emily Slabbert <emilys@fdcbuilding.com.au>
Subject: RE: Barangaroo Cutaway Fitout (SSD-47498458) - construction traffic management - PMNSW consultation

[External Email]: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Micheal, Can you update document and ill get Placemaking to get signed off tomorrow, it needs to go to the Barangaroo Placemaking team.

Cheers,
Hilton Palmer
Project Manager, Fitout & Refurbishment, NSW

61 2 8117 5000 | 0450 101 572
hiltonp@fdcbuilding.com.au
22 - 24 Junction Street, Forest Lodge, NSW 2037



From: Michael Babbage <michael.babbage@ttw.com.au>
Sent: Monday, April 15, 2024 3:16 PM
To: Hilton Palmer <hiltonp@fdcbuilding.com.au>
Subject: Fw: Barangaroo Cutaway Fitout (SSD-47498458) - construction traffic management - PMNSW consultation

FYI - email to PMNSW, using email address as per their website: <https://www.placepermits.com.au/>



Michael Babbage | Associate (Traffic)

+61 2 9439 7288 | +61 2 8986 5530 | michael.babbage@ttw.com.au

TTW Engineers | Sydney

Read our latest news [here](#)

From: Michael Babbage <michael.babbage@ttw.com.au>

Sent: Wednesday, 3 April 2024 5:22 PM

To: permitspmnsw@cbre.com.au <permitspmnsw@cbre.com.au>

Cc: Sophie Slade <sophie.slade@ttw.com.au>; Ammar Ahmed <ammar.ahmed@ttw.com.au>

Subject: Barangaroo Cutaway Fitout (SSD-47498458) - construction traffic management - PMNSW consultation

To whom it may concern,

I am reaching out in relation to the Barangaroo Cutaway Fitout project, being undertaken by FDC on behalf of Infrastructure NSW, approved under [SSD-47498458](#).

TTW are providing Traffic Engineering services to FDC and we have prepared the attached draft Construction Pedestrian and Traffic Management Plan (CPTMP), as required by Condition B56 of the development consent.

As part of this consent requirement, the document is to be prepared in consultation with PMNSW. In particular, we are seeking your feedback on the following items along with any other feedback you may have on the draft document.

- Section 6.3.3 – any commentary on construction vehicle routes (noting this is specifically listed for PMNSW consultation under sub-part (m) of consent condition B56)

Your earliest response would be much appreciated.

Kind regards,
Michael

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast.

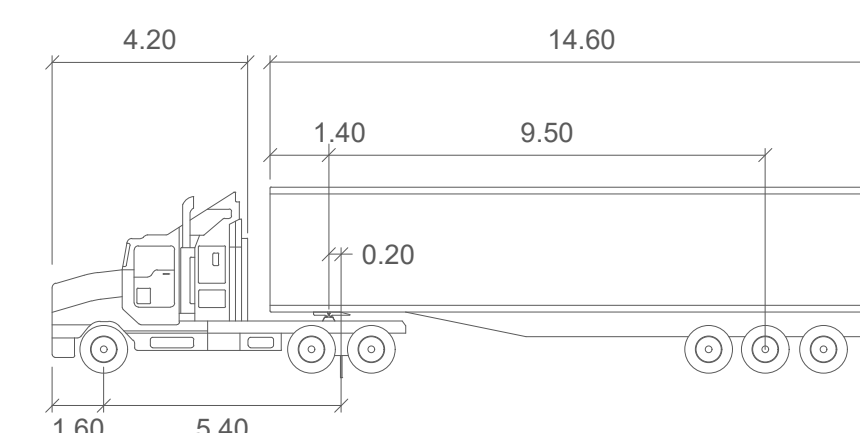
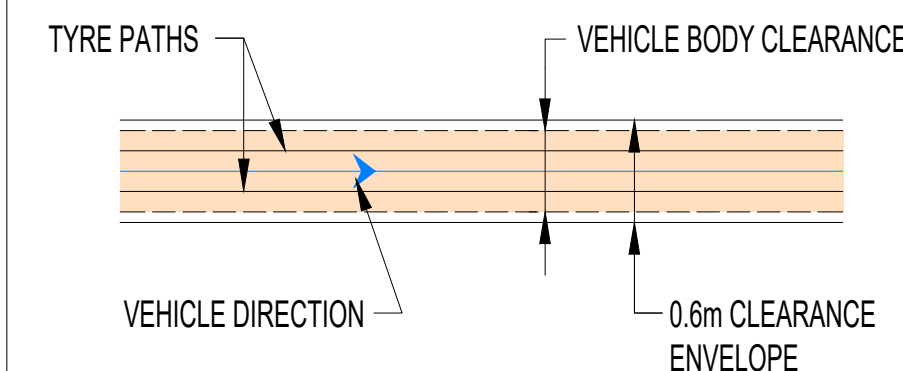
Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast.

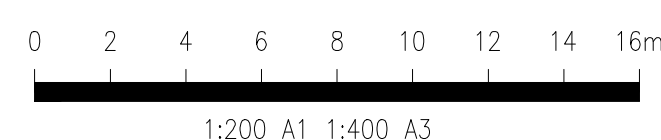
Appendix B – Swept Path Analysis

SWEPT PATH LEGEND:



AV

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		



A1 0 1 2 3 4 5 6 7 8 9 10

P1	HRV BETTINGTON ST TO MERRIMAN ST	EDW	EDW	22.03.24					
Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date

Architect
INFRASTRUCTURE NSW
AON TOWER, LEVEL 27, 201 LENT STREET,
SYDNEY NSW

	Engineer
--	----------



612 9439 7288 | Level 6, 73 Miller Street, North Sydney, NSW 2060

	Project
--	---------

THE CUTAWAY BARANGAROO

Sheet Subject

SWEPT PATH ANALYSIS
20M LONG AV
SITE ENTRY

PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION

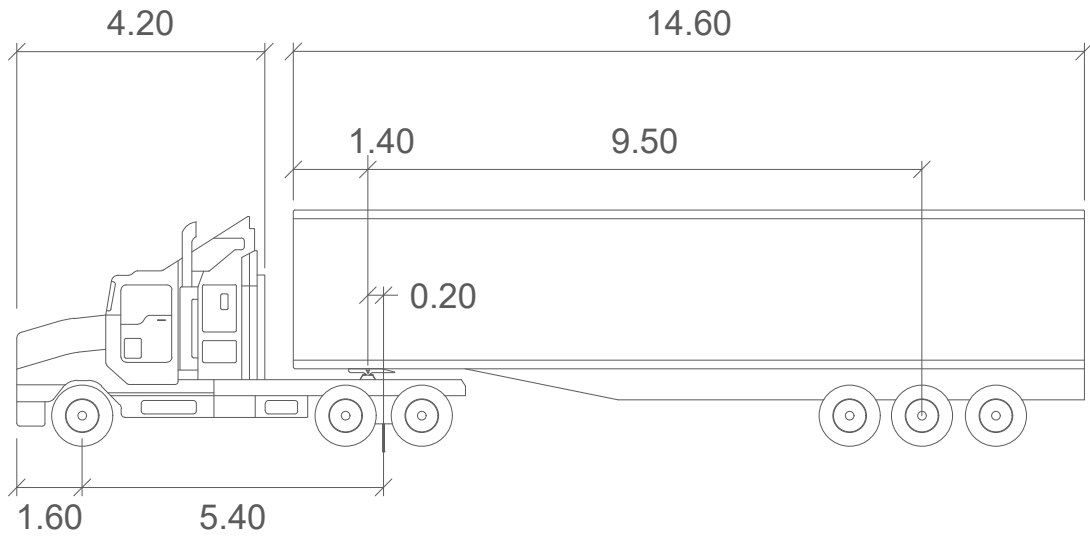
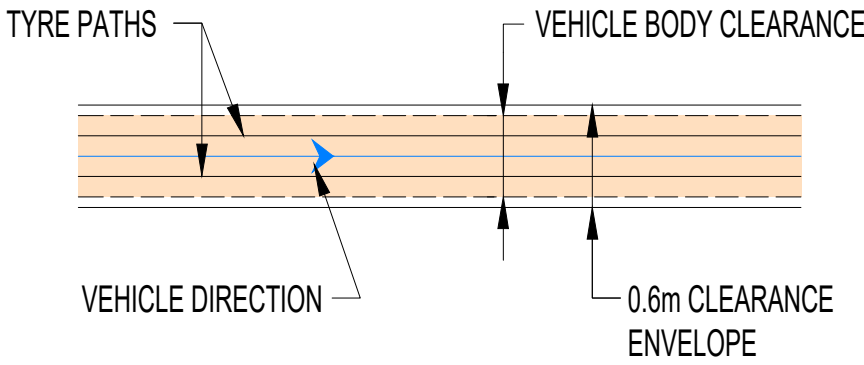
Scale : A1	Drawn	Authorised
4:1	EDW	MB

Job No	Drawing No	Revision
211853	SK01	P1

Plot File Created: Apr 16, 2024 - 10:58am



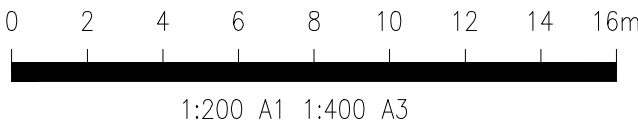
SWEPT PATH LEGEND:



AV

	meters		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 28.3
Tractor Track	: 2.50	Articulating Angle	: 72.0
Trailer Track	: 2.50		

Filename: S106.dwg - USER: asphere - Plot File Created: Apr 16, 2024 - 11:09am



A1 0 1 2 3 4 5 6 7 8 9 10

P1	HRV BETTINGTON ST TO MERRIMAN ST	EDW	EDW	22.03.24	
Rev	Description	Eng	Draft	Date	Rev Description Eng Draft Date Rev Description Eng Draft Date

Architect
INFRASTRUCTURE NSW
ACN TOWER, LEVEL 27, 201 LENT STREET,
SYDNEY NSW

Engineer
TTW **Structural Civil Traffic Façade**
612 9439 7288 | Level 6, 73 Miller Street, North Sydney, NSW 2060

Project
THE CUTAWAY BARANGAROO

Sheet Subject
SWEPT PATH ANALYSIS
20M LONG AV
SITE EXIT

PRELIMINARY
NOT TO BE USED
FOR CONSTRUCTION

Scale : A1
4:1

Drawn
EDW

Authorised
MB

Job No
211853

Drawing No
SK01

Revision
P1

Plot File Created: Apr 16, 2024 - 11:09am