

4-6 Bligh Street, Sydney Construction Pedestrian Traffic Management Plan

Prepared for: Holdmark NSW Pty Ltd

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The Transport Planning Partnership



4-6 Bligh Street, Sydney Construction Pedestrian Traffic Management Plan

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- A. CITY OF SYDNEY CTMP REQUIREMENTS
- B. PRELIMINARY CONSTRUCTION DETAILS
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1 Introduction

1.1 Background

The Transport Planning Partnership (TTPP) has prepared this Construction Traffic Management Plan (CTMP) on behalf of Holdmark NSW Pty Ltd to accompany a detailed State Significant Development Application (SSDA).

The Council of the City of Sydney, as delegate for the Minister for Planning and Public Spaces (the Minister), is the Consent Authority for the SSDA under an Instrument of Delegation issued by the Minister on 3 October 2019.

The application seeks consent for the construction of a 59-storey mixed-use hotel and commercial development. The purpose of the project is to revitalise the site and deliver new commercial floorspace and public realm improvements consistent with the City's vision to strengthen the role of Central Sydney as an international tourism and commercial destination.

A separate development consent (D/2018/892) relating to early works for the proposed application was granted for the site on 31 January 2020. Consent was granted for the demolition of the existing site structures, excavation and shoring of the site for three basement levels (to a depth of RL9.38m) to accommodate the proposed mixed-use hotel and commercial development. As such, this application does not seek consent for these components and instead seeks to rely upon and activate D/2018/892 for early works.

Specifically, development consent is sought for:

- Site establishment, including removal of three existing trees along the Bligh Street frontage and de-commissioning and removal of an existing substation (s2041) on the site.
- Construction of a 59-storey hotel and commercial office tower. The tower will have a maximum building height of RL225.88 (205m) and a total gross floor area (GFA) provision of 26,796sqm, and will include the following elements:
 - Five basement levels accommodating a substation, rainwater tank, hotel back of house, plant and services. A porte cochere and four service bays will be provided on basement level 1, in addition to a total of 112 bicycle spaces on the ground floor, basement level 1 and basement level 2, end-of-trip facilities on basement level 2 and a total of 28 car parking spaces on basement levels 4 and 5.
 - A 12-storey podium accommodating hotel concierge and arrival at ground level, conference facilities, eight levels of commercial floor space and co-working facilities, and hotel amenities including a pool and gymnasium at level 12.
 - 42 tower levels of hotel facilities including 421 hotel keys comprising standard rooms, suites and a penthouse.



- Two tower levels accommodating restaurant, bar, back of house and a landscaped terrace at level 57.
- Plant, servicing and BMU at level 59 and rooftop.
- Increase to the width of the existing Bligh Street vehicular crossover to 4.25m and provision of an additional 4m vehicular crossover on Bligh Street to provide one-way access to the porte cochere and service bays on basement level 1.
- Landscaping and public domain improvements including:
 - Replacement planting of three street trees in the Bligh Street frontage,
 - Construction of a landscape pergola structure on the vertical façade of the northeastern and south-eastern podium elevations,
 - Awning and podium planters, and
 - Provision of a feature tree at the level 57 terrace.
- Identification of two top of awning building identification signage zones with a maximum dimension of 1200mm x 300mm. Consent for detailed signage installation will form part of a separate development application.
- Utilities and service provision.
- Installation of public art on the site, indicatively located at ground level.

1.2 Secretary's Environmental Assessment Requirements

This report has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 1 October 2022 and issued for the SSDA (SSD48674209). Specifically, this report has been prepared to respond to the SEARs requirement issued below.

The issues raised in the SEARs have been considered during the preparation of this CTMP is as follows:

Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.

Additionally, this CTMP has been prepared in accordance with the City of Sydney's Standard Requirements for Construction Traffic Management Plan (CTMP). A summary of how this CTMP addresses the City of Sydney's Standard Requirements for a CTMP is provided in Appendix A.



1.3 Purpose of the CTMP

The purpose of this CTMP is to assess the traffic and pedestrian implications and outline how vehicular, cyclist and pedestrian traffic and access will be managed during the construction period. This CTMP provides a structured approach to manage traffic and access during construction to provide a safe road environment, minimise impact on the surrounding road network and maintain access for all road users and the local community.

Specifically, the purpose of this CTMP is to:

- maintain vehicle and pedestrian access to/from adjacent properties at all times
- restrict construction vehicle movements to designated routes to/from the site
- manage and control construction vehicle activity in the vicinity of the site
- provide an appropriate and convenient environment for pedestrians and cyclists around the construction site
- minimise the impact of construction activity on traffic flows, emergency vehicle access and pedestrian movements
- maintain appropriate public transport access, and
- carry out construction activity in accordance with the approved work hours.



2 Existing Conditions

2.1 Site Description

The site for the purposes of this SSDA is a single allotment identified as 4-6 Bligh Street, Sydney and known as Lot 1 in Deposited Plan 1244245. The site has an area of 1,218sqm, and is identified in Figure 2.1.

The site is relatively flat, with a slight slope ranging from 21m AHD in the north-western corner to 19.5m AHD in the south-western corner.

The site is located within the north-eastern part of Central Sydney in a block bound by Bligh Street to the west, Hunter Street to the south, Chifley Square/Phillip Street to the east, and Bent Street to the north. The surrounding buildings are generally characterised by a mix of commercial office and hotel uses with ground level retail, restaurant and café uses and are of varying heights, ages and styles, including a number of State and local listed heritage buildings.

The site is also located in proximity to a number of Sydney Metro City & Southwest (opening 2024) and Sydney Metro West (opening 2030) station sites.

Specifically, the site is located to the immediate east of the Sydney Metro Hunter Street station (east site), which is located on the corner of Hunter Street and Bligh Street, and approximately 350m east of the Sydney Metro Hunter Street station (west site). The Hunter Street station sites are part of the Sydney Metro West project. SEARs for the preparation of Concept SSDAs for the sites were issued in August 2022.

Approximately 150m to the south of the site is Sydney Metro Martin Place Station site, located to the south of Hunter Street between Castlereagh Street and Elizabeth Street. The Martin Place Station site is currently under construction and forms part of the Sydney Metro City & Southwest project.

The site is occupied by a vacant commercial office building with ground floor retail and basement car parking known as "Bligh House". Completed in 1964, Bligh House is a 17-storey tower inclusive of a three-storey podium with the podium levels built to the Bligh Street alignment and the tower setback from the street frontage. The building was designed by Peddle Thorp and Walker and was constructed as part of the post-World War II development boom in the Sydney CBD. The podium overhang along the footpath provides continuous pedestrian protection. Vehicle access to the site is off Bligh Street via a single 2.6m wide driveway that is restricted by a security gate under one-lane, two-way access arrangements. The driveway provides access to the basement car park, containing 21 car parking spaces.

The site contains no vegetation; however, two existing street trees are located adjacent to the site boundary on Bligh Street.



Development consent for the demolition of the existing site structures, excavation and shoring of the site for three basement levels (to a depth of RL9.38m) was granted by City of Sydney on 31 January 2022 (D/2018/892).

Figure 2.1: Site Identification Plan



Source: Urbis

A locality map of the subject site is shown in Figure 2.2.





Figure 2.2: Locality Map

Source: Google Maps Australia, viewed online 15/12/2022

Land uses surrounding the site predominately comprise mixed commercial, retail, restaurant and hotel uses along Bligh Street. In addition to this, it is noted that the site is centrally located within Sydney CBD and close proximity to high frequency public transport services, notably the Wynyard and Martin Place railway stations.

2.2 Abutting Road Network

The site fronts Bligh Street along the west boundary and is surrounded by a number of local roads, including Bent Street and Hunter Street to the north and south respectively. A brief description of these roads is provided below.

2.2.1 Bligh Street

Bligh Street functions as a one-way southbound local road, generally aligned in a north-south direction. The road is generally configured with three lanes, with kerbside car parking and bus zone restrictions provided on either side. The road provides southbound connectivity from Bent Street to Hunter and Castlereagh Streets, with traffic signals provided on both Bent Street and Hunter Street intersections. In addition to this, it is noted that vehicle access to the existing site is currently provided off Bligh Street.



2.2.2 Hunter Street

Hunter Street functions as a two-way local road and travels in an east-west alignment. The road is generally configured with four lanes and extends between Macquarie Street and George Street. Ticketed kerbside car parking is generally provided along one side or both sides of the road.

2.2.3 Bent Street

Bent Street functions as a local road, generally aligned in an east-west direction. The road is generally configured with four lanes and extends between Macquarie Street and Pitt Street. The street provides direct vehicle access to Bligh Street along the northern end via traffic control signal arrangements.

2.3 Pedestrian Infrastructure

Well-established pedestrian facilities are provided within the immediate vicinity of the site to provide good pedestrian access within the Sydney CBD. Paved pedestrian footpaths are generally provided on both sides of surrounding streets to provide good pedestrian connectivity between the site and wider Sydney CBD pedestrian network. In addition to this, signalised pedestrian crossings are provided on all legs at Hunter Street-Bligh Street and Bent Street-Bligh Street intersections.

The existing pedestrian footpaths on Bligh Street are presented in Figure 2.3 and Figure 2.4.





Cycle Infrastructure 2.4

No signage or line-marking is currently provided within the immediate vicinity of the site to indicate any dedicated cycleways. The nearest off-road shared paths are provided along Macquarie Street and Cahill Expressway, as shown in Figure 2.5.





Figure 2.5: Existing Cycling Route Map

Source: City of Sydney Council, viewed online 15/12/2022

2.5 Public Transport Facilities

The site is located within a 500m catchment radius from the Wynyard and Martin Place railway stations, providing convenient access to a number of high frequency public transport services, pertinently rail and bus services.



These railway stations provide good transport connectivity between the Sydney CBD and surrounding Sydney suburbs, with the following rail line services provided:

- T1 North Shore and Western Line
- T2 Inner West and Leppington Line
- T3 Bankstown Line
- T4 Eastern Suburbs & Illawarra Line
- T8 Airport and South Line
- T9 Northern Line
- Central Coast & Newcastle Line
- South Coast Line

These rail line services typically operate every 5-15 minutes during peak periods to provide good connectivity to surrounding Sydney suburbs, especially for commuters travelling to/from the Sydney CBD via Wynyard railway station.

In addition to the above, over 60 bus routes currently operate within the vicinity of the site, including a number of high frequency bus routes. The existing bus network map is shown in Figure 2.6.





Figure 2.6: Existing Bus Network Map

2.6 Light Rail Services

The CBD and South East Light rail corridor is a 12km route featuring 19 stops, extending from Circular Quay along George Street to Central Station, through Surry Hills to Moore Park, then to Kensington and Kingsford via Anzac Parade and Randwick via Alison Road and High Street.

Regular services run every 4-8 minutes between Circular Quay and Moore Park, and every 8-12 minutes between Moore Park and Kingsford during 7am-7pm on weekdays.

The CBD and South East Light Rail route and stop locations is shown in **Error! Reference source not found.**.







Source: TfNSW, viewed online 15/12/2022

The Wynyard Light Rail stop is located on George Street, approximately 400m west of the site (or a five-minute walk). Following occupation of the site, hotel staff, commercial tenants and/or visitors to the site will benefit from the delivery of the CBD and South East Light Rail as it will provide better connectivity to surrounding suburbs, particularly Randwick and Kingsford areas.



3 Proposed Construction Activities

This section of the report outlines the proposed construction methodology.

3.1 Description of Construction Activities

The construction works will primarily involve the following:

- construction of the building structure
- erection of façade and landscaping works
- installation of services and internal finishes
- hotel preparations

The extent of the work site will be wholly contained within the site boundary. Any impact to the surrounding road network is expected to be minimal and to be managed accordingly.

It is noted that demolition and excavation works are subject to a separate local development application (D2018/892, granted 31 January 2020).

3.2 Duration and Staging of Works

The construction is expected to occur for a total period of 55 months. The indicative staging and estimated duration of construction is summarised in Table 3.1.

The staging of these construction works periods may change subject to confirmation from the appointed contractor.

Construction Activities	Duration
Site Establishment and Demolition	15 months
Bulk excavation	2 months
Building structural works	23 months
Internal fit-out and finishing works	21 months
Hotel Preparations	8 months
Total	55 months

Table 3.1: Construction Staging and Duration



3.3 Work Hours

Construction activities will be carried out in accordance with the approved work hours specified in the conditions of consent for the development. At this stage, it is envisaged that the standard construction work hours will be as follows:

- Monday to Friday
 7am to 6pm
- Saturday
 Sam to 1pm
- Sunday and Public Holiday No work.

Any works outside these times will only occur with approval from the relevant authorities (i.e. City of Sydney Council), prior to the commencement of any works. Such works may include delivery of cranes, large plant or equipment required for the site. The appointed contractor will be responsible to liaise with Council to obtain all relevant permit approvals.

3.4 Site Access Arrangements

During the demolition works, it is proposed to remove the front portion of the building first to create a loading area for trucks during the demolition of the main building. Based on the site constraints, vehicle access to the loading area is proposed via two site access points off Bligh Street, as shown in Figure 3.1. Access will be restricted to left-in/left-out access arrangements due to the one-way restrictions on Bligh Street.





Source: Preliminary Demolition Plan (dated 13/06/18), prepared by Tetra Tech Proteus

Existing photographs of the proposed locations of the site access points are shown in Figure 3.2 and Figure 3.3.





Figure 3.2: Proposed Ingress Driveway

Figure 3.3: Proposed Egress Driveway

All construction vehicles are required to enter and exit the site in a forward direction.

However, there may be some instances when large vehicles are required to reverse into the site from Bligh Street to transport large plants and cranes. In these cases, Bligh Street traffic will be temporarily managed by a Transport for New South Wales (TfNSW) accredited traffic controller to permit trucks to conduct a reverse movement in a safe and efficient manner. The appointed contractor will be responsible to obtain all relevant approvals for these one-off events.

3.5 Construction Vehicle Routes

Construction vehicles will have origins and destinations throughout Sydney. Dedicated construction vehicle routes have been developed to provide the shortest distances to/from the arterial road network, whilst minimising the impact of construction traffic on streets within the immediate vicinity of the site.

All truck drivers will be advised of the designated truck routes to/from the site and be required to adhere to the nominated routes. On a local level, it is proposed to use Bridge Street, Loftus Street, Castlereagh Street and Bent Street to access the site via Bligh Street. These local roads are essential to provide connectivity to/from the wider arterial road network via the Cahill Express, Eastern and Western Distributors.

Notwithstanding this, during the course of the project, the appointed contractor will be responsible to review the nominated construction routes to/from the site to accommodate any changes on the road network (e.g. road closures) associated with the Sydney Light Rail project as required.

The designated construction vehicle routes are presented in Figure 3.4.





Figure 3.4: Construction Truck Routes

Source: Google Maps Australia

No queuing or marshalling/parking will be permitted on public streets, unless otherwise approved. Construction vehicles are to radio or call on approach to ensure adequate access to the works site is made available.

All construction vehicles are required to enter and exit the site in a forward direction, unless otherwise approved.

3.6 Construction Vehicle Type

All construction activities will be carried out by small to heavy rigid vehicles, no larger than a 12.5m long heavy rigid vehicle. Swept path analysis has been undertaken using an 8.8m long medium rigid vehicle and 12.5m long heavy rigid vehicle. This is provided in Appendix B.

In addition to this, it may be necessary that a 19m float and trailer be required to deliver the crane to/from the works site. The appointed contractor will be responsible for obtaining all relevant permits and/or approvals from the City's Construction Regulation Unit and/or other relevant authorities for these "one-off" occasions.



3.7 Construction Worker Parking

No onsite vehicle parking will be provided. All workers will be encouraged and expected to use public transport and/or carpool to travel to/from the site. This will be incorporated in the workers induction program to ensure minimal parking impact on surrounding streets.

3.8 Materials and Handling Area

All materials handling and plant equipment, including waste storage, are expected to be wholly stored on-site within the works site. It is not expected that any public road will be required for such purposes. However, if temporary use of any public road is required for temporary storage purposes or the like, prior consultation with Council will be undertaken. All relevant permit approvals will also be obtained prior to the commencement of such activities.

3.9 Road Occupancy License Requirements

Any construction activities that will impact on the operational efficiency of the State road network will require a road occupancy license (ROL) prior to the commencement of such construction activities. The appointed contractor will be responsible to obtain all relevant ROL's as required.

3.10 Work Zone Requirements

A temporary work zone will be required on Bligh Street to ensure the safe and efficient operation of construction activities. The proposed work zone location is currently restricted to bus zone (15-minute layover) restrictions, which extends about 29m in length to accommodate two standard buses. This bus zone will need to be relocated to facilitate the proposed work zone as part of the construction works.

On this basis, it is proposed to convert the existing 25m long 4P/Loading Zone on the east side of Bligh Street into a bus zone such that there would be no loss of bus layover capacity during the works.

The location of the work zone is shown in red in Figure 3.5, with the proposed relocation of the existing bus zone shown in blue.



Figure 3.5: Proposed Works Zone Location



Source: Nearmap

Consequently, the proposed work zone will result in the temporary loss of four 4P/Loading Zone spaces during construction works. The proposed changes to the parking arrangements on Bligh Street will be subject to endorsement from Council's Local Traffic Committee. The appointed contractor will be responsible for liaising with City's Traffic Works Co-ordinator to obtain appropriate approvals/permits for the works zone.

3.11 Road Closure Requirements

A tower crane will be required to lift construction plant and remove heavy machinery and structures into and out of the development site during demolition works. Consequently, an overnight road closure may be required on Bligh Street to facilitate such crane activities.

The proposed location of the tower crane is shown in Figure 3.6.





Figure 3.6: Proposed Location of Tower Crane

Source: Preliminary Demolition Plan (dated 13/06/18), prepared by Tetra Tech Proteus

This temporary road closure will be required overnight for approximately 12 to 18 hours to install the tower crane, and another 12 to 18 hours to dismantle the crane. At this stage, it is envisaged that the temporary road closure will occur on a Saturday evening. The exact dates and duration will be subject to approval from the relevant authorities prior to the commencement of any crane works.

The appointed contractor will be responsible to liaise with the City's Construction Regulations Unit to organise appropriate approvals for partial road closures as required.

The proposed detour route during the crane works is shown in Figure 3.7. It is noted that access to all affected properties would generally be maintained during the works.





Figure 3.7: Proposed Detour Route

Source: Google Maps Australia



4 Construction Traffic Assessment and Implications

4.1 Construction Vehicle Traffic Generation

The estimated traffic movements associated with the construction activities are not yet known during this stage. However, as an indication, a summary of the expected traffic movements during each stage of the construction is shown in Table 4.1. These numbers may be refined once the construction methodology progresses further by the appointed contractor.

Construction Activities	Duration	Daily Two-Way Movements	Hourly Two-Way Movements
Site Establishment and Demolition	15 months	30 trips per day	Up to 3
Bulk excavation	2 months	10 trips per day	Up to 1
Building structural works	23 months	60 trips per day	Up to 6
Internal fit-out and finishing works	20 months	20 trips per day	Up to 2
Hotel Preparations	6 months	10 trips per day	Up to 1

Table 4.1: Summary of Expected Construction Traffic Movements

The proposed construction traffic generation is considered to generate a modest level of vehicular traffic, with up to six truck movements (two-way) per hour expected during peak construction activities. As such, the proposed construction activities could not be expected to result in adverse impact on the surrounding road network.

4.2 Pedestrian and Cycle Access

Pedestrian and cycle access will be maintained as per existing conditions during the project. It may be necessary to temporarily close off pedestrian footpaths during the works to facilitate construction activities on Bligh Street. If required, appropriate traffic control management measures and advisory signage will be implemented, subject to approval from the relevant authorities.

All relevant site hoarding and fencing will be installed to ensure pedestrian safety at all times. All relevant permit approvals will be obtained from Council (e.g. Class A and B Hoarding), prior to the commencement of any work.



4.3 Public Transport Facilities

The proposed construction activities are not expected to result in any changes to existing public transport services. All existing bus facilities and bus stops will be maintained at all times during the works. It is however noted that the proposed work zone (refer to Section 3.10) on Bligh Street will require the relocation of the existing bus zone outside the site. However, under such arrangements, there will be no net loss of bus layover capacity on Bligh Street.

The appointed contractor will be responsible to liaise with STA Buses and/or other authorities prior to the commencement of any works to ensure an appropriate solution can be provided and/or mitigation measures are in place during construction works.

4.4 Emergency Vehicles and Heavy Vehicles

No special provisions for emergency service vehicles or heavy vehicles are required as part of the proposed construction works. Emergency and heavy vehicle access will be maintained at all times.

4.5 Adjoining Properties and Local Access

The proposed construction works will not impact existing local access to/from properties. Local access to properties will be maintained at all times during the works.

4.6 Temporary Road Closure

A temporary road closure may be required to facilitate crane works during demolition works. Access to properties would be maintained during the works. The appointed contractor will be responsible to liaise with the relevant properties and emergency service authorities prior to inform users of the proposed works and proposed detour routes to mitigate any disruption on existing operations. All relevant permits/approvals would need to be sought from the relevant authorities prior to the commencement of such activities.

4.7 Car Parking

The temporary work zone on Bligh Street would result in the loss of four 4P/loading zone car parking spaces during the works to enable the displaced bus zone to be relocated, as discussed in Section 3.10.



4.8 Other Construction Activities / Projects

The Sydney Metro construction works are expected to be ongoing during the construction works of the proposed development. It should be noted that the Sydney Metro works may affect the proposed construction activities if there are any road closures and/or changes to traffic conditions in the Sydney CBD area.

Consultation with TfNSW will be critical when updating this CTMP prior to Construction Certification and during the constructions works as required.

A summary of the known construction projects currently being undertaken within the vicinity of the site is shown in in Table 4.2.

#	Address	Development Description	Anticipated Completion	Common Routes	Vehicle Volumes
1	8-12 Castlereagh Street and 39-49 Martin Place	Sydney Metro Martin Place Station and Over Station Development (OSD)	2024	Eastern/western distributor, Cahill Expressway, Bent St, Macquarie St, Bligh St, Castlereagh St	15 vph
2	Corner of Hunter and George streets and Bligh and O'Connell streets	Hunter Street Station and Over Station Development (OSD)	2031	Unknown	Unknown
3	37-49 Pitt Street, 49A-57 Pitt Street	Commercial Tower	Under Construction	Unknown	Unknown
4	33 Alfred Street	Modification to existing AMP Building	Under Construction	Unknown	Unknown
5	1 Alfred Street	Hotel development	Under Construction	Unknown	Unknown
6	19-21 and 15-17 Hunter Street, Sydney	Hotel development	Unknown	Unknown	Unknown
	50-52 Phillip Street, Sydney	Hotel and Residential		Eastern/western distributor, Cahill Expressway, Bent St, Macquarie St	Trucks restricted to non- peak

Table 4.2: Summary of Concurrent Construction Projects

The construction traffic management plans for several of the above sites could not be obtained. However, it is possible that the sites already under construction would be complete by the time construction of 4-6 Bligh Street commences. The other sites are not expected to generate a substantial amount of traffic. The Martin Place OSD is notably expected to generate 15 vehicles per hour. However, the other construction sites in Table 4.2 is expected to be smaller than the Metro Station and OSD works. Less than 10 vehicles per hour is expected, based on a comparison of similar sites.

The appointed contractor will be responsible to liaise with the relevant Project Site Engineer/Manager and/or check with authorised representatives from Sydney Metro project



team for updates on a regular basis to mitigate any potential impacts and manage construction vehicle access to/from the site as required. In addition to this, the appointed contractor will be responsible to liaise with other contractors in the area. Consultation with TfNSW will also be critical as TfNSW will be able to inform the contractor of any proposed changes or approved adjoining construction sites that need to be considered in the management of these works.



5 Construction Traffic Management Measures

5.1 Traffic Management Measures

Site-specific Traffic Guidance Schemes (TGS) have been prepared to accompany this CTMP and are presented in Appendix C. Advisory road signage is to be installed along Bligh Street to warn drivers approaching the site location of construction vehicles entering and exiting the site and work zone.

TfNSW accredited traffic controllers will be assigned at the vehicle access points to assist construction trucks when accessing the site. At no time will traffic controllers be permitted to stop traffic on the public streets to facilitate trucks entering or exiting the site, unless otherwise approved. Traffic controllers will only be able to assist, manage and guide construction trucks out of the site under suitable gaps in traffic.

However, as indicated previously, it may be necessary that large vehicles are required to reverse into the site from Bligh Street to transport large plants and cranes. In these cases, Bligh Street traffic will be temporarily managed by a Roads and Maritime Services accredited traffic controller to permit trucks to conduct a reverse movement in a safe and efficient manner. The appointed contractor will be responsible to obtain all relevant approvals for these one-off events.

All advisory road signage will be installed in accordance with AS1742.3 Manual of uniform traffic control devices - Traffic control Devices for works on roads and the Roads and Maritime Services Traffic Control at Worksites Manual. Signs will be installed and maintained throughout the construction period.

5.2 Vehicle Access

Construction vehicles will radio/call the site office on approach to ensure a loading area is available within the works site/work zone. All loading and unloading activities will be undertaken within the works site (or within the works zone based on site-specific requirements) during the approved work hours. If there are any materials spilt onto the road, site personnel and equipment will rectify the issue accordingly, subject to appropriate OH&S provision.

5.3 Heavy Vehicle Loads

All drivers will be required to adhere with the posted vehicle load limits on all roads and not overload vehicles beyond its maximum loading limits and/or relevant approvals.



5.4 Truck Routes

Protocols must be in place to ensure:

- site induction to include procedures for accessing the site
- drivers adhere to the nominated truck routes, as shown in Figure 3.4
- drivers are aware that pedestrians and cyclists are in the vicinity of the site
- drivers are aware of the sign posted speed limits.

5.5 Construction Worker Parking

As indicated previously, onsite car parking will not be available during the works. However, a tool drop-off and storage facility is expected to be provided on-site. This will allow construction workers to drop off and store their tools, allowing them to use public transport to travel to and from the site.

Taking the above into consideration, it is proposed to implement the following measures to encourage workers to use public transport:

- provide an on-site tool drop-off and storage facility to allow tradespeople to drop off and store their specific machinery for the project
- inform staff during the induction and regular management meetings that no car parking will be available for staff
- instruct staff to use public transport to access the site during the induction and regular management meetings, and
- display public transport timetable information at key locations within the work site and ensure that it is easily accessible by staff.

5.6 Site Inspection and Record Keeping

The construction operation would be monitored to ensure that it proceeds as set out in the Construction Management Plan provided by the Principal Contractor. A daily inspection before the start of construction activity is to take place to ensure that conditions accord with those stipulated in the plan and that there are no potential hazards. Any possible adverse impacts are to be recorded and dealt with as they arise.

5.7 Site Induction

All staff employed on the site by the appointed contractor will be required to undergo a site induction. The induction will include permitted access routes to and from the works site for site staff and delivery vehicles as well as standard environmental, OH&S, driver protocols and



emergency procedures. The workers are to be informed to use public transport to access the site during the induction.



6 Conclusion

This CTMP has been prepared to document the proposed construction activities and associated construction traffic management measures necessary to facilitate the construction of the proposed development at 4-6 Bligh Street, Sydney.

The key findings contained in this CTMP are as per below.

- The construction of the proposed development is expected to generate up to six vehicles per hour (two-way) during the peak construction activities.
- Given the expected low volume of construction vehicles, construction vehicle movements to and from the site can be satisfactorily accommodated in the surrounding road network.
- No pedestrian or cyclist facilities will be impacted as a result of the construction activities.
- It is proposed that loading/unloading of trucks to occur within the site and within a temporary work zone on Bligh Street, with construction vehicle access provided off Bligh Street.
- A number of driver protocols will be established as part of the site induction procedure for drivers to ensure the safety of motorists, pedestrians and cyclists.
- Truck drivers are to be instructed to use the designated truck routes to/from the site.

In summary, it is concluded that the proposed traffic control measures will adequately address potential implications associated with proposed construction activities. This CTMP fulfils the requirements of the SEARs relating to SSD48674209.



Appendix A

City of Sydney CTMP Requirements

The City of Sydney Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at (Please Insert site address and DA No here)

- 1. Details of routes to and from site and entry and exit points from site site specific
- 2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets site specific
- 3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
- 4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
- 5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
- The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.
 NOTE: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit).
- 7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the National Heavy Vehicle Regulator (NHVR) 28 days prior to the vehicle's scheduled travel date. For more information please contact the NHVR on 1300 696 487 or www.nhvr.gov.au.
- 8. No queuing or marshalling of trucks is permitted on any public road.
- 9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from Transport for NSW (TfNSW) prior to commencement of works.
- 10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.
- 11. All loading and unloading must be within the development site or at an approved "Works Zone".

- 12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.
- 13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.
- 14. The Applicant must apply to TfNSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.
- 15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.
- 16. The Applicant must comply with development consent for hours of construction.
- 17. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and TfNSW's Traffic Control At Work Sites Guidelines.
- 18. Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - <u>the vehicles already on the</u> <u>road have right-of-way.</u>
- 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. <u>at</u> <u>all times the pedestrians have right-of-way on the footpath not the trucks</u>.
- 20. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.
- 21. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.
- 22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.
- 23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or TfNSW for consideration. Also WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under TfNSW regulations).
- 24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.



Appendix B

Swept Path Analysis



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Appendix C

Traffic Control Plan

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