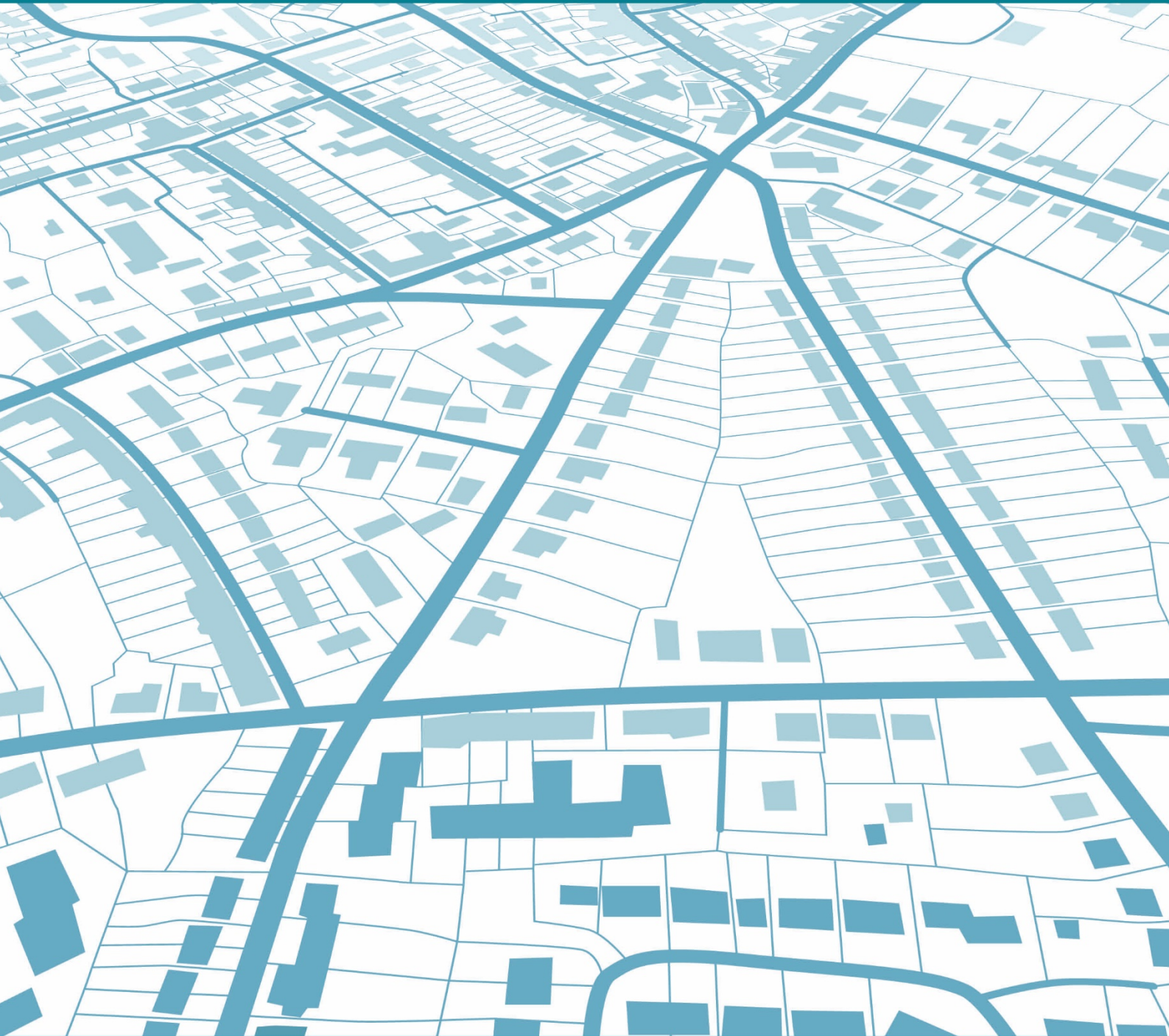




Sydney Modern Project

Art Gallery of NSW Expansion

Construction Pedestrian and Traffic Management Plan

Ref: 142/2019
Date: August 2021
Issue: REV F

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1.0 Introduction

A Development Application has been approved by Department of Planning and Environment for the construction of a new separate building over five levels (known as the 'Sydney Modern') to the north-east of the existing gallery incorporating the adaptive re-use of the former navy fuel bunker adjacent to Lincoln Crescent. The project also includes further works include landscaping, a new public plaza, upgrade road works and installation of an ancillary seawater heat exchange system. The site located to the north of the existing Art Gallery of NSW building with frontage to Art Gallery Road in Sydney (Figure 1).

The construction will be broken down into five major stages:

- ❖ Early Works: Initial Demolition, High Voltage Relocation, Lincoln Crescent Enabling Works
- ❖ Main Works: Demolition and Earthworks
- ❖ Main Works: Structure
- ❖ Main Works: Fit-out, Façade and External Works
- ❖ The Stage 2 Landscaping Works

This report has been prepared in satisfaction of Consent Conditions № B62 (of SSD 6471) for submission of a Construction Pedestrian and Traffic Management Plan as part of the Construction Certificate documentation as follows:

B62 - Construction Pedestrian Traffic Management Plan

Prior to the commencement of works, a Construction Pedestrian Traffic Management Plan (CPTMP) prepared by a suitably qualified person shall be endorsed by TFNSW (Sydney Coordination and Metro Delivery Offices) and submitted to the satisfaction of the Certifying Authority. The CPTMP must be prepared in consultation with Council, TFNSW (Sydney Coordination and Metro Delivery Offices) and RMS. The CPTMP shall address (but not be limited to):

- a) location of the proposed work zone;*
- b) haulage routes;*
- c) construction vehicle access and traffic control arrangements;*
- d) proposed construction hours;*

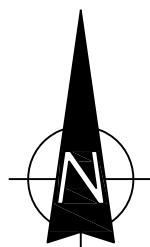


FIG 1

Transport and Traffic Planning Associates

- e) the estimated number of construction vehicle movements;*
- f) any changes required to on-street parking;*
- g) restriction on vehicles over 6 m in length turning right from Lincoln Crescent into Cowper Wharf Road;*
- h) construction program;*
- i) any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction;*
- j) cumulative construction impacts of projects including Sydney Light Rail Project and Sydney Metro City and South West considering any traffic and pedestrian management plans prepare for these projects to ensure that work activities are coordinated and managed to minimise impacts on the road network;*
- k) measures to ensure construction vehicles do not arrive at the site or surrounding areas outside approved hours;*
- l) measures proposed to mitigate any associated general traffic, public transport, pedestrian access and cyclist impacts/conflicts; and*
- m) measures to encourage public transport use and other non-car travel options by construction workers.*

Prior to the commencement of works, a copy of the CPTMP must be submitted to Council and the Planning Secretary.

In July 2021, Richards Crookes Constructions was instructed by Infrastructure NSW / AGNSW to complete additional public domain / landscaping works within the forecourt of the existing Art Gallery (known as the Stage 2 Landscaping Works). This CPTMP has been updated to include the traffic management plan associated with the additional works.

In addition, this CPTMP has been prepared based on consultation and endorsement by the affected stakeholders (primarily Royal Botanic Gardens and AGNSW) as well as in accordance with CoS Standard Requirements for Construction Traffic Management Plans, as attached in Appendix A.

2.0 Proposed Development

2.1 Site, Context, and Existing Use

The site (Figure 2) is located to the north of the existing Art Gallery of NSW building. There are also off-site works proposed partial road upgrades. The Domain Car Park is located to the south of the existing Gallery.

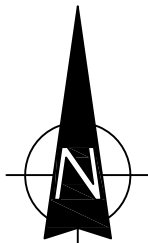
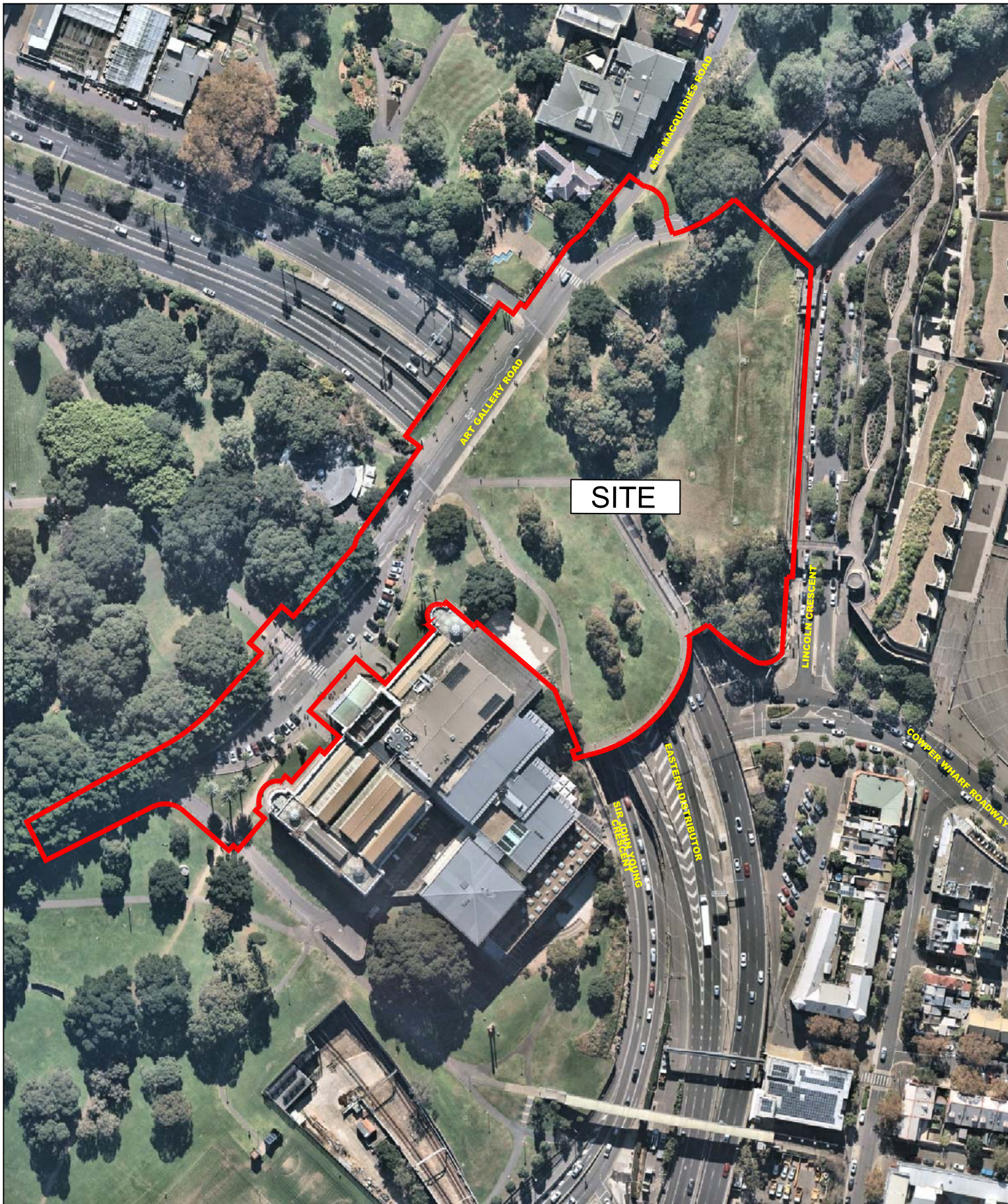


Source: Arup

2.2 Proposed Development

It is proposed to undertake a major expansion of the existing art gallery adjacent to the Phillip Precinct of the Domain. The expansion, proposed as a separate, stand-alone building, is located north of the existing gallery, partly extending over the Eastern Distributor land bridge and includes a disused Navy fuel bunker located to the north east of this land bridge. The new building comprises a new entry plaza, new exhibition spaces, shop, food and beverage facilities, visitor amenities, art research and education spaces, new roof terraces and landscaping and associated site works and infrastructure, including loading and service areas as well as services infrastructure.

No on-site car parking spaces will be provided.

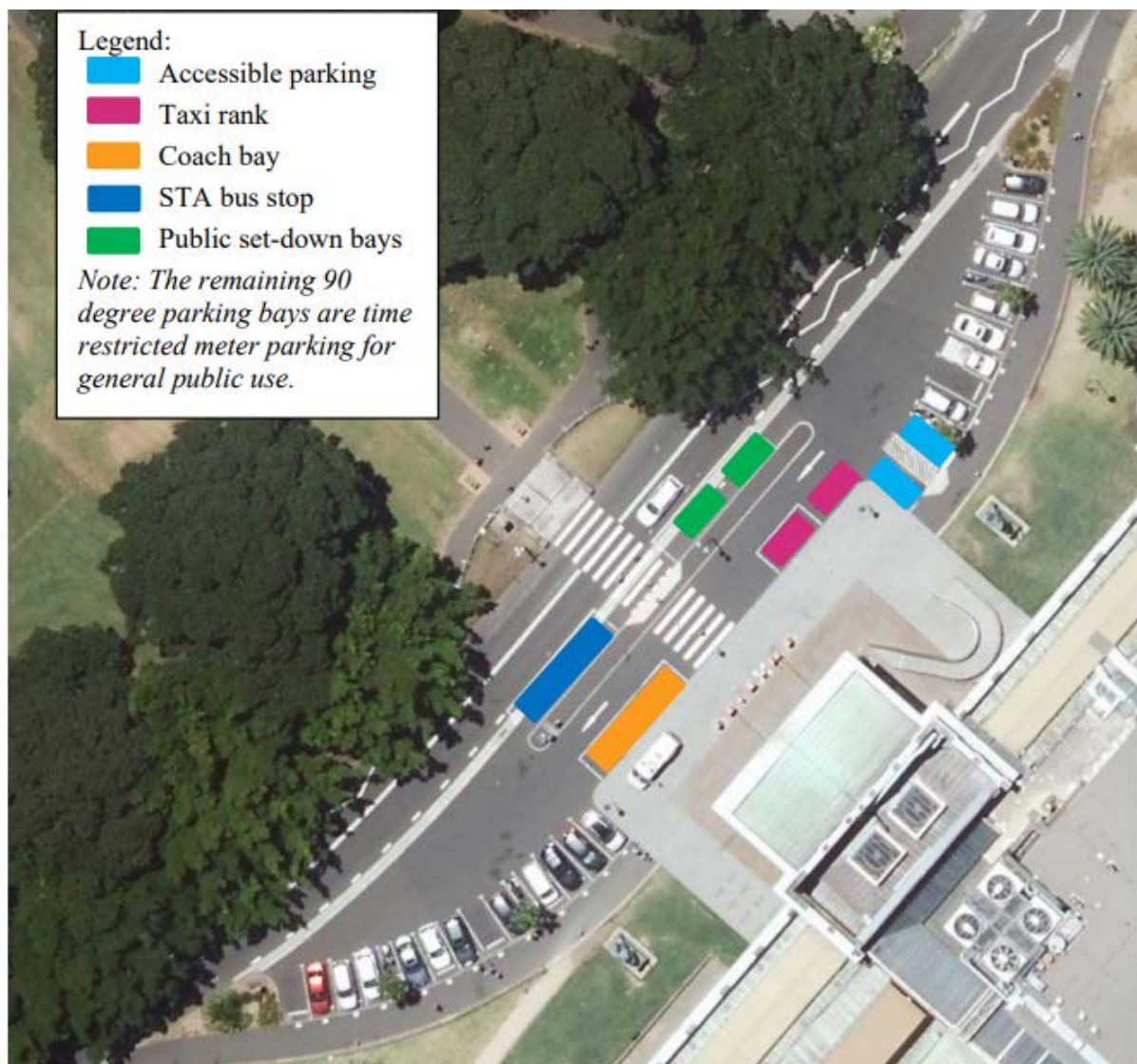


SITE

FIG 2

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 (i.e., Domain Car Park which provides approximately 1,100 spaces) or be encouraged to use public transport and not park on the public road.

The existing loading dock provides parking 13 spaces for operational and staff vehicles. The 22-spaces car parking (see the following image) currently available on Art Gallery Road in the main entry area will be removed as part of Stage 2 External Works.



Source: Arup

The two accessible parking spaces will be replaced as indented parking in this location. An additional 5 vehicle spaces are proposed in the new loading dock off Lincoln Crescent, to be utilised predominantly for service vehicle parking.

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Vehicle access to the Gallery is provided via Art Gallery Road.

Details of the approved development scheme are provided on the drawings prepared by Kazuyo Sejima + Ryue Nishizawa / SANAA and Architectus which accompany the Development Application SSD 6471 which are available on the NSW Department of Planning, Industry and Environment website:

http://majorprojects.planning.nsw.gov.au/index.pl?action=view_jobandjob_id=6471

3.0 Existing Road Network and Traffic Conditions

3.1 Road Network

The existing road network (Figure 3) serving the site comprises:

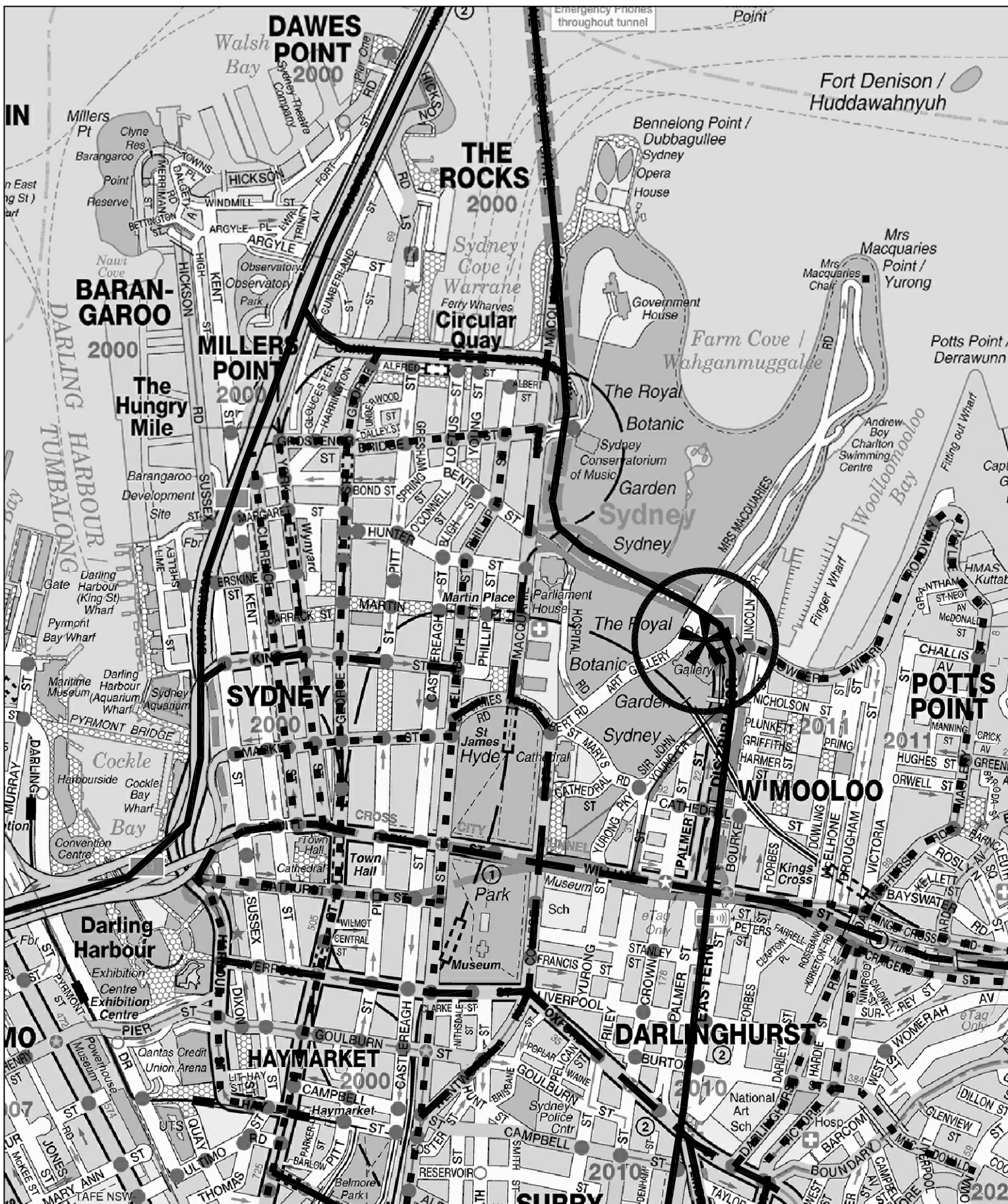
- ❖ *College Street* – an important CBD street providing a primary connection between the site and Eastern Distributor via William Street
- ❖ *Macquarie's Street* – a major city street which connects from New South Head Road at Darlinghurst as well as College Street and Park Street in the CBD
- ❖ *St Marys Road* - a minor city street providing a primary connection between the site and William Street
- ❖ *Eastern Distributor* – a State Road and arterial route which connects between the Cahill Expressway in Woolloomooloo and Southern Cross Drive in Kensington with connections to William Street, Anzac Parade and Cross City Tunnel in between the northern and southern ends
- ❖ *Cahill Expressway/Bradfield Highway/Sydney Harbour Tunnel* – a State Road and arterial route which connects between Bradfield Highway at the Rocks, Sydney Harbour Tunnel and Eastern Distributor

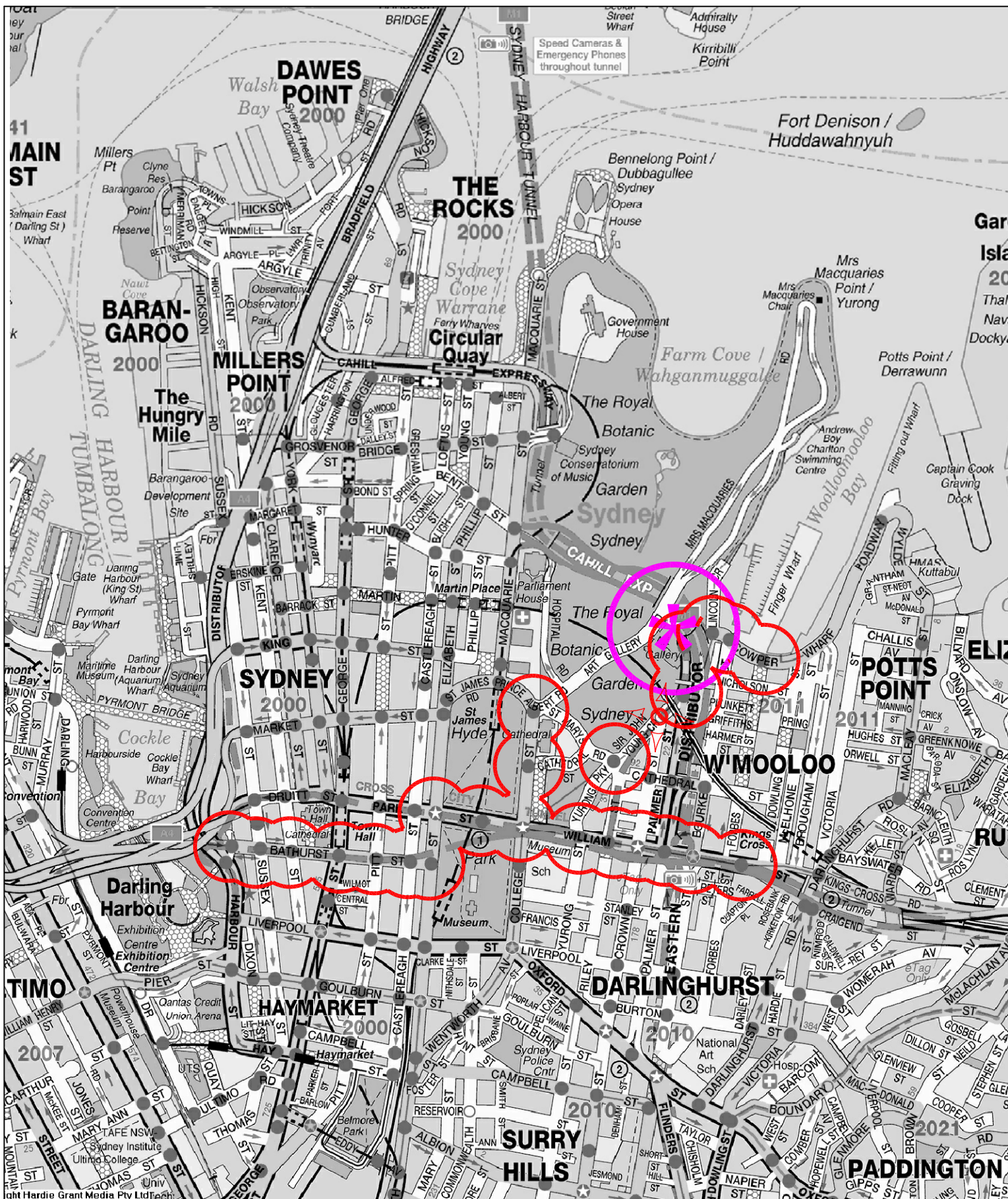
Art Gallery Road near the site is generally an 8m-wide carriageway road with one lane in each direction. Lincoln Crescent is a dual carriageway road with a central median and 1 travelled lane in each direction. There are parking lanes on either side of a single traffic lane. Lincoln Crescent has a minimum of 5.45m wide carriageway in each direction.

3.2 Traffic Controls

The existing traffic controls which have been applied to the roads in the vicinity of the site (Figure 4) include:

- ❖ the traffic control signals at the intersections of:
 - o Sir John Young Crescent/Cowper Wharf Roadway
 - o Eastern Distributor Off-Ramp/Cowper Wharf Roadway





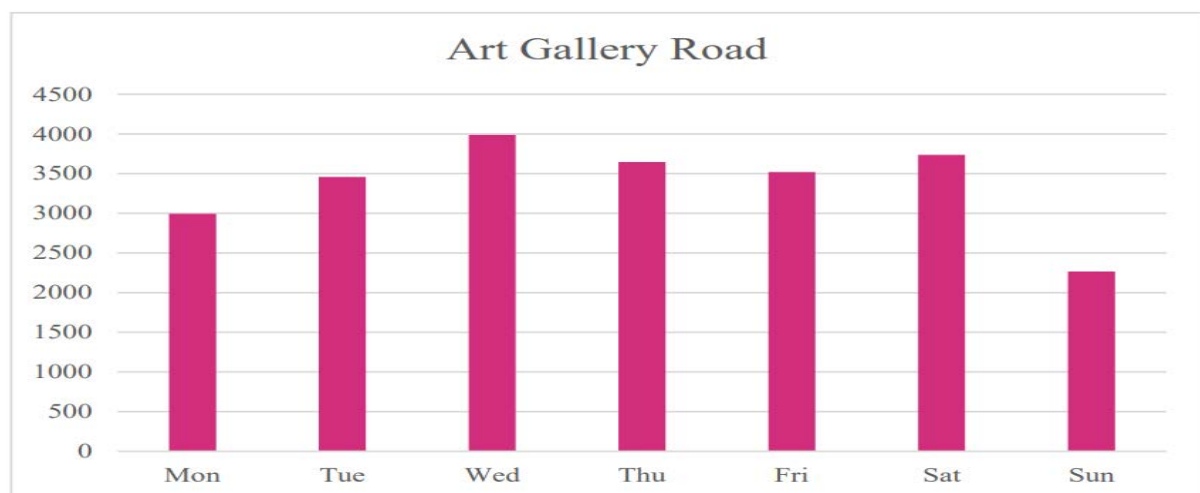
- o Bourke Street/Cowper Wharf Roadway
 - o College Street/Prince Albert Road
 - o William Street/Bourke Street
 - o William Street/Park Street/College Street
- ❖ the priority-controlled intersections of:
- o St Marys Road/Prince Albert Road
 - o Lincoln Crescent/Cowper Wharf Roadway
- ❖ the 30kmph speed restriction on Art Gallery Road and Mrs Macquarie's Road
- ❖ the 40kmph speed restriction on Lincoln Crescent

3.3 Traffic Conditions

Arup carried out traffic movement surveys on a weekday (Tuesday 30 April 2016) and weekend (Saturday 3 May 2016) on Art Gallery Road and Lincoln Crescent.

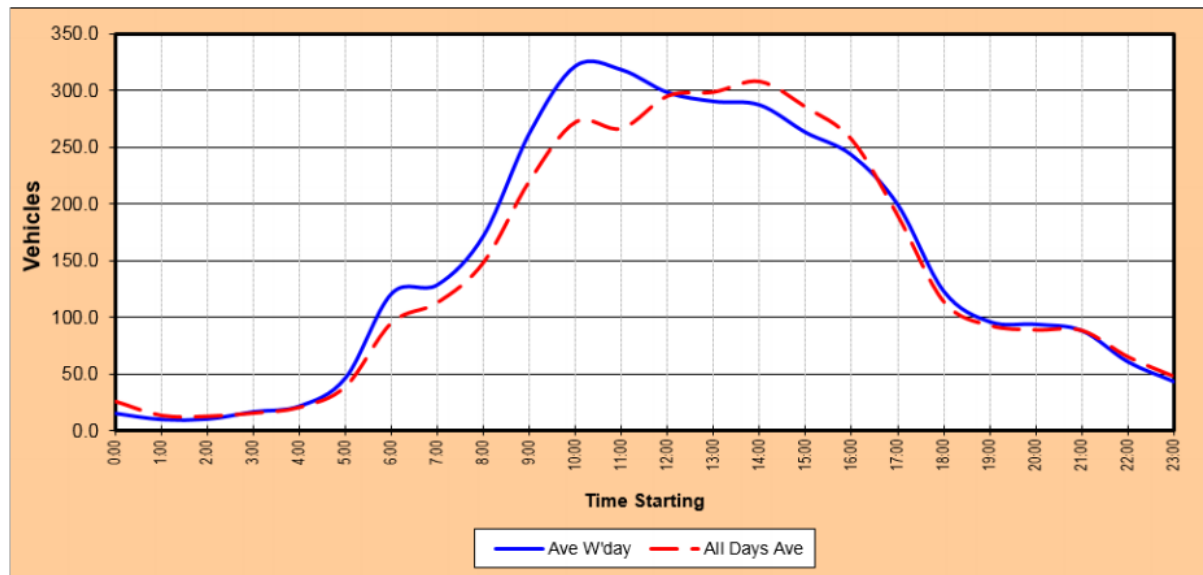
The surveyed traffic volumes along Art Gallery Road indicate that traffic volumes varied between 2,300 to 4,000 daily vehicles (see the following figures). Highest daily traffic volumes were found to occur on Wednesday (due to the later closing hours). This is followed by the daily traffic volumes recorded on a Saturday. The peak hour was also found to be 10 am to 11 am.

Weekly traffic profile on Art Gallery Road



Source: Arup

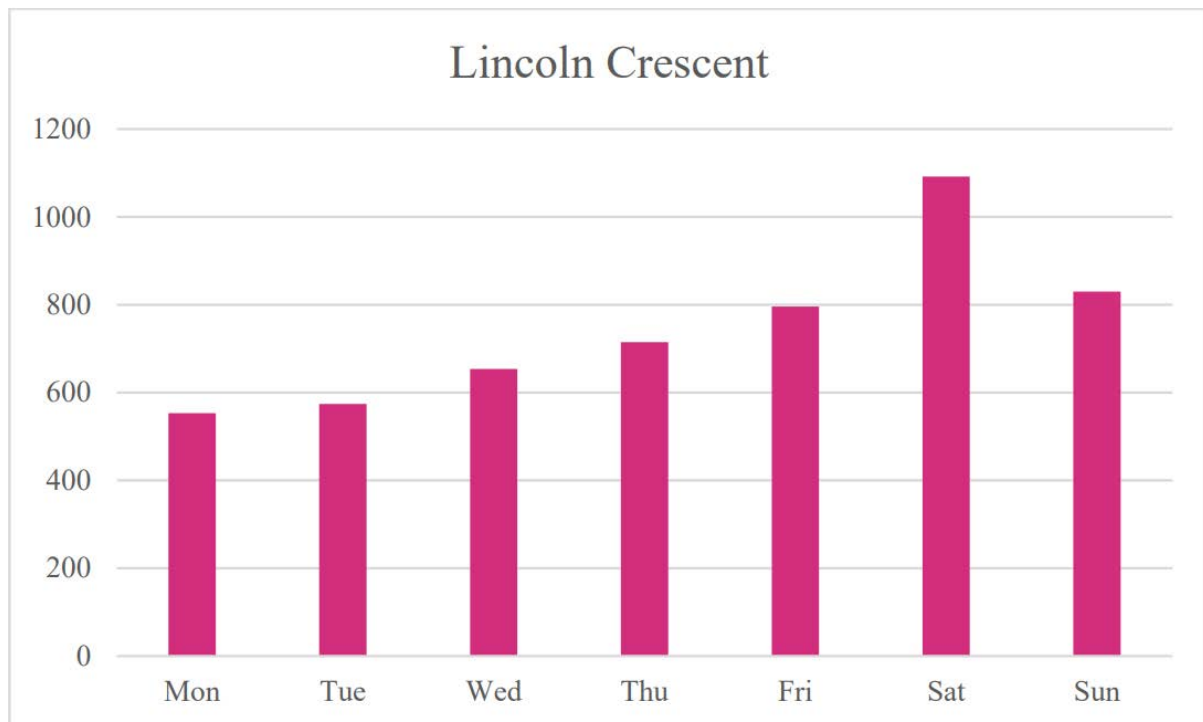
Daily traffic profile on Art Gallery Road



Source: Arup

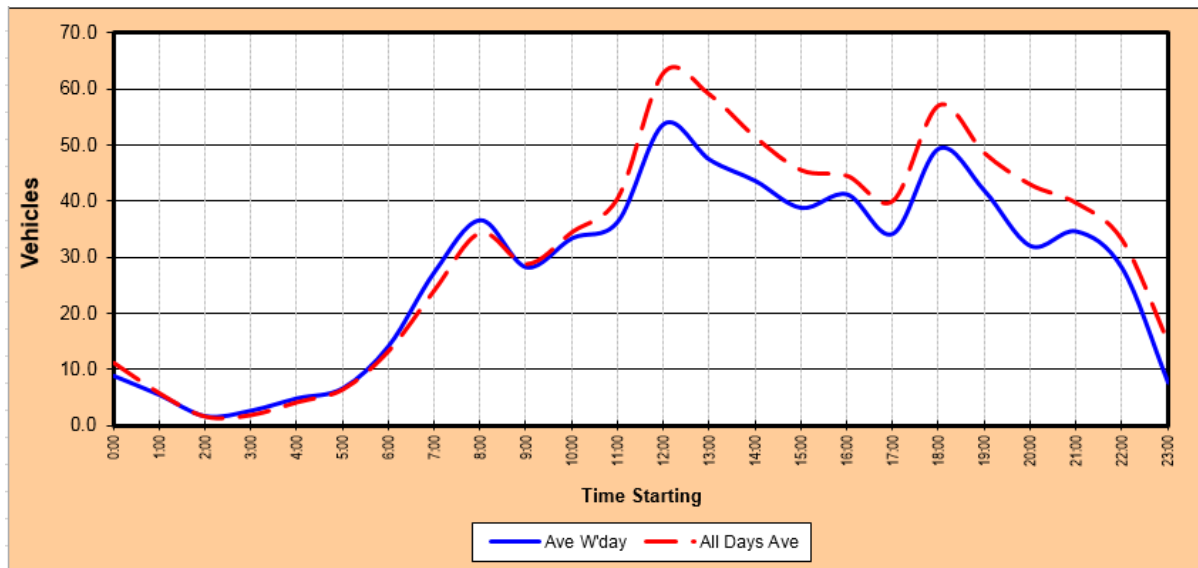
The surveys indicate that traffic volumes varied in the order of 500-1,100 vehicles during the week on Lincoln Crescent (see the following figures). The peak hour was found to be 10 am to 11 am, with a secondary peak at 6pm-7pm.

Weekly traffic profile on Lincoln Crescent



Source: Arup

Daily traffic profile on Lincoln Crescent



Source: Arup

Saturday had the highest daily traffic volume and weekdays were relatively low compared to the weekend volumes.

The operational performance of the following intersections in the vicinity of the site during the weekday morning and afternoon peak, as well as Saturday midday periods, have been assessed by Arup as part of the SSDA traffic report:

- ❖ College Street / Prince Albert Road
- ❖ Prince Albert Road / St Marys Road
- ❖ Sir John Young Crescent / Cowper Wharf Roadway
- ❖ Cowper Wharf Roadway / Lincoln Crescent

The traffic modelling indicates all nearby intersections to the proposed development will continue to operate satisfactorily (level of service C or better) during the assessed peak hours.

The road network impacts arising from the future development of the site, considering the cumulative impacts of adjacent development, is considered to be acceptable and will not cause any undue queuing or congestion.

3.4 Transport Services

Train

The closest railway stations to the Gallery are St James and Martin Place stations, which are both approximately 10-minute walk.

Bus

The existing Gallery is within close walking distance of the Elizabeth Street bus stops near Martin Place Station. These bus stops serve bus routes from the Eastern Suburbs, Inner West (Parramatta Road) and Victoria Road. Bus 441 (City Art Gallery to Birchgrove via QVB (Loop Service)) operates every 30 minutes between 10 am and 5 pm every day.

On nights when the Gallery is open, a courtesy bus departs from the Gallery entrance every 15 minutes from 7 pm until closing. Stops include various locations in the city with proximity to Martin Place (Macquarie's St), Wynyard (Castlereagh St and Hunter St) and Town Hall (Castlereagh St and Park St).

Ferry

Circular Quay Ferry Wharf is located approximately 15-minute walk away from the Gallery and provides access for some patrons arriving from the Eastern Suburbs, Manly and Lower North Shore.

Taxi

There is a two-car dedicated taxi rank at the Gallery in the drop-off/pick-up area at the main Gallery entrance. Taxis also generally circulate through the area picking up and setting down passengers.

Details of the existing transport services are provided in Appendix B.

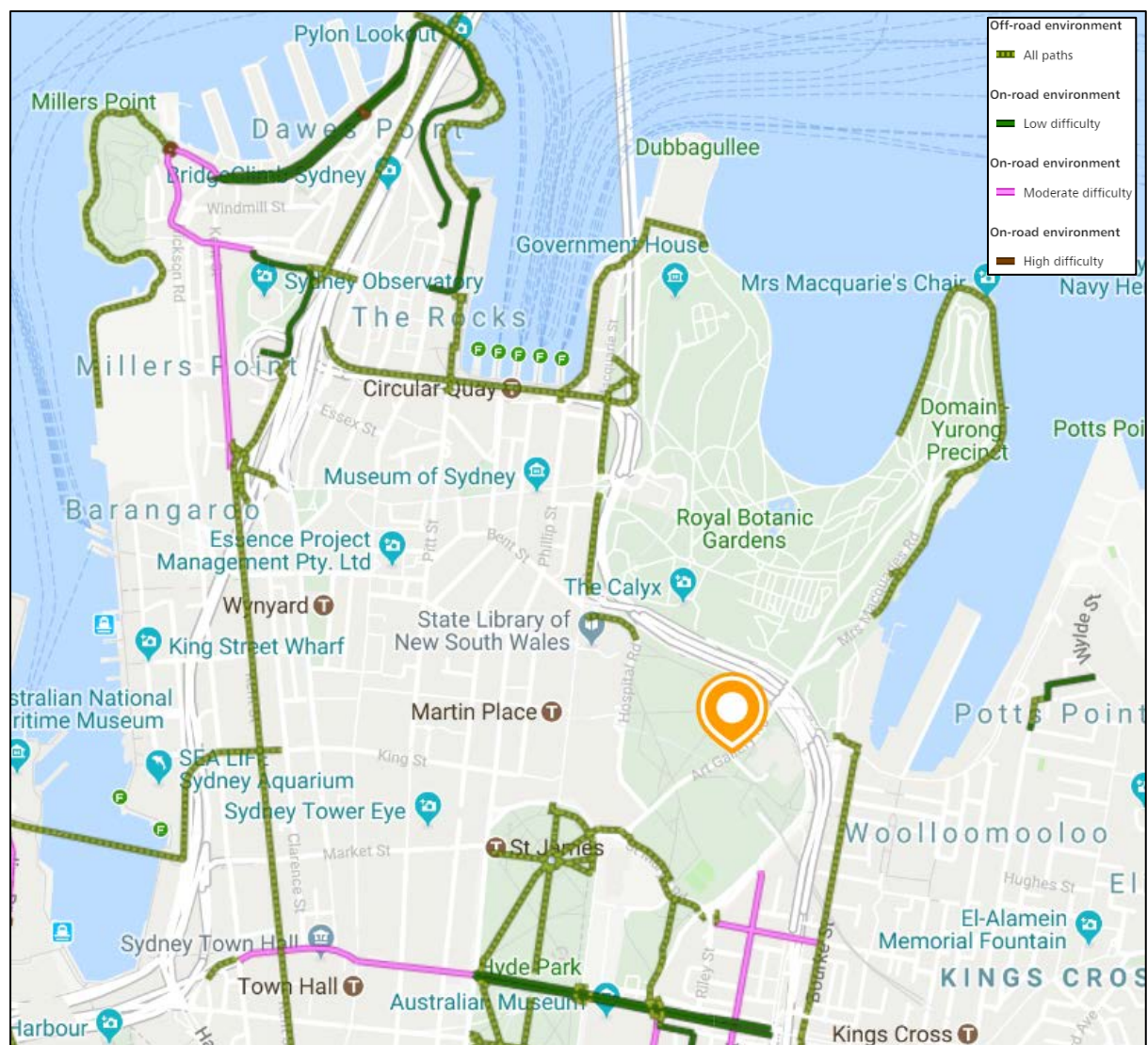
3.5 Walking Facilities

Pedestrians in the vicinity of the site are afforded with excellent provisions with wide footpaths linking between Macquarie's Street, across the Domain, or from Hyde Park as well as the pedestrian crossing along Art Gallery Road at the back of the coach spaces to provide access to the plaza.

The primary pedestrian access point to the existing Gallery is via Art Gallery Road. The secondary pedestrian access is provided at the rear of the building for deliveries and as alternative access for visitors with a disability. At times, visitors will be directed to enter through the Yiribana Gallery at the rear of the building, following the path along the southern side of the Gallery.

3.6 Cycling Facilities

While there is no dedicated cycling infrastructure (e.g., bicycle lanes) in the immediate vicinity of the site, Art Galley Road and Mrs Macquarie's Road carry low volumes of traffic and are suitable for the use of cyclists. There are off-road cycleways along Bourke Street and St Marys Road through to Hyde Park as shown in the following figure.



Source: https://www.rms.nsw.gov.au/maps/cycleway_finder

4.0 Proposed Construction Scheme

4.1 Construction Program

This project is to be carried out in 5 stages over the course of 27 months between October 2019 and November 2022.

- ❖ Early Works – Initial Demolition, High Voltage Relocation, Lincoln Crescent Enabling Works: 2 months (nett)
- ❖ Main Works – Demolition and Earthworks: 9 months (nett)
- ❖ Main Works – Structure: 8 months (nett)
- ❖ Main Works – Fit-out, Façade and External Works: 8 months (nett)
- ❖ Stage 2 Landscaping Works – 15 months

The general construction site comprises:

- ❖ 2 construction zones:
 - o Zone 1: Lincoln Crescent
 - o Zone 2: Art Gallery Road/Mrs Macquarie Road
- ❖ 3 sliding gates:
 - o 1 on Lincoln Crescent
 - o 2 on Art Gallery Road/Mrs Macquarie Road
- ❖ Storage Area
- ❖ Class A and B Hoardings
- ❖ Materials handling area on Lincoln Crescent
- ❖ Workers site access to the eastern side of the existing Art Gallery of NSW building

The Stage 2 Landscaping Works comprises stripping of hardscaping, excavation, grading, concreting, paving and landscaping works. In addition to the above, the Stage 1A works will involve site establishment, hoarding erection, stripping of asphalt, in ground services, excavation for water feature, paving and tree install. Vehicle accesses will be via Art Gallery Road.

4.2 Construction Workers

It is anticipated that there will be an average of 31-330 workers on-site during the various construction stages, with a maximum of 430 workers expected during the peak construction period, with the following breakdown:

Construction Stages	No. of Workers	
	Average	Peak
Early Works: Initial Demolition, High Voltage Relocation, Lincoln Crescent Enabling Works	31	38
Main Works: Demolition and Earthworks	51	61
Main Works: Structure – average 35, peak day (concrete pour) 55	123	210
Main Works: Fit-out, Façade and External Works	330	430
Stage 2 Landscaping Works	10	30

Given the site's proximity to high-frequency public transport services, all workers will be encouraged to use public transport to access the site.

A tool drop-off and storage facility would be provided within the site boundary near the site accesses along Art Gallery Road and Lincoln Crescent. This would allow tradespeople to drop off and store their tools and machinery, allowing them to use public transport to travel to/ from the site on a daily basis.

This will be incorporated into the site induction program. Workers will be directed not to use on-street parking in the vicinity of the site (including works zone). RCC would take appropriate action if informed of this activity occurring.

4.3 Construction Hours

The approved hours of construction activity will be:

7.00am – 6.00pm	Monday to Friday
8.00am – 3.30pm	Saturday
No work	Sunday and public holidays

The principal contractor shall ensure that all sub-contractors are aware of the permitted hours of operation and shall ensure that all vehicle activity occurs strictly within the hours stipulated by the Conditions of Consent. Should any works be required to take place within public roads (in the vicinity of the site), outside these hours, this would be subject to prior approval from

Department of Planning and Environment, Council and other relevant authorities (TfNSW, etc.).

Precinct Special Events

To ensure there are sufficient pedestrian pathway capacity and their safety, works will be reviewed and adjusted where possible for special events in the domain and surrounding precinct (i.e., the Sydney Festival in January, major paid exhibition or 'summer show').

The Royal Botanic Gardens informs the Gallery what it is doing and usually puts in place lots of temporary fencing around the Domain to assist with pedestrian control. Nearly all 'special events' in the Domain occur on weekends, either during the day or on Saturday night when the Gallery is closed. When special events are held within the site such as the Domain or Mrs Macquarie's Point, roads including Art Gallery Road are sometimes closed. Road closures occur on weekends only and generally in the morning.

Consultation would be required with Transport for New South Wales, Royal Botanic Gardens, Art Gallery of NSW and Council to ensure appropriate coordination with other works and events in the area and appropriate planning is put in place.

4.4 Site Access

Site accesses to the construction site is proposed via temporary crossovers:

- Mrs Macquarie's Road (left-in only): 20m wide
- Art Gallery Road (left-out only): 20m wide
- Prior to trees removal: Lincoln Crescent (left-in and left-out only): 9m wide
- After trees removal: Lincoln Crescent (left-in and right-out only): 9m wide

It is noted that the trees on Lincoln Crescent will be removed in accordance to CoS guidelines.

The temporary crossover will have 2m wings on either side. A Temporary Works Application will be submitted to the CoS Construction Regulation Unit. Approval will be sought from CoS prior to the construction of the temporary laybacks and crossover.

The largest vehicle that will use the access points along Mrs Macquarie's Road and Art Gallery Road will be a 19-metre truck while the largest vehicle to use the access point along Lincoln Crescent will be a 12.5m truck.

A sufficient manoeuvring area will be provided on-site to ensure construction vehicles can enter and exit in a forward direction.

It is noted that during the initial demolition stage, the trucks may be required to reverse into the site for a short period under the management of a traffic controller, to ensure the safety for pedestrian and construction personnel. If the above arrangement is required, appropriate permit and approval will be sought from CoS.

In addition, prior to the tree removal on Lincoln Crescent, a traffic controller will be in place at the northern end of Lincoln Crescent to manage pedestrian movements during truck reversing to depart from the site.

Swept path analysis was completed for the largest vehicle expected to access the site, which is provided in Appendix C of this report.

4.5 On-Street Works Zones

Construction vehicle activities will involve the removal of waste material from the site and the delivery of plant, equipment, scaffolding and other construction consumables. This works zone would accommodate trucks for the delivery of construction materials/ equipment, as well as any construction related works that cannot be undertaken on-site. The on-site 51m works zone would be located on the western side of Lincoln Crescent, along the site frontage. The works zone should not be used for private kerbside parking by builders, tradesmen and visitors associated with the site.

8 time-restricted (2P 8am-6pm Monday – Friday, 4P 6pm-10pm Monday – Friday, 8am-10pm Saturday – Sunday) and ticketed on-street parking spaces would be occupied by the works zone.

The works zone is proposed to be in operation during the following times:

- ❖ Monday to Friday: 7am - 6pm
- ❖ Saturday: 8am - 3.30pm.

Outside works zone periods, the time-restricted parking would be maintained. A works zone application would be submitted to CoS for approval prior to requiring the works zone.

Lincoln Crescent has a minimum of 5.4-metre-wide carriageway, which would permit a 2.9-metre-wide continuous traffic lane to operate in addition to a 2.5-metre-wide works zone on the western side while maintaining a passing opportunity for a 12.5m HRV including Council's 9.54 waste collection vehicle.

A separate application will be made to the CoS Traffic Works Coordinator to organise appropriate approvals for the proposed works zone, as well as the parking and traffic changes.

4.6 Cranage and Materials Handling

A material hoist and 2 tower cranes will be erected within the site, and specific areas will be available for loading/unloading, materials handling and storage, and worker sheds, etc.

The demolition and earthworks will be completed out of Gate 1 at Lincoln Crescent. The tower cranes will be utilised for materials handling between Construction Zone 1 and a major portion of the site and Construction Zone 2.

The waste management zone will be located in Construction Zone 2 along Art Gallery Road. Material will be delivered gradually and loaded to the work fronts within a small storage area near Gate 3 via Art Gallery Road/Mrs Macquarie Road site accesses.

A crawler (mobile) crane and telehandler will be used to transport materials between Construction Zone 2 and works areas not accessible by the tower crane and the land bridge.

5.0 Construction Traffic Management Planning

5.1 Site Access Locations and Internal Circulation

Construction access movements will be provided at the southern edge of Mrs Macquarie's Road (northwest of the site) and the western edge of Lincoln Crescent (northeast of the site). Accesses into the site will be left-in/ right-out only along Lincoln Crescent and left-in/left-out only along Art Gallery Road.

Vehicles that will access the site during construction will likely mainly comprise of heavy vehicles including Articulated Vehicles (AV) such as structural steel delivery trucks and Heavy Rigid (HR) such as concrete trucks are expected to access the site. These different types of vehicles may access the site at the same time. Other heavy machinery plants such as cranes will have to be delivered to site in the preliminary stage. All heavy goods such as girders or machinery plants are to be delivered outside of peak traffic hours.

5.2 Pedestrian Access

Access to the site will only be possible via security-controlled gates. All personnel entering the site will be required to undertake an induction program.

Pedestrian activities will be removed from the construction area by the erected site fencing which is comprised of A-Class hoarding around site boundaries. Class B hoarding will be provided on the footpath along the western side of Lincoln Crescent where hoisting of materials from the works zone is required, to ensure safe pedestrian passage past the site.

Two accredited traffic controllers will be present at all site accesses to manage pedestrian movements. Only one vehicle at a time will enter or exit the site at these accesses. Therefore, the provision of two accredited traffic controllers is considered appropriate to hold pedestrians in each direction at the access.

Pedestrian access plans which have been agreed with the Art Gallery of NSW and Royal Botanic Gardens, are shown figures in Appendix D.

5.3 Construction Vehicles

It is anticipated that the construction works will involve the following heavy vehicle types:

Vehicle Type	Length
Articulated vehicles	19m
Heavy rigid vehicles (HRV)	12.5m
Medium rigid vehicles (HRV)	8.8m
Small rigid vehicles (SRV)	6.4m
Bin trucks	10.2m
Mobile cranes	12.3m
Concrete trucks	8m
Single bogie	10.5m
Concrete pump truck	8.8m
Small utility vehicle	5.2m (B99)

Details of critical vehicles swept paths are provided in Appendix C.

5.4 Construction Traffic Haulage Route

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney and beyond. However, all construction vehicles will be restricted to the State and Regional Road network, where possible, and would generally be consistent with Tomorrow's Sydney preferred driving routes¹.

Dedicated construction vehicle routes have been developed with the aim to provide the shortest distances to/from the arterial road network while minimising the impact of construction traffic on streets within the vicinity of the site, as well as avoiding the construction routes and works zones of the ongoing Sydney Metro project. As such, the dedicated construction vehicle routes will use Lincoln Crescent for 12.5m HRVs as much as possible, with access from Eastern Distributor.

No dog trailers or articulated vehicles are to be used on local roads (unless specific approval for a one-off occasion is obtained from the CoS Construction Regulation Unit).

¹ http://mysydneycbd.nsw.gov.au/interactive-maps?field_map_ids%5B0%5D=55cd207a2c6dd2b2463551ed

The selected truck haulage routes have regard for the Light Rail and Sydney Metro construction traffic that is largely concentrated within the CBD such that their travel directions minimise any possible overlap with other trucks to avoid any further implications during peak periods. The construction program shall endeavour to restrict/minimise construction traffic to occur outside of the PM peak traffic periods, i.e., 3 pm to 6 pm.

Truck drivers will be advised of the designated truck routes to/ from the site. No queuing or marshalling of trucks will be permitted on public roads.

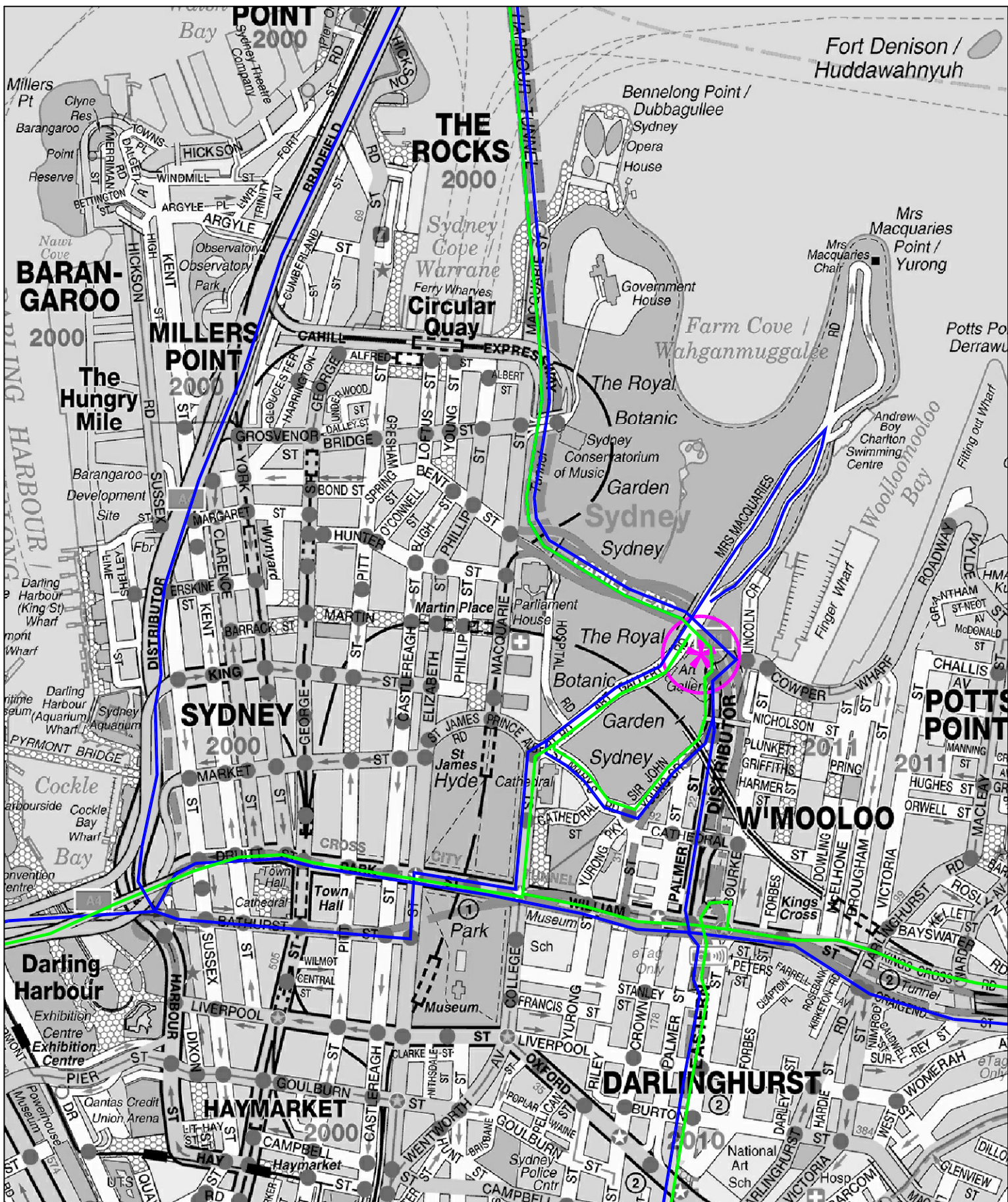
Note: It should be noted that a 3t weight restriction is imposed on Bourke Street. As such, only small trucks with a GVM under 3t can travel along Bourke Street with all remaining trucks to use Wylde Street and MacLeay Street departure.

RCC should regularly liaise with the Sydney Metro Delivery Office regarding construction schedules and truck routes. Any potential conflict should be raised with the Transport for NSW's CBD Coordination Office (CCO) at the earliest time.

Construction activities at the site will generate vehicle trips primarily along Lincoln Crescent, with other trips assigned to Art Gallery Road where necessary. The main construction access will be via the state road network, including the Eastern Distributor and Western Distributor, and vehicles will likely originate from this network. The majority of trips will likely be generated from the west and will access the site via Eastern Distributor and the Harbour Tunnel. Trips from the east may access the site via William Street / College Street. These routes to/from the Art Gallery Road and Lincoln Crescent are shown in Figures 5A and 5B respectively.

The estimated number of construction vehicle movements (two-way) per day for each construction stage are detailed in the following table.

Construction Stages	Daily Vehicle Trips					
	Average	Peak	Lincoln Crescent		Art Gallery Road	
			Average	Peak	Average	Peak
Early Works: Initial Demolition, High Voltage Relocation, Lincoln Crescent Enabling Works	20	35	16	28	4	7



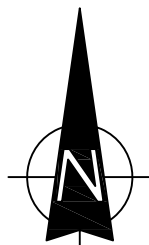
LEGEND



ARRIVAL



DEPARTURE

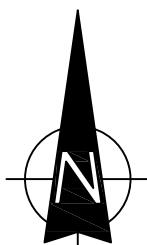


**TRUCK ROUTES
TO/FROM
SITE ACCESS ON ART
GALLERY ROAD & MRS
MACQUARIES ROAD**

FIG 5A

LEGEND

- | | |
|--|----------------------------------|
|  | ARRIVAL |
|  | DEPARTURE
(TRUCKS $\geq 3T$) |
|  | DEPARTURE
(TRUCKS $< 3T$) |



TRUCK ROUTES TO/FROM SITE ACCESS ON LINCOLN CRESCENT

FIG 5B

Construction Stages	Daily Vehicle Trips					
	Average	Peak	Lincoln Crescent		Art Gallery Road	
			Average	Peak	Average	Peak
Main Works: Demolition and Earthworks	35	60	26	45	9	15
Main Works: Structure – average 35, peak day (concrete pour) 55	35	55	18	28	17	27
Main Works: Fit-out, Façade and External Works	30	70	20	46	10	24
Stage 2 Landscaping Works	5	10			5	10

5.5 Other General Requirements for Trucks

All drivers of vehicles transporting loose materials will be required to ensure the entire load is covered using a tarpaulin or similar impervious material. The vehicle driver will need to take all precautions to prevent any excess dust or dirt particles depositing onto the roadway during travel to and from the site. Truck shaker grids and wheel wash stations shall be positioned at all entry/exit points. The respective trades will be inducted by the head contractor into the above procedures and will monitor all trucks entering and exiting the site to ensure the procedures are met.

The contractor will be required to monitor the roadways leading to and from the site on a daily basis and take all necessary steps to rectify any adversely impacted road deposits caused by site vehicles. The roads will also be cleaned on a regular basis to minimise dirt particles depositing externally from the site. Such cleaning will occur in the evenings outside of peak traffic period.

Vehicles traveling to, from and within the site shall not create unreasonable or unnecessary noise or vibration to minimise interference to adjoining building operations. No tracked vehicles will be permitted or required on any paved roads. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances. All deliveries and works will be carried out within the site at the designated Construction Zones. If there is a requirement to operate any material handling machinery on public access roads, the contractor will be required to seek separate Council/Police/TfNSW/Sydney Buses approval prior to the event.

5.6 Occupational Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurances. All traffic control personnel will be required to hold RMS accreditation in accordance with Section 8 of Traffic Control at Worksites.

5.7 Emergency Vehicle Access

Access to the site and neighbouring sites by emergency vehicles would not be affected by the proposed construction zones which are within the bounds of the construction site.

Emergency protocols on the site would indicate a requirement for the traffic controller to assist with emergency access from Art Gallery Road and Lincoln Crescent. All truck movements to the site construction zone and the incident point would be suspended and cleared. Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

The liaison would be maintained with the police and emergency services agencies throughout the construction period, and a 24-hour contact would be made available for 'out-of-hours' emergencies and access.

Thus, there would be no adverse impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties as a result of the proposed construction activities.

5.8 Workers' Site Induction

All workers and sub-contractors employed on the site will be required to undertake a formal 'site induction' process prior to the undertaking of any task, and all the inductions will be performed specifically to each trade according to Workplace Health and Safety requirements.

During the conduct of this program, workers will be advised that parking will not be provided on-site. All vehicles associated with the development shall be parked wholly within the site. All site staff related to 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".

Timetables for all bus routes servicing the site and each corridor on the CityRail network will also be provided for the perusal of employees at various locations within the site (e.g., meal rooms).

5.9 Traffic Guidance Scheme

The TGS presents the principles of traffic management, with the detailed information for work site operations is contained in the RMS Traffic Control at Work Sites Technical Manual Version 5.0 dated 27 July 2018. The control of traffic at work sites must be undertaken with reference to WorkCover requirements and Richards Crookes Constructions Workplace Health and Safety Manuals.

The proposed Traffic Guidance Scheme for the work site includes the following considerations:

- ❖ Construction vehicle activity, including the loading/ unloading of trucks to be conducted within the work site and the designated works zone on Lincoln Crescent
- ❖ Accredited traffic controllers to manage pedestrian and cyclists and control activity on the access off Art Gallery Road, Mrs Macquarie's Road and Lincoln Crescent.
- ❖ The movement of trucks to/ from the works zone will be under normal traffic conditions
- ❖ Pedestrians and all passing vehicles (including buses) will maintain priority at all times
- ❖ Clear definition of the work site boundary to be provided by the erection of Class B construction hoarding with Class A fencing around site boundaries adjacent to public roads
- ❖ Pedestrians to be guided around the vicinity via existing footpaths, with appropriate sight lines maintained
- ❖ Pedestrian safety will be ensured by the erection of Class B hoarding over the footpath on Lincoln Crescent
- ❖ All signage will be clean, clearly visible and not obscured.

The TGS is prepared by a Certified Traffic Controller (under RMS regulations) in accordance with Australian Standards 1742.3. The TGS includes:

- ❖ The proposed works site and zones
- ❖ Accredited site personnel at the site vehicle accesses
- ❖ Truck (crossing and entering) and traffic controller signage

Transport and Traffic Planning Associates

- ❖ Footpath closed and pedestrian wayfinding signage to be provided where an existing pathway is closed.

The TGSs for the construction processes are provided in Appendix D.

5.10 Contact Details

The contact for the day-to-day activities on the site, will be the RCC Project Manager, Anthony Di Cecco who can be contacted on 0437 677 813.

6.0 Construction Traffic Impact Assessment

6.1 Construction Traffic

As articulated in the preceding section, the construction works for the Sydney Modern Project will involve a variety of construction vehicles ranging between a semi-trailer (which is subject to separate permit) and a normal utility vehicle. The envisaged construction traffic movements vary from time to time, depending on a range of factors including:

- Processes
- Weather
- Time of day

It is estimated that the maximum vehicle volumes would be in the order of 70 vehicles (140 movements) per day, which would occur towards the end of the construction. The traffic movements would be distributed between Lincoln Avenue and Art Gallery Road and will occur outside of peak traffic periods wherever feasible to minimise traffic impacts and associated road network delays.

Construction truck drivers will be reminded that there should be no idling on and the use of Art Gallery Road, Lincoln Crescent and Mrs Macquarie's Road as a layover area.

With the above measures, it is not expected that this level of traffic movement would create any adverse impact on the surrounding CBD road network.

6.2 Parking

The works zone along Lincoln Crescent would result in the temporary loss of 8 time restricted and ticketed parking standard spaces at the works zone. In addition, the right-turn egress from the site access along Lincoln Crescent

while the right-turn vehicle egress will result in the temporary loss of 2 on-street spaces. Overall, the removal of the 10 on-street spaces is not anticipated to have an adverse impact to parking in the area, due to the low to medium parking demand for these spaces and the

nearby The Wharf, Woolloomooloo Car Park operated by Secure Parking offers free parking for the first hour.

Two car spaces and eight motorcycle spaces along the western and eastern edges of Mrs Macquarie's Road will be impacted by the construction vehicles respectively. RCC will liaise with Council to temporarily relocate these spaces.

6.3 Impact on Public Transport Services

As indicated in Figures 5A and 5B, the heavy vehicle haulage routes will largely be limited on arterial and sub-arterial roads, which are designed to accommodate heavy vehicle movements. As such, the impacts on public transport services will be minimal on the approach/departure routes.

The bus stops along Art Gallery Road and Mrs Macquarie's Road are to be maintained as is and are anticipated to operate as existing conditions.

The bus stop services Route 441 with a peak hour frequency of up to 2 buses per hour. While the truck route will overlap with this bus route during the construction period, it is not expected that traffic generation of the above nature would be adverse to the efficiency of existing bus services.

RCC ensure bus movements into and out of the bus stops are not affected by construction vehicles. This will be monitored during the construction periods.

6.4 Impact on Pedestrians and Cyclists

During construction, cyclist movements along Art Gallery Road, Mrs Macquarie's Road and Lincoln Avenue will be maintained at all times. Pedestrian accesses along the above roads and to/from the Royal Botanic Gardens and the art gallery building, will also be maintained via the proposed pedestrian plans included in Section 5.2. Footpath on the eastern side Art Gallery Road will be partially closed while the western side will remain fully open throughout the construction. The footpaths on both sides of Mrs Macquarie Road and the zebra crossing on Art Gallery Road/Mrs Macquarie Road will remain accessible by the pedestrians at all times.

It is therefore recommended that appropriate advisory signage is provided along the truck routes for motorists and cyclists alike during the implementation of traffic control.

The existing footpaths along the southern and northern site boundaries would be closed periodically for construction. As such, wayfinding signage would be implemented at key locations to direct pedestrians to the footpath on Lincoln Crescent, Art Gallery Road and Mrs Macquarie's Road. A mix of A-Class and B-Class hoarding would be erected around the perimeter of the site. 2 traffic controllers would be present during construction hours to manage construction vehicle entry and exit at this access, noting that pedestrian priority would be given. Outside of construction hours, gates would be installed to prevent pedestrians from entering the construction site. Notwithstanding, all construction-related traffic movements within the site will occur under the supervision of accredited traffic controllers, with trucks escorted between the access gates and the roads. To minimise disruption to pedestrian and cycle movements, it is advised that truck movements are managed, wherever possible, to occur outside of peak commuting periods.

6.5 Traffic Movements in Adjoining Council Areas

No adverse effects are expected from the movement of heavy vehicles through adjacent council areas.

6.6 Consultation, Communication and Liaison

As requested by SEARs, the CPTMP will be prepared in consultation with CoS and TfNSW. The CPTMP will be updated based on the outcome of the review by the following relevant planning authorities.

Authorities	Representative	Date CTMP Issued for Review/Comments
TfNSW	Kaye Russell Kaye.Russell@transport.nsw.gov.au	23 October 2019
RMS	Dave Ballm Dave.Ballm@rms.nsw.gov.au	23 October 2019
	Tita Mohamed Mohamed.TITA@rms.nsw.gov.au	
CoS	Van Le vle@cityofsydney.nsw.gov.au	23 October 2019 24 April 2020
TfNSW	Ben Borger Benjamin.BORGER@transport.nsw.gov.au	24 April 2020

Details of the correspondence will be provided in Appendix E.

The management strategies were established firstly by identifying the other relevant stakeholders and current and future coordination/liaison requirements with the following:

- ❖ Art Gallery of NSW
- ❖ Royal Botanic Gardens
- ❖ CPBG joint venture (John Holland CPB Ghella) (Sydney Metro City and Southwest)
- ❖ Acciona (CBD and South East Light Rail)
- ❖ ALTRAC (CBD and South East Light Rail)

RCC shall maintain regular contact with the surrounding project contractors to identify any potential overlap of major construction works and cooperate to ensure such overlaps are minimised during the lifecycle of the works.

6.7 Site Inspections and Record-Keeping

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

Appendix A

City of Sydney Standard 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 Art Gallery of NSW, Art Gallery Road Sydney, 2000 - SSD 6471

1. Details of routes to and from site and entry and exit points from site – site specific
2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific
3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.

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

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

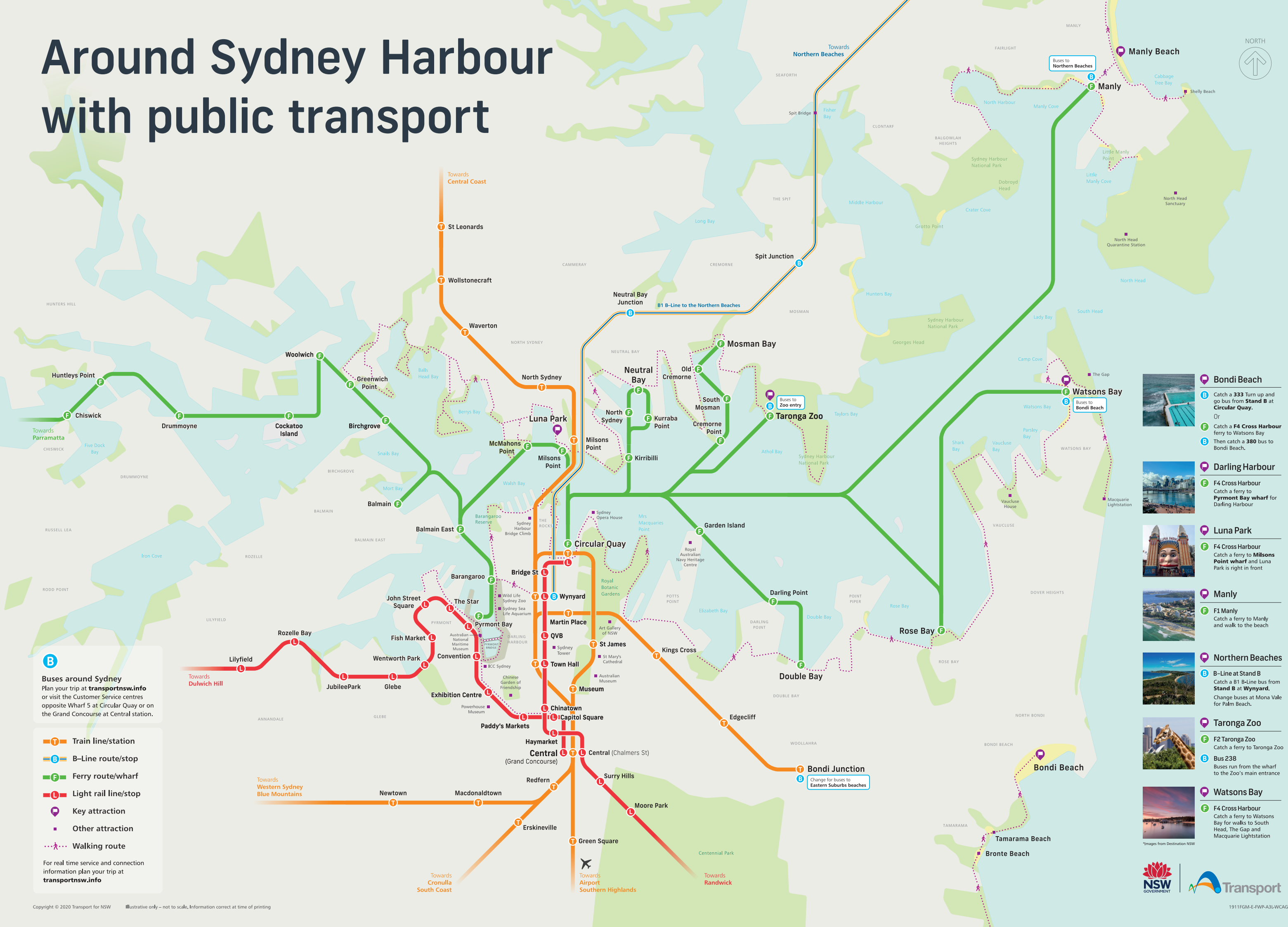
12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.
13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.
14. The Applicant must apply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

Appendix B

Public Transport Provision



Around Sydney Harbour with public transport





Sydney light rail network

L Light Rail



Sydney light rail lines



Dulwich Hill Line
Dulwich Hill
Central



Randwick Line
Circular Quay
Randwick



Kingsford Line
Circular Quay
Juniors Kingsford

Check trip planners for light rail services and connections

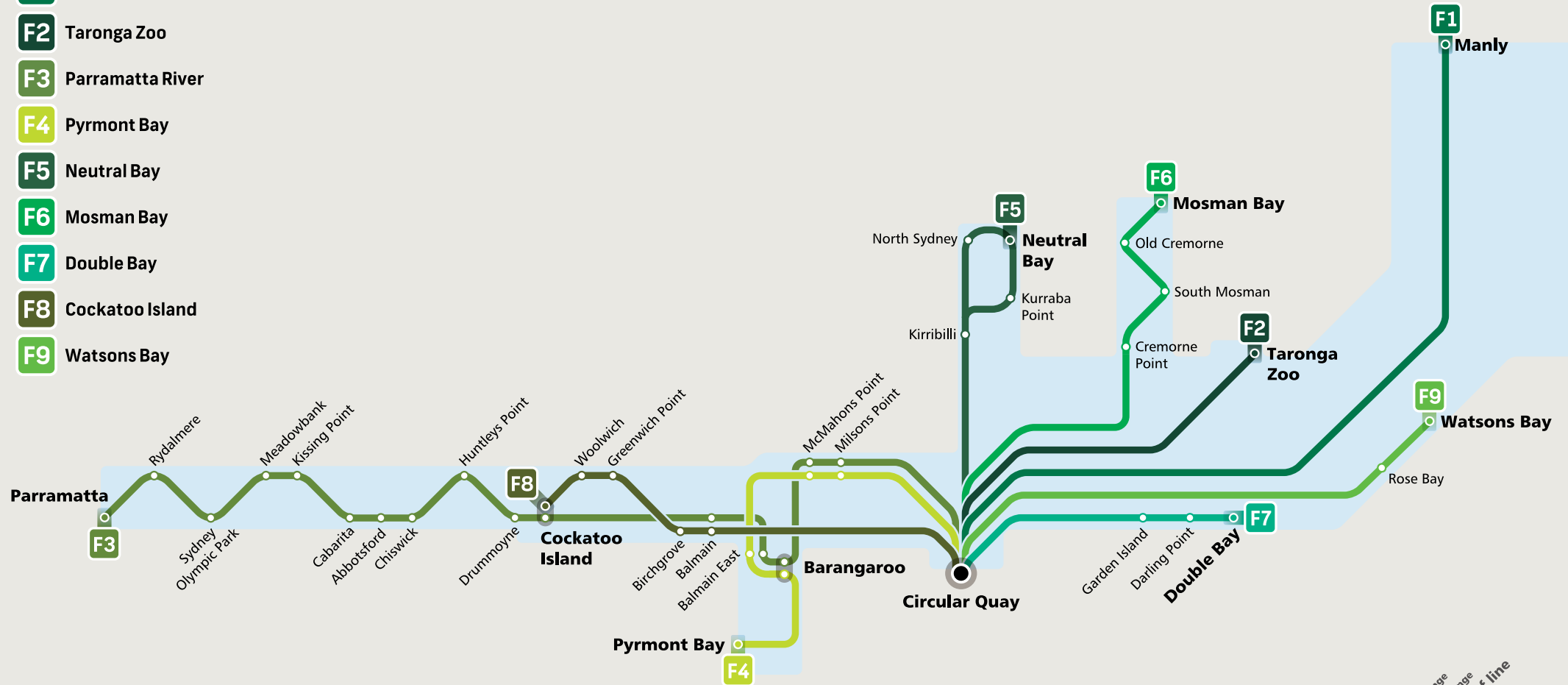
Visit transportnsw.info

Sydney ferries network



F Ferries

- F1** Manly
- F2** Taronga Zoo
- F3** Parramatta River
- F4** Pyrmont Bay
- F5** Neutral Bay
- F6** Mosman Bay
- F7** Double Bay
- F8** Cockatoo Island
- F9** Watsons Bay



Check timetables and trip planners for ferry services and connections

Visit transportnsw.info

Appendix C

Turning Path Assessment

LEGEND:

A-CLASS HOARDING

TRUCK INGRESS/EGRESS POINTS



SYDNEY MODERN PROJECT

SWEPT PATH ASSESSMENT FOR 12.5M HRV

DRAWING REF NO. 147/2019-01-01 ISSUE C ISSUE DATE 22 OCTOBER 2019

DESIGNED BY
M. KONG

APPROVED BY

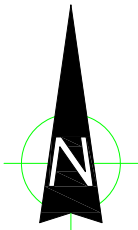
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SYDNEY MODERN PROJECT

SWEPT PATH ASSESSMENT FOR 12.5M HRV

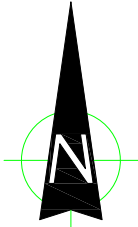
DRAWING REF NO. 147/2019-01-01 ISSUE B ISSUE DATE 22 OCTOBER 2019

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M. KONG

APPROVED BY

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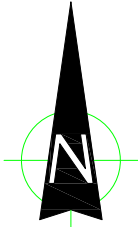
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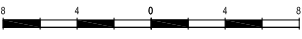
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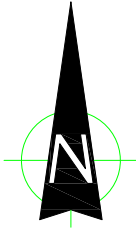
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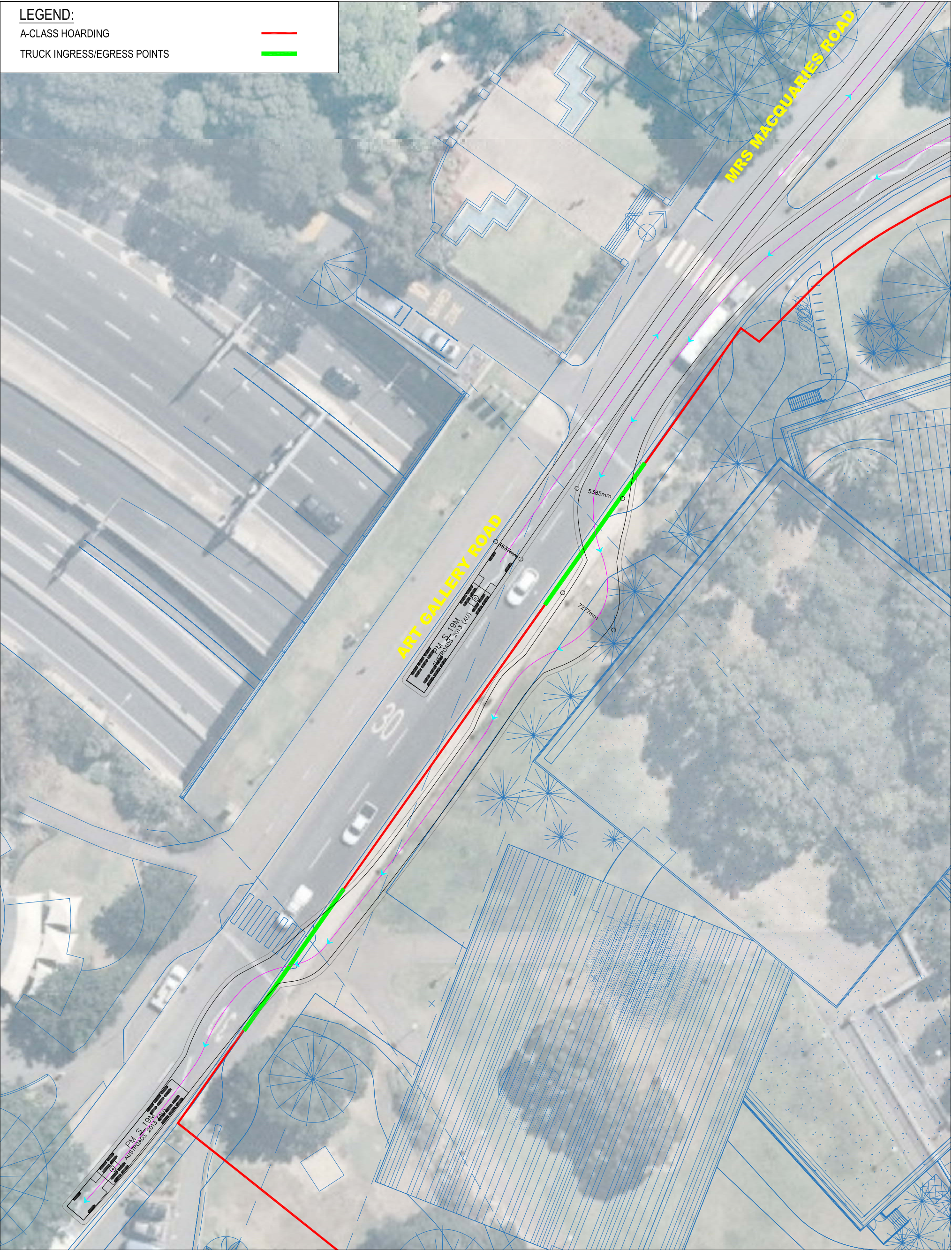
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SWEEP PATH ASSESSMENT FOR 19M SEMI				
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SWEPT PATH ASSESSMENT FOR 19M SEMI

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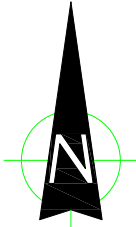
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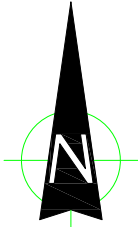
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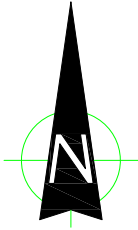
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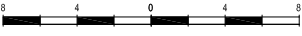
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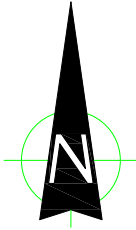
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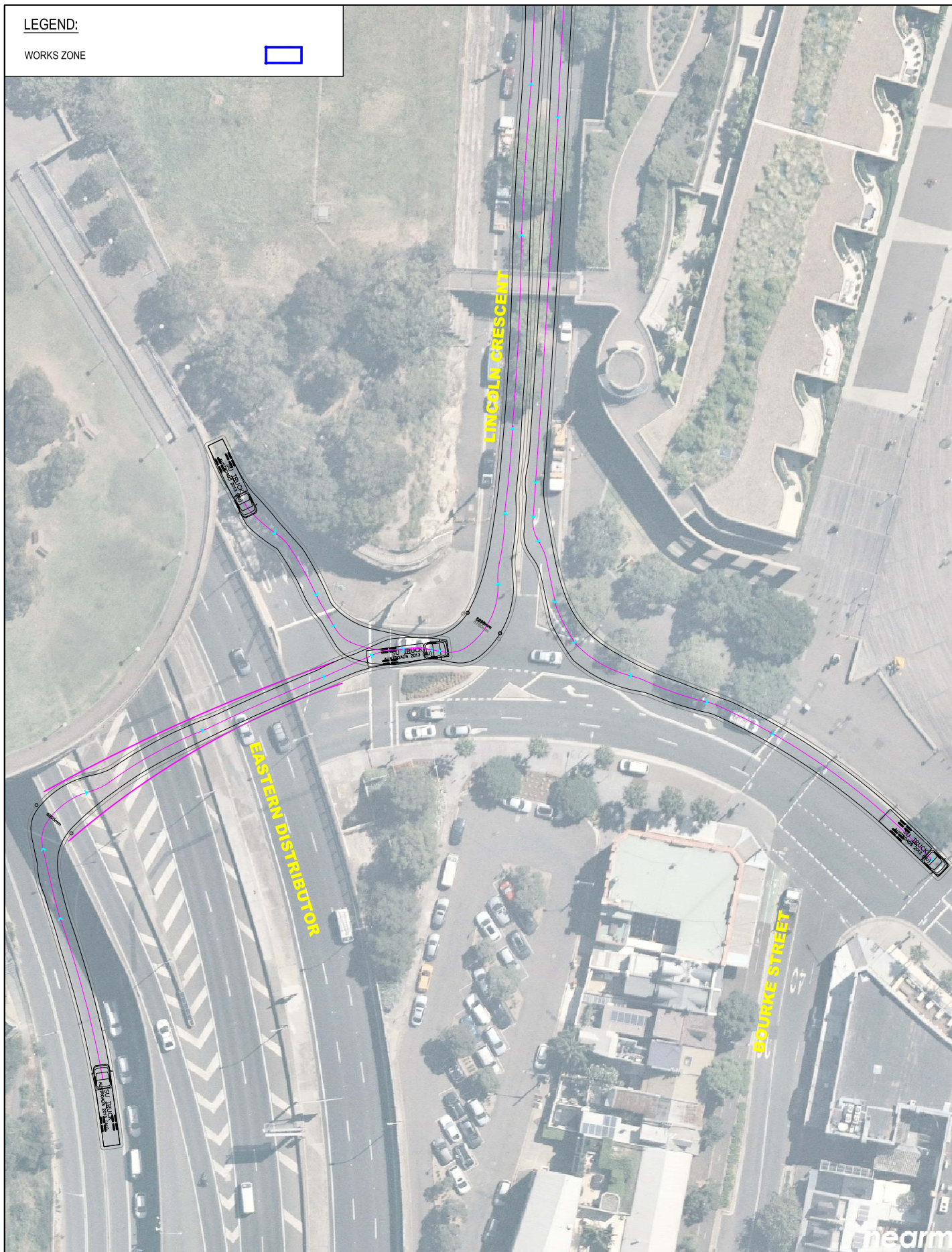


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LEGEND:

WORKS ZONE



SYDNEY MODERN PROJECT

SWEEP PATH ASSESSMENT FOR 12.5M HEAVY RIGID VEHICLE

DRAWING REF NO. 147/2019-01-01

ISSUE B

ISSUE DATE 21 APRIL 2020

DESIGNED BY
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F: (02) 9904 6622

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LEGEND:

WORKS ZONE



SYDNEY MODERN PROJECT

SWEPT PATH ASSESSMENT FOR 12.5M HEAVY RIGID VEHICLE

DRAWING REF NO. 147/2019-01-01 ISSUE A ISSUE DATE 22 OCTOBER 2019

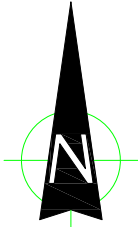
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TREES WILL BE REMOVED IN
ACCORDANCE TO COUNCIL
GUIDELINES

TEMPORARY REMOVAL OF 2
ON-STREET CAR SPACES

LINCOLN CRESCENT

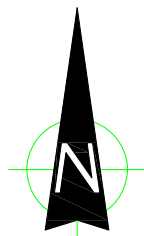
SYDNEY MODERN PROJECT
SWEEP PATH ASSESSMENT FOR 12.5M HRV ENTERING AND EXITING THE SITE VIA
LINCOLN CRESCENT (UPON TREES REMOVAL)

DRAWING REF NO. 147/2019-01-01 ISSUE C ISSUE DATE 13 NOVEMBER 2019

DESIGNED BY APPROVED BY
M. KONG

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Appendix D

Traffic Guidance Scheme

NOTES

1.

NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2.

LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3.

ALL SIGNS TO BE MINIMUM SIZE A.
4.

ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE ROADS AND MARITIME SERVICES TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL VERSION 5.0 DATED 27 JULY 2018 AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
5.

THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC CONTROL PLANS" (YELLOW) TICKET AND THE RMS TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
6.

THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITED PERSONNEL.
7.

IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
- THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
9.

- VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
10.

- AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS. TRAFFIC CONTROLLERS ARE TO BE REQUIRED AT THE ACCESS FULL TIME AND THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND RMS ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND RMS REQUIREMENTS.
11.

ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
12.

ALL SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13.

ALL NIGHT WORK OR DAY/NIGHT MUST USE RMS STANDARD NIGHT SIGNS AND DEVICES UNLESS OTHERWISE STATED.
14.

ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15.

ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

CERTIFICATIONS

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"

CERTIFICATE NO: 0052125163 (EXPIRY DATE: 28/08/2022)
PREPARE A WORK ZONE TMP CARD
LACHLAN ELLSON

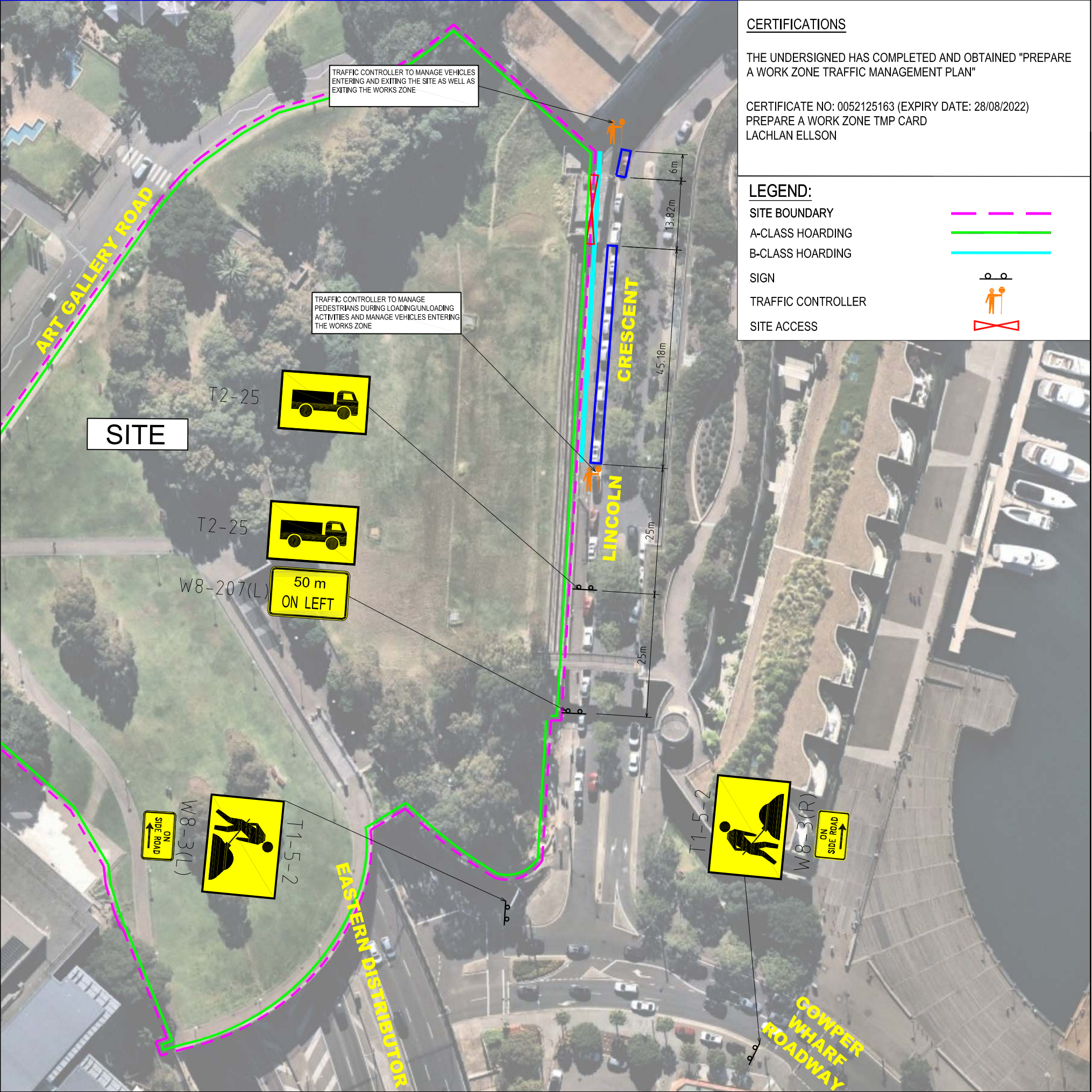
LEGEND:

- SITE BOUNDARY

- A-CLASS HOARDING

=====
- B-CLASS HOARDING

=====
- SIGN
- TRAFFIC CONTROLLER
- SITE ACCESS



SYDNEY MODERN

WORKS ZONE ALONG LINCOLN CRESCENT

TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 142/2019

ISSUE B

ISSUE DATE 17 OCTOBER 2019

DESIGNED BY
L.ELLSON

APPROVED BY
M.KONG

SCALE
A3

NTS

NTS

0

NTS

NTS

NOT TO SCALE

PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING

THE LOCATION OF UNDERGROUND SERVICES
HAS NOT BEEN VERIFIED.
THE EXACT LOCATION SHALL BE VERIFIED ON-SITE.
ALL DRAINAGE SERVICES SHOWN ARE NOT GUARANTEED.

ttpa

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Established 1994

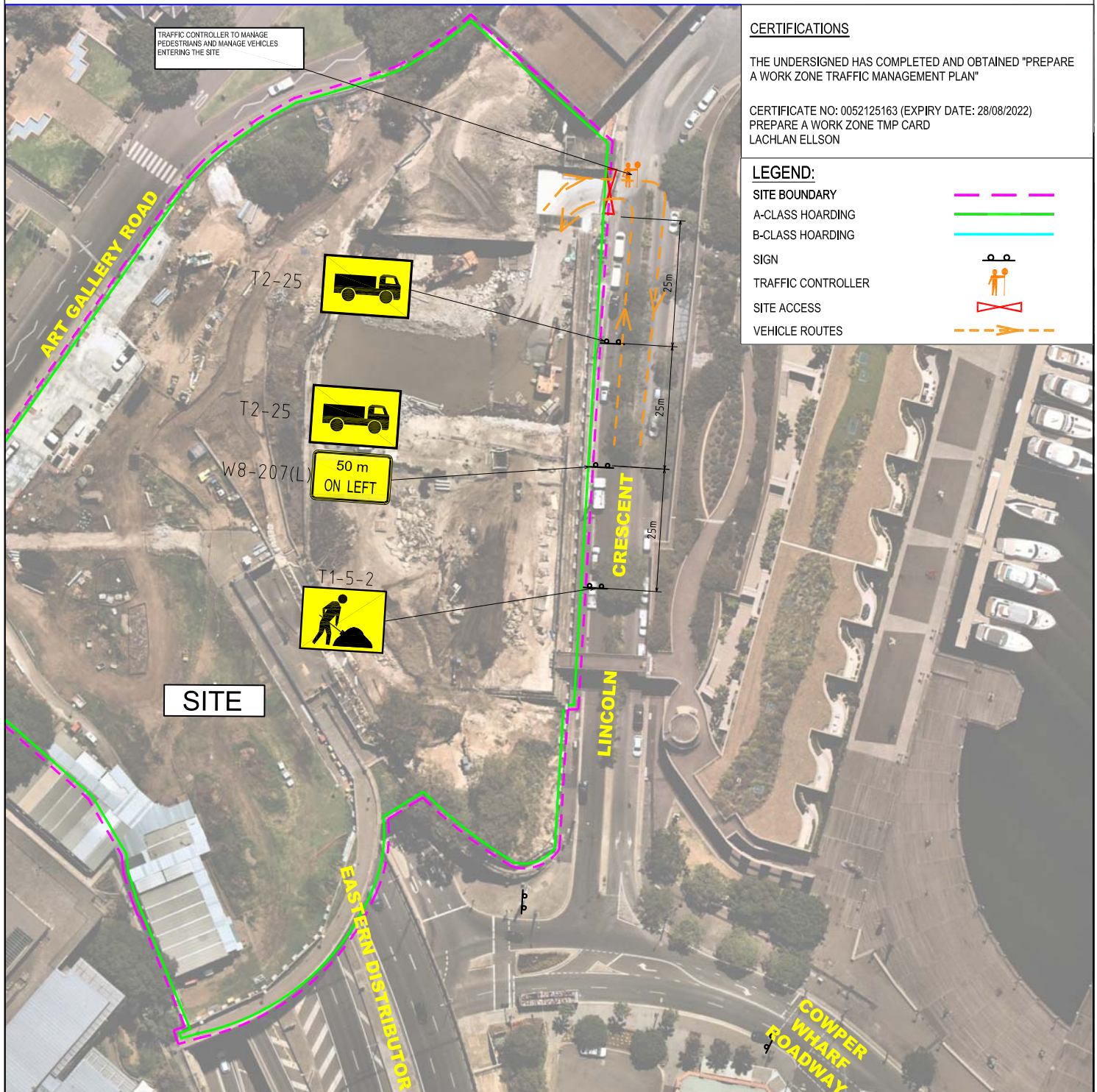
Address: Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067

P: (02) 9411 5660 F: (02) 9904 6622 W: www.ttpa.com.au

NOTES

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE ROADS AND MARITIME SERVICES TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL VERSION 5.0 DATED 27 JULY 2018 AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
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CERTIFICATIONS

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"

CERTIFICATE NO: 0052125163 (EXPIRY DATE: 28/08/2022)
PREPARE A WORK ZONE TMP CARD
LACHLAN ELLSON

LEGEND:

SITE BOUNDARY

A-CLASS HOARDING

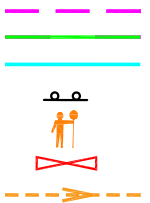
B-CLASS HOARDING

SIGN

TRAFFIC CONTROLLER

SITE ACCESS

VEHICLE ROUTES



SYDNEY MODERN
SITE ACCESS ALONG LINCOLN CRESCENT
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 142/2019 ISSUE A ISSUE DATE 21 APRIL 2020

DESIGNED BY
L. ELLSON

APPROVED BY
M. KONG

PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING

THIS DOCUMENT IS A PRELIMINARY PLAN
AND IS NOT TO BE USED FOR CONSTRUCTION
OR ANY OTHER PURPOSES WITHOUT THE
APPROVAL OF THE DESIGNER.



ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Address: Suite 502, Level 5, 282 Victoria Avenue, Chatswood NSW 2067

P: (02) 9411 5660

F: (02) 9904 6622

W: www.ttpa.com.au

SCALE
A3
NTS NTS 0 NTS NTS NTS
NOT TO SCALE

NOTES

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
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9. IT IS THE DEVELOPERS DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORK SITE IS LEFT UNATTENDED.
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CERTIFICATE NO: 0052125163 (EXPIRY DATE: 28/08/2022)
PREPARE A WORK ZONE TMP CARD
LACHLAN ELLSON

LEGEND:

A-CLASS HOARDING

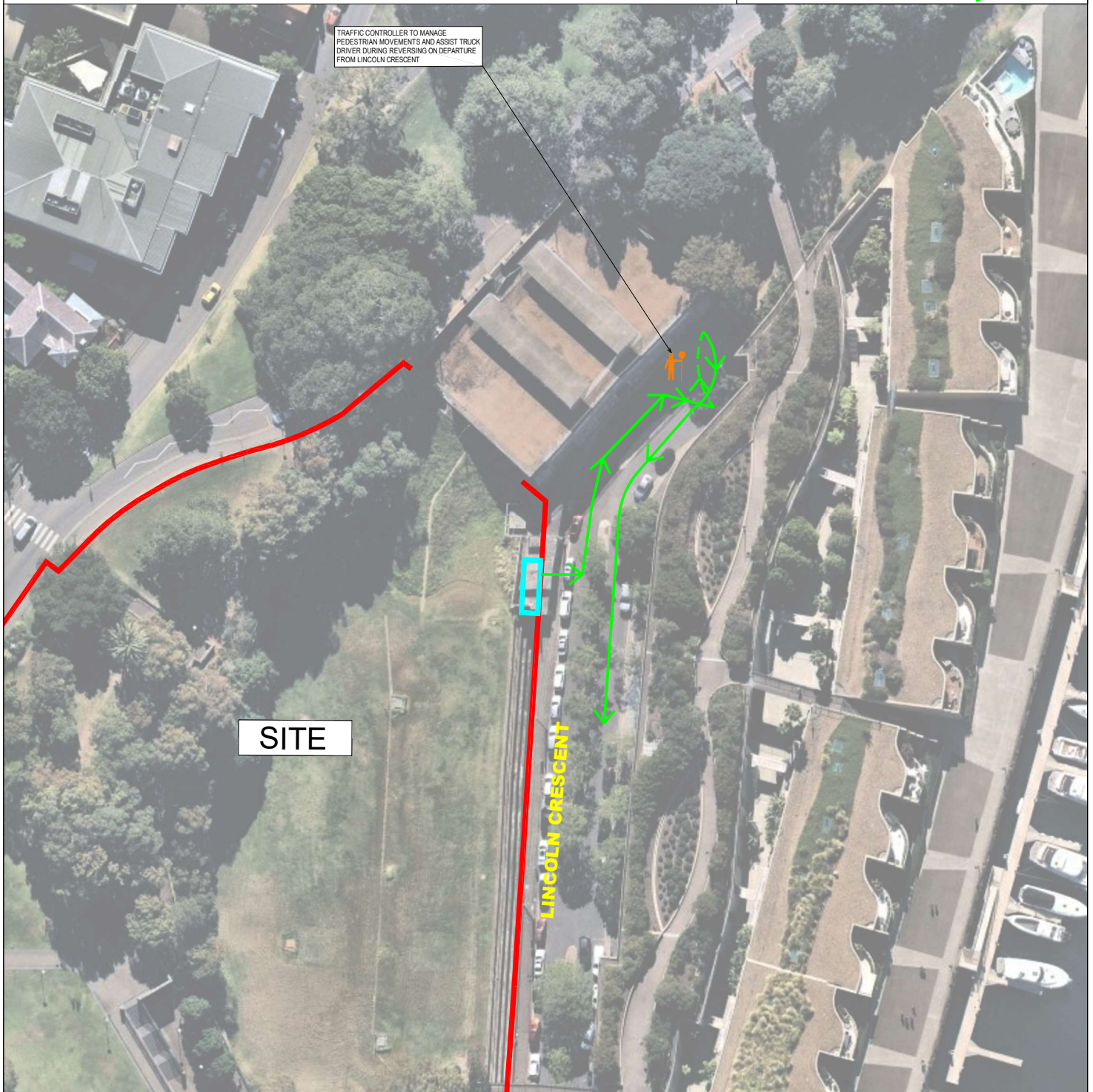
CONSTRUCTION SITE ACCESS

SIGN

TRAFFIC CONTROLLER

TRUCK DEPARTURE (FORWARD)

TRUCK DEPARTURE (REVERSE)



SYDNEY MODERN
LOADING AREA ALONG ART GALLERY RD/MRS MACQUARIES RD
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 142/2019

ISSUE A

ISSUE DATE 13 NOVEMBER 2019

DESIGNED BY
L.ELLSON

APPROVED BY
M.KONG

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

WARNING
THIS PLAN IS A PRELIMINARY PLAN
AND SHOULD NOT BE USED FOR
CONSTRUCTION OR OTHER PURPOSES

SCALE AS NTS NTS 0 NTS NTS NOT TO SCALE



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P: (02) 9411 5660 F: (02) 9904 6622 W: www.ttpa.com.au

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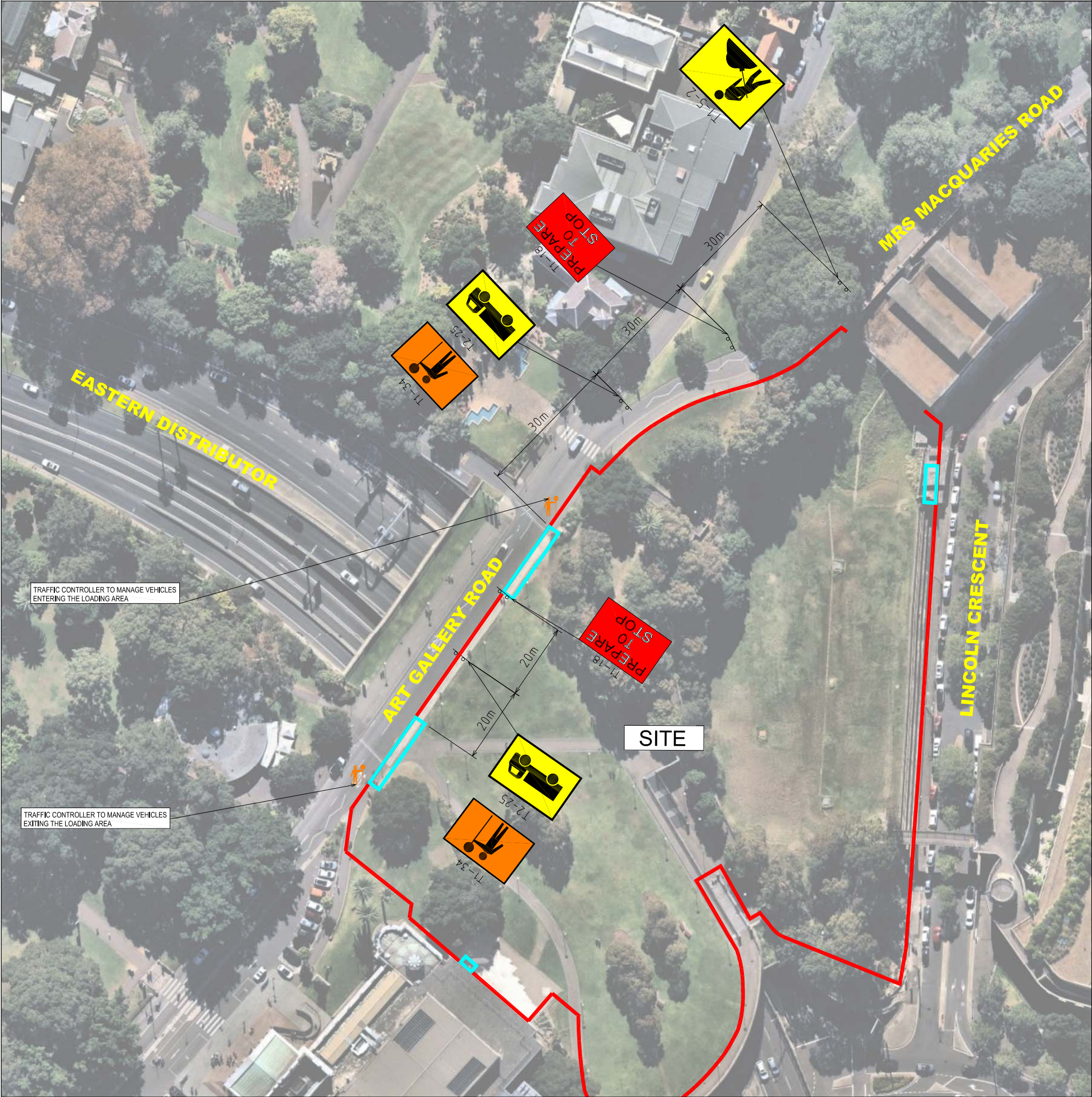
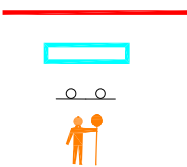
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CERTIFICATIONS

THE UNDERSIGNED HAS COMPLETED AND OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"
CERTIFICATE NO: 0052125163 (EXPIRY DATE: 28/08/2022)
PREPARE A WORK ZONE TMP CARD
LACHLAN ELLSON

LEGEND:

A-CLASS HOARDING
CONSTRUCTION SITE ACCESS
SIGN
TRAFFIC CONTROLLER



SYDNEY MODERN
LOADING AREA ALONG ART GALLERY RD/MRS MACQUARIES RD
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 142/2019 ISSUE A ISSUE DATE 22 OCTOBER 2019

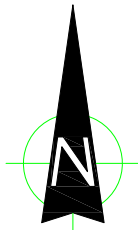
DESIGNED BY L.ELLSON
APPROVED BY M.KONG

SCALE A3 NTS 0 NTS NTS NOT TO SCALE

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
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WARNING

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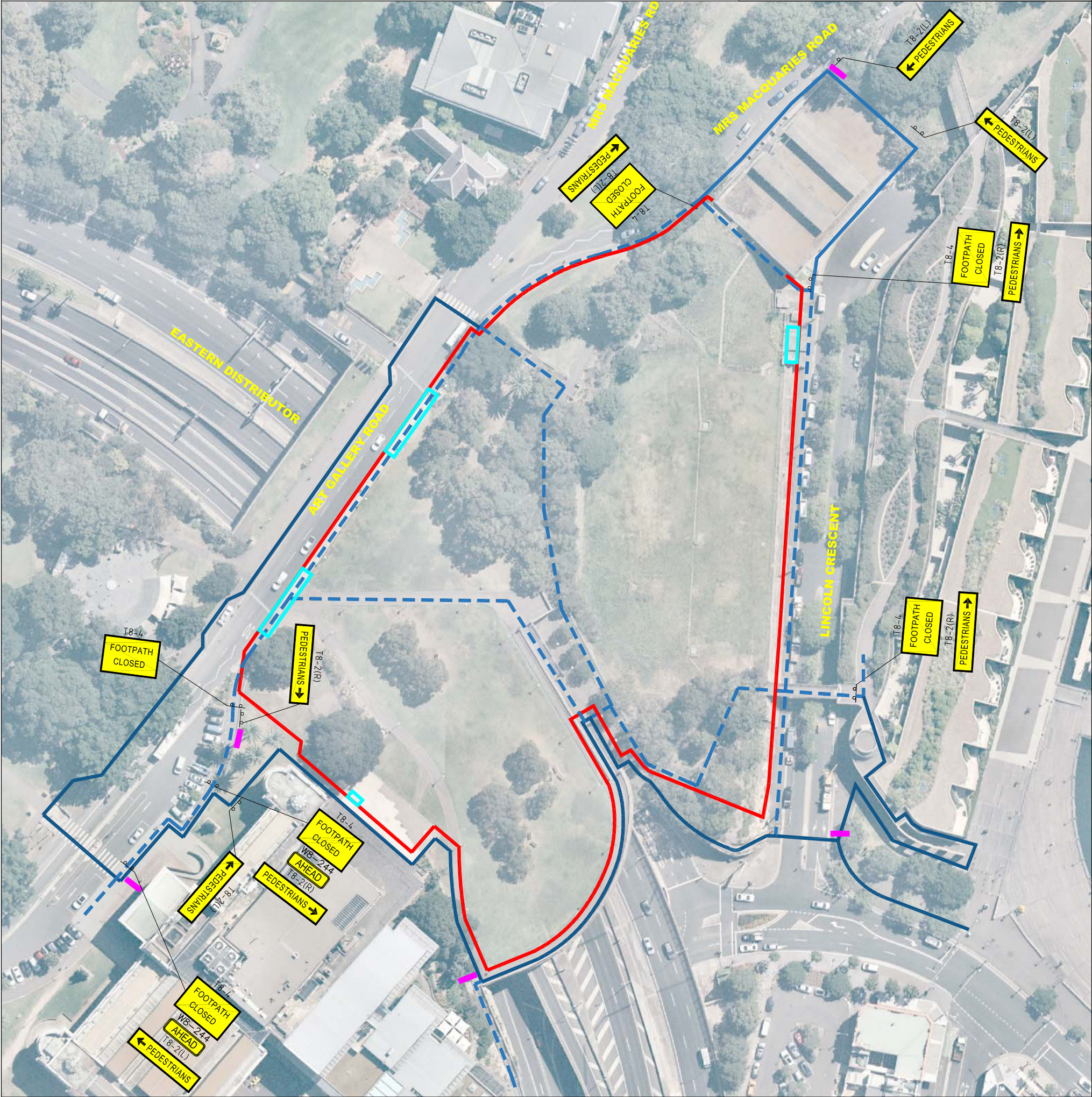
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CERTIFICATE NO: 0052125163 (EXPIRY DATE: 28/08/2022)
PREPARE A WORK ZONE TMP CARD
LACHLAN ELLSON

LEGEND:

- ORIGINAL PEDESTRIAN ROUTE
DETOURED PEDESTRIAN ROUTE
A-CLASS HOARDING
CONSTRUCTION SITE ACCESS
SIGN
OVERALL PEDESTRIAN ACCESS MAP
(SEE OVERLEAF)



SYDNEY MODERN
FOOTPATH CLOSURE DURING DEMOLITION / EARTHWORKS STAGE
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. 142/2019 ISSUE A ISSUE DATE 22 OCTOBER 2019

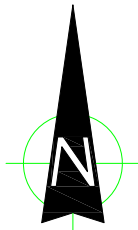
DESIGNED BY
L.ELLSON
APPROVED BY
M.KONG

SCALE
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PRELIMINARY PLAN
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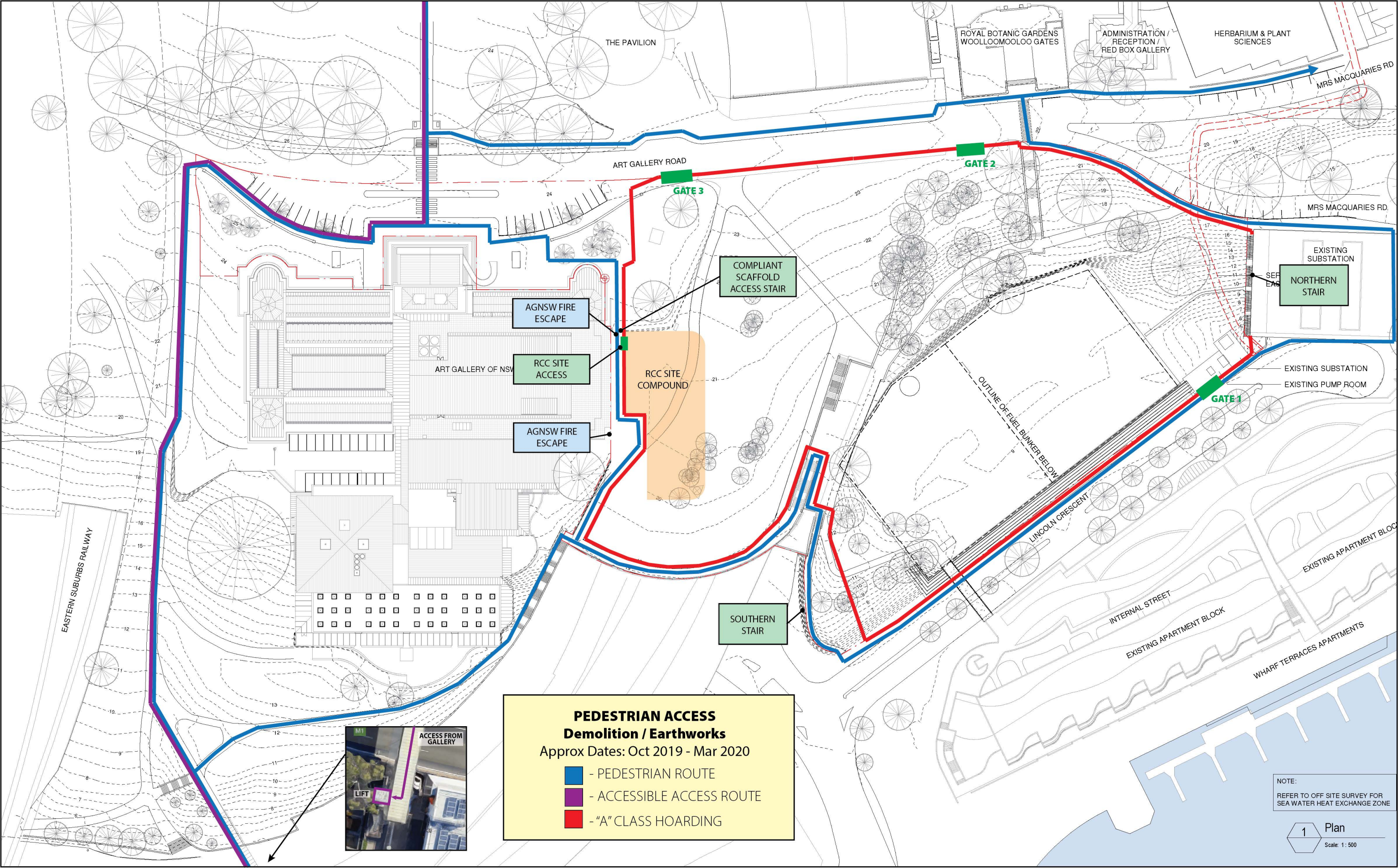
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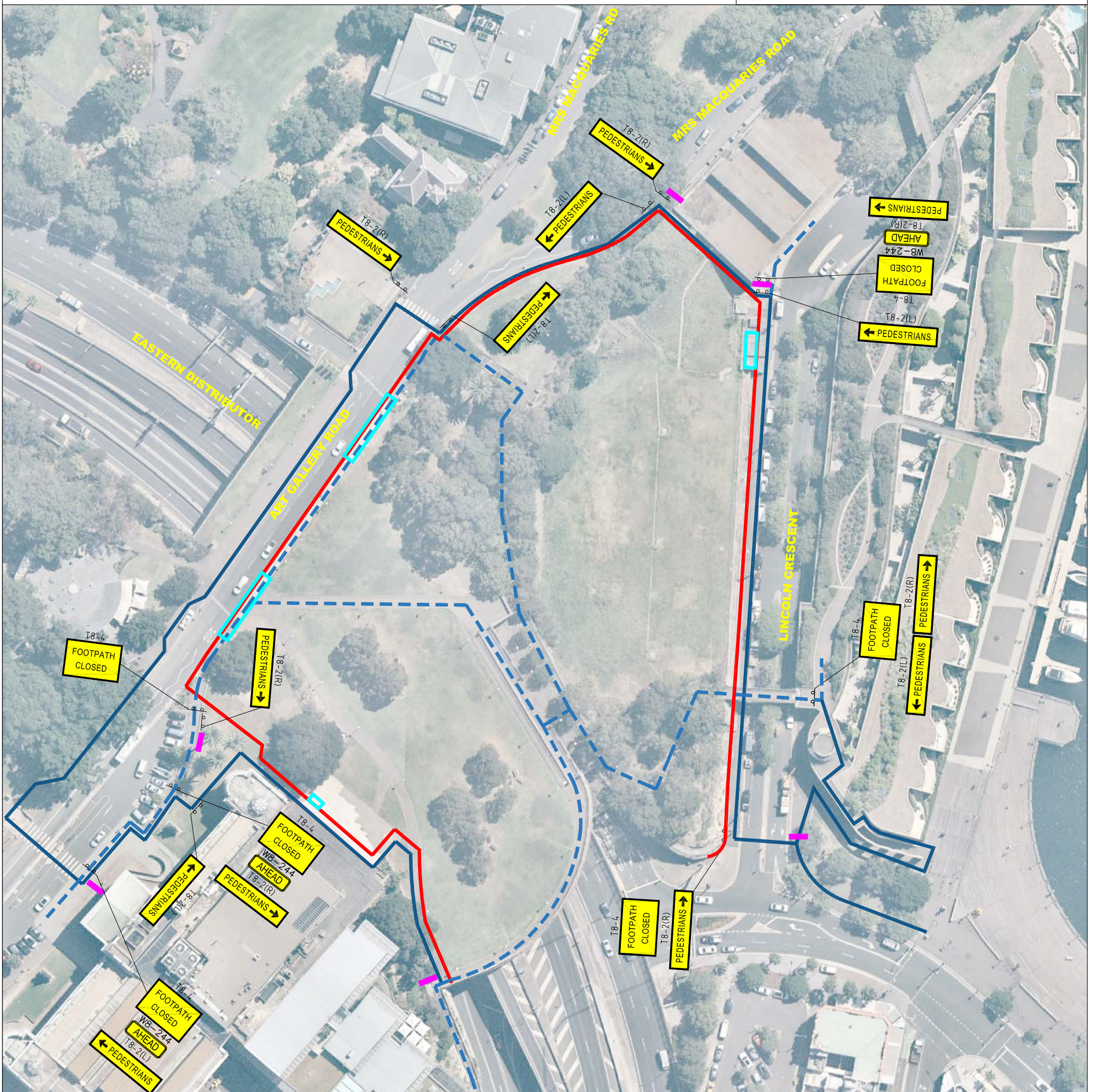


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PREPARE A WORK ZONE TMP CARD
LACHLAN ELLSON

ORIGINAL PEDESTRIAN ROUTE	
DETOURED PEDESTRIAN ROUTE	
A-CLASS HOARDING	
CONSTRUCTION SITE ACCESS	
SIGN	
OVERALL PEDESTRIAN ACCESS MAP (SEE OVERLEAF)	



DESIGNED BY
L.ELLSON

APPROVED BY
M.KONG

SCALE
A3

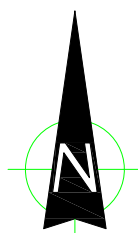
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NOT TO SCALE

PRELIMINARY PLAN
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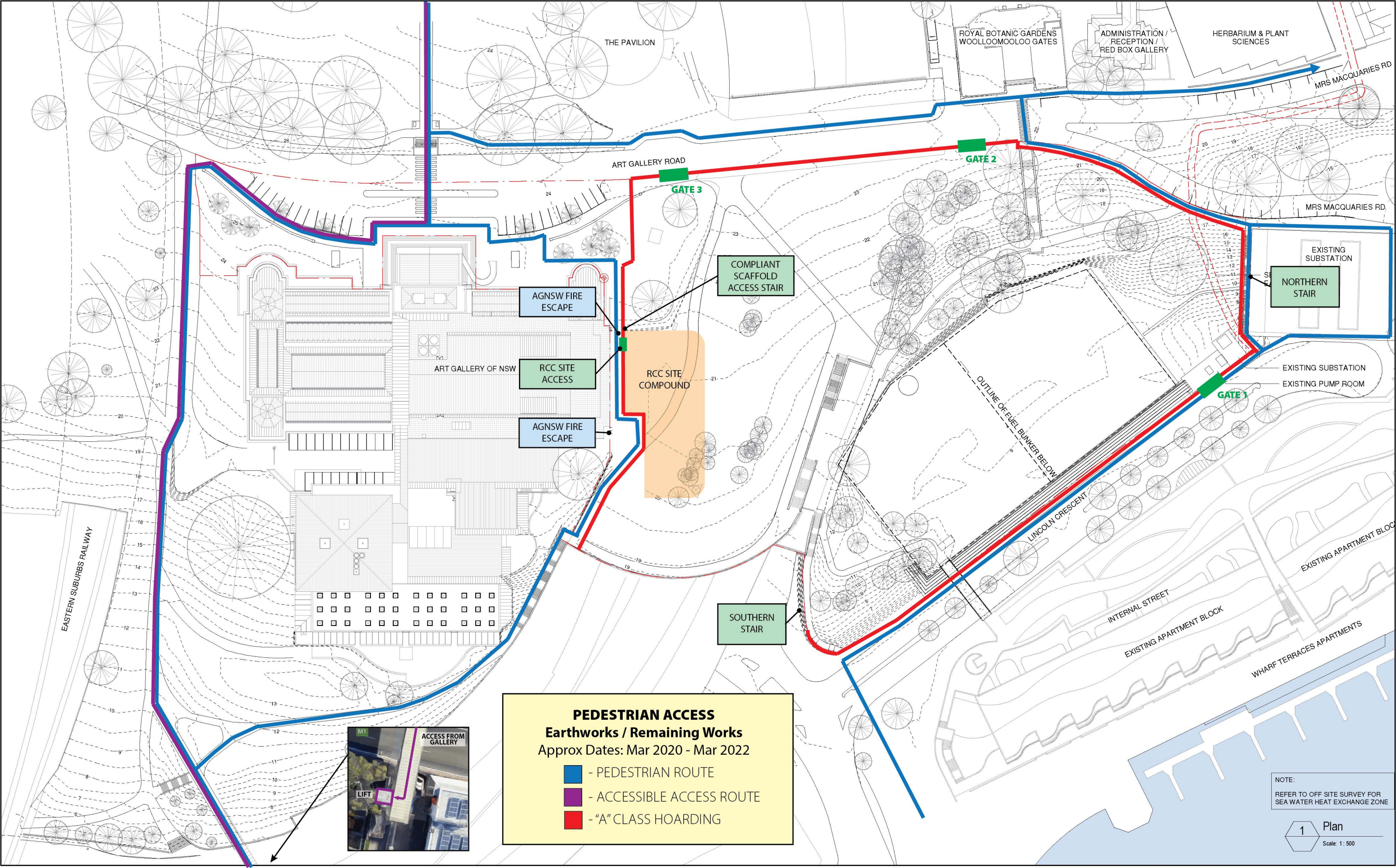
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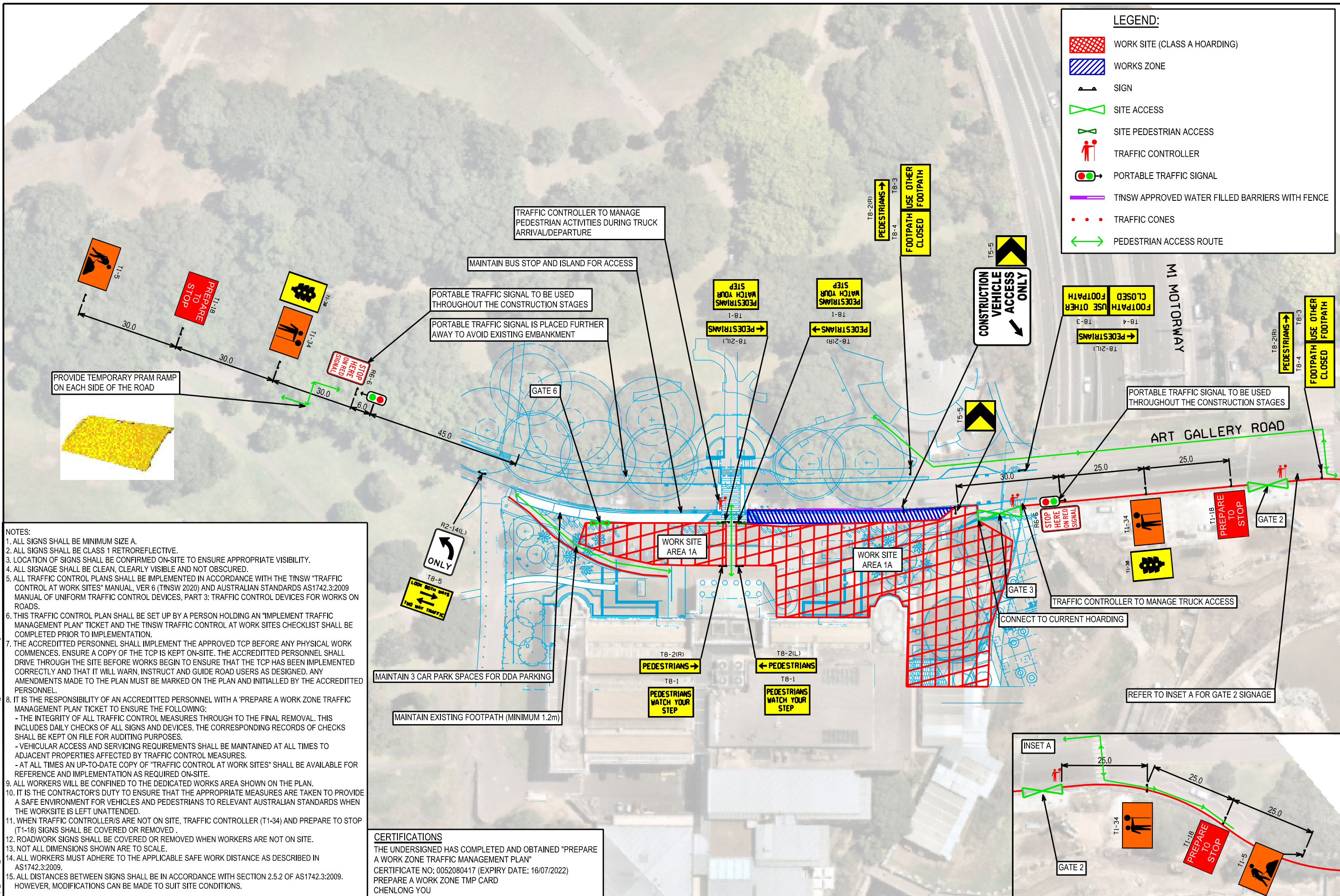


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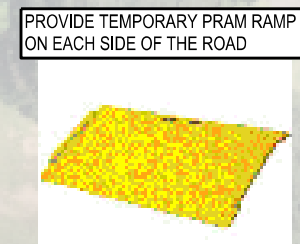


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Plt by shirlock



THE UNDERSIGNED HAS COMPLETED AND OBTAINED "PREPARE
A WORK ZONE TRAFFIC MANAGEMENT PLAN"
CERTIFICATE NO: 0052080417 (EXPIRY DATE: 16/07/2022)
PREPARE A WORK ZONE TMP CARD
CHENLONG YOU

1. ALL SIGNS SHALL BE MINIMUM SIZE A.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
5. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
6. THIS TRAFFIC CONTROL PLAN SHALL BE SET UP BY A PERSON HOLDING AN 'IMPLEMENT TRAFFIC MANAGEMENT PLAN' TICKET AND THE TNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITED PERSONNEL.
8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
10. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
11. WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE, TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS SHALL BE COVERED OR REMOVED .
12. ROADWORK SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



	WORK SITE (CLASS A HOARDING)
	WORKS ZONE
	SIGN
	SITE ACCESS
	SITE PEDESTRIAN ACCESS
	TRAFFIC CONTROLLER
	PORTABLE TRAFFIC SIGNAL
	TNSW APPROVED WATER FILLED BARRIERS WITH FENCE
	TRAFFIC CONES
	PEDESTRIAN ACCESS ROUTE

SHEET NO. 03 OF 04

ISSUE DATE 5 AUGUST 2021

REVIEWED BY
M.KONG

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION

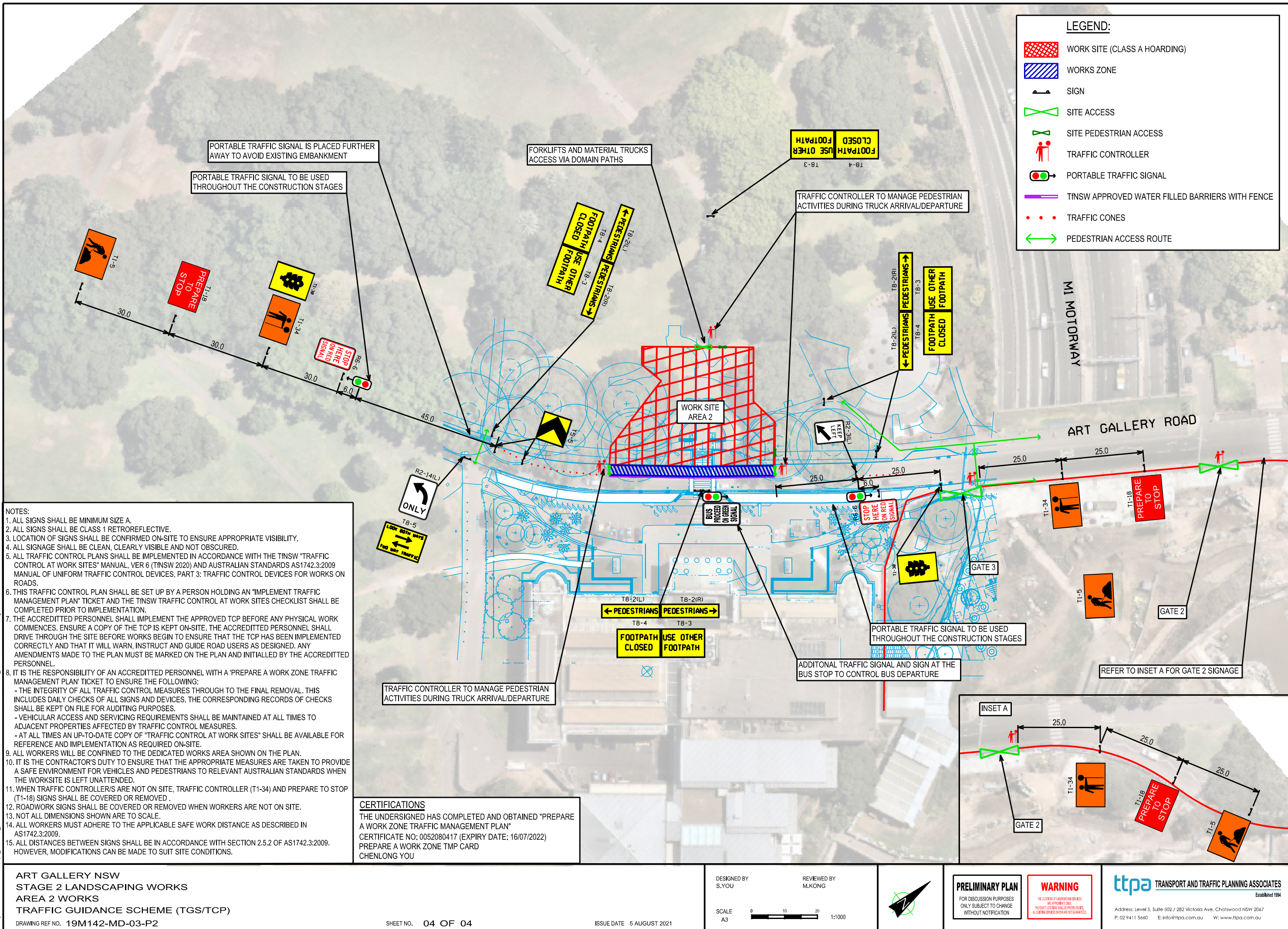
WARNING

THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY.
THE EXACT LOCATIONS SHALL BE PROVIDED ON SITE.
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED.

ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Address: Level 5, Suite 502 / 282 Victoria Ave, Chatswood NSW 2067
P: 02 9411 5660 E: info@ttpa.com.au W: www.ttpa.com.au

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Plt by shirlock



Appendix E

Consultation Process

Meg Kong

From: Van Le <vle@cityofsydney.nsw.gov.au>
Sent: Wednesday, 29 April 2020 3:21 PM
To: Jesse Moss
Cc: Joshua Faull
Subject: FW: Sydney Modern Project - Revised Construction Pedestrian Traffic Management Plan

Hi Jesse

Revised E of the Construction Pedestrian and Traffic Management Plan for the Sydney Modern Project is acceptable.

Regards

Van Le
Traffic Manager - North
City Infrastructure & Traffic Operations



Telephone: 02 9246 7220
cityofsydney.nsw.gov.au

From: Jesse Moss <MossJ@richardcrookes.com.au>
Sent: Friday, 24 April 2020 9:28 AM
To: Van Le <vle@cityofsydney.nsw.gov.au>; 'Kaye Russell' <Kaye.Russell@transport.nsw.gov.au>; 'Benjamin.BORGER@rms.nsw.gov.au' <Benjamin.BORGER@rms.nsw.gov.au>; 'david.ballm@rms.nsw.gov.au' <david.ballm@rms.nsw.gov.au>
Cc: Anthony Di Cecco <DiCeccoA@richardcrookes.com.au>; Phil Irving <irvingp@richardcrookes.com.au>; Tom Martin <MartinT@richardcrookes.com.au>; Chris Shelly <ShellyC@richardcrookes.com.au>; Joshua Faull <jfaull@cityofsydney.nsw.gov.au>; 'Brandon.MORSON@tmc.transport.nsw.gov.au' <Brandon.MORSON@tmc.transport.nsw.gov.au>; 'Peter.BACHE@rms.nsw.gov.au' <Peter.BACHE@rms.nsw.gov.au>; 'George.Mobayed@transport.nsw.gov.au' <George.Mobayed@transport.nsw.gov.au>; 'Lisa.McGill@transport.nsw.gov.au' <Lisa.McGill@transport.nsw.gov.au>
Subject: RE: Sydney Modern Project - Revised Construction Pedestrian Traffic Management Plan

All,

Apologies, I have no idea why the previous links won't work, please see below link from TTPA (RCC Traffic Engineer) as the host.

<https://www.dropbox.com/s/ik4oerh8gbyoodc/SYDNEY%20MODERN%20PROJECT%20APRIL%202020%20CTPMP%20REVISED%20E.pdf?dl=0>

Regards,

Jesse Moss, Senior Project Engineer

RICHARD CROOKES CONSTRUCTIONS

Direct 02 99024700 | Fax 02 9439 1114 | Mobile 0419 277 097
Level 3, 4 Broadcast Way, Artarmon NSW 2064
www.richardcrookes.com.au



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From: Jesse Moss
Sent: Thursday, 23 April 2020 11:56 AM
To: 'Van Le' <vle@cityofsydney.nsw.gov.au>; 'Kaye Russell' <Kaye.Russell@transport.nsw.gov.au>; 'Benjamin.BORGER@rms.nsw.gov.au' <Benjamin.BORGER@rms.nsw.gov.au>; 'david.ballm@rms.nsw.gov.au' <david.ballm@rms.nsw.gov.au>
Cc: Anthony Di Cecco <DiCeccoA@richardcrookes.com.au>; Phil Irving <irvingp@richardcrookes.com.au>; Tom Martin <MartinT@richardcrookes.com.au>; Chris Shelly <ShellyC@richardcrookes.com.au>; 'Joshua Faull' <jfaull@cityofsydney.nsw.gov.au>; 'Brandon.MORSON@tmc.transport.nsw.gov.au' <Brandon.MORSON@tmc.transport.nsw.gov.au>; 'Peter.BACHE@rms.nsw.gov.au' <Peter.BACHE@rms.nsw.gov.au>; 'George.Mobayed@transport.nsw.gov.au' <George.Mobayed@transport.nsw.gov.au>; 'Lisa.McGill@transport.nsw.gov.au' <Lisa.McGill@transport.nsw.gov.au>
Subject: RE: Sydney Modern Project - Revised Construction Pedestrian Traffic Management Plan

All,

Sorry, I believe there were some issues with the link, please see below new link.

https://rconstructions-my.sharepoint.com/:f:/g/personal/mosjes_richardcrookes_com_au/EggHfvjSahlAmxNerUK9vzoBDnm4aKX-Il2zKtGCY6wM1w?e=6m43Hc

Regards,

Jesse Moss, Senior Project Engineer

RICHARD CROOKES CONSTRUCTIONS

Direct 02 99024700 | Fax 02 9439 1114 | Mobile 0419 277 097
Level 3, 4 Broadcast Way, Artarmon NSW 2064
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Please consider the environment before printing this email



From: Jesse Moss

Sent: Wednesday, 22 April 2020 1:49 PM

To: 'Van Le' <vle@cityofsydney.nsw.gov.au>; 'Kaye Russell' <Kaye.Russell@transport.nsw.gov.au>; 'Benjamin.BORGER@rms.nsw.gov.au' <Benjamin.BORGER@rms.nsw.gov.au>; 'david.ballm@rms.nsw.gov.au' <david.ballm@rms.nsw.gov.au>

Cc: Anthony Di Cecco <DiCeccoA@richardcrookes.com.au>; Phil Irving <irvingp@richardcrookes.com.au>; Tom Martin <MartinT@richardcrookes.com.au>; Chris Shelly <ShellyC@richardcrookes.com.au>; 'Joshua Faull' <jfaull@cityofsydney.nsw.gov.au>; 'Brandon.MORSON@tmc.transport.nsw.gov.au' <Brandon.MORSON@tmc.transport.nsw.gov.au>; 'Peter.BACHE@rms.nsw.gov.au' <Peter.BACHE@rms.nsw.gov.au>; 'George.Mobayed@transport.nsw.gov.au' <George.Mobayed@transport.nsw.gov.au>; 'Lisa.McGill@transport.nsw.gov.au' <Lisa.McGill@transport.nsw.gov.au>

Subject: Sydney Modern Project - Revised Construction Pedestrian Traffic Management Plan

Van/Kaye/Ben/David,

Richard Crookes Constructions (RCC) has recently revised our Construction Pedestrian Traffic Management Plan (CPTMP) for the Sydney Modern Project in consultation with the City of Sydney due to an issue with the approved departure route of Bourke St, Woolloomooloo.

The new CPTMP now includes a departure route via Macleay St and Traffic Guidance Scheme (TGS) for trucks leaving site turning right onto Lincoln Cres, as the median strip is now approved to be modified by CoS.

Please see below link, for Sydney Modern Project – CPTMP – Rev E- For Approval.

https://rcconstructions-my.sharepoint.com/:b/g/personal/mosjes_richardcrookes_com_au/EcSKbnz4Og9LuVdqXOzMK8YB8OoVpol9xogaj4gW-HS6yg?e=1PT1Eq

A response at your earliest convenience is greatly appreciated, if you have any questions, please don't hesitate to contact me on 0419 277 097.

Cheers

Regards,

Jesse Moss, Senior Project Engineer

RICHARD CROOKES

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Meg Kong

From: Benjamin Borger <Benjamin.BORGER@transport.nsw.gov.au>
Sent: Thursday, 30 April 2020 7:38 AM
To: Jesse Moss
Subject: RE: Sydney Modern Project - Revised Construction Pedestrian Traffic Management Plan

No problems Jesse.

Not a silly question, yes we merged late last year. To make it a little more confusing, David Ballm is on secondment with Sydney Coordination Office and I am backfilling is old role.

Regards,

Ben Borger
A/Network and Safety Services Manager
Network and Safety Services
Planning & Programs
Greater Sydney
Transport for NSW

M 0408 064 433
Level 44, 680 George Street, NSW 2000



From: Jesse Moss [mailto:MossJ@richardcrookes.com.au]
Sent: Thursday, 30 April 2020 7:35 AM
To: Benjamin Borger
Subject: RE: Sydney Modern Project - Revised Construction Pedestrian Traffic Management Plan

Thanks Ben, appreciate the quick turnaround.

Silly question, have RMS and TNSW merged? I have you and David Ballm down as from RMS?

Regards,

Jesse Moss, Senior Project Engineer

RICHARD CROOKES

CONSTRUCTIONS

Direct 02 99024700 | Fax 02 9439 1114 | Mobile 0419 277 097
Level 3, 4 Broadcast Way, Artarmon NSW 2064
www.richardcrookes.com.au



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From: Benjamin Borger
Sent: Wednesday, 29 April 2020 7:56 PM
To: Jesse Moss ; 'Van Le' ; Kaye Russell ; David Ballm
Cc: Anthony Di Cecco ; Phil Irving ; Tom Martin ; Chris Shelly ; 'Joshua Faull' ; Brandon Morson ; Peter Bache ; George Mobayed ; Lisa McGill
Subject: RE: Sydney Modern Project - Revised Construction Pedestrian Traffic Management Plan

Hi Jesse

Thanks for updating the CTMP. No issues from Network and Safety.

Regards,

Ben Borger
A/Network and Safety Services Manager
Network and Safety Services
Planning & Programs
Greater Sydney
Transport for NSW

M 0408 064 433
Level 44, 680 George Street, NSW 2000



From: Jesse Moss [<mailto:MossJ@richardcrookes.com.au>]
Sent: Friday, 24 April 2020 9:28 AM
To: 'Van Le'; Kaye Russell; Benjamin Borger; David Ballm
Cc: Anthony Di Cecco; Phil Irving; Tom Martin; Chris Shelly; 'Joshua Faull'; Brandon Morson; Peter Bache; George Mobayed; Lisa McGill
Subject: RE: Sydney Modern Project - Revised Construction Pedestrian Traffic Management Plan

All,

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Regards,

Jesse Moss, Senior Project Engineer

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Cc: Anthony Di Cecco <DiCeccoA@richardcrookes.com.au>; Phil Irving <irvingp@richardcrookes.com.au>; Tom Martin <MartinT@richardcrookes.com.au>; Chris Shelly <ShellyC@richardcrookes.com.au>; 'Joshua Faull' <jfaull@cityofsydney.nsw.gov.au>; 'Brandon.MORSON@tmc.transport.nsw.gov.au' <Brandon.MORSON@tmc.transport.nsw.gov.au>; 'Peter.BACHE@rms.nsw.gov.au' <Peter.BACHE@rms.nsw.gov.au>; 'George.Mobayed@transport.nsw.gov.au' <George.Mobayed@transport.nsw.gov.au>; 'Lisa.McGill@transport.nsw.gov.au' <Lisa.McGill@transport.nsw.gov.au>

Subject: RE: Sydney Modern Project - Revised Construction Pedestrian Traffic Management Plan

All,

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https://rcconstructions-my.sharepoint.com/:f:/g/personal/mosjes_richardcrookes_com_au/EggHfvjSahlAmxNerUK9vzoBDnm4aKX-Il2zKtGCY6wM1w?e=6m43Hc

Regards,

Jesse Moss, Senior Project Engineer

RICHARD CROOKES CONSTRUCTIONS



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From: Jesse Moss

Sent: Wednesday, 22 April 2020 1:49 PM

To: 'Van Le' <vle@cityofsydney.nsw.gov.au>; 'Kaye Russell' <Kaye.Russell@transport.nsw.gov.au>; 'Benjamin.BORGER@rms.nsw.gov.au' <Benjamin.BORGER@rms.nsw.gov.au>; 'david.ballm@rms.nsw.gov.au' <david.ballm@rms.nsw.gov.au>

Cc: Anthony Di Cecco <DiCeccoA@richardcrookes.com.au>; Phil Irving <irvingp@richardcrookes.com.au>; Tom Martin <MartinT@richardcrookes.com.au>; Chris Shelly <ShellyC@richardcrookes.com.au>; 'Joshua Faull' <jfaull@cityofsydney.nsw.gov.au>; 'Brandon.MORSON@tmc.transport.nsw.gov.au' <Brandon.MORSON@tmc.transport.nsw.gov.au>; 'Peter.BACHE@rms.nsw.gov.au' <Peter.BACHE@rms.nsw.gov.au>; 'George.Mobayed@transport.nsw.gov.au' <George.Mobayed@transport.nsw.gov.au>; 'Lisa.McGill@transport.nsw.gov.au' <Lisa.McGill@transport.nsw.gov.au>

Subject: Sydney Modern Project - Revised Construction Pedestrian Traffic Management Plan

Van/Kaye/Ben/David,

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The new CPTMP now includes a departure route via Macleay St and Traffic Guidance Scheme (TGS) for trucks leaving site turning right onto Lincoln Cres, as the median strip is now approved to be modified by CoS.

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https://rconstructions-my.sharepoint.com/:b/g/personal/mosjes_richardcrookes_com_au/EcSKbnz4Og9LuVdqXOzMK8YB8OoVpol9xogaj4gW-HS6yg?e=1PT1Eq

A response at your earliest convenience is greatly appreciated, if you have any questions, please don't hesitate to contact me on 0419 277 097.

Cheers

Regards,

Jesse Moss, Senior Project Engineer



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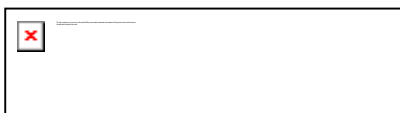


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Meg Kong

From: Kaye Russell <Kaye.Russell@transport.nsw.gov.au>
Sent: Thursday, 14 November 2019 3:42 PM
To: Meg Kong; 'Jesse Moss'
Cc: Lisa McGill; George Mobayed; Brandon Morson
Subject: RE: Sydney Modern Project

Hi Meg

Thank you for providing TfNSW with the Construction Pedestrian Traffic Management Plan (CPTMP) for the Sydney Modern Project.

Several construction projects, including the Sydney Light Rail Project are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the CBD, and the safety of pedestrians and cyclists within the CBD particularly during commuter peak periods.

TfNSW has endorsed the CPTMP. Please ensure this CPTMP is shared and adhered to by all contractors. If the CPTMP changes, please forward a copy to TfNSW for further review and endorsement.

TfNSW welcomes ongoing discussions on any issues that may arise during the development relating to traffic and transport.

Regards

Kaye Russell
Transport Planning Project Manager
Sydney Coordination Office
Transport Coordination, Greater Sydney
Transport for NSW

T 02 8265 6722 M 0435 961 672
Level 44 680 George Street Sydney NSW 2000



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Get on board with Opal at opal.com.au

From: Meg Kong [mailto:meg@tpa.com.au]
Sent: Friday, 8 November 2019 4:07 PM
To: Kaye Russell <Kaye.Russell@transport.nsw.gov.au>
Cc: Lisa McGill <Lisa.McGill@transport.nsw.gov.au>; George Mobayed <George.Mobayed@transport.nsw.gov.au>
Subject: RE: Sydney Modern Project

Hi Kaye

Thanks for your comments. Apologies for not being able to respond yesterday. Please see below our response in red.

Appreciate your prompt review and approval upon review of our response as we are 3 weeks behind our schedule to start works on site.

Kind regards
Meg Kong

From: Kaye Russell <Kaye.Russell@transport.nsw.gov.au>
Sent: Thursday, November 7, 2019 12:22 PM
To: Meg Kong <meg@tpa.com.au>
Cc: Lisa McGill <Lisa.McGill@transport.nsw.gov.au>; George Mobayed <George.Mobayed@transport.nsw.gov.au>
Subject: Sydney Modern Project

Hi Meg

Thank you for providing TfNSW with the Construction Pedestrian Traffic Management Plan (CPTMP) for Sydney Modern Project.

Several construction projects, including the Sydney Light Rail Project are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the CBD, and the safety of pedestrians and cyclists within the CBD particularly during commuter peak periods.

TfNSW has reviewed the CPTMP and request the following comments be addressed –

- Clarification required on the footpath closure on the eastern side of Art Gallery Road. Is the footpath being reduced in width or closed completely? If it is a partial closure what will be the reduced width of the footpath? The path must stay DDA compliant at all times and any new path should comply with Australian Standards. **Since the publication of the CPTMP, the Royal Botanic Gardens has requested RCC to maintain the eastern footpath along Art Gallery Road, it will be reduced to a minimum of 1600mm wide for the land bridge (80m) frontage and the existing foot path width maintained for the remainder.**
- Page 67 of the document shows a turning path of a truck reversing. There should be no reversing of vehicles without special one off permission from the council and SCO. Please provide detail as to how the manoeuvre will be managed safely, and what process will be put into place when the manoeuvre is required. **The current col de sac is a quiet area with minimal pedestrian activity, RCC will manage this manoeuvre by utilising the northern traffic controller to control pedestrians and act as a spotter whilst the truck is undertaking a three point turn, the southern controller will stop traffic whilst this manoeuvre is being undertaken.**
- Vehicles should enter and exit in a forward facing direction. **Noted, this is the case on all out sweep paths.**

TfNSW has also reviewed the CEMP and provides no comments.

TfNSW welcomes ongoing discussions on any issues that may arise during the development relating to traffic and transport.

Regards

Kaye Russell
Transport Planning Project Manager
Sydney Coordination Office
Transport Coordination, Greater Sydney
Transport for NSW

T 02 8265 6722 M 0435 961 672
Level 44 680 George Street Sydney NSW 2000



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Meg Kong

From: Benjamin Borger <Benjamin.BORGER@rms.nsw.gov.au>
Sent: Thursday, 7 November 2019 9:52 AM
To: Meg Kong
Cc: Peter Bache; Anthony Di Cecco; Jesse Moss; David Ballm
Subject: RE: CPTMP - Sydney Modern Project

Hi Meg,

Apologies for the delay, RMS has no objections.

Regards,

Ben Borger
A/Senior Network & Safety Officer
South East Precinct, Greater Sydney Division
M 0408 064 433
www.rms.nsw.gov.au

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Level 44, 680 George Street Sydney, NSW, 2000

From: Meg Kong [mailto:meg@tppa.com.au]
Sent: Thursday, 7 November 2019 9:41 AM
To: David Ballm
Cc: Benjamin Borger; Peter Bache; Anthony Di Cecco; Jesse Moss
Subject: RE: CPTMP - Sydney Modern Project

Hi Dave

As discussed, we can't start onsite or gain Crown Certification 1 until we receive the comments. It would be much appreciated if RMS can provide their comments as soon as possible.

Thank you.

Kind regards
Meg Kong

From: Meg Kong
Sent: Thursday, November 7, 2019 9:17 AM
To: David Ballm <David.BALLM@rms.nsw.gov.au>
Cc: Benjamin Borger <Benjamin.BORGER@rms.nsw.gov.au>; Peter Bache <Peter.BACHE@rms.nsw.gov.au>; Anthony Di Cecco <DiCeccoA@richardcrookes.com.au>; Jesse Moss <MossJ@richardcrookes.com.au>
Subject: RE: CPTMP - Sydney Modern Project

Good morning David

Just following up on RMS' review/comments on the CPTMP for Sydney Modern Project.

Thank you in advance for your response.

Kind regards
Meg Kong

From: David Ballm <David.BALLM@rms.nsw.gov.au>
Sent: Friday, November 1, 2019 12:56 PM
To: Benjamin Borger <Benjamin.BORGER@rms.nsw.gov.au>; Peter Bache <Peter.BACHE@rms.nsw.gov.au>
Cc: Meg Kong <meg@ttpa.com.au>
Subject: FW: CPTMP - Sydney Modern Project

Both

Are you able to review ASAP please.

Regards,

Dave

David Ballm
Associate Director - Sydney Region Planning
Sydney Coordination Office
Transport for NSW

M 0491 213 187
Level 44, 680 George Street, Sydney, NSW 2000



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From: Meg Kong [<mailto:meg@ttpa.com.au>]
Sent: Friday, 1 November 2019 12:18 PM
To: David Ballm
Subject: FW: CPTMP - Sydney Modern Project

Hi David

Please download the CPTMP from the link below.

Appreciate RMS comments.

Kind regards
Meg Kong

From: Meg Kong
Sent: Wednesday, October 23, 2019 9:07 AM
To: BALLM David <David.BALLM@rms.nsw.gov.au>; TITA Mohamed <Mohamed.TITA@rms.nsw.gov.au>

Cc: Anthony Di Cecco <DiCeccoA@richardcrookes.com.au>; Jesse Moss <MossJ@richardcrookes.com.au>
Subject: CPTMP - Sydney Modern Project

Good morning David/Mohamed,

Hope all is well. To address Consent Conditions № B62 (of SSD 6471), RCC/TTPA would like to see your input on our CPTMP. See link below:

<https://www.dropbox.com/s/cz94j3a07ptni70/SYDNEY%20MODERN%20PROJECT%20OCTOBER%20%202019%20CTPMP%20REV%20C.pdf?dl=0>

Appreciate your review and comments.

Feel free to contact me if you have any questions.

Kind regards,

Meg Kong | Associate



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Meg Kong

From: Clement Lim <CLim@cityofsydney.nsw.gov.au>
Sent: Thursday, 7 November 2019 3:23 PM
To: Meg Kong
Cc: Tanz Alam; Maria O'Donnell; Van Le
Subject: RE: CPTMP - Sydney Modern Project

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Meg,

The CTMP has been reviewed and is satisfactory.

Regards,

Clem

From: Meg Kong <meg@ttpa.com.au>
Sent: Wednesday, 23 October 2019 9:20 AM
To: Clement Lim <CLim@cityofsydney.nsw.gov.au>
Subject: CPTMP - Sydney Modern Project

Good morning Clement,

Hope all is well. To address Consent Conditions № B62 (of SSD 6471), RCC/TTPA would like to see your input on our CPTMP. See link below:

<https://www.dropbox.com/s/cz94j3a07ptni70/SYDNEY%20MODERN%20PROJECT%20OCTOBER%20%202019%20CTPMP%20REV%20C.pdf?dl=0>

Appreciate your review and comments.

Feel free to contact me if you have any questions.

Kind regards,

Meg Kong | Associate

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