

“CAMPBELLS STORES”
PROPOSED RESTORATION
FOR DINING PRECINCT
7 – 27 CIRCULAR QUAY WEST, THE ROCKS
Assessment of Traffic, Transport and
Parking Implications

October 2016
(Rev F)

Reference 15110

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Transportation, Traffic and Design Consultants
Suite 502, Level 5
282 Victoria Avenue
CHATSWOOD 2067
Telephone (02) 9411 5660
Facsimile (02) 9904 6622
Email: ross@ttpa.com.au

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TRANSPORT AND TRAFFIC PLANNING ASSOCIATES

Transport and Traffic Planning Associates (TTPA) (Monvale Pty Ltd)

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1. INTRODUCTION

This report has been prepared on behalf of Tallawoladah to accompany a new Planning Submission Document to the Department of Planning & Infrastructure for the proposed remediation, renewal and adaptive reuse of Campbells Stores at The Rocks (Figure 1).

Campbells Stores is an historic warehouse building located on the Campbells Cove foreshore on the western side of Circular Quay. The sandstone building has been modified over the years and is currently occupied by four large restaurants with extensive outdoor seating with awnings.

The proposed development scheme involves the much needed remediation and restoration of the building to provide for an iconic waterfront dining precinct. The proposal will take advantage of the unique harbourside location and provide tourists in particular with a range of high quality restaurants, cafés and bars.

There will continue to be no parking provided on the site, however the location is highly accessible by rail, bus and ferry services (light rail in the future) and is convenient proximity to hotels and the principal tourist attractions in the northern part of the City.

Whilst the development project is significant the result, with smaller and more intimate tenancies, will be a reduction of floorspace and patron capacity as follows:

	Floorspace	Patron Capacity
Existing	5,707m ²	2,900
Proposed	4,221.8m ²	2,340

In response to Application (SSD7056) the Department issued the Secretarys Environmental Assessment Requirements (SEARS) dated 28.5.15 which included the following:

9. Transport, Traffic, Car Parking and Accessibility

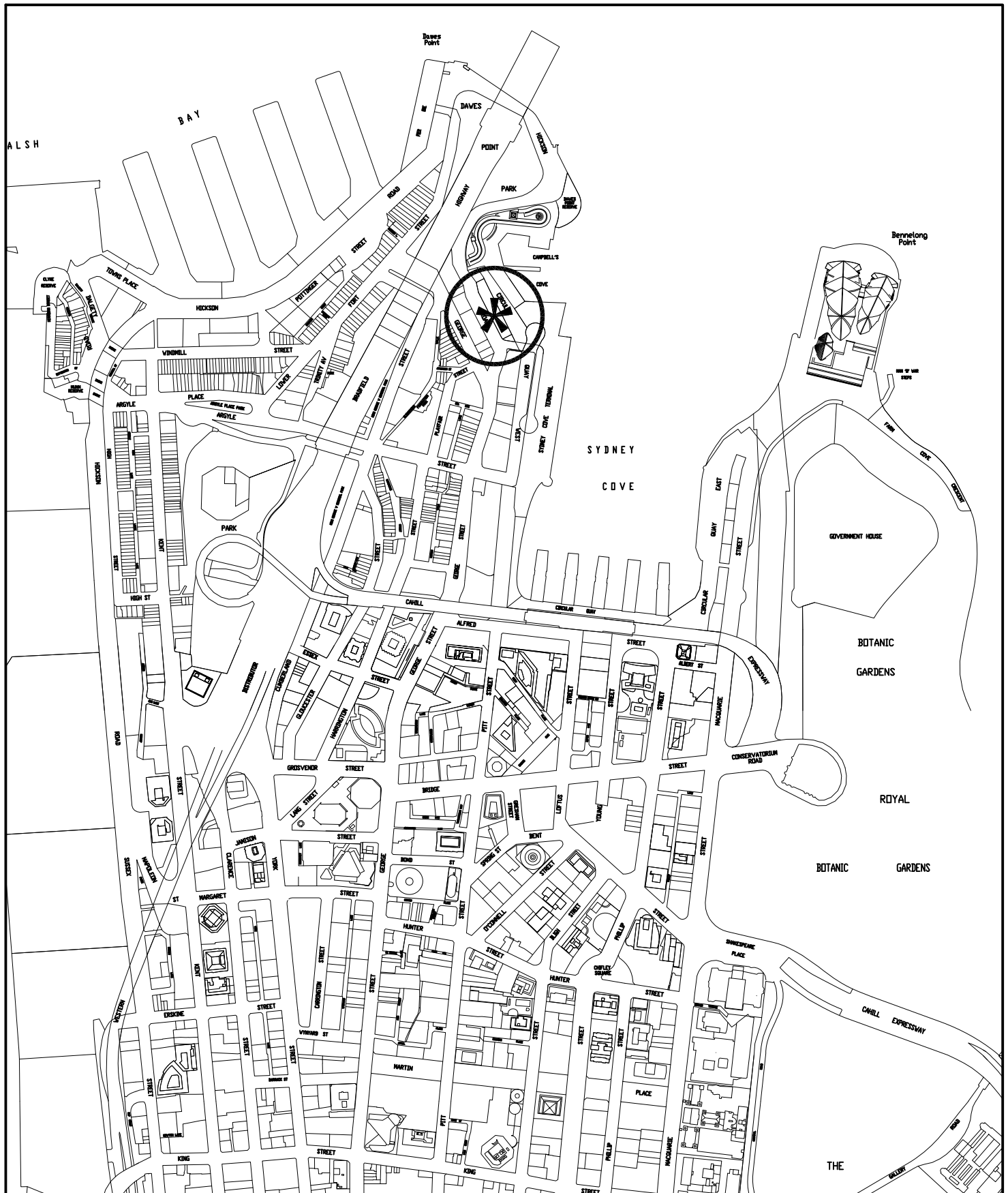
- *The EIS shall include a Traffic and Transport Impact Assessment that provides, but is not limited to, the following:*
 - *daily and peak traffic movements likely to be generated by the development, and an assessment of the existing and future performance of key intersections surrounding the site, and any upgrades (road/intersections) required as a result of the development;*
 - *detail the proposed number of car parking spaces and compliance with appropriate parking codes (if car parking is proposed);*
 - *existing public transport services and opportunities to promote public transport use (such as a green travel plan);*
 - *pedestrian and cycle connections/circulation and required upgrades to meet the likely future demand within the precinct and connections to the external networks, particularly the cycle network identified in the Sydney City Centre Access Strategy;*
 - *details of the proposed number of bicycle parking spaces and compliance with appropriate standards and the provision of end-of-trip facilities;*
 - *assessment of proposed loading dock provisions and access arrangements to loading docks; and*
 - *details of access arrangements for emergency and service vehicles (including vehicle type and likely arrival and departure times of service vehicles).*
- *In relation to construction traffic:*
 - *details of anticipated truck movements to and from the site;*
 - *details of access arrangements for workers to/from the site, emergency vehicles and service vehicle movements;*
 - *details of temporary cycling and pedestrian access during construction;*
 - *details of proposed construction vehicle access arrangements at all stages of construction; and*
 - *assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrian, cyclist and public transport, including the preparation of a draft Construction Traffic Management Plan to demonstrate the proposed management of impacts. This Plan needs to include vehicle routes, number of trucks, hours of operation, access arrangements for traffic control measures for all demolition/construction activities, and must take into consideration the staging of transport works in the Sydney CBD (including light rail).*

Relevant Policies and Guidelines:

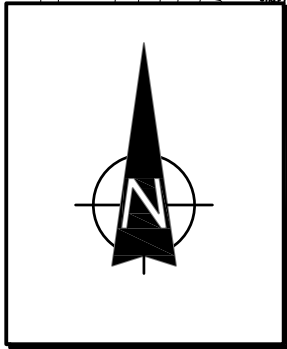
- *Guide to Traffic Generating Development (RMS)*
- *Sydney city Centre Access Strategy*
- *EIS Guidelines – Road and Related Facilities (DoPI)*
- *NSW Planning Guidelines for Walking and Cycling*
- *Guide to Traffic Management – Part 12: Traffic Impacts of Development (AUSTROADS)*

The purpose of this report is to:

- * describe the site, it's context, existing use and the revised development scheme
- * describe the road network serving the site and the existing transport services
- * describe the impending changes to the road network and transport services in the vicinity of the site
- * assess the potential transport and traffic implications of the proposed development including the circumstances for pedestrians and cyclists
- * assess the potential parking and servicing implications of the proposal
- * provide a Draft Construction Traffic Management Plan
- * respond to the SEARS



LEGEND



LOCATION

FIG 1

2. PROPOSED DEVELOPMENT SCHEME

2.1 SITE, CONTEXT AND EXISTING USE

The site (Figure 2) occupies a prominent position at Circular Quay with frontage to Hickson Road being located on the western foreshore of Campbells Cove directly across the Quay from the Opera House and Bennelong Point.

Campbells Stores comprises an historic sandstone warehouse building together with a small separate building to the north and a loading dock to the south below the access road for the Overseas Passenger Terminal (OPT).

The site is adjoined by the Park Hyatt Hotel to the north while the historic Metcalfe Bond buildings extend along the western side of Hickson Road. Campbells Cove Promenade extends along the shoreline on the eastern side of the site while the OPT extends to the south along with historical buildings along Hickson Road and George Street.

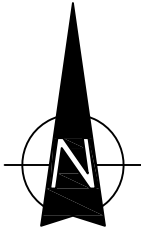
The original Campbells Stores building has been modified over the years and is currently occupied by four large restaurants (Waterfront, Wolfies, Imperial Peking and The Italian Village). These restaurants have outdoor eating areas along the eastern side of the building with awnings for weather protection and are popular for large groups and functions and are also well patronised by tourists.

Pedestrian access for the restaurants is primarily provided from the foreshore promenade and there is no on-site carparking provided. The loading dock at the southern end has a service tunnel below the Hickson Road footway connecting to the BOH for each of the restaurants.



SITE

LEGEND



SITE

FIG 2

Details of the existing size and capacity (patrons) of the tenancies are provided in the following:

Name	Size	Capacity
Waterfront	1,750m ²	900
Wolfies	1,107m ²	550
Imperial Peking	1,600m ²	800
Italian Village	1,250m ²	650
Total:	5,707m²	2,900

2.2 PROPOSED DEVELOPMENT

The proposed development works involves:

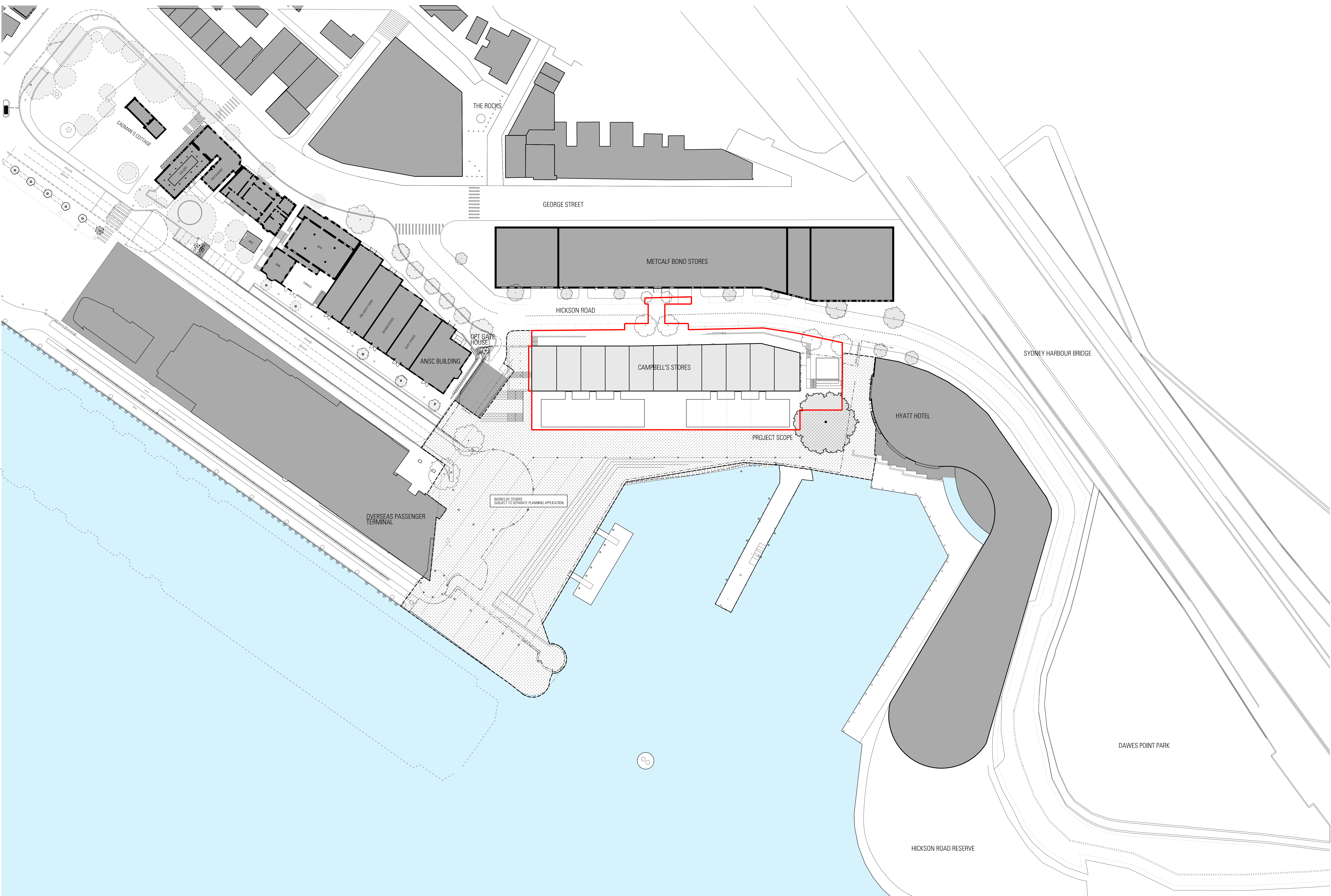
- strip out of non historical internal elements
- installation of a new roof
- demolition of the external awning and paving
- construction of new outdoor awning and paving
- cleaning and remediation of stonework
- replacement footway paving along Hickson Road
- construction of a new Bay 12 building element
- fitout of tenancies

There will be multiple tenancies with restaurant, café and bar uses introduced to the revamped building with the following outcome.

Total Floorspace	4,221.8m ²
Total Capacity	2,340 persons

Architectural details of the proposed development are provided on the plans prepared by Johnson Pilton Walker which accompany the Development Application and are reproduced in part in Appendix A.

Whilst the application only involves the Campbells Stores site the Sydney Foreshore Authority proposes to undertake significant upgrading works to Campbells Cove Promenade and this work could occur concurrent to the subject development works (see details overleaf).



3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

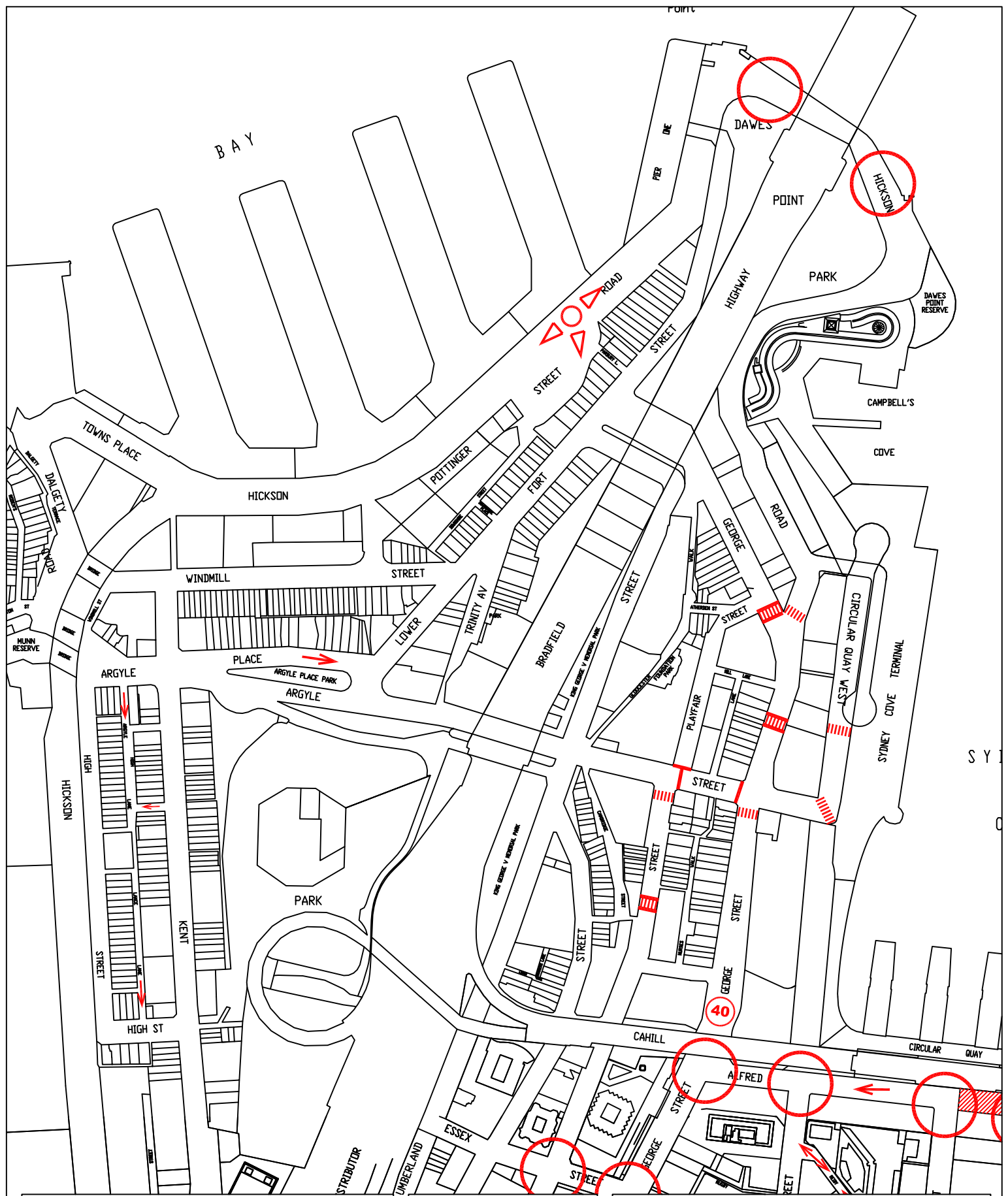
The existing road network serving the site comprises:

- * *George Street* – a Major City Street and public transport corridor which connects between Broadway and The Rocks
- * *Bridge Street* – a Major City Street which runs between George Street and Macquarie Street
- * *Hickson Road* – an Important City Street which connects from George Street around Dawes Point and along the Barangaroo Precinct.
- * *Argyle Street/Circular Quay West* – a Minor City Street which provides access to OPT (Argyle Street is closed to traffic between George Street and Harrington Street)

3.2 TRAFFIC CONTROLS

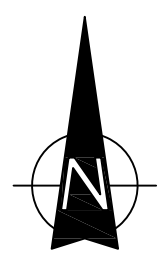
The existing traffic controls which have been applied to the roads in the vicinity of the site (Figure 3) include:

- * the traffic control signals with pedestrian crossing facilities at the intersections of:
 - George Street and Alfred Street
 - Alfred Street and Pitt Street
 - Hickson Road under the Harbour Bridge
- * the various marked footcrossings across George Street and Hickson Road with some located on raised platforms for speed reduction
- * the 2/4 hour ticket parking restrictions along each side of Hickson Road at the site frontage with a “car share” pod on the western side
- * the 40kmph speed restriction on roads in The Rocks area



LEGEND

- 
TRAFFIC SIGNAL CONTROL
- 
RESTRICTED TURNING MOVEMENT
- 
ONE WAY



TRAFFIC CONTROLS

FIG 3

3.3 TRAFFIC CONDITIONS

Traffic conditions in the vicinity of the site are generally quite satisfactory particularly at the peak visitation times for restaurants. In terms of vehicle accessibility the site and the available parking (public parking stations and on-street) benefit from the multiple available routes for access.

There are times when road closures are implemented (e.g. New Years Eve and for The Rocks Market), however the circumstances reflect a normal “inner city” environment where traffic movements (and pedestrian movements) are facilitated by the traffic signal intersection controls and marked footcrossing.

3.4 TRANSPORT SERVICES

The site is very conveniently located in relation to major rail, bus, ferry and taxi nodes. In this regard, the site is within 500 metres of Circular Quay Railway Station, the Circular Quay Ferry Wharves and within easy walking distance of bus terminus stops on Loftus Street, Young Street, Phillip Street, Alfred Street and Harrington Street. Bus Routes 431 and 433 operate along George Street with bus stops located in the vicinity of the site and a terminus at Millers Point. Access to taxis (both road and water) is also available nearby and there is a ‘car share’ pod on Hickson Road opposite the site.

Circular Quay Railway Station is serviced by the Bankstown, Inner West, Airport/ East Hills and Main South railway lines and provides connection at either Town Hall or Central Stations to all other City Rail urban and inter-urban lines. Circular Quay Wharf is the focal point of all Sydney Harbour commuter ferry services and as such provides access to the vast majority of wharves on Sydney Harbour and the Parramatta River. There is also a water taxi provision on the wharf in Campbells Cove.

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

3.5 CYCLISTS AND PEDESTRIANS

There are no formal provisions for cyclists in the vicinity of the site at present (apart from the regional route over the Harbour Bridge and along Kent Street) although there are painted bicycle symbols along Hickson Road.

Pedestrians in the vicinity of the site are afforded with excellent provisions with the segregated foreshore promenade linking between Circular Quay and Dames Point as well as the footway provisions along all roads in the area and the closed lanes and road sections in The Rocks.

4. FUTURE CIRCUMSTANCES

4.1 ROAD NETWORK AND TRAFFIC MANAGEMENT

The existing road network and traffic management in the CBD street system are subject to ongoing major changes largely to enable the construction and operation of the proposed light rail system. The light rail will run along George Street between Central and Circular Quay and George Street will be essentially closed to vehicle traffic between Goulburn Street and Alfred Street. Alfred Street will also be closed between George Street and Loftus Street while Pitt Street will be closed between Alfred Street and Reiby Place.

One-way access lanes will be provided on each side of George Street between Alfred Street and Essex Street (i.e. Southbound along the eastern side) in order to facilitate access to properties and Pitt Street will become two-way traffic between Bridge Street and Reiby Place while Reiby Place will be one-way westwards.

Details of these changes are shown on the extract from the Sydney City Centre Access Strategy document which is reproduced overleaf with additional extracts provided in Appendix C. Construction of the light rail system has commenced and completion is envisaged in 2019.

4.2 TRANSPORT SERVICES

The principal impending change to the available public transport services is the proposed light rail system which will have a terminating stop in Alfred Street between Pitt Street and Loftus Street as indicated on the diagram overleaf. The light rail will integrate with the existing Central to Dulwich Hill system.

Bus services will be altered significantly with:

- * the removal of services from George Street
- * concentration of services in Castlereagh Street/Loftus Street and Elizabeth Street/Phillip street with connection via Bridge Street to Cahill Expressway and the Harbour Bridge

Details of these changes are provided on the diagram overleaf.

4.3 BICYCLE AND PEDESTRIAN NETWORKS

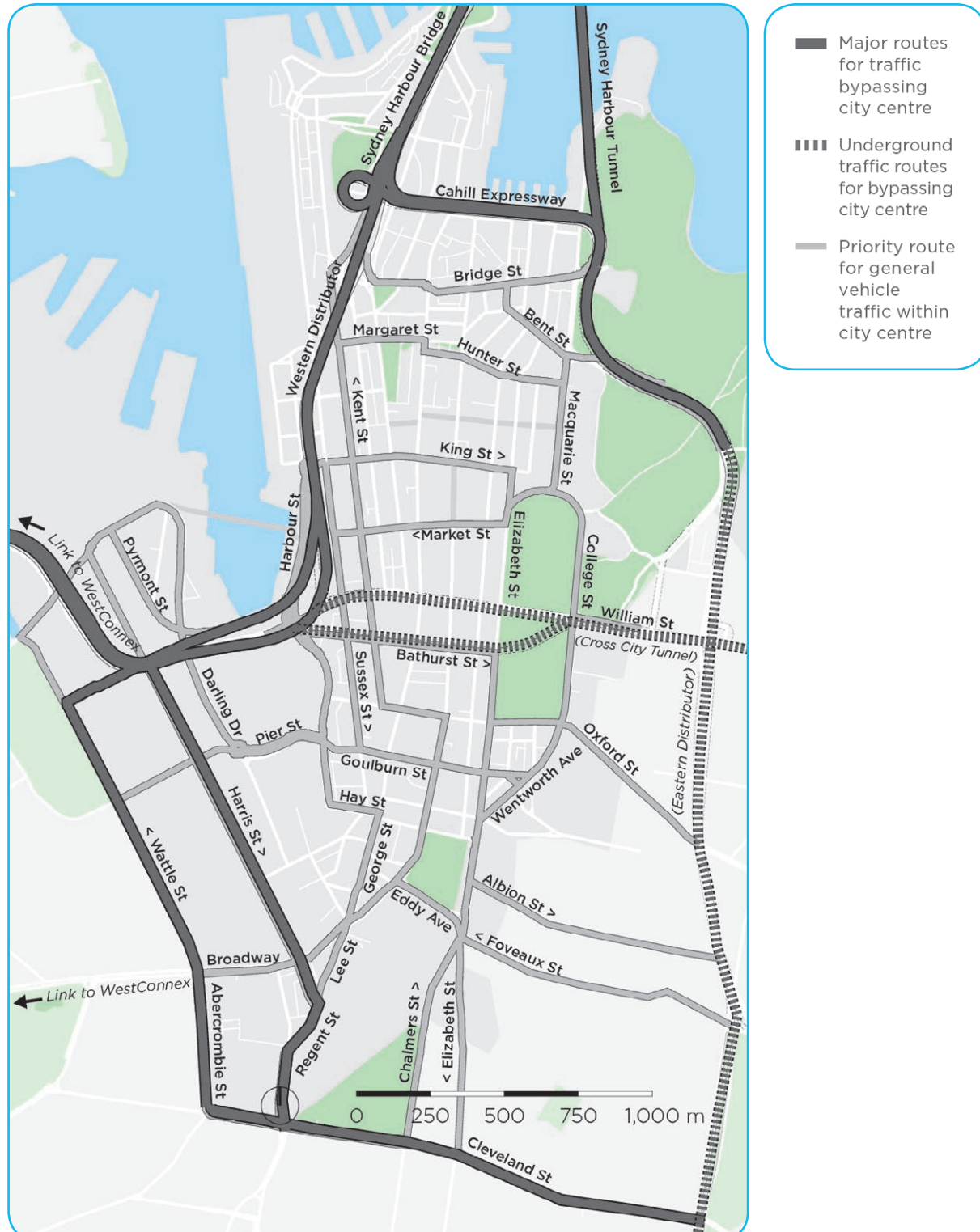
The existing cycleway network in the CBD will be enhanced with a number of new routes including a route along Pitt Street to Circular Quay. This will enable cycle access to/from the site via Circular Quay West with connection to the integrated network through the CBD and beyond as indicated on the diagram overleaf.

4.4 INTEGRATED ACCESS STRATEGY

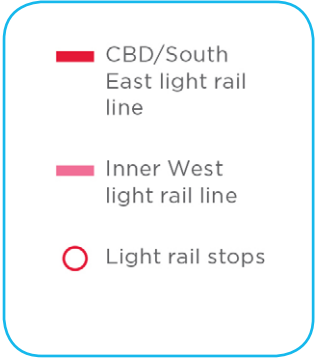
The planned integration of access and circulation in the City is indicated on the diagrams provided in Appendix C.

how the street network operates to ensure that it responds to the future needs of customers in this area. Future changes could include reconfiguration of street configurations and traffic management, intersection redesign, modifications to signal operations and improvements to the public domain and pedestrian arrangements.

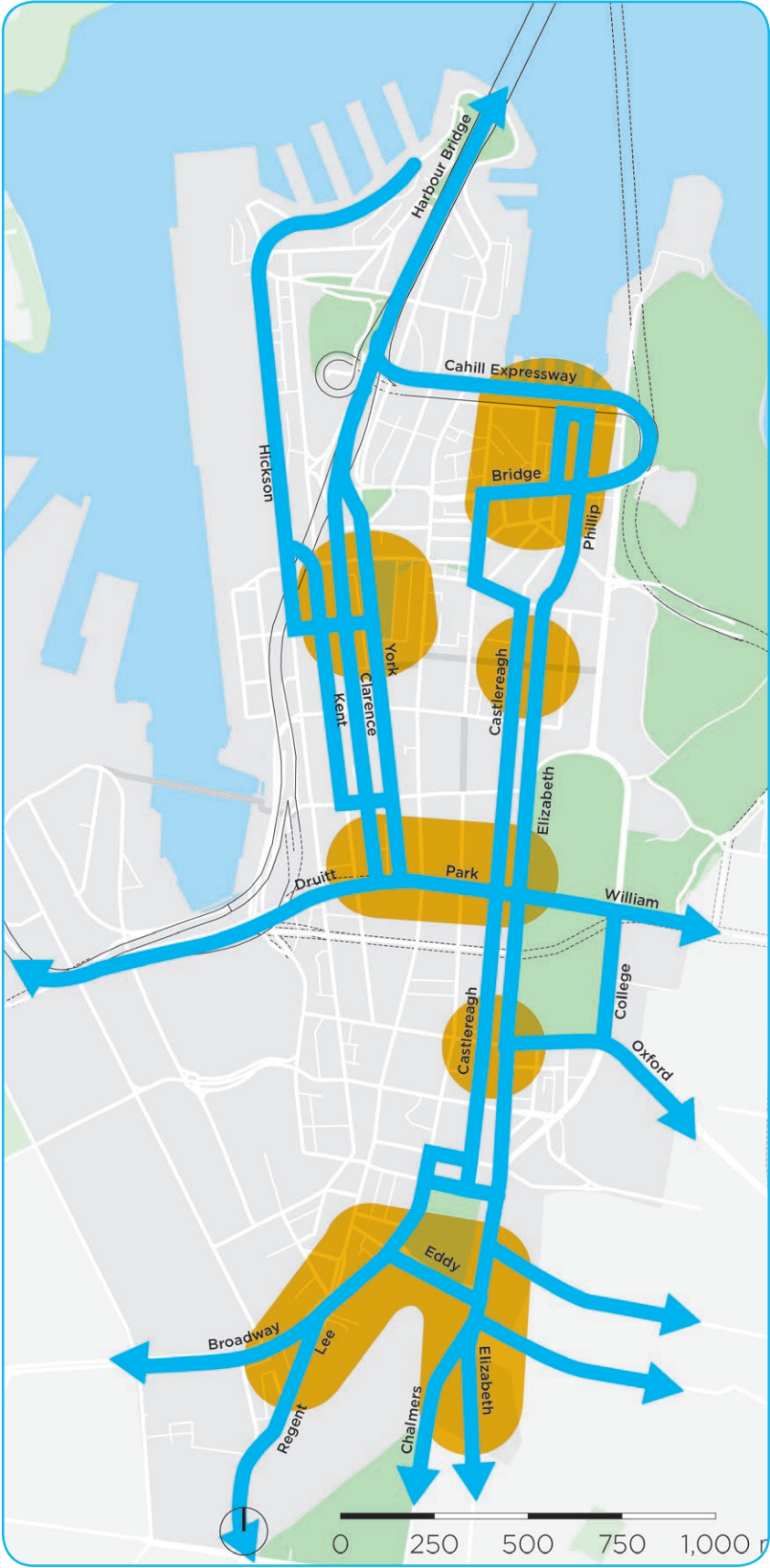
Future city centre major street network



Future city centre light rail network



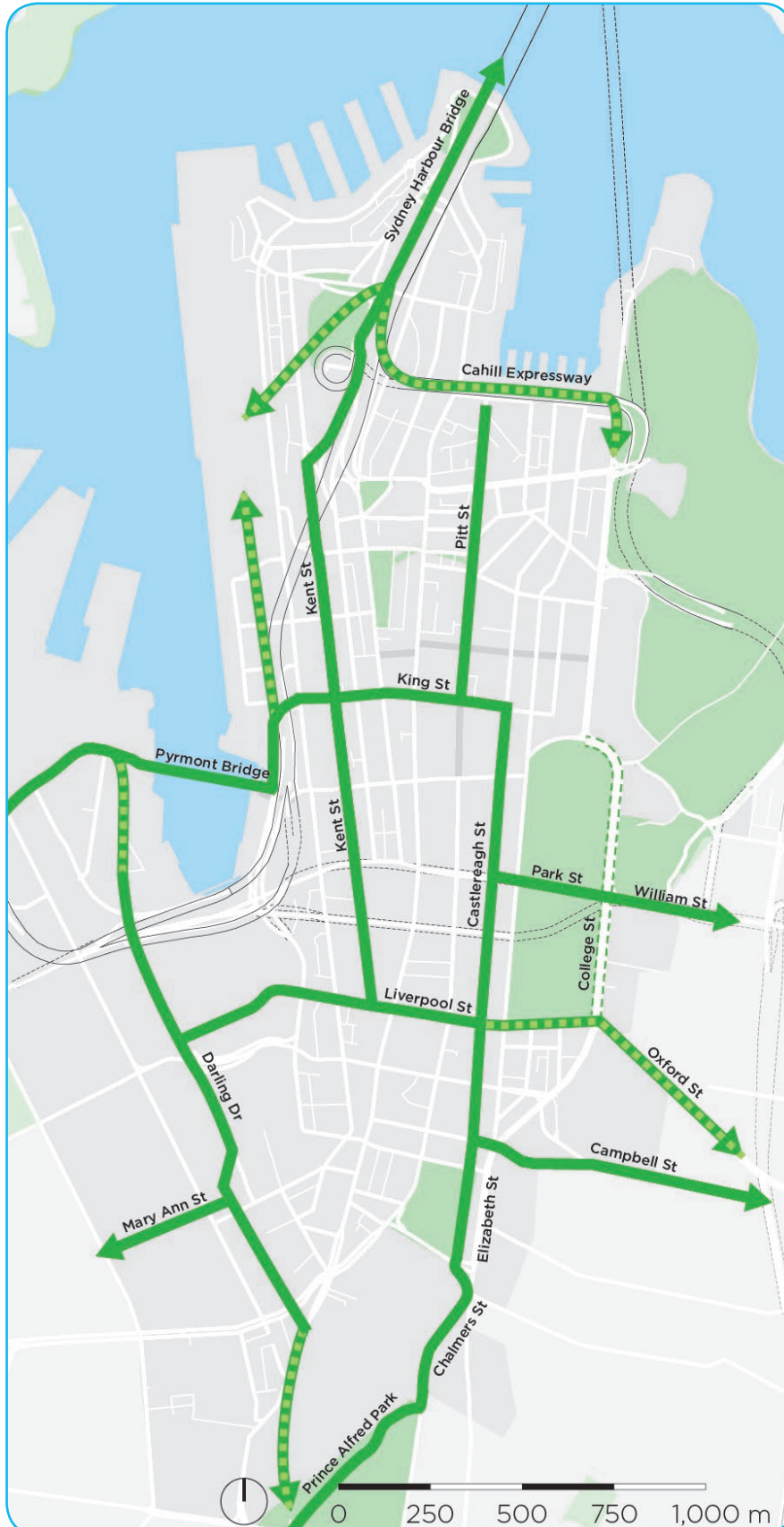
Future city centre bus network



- Planned city centre key bus corridors
- Bus stop precincts (indicative)



Completed strategic cycleway network



- Strategic cycleway network
- Strategic cycleway network – routes to be determined
- Existing separated cycleway – identified for removal

5. PARKING AND SERVICING

PARKING

The longstanding successful operation of the 4 restaurants on the site without any on-site parking or major nearby parking facility is testimony to:

- * the existing high level of travel by public transport (including taxis) for the restaurant patrons
- * the patronage received from the residential apartment dwellings in the area
- * the dual purpose trips by tourists visiting the major attractions nearby (Opera House, The Rocks, Harbour Bridge Walk, Botanic Gardens, Museum of Contemporary Art)

There are a number of public parking stations located in reasonable walking distance in Harrington Street and York Street and there is extensive ticket parking on many streets in the area including Hickson Road.

As the patronage capacity will be reduced by some 26% with proposed development proposed it follows that the demand for parking will decrease.

The restricted nature of the historical building precludes the ability to provide for bicycle storage and end of trips facilities within the building. It is also unlikely that there would be any significant demand by patrons of the restaurants and bars etc to travel by bicycle particularly at night although staff could.

It is proposed however to make an submission to Council for the provision of bicycle parking (rack) within the adjacent available footway/non-road areas. The advent of the proposed Pitt Street cycleway and its connection along Circular Quay will render the site for more accessible for cyclists and a café visitation “by the harbour” presents a desirable outcome.

SERVICING

The existing dedicated loading dock will be retained to serve the revamped development along with the service tunnel to the restaurant BOH's. A loading dock manager will be responsible for:

- supervising the dock activities and ensuring that delivery vehicles do not stay any longer than necessary
- scheduling the arrival of delivery vehicles
- diverting vehicles which may arrive at unscheduled times

The loading dock manager will be contactable by mobile phone during all hours that the dock will be accessible for deliveries. Refuse will be removed from the dock by a contract vehicle at times which will not conflict with the delivery activities.

There will continue to be elements of common deliveries between the restaurants for food, beverages and linen etc. Small ad hoc deliveries will also be able to use the on-street parking available in the area particularly in the morning when there is not a high on-street demand.

6. TRAFFIC AND TRANSPORT SERVICES

The existing restaurants on the site do not generate significant levels of traffic due to the absence of on-site parking and limited public parking station capacity. Public transport and taxis will continue to be the preeminent transport mode along with walking to/from accommodation in the area.

Circular Quay is a 'hub' of public transport services with rail, bus, ferry and taxi (road and water) available in a sense that is not replicated anywhere else in the City. This fortuitous circumstance will be accentuated with the completion of the light rail system which will be within easy walking distance of the site.

Due to the exhibited high public transport access and low private car travel circumstances the need for a Green Travel Plan is not evident. However, the websites for the new venues in the development will inevitably incorporate "travel and parking advice" while services will incorporate "call on demand" for taxi travel (road and water) and there is a car-share pod located adjacent to the site.

7. DRAFT CONSTRUCTION TRAFFIC MANAGEMENT PLAN

All actions and activities involved and associated with the construction process will comply with the City of Sydney Standard Requirements which are reproduced in Appendix D.

CONSTRUCTION PROGRAM

Demolition (stripout)	-	15 weeks
Construction	-	40 weeks
Fitout	-	20 weeks

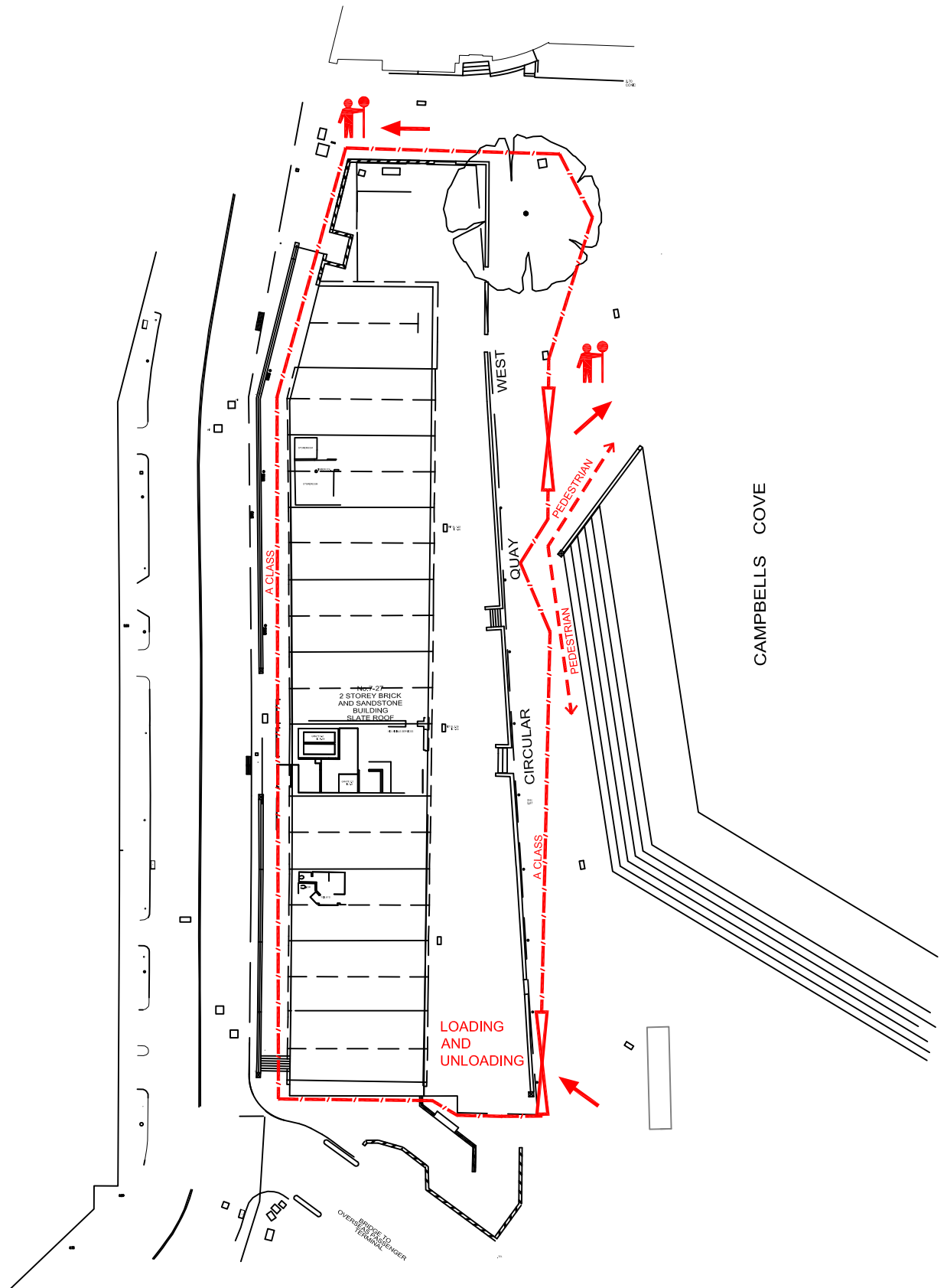
SITE ESTABLISHMENT

The proposed site establishment is shown on Figure 4 with an A class perimeter hoarding and scaffolding enshrouding the building. There will be a pedestrian (worker) access gate and a number of vehicle accesses which may be relocated at times as the work progresses.

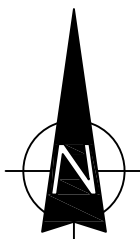
Vehicle access will generally be in an anti-clockwise direction ingressing from Circular Quay West. On Cruise Ship days ingress and egress may need to be limited to Hickson Road.

It is not proposed to establish a WORKS ZONE on Hickson Road, particularly as this would conflict with the taxi arrangements for Cruise Ship days, materials will be unloaded and rubbish loaded in the area along the eastern side of the building.

Traffic Controllers will be employed to supervise the movements of construction vehicles when crossing/mixing with pedestrians and a pedestrian access corridor will be maintained along Campbells Cove Promenade.



LEGEND



**SITE ESTABLISHMENT
PLAN**

FIG 4

TRUCK MOVEMENTS

The proposed truck routes are indicated on Figure 5 and the envisaged frequency is as follows:

Demolition	-	6 – 8 per day
Construction	-	4 – 6 per day
Fitout	-	6 – 8 per day

The largest truck will be a Class 5 four axle although roofing/awning deliveries may require a LRV (12.5m).

WORKING HOURS

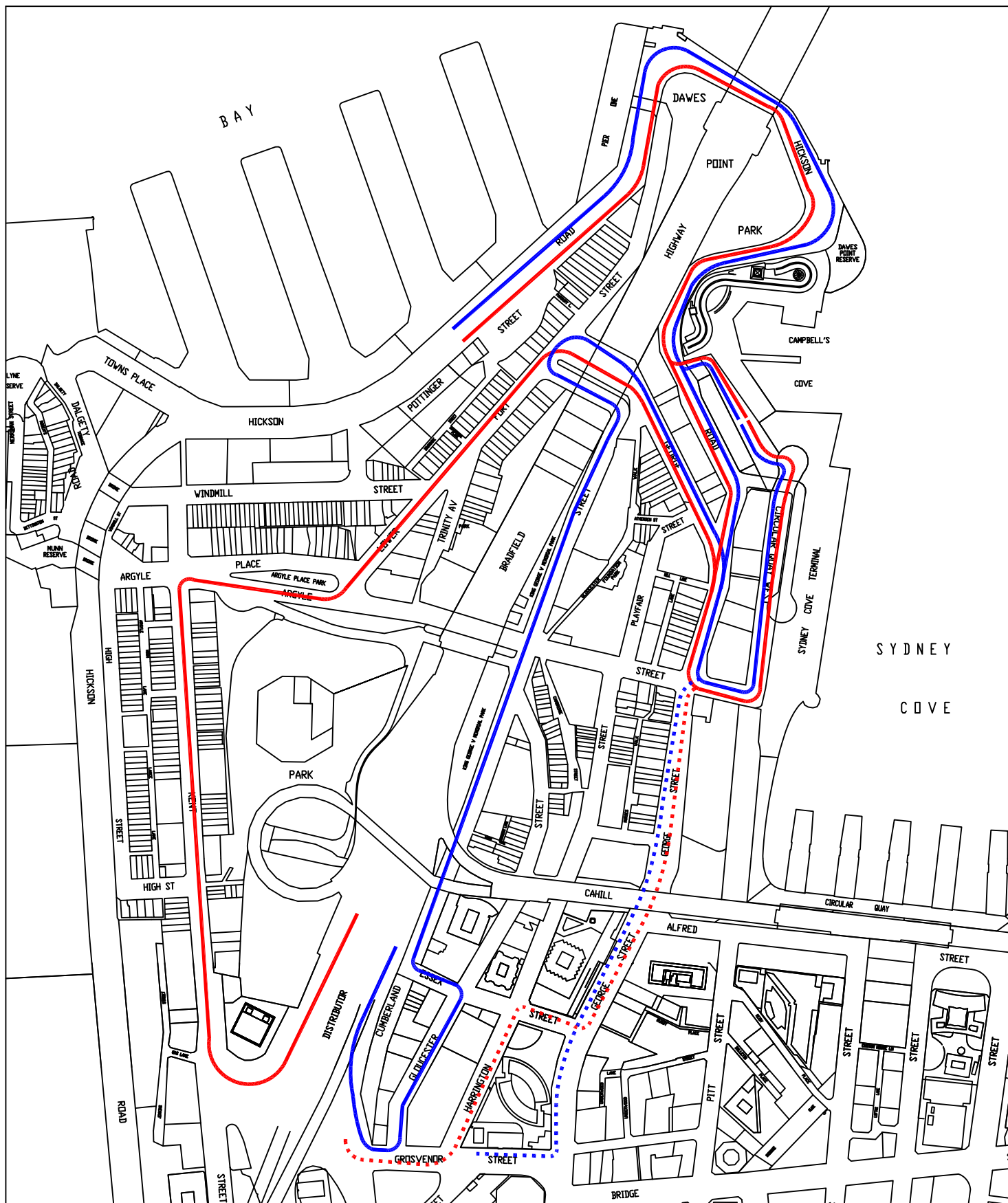
These will conform to the Consent Conditions.

TRAFFIC CONTROL PLANS

Traffic Control Plans will be prepared by the Traffic Control Contractor and submitted for approval as required. This will include the works along the Hickson Road footway where pedestrians will need to be diverted at times.

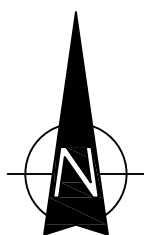
CRANAGE

Any requirement for mobile crane use will be subject to a separate application.



LEGEND

- ARRIVAL
- DEPARTURE
- ⋯ PRIOR TO CLOSURE OF GEORGE STREET
- ⋯



TRUCK ROUTES

FIG 5

8. RESPONSE TO SEARS

The SEARS issues are responded to in the following:

- * As the patronage capacity will be reduced and there will continue to be a low mode share for travel by private vehicle there will not be any adverse traffic impact, in fact the existing impact may be reduced.
- * There will not be any car parking provided.
- * The existing and future public transport services are specified and there is and will be a high level of patron utilisation.
- * The pedestrian and cyclist circumstances under the Sydney City Centre Access Strategy are documented.
- * Due to the historical constraints of the building the standard LEP/DCP bicycle provision criteria cannot be complied with. However an application will be made to Council to provide parking for bicycles in adjacent public space.
- * The existing loading dock with a loading dock manager will be employed.
- * The existing provisions for emergency and service vehicles will be retained.
- * A draft Construction Traffic Management Plan is provided.

9. CONCLUSION

The proposed restoration of Campbells Stores for restaurant precinct use in a commendable project which will rejuvenate an important historic element of The Rocks and provide a fine dining experience for visitors and tourists.

Assessment of the proposal has confirmed that:

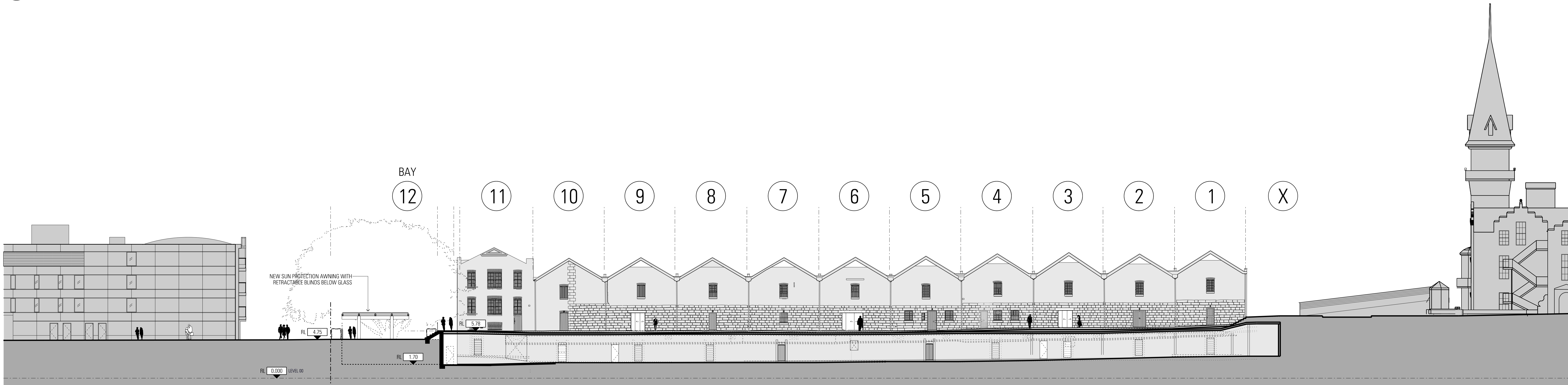
- * There will not be any adverse traffic, transport or parking implications
- * The arrangements and process for construction activity will not have any adverse implications
- * The requirements of the SEARS are satisfied

APPENDIX A

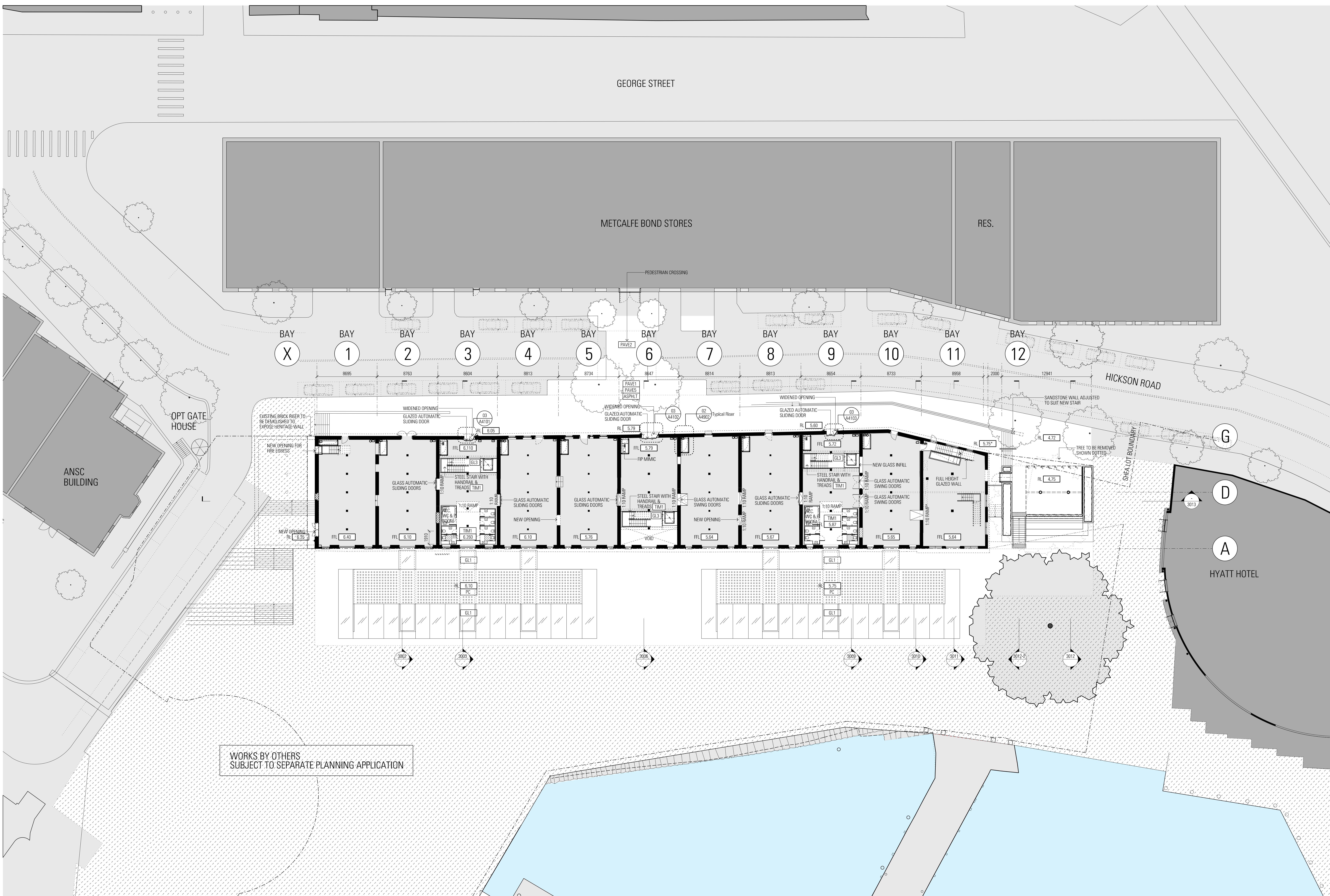
DEVELOPMENT PLANS

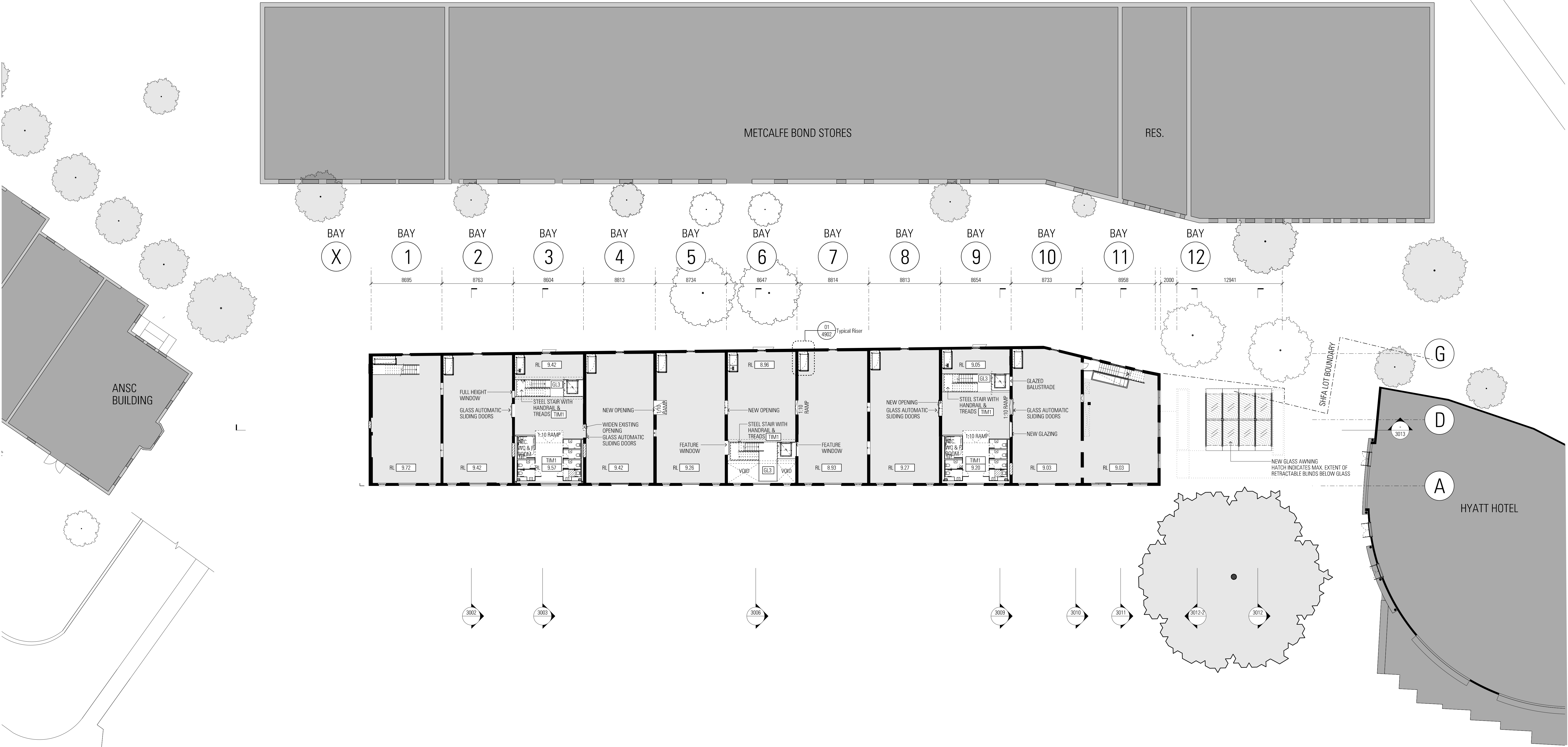


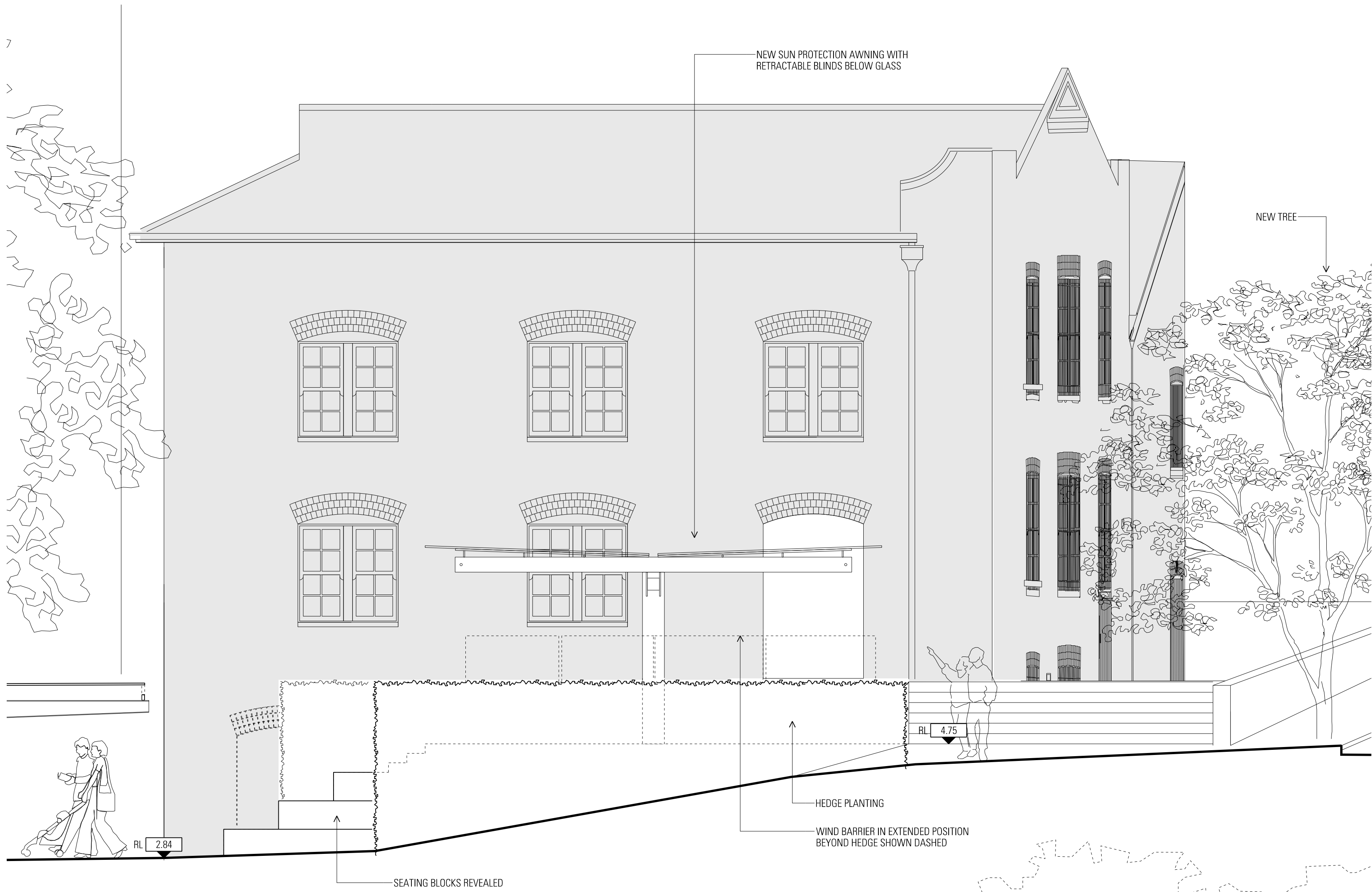
01 SOUTH - NORTH
SCALE 1:200



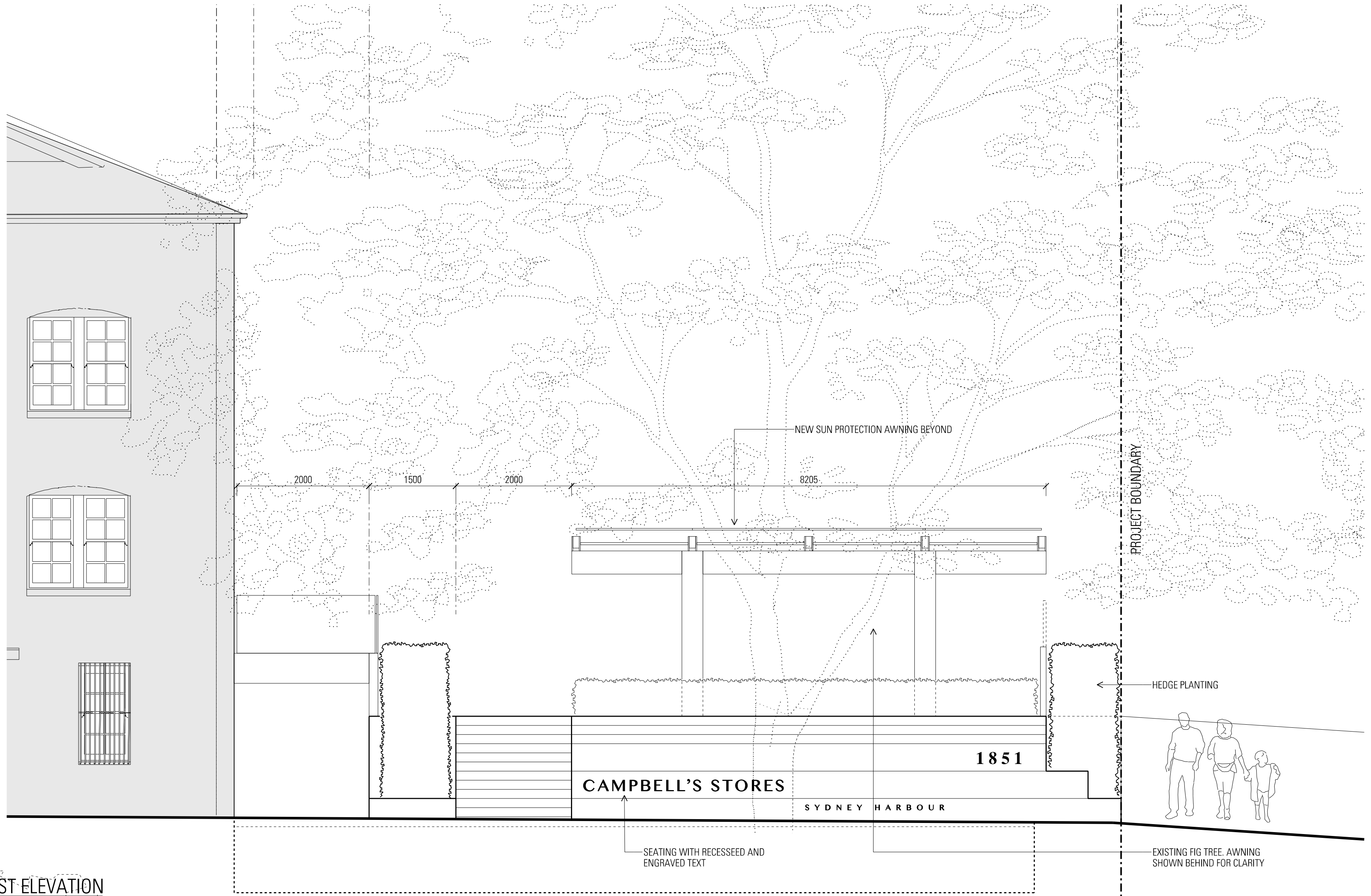
02 NORTH - SOUTH
SCALE 1:200



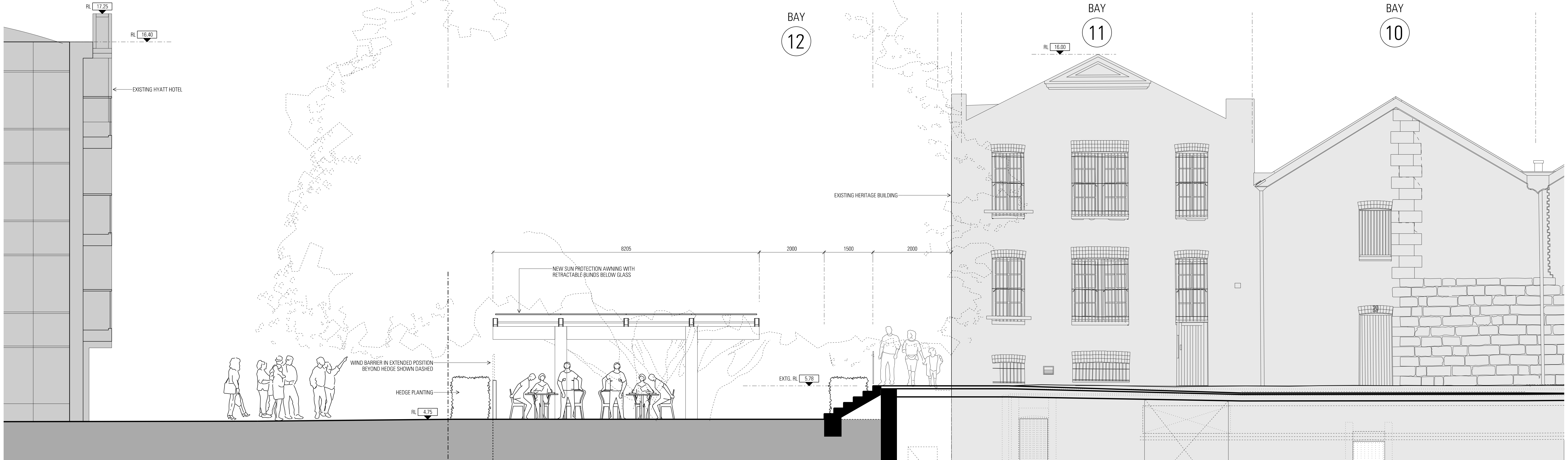




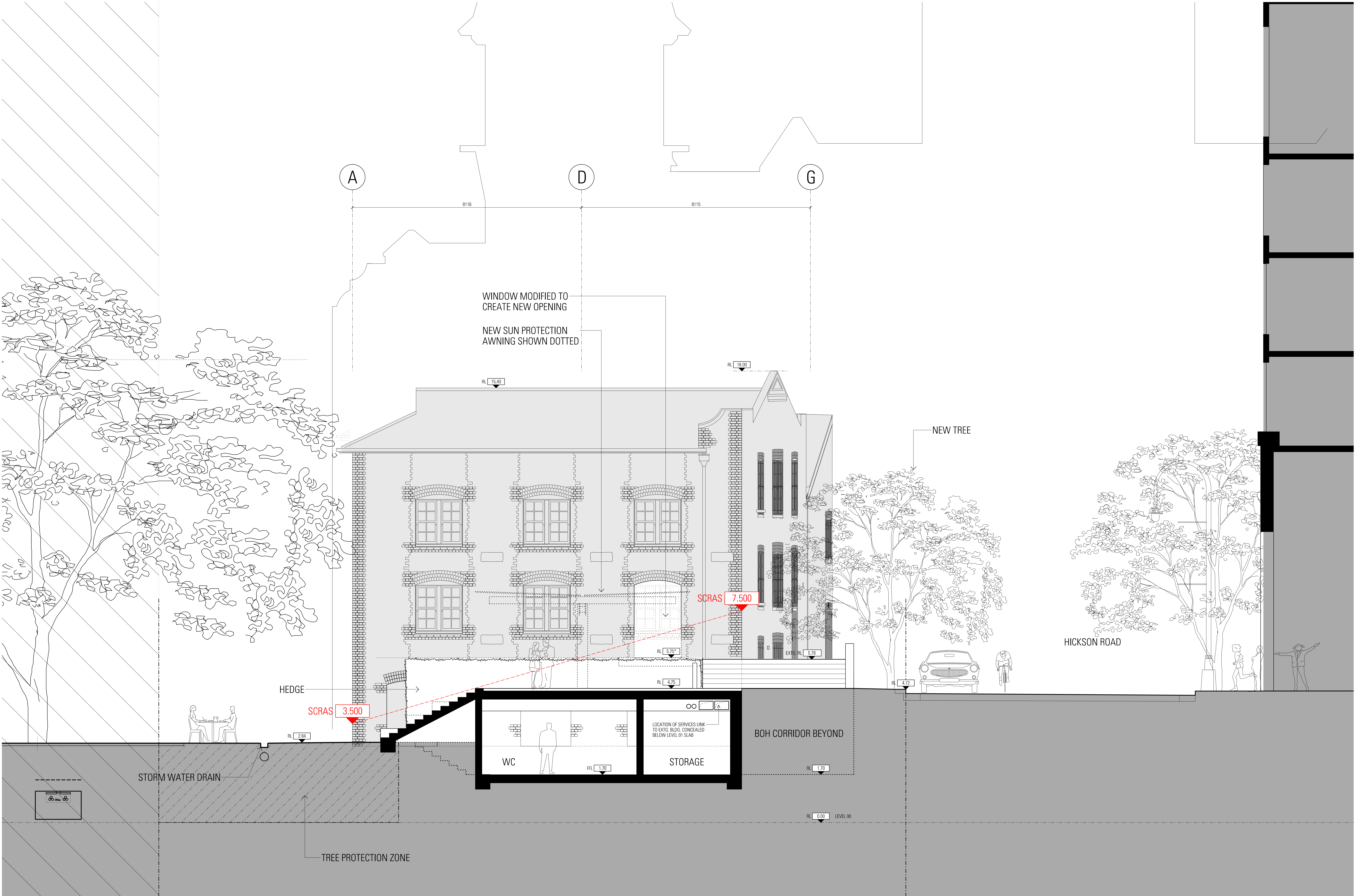
01 NORTH-WEST ELEVATION
SCALE 1:50

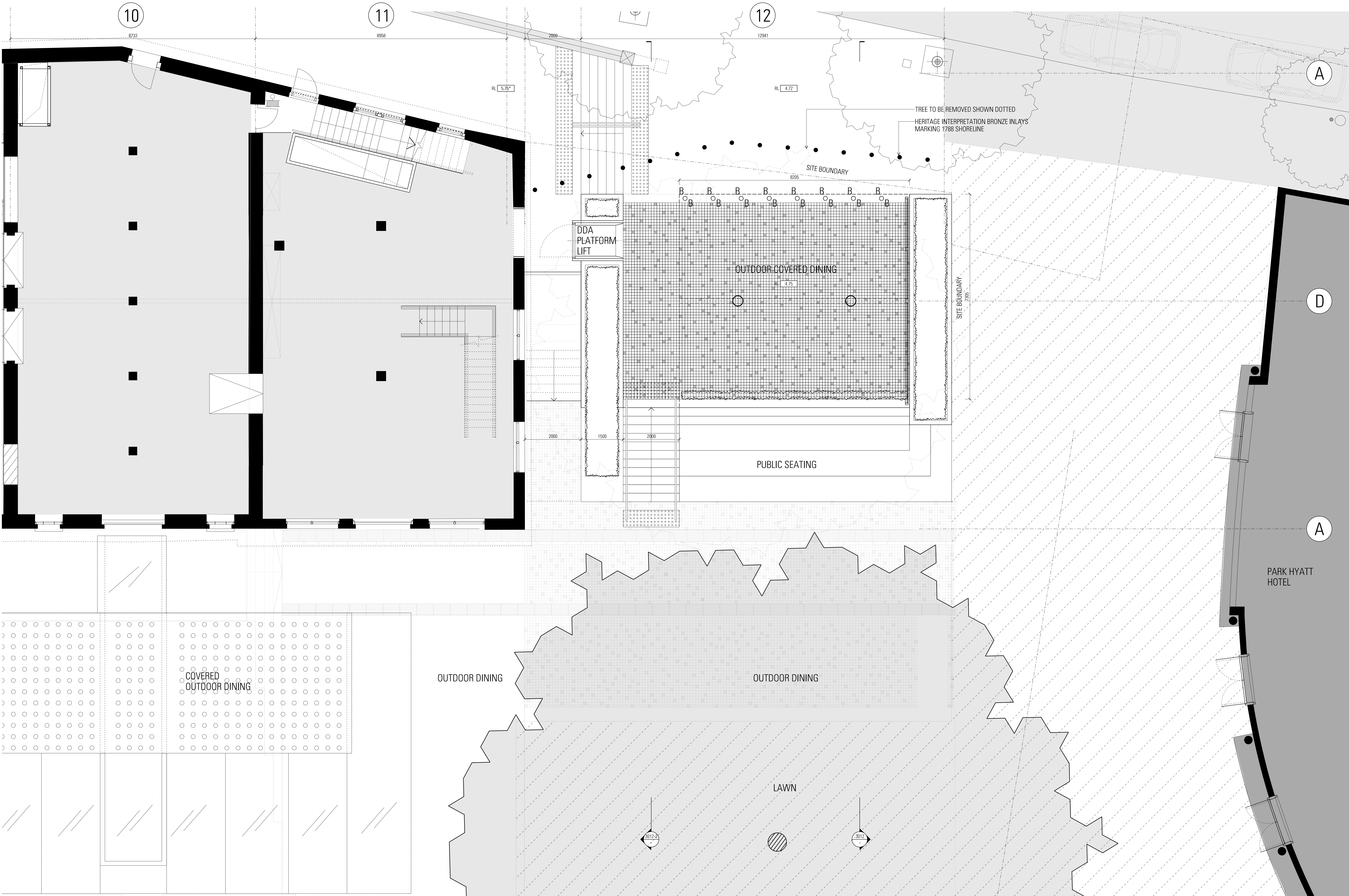


02 NORTH-EAST ELEVATION
SCALE 1:50



03 HICKSON ROAD / SOUTH-WEST ELEVATION
SCALE 1:50





APPENDIX B

EXISTING TRANSPORT SERVICES

Network Overview

Sydney city centre bus network from 4 October

Train station
 Ferry wharf
 Light rail stop

North

0 100m 200m 300m 400m 500m

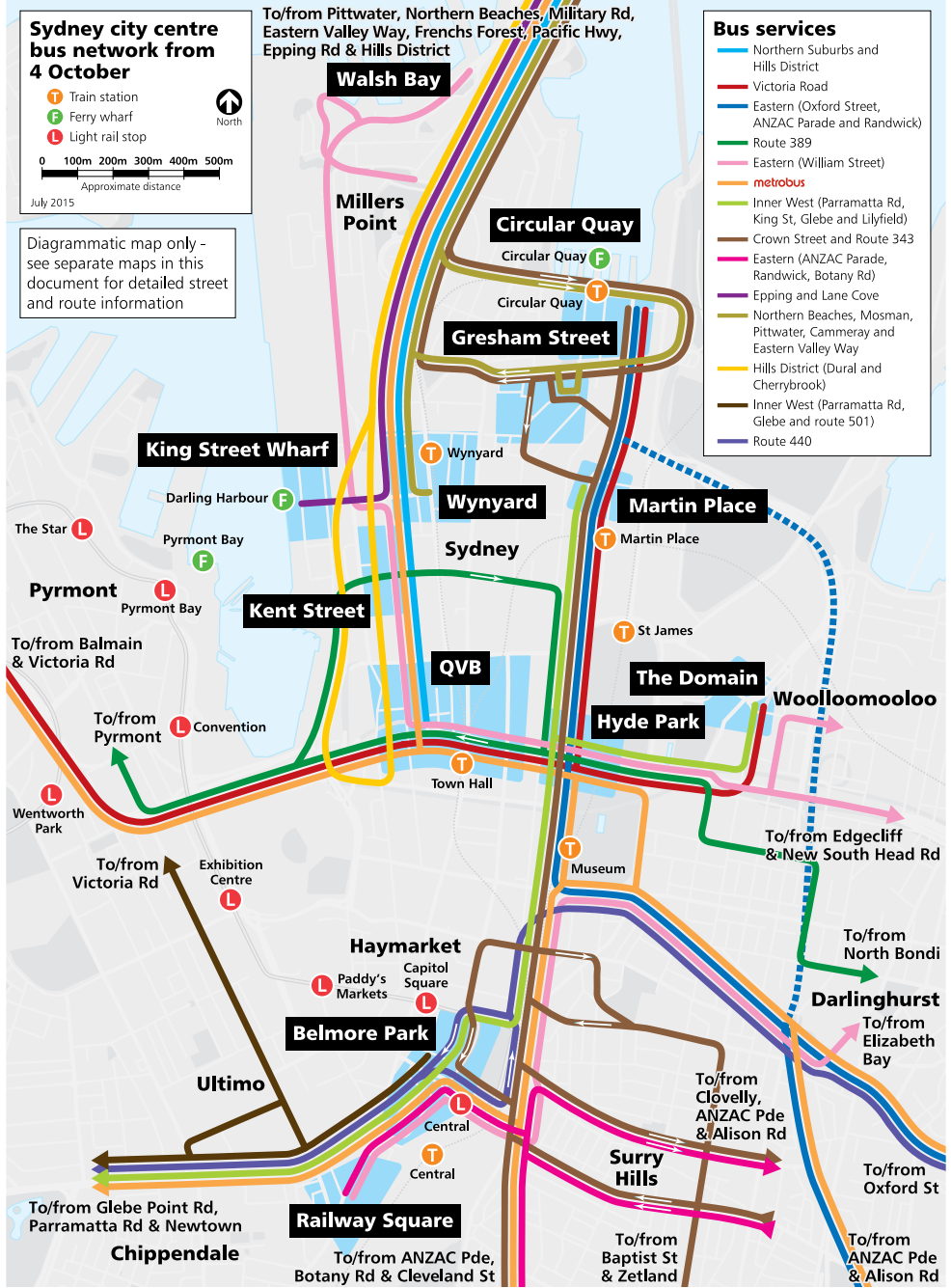
Approximate distance

July 2015

Diagrammatic map only - see separate maps in this document for detailed street and route information

Bus services

- Northern Suburbs and Hills District
- Victoria Road
- Eastern (Oxford Street, ANZAC Parade and Randwick)
- Route 389
- Eastern (William Street)
- metrobus**
- Inner West (Parramatta Rd, King St, Glebe and Lilyfield)
- Crown Street and Route 343
- Eastern (ANZAC Parade, Randwick, Botany Rd)
- Epping and Lane Cove
- Northern Beaches, Mosman, Pittwater, Cammeray and Eastern Valley Way
- Hills District (Dural and Cherrybrook)
- Inner West (Parramatta Rd, Glebe and route 501)
- Route 440



Sydney Trains Network



It's easy to travel with us

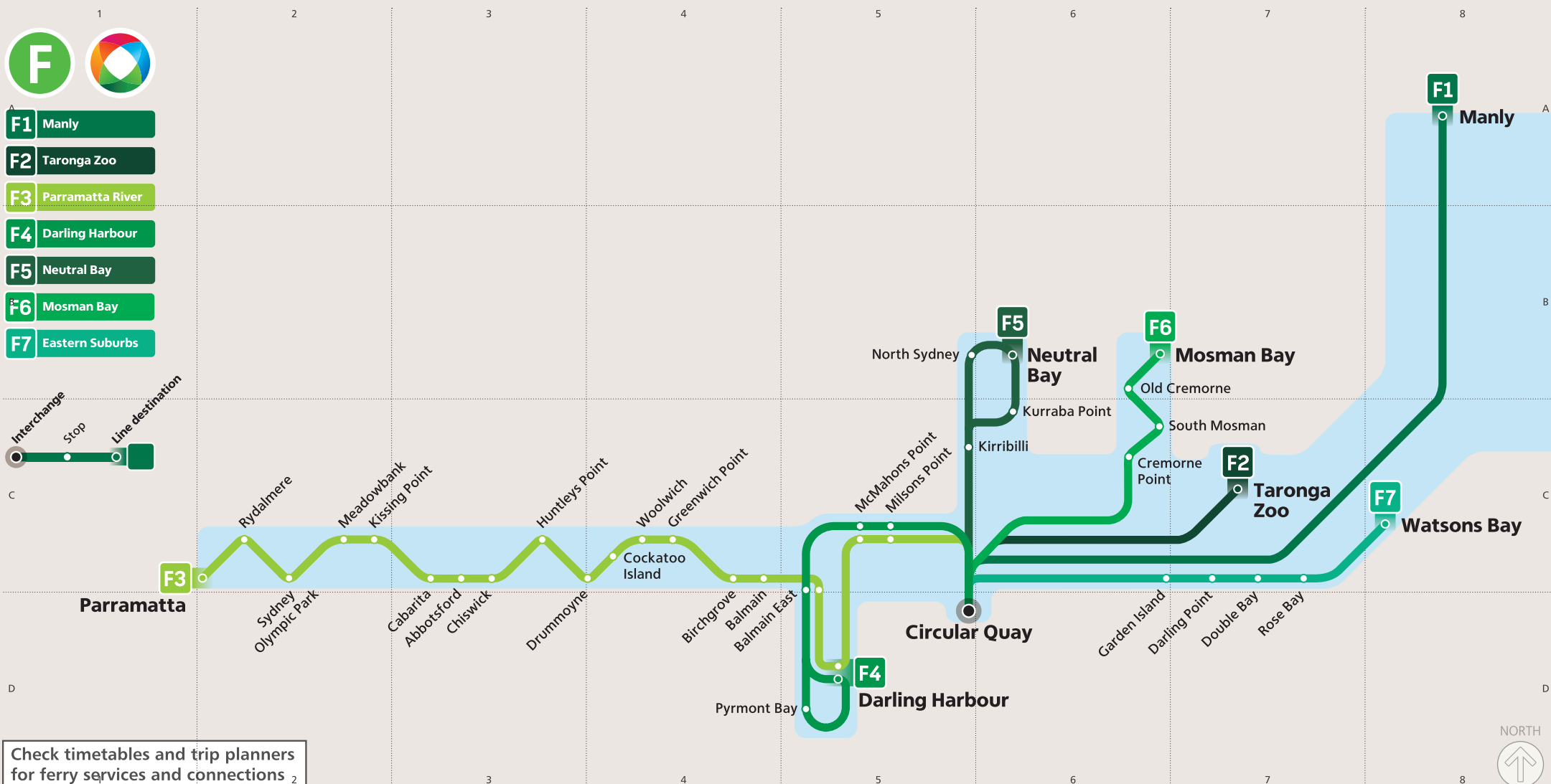


Plan your trip
Visit transportnsw.info



Opal is your ticket to travel
Get it before you travel from a shop nearby or visit opal.com.au

Sydney Ferries Network



It's easy to travel with us



Plan your trip
Visit transportnsw.info

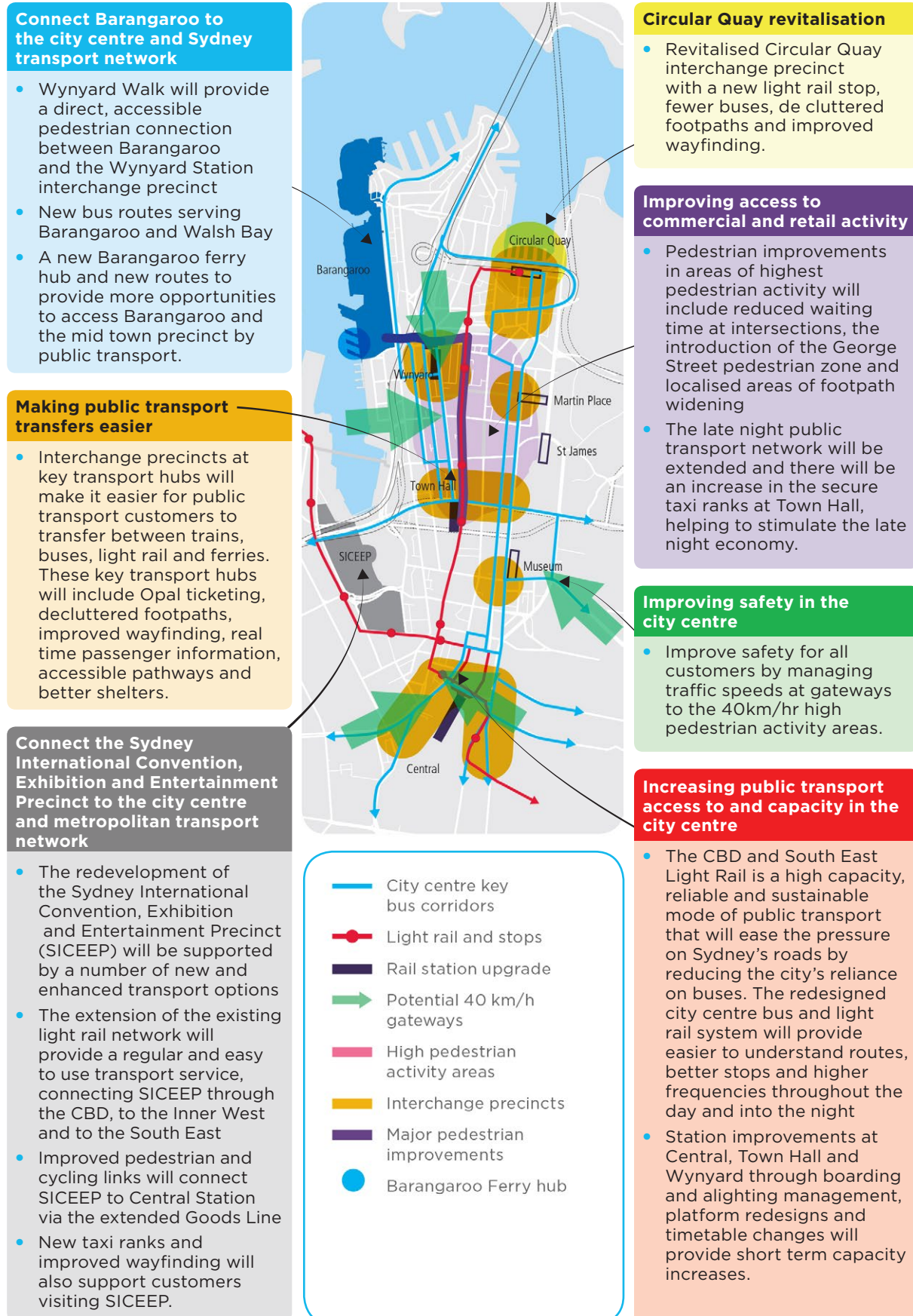


Opal is your ticket to travel
Get it before you travel from a shop nearby or visit opal.com.au

APPENDIX C

INTEGRATED CITY ACCESS

INTEGRATED OUTCOMES IN THE CITY CENTRE



Access within the city centre

The focus within the city centre is to improve transport services and manage congestion by prioritising different modes in different parts of the city centre.

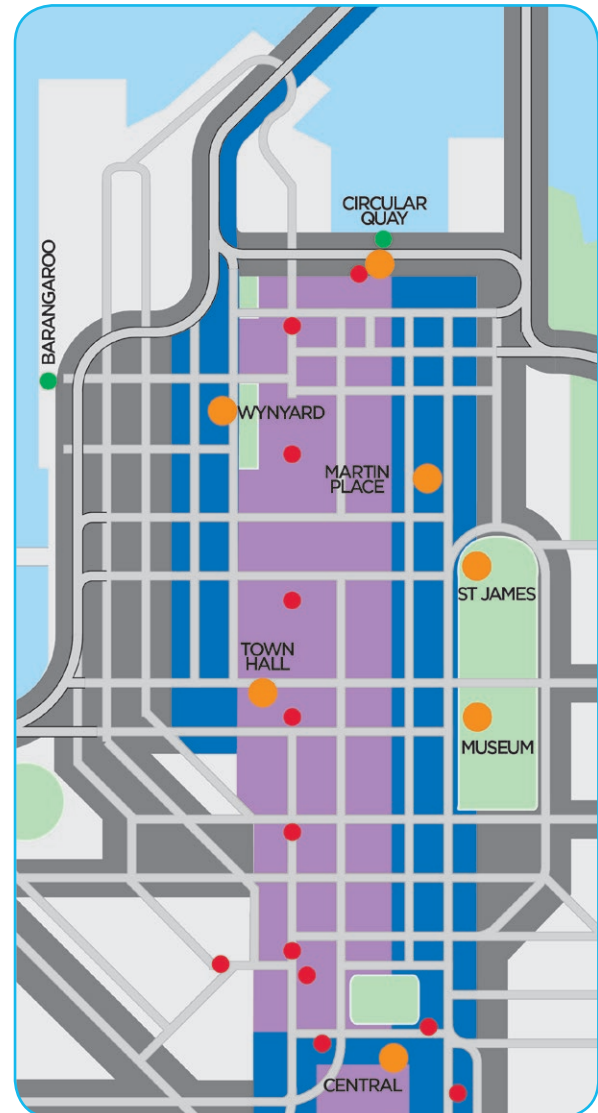
The Access Strategy has been developed with a clear focus on delivering an integrated transport system to seamlessly take people where they need and want to go and to support the ongoing development of Sydney as a world class city.

The Sydney city centre is the State's key destination and should be the showcase of design that is accessible to people of all level of mobility.

The diagram on the next page illustrates key aspects of the Access Strategy.

- In the central spine of the city centre the movement of public transport and pedestrians will be prioritised. Our analysis shows that the already high levels of pedestrian activity in the core of the city centre will continue to grow around the high capacity public transport services provided by the future light rail line and the existing and future underground rail lines.
- Alongside and across the central spine, multi modal transport corridors will support access to the city centre by buses, taxis, cyclists, motorcycles, private and delivery vehicles. The road space in these corridors will be allocated and managed to prioritise the different modes to ensure they move as freely and efficiently as possible.
- A network of outer routes will be prioritised for private vehicle access to and around the city centre. These routes will link to key traffic gateways to the north, west, east and south.

Modal priorities within the city centre



- Pedestrian and rail access priority
- Mixed access priority (bus, vehicle and cyclist)
- Traffic bypass and priority access
- Rail stations
- Light rail stops
- Ferry wharfs

APPENDIX D

**COUNCIL'S REQUIREMENTS FOR
CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

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

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 on local roads (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).

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

12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for 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 Compliance 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.