

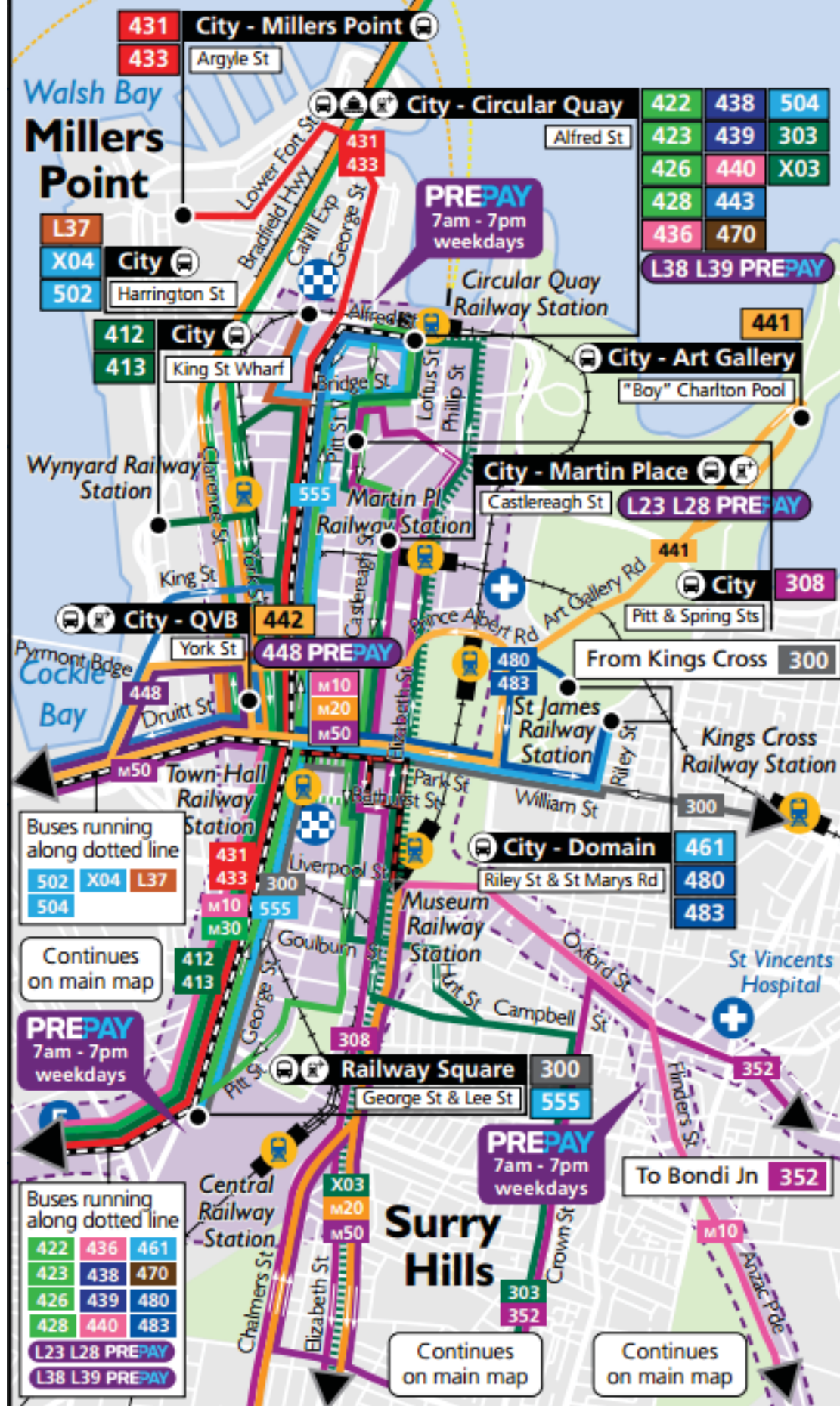
Author: JPM/J JOHNSON PILTON WALKER	Info: 120006 120006 Pty Ltd Suite 201, 20-24 St, Sydney NSW 2000	Service Provider: Reflexion Consulting Engineers Pty Ltd Level 4/1, 30 George Street, Sydney NSW 2000 Telephone: +61 2 9247 4000 Reflexion +61 2 9247 4026 www.reflexion.com.au	Key:	Project No:  CAMPBELL'S STORES SYDNEY HARBOUR	Drawing Dates: Drawings are based on the 120006 drawings and latest information provided to Date of Issue. To make any further changes to the drawings, the user will need to refer to the 120006.	Rev. Date: 12/01/2016 Rev. Description: Rev. A Drawings	Scale/North Point: Scale: 0 1 2 4 6 8 10m 	Key Plan: 	Drawing Title: LANDSCAPE PLAN
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APPENDIX B

EXISTING TRANSPORT SERVICES

Bus Service Inset

Milsons Point



Sydney Trains Network



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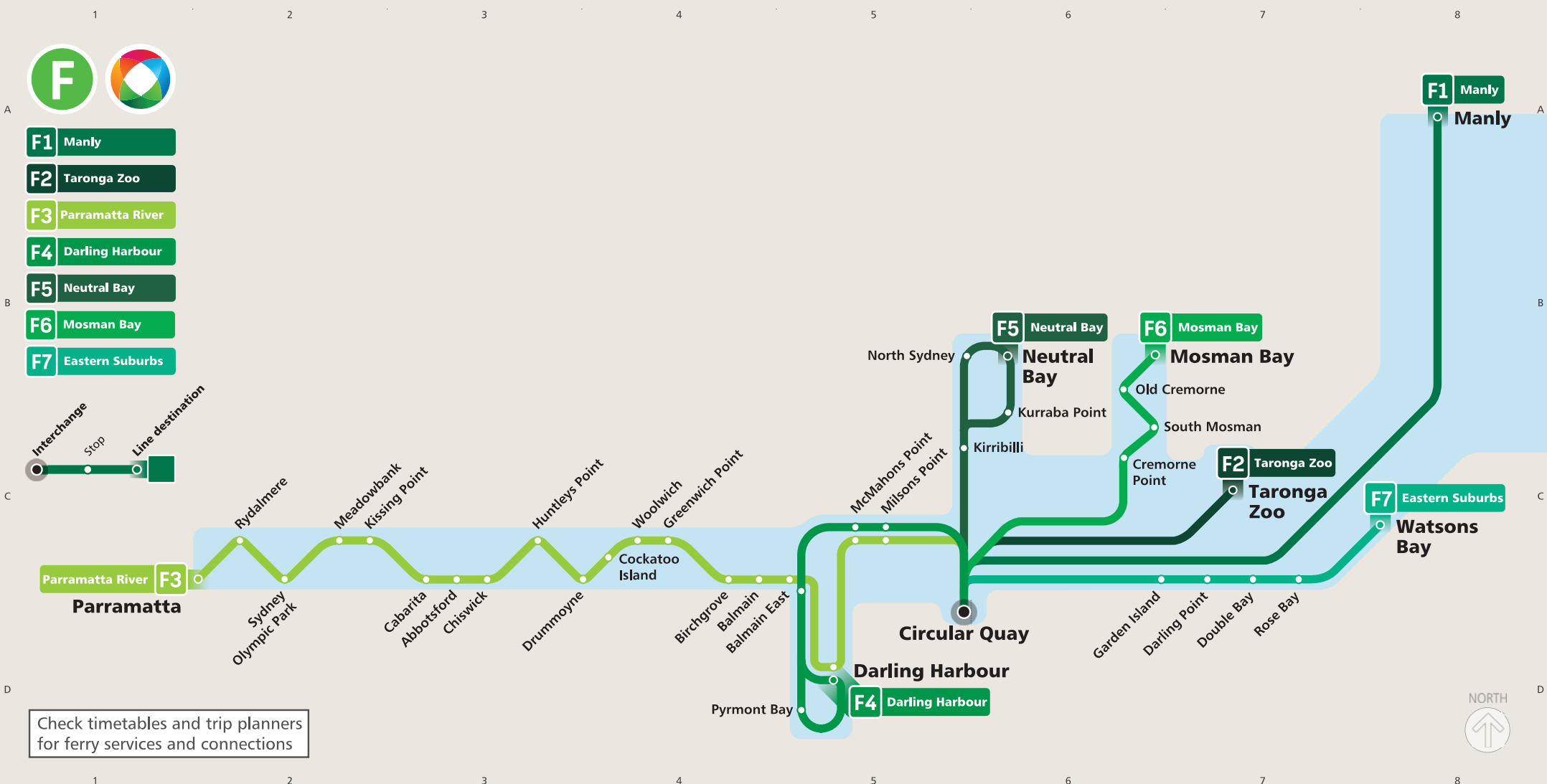


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Questions and feedback
Phone 131 500
TTY 1800 637 500

Sydney Ferries Network



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APPENDIX C

INTEGRATED CITY ACCESS

INTEGRATED OUTCOMES IN THE CITY CENTRE

Connect Barangaroo to the city centre and Sydney transport network

- Wynyard Walk will provide a direct, accessible pedestrian connection between Barangaroo and the Wynyard Station interchange precinct
- New bus routes serving Barangaroo and Walsh Bay
- A new Barangaroo ferry hub and new routes to provide more opportunities to access Barangaroo and the mid town precinct by public transport.

Making public transport transfers easier

- Interchange precincts at key transport hubs will make it easier for public transport customers to transfer between trains, buses, light rail and ferries. These key transport hubs will include Opal ticketing, decluttered footpaths, improved wayfinding, real time passenger information, accessible pathways and better shelters.

Connect the Sydney International Convention, Exhibition and Entertainment Precinct to the city centre and metropolitan transport network

- The redevelopment of the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) will be supported by a number of new and enhanced transport options
- The extension of the existing light rail network will provide a regular and easy to use transport service, connecting SICEEP through the CBD, to the Inner West and to the South East
- Improved pedestrian and cycling links will connect SICEEP to Central Station via the extended Goods Line
- New taxi ranks and improved wayfinding will also support customers visiting SICEEP.



- City centre key bus corridors
- Light rail and stops
- Rail station upgrade
- Potential 40 km/h gateways
- High pedestrian activity areas
- Interchange precincts
- Major pedestrian improvements
- Barangaroo Ferry hub

Circular Quay revitalisation

- Revitalised Circular Quay interchange precinct with a new light rail stop, fewer buses, decluttered footpaths and improved wayfinding.

Improving access to commercial and retail activity

- Pedestrian improvements in areas of highest pedestrian activity will include reduced waiting time at intersections, the introduction of the George Street pedestrian zone and localised areas of footpath widening
- The late night public transport network will be extended and there will be an increase in the secure taxi ranks at Town Hall, helping to stimulate the late night economy.

Improving safety in the city centre

- Improve safety for all customers by managing traffic speeds at gateways to the 40km/hr high pedestrian activity areas.

Increasing public transport access to and capacity in the city centre

- The CBD and South East Light Rail is a high capacity, reliable and sustainable mode of public transport that will ease the pressure on Sydney's roads by reducing the city's reliance on buses. The redesigned city centre bus and light rail system will provide easier to understand routes, better stops and higher frequencies throughout the day and into the night
- Station improvements at Central, Town Hall and Wynyard through boarding and alighting management, platform redesigns and timetable changes will provide short term capacity increases.



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.