

Our Ref: 15756
Council Ref: MOD 15

5 March 2019

15756

David Glasgow
Principal Planning Officer
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear David

SSDA 7317 MODIFICATION 15 - RESPONSE TO REQUEST FOR FURTHER INFORMATION

We write on behalf of Mirvac Projects Pty Ltd (Mirvac) further to our recent discussions regarding Modification Application 15 that relates to proposed amendments to Condition F23 and E1 in the Instrument of Approval for SSD 7317.

In regard to Condition E1, we would like to withdraw the application to modify the condition.

In regard to Condition F23 please see our response below to your request for further clarification.

1) Provide an estimated timeline for completion of the relevant works.

An estimated timeline for the proposed works is included at **Attachment A**.

2) Provide evidence of how it will be managed in the interim, including a Plan of Management and alternative routes, etc in light of TfNSW's comments.

A Construction Traffic Management Plan, prepared by ptc. Is included at **Attachment B**. The Construction Traffic Management Plan provides information in relation to the management of traffic and pedestrian access throughout the duration of the proposed Redfern Access upgrade works.

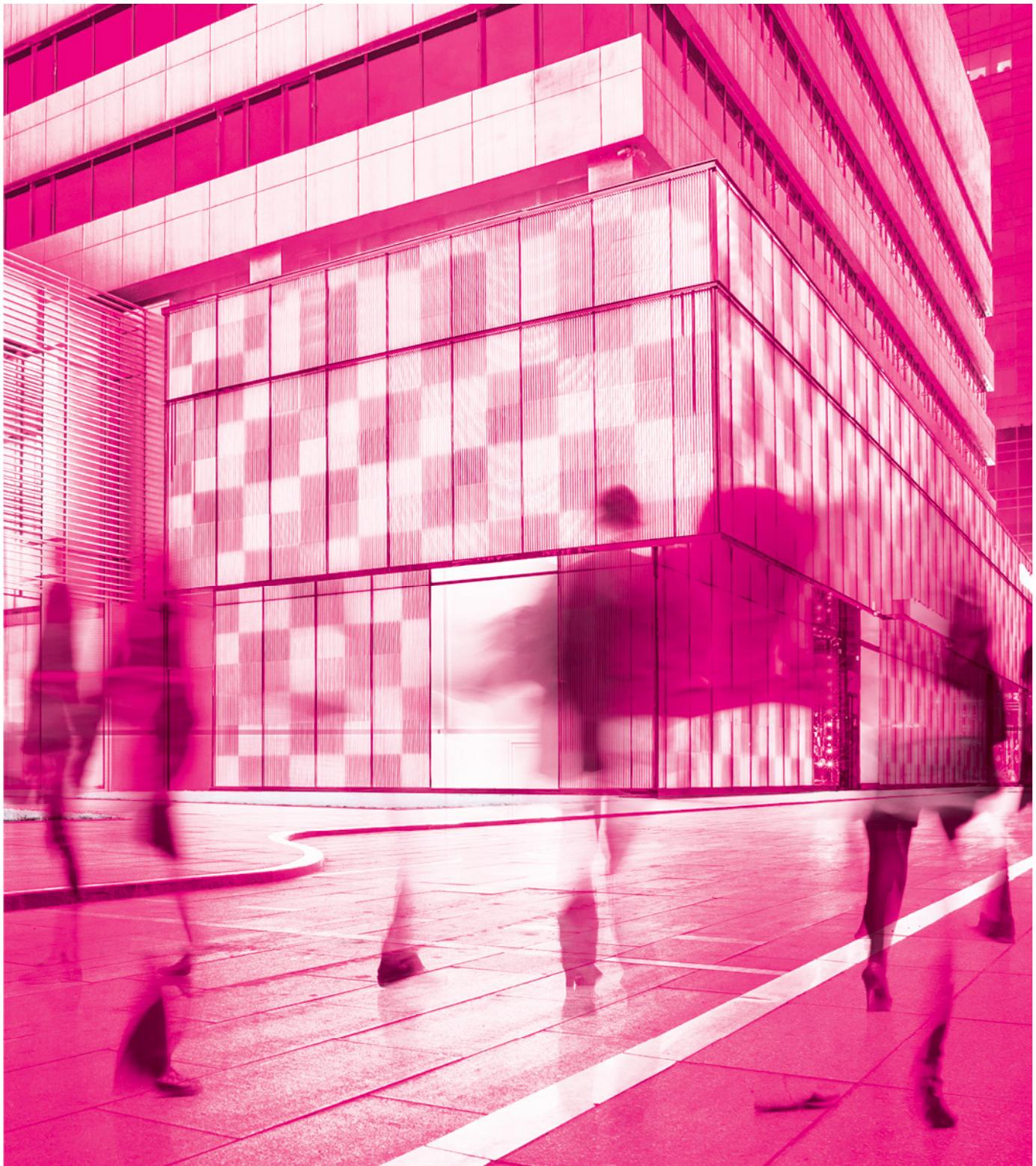
We trust the information in this submission is sufficient to complete your assessment report and issue draft conditions for our review.

Yours sincerely,

Claire Burdett

Claire Burdett
Associate Director
02 9956 6962
cburdett@ethosurban.com





report;

ATP and Redfern Station Access Upgrade - Construction Traffic Management Plan

For Mirvac

1 March 2019

parking;
traffic;
civil design;
communication;

ptc.

Document Control

ATP and Redfern Station Access Upgrade - Construction Traffic Management Plan, Report – T2-2368

Issue	Date	Issue Details	Author	Reviewed	For the attention of
1	20 09 18	Draft	AM	AM	Robert Malcolm
2	27 02 19	Final	SH/AM	AM	Robert Malcolm
3	01 03 19	Amended Final	SH/AM	AM	Robert Malcolm

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Contents

1. Introduction	1
1.1 Introduction	1
1.2 Purpose of this report	2
2. Site Context	3
3. Existing Transportation Facilities	5
3.1 Existing Road Network	5
3.2 Existing Pedestrian Facilities	8
4. Traffic Management Plan	9
4.1 Objective	9
4.2 Hours of Work	9
4.3 General Requirements	9
4.4 Construction Vehicle Types	10
4.5 Construction Vehicle Routes	10
4.6 Works Areas	11
4.7 Traffic Control Measures (Gibbons Street)	12
4.8 Traffic Control Measures (Gibbons Street Reserve)	13
4.9 Works Zone	13
4.10 Construction Traffic Activity	13
4.11 Special Deliveries	14
4.12 Pedestrian Management	14
4.12.1 Phase 1	14
4.12.2 Phase 2	14
4.12.3 Phase 3	15
4.13 Staff Parking	15
4.14 Staff Induction	15
4.15 Emergency Vehicle Access	15
4.16 Access to adjoining properties	15
4.17 Occupational Health and Safety	16
4.18 Method of Communicating Traffic Changes	16
4.19 Contact Details for On-Site Enquiries and Site Access	16
4.20 Maintenance of Roads and Footpaths	16
5. Summary	17
Attachment 1 Construction Stages	18
Figure 1 - Site Location (Source: Google Maps, 2018)	1
Figure 2 - Proposed Upgrade Works	2
Figure 3 - Proposed Works in Context	3
Figure 4 - Cornwallis Street - View North Towards ATP Access	4
Figure 5 - Marian Street - View North Towards Platform 10 Station Entrance	4
Figure 6 - Road Hierarchy (Source: RMS Road Hierarchy Review)	5
Figure 7 - Gibbons Street, View to the north	6
Figure 8 - Marian Street – View to the north	6
Figure 9 - Rosehill Street – View to the north	7
Figure 10 - Cornwallis Street – View to the north	7

Figure 11 - Pedestrian Facilities	8
Figure 12 - Construction Vehicle Access and Egress Routes	10
Figure 13 - Proposed Work Areas	11
Figure 14 - Works requiring Gibbons Street footpath closure	12
Figure 15 - Gibbons Street Reserve Site Compound	13
Figure 16 – Pedestrian Management Phase 1	14
Figure 17 – Pedestrian Management Phase 2	15
Table 1 - Existing Road Network – Gibbons Street	6
Table 2 - Existing Road Network – Marian Street	6
Table 3 - Existing Road Network – Rosehill Street	7
Table 4 - Existing Road Network – Cornwallis Street	7

1. Introduction

1.1 Introduction

ptc. has been engaged by Mirvac to prepare a Construction Traffic Management Plan (CTMP) for submission to the City of Sydney Council, in relation to the proposed upgrade works in the vicinity of the southern pedestrian access to Redfern Station.

The location of the site is outlined in Figure 1

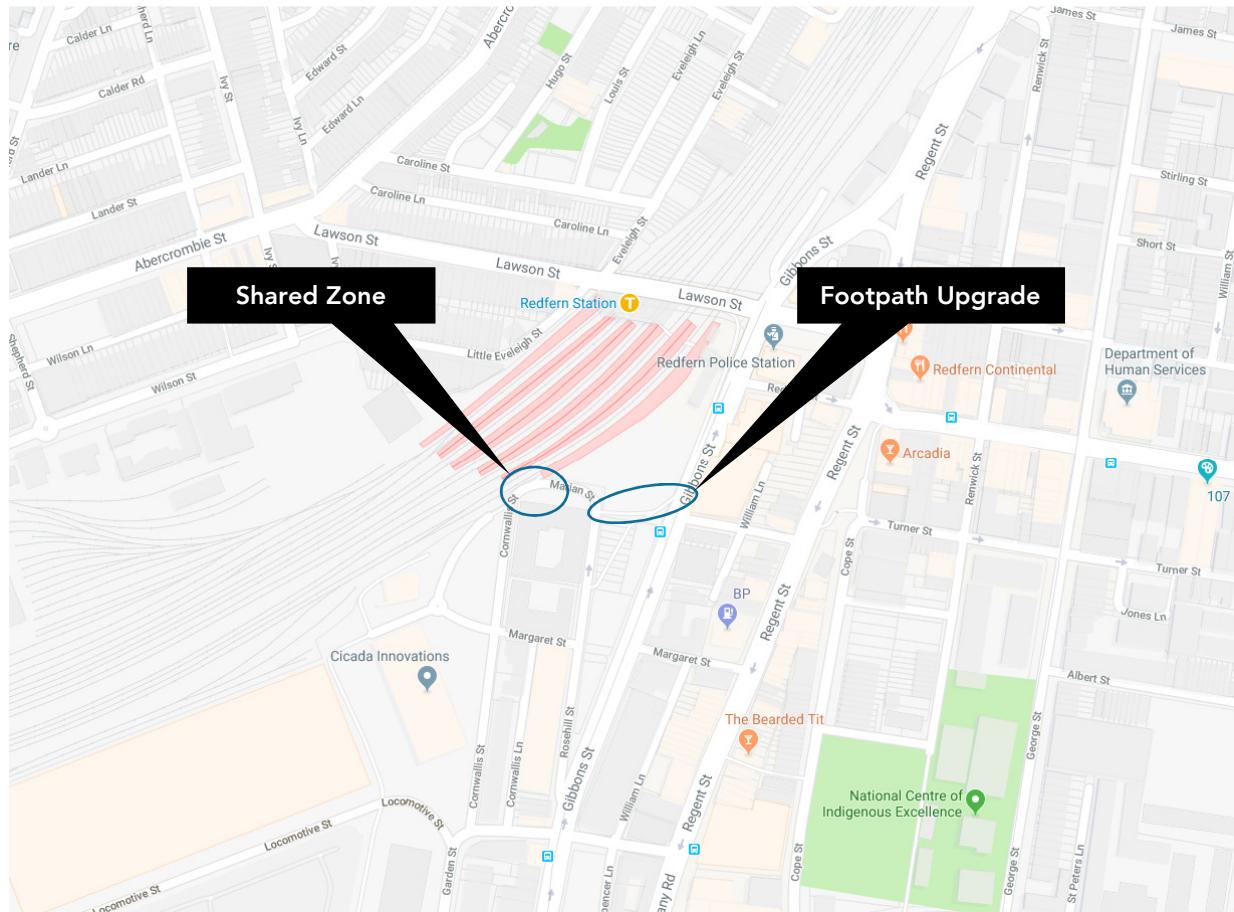


Figure 1 - Site Location (Source: Google Maps, 2018)

The works will provide a new DDA compliant foot path connecting between Gibbons Street and Marian Street, along the northern edge of Gibbons Street Reserve. The new shared zone along Marian Street will be completed prior to the works around Gibbons Reserve. The works are illustrated in the following drawing, which form part of the DA submission.

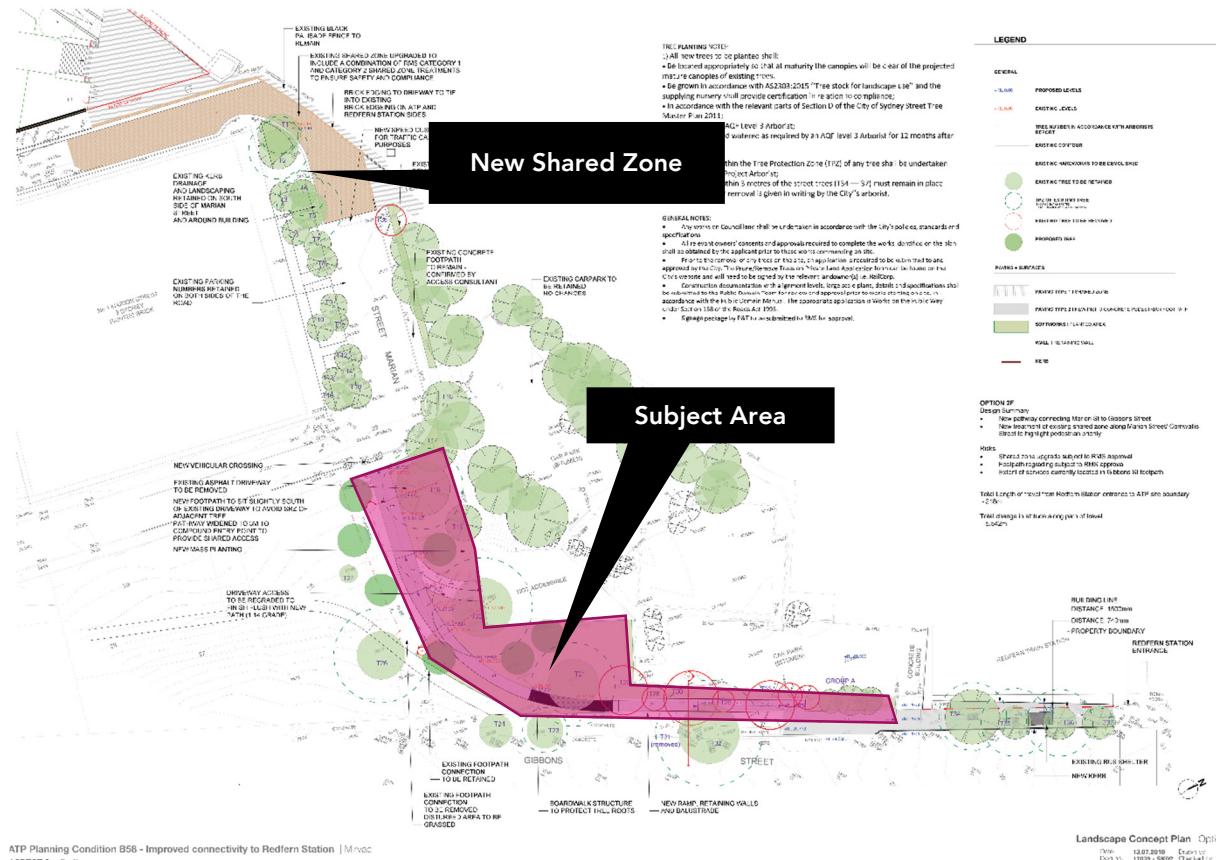


Figure 2 - Proposed Upgrade Works

1.2 Purpose of this report

This report has been prepared to present the traffic and pedestrian management arrangements (including Traffic Control Plans) associated with the construction of a DDA compliant pathway linking Rosehill Street with the Redfern Station entry located at the corner of Gibbons Street, Redfern.

This report presents the following considerations in relation to the construction traffic management plan;

- Section 2 - Background;
- Section 3 - A description of the project;
- Section 4 – A description of the road network serving the development site;
- Section 5 - Management of construction vehicles, pedestrians and non-site traffic; and
- Section 6 - Summary.

2. Site Context

The proposed works comprise upgrades to the existing pedestrian facilities in the vicinity of the southern access to Redfern Station.

The access to the station comprises a staircase leading from platform 10 up to Marian Street. The width of Marian Street and Cornwallis Street means that pedestrians currently walk in part of the road carriageway, between the station and the entry to the Australian Technology Park (ATP), which is better suited to occur within an official shared zone arrangement with suitable finishes and a 10kph speed limit.

The new shared zone will extend over the area of Marian Street at the top of the platform 10 stairs to a point approximately 20 metres along Cornwallis Street. This will extend along the top of the access stairs serving the ATP, which is the primary destination for pedestrians walking to/from the station. These works will be completed prior to the footpath upgrade around Gibbons Reserve.

The other component of the works comprises a footpath along the northern edge of Gibbons Street Reserve and extending along part of the Gibbons Street western footpath. While there is currently a pathway through the Reserve, the grades do not comply with the current Disability Discrimination Act (DDA). The purpose of the proposed footpath is to provide compliant grades, by following the fall of the Reserve to a higher location of Gibbons Street, thus reducing the level difference from Gibbons Street to Marian Street.

The combination of these works will provide improved access to Redfern Station and the ATP.

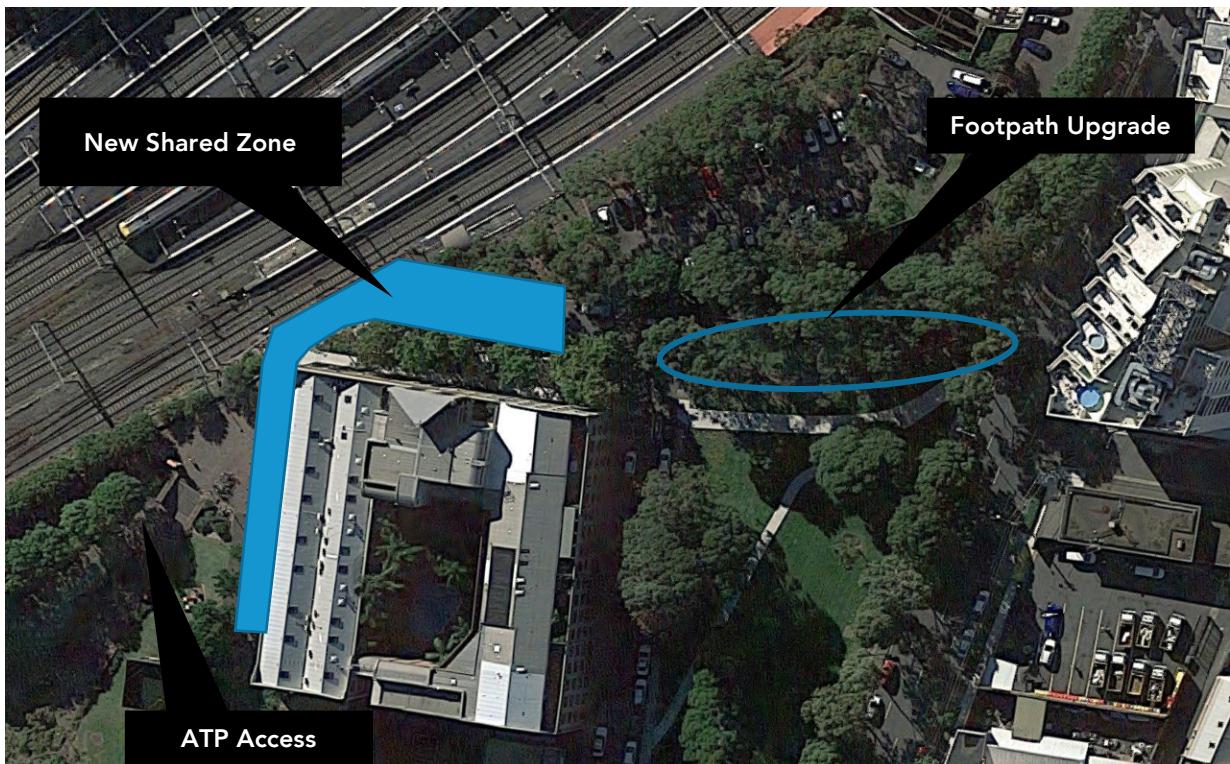


Figure 3 - Proposed Works in Context



Figure 4 - Corwallis Street - View North Towards ATP Access

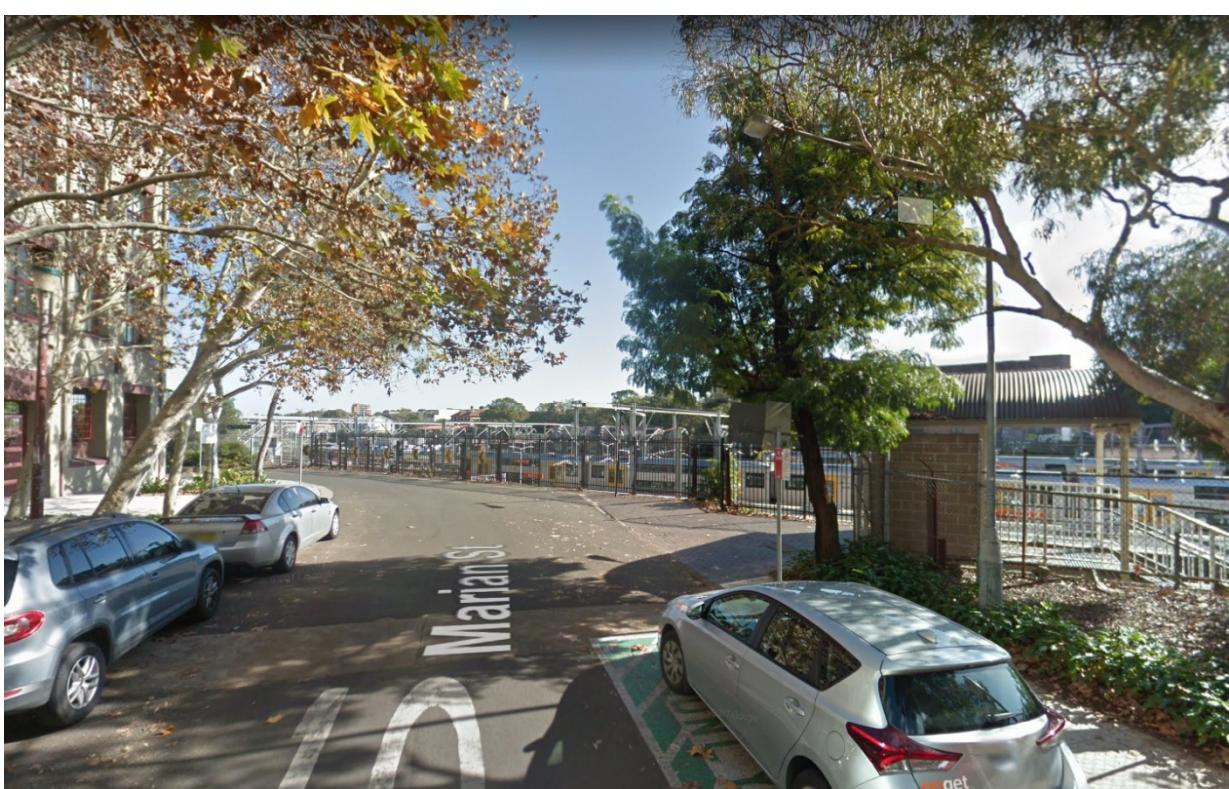


Figure 5 - Marian Street - View North Towards Platform 10 Station Entrance

3. Existing Transportation Facilities

3.1 Existing Road Network

As shown in Figure 6, the site has good links to the local, regional and state road network, providing access to the local and greater Sydney road network.

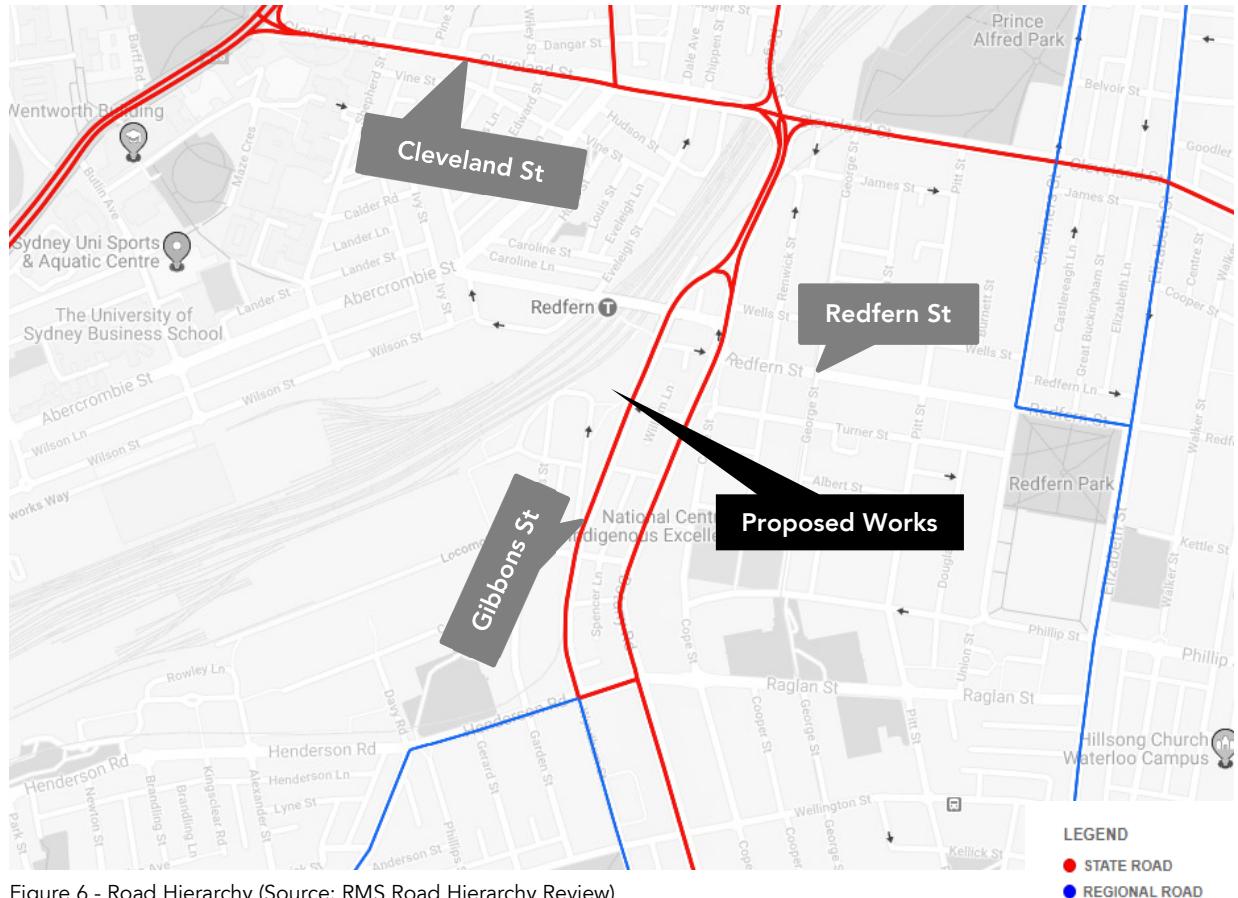


Figure 6 - Road Hierarchy (Source: RMS Road Hierarchy Review)

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

- State Roads - Freeways and Primary Arterials (RMS Managed)
- Regional Roads - Secondary or sub arterials (Council Managed, Part funded by the State)
- Local Roads - Collector and local access roads (Council Managed)

The road network serving the site includes:

Table 1 - Existing Road Network – Gibbons Street

Gibbons Street	
Road Classification	State Road
Alignment	North - South
Number of Lanes	4 northbound lanes
Carriageway Type	Undivided
Carriageway Width	13 metres
Speed Limit	50 kph
School Zone	No
Parking Controls	Parking Restrictions Apply



Figure 7 - Gibbons Street, View to the north

Table 2 - Existing Road Network – Marian Street

Marian Street	
Road Classification	Local Road
Alignment	East-West
Number of Lanes	1 lane westbound
Carriageway Type	Undivided
Carriageway Width	8.8 metres
Speed Limit	10 kph
School Zone	No
Parking Controls	Parking along both sides



Figure 8 - Marian Street – View to the north

Table 3 - Existing Road Network – Rosehill Street

Rosehill Street	
Road Classification	Local Road
Alignment	South – North
Number of Lanes	1 lane northbound
Carriageway Type	Undivided
Carriageway Width	8.8 metres
Speed Limit	10 kph
School Zone	No
Parking Controls	Parking along both sides



Figure 9 - Rosehill Street – View to the north

Table 4 - Existing Road Network – Cornwallis Street

Cornwallis Street	
Road Classification	Local Road
Alignment	South – North
Number of Lanes	1 lane southbound
Carriageway Type	Undivided
Carriageway Width	8.8 metres
Speed Limit	10 kph
School Zone	No
Parking Controls	Parking along both sides



Figure 10 - Cornwallis Street – View to the north

3.2 Existing Pedestrian Facilities

The existing pedestrian facilities comprise footpaths along both sides of all roads in the vicinity of the works. Marian Street is currently signposted as a Shared Zone, although the design of the road does not reflect current Shared Zone standards and is comprised a traditional kerbed road carriageway with footpaths.

Footpaths are available through the Gibbons Street Reserve.

Details of the pedestrian facilities are shown in Figure 11.

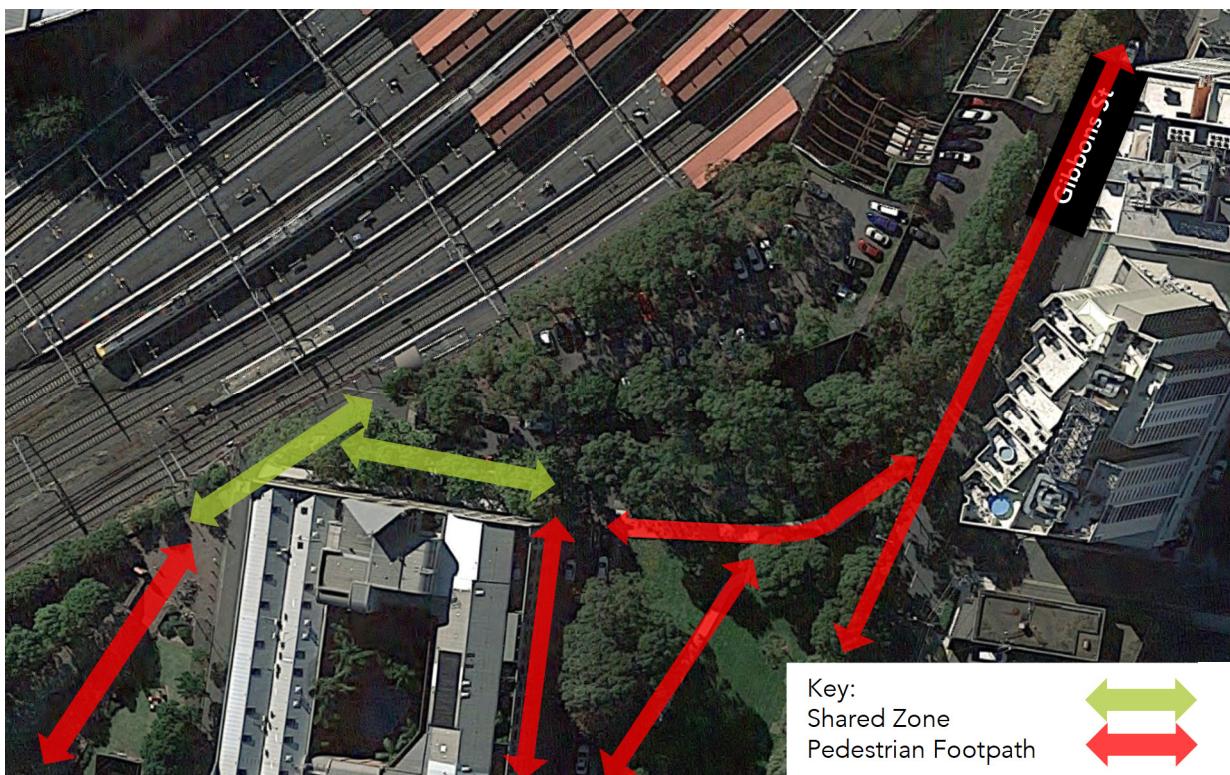


Figure 11 - Pedestrian Facilities

4. Traffic Management Plan

4.1 Objective

The traffic management plan associated with the construction activity aims to ensure the safety of all workers and road users within the vicinity of the construction site and the following are the primary objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network;
- To ensure continuous, safe and efficient movement of traffic for both the general public and construction workers;
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions;
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site;
- To provide information regarding the changed access arrangement and also a description of the proposed external routes for vehicles including the construction vehicles accessing the site; and
- Establishment of a safe pedestrian environment in the vicinity of the site.

4.2 Hours of Work

All works, associated with the project will be subject to authority approvals and times provided in Road Occupancy Licences by the Conditions of Consent, which details the following permitted working hours associated with the construction activity:

• Monday to Friday	7.30am – 5.30pm. Nightworks subject to approvals
• Sundays	subject to approvals
• Sundays & Public holidays	subject to approvals

4.3 General Requirements

In accordance with Road and Maritime Services (RMS) requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. All subcontractors must be inducted by the lead contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The lead contractors will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicles operating to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. 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.

4.4 Construction Vehicle Types

The works will involve the use of a number of different vehicle type in relation to the various tasks involved, although the somewhat restricted road geometry and the scale of the works will likely limit vehicles to Small Rigid Vehicles (SRVs).

Any oversized vehicle that is required to access the development site will be dealt with separately to this assessment and will require approval from the City of Sydney prior to access being granted.

Refer to Section 4.11 for further details.

4.5 Construction Vehicle Routes

The site is located in the suburb of Redfern and the proposed construction vehicle routes have regard for the surrounding traffic arrangements within the vicinity of the site as illustrated in the following

Figure 12:

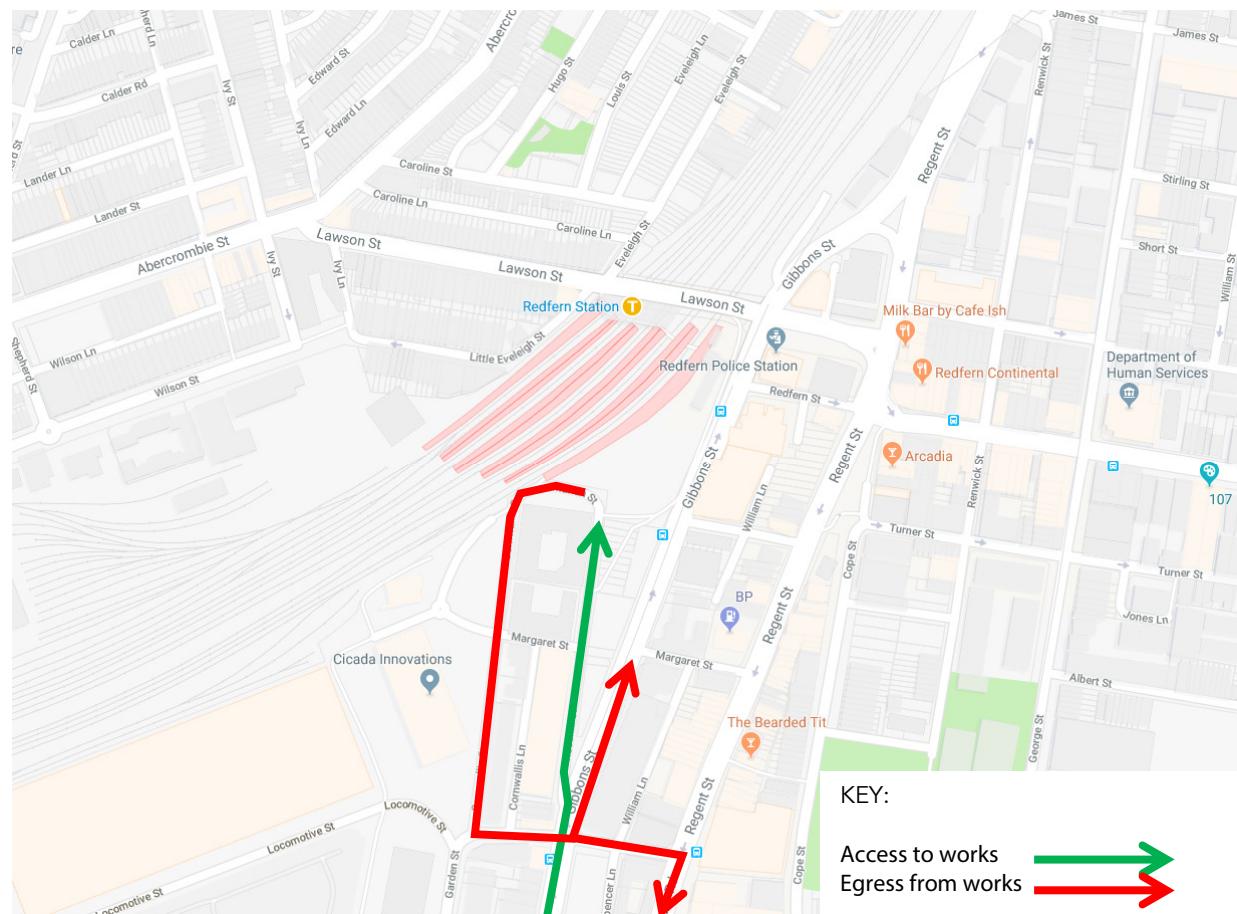


Figure 12 - Construction Vehicle Access and Egress Routes

4.6 Works Areas

The areas subject to the works are illustrated in the following drawing prepared by Mirvac for the purposes of planning the works.

The shared zone along Marian Street will be completed once the works around Gibbons Reserve and Gibbons Street commences, as shown in Figure 13. As such, direct pedestrian connection to Redfern Station, through Marian Street, will be provided during the works surrounding Gibbons Reserve and Gibbons Street.

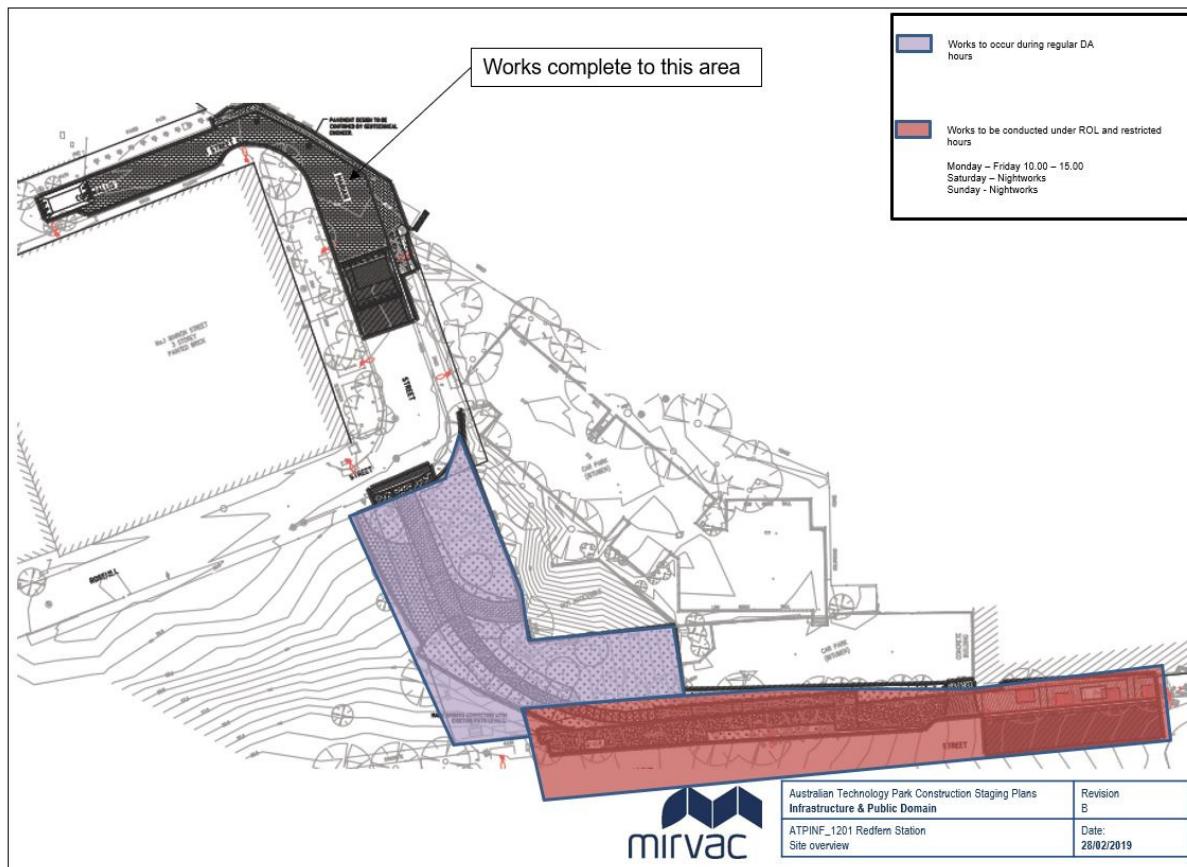


Figure 13 - Proposed Work Areas

4.7 Traffic Control Measures (Gibbons Street)

Part of the works along the Gibbons Street footpath will require the closure of the western footpath. There are limited pedestrian crossing opportunities on this section of Gibbons Street and therefore it is proposed to occupy the western lane of the carriageway for the purposes of accommodating the pedestrian route. The works requiring the footpath closure are limited to the northern section, where the proposed footpath will tie into the existing footpath (as illustrated in Figure 14). It is anticipated that these works will have a duration of 3 weeks subject to approved work hours.

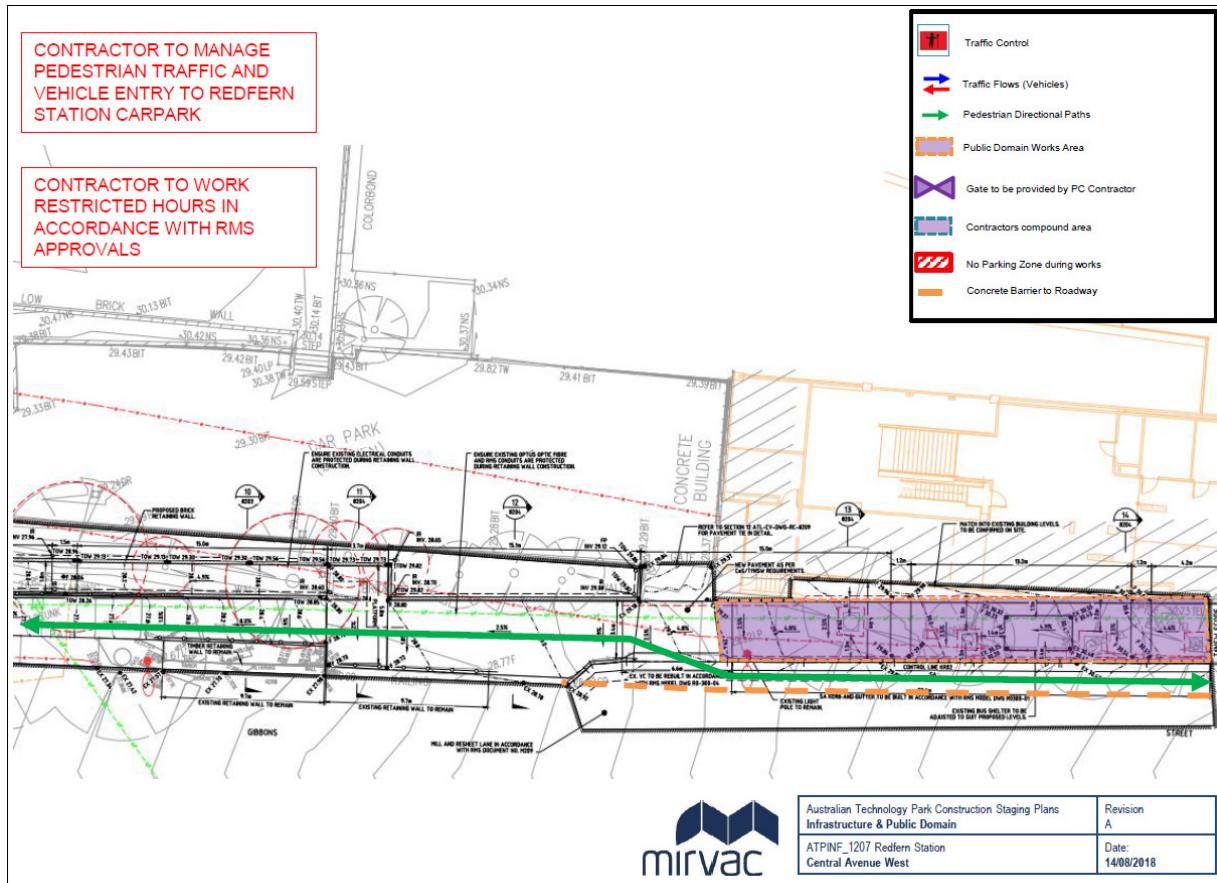


Figure 14 - Works requiring Gibbons Street footpath closure

4.8 Traffic Control Measures (Gibbons Street Reserve)

The construction of the new footpath through Gibbons Street Reserve will require the closure of the existing footpath connecting between Gibbons Street and Marian Street. This area will accommodate the footpath works as well as the contractor's compound.

During this stage of the work, which is expected to have a duration of 3 weeks, the footpath will be temporarily diverted around the southern edge of the compound. The temporary footpath will comprise an asphalt surface in order to provide a durable and usable surface.

There are no works within any of the surrounding roads associated with this stage of the works.

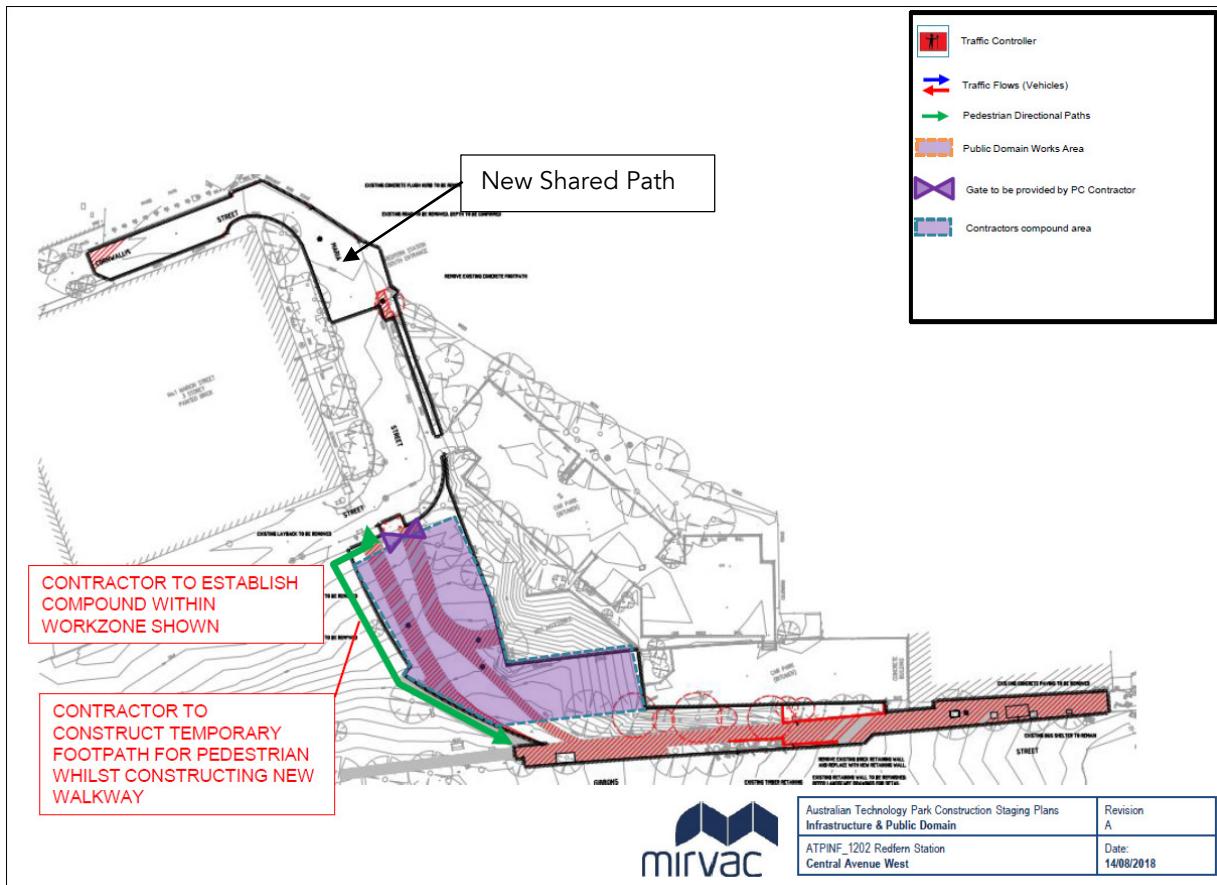


Figure 15 - Gibbons Street Reserve Site Compound

4.9 Works Zone

The works compound within the Reserve will largely negate the need for a Works Zone however, it is likely that a Works Zone will be required for part of the works along the Gibbons Street footpath, which will be subject to a specific application to Council prior to the installation.

4.10 Construction Traffic Activity

It is proposed that the construction work is to commence in November 2018 and is likely to be completed over the following 3 months, with completion of the works estimated to be during April 2019.

It is expected that the project will involve approximately 10 vehicles per day.

Within the context of the broader road network, construction traffic activity, which will be spread throughout each day, is not anticipated to cause a notable impact upon the capacity or operation of the road network and fall within typical daily traffic variations.

4.11 Special Deliveries

Whilst not anticipated, any oversized vehicle that is required to travel to the site will be dealt with separately, with the submission of required permits to and subsequent approval by City of Sydney Council prior to any delivery. Requests shall be submitted 28 days prior to the scheduled date of use of an oversized vehicle.

4.12 Pedestrian Management

Pedestrian management during the proposed upgrade works will be divided into three phases. Detailed drawings for each of the construction stages are provided in Attachment 1.

4.12.1 Phase 1

This phase will be in place during Stages 1, 2 & 3 of the upgrade works and will maintain the existing concrete footpath along Gibbons Street. A temporary footpath link (along the southern boundary of the construction site) will be provided through the Gibbons Street Reserve and provide connection to the existing footpath along Rosehill Street, as shown in Figure 16. The newly constructed shared path, along Marian Street, will then provide direct access to Redfern Station.

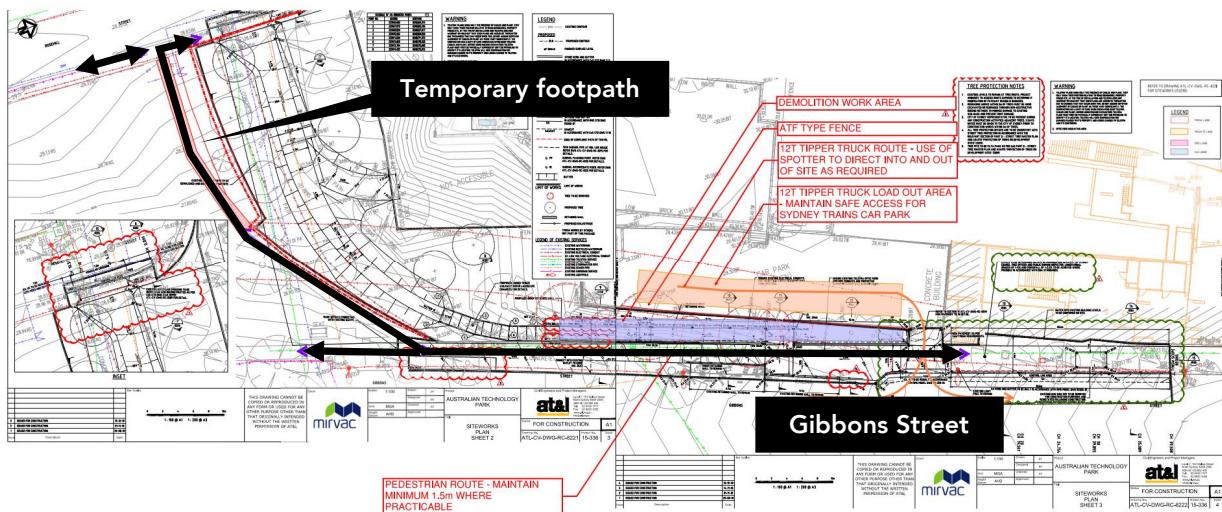


Figure 16 – Pedestrian Management Phase 1

4.12.2 Phase 2

This phase will be implemented during Stage 4 of the construction works which will involve the upgrade of the existing footpath along Gibbons Street, thus pedestrians will be diverted onto the temporary hotmix asphalt and concrete along the Gibbons Street boundary of the site. Pedestrians will also continue to use the temporary footpath link through the Gibbons Street Reserve. The newly constructed shared path, along Marian Street, will then provide direct access to Redfern Station.

This is shown in Figure 17.

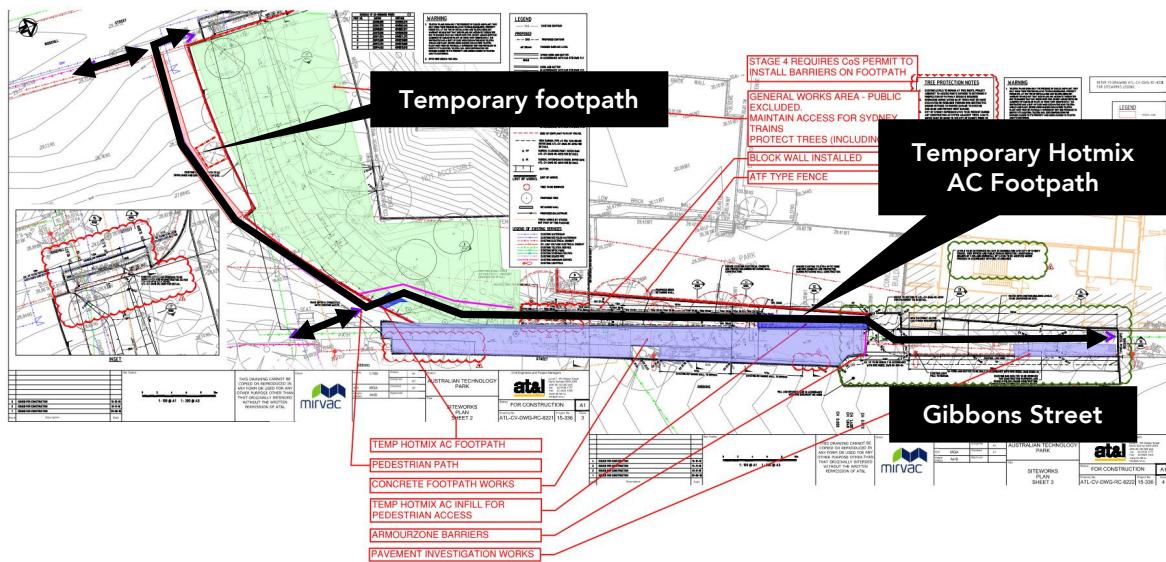


Figure 17 – Pedestrian Management Phase 2

4.12.3 Phase 3

This phase will be implemented once the upgrade of the existing footpath along Gibbons Street is completed. This phase will be identical to Phase 1 and will be implemented for a short duration while the new Gibbons Street footpath is completed with the final surface (see Figure 17).

4.13 Staff Parking

Due to site constraints, there will be no parking available for personnel on site. All site personnel are to be advised that they are not to park in the on-street parking in the vicinity of the works. To minimise the required parking, the contractor will be encouraged to assist in the transportation of workers to the site. Also, site personnel will be advised to car pool (where ever practicable) and site personal will be informed of the public transport options available in the vicinity of the site and advised to utilise these facilities (where ever practicable).

4.14 Staff Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedures. Additionally, the lead contractor will discuss TMP requirements regularly as a part of toolbox talks and advise workers of public transport and car-pooling opportunities.

4.15 Emergency Vehicle Access

The proposed works are not anticipated to involve the closure of any local road. Any emergency vehicles requiring access to the construction site and adjacent properties will be given unobstructed access.

4.16 Access to adjoining properties

Access to all adjoining properties will be maintained throughout the works.

4.17 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.

4.18 Method of Communicating Traffic Changes

Traffic control plans in accordance with Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and RMS Traffic Control at Worksites manual will advise motorist of upcoming changes in the road network.

During construction the contractor shall each morning, prior to work commencing, ensure all signage is erected in accordance with the TCP and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or removed as required. Sign size is to be size "A".

No deviation from the approved TCP shall be permitted, unless otherwise approved by Council and certified by an RMS accredited personnel.

The associated TCP road signage will inform drivers of works activities in the area including truck movements in operation.

Prior to commencement of works on site the contractor is to inform neighbouring properties of proposed works and provide site contact information by means of a letter box distribution.

4.19 Contact Details for On-Site Enquiries and Site Access

The principal for the works is Mirvac and enquiries for the works can be addressed to Robert Malcolm (Project Manager) on 0419 759 456. The site representative and principal contractor undertaking the works on behalf of Mirvac is Robson Civil Projects and enquiries can be addressed to Craig Fleming (Site Manager) on 0477 050 773.

4.20 Maintenance of Roads and Footpaths

The roads and footpaths along the route of travel will be kept in a serviceable state at all times. Any damage arising as a result of the proposed truck movements will be treated / repaired by the principal contractor at no cost to Council.

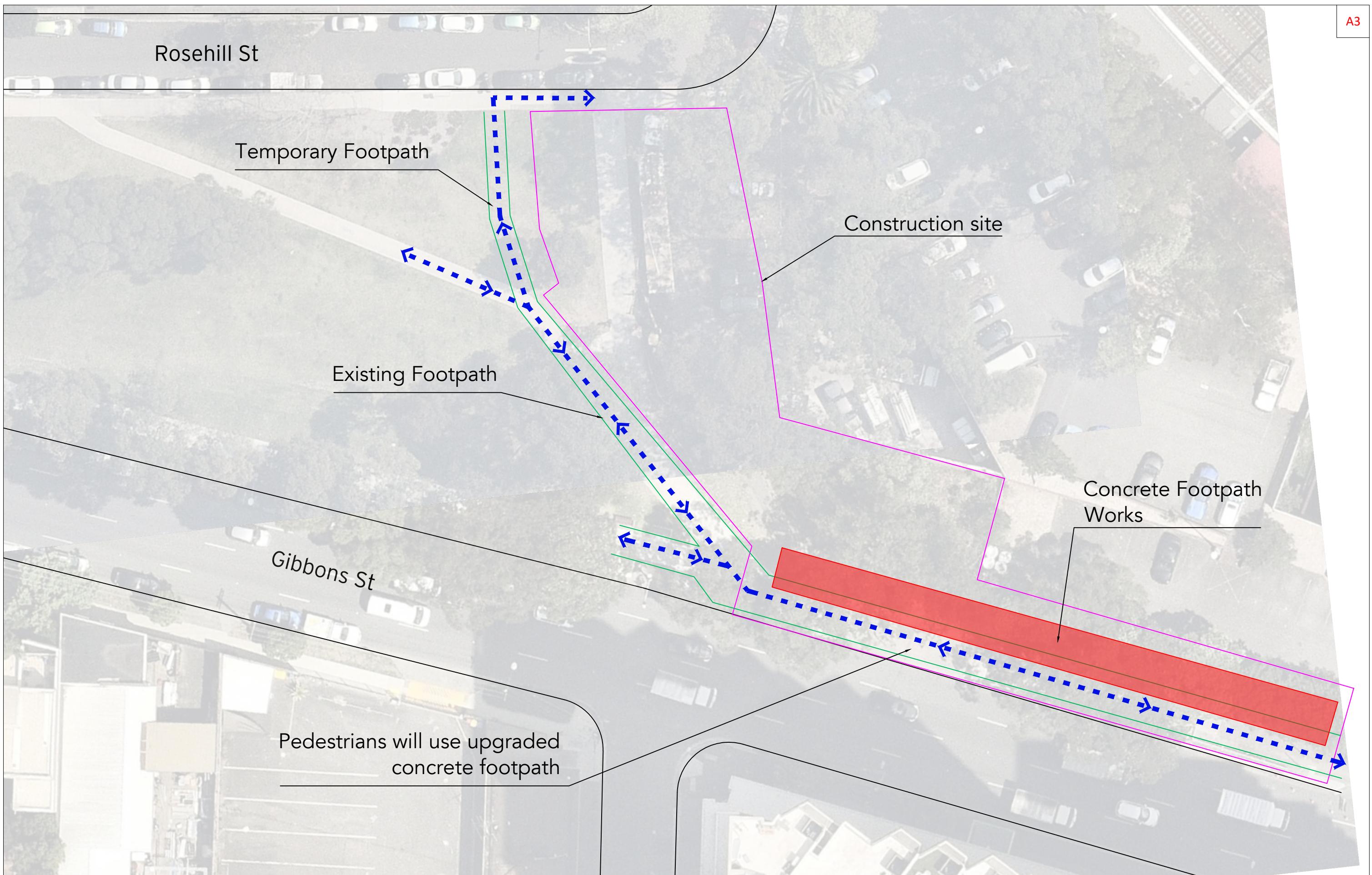
5. Summary

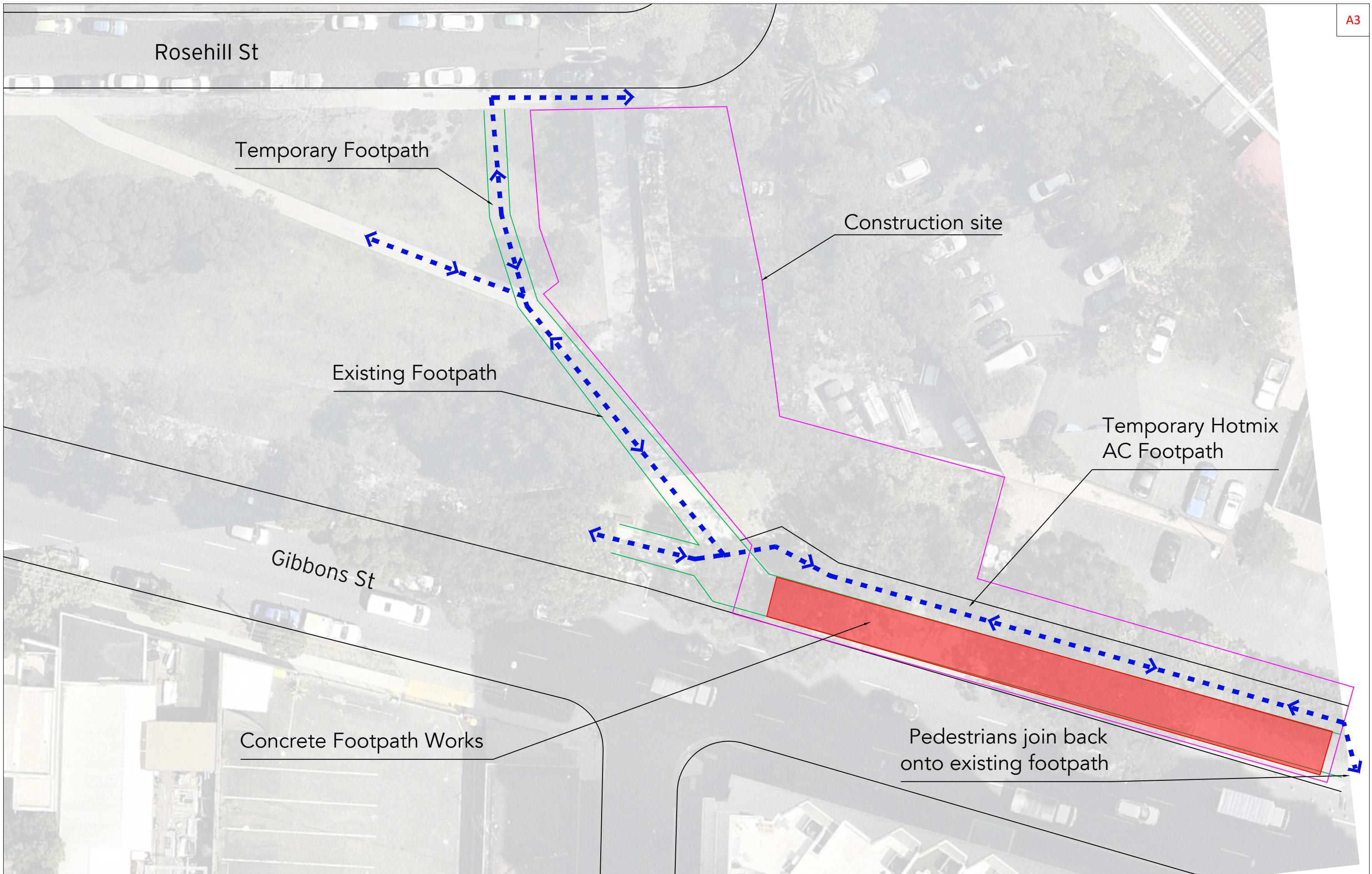
This CTMP has been prepared to outline the construction traffic measures to improve site safety to the public and workers and the construction process.

With the measures described in the CTMP in place, the construction activity is anticipated to have minimal disruption to the daily activities within the vicinity of the site.

It is envisaged that this document will be continually reviewed and amended if required, due to changes in design, RMS, Councils or any other authority requirements.

Attachment 1 Construction Stages





ptc. Suite 102, 506 Miller Street, Cammeray NSW 2062 t +61 2 8920 0800 ptcconsultants.co	REV	DATE	COMMENT	DRAWN	REVIEWED	REV	DATE	COMMENT	DRAWN	REVIEWED		PROJECT:	DRAWING TITLE:		CLIENT:	Mirvac	
															DRG. #:	PTC-002	
															PROJECT #:	T2-2488A	
															SCALE:	NTS	
	1	01/03/19	1st Issue	SH	AM										REV: 1		

