

15 April 2021

Department of Planning, Industry and Environment  
320 Pitt Street  
Sydney NSW 2001

Attn: Marcus Jennejo (A/Principal Planning Officer)

Dear Marcus,

**SANDSTONES PRECINCT – SSD 7484 - Condition C7**

A detailed Construction Pedestrian and Traffic Management Plan (CPTMP) has been prepared on behalf of Built Pty Ltd by SBMG Planning, (Mr. Matthew Young), dated 3<sup>rd</sup> March, 2021 to satisfy condition of consent C7. The CPTMP that is being submitted has been approved under the Sandstones Precinct – Education Building.

The condition states:

*“Prior to the commencement of any works on site the Applicant shall prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD coordination Office and the Sydney Light Rail Team within TfNSW. The CPTMP needs to specify, but not limited to, the following:*

- a) Location of the proposed work zone*
- b) Haulage Routes*
- c) Construction vehicle access arrangements*
- d) Proposed construction hours*
- e) Estimated number of construction vehicle movements*
- f) Construction program*
- g) Construction strategy for liaison with surrounding stakeholders*
- h) Any potential impacts to general traffic cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during construction of the proposed works.*
- i) Cumulative construction impact of projects including Sydney Light Rail Project and Sydney Metro. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimize impact on the road network.*
- j) Should any impact be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian any cyclist impact should be clearly identified and included in the CPTMP”*

We have consulted with the Road & Maritime Services, City of Sydney and Transport for NSW. Please refer to the following correspondence:

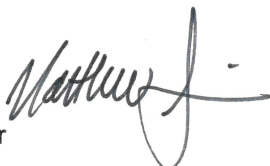
- Email from Mohamed Tita ( Senior Network and Safety Officer, RMS) dated 19<sup>th</sup> August, 2018.
- Email from Tony Ly (Senior Planner, Planning Assessments, City of Sydney) 24<sup>th</sup> of August 2018.
- Email from Kaye Russell (Transport Planning Project Manager, Sydney Coordination Office, Transport for NSW) 9<sup>TH</sup> July 2020

Could you please provide your approval of the Construction Pedestrian and Traffic Management Plan in relation to the Lands Building.

Should you have any queries, please contact me via email [matt.seelin@built.com.au](mailto:matt.seelin@built.com.au) or 0400 322 596.

Yours sincerely,

Matt Seelin  
Project Manager  
Built Pty Ltd



## Athena Vercoe

---

**From:** TITA Mohamed <Mohamed.TITA@rms.nsw.gov.au>  
**Sent:** Wednesday, 19 September 2018 10:45 AM  
**To:** Will Smith  
**Cc:** Tony Ly; BALLM David  
**Subject:** RE: Sandstones | CPTMP Taxi Approval

Good morning Will,

Roads and Maritime Services have no objections

Kind Regards,

Mohamed Tita  
Senior Network and Safety Officer  
Network Sydney | CBD and East Precinct  
T 02 8849 2821 | M 0476 833 251  
[www.rms.nsw.gov.au](http://www.rms.nsw.gov.au)

---

**From:** Will Smith [mailto:WillSmith@built.com.au]  
**Sent:** Wednesday, 19 September 2018 9:15 AM  
**To:** TITA Mohamed  
**Cc:** Tony Ly  
**Subject:** RE: Sandstones | CPTMP Taxi Approval

Hi Mohamed

Any update as to the Status of the below?

Will need your input ASAP please

Will Smith  
Site Engineer

**Built.**

Sydney | Melbourne | Brisbane | Perth | Canberra | Adelaide  
Level 7/343 George St Sydney NSW 2000  
0438 031 886  
[www.Built.com.au](http://www.Built.com.au)

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---

**From:** Will Smith  
**Sent:** Tuesday, September 11, 2018 10:36 AM  
**To:** TITA Mohamed <Mohamed.TITA@rms.nsw.gov.au>

Cc: Tony Ly <TLy@cityofsydney.nsw.gov.au>

Subject: Sandstones | CPTMP Taxi Approval

Hi Mohamed,

Can you please call me to discuss the below.

Also, Please see below link for the CPTMP for the Sandstones Project

<https://www.dropbox.com/s/erdpq4tbo0wafwx/SBMG01440-00%20R3.pdf?dl=0>

Can you please look at the attached plans in relation to the Taxi zone and confirm if the proposed changes to these Taxi Zones can be approved along with the CPTMP

They are found in the plans of the attached **"Kerbside Restrictions"**

We have already issued this to the Taxi Council as well for their approval

If you need any further information please let me know

Will Smith  
Site Engineer

**Built.**

Sydney | Melbourne | Brisbane | Perth | Canberra | Adelaide

Level 7/343 George St Sydney NSW 2000

0438 031 886

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## Jake Levy

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**From:** Joel Redman  
**Sent:** Tuesday, 21 July 2020 9:07 AM  
**To:** Jake Levy; Adrian Topping; Chloe Avgoustou  
**Subject:** FW: SDD7484: MOD7 & MOD8 Condition C7  
**Attachments:** SBMG01440-00 R5.pdf; signed SSD Instrument of Modification.pdf

**Joel Redman**  
Project Engineer



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Level 7/343 George St, Sydney, NSW 2000  
T +61 2 8332 4111 M +61 432 050 325



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**From:** Kaye Russell <Kaye.Russell@transport.nsw.gov.au>  
**Sent:** Thursday, 9 July 2020 8:38 AM  
**To:** Joel Redman <JoelRedman@built.com.au>  
**Cc:** Adrian Topping <AdrianTopping@built.com.au>; Mitchell Giampaoli <MitchellGiampaoli@built.com.au>  
**Subject:** RE: SDD7484: MOD7 & MOD8 Condition C7

[EXTERNAL EMAIL]

Hi Joel

Thank you for providing TfNSW with the Construction Pedestrian Traffic Management Plan (CPTMP) for 23-33 & 35-39 Bridge St, Sydney.

Several construction projects 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 attached CPTMP and asks that you ensure the following –

- Footpath widths be maintained at 3m;
- Should any construction vehicle be required to travel against the flow of traffic to stage that a Road Occupancy License (ROL) application be submitted to the Planned incident unit with an appropriate Traffic Control Plan;
- Vehicle movements be reduced during the AM peak of 6:00am to 10:00am Monday to Friday.

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**

M 0435 961 672  
Level 44 680 George Street Sydney NSW 2000



---

**From:** Joel Redman [<mailto:JoelRedman@built.com.au>]  
**Sent:** Friday, 26 June 2020 2:57 PM  
**To:** Kaye Russell <[Kaye.Russell@transport.nsw.gov.au](mailto:Kaye.Russell@transport.nsw.gov.au)>  
**Cc:** Adrian Topping <[AdrianTopping@built.com.au](mailto:AdrianTopping@built.com.au)>; Mitchell Giampaoli <[MitchellGiampaoli@built.com.au](mailto:MitchellGiampaoli@built.com.au)>  
**Subject:** SDD7484: MOD7 & MOD8 Condition C7

Hi Kaye,

Could you please review the attached and provide approval for the revised CPTMP as per condition C7 of the modification conditions.

The CPTMP has not changed from previous submissions.

Any queries please call.

Regards,

**Joel Redman**  
Project Engineer



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Level 7/343 George St, Sydney, NSW 2000

**T** +61 2 8332 4111      **M** +61 432 050 325



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## Athena Vercoe

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**From:** Matthew Young <matt@sbmgplanning.com.au>  
**Sent:** Thursday, 25 March 2021 9:59 AM  
**To:** Andre Lam  
**Cc:** Athena Vercoe  
**Subject:** Re: Sandstones Precinct - Department of Lands Update

### [EXTERNAL EMAIL]

Good Morning Andre,

This email is to certify the Construction Pedestrian and Traffic Management Plan - Document Number: SBMG01440-00 Revision 5 Dated Wednesday 3 March 2021 was prepared by a qualified traffic management planner as per the details below.

Document Prepared By: Matthew Young  
RMS Prepare a Works Zone Traffic Management Plan Certificate Number: 0051718998  
Expiry Date: 26/06/2021

Please contact me if you require any further information.

Kind Regards,

**Matthew Young**

Traffic Management Consultant  
m: 0467 370 380  
e: [matt@sbmgplanning.com.au](mailto:matt@sbmgplanning.com.au)  
[www.sbmplanning.com.au](http://www.sbmplanning.com.au)



On 24 Mar 2021, at 5:10 pm, Andre Lam <[AndreLam@built.com.au](mailto:AndreLam@built.com.au)> wrote:

Hi Matthew,

Can you please provide a statement (via email correspondence is accepted) confirming your endorsement of the recently updated CPTMP Revision 5.

Kind Regards,

**From:** Vanessa Aziz <vaziz@cityofsydney.nsw.gov.au>  
**Sent:** Monday, 24 September 2018 2:40 PM  
**To:** Will Smith  
**Cc:** Joshua Faull; Michael Soo; Van Le; Tony Ly  
**Subject:** RE: C7 - Construction Traffic Management Plan - Sandstone Precinct - 2018/269813

Will,

The Construction Traffic Management Plan for the Sandstone Precinct (Rev3) has been reviewed by Council's Traffic Operations Unit and no objection is raised.

As per the Sandstone Precinct SSD 7484 consent condition No. C7 separate endorsement of the the CPTMP is required by the CBD Coordination Office (extract of condition C7 copied below).

**Construction Pedestrian and Traffic Management Plan (CPTMP)**

- C7. Prior to the commencement of any works on site the Applicant shall prepare a **Construction Pedestrian and Traffic Management Plan (CPTMP)** in consultation with the CBD Coordination Office and the Sydney Light Rail Team within TfNSW. The CPTMP needs to specify, but not limited to, the following:
- a) location of the proposed work zone
  - b) haulage routes
  - c) construction vehicle access arrangements
  - d) proposed construction hours
  - e) estimated number of construction vehicle movements
  - f) construction program
  - g) consultation strategy for liaison with surrounding stakeholders
  - h) any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works
  - i) cumulative construction impacts of projects including Sydney Light Rail Project and Sydney Metro. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network
  - j) should any impact be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.

**Prior to the commencement of work, the Applicant shall submit a copy of the CBD Coordination Office endorsed CPTMP to the PCA and the Secretary.**

Regards

Vanessa

Vanessa Aziz  
Senior Planner  
Planning Assessments



---

Telephone: +612 9246 7758  
[cityofsydney.nsw.gov.au](http://cityofsydney.nsw.gov.au)

---

**From:** Tony Ly  
**Sent:** Monday, 24 September 2018 12:00 PM  
**To:** Vanessa Aziz <[vaziz@cityofsydney.nsw.gov.au](mailto:vaziz@cityofsydney.nsw.gov.au)>  
**Cc:** Joshua Faull <[jfaull@cityofsydney.nsw.gov.au](mailto:jfaull@cityofsydney.nsw.gov.au)>; Michael Soo <[MSoo@cityofsydney.nsw.gov.au](mailto:MSoo@cityofsydney.nsw.gov.au)>; Van Le <[vle@cityofsydney.nsw.gov.au](mailto:vle@cityofsydney.nsw.gov.au)>; willsmith@built.com.au  
**Subject:** C7 - Construction Traffic Management Plan - Sandstone Precinct - 2018/269813

Good Morning Vanessa

Traffic Ops has reviewed the attached Construction Traffic Management Plan for the Sandstone Precinct, rev3, and found it to be acceptable. Please process accordingly.

The final version of the CTMP is trimmed at the following location.

<https://record.cityofsydney.nsw.gov.au/2018/269813-13.ref>

Happy to discuss if you have further questions.

Kind regards

Tony Ly  
A/ Traffic Works Coordinator  
City Infrastructure & Traffic Operations



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Telephone: 02 9246 7861  
[cityofsydney.nsw.gov.au](http://cityofsydney.nsw.gov.au)

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# Construction Traffic Management Plan

**23-33 & 35-39 Bridge Street, Sydney**

**Sandstones Precinct**

Prepared for: Built Pty Ltd

Prepared By: Matthew Young  
RMS Prepare a Workzone Traffic Management Plan  
Certificate #: 0051718998

Wednesday, 3 March 2021  
Document Number: SBMG01440-00 R5

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## Revisions

| Rev | Date     | Description  |
|-----|----------|--|
| 0   | 02/03/18 | Initial Submission                                   |
| 1   | 05/04/18 | Updates in response to TNSW comments dated 16/03/18  |
| 2   | 10/05/18 | Submission to City of Sydney Council for Review      |
| 3   | 31/07/18 | Revisions as per City of Sydney feedback 6 June 2018 |
| 4   | 13/12/19 | Revised scope and site access plans                  |
| 5   | 03/03/21 | Updated as per markup issued from Built              |



# 1 Project Details

## 1.1 Project Scope Overview

Project: Capella Sandstone Precinct

Location: 23-33 & 35-39 Bridge Street, Sydney NSW

The Client Pontiac have secured a 103-year lease from Property NSW. The proposed Capella Sandstone Precinct development is across two lots, 23-33 Bridge Street (Lands Building) and 35-39 Bridge Street (Education Building) which are separated by Loftus Street in Sydney's CBD. Both buildings are of state heritage significance for their architectural contribution to Sydney. The overarching aspirations for the Sandstones project is to enable the effective repurposing of these buildings into a world-class hotel owned and operated by Capella Hotels.

### **The completed facility will include:**

- Luxury hotel rooms across the two heritage buildings (70 in Lands and 229 in Education)
- Restaurants, Bars, Function spaces and new Retail Shops
- Swimming Pool + Spa facility
- Public viewing gallery
- Service tunnel link between the two buildings
- Public Domain works including an upgrade of Farrer Place

### **Department of Education Building;**

- Excavation and creation of 3 basement levels;
- Structural modifications to the existing 8 levels;
- Addition of 4 new levels including facade;
- Existing Heritage Facade rejuvenation;
- Extensive internal Heritage rejuvenation;
- Subterranean tunnel link to Lands Building

### **Department of Lands Building;**

- Structural modifications to the existing 5 levels;
- New feature roof structures;
- Existing Heritage Facade rejuvenation;
- Extensive internal Heritage rejuvenation;
- Subterranean tunnel link to Education Building

## 1.2 Location Map



## 1.3 Hours of Operation

The site will operate within City of Sydney standard restrictions.

- Monday to Friday 7.00am - 7.00pm
- Saturdays 7.00am – 5.00pm
- No work on Sundays or public holidays.

## 1.4 Program overview

### *February 2021*

- Commence site establishment and minor works

### *April 2021*

- Full site possession and commencement works

### *April 2021 – February 2021*

- Demolition Works
- Hazmat removal
- Tunnel enabling works
- Heritage façade rectification
- New structure
- Roof works

### *February 2022 - July 2023*

- Tunnel works
- New façade
- Roof works
- Fitout works
- Services and commissioning

## 1.5 Site Overview

### a) Site Access

- Due to the limited existing site access vehicle access within the existing building is limited to 1 driveway off Loftus Street and 1 loading dock off Gresham Street.
- Suitable vehicles will be able to enter and exit the site through the Loftus Street prior to commencement of excavation.
- The loading dock has limited use as there is no turnaround area within the site to allow forward-facing entry and exit
- Due to these limitations, the majority of vehicle movements are to be carried out within the 2 proposed Works Zones (Loftus Street & Gresham Street).

### b) Site Sheds and Amenities

- Due to the scope of works the location of site sheds and amenities will be installed inside the Lands Building. The amenities will be staged so that the major demolition and Hazmat remediation will be on opposite side of the buildings to the amenities zones.
- Where a footpath or roadway will need to be temporarily closed or partially obstructed during development or works activity, a temporary works approval will be obtained from the City of Sydney.

### c) Storage for Material, Waste and Equipment

- All storage to be located within the site boundary including within the hoarding in Farrer Place.

### d) Hoarding & Scaffolding - Before hoardings and scaffolding can be erected on a public

road and/or footpath, you must obtain approval from the City.

## 2 Proposed Management of Construction Vehicles

### 2.1 General

- a) All site workers shall be aware of the site's construction management obligations, which includes adherence and compliance with the approved CPTMP.
- b) Parking for Site Workers
  - Site workers shall be dissuaded from parking internally within the site, as spaces are limited, and on public roads.
  - Parking in work zones is strictly prohibited for private vehicles.
  - Site workers will be directed to utilise public/active transport to the site with internal secure facilities provided by the site for tools and equipment storage.

### 2.2 Young Street

- No site vehicle movements within Young Street
- Existing kerbside restrictions maintained during works
- Existing traffic lanes maintained during works
- Existing property access maintained during works
- a) Pedestrian Management
  - Pedestrian access maintained along the footpath with B-class hoarding installed for overhead protection throughout the project.
  - A-class hoarding installed around the site perimeter.
- b) Traffic Management
  - None proposed as existing conditions to be maintained within Young Street at all times.

### 2.3 Loftus Street

- a) Access Type
  - Limited Onsite Access via existing vehicular crossover – suitable vehicles may use the existing access point to enter the site with sufficient area to turn around and exit in a forward-facing manner.
  - 45m Works Zone proposed along the eastern side of Loftus Street within the existing loading Zone (existing No Stopping Zones maintained).
- b) Approach and Departure Routes
  - Approach Route 1 (Vehicles up to 9m) - Traveling along the Cahill Expressway exit onto Bridge Street, turn left onto Loftus Street and then stand within the proposed Works Zone.
  - Approach Route 2 (Vehicles up to 9m) - Traveling along the Cahill Expressway exit onto Macquarie Street, turn right onto Macquarie Street, turn left onto Bridge Street, turn left onto Loftus Street and then stand within the proposed Works Zone.
  - Approach Route 3 (Vehicles >9m) – Traveling south along the Bradfield Highway exit onto Grosvenor Street, continue onto Bridge Street, turn right onto Loftus Street and then stand within the Works Zone in a forward-facing direction.
  - Departure Route 1 - Exit the Works Zone in a forward-facing direction and continue south on Loftus Street, turn left onto Bent Street, turn left onto Macquarie Street and then turn right onto the Cahill Expressway.
  - Departure Route 2 - Exit the Works Zone in a forward-facing direction and continue south on Loftus Street, turn left onto Bent Street and then continue onto the Cahill Expressway.

Note: Existing left turn restriction for vehicles exceeding 9m from Bridge Street onto Loftus Street to be abided by at all times. Therefore, all vehicles >9m to use approach route 3 only.

c) Vehicle Size and Movements

- Standard Heavy Rigid Vehicle (up to 12.5m)
- Vehicle movements (General Deliveries): 20 vehicles (40 movements) on peak days – This equates to a frequency of up to 4 vehicle movements per hour
- Vehicle movements (Concrete Pour): 25 vehicles (50 movements) on peak days - This equates to a frequency of up to 5 vehicle movements per hour

d) Loading and Unloading of Vehicles

- All vehicles to be loaded and unloaded whilst standing within the Works Zone.

e) Standing Plant

- Concrete line pump to stand within the Works Zone where required.

f) Material Handling

- Onsite Tower Crane (Education Building)
- Concrete Line Pump

g) Pedestrian Management

- Pedestrian access maintained along the footpath with B-class hoarding installed for overhead protection during lifting and concrete works.
- A-class hoarding installed around the site perimeter.
- Where concrete pump line is to travel across the footpath a temporary pedestrian ramp will be installed to City of Sydney standard specification. This will maintain safe pedestrian access along the footpath throughout the works (Temporary Works Approval from the city of Sydney is to be obtained prior to work / activity impacting the footpath).

h) Traffic Management

- Existing traffic lanes maintained with the Works Zone to utilise existing on-street parking area only.
- Roads and Maritime accredited traffic controllers to hold pedestrians for short periods whilst vehicle enter and exit the site using the existing crossover, however pedestrians are not to be stopped in anticipation of a vehicle.

## 2.4 Gresham Street

a) Access Type

- The existing loading dock is the only existing vehicle access point into the Lands building, however this has limited use as there is no turnaround area within the site to allow forward-facing entry and exit
- 25m Works Zone proposed along the eastern side of Gresham Street within the existing Bus Zone (a 25m Bus Zone maintained). Works Zone hours as follows
  - 7:00am – 3:00pm Monday – Friday
  - 7:00am – 5:00pm Saturdays

b) Approach and Departure Routes

- Approach Route 1 - Traveling along the Cahill Expressway exit onto Bridge Street, turn left onto Gresham Street and then stand within the proposed Works Zone.
- Approach Route 2 (Vehicles up to 9m) - Traveling along the Cahill Expressway exit onto Macquarie Street, turn right onto Macquarie Street, turn left onto Bridge Street, turn left onto Gresham Street and then stand within the proposed Works Zone.
- Departure Route 1 - Exit the Works Zone in a forward-facing direction on Gresham Street, turn left onto Bent Street, turn left onto Macquarie Street and then turn right onto the Cahill Expressway.

- Departure Route 2 - Exit the Works Zone in a forward-facing direction on Gresham Street, turn left onto Bent Street and then continue onto the Cahill Expressway.
- c) Vehicle Size and Movements
  - Standard Heavy Rigid Vehicle (up to 12.5m)
  - Vehicle movements (General Deliveries): 20 vehicles (40 movements) on peak days – This equates to a frequency of up to 4 vehicle movements per hour.
  - Vehicle movements (Concrete Pour): 25 vehicles (50 movements) on peak days - This equates to a frequency of up to 5 vehicle movements per hour.
- d) Loading and Unloading of Vehicles
  - All vehicles to be loaded and unloaded whilst standing within the Works Zone.
- e) Standing Plant
  - Concrete line pump to stand within the Works Zone where required.
- f) Material Handling
  - Onsite Tower Crane (Lands Building)
  - Concrete Line Pump
- g) Pedestrian Management
  - Pedestrian access maintained along the footpath with B-class hoarding installed for overhead protection during lifting and concrete works.
  - A-class hoarding installed around the site perimeter.
  - Where concrete pump line is to travel across the footpath a temporary pedestrian ramp will be installed to City of Sydney standard specification. This will maintain safe pedestrian access along the footpath throughout the works.
- h) Traffic Management
  - Existing traffic lanes maintained with the Works Zone to utilise part of an existing Bus Zone.

## 2.5 Bent Street (Farrer Place)

- a) Access Type
  - A temporary 6m vehicular crossover to be installed on Bent Street as there is no existing vehicular access point – Site vehicles are to enter in a forward direction and exit in a forward direction at ALL times. (approval from the City of Sydney required prior to the construction of the temporary access point).
  - Contingency – The construction of a temporary access point at this location is only possible once the existing Kiosk has been removed. Should this not be completed prior to the commencement of works, no vehicle access is permitted onto Farrer Place. Hence all vehicular activity will be carried out within the proposed Works Zone (Loftus Street). The proposed A-Class will be adjusted to suit as per Farrer Place overview in appendix D item 10.
- b) Approach and Departure Routes
  - Approach Route 1 - Traveling along the Cahill Expressway exit onto Bridge Street, turn left onto Gresham Street, turn left onto Bent Street and then enter the site in a forward-facing direction.
  - Approach Route 2 - Traveling along the Cahill Expressway exit onto Macquarie Street, turn right onto Macquarie Street, turn left onto Bridge Street, turn left onto Gresham Street, turn left onto Bent Street and then enter the site in a forward-facing direction
  - Departure Route - In a forward-facing direction exit the site, turn left onto Bent Street and then continue onto the Cahill Expressway.
  - Departure Route 2 - In a forward-facing direction exit the site, turn left onto Bent Street, turn left onto Macquarie Street and then turn right onto the Cahill Expressway.

- c) Vehicle Size and Movements
  - Standard Medium Rigid Vehicle (up to 8.8m)
  - Vehicle movements (General Deliveries): 20 vehicles (40 movements) on peak days – This equates to a frequency of up to 4 vehicle movements per hour
  - Vehicle movements (Concrete Pour): 25 vehicles (50 movements) on peak days - This equates to a frequency of up to 5 vehicle movements per hour
- d) Loading and Unloading of Vehicles
  - All vehicles to be loaded and unloaded whilst standing within the Farrer Place hoarding boundary or an approved Works Zone.
- e) Standing Plant
  - Concrete line pump to stand within the Farrer Place hoarding boundary or use an approved Works Zone.
- f) Material Handling
  - Onsite Tower Crane (Education Building)
  - Concrete Line Pump
- g) Pedestrian Management
  - A-class hoarding installed around the site perimeter with all work carried out within this boundary.
- h) Traffic Management
  - Existing traffic lanes maintained.
  - Roads and Maritime accredited traffic controllers to hold pedestrians for short periods whilst vehicle enter and exit the site using the proposed temporary crossover, however pedestrians are not to be stopped in anticipation of a vehicle.



## 3 Impact of Project

### 3.1 Surrounding Properties

- Existing access to surrounding properties maintained throughout the project.

### 3.2 Pedestrians

- Pedestrian access maintained along the footpath surrounding both buildings except for the Farrer Place frontage. The travel path surrounding Farrer Place is maintained at a minimum of 2.4m along Bent Street & 3.5m within the existing pedestrian area from Young Street (adjacent hoarding).
- Two Roads and Maritime accredited traffic controllers shall be used at all times when construction vehicles are crossing the footpath.

### 3.3 Cyclists

- No significant cyclist impact due to the project; existing travel routes to remain as per normal conditions.

### 3.4 Local Traffic

- To reduce impact on existing traffic flows, vehicles are to be scheduled to ensure adequate area within the required Works Zone before entering local streets. This will be managed more intensely on high movement days such as during concrete pours as there is no vehicle queuing on surrounding streets.
- Vehicles are to enter and exit in a forward-facing direction to reduce the impact on traffic flow waiting for vehicle to manoeuvre into place.

### 3.5 Emergency Services

- Access along surrounding streets maintained throughout the project with access to surrounding properties also as per existing conditions.
- Emergency vehicles are given priority access as per normal road rules.

### 3.6 Public Transport

- The Bus stops on Bridge Street and Loftus Street maintained as per existing conditions throughout the project.
- An additional Bus Zone for layover use to be installed eastbound along Spring Street between Pitt Street & Gresham Street.
- The existing Taxi Zone will be reduced also along the Farrer Place section to allow for the temporary vehicle crossover, however it is also proposed to extend the existing zone an additional 10m (zone to finish 20m prior to the hold line at the traffic signals) south east.

### 3.7 Concurrent Works

- Sydney Light Rail advise that the level of works will be increasing in the Quay and Bridge Street access may be limited at certain times. As a state significant infrastructure project, Sydney Light Rail has precedence over other construction projects and as such frequent communication with the Sydney Light Rail Project Office is strongly recommended.

## Appendix A – Site Plans

### Overall Site Plan

- SBMG01440-02 – Approach and Departure Routes – Loftus Street - All Phases
- SBMG01440-03 – Approach and Departure Routes – Loftus Street - All Phases
- SBMG01440-04 – Approach and Departure Routes – Gresham Street - All Phases
- SBMG01440-05 – Approach and Departure Routes – Bent Street (Farrer Place) - All Phases

## Appendix B – Traffic Control Plans

- Loftus Street Site Access – 2019-282a
- Gresham Street Site Access – 2019-441

## Appendix C – Swept Paths

- SBMG01440-11 – Loftus Street Works Zone
- SBMG01440-12 – Loftus Street Works Zone
- SBMG01440-13 – Gresham Street Works Zone
- SBMG01440-14 – Gresham Street – Bus Layover
- SBMG01440-18 – Farrer Street – MRV

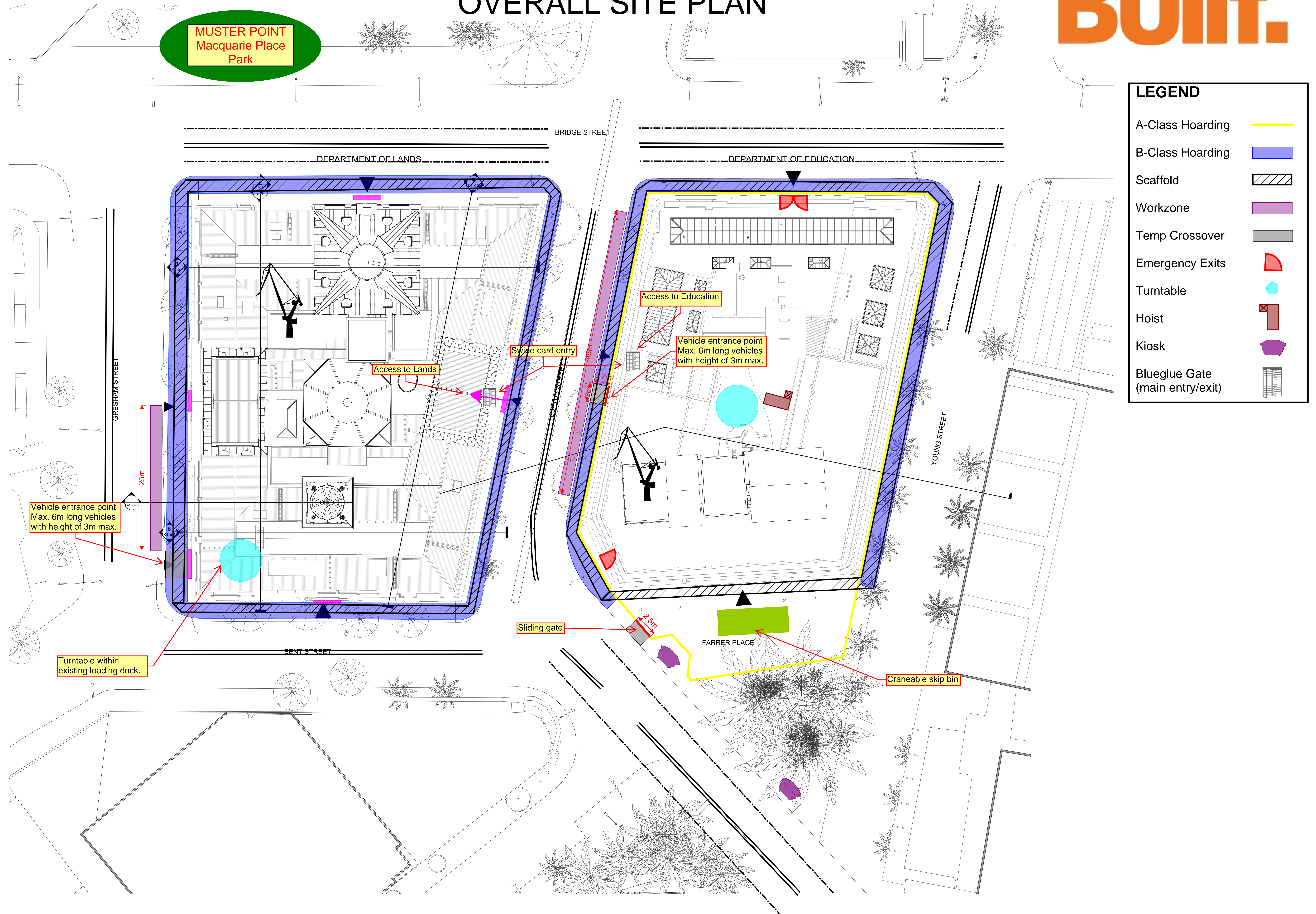
## Appendix D – Other Documents

- Standard City of Sydney Conditions (2 Pages)

# **Appendix A**



## OVERALL SITE PLAN

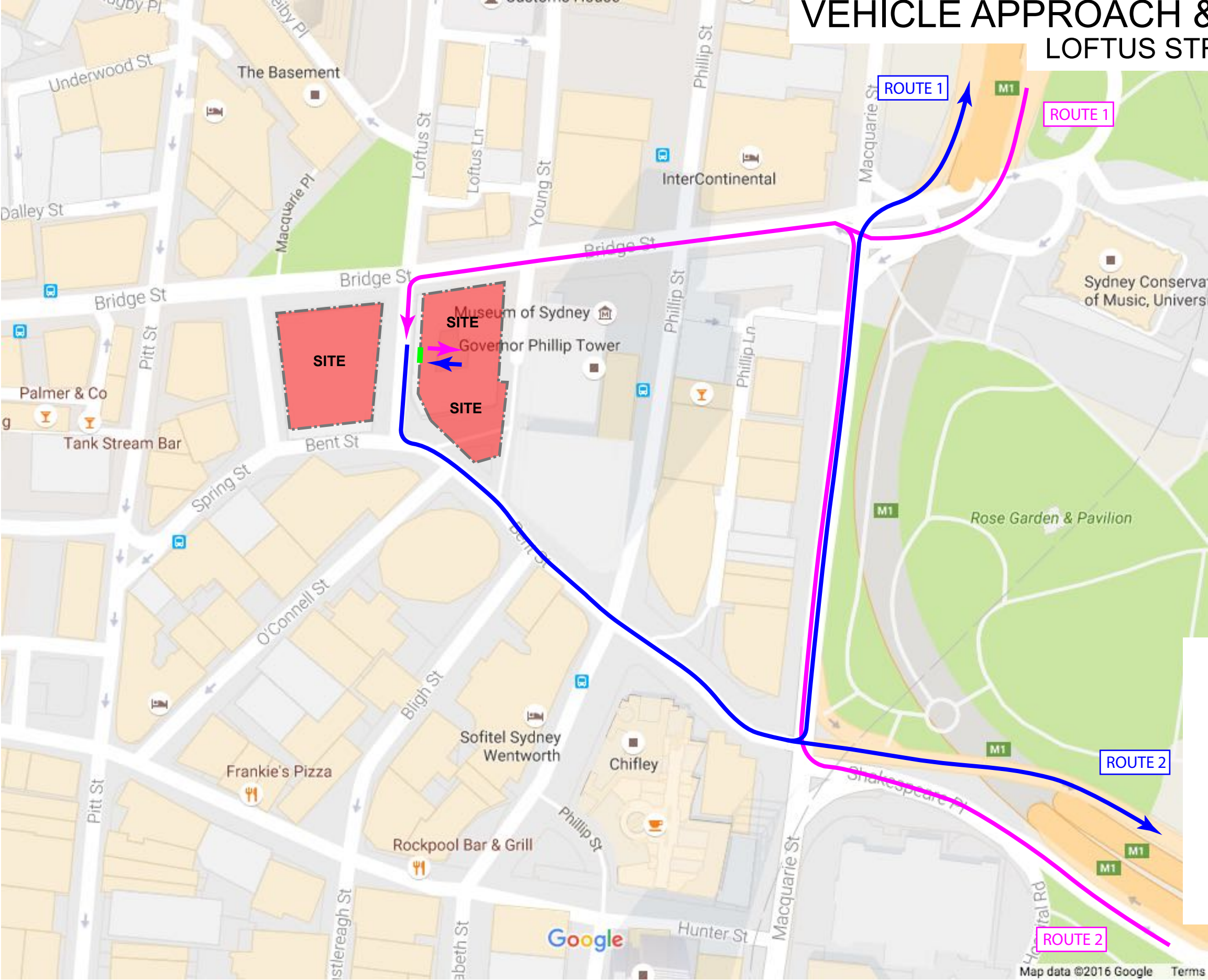




# VEHICLE APPROACH & DEPARTURE ROUTES

## LOFTUS STREET ACCESS & WORKS ZONE

### ALL PHASES



- LEGEND:
- SITE BOUNDARY
  - SITE APPROACH ROUTE
  - SITE DEPARTURE ROUTE
  - EXISTING VEHICLE ACCESS

- NOTES:
- ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
  - ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
  - VEHICLES TO USE APPROVED ROUTES ONLY.
  - VEHICLES ARE TO ENTER AND EXIT THE SITE AND WORKS ZONE IN A FORWARD FACING DIRECTION.
  - SITE VEHICLE TO GIVE WAY TO EXISTING TRAFFIC WHEN EXITING THE SITE OR WORKS ZONE.

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Sbmg Pty Ltd  
ABN: 34 167 185 560  
matt@sbmgplanning.com.au  
m: 0467 370 380  
f: 02 8834 0752

Traffic Management Plans

|                     |   |   |       |                    |
|---------------------|---|---|-------|--------------------|
| Project/Event:      | SANDSTONES PRECINCT                     |   |       |                    |
| Location:           | 23-33 & 35-39 BRIDGE STREET, SYDNEY NSW |   |       |                    |
| Client :            | BUILT PTY LTD                           |   |       |                    |
| Plan No.            | SBMG01440-02                            | A | Date: | 27TH FEBRUARY 2018 |
| SCALE: NOT TO SCALE |   |   |       |                    |



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RMS PREPARE A WORKZONE  
TRAFFIC MANAGEMENT PLAN  
CERTIFICATE No. SOC117010

SIGNED:

| DATE     | DESCRIPTION          |
|----------|----------------------|
|          | E                    |
|          | D                    |
|          | C                    |
|          | B                    |
| 27/02/18 | A INITIAL SUBMISSION |

| RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS  |                       |                 | RECOMMENDED TAPER LENGTHS |                          |                     |             |  |
|--|-----------------------|-----------------|---------------------------|--------------------------|---------------------|-------------|--|
| Purpose an usage   | Approach Speed (km/h) | Max Spacing (m) | Approach speed (km/h)     | Traffic control at start | Lateral shift taper | Merge taper |  |
| All purposes on residential or commercial streets  | <=50                  | 4               |                           |                          |                     |             |  |
| Center-line on approach to Traffic Controller position   | All Cases             | 4               |                           |                          |                     |             |  |
| Outer edge of traffic lane - i.e. working on shoulder  | 51-70 / >70           | 18 / 24         | < 45                      | 15                       | 0                   | 15          |  |
| Separating opposing traffic on 2 lane 2 way road   | 51-70 / >70           | 12 / 18         | 46-55                     | 15                       | 15                  | 30          |  |
| separating opposing traffic on a multilane undivided road  | 51-70 / >70           | 12 / 18         | 56-65                     | 30                       | 30                  | 60          |  |
| adjacent to a closed lane on a multilane road  | 51-70 / >70           | 18 / 24         | 66-75                     | N/A                      | 70                  | 115         |  |
| Merge tapers   | 51-70 / >70           | 9 / 12          | 76-85                     | N/A                      | 80                  | 130         |  |
| Lateral shift tapers   | 51-70 / >70           | 12 / 18         | 86-95                     | N/A                      | 90                  | 145         |  |
| Protecting freshly painted lines   | 51-70 / >70           | 24 / 60         | 96-105                    | N/A                      | 100                 | 160         |  |
| FIGURES EXTRACTED FROM RTA TOWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO |                       |                 | > 105                     | N/A                      | 110                 | 180         |  |



# VEHICLE APPROACH & DEPARTURE ROUTES

## LOFTUS STREET WORKS ZONE

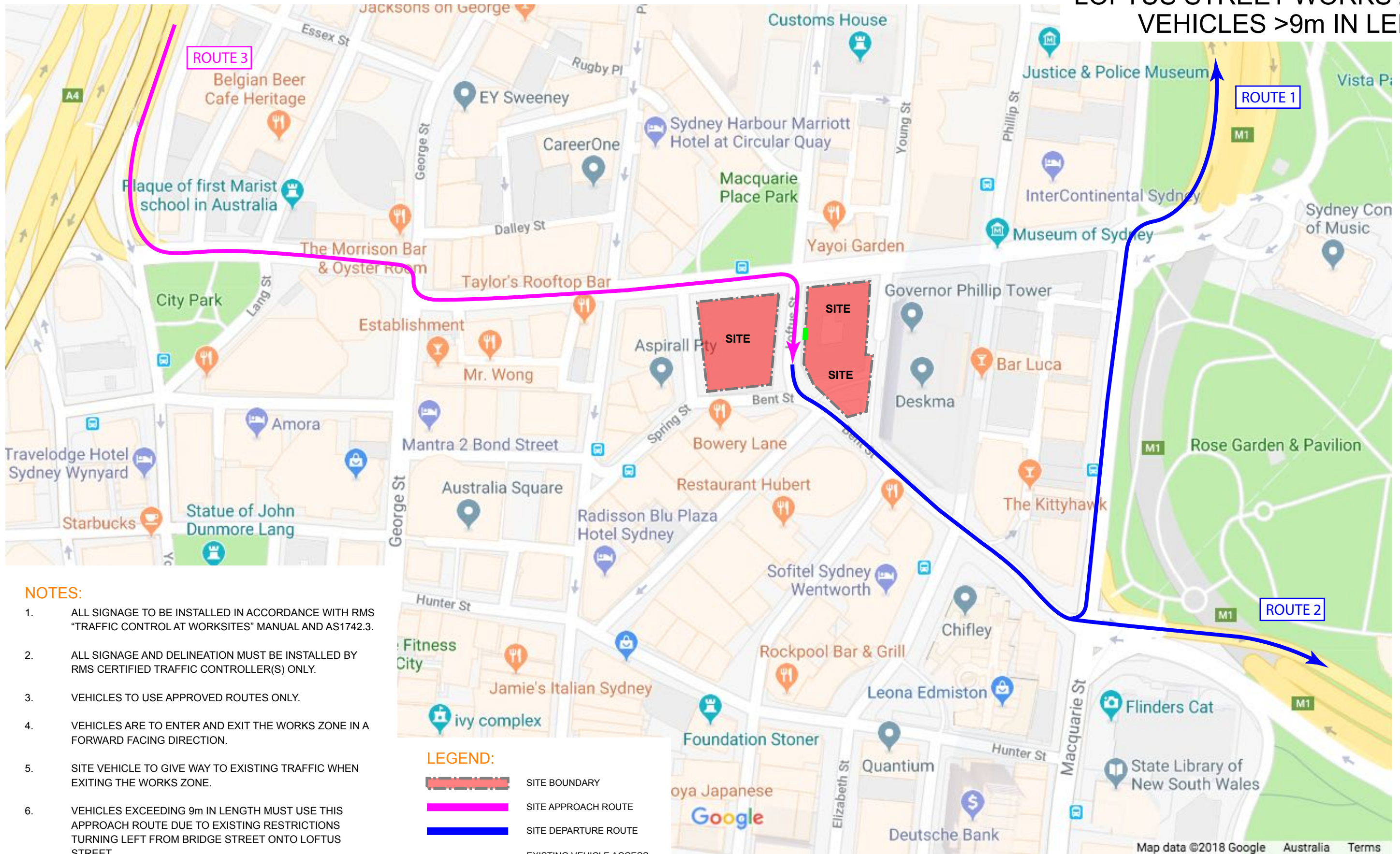
### VEHICLES >9m IN LENGTH




The map shows Loftus Street with a red line indicating the works zone. Blue arrows indicate the vehicle approach and departure routes for vehicles longer than 9m. The routes are shown as follows:

- Approach: From the north, vehicles approach the works zone via the main road, turning right onto Loftus Street.
- Departure: From the works zone, vehicles depart via Loftus Street, turning right back onto the main road.

Other landmarks shown include Customs House and the Loftus Street Works Zone.



|  |                     |              |   |       |                    |
|--|---------------------|--------------|---|-------|--------------------|
| <div style="text-align: center;">  <p>SBMG Pty Ltd<br/>           ABN: 34 167 185 560<br/>           matt@sbmgplanning.com.au<br/>           m: 0467 370 380<br/>           f: 02 8834 0752</p> </div> | Project/Event:      |              | SANDSTONES PRECINCT                     |       |                    |
|  | Location:           |              | 23-33 & 35-39 BRIDGE STREET, SYDNEY NSW |       |                    |
|  | Client :            |              | BUILT PTY LTD                           |       |                    |
|  | Plan No.            | SBMG01440-03 | A                                       | Date: | 27TH FEBRUARY 2018 |
|  | SCALE: NOT TO SCALE |              |   |       |                    |



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TRAFFIC MANAGEMENT PLAN  
CERTIFICATE No. SOC117010

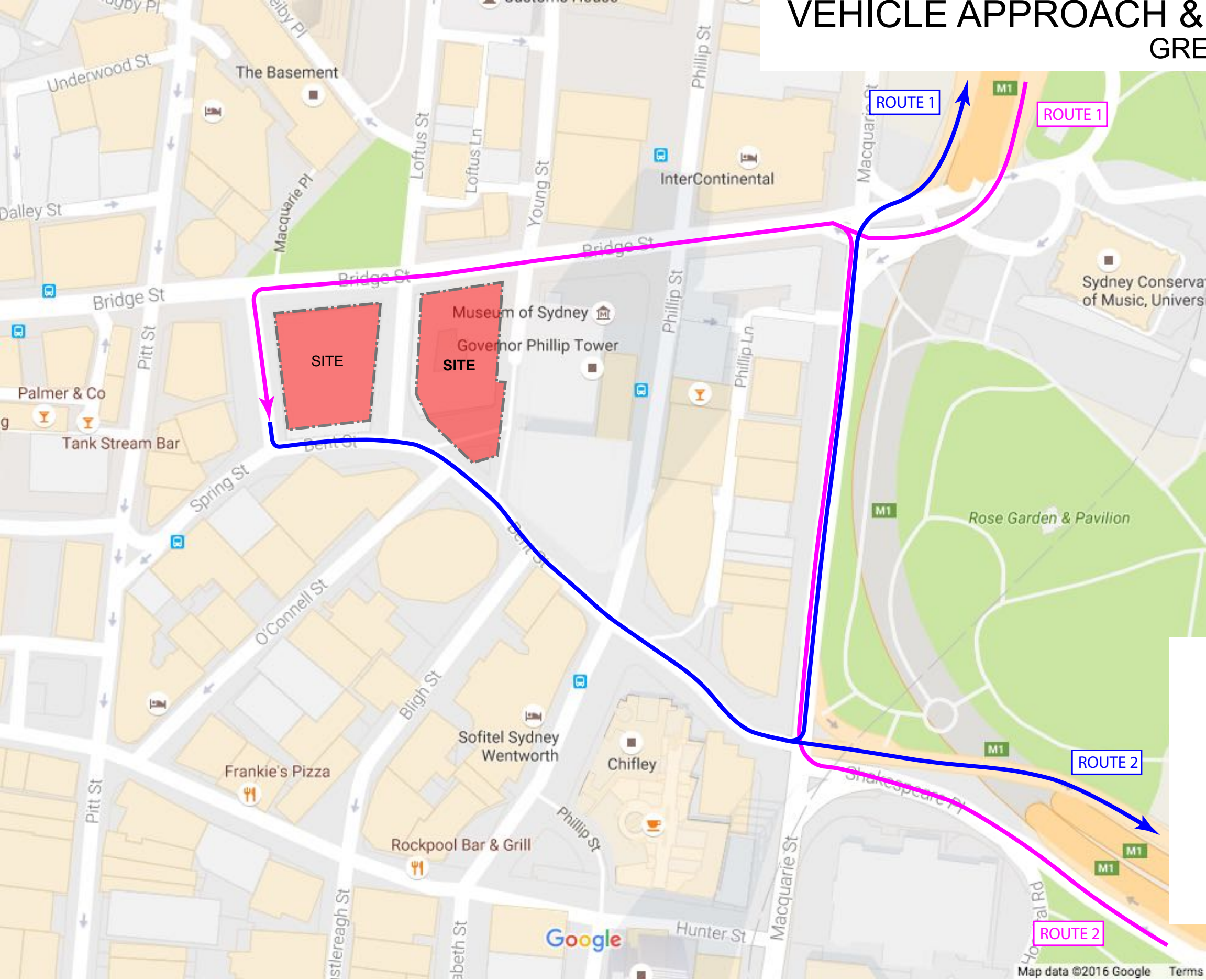
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|          | C |                    |
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| 27/02/18 | A | INITIAL SUBMISSION |

| RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS         |                       |                 | RECOMMENDED TAPER LENGTHS |                          |                     |             |
|---|-----------------------|-----------------|---------------------------|--------------------------|---------------------|-------------|
| Purpose an usage  | Approach Speed (km/h) | Max Spacing (m) | Approach speed (km/h)     | Traffic control at start | Lateral shift taper | Merge taper |
| All purposes on residential or commercial streets         | <=50                  | 4               | < 45                      | 15                       | 0                   | 15          |
| Center-line on approach to Traffic Controller position    | All Cases             | 4               |                           |                          |                     |             |
| Outer edge of traffic lane - i.e. working on shoulder     | 51-70 / >70           | 18 / 24         | 46-55                     | 15                       | 15                  | 30          |
| Separating opposing traffic on 2 lane 2 way road          | 51-70 / >70           | 12 / 18         | 56-65                     | 30                       | 30                  | 60          |
| separating opposing traffic on a multilane undivided road | 51-70 / >70           | 12 / 18         | 66-75                     | N/A                      | 70                  | 115         |
| adjacent to a closed lane on a multilane road             | 51-70 / >70           | 18 / 24         | 76-85                     | N/A                      | 80                  | 130         |
| Merge tapers  | 51-70 / >70           | 9 / 12          | 86-95                     | N/A                      | 90                  | 145         |
| Lateral shift tapers                                      | 51-70 / >70           | 12 / 18         | 96-105                    | N/A                      | 100                 | 160         |
| Protecting freshly painted lines                          | 51-70 / >70           | 12 / 18         | > 105                     | N/A                      | 110                 | 180         |



VEHICLE APPROACH & DEPARTURE ROUTES  
GRESHAM STREET WORKS ZONE  
ALL PHASES



- LEGEND:
- SITE BOUNDARY
  - SITE APPROACH ROUTE
  - SITE DEPARTURE ROUTE
  - EXISTING VEHICLE ACCESS

- NOTES:
- ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
  - ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
  - VEHICLES TO USE APPROVED ROUTES ONLY.
  - VEHICLES ARE TO ENTER AND EXIT THE WORKS ZONE IN A FORWARD FACING DIRECTION.
  - SITE VEHICLE TO GIVE WAY TO EXISTING TRAFFIC WHEN EXITING THE WORKS ZONE.

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Sbmg Pty Ltd

ABN: 34 167 185 560

matt@sbmgplanning.com.au

m: 0467 370 380

f: 02 8834 0752

Traffic Management Plans

|                     |   |   |       |                    |  |
|---------------------|---|---|-------|--------------------|--|
| Project/Event:      | SANDSTONES PRECINCT                     |   |       |                    |  |
| Location:           | 23-33 & 35-39 BRIDGE STREET, SYDNEY NSW |   |       |                    |  |
| Client :            | BUILT PTY LTD                           |   |       |                    |  |
| Plan No.            | SBMG01440-04                            | A | Date: | 27TH FEBRUARY 2018 |  |
| SCALE: NOT TO SCALE |   |   |       |                    |  |

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RMS PREPARE A WORKZONE

TRAFFIC MANAGEMENT PLAN

CERTIFICATE No. SOC117010

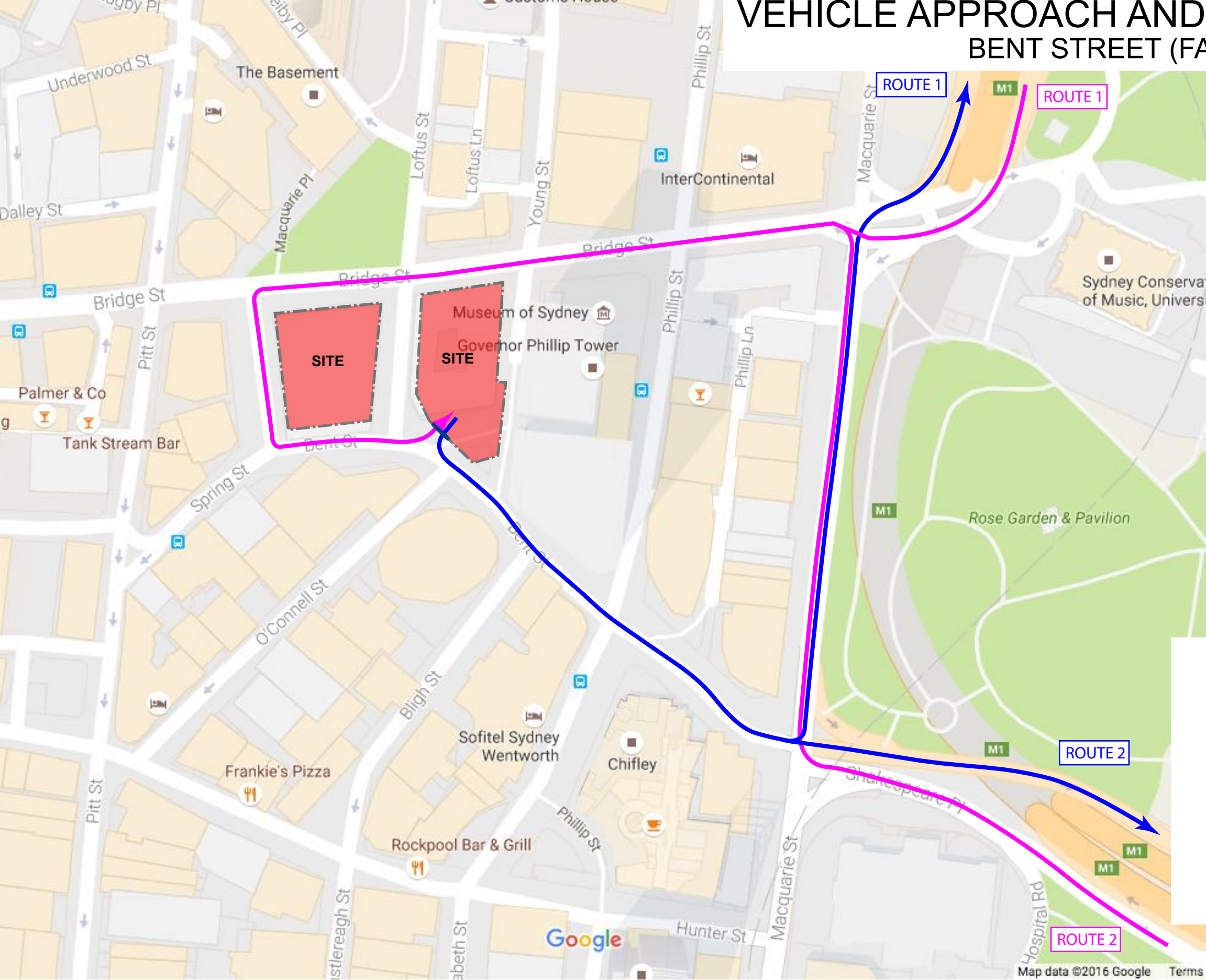
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| 27/02/18 | A INITIAL SUBMISSION |

| RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS  |                       |                 | RECOMMENDED TAPER LENGTHS |                          |                     |             |  |
|--|-----------------------|-----------------|---------------------------|--------------------------|---------------------|-------------|--|
| Purpose an usage   | Approach Speed (km/h) | Max Spacing (m) | Approach speed (km/h)     | Traffic control at start | Lateral shift taper | Merge taper |  |
| All purposes on residential or commercial streets  | <=50                  | 4               |                           |                          |                     |             |  |
| Center-line on approach to Traffic Controller position   | All Cases             | 4               |                           |                          |                     |             |  |
| Outer edge of traffic lane - i.e. working on shoulder  | 51-70 / >70           | 18 / 24         | < 45                      | 15                       | 0                   | 15          |  |
| Separating opposing traffic on 2 lane 2 way road   | 51-70 / >70           | 12 / 18         | 46-55                     | 15                       | 15                  | 30          |  |
| separating opposing traffic on a multilane undivided road  | 51-70 / >70           | 12 / 18         | 56-65                     | 30                       | 30                  | 60          |  |
| adjacent to a closed lane on a multilane road  | 51-70 / >70           | 18 / 24         | 66-75                     | N/A                      | 70                  | 115         |  |
| Merge tapers   | 51-70 / >70           | 9 / 12          | 76-85                     | N/A                      | 80                  | 130         |  |
| Lateral shift tapers   | 51-70 / >70           | 12 / 18         | 86-95                     | N/A                      | 90                  | 145         |  |
| Protecting freshly painted lines   | 51-70 / >70           | 24 / 60         | 96-105                    | N/A                      | 100                 | 160         |  |
| FIGURES EXTRACTED FROM RTA COWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO |                       |                 | > 105                     | N/A                      | 110                 | 180         |  |



VEHICLE APPROACH AND DEPARTURE ROUTES  
BENT STREET (FARRER PLACE) - SITE ACCESS  
ALL PHASES



LEGEND:

- SITE BOUNDARY
- SITE APPROACH ROUTE
- SITE DEPARTURE ROUTE
- PROPOSED VEHICLE ACCESS

- NOTES:
- ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
  - ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
  - VEHICLES TO USE APPROVED ROUTES ONLY.
  - VEHICLES ARE TO ENTER AND EXIT THE SITE IN A FORWARD FACING DIRECTION.
  - SITE VEHICLE TO GIVE WAY TO EXISTING TRAFFIC WHEN EXITING THE SITE.

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Sbmg Pty Ltd  
ABN: 34 167 185 560  
matt@sbmgplanning.com.au  
m: 0467 370 380  
f: 02 8834 0752

Traffic Management Plans

|                     |   |   |       |                    |  |
|---------------------|---|---|-------|--------------------|--|
| Project/Event:      | SANDSTONES PRECINCT                     |   |       |                    |  |
| Location:           | 23-33 & 35-39 BRIDGE STREET, SYDNEY NSW |   |       |                    |  |
| Client :            | BUILT PTY LTD                           |   |       |                    |  |
| Plan No.            | SBMG01440-05                            | A | Date: | 27TH FEBRUARY 2018 |  |
| SCALE: NOT TO SCALE |   |   |       |                    |  |



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RMS PREPARE A WORKZONE  
TRAFFIC MANAGEMENT PLAN  
CERTIFICATE No. SOC117010

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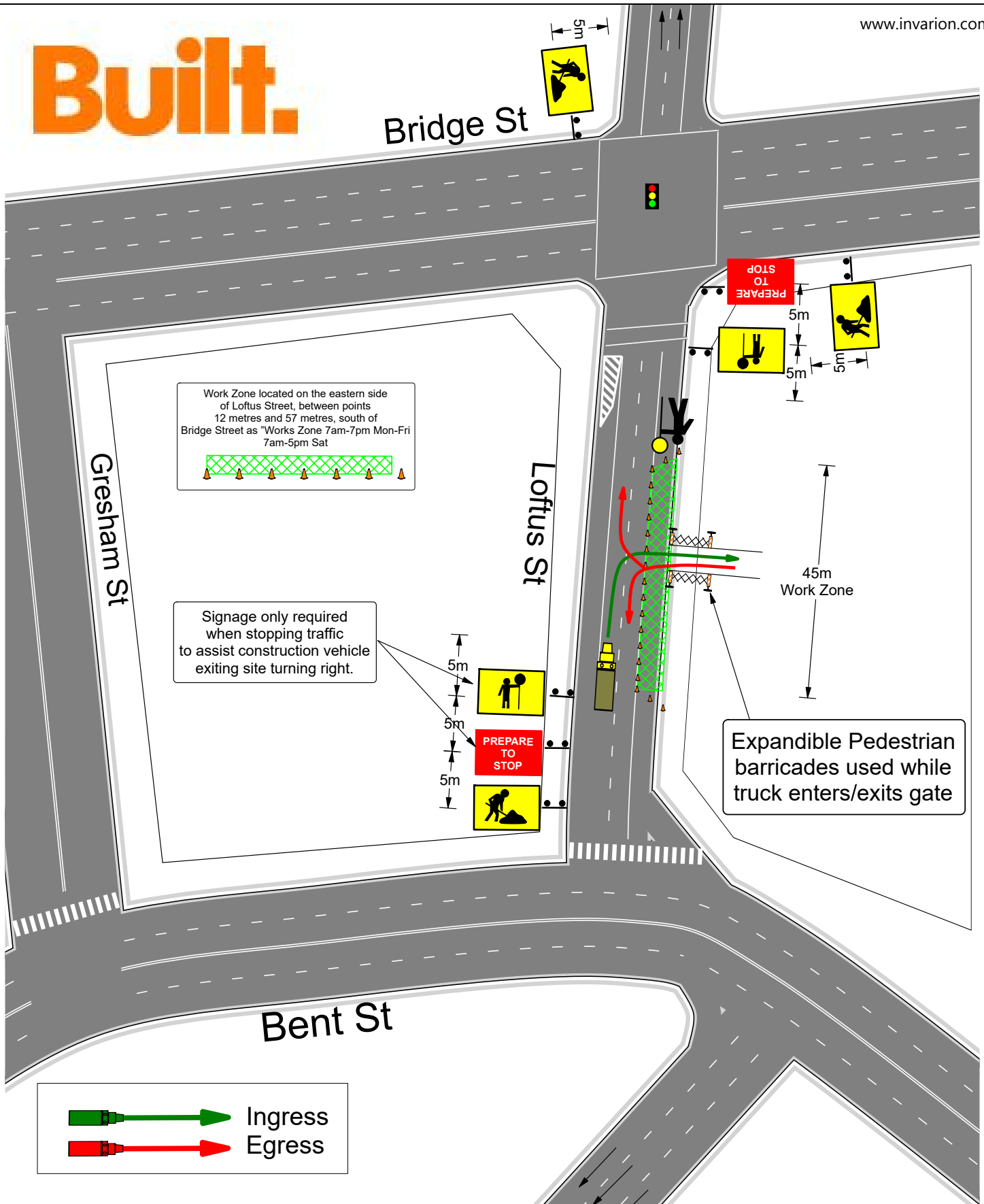
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| 27/02/18 | A INITIAL SUBMISSION |





| RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS  |                       |                 | RECOMMENDED TAPER LENGTHS |                          |                     |             |       |
|--|-----------------------|-----------------|---------------------------|--------------------------|---------------------|-------------|-------|
| Purpose an usage   | Approach Speed (km/h) | Max Spacing (m) | Approach speed (km/h)     | Traffic control at start | Lateral shift taper | Merge taper |       |
| All purposes on residential or commercial streets  | <=50                  | 4               | < 45                      | 15                       | 0                   | 15          |       |
| Center-line on approach to Traffic Controller position   | All Cases             | 4               |                           |                          |                     |             |       |
| Outer edge of traffic lane - i.e. working on shoulder  | 51-70 / >70           | 18 / 24         |                           |                          |                     |             |       |
| Separating opposing traffic on 2 lane 2 way road   | 51-70 / >70           | 12 / 18         |                           |                          |                     |             |       |
| separating opposing traffic on a multilane undivided road  | 51-70 / >70           | 12 / 18         |                           |                          |                     |             |       |
| adjacent to a closed lane on a multilane road  | 51-70 / >70           | 18 / 24         |                           |                          |                     |             |       |
| Merge tapers   | 51-70 / >70           | 9 / 12          |                           |                          |                     |             |       |
| Lateral shift tapers   | 51-70 / >70           | 12 / 18         |                           |                          |                     |             |       |
| Protecting freshly painted lines   | 51-70 / >70           | 24 / 60         |                           |                          |                     |             |       |
| FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO |                       |                 |                           |                          |                     |             | > 105 |

# **Appendix B**

# Built.

www.invarion.com

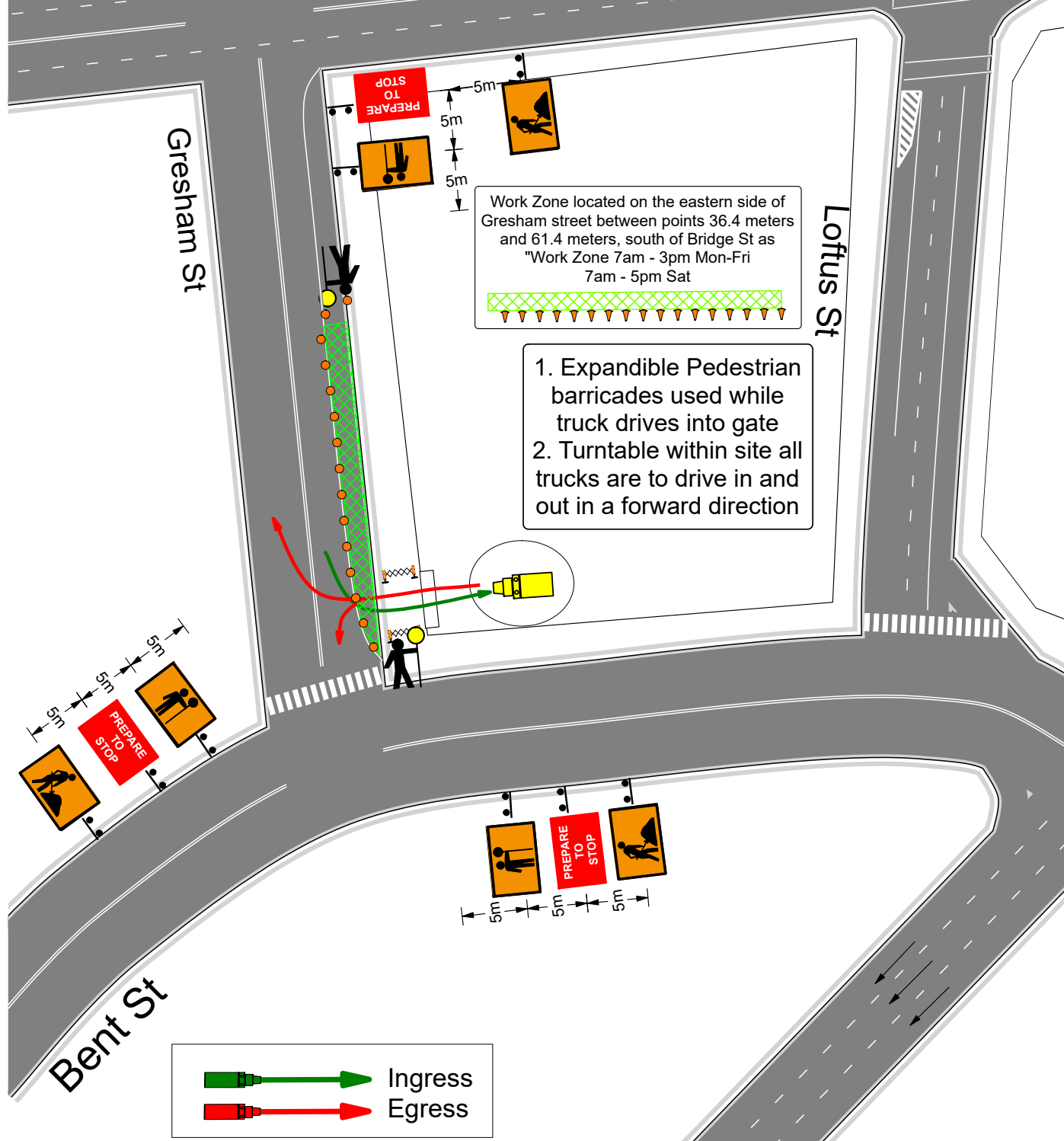


|  |   |                        |                           |               |             |   |   |
|--|---|------------------------|---------------------------|---------------|-------------|---|---|
|  <p>Lack Group t/a<br/>K &amp; D Traffic Management<br/>2/13 Stanton Rd,<br/>Seven Hills NSW 2147<br/>P: 1300-205-579<br/>email: lgn@lackgroup.com.au</p> | <p><b>NOT TO SCALE</b></p>  <p><b>TCP BEST VIEWED<br/>WHEN PRINTED IN<br/>A3</b></p> | Client:                | Built                     | Date Revised: |             | Description of Revision:  |   |
|  |   | Location:              | Loftus Street, Sydney     | Rev 1:        | 29/04/19    | Added Gate  |   |
|  |   | Description:           | Work Zone and Site Access | Rev 2:        | 9/12/19     | Extended Work Zone  |   |
|  |   | Plan Number:           | 2019-282a                 | Rev 3:        |             |   |   |
|  |   | Date Drawn:            | 29/04/2019                | Rev 4:        |             |   |   |
|  |   | Plan Drafted By:       | Corey Bolton              | Checked By:   | Amy Dowsett |  |  <p>www.intitert.com</p> |
| Prepare Work Zone TMP:   | 0051913779  | Prepare Work Zone TMP: | 0039099096                |               |             |   |   |

# Built.

## Bridge St

www.invarion.com



Lack Group  
2/13 Stanton Rd.  
Seven Hills NSW 2147  
P: 1300-205-579  
email: tgp@lackgroup.com.au

NOT TO SCALE



TCP BEST VIEWED  
WHEN PRINTED IN  
A3

|                        |                             |                        |             |                          |  |
|------------------------|-----------------------------|------------------------|-------------|--------------------------|--|
| Client:                | Built                       | Date Revised:          |             | Description of Revision: |  |
| Location:              | Gresham Street, Sydney      | Rev 1:                 | 26/11/19    | Direction of access      |  |
| Description:           | Work Zone - Truck Reversing | Rev 2:                 | 15/02/21    | Work Zone                |  |
| Plan Number:           | 2019-441                    | Rev 3:                 |             |                          |  |
| Date Drawn:            | 3/04/2019                   | Rev 4:                 |             |                          |  |
| Plan Drafted By:       | Corey Bolton                | Checked By:            | Amy Dowsett |                          |  |
| Prepare Work Zone TMP: | 0051913779                  | Prepare Work Zone TMP: | 0039099096  |                          |  |



# **Appendix C**



- NOTES:
- 1. VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
  - 2. AS/NZS 2890.2:2002 MRV - MEDIUM RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 10.000m.
  - 3. DIAGRAM ILLUSTRATES TURNING MANOEUVRE FOR TRUCKS TO APPROACH THE SITE IN A FORWARD MANNER.

SWEPT PATH  
FORWARD FACING ENTRY  
LOFTUS STREET WORKS ZONE  
MEDIUM RIGID VEHICLE



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Sbmg Pty Ltd  
ABN: 34 167 185 560  
matt@sbmgplanning.com.au  
m: 0467 370 380  
f: 02 8834 0752

Traffic Management Plans

|                |   |   |       |                    |
|----------------|---|---|-------|--------------------|
| Project/Event: | SANDSTONES PRECINCT                     |   |       |                    |
| Location:      | 23-33 & 35-39 BRIDGE STREET, SYDNEY NSW |   |       |                    |
| Client :       | BUILT PTY LTD                           |   |       |                    |
| Plan No.       | SBMG01440-11                            | A | Date: | 27TH FEBRUARY 2018 |
|                |   |   |       |                    |



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PREPARED BY: MATTHEW YOUNG  
RMS PREPARE A WORKZONE  
TRAFFIC MANAGEMENT PLAN  
CERTIFICATE No. SOC117010

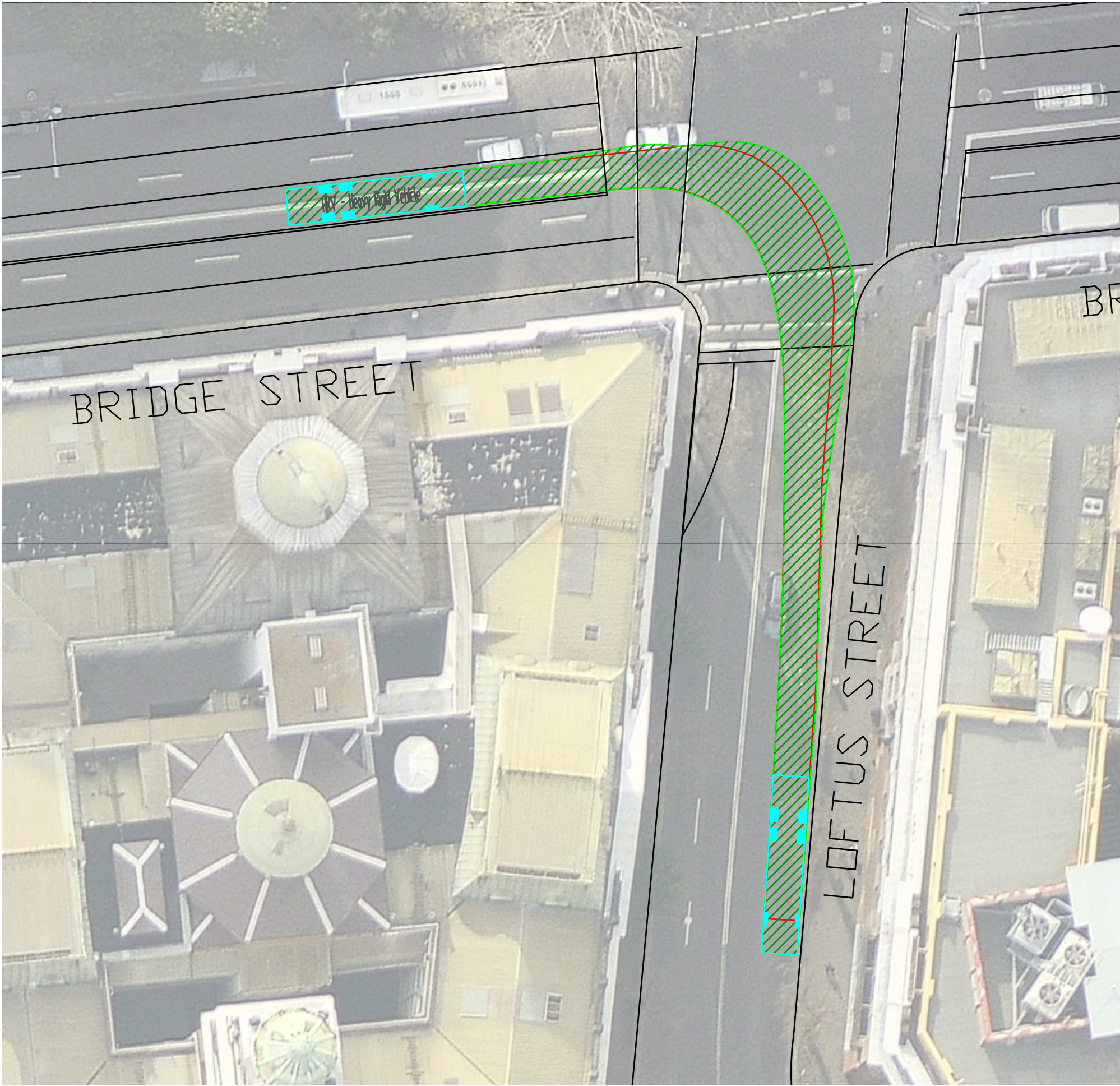
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| 27/02/18 | A | INITIAL SUBMISSION |

LEGEND:

- WHEEL PATH - FORWARD MOTION
- FRONT OVERHANG - FORWARD MOTION
- WHEEL PATH - REVERSE MOTION
- FRONT OVERHANG - REVERSE MOTION





# SWEPT PATH

## FORWARD FACING ENTRY

### LOFTUS STREET WORKS ZONE

#### HEAVY RIGID VEHICLE > 9m

NOTES:

- 1. VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
- 2. AS/NZS 2890.2:2002 HRV - HEAVY RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 12.500m.
- 3. DIAGRAM ILLUSTRATES TURNING MANOEUVRE FOR TRUCKS TO APPROACH THE SITE IN A FORWARD MANNER.

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Sbmg Pty Ltd  
ABN: 34 167 185 560  
matt@sbmgplanning.com.au  
m: 0467 370 380  
f: 02 8834 0752

Traffic Management Plans

|                |   |   |       |                    |  |
|----------------|---|---|-------|--------------------|--|
| Project/Event: | SANDSTONES PRECINCT                     |   |       |                    |  |
| Location:      | 23-33 & 35-39 BRIDGE STREET, SYDNEY NSW |   |       |                    |  |
| Client :       | BUILT PTY LTD                           |   |       |                    |  |
| Plan No.       | SBMG01440-12                            | A | Date: | 27TH FEBRUARY 2018 |  |



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PREPARED BY: MATTHEW YOUNG  
RMS PREPARE A WORKZONE  
TRAFFIC MANAGEMENT PLAN  
CERTIFICATE No. SOC117010

SIGNED:

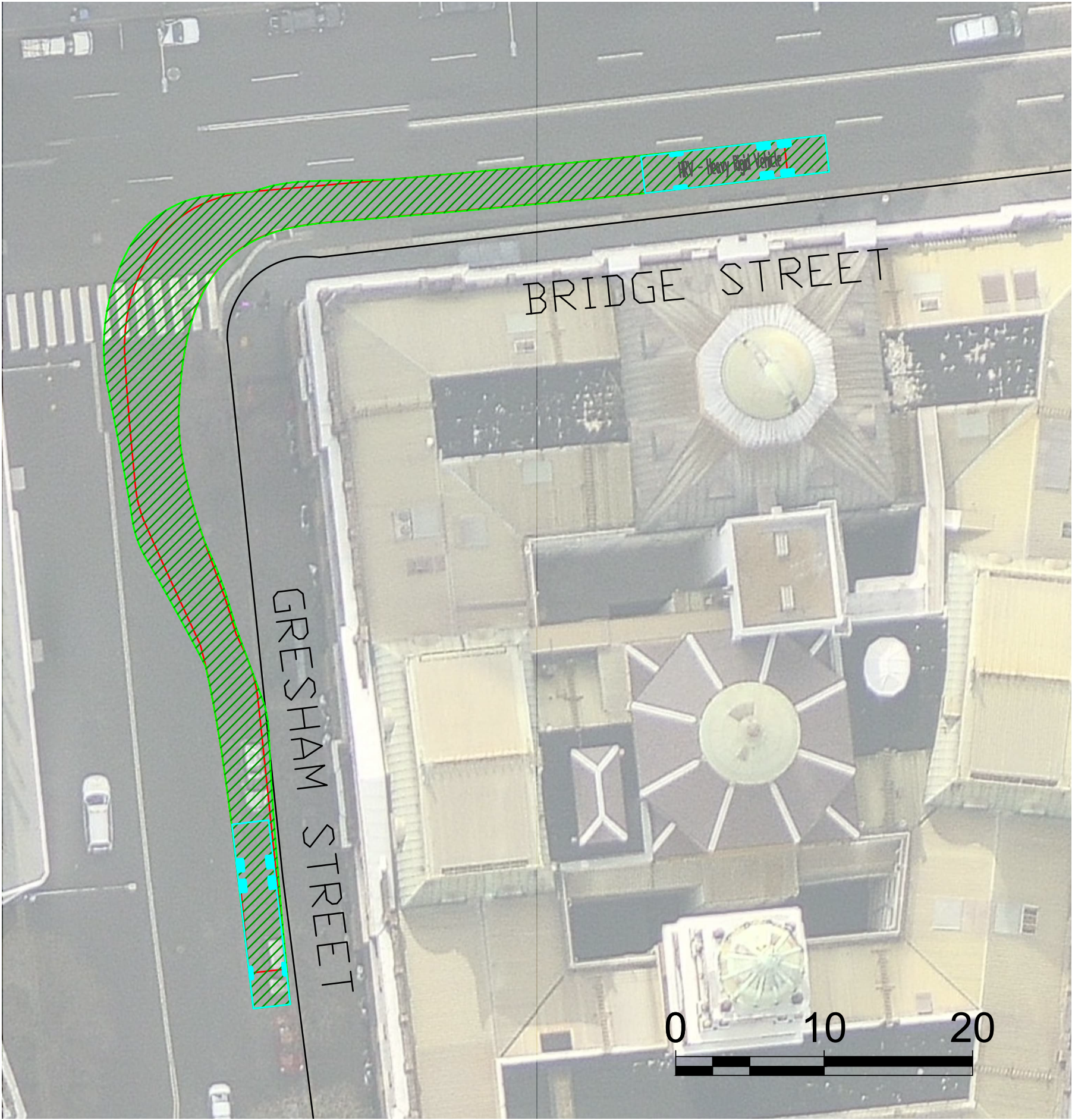
| DATE     |   | DESCRIPTION        |
|----------|---|--------------------|
|          | E |                    |
|          | D |                    |
|          | C |                    |
|          | B |                    |
| 27/02/18 | A | INITIAL SUBMISSION |

LEGEND:


- WHEEL PATH - FORWARD MOTION
- FRONT OVERHANG - FORWARD MOTION
- WHEEL PATH - REVERSE MOTION
- FRONT OVERHANG - REVERSE MOTION



SWEPT PATH  
FORWARD FACING ENTRY  
GRESHAM STREET WORKS ZONE  
HEAVY RIGID VEHICLE

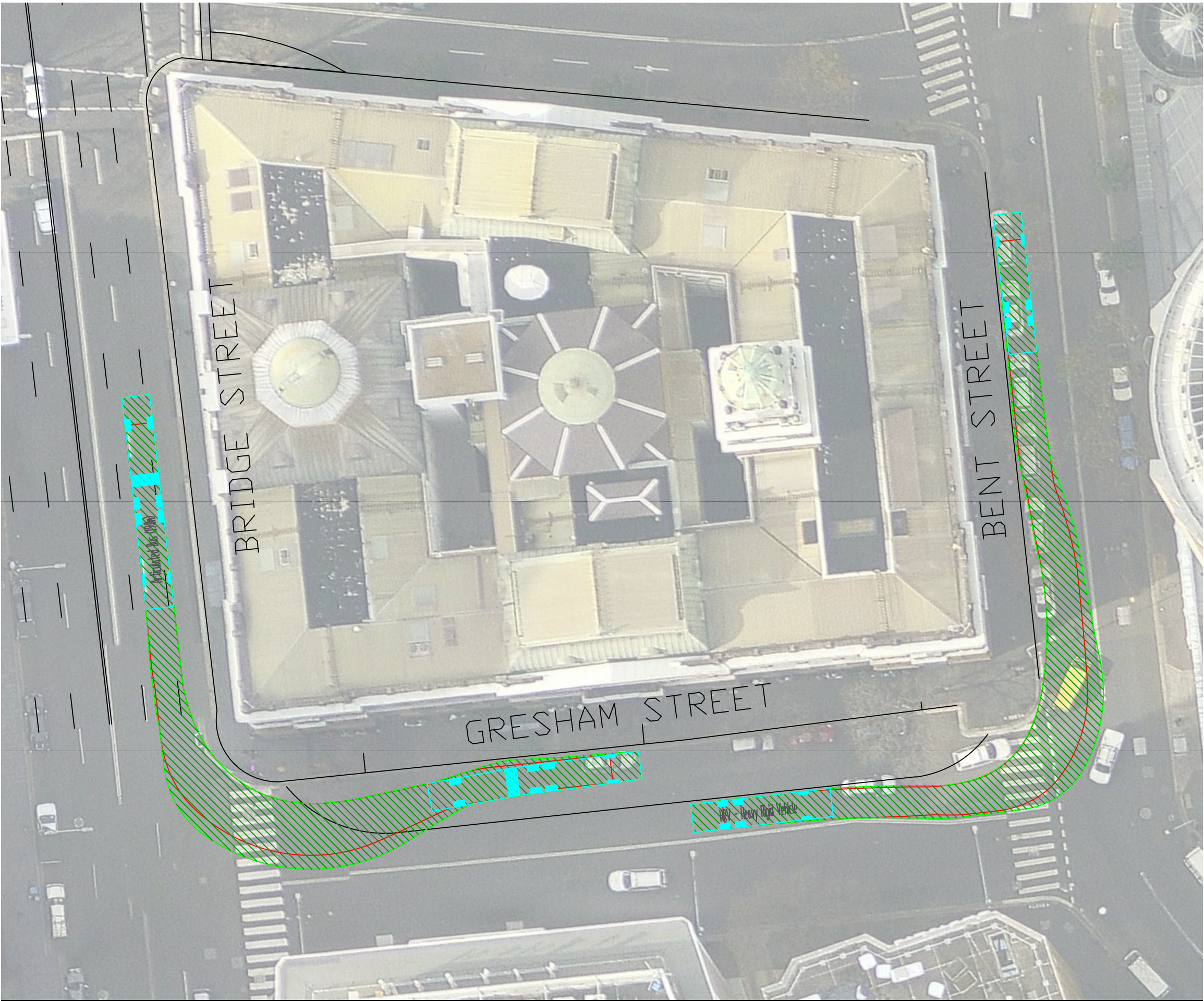


- NOTES:
- 1. VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
  - 2. AS/NZS 2890.2:2002 HRV - HEAVY RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 12.500m.
  - 3. DIAGRAM ILLUSTRATES TURNING MANOEUVRE FOR TRUCKS TO APPROACH THE SITE IN A FORWARD MANNER.

|   |                |              |   |       |                    |  |      |                    |             |
|---|----------------|--------------|---|-------|--------------------|--|------|--------------------|-------------|
| <div>s   b   m   g</div> <div>Sbmg Pty Ltd<br/>ABN: 34 167 185 560<br/>matt@sbmgplanning.com.au<br/>m: 0467 370 380<br/>f: 02 8834 0752</div> <div>Traffic Management Plans</div> | Project/Event: |              | SANDSTONES PRECINCT                     |       |                    | <div><div></div></div> <div>PREPARED BY: MATTHEW YOUNG<br/>RMS PREPARE A WORKZONE<br/>TRAFFIC MANAGEMENT PLAN<br/>CERTIFICATE No. SOC117010</div> <div>SIGNED: </div> | DATE |                    | DESCRIPTION |
|   | Location:      |              | 23-33 & 35-39 BRIDGE STREET, SYDNEY NSW |       |                    |  |      | E                  |             |
|   | Client :       |              | BUILT PTY LTD                           |       |                    |  |      | D                  |             |
|   | Plan No.       | SBMG01440-13 | A                                       | Date: | 27TH FEBRUARY 2018 |  |      | C                  |             |
|   |                |              |   |       |                    |  |      | B                  |             |
|   |                |              |   |       |                    | 27/02/18   | A    | INITIAL SUBMISSION |             |

- LEGEND:
- WHEEL PATH - FORWARD MOTION
  - FRONT OVERHANG - FORWARD MOTION
  - WHEEL PATH - REVERSE MOTION
  - FRONT OVERHANG - REVERSE MOTION
  - 300mm CLEARANCE ENVELOPE





# SWEPT PATH

## FORWARD FACING ENTRY

### GRESHAM STREET / BENT STREET

#### BUS LAYOVER

- NOTES:**
1. VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
  2. DIAGRAM ILLUSTRATES TURNING MANOEUVRE FOR ARTICULATED BUS (19m) FROM BRIDGE STREET ONTO GRESHAM STREET AND STAND WITHIN THE PROPOSED BUS LAYOVER AREA.
  3. DIAGRAM ILLUSTRATES TURNING MANOEUVRE FOR RIGID BUS (12.5m) FROM GRESHAM STREET ONTO BENT STREET AND STAND WITHIN THE PROPOSED BUS LAYOVER AREA.

s | b | m | g

Sbmg Pty Ltd  
ABN: 34 167 185 560  
matt@sbmgplanning.com.au  
m: 0467 370 380  
f: 02 8834 0752

Traffic Management Plans

|                |   |   |       |                    |  |
|----------------|---|---|-------|--------------------|--|
| Project/Event: | SANDSTONES PRECINCT                     |   |       |                    |  |
| Location:      | 23-33 & 35-39 BRIDGE STREET, SYDNEY NSW |   |       |                    |  |
| Client :       | BUILT PTY LTD                           |   |       |                    |  |
| Plan No.       | SBMG01440-14                            | A | Date: | 27TH FEBRUARY 2018 |  |
|                |   |   |       |                    |  |



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PREPARED BY: MATTHEW YOUNG  
RMS PREPARE A WORKZONE  
TRAFFIC MANAGEMENT PLAN  
CERTIFICATE No. SOC117010

SIGNED:

| DATE     |   | DESCRIPTION        |
|----------|---|--------------------|
|          | E |                    |
|          | D |                    |
|          | C |                    |
|          | B |                    |
| 27/02/18 | A | INITIAL SUBMISSION |

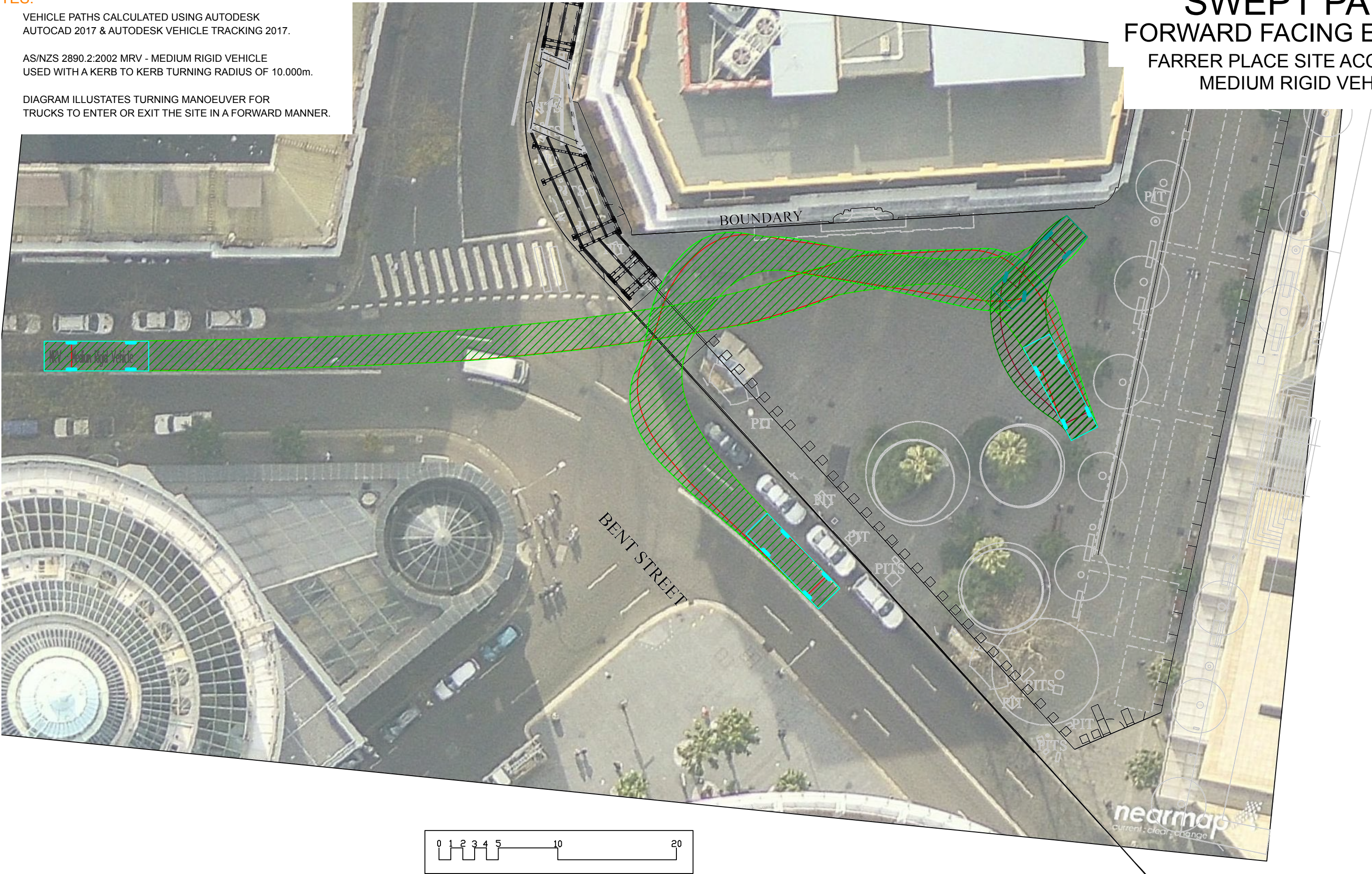
#### LEGEND:

- WHEEL PATH - FORWARD MOTION
- FRONT OVERHANG - FORWARD MOTION
- WHEEL PATH - REVERSE MOTION
- FRONT OVERHANG - REVERSE MOTION
- 300mm CLEARANCE ENVELOPE



- NOTES:
- 1. VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
  - 2. AS/NZS 2890.2:2002 MRV - MEDIUM RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 10.000m.
  - 3. DIAGRAM ILLUSTRATES TURNING MANOEUVRE FOR TRUCKS TO ENTER OR EXIT THE SITE IN A FORWARD MANNER.

SWEPT PATH  
FORWARD FACING EXIT  
FARRER PLACE SITE ACCESS  
MEDIUM RIGID VEHICLE



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Sbmg Pty Ltd  
ABN: 34 167 185 560  
matt@sbmgplanning.com.au  
m: 0467 370 380  
f: 02 8834 0752

Traffic Management Plans

|                |  |   |   |       |                |
|----------------|--|---|---|-------|----------------|
| Project/Event: |  | SANDSTONES PRECINCT                     |   |       |                |
| Location:      |  | 23-33 & 35-39 BRIDGE STREET, SYDNEY NSW |   |       |                |
| Client :       |  | BUILT PTY LTD                           |   |       |                |
| Plan No.       |  | SBMG01440-18                            | A | Date: | 31ST JULY 2018 |



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PREPARED BY: MATTHEW YOUNG  
RMS PREPARE A WORKZONE  
TRAFFIC MANAGEMENT PLAN  
CERTIFICATE No. SOC117010

SIGNED:

| DATE     | DESCRIPTION          |
|----------|----------------------|
|          | E                    |
|          | D                    |
|          | C                    |
|          | B                    |
| 31/07/18 | A INITIAL SUBMISSION |

LEGEND:

- WHEEL PATH - FORWARD MOTION
- FRONT OVERHANG - FORWARD MOTION
- WHEEL PATH - REVERSE MOTION
- FRONT OVERHANG - REVERSE MOTION



# **Appendix D**

## 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 (DA# TBC)

1. Details of routes to and from site and entry and exit points from site – site specific

See items 2.1, 2.2, 2.3, 2.4 & 2.5 in the CTMP

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

Heavy Vehicles associated with the site must use only the approved approach and departure routes

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](http://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.