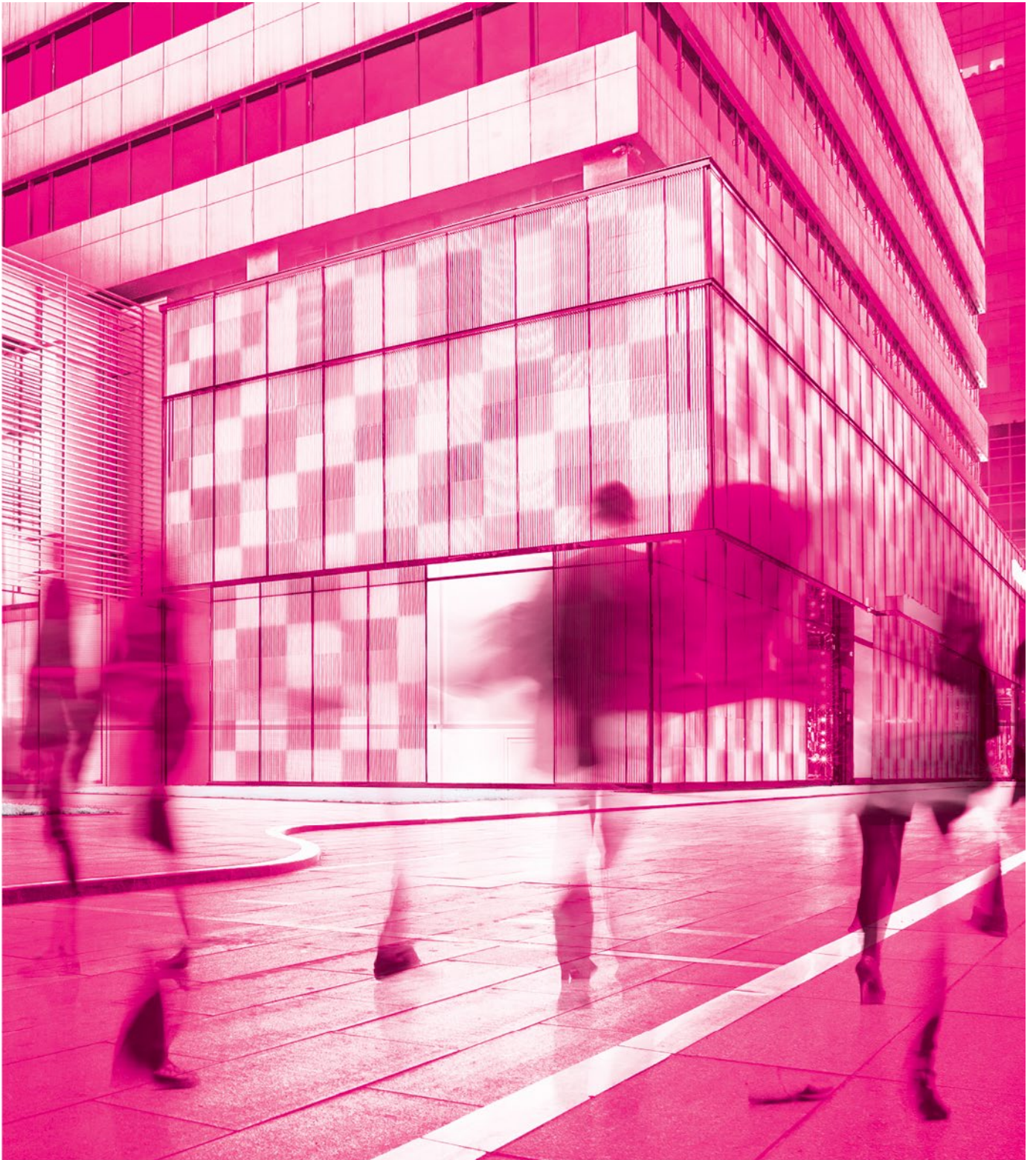




Construction Pedestrian & Traffic Management Plan

new Sydney Fish Markets

For Multiplex
12 May 2022

**parking;
traffic;
civil design;
wayfinding;
ptc.**

Document Control

Sydney Fish Markets, Construction Pedestrian & Traffic Management Plan

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Contents

1	Introduction	1
1.1	Project Description	1
1.2	Purpose of this Report	2
1.3	Structure of this Report	2
2	Background	3
2.1	Sydney Fish Market	3
2.2	The Development Site	3
3	Development Proposal	4
4	Existing Transport Facilities	6
4.1	Road Hierarchy	6
4.2	Key Intersections	10
4.3	Public and Active Transport	10
5	Construction Traffic Management Plan	11
5.1	Objectives	11
5.2	Hours of Work	11
5.3	General Requirements	11
5.4	Construction Vehicle Types	12
5.5	Construction Staging	12
5.5.1	Sediment Capping	13
5.6	Construction Traffic Volumes	14
5.6.1	Sediment Capping	14
5.6.2	Combined Volumes	14
5.7	Construction Vehicle Routes	15
5.8	Construction Vehicle Access	19
5.8.1	Off-site Utilities	19
5.8.2	Sydney Fish Market Works	19
5.8.3	Bridge Road Works	21
5.9	Works Zones	21
5.10	Emergency Vehicle Access	21
5.11	Traffic Control Measures	21
5.12	Pedestrian Access	21
5.13	Special Deliveries	26
5.14	Work Site Security	26
5.15	Staff Induction	26
5.16	Access to Adjoining Properties	26
5.17	Occupational Health and Safety	26
5.18	Consultation and Method of Communicating Traffic Changes	27
5.19	Contact Details for On-Site Enquiries and Site Access	27
5.20	Maintenance of Roads and Footpaths	27
6	Green Travel Plan	28
6.1	Purpose of a Green Travel Plan (GTP)	28
6.2	Staff Induction	28

6.3	Public Transport	28
6.3.1	Trains	29
6.3.2	Light Rail	30
6.3.3	Buses	30
6.3.4	Proposed Public Transport Upgrades	31
6.4	Active Travel	31
6.5	Staff Parking	32
7	Summary	33

Appendices

A	City of Sydney Standard Requirements of a CPTMP
B	Vehicle Swept Paths
C	Traffic Guidance Schemes (TGSs)
D	Preliminary Civil Works Staging Plan
E	Addendum 1 – MOD 7
F	MOD 7 Transport Assessment

List of Figures

Figure 1: Site Location (Source: Google Maps)	1
Figure 2: Aerial View of the Development (Source: Google Maps)	3
Figure 3: Site plan	4
Figure 4: Perspective view of the Development	5
Figure 5: Road Hierachy	6
Figure 6: Street view of the Existing Road Network – Bridge Road (Westbound)	7
Figure 7: Street view of the Existing Road Network – Wattle Street (Northbound)	8
Figure 8: Street view of the Existing Road Network – ANZAC Bridge (Eastbound)	9
Figure 9: Street view of the Existing Road Network – Wentworth Road (Northbound)	9
Figure 10: Key Intersections	10
Figure 11: Cofferdam Profiling Plan	13
Figure 13: Construction Vehicle Route Plan	16
Figure 14: Construction Vehicle Swept Paths – Bridge Road & Wattle Street	17
Figure 15: Construction Vehicle Swept Paths – Wattle Street & Fig Street	17
Figure 16: Construction Vehicle Swept Paths – Broadway & Abercrombie Street & Wattle Street	18
Figure 17: Construction Vehicle Swept Paths – Bridge Road & Western Distributor	18
Figure 18: Gate locations (Source: Multiplex)	19
Figure 19: Construction Vehicle Swept Paths – Gate locations	20
Figure 20: Concept TCS plan subject to approval from TfNSW	22
Figure 21: Stage 1 Pedestrian Management	24
Figure 22: Proposed Pedestrian Diversion (Option 2)	25
Figure 23: 400m and 800m Catchment from the Development Site	29
Figure 24: Pedestrain Access from Town Hall Train Station	30
Figure 25: City of Sydney – Bike Plan	32

List of Tables

Table 1: Existing Road Network – Bridge Road	7
Table 2: Existing Road Network – Wattle Street	8
Table 3: Existing Road Network – ANZAC Bridge	8
Table 4: Existing Road Network – Wentworth Park Road	9
Table 5: Construction traffic loading	14
Table 6: Additional loading for specific operations	15
Table 7: Bus Service Summary	30

1 Introduction

1.1 Project Description

ptc. has been engaged by Multiplex to prepare a Construction Pedestrian Traffic Management Plan (CPTMP) for submission to the City of Sydney Council (the City), Transport for New South Wales (TfNSW) and various authorities for the construction of the new Sydney Fish Markets at Blackwattle Bay.

This CPTMP addresses the construction stage of the project to satisfy consent conditions for a CPTMP prior to the issue of a construction certificate.

The location of the new development is shown in Figure 1.

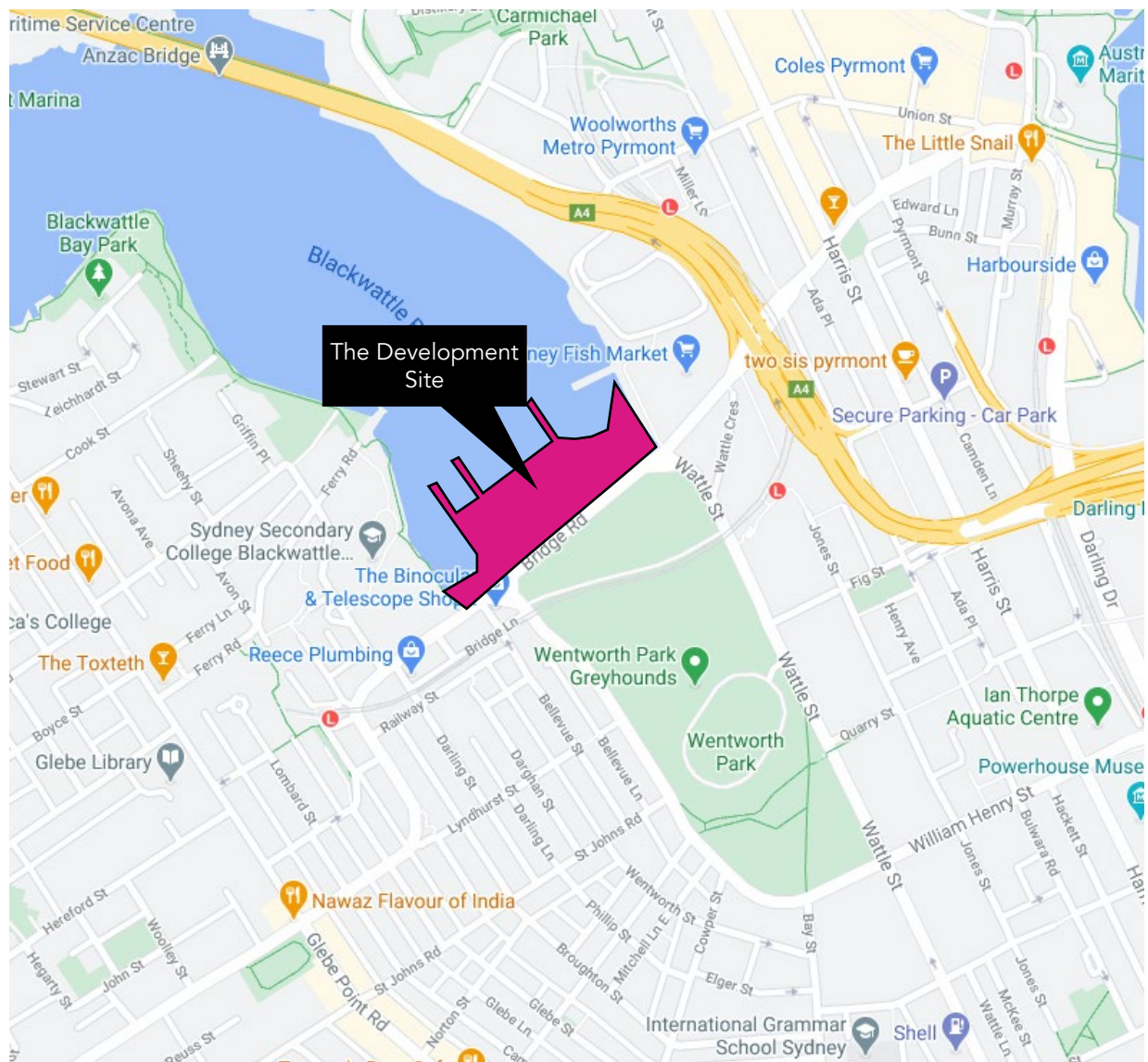


Figure 1: Site Location (Source: Google Maps)

1.2 Purpose of this Report

This CPTMP addresses the potential construction activity associated with the construction of the development, including:

- Location of any proposed Work Zones, site boundary, and any site office, crane locations, material and waste storage area and other components as necessary;
- Haulage routes;
- Construction vehicle access arrangements;
- A heavy vehicle swept path assessment, demonstrating feasibility of any proposed Works Zones or site access, in addition to haulage routes if required;
- Proposed construction hours;
- Estimated number of construction vehicle movements;
- Construction program;
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicle during the construction of the proposed works;
- Measures proposed to mitigate any associated general traffic, public transport, pedestrian, and cyclist impacts; and
- Development of a traffic management plan (TMP), outlining the construction access to the development and a description of traffic control measures required.

In view of the above, included as **Attachment 1** is a copy of the Standard Conditions which apply to all construction projects in the City. These conditions have also been considered in the preparation of this CPTMP.

1.3 Structure of this Report

This report has been prepared to present the traffic and pedestrian management arrangements associated with the construction of the new development.

This report presents the following considerations in relation to the CPTMP:

- | | |
|-----------|--|
| Section 2 | Background; |
| Section 3 | A description of the project; |
| Section 4 | A description of the road network and transport facilities serving the development site; |
| Section 5 | Management of construction vehicles, pedestrians and non-site traffic; and |
| Section 6 | A description of the green travel strategies for construction workers; and |
| Section 7 | Summary. |

2 Background

2.1 Sydney Fish Market

Sydney Fish Market is located approximately 2 km from Sydney CBD. The market sells approximately 14,500 tonnes of seafood annually and attracts more than 3 million visitors each year.

In November 2016, the NSW Premier announced a new fish market would be built at the head of Blackwattle Bay, adjacent to the existing fish market.

2.2 The Development Site

This proposal related to the new development at the head of Blackwattle Bay between the Pyrmont Peninsula and the foreshore of Glebe, comprises Lot 3-5 in DP 1064339 part of Lot 107 in DP 1076596 and part Lot 1 in DP835794. Works to connect to the existing waterfront promenade to the west of the site are located on Lot 3 in DP1018801.

The irregular shaped land occupies approximately 36,800m², as shown in Figure 2 below.

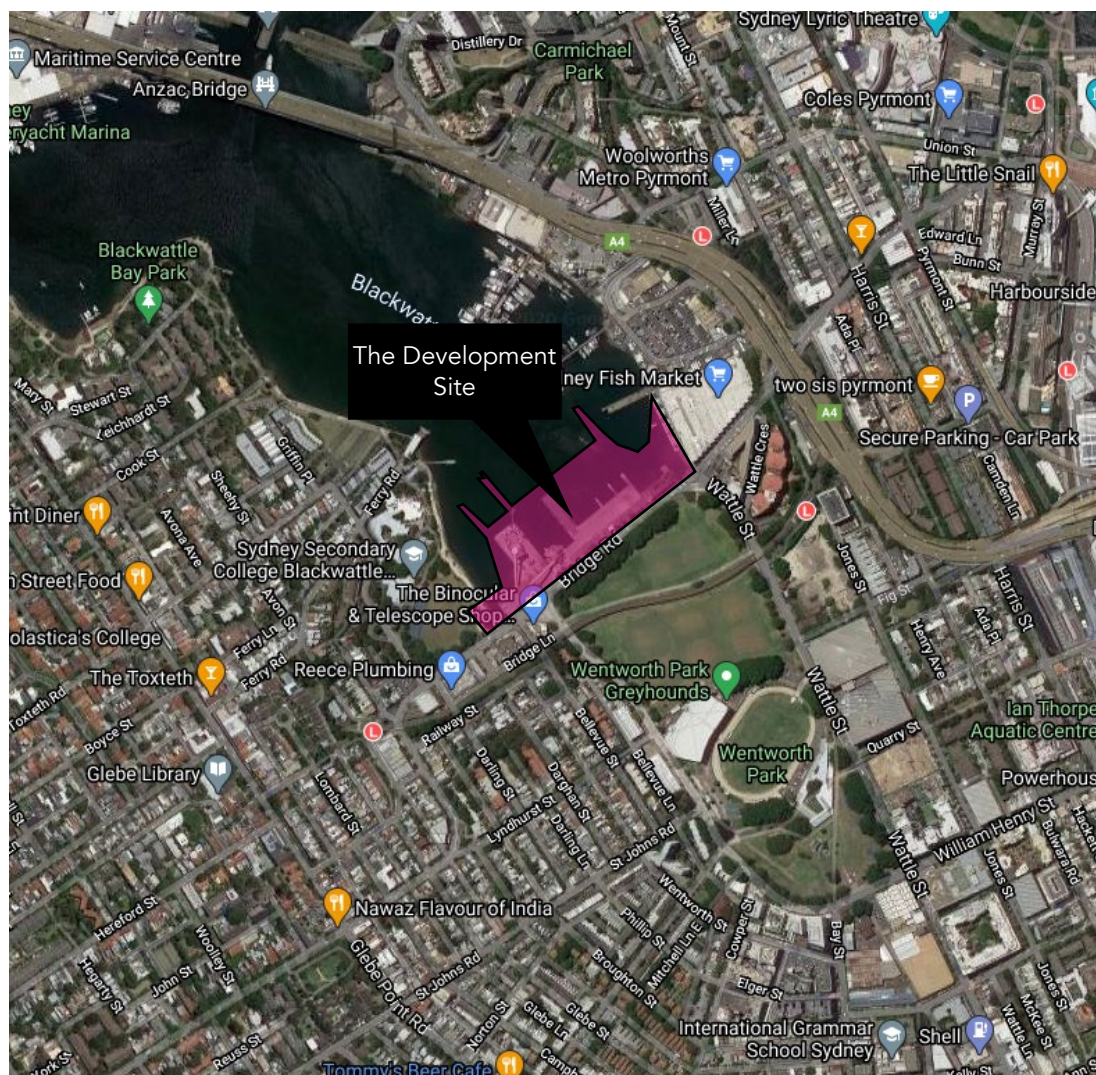


Figure 2: Aerial View of the Development (Source: Google Maps)

3 Development Proposal

The proposal is to design and construct a new fish market with a contemporary urban design that will provide unique experiences for visitors as well as world-class auction and wholesale facilities. The new facility will be set within an improved public domain including the creation of a waterfront promenade, Ground Floor Precinct, loading docks and a basement car park, with improved access to Blackwattle Bay and linking to surrounding areas and to public transport.

The development will expand and improve the functions of the existing market in a new setting designed to achieve design excellence, functional performance, and environmental sustainability.

The NSFM will include retail and food and beverage premises, wholesale facilities and auction rooms, offices and commercial space, the Sydney Seafood School, and back-of-house facilities including car, truck, and coach parking spaces. The new facility is to include a new foreshore promenade and wharves. The new fish market will be purpose built and will be supported by state of the art back-of-house plant and recycling/waste management facilities.

Figure 3 shows the proposed site plan and Figure 4 show the perspective view of the development.

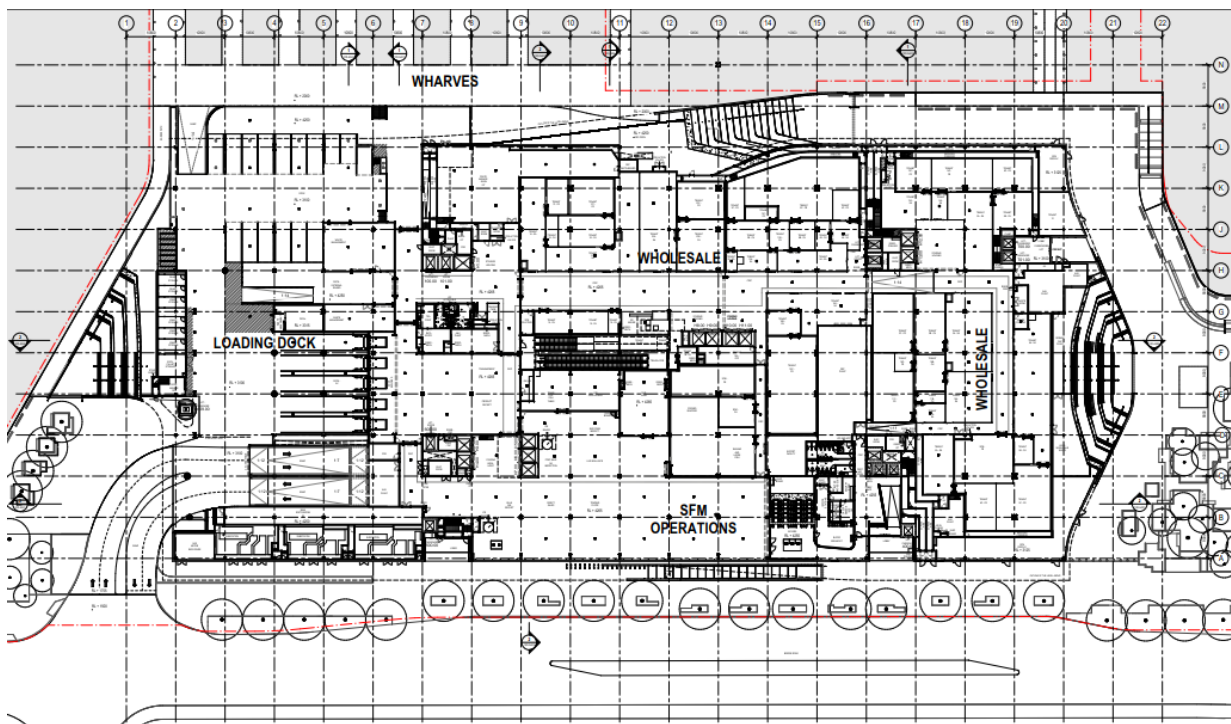


Figure 3: Site plan



Figure 4: Perspective view of the Development

4 Existing Transport Facilities

4.1 Road Hierarchy

The development site is located in the City of Sydney and is primarily serviced by:

- Bridge Road
- Wattle Street
- Anzac Bridge / Western Distributor
- Wentworth Park Road

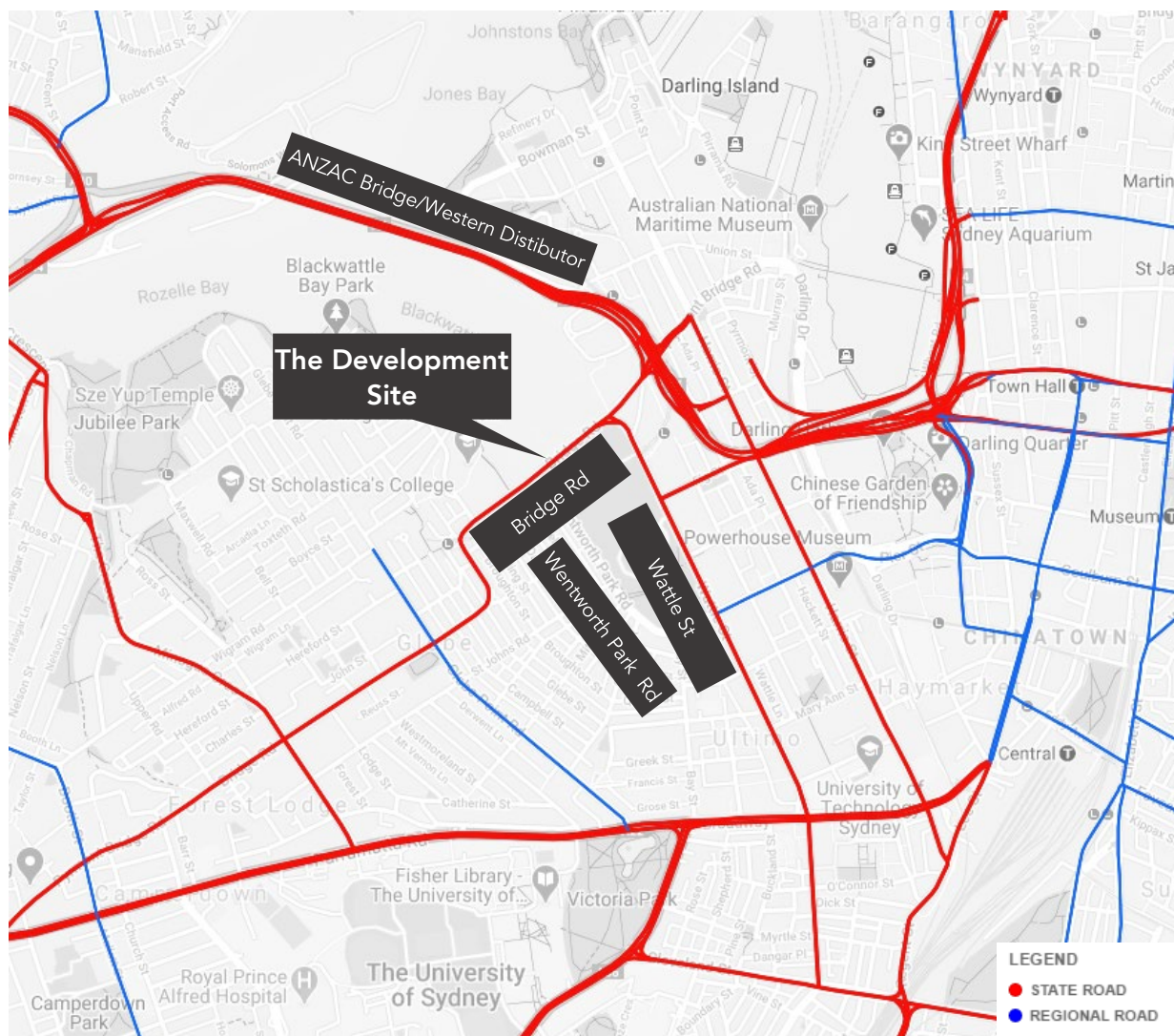


Figure 5: Road Hierarchy

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 (TfNSW managed)
- Regional Roads - Secondary or sub arterials (Council managed, partly 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 – Bridge Road

Bridge Road	
Road Classification	State Road
Alignment	South-west to North-east
Number of Lanes	2 lanes in each direction
Carriageway Type	Divided
Carriageway width	12m
Speed Limit	40 km/hr (local traffic area)
School Zone	No
Parking Controls	Clearways
Forms Site Frontage	Yes



Figure 6: Street view of the Existing Road Network – Bridge Road (Westbound)

Table 2: Existing Road Network – Wattle Street

Wattle Street	
Road Classification	State Road
Alignment	North-west to South-east
Number of Lanes	2 lanes in each direction (north to the Fig St intersection); 4 lanes one way (south to the Fig St intersection)
Carriageway Type	Divided
Carriageway width	Varies between 12m and 14m
Speed Limit	50 km/hr
School Zone	Yes
Parking Controls	No Stopping; No Parking; Clearways; 2P Ticket 8am-7pm; 1P Ticket 8am-6pm; 2P 10am-3pm Monday-Friday; 4P Ticket 8am-7pm
Forms Site Frontage	No



Figure 7: Street view of the Existing Road Network – Wattle Street (Northbound)

Table 3: Existing Road Network – ANZAC Bridge

ANZAC Bridge	
Road Classification	State Road
Alignment	North-west to south-east
Number of Lanes	4 lanes in each direction
Carriageway Type	Divided
Carriageway width	24m
Speed Limit	60 km/hr
School Zone	No
Parking Controls	No Stopping
Forms Site Frontage	No



Figure 8: Street view of the Existing Road Network – ANZAC Bridge (Eastbound)

Table 4: Existing Road Network – Wentworth Park Road

Wentworth Park Road	
Road Classification	Local Road
Alignment	North-west to South-east
Number of Lanes	2 lane in each direction (1 parking lane)
Carriageway Type	Typically undivided; divided at intersections
Carriageway width	12m
Speed Limit	50 km/hr
School Zone	No
Parking Controls	2P Ticket 8am-6pm; 4P Ticket 6pm-10pm
Forms Site Frontage	No

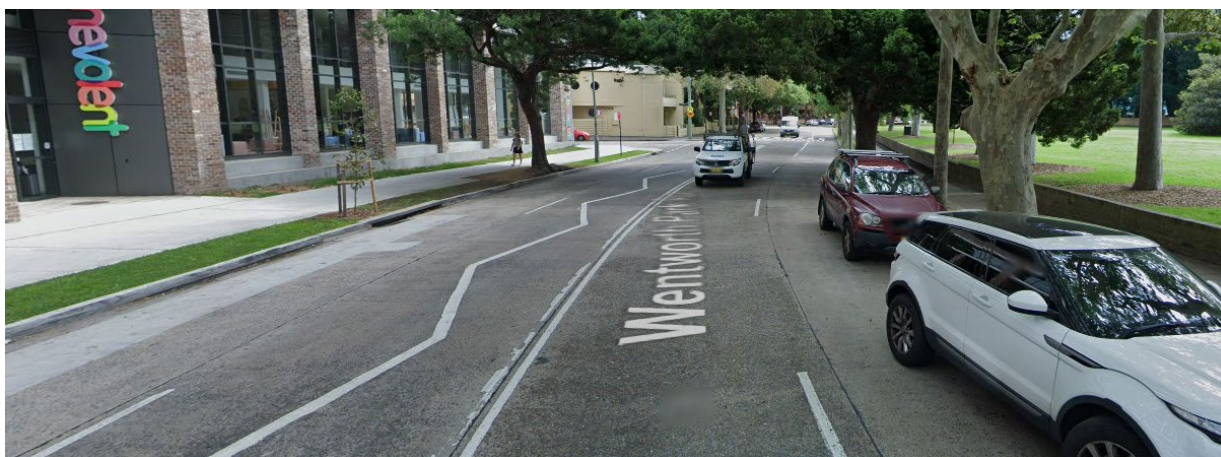


Figure 9: Street view of the Existing Road Network – Wentworth Road (Northbound)

4.2 Key Intersections

The key intersections in the vicinity of the development site and their characteristics are listed below:

- Bridge Road / Wattle Street 3-arm signalised intersection;
- Wattle Street / William Henry Street 4-arm signalised intersection; and
- Bridge Road / Wentworth Park Road 3-arm priority-controlled intersection

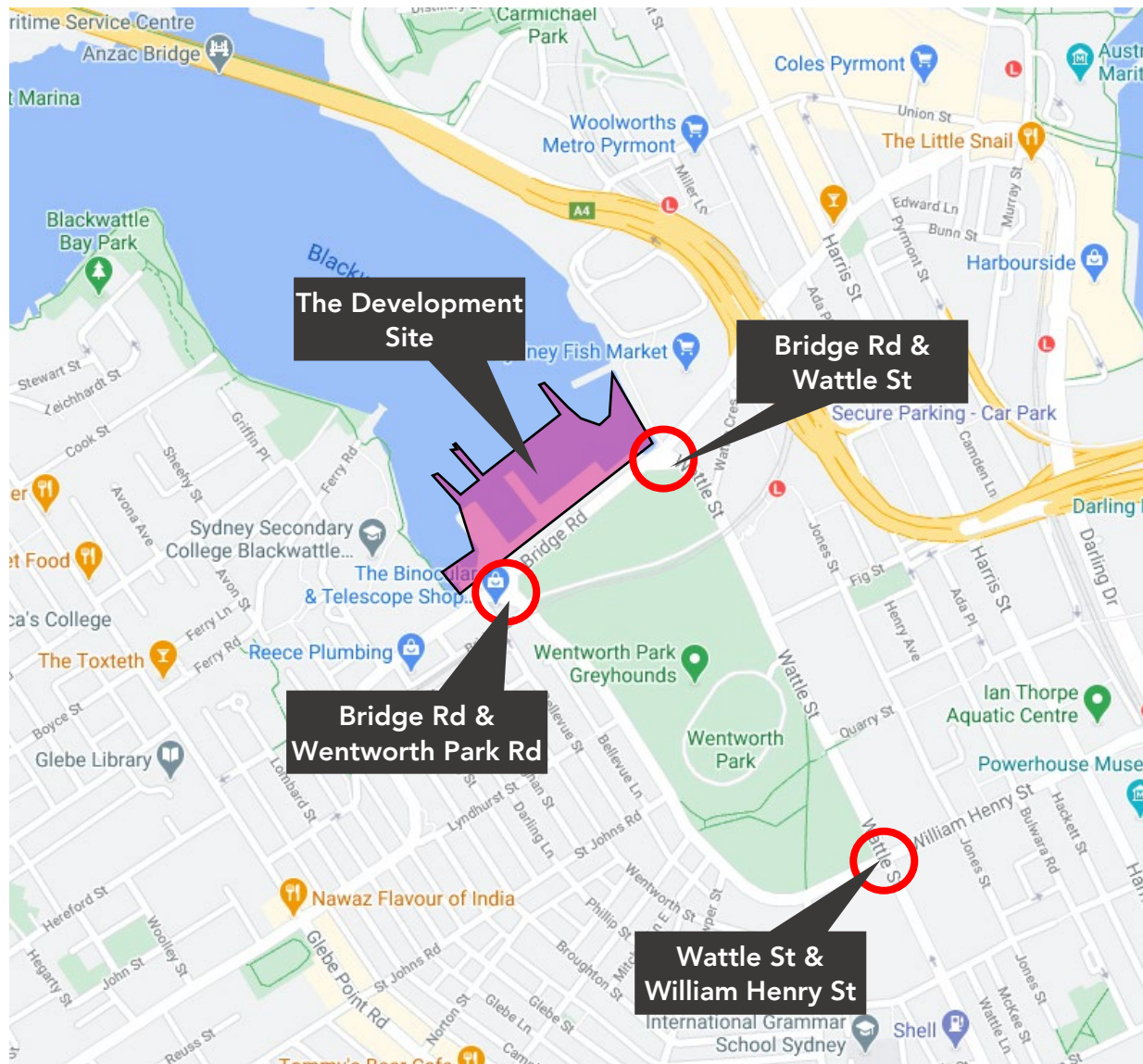


Figure 10: Key Intersections

4.3 Public and Active Transport

For details of public and active travel options, refer to Sections 6.3 and 6.4.

5 Construction Traffic Management Plan

The following sections outline the proposed construction activity, anticipated timeline as well as the proposed management measures relating to vehicular access, pedestrian access and other key considerations for the duration of the works. Reference has been made to the 'Construction Pedestrian and Traffic Management Plan' prepared by Multiplex, dated 1st November 2020.

5.1 Objectives

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.

5.2 Hours of Work

All works associated with construction, including the delivery of materials to and from the site will be restricted to the following permitted working hours:

- Monday to Friday: 7:00am to 5:30pm; and
- Saturday: 7:30am to 3:30pm;
- Sunday, Public Holidays: No work to be carried out without prior approval from the City of Sydney Council and/or TfNSW.

Activities such as rock breaking, rock hammering, sheeting piling, pile driving and of the like will only be carried out during the following hours:

- Monday to Friday: 9:00am-12:00pm, 1:00pm-5:00pm
- Saturday: 9:00am to 1.00pm; and

5.3 General Requirements

In accordance with TfNSW (formerly RMS) requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, 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 and from and within the site shall do so in a manner, which does not create unnecessary noise or vibration.

Generally, requirements for the use of tracked vehicles on paved roads will be minimised, by substitution with alternative plant and methods. Where tracked vehicles are required on the road, rubber tracks or similar protective measures will be adopted.

Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances. No construction vehicles are permitted to double park, or park on the public road.

The application/contractor is required to follow and abide by the specific standard requirements for construction management as set out within the City Standard Requirements for a Construction and Pedestrian Traffic Management Plan. These standard requirements are attached as **Attachment 1**.

5.4 Construction Vehicle Types

The construction stage of the development will involve the use of a number of different vehicle types in relation to the various stages and tasks involved. All vehicles will be limited to up to a 19m long Articulated Vehicle (AV) for all material removal and deliveries.

Any oversized vehicle (including the use of mobile cranes) that is required to travel to the project into the vicinity of the site will be dealt with separately, with the submission of required permits to and subsequent approval by the CBD Coordination Office (CCO) and the City and TfNSW prior to any delivery being undertaken.

Refer to Section 5.13 for further details regarding special deliveries.

5.5 Construction Staging

The traffic management of site construction activities is anticipated to run through the following works in three separate phases:

- Investigations and Preliminary Works (prior to site establishment)
 - Service locating and potholing,
 - Geotechnical investigations

Preparation of Traffic guidance schemes and submission for road occupancy license for this stage are to be undertaken by the subcontractor directly.

- Sydney Fish Market Works
 - Site Establishment, Marine and Basement
 - Sediment capping to the sediments found inside the cofferdam
 - Civil & Services Diversions
 - Structure
 - Façade
 - Building Services and Finishes
 - Plaza and Public Domain Works
- Bridge Road Works

- Works to Bridge Road will be addressed within an updated CTMP prior to the commencement of construction in February 2022. This will incorporate the outcomes agreed with TfNSW (and other authorities) during the WAD development. The preliminary civil works staging plans as part of the WAD development have been provided in Attachment 4.

5.5.1 Sediment Capping

Multiplex proposed to conduct in-situ capping of the sediments following redistribution works in order to:

- Further mitigate potential environmental impacts from sediments following redistribution during temporary construction dewatering of the cofferdam via physical separation to reduce the potential for mobilisation of suspended solids and exposure of potential acid sulphate soil sediments to the atmosphere during construction works, as required by the Acid Sulphate Soil Management Plan.
- Provide a safe working surface for construction.

Accordingly, construction of the nSFM building requires:

- Sediments to be redistributed within the work area as outlined in the approved MOD4 application.
- Installation of a temporary cofferdam around the construction footprint overlying Blackwattle Bay.
- Temporary partial dewatering inside the cofferdam to facilitate pile completion and building construction.
- Flooding and subsequent removal of the cofferdam on completion of building basement construction.

Figure 11 shows the extent of the cofferdam profiling.

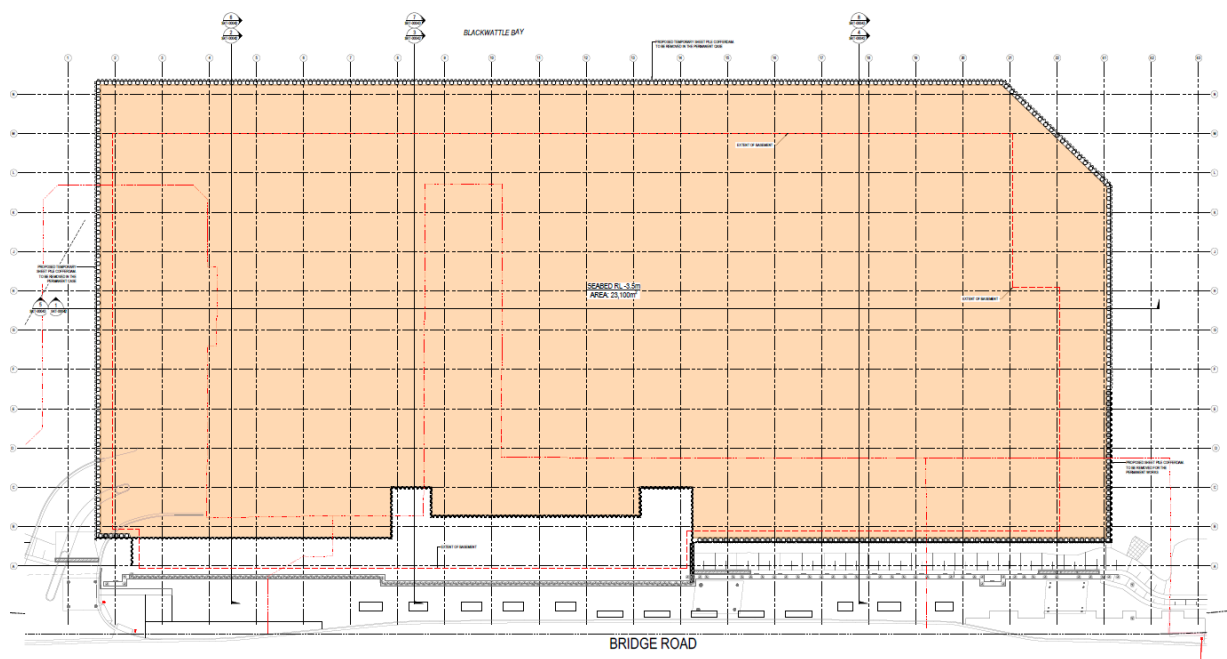


Figure 11: Cofferdam Profiling Plan

It is noted that there will be some overlap between these stages, with all works expected to be completed by Q2 2024. Therefore, Appendices E and F contain the relevant Addendum 1 and Transport Assessment.

5.6 Construction Traffic Volumes

The delivery of materials to and from the site will result in some generated traffic activity associated with the works. Where possible, deliveries are to be scheduled to occur outside of the peak commuter periods.

5.6.1 Sediment Capping

It is proposed to deliver 80% of the material via water (via Glebe Island) to minimise truck movements closer to the city—movements at the Bridge Road site (see Table 6).

Therefore, the remaining 20% are expected for a period of 4-8 weeks to the Bridge Street site. The trucks will generally be split between the eastern/western staging works as shown i.e. either entering Gate 2 and exiting via Gate 3 or entering Gate 5 and exiting via Gate 6. However, these movements may be focussed on one side at any one time during the works, as required.

Construction deliveries will also be received via shipments from Glebe Island. Glebe Island is an existing shipping facility which has an existing arrangement for heavy vehicle access and egress routes.

Performing land based sediment capping installation will involve an increase to the total number of trucks arriving on site. These overall figures are reduced by the fact that truck volumes for basement steel works are no longer required. Supply of trucks will also be less than that of the standard operations, meaning there is a net reduction of traffic movements.

Additionally, whilst the sediment capping vehicles are delivering material to site, there will be limited truck deliveries and site access that would have otherwise been required for the sites standard operations deliveries as observed in Table 5.

A comparison of truck movements between the additional trucks required for sediment capping and the expected standard operation figures reveals a slight decrease in overall truck movements which is beneficial for the surrounding road network.

Therefore, this minor impact will not have an appreciable, material impact on the operation of the surrounding road network and the net reduction provides a positive impact to the surrounding road network by reducing the anticipated overall truck movements.

5.6.2 Combined Volumes

The estimated construction traffic volumes for the standard operations are outlined in Table 5 and the additional truck loading for specific operations during the standard operations are summarised in Table 6.

Table 5: Construction traffic loading

Activity	Period	Vehicle Type	Bridge Road E/B	Bridge Road W/B	Wattle Street	Average no. of Trucks per day
Standard Operations	Apr 2021 – May 2024	19m Articulated vehicle	-	5	5	10
		Heavy Rigid Vehicle	15	15	20	50

Table 6: Additional loading for specific operations

Activity	Period	Vehicle Type	Bridge Road E/B	Bridge Road W/B	Wattle Street	Average no. of Trucks per day
Sydney Fish Market Works -Large Concrete Pour	Aug 2022 – Aug 2023	Heavy Rigid Vehicle	15	15	30	60
Bridge Road WAD Works - Stage 2	Jan 2022 – Dec 2022	Heavy Rigid Vehicle	10	10	15	35
Bridge Road WAD Works - Stage 3	Dec 2022 – May 2023	Heavy Rigid Vehicle	10	10	15	35

During times of additional vehicular traffic such as concrete pours, Multiplex will endeavour to minimise deliveries and heavy vehicle movements for standard operations during peak traffic periods where possible. Indicative forecasts of truck movements during concrete pours will be provided to TfNSW as appropriate, to help enable monitoring of the network.

5.7 Construction Vehicle Routes

The site is located on Bridge Road opposite Wentworth Park, which is surrounded by many residential properties, therefore the proposed construction vehicle routes have regard for the surrounding traffic arrangements in the vicinity of the site. No queuing or marshalling of trucks is permitted on any public road and all loading and unloading of materials will be undertaken either within the site or within the Works Zones as described in Section 5.9.

All vehicle routes to site are constrained to existing public roads that have the physical geometry to accommodate the turning movements.

The site is accessible from the south via Wattle Street, north and inner west via the Western Distributor and the west via Parramatta Road (Bridge Road eastbound). 19m Articulated Vehicles are restricted to using on the Wattle Street and Western Distributor routes to access the site and can only egress using the western distributor. These routes are shown in Figure 12. Construction vehicles up to 17.2m Articulated Vehicles can use Wattle Street as an egress route from the site.

The Wattle Street route and the Bridge Road route from Parramatta Road require trucks to pass schools to get to the site. Along Wattle Street trucks will pass Ultimo Public school and Fort Street Public temporary school. Along the Bridge Road route trucks will pass Forest Lodge Public School and Montessori School. It is required that during school zone hours that truck movements are limited along Wattle Street after Wentworth Park Road and Bridge Road between the site and Parramatta Road.

The construction vehicle route eastbound along Bridge Road is designed to allow for 19m articulated vehicles. However, due to the introduction of pop-up cycleways in 2020, our assessment has shown that a 19m articulated vehicles are no longer able to navigate through the road bend between Gottenham Street and Railway Street.

Construction deliveries will also be received via shipments from Glebe Island. Glebe Island is an existing shipping facility which has an existing arrangement for heavy vehicle access and egress routes.

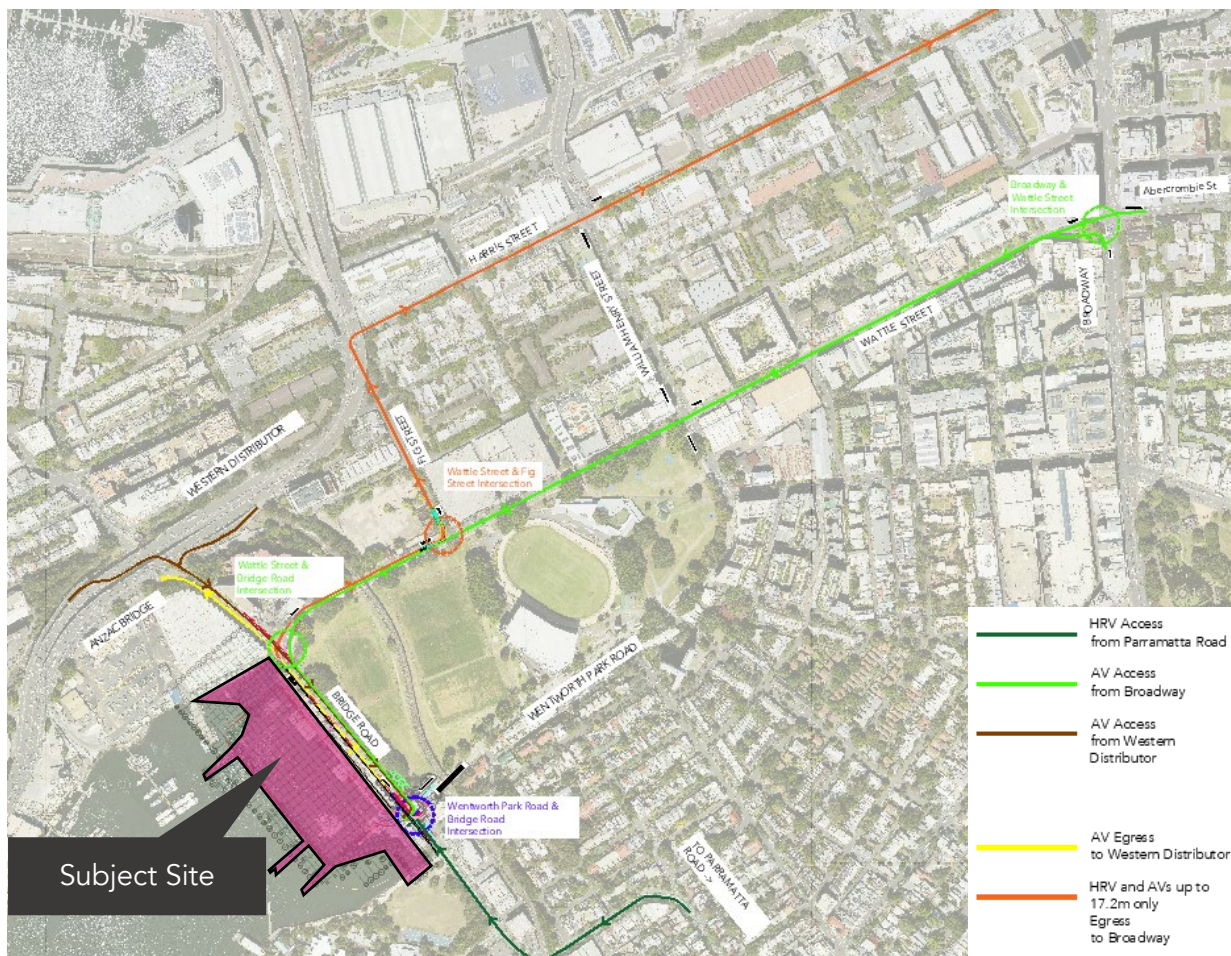


Figure 12: Construction Vehicle Route Plan

Swept path analysis of the 19m Articulated Vehicle and a Heavy Rigid Vehicle has been undertaken on the key intersections outlined in Section 4.2 and are shown in Figure 13 to Figure 16 and Attachment 2.

The construction vehicle routes to enter and exit the site will depend on the stage of the construction works, as different access points to the site will be available. These routes are outlined in Section 5.8.

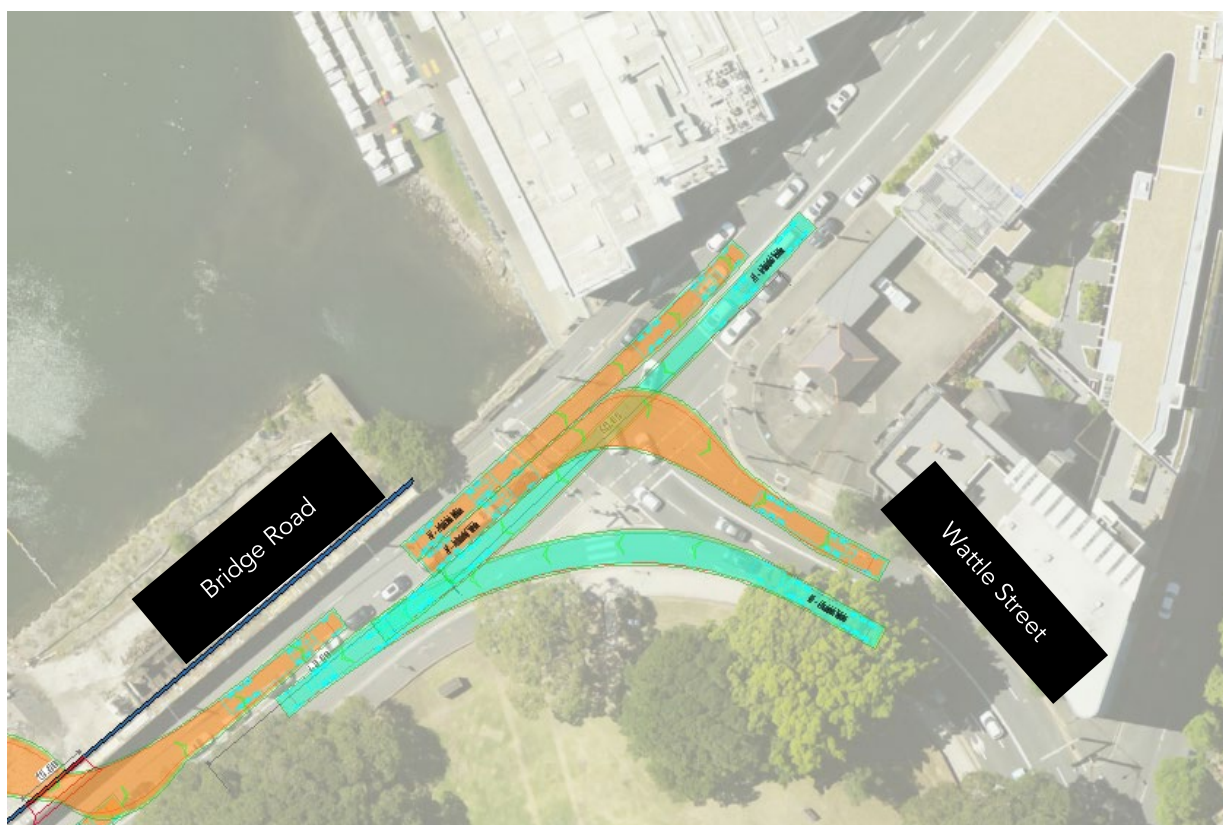


Figure 13: Construction Vehicle Swept Paths – Bridge Road & Wattle Street



Figure 14: Construction Vehicle Swept Paths – Wattle Street & Fig Street

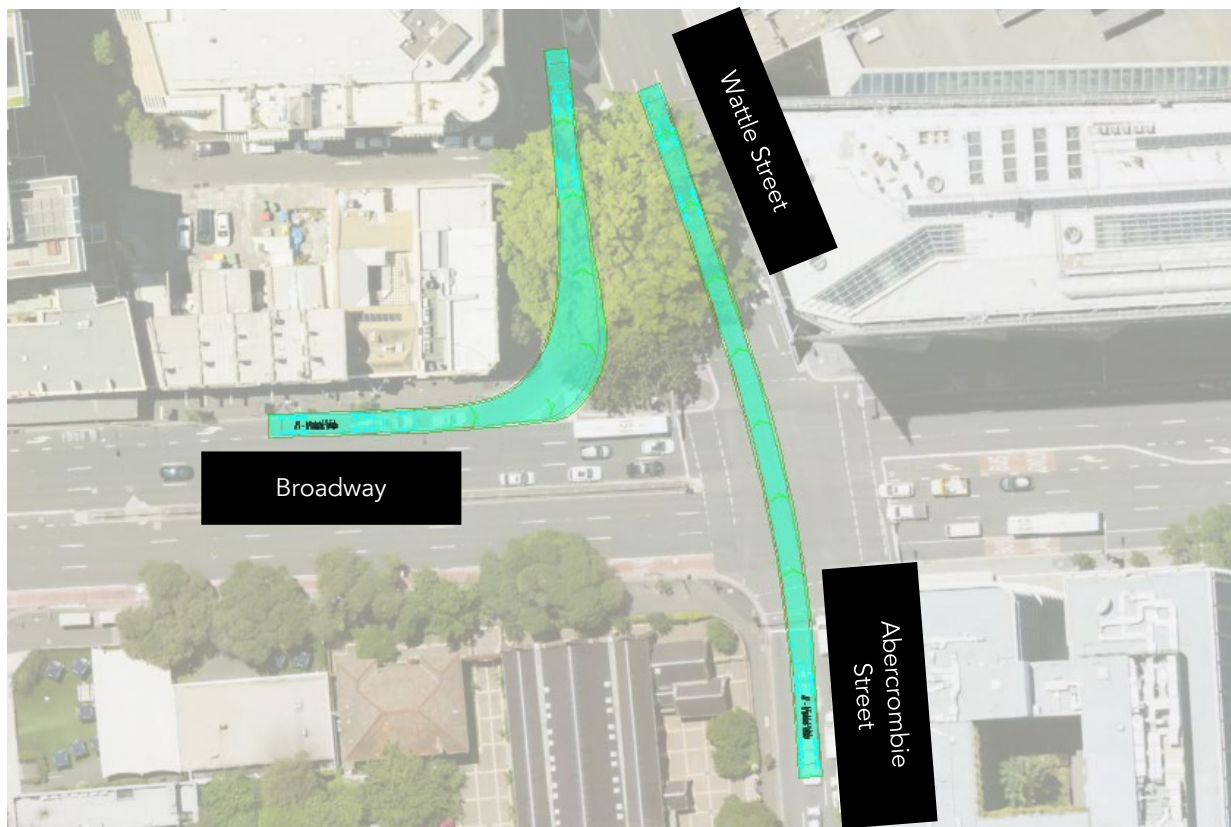


Figure 15: Construction Vehicle Swept Paths – Broadway & Abercrombie Street & Wattle Street



Figure 16: Construction Vehicle Swept Paths – Bridge Road & Western Distributor

5.8 Construction Vehicle Access

5.8.1 Off-site Utilities

Construction vehicle access is to be managed separately by the sub-contractor.

5.8.2 Sydney Fish Market Works

During the Sydney Fish Markets Works Phase, access and egress to the site is proposed via six potential gate locations, noting that up to four gates may be in operation concurrently. This allows flexibility to deal with the constraints posed by the long and narrow site footprint.

A diagram of the six gates that will be used for site is shown in Figure 17.

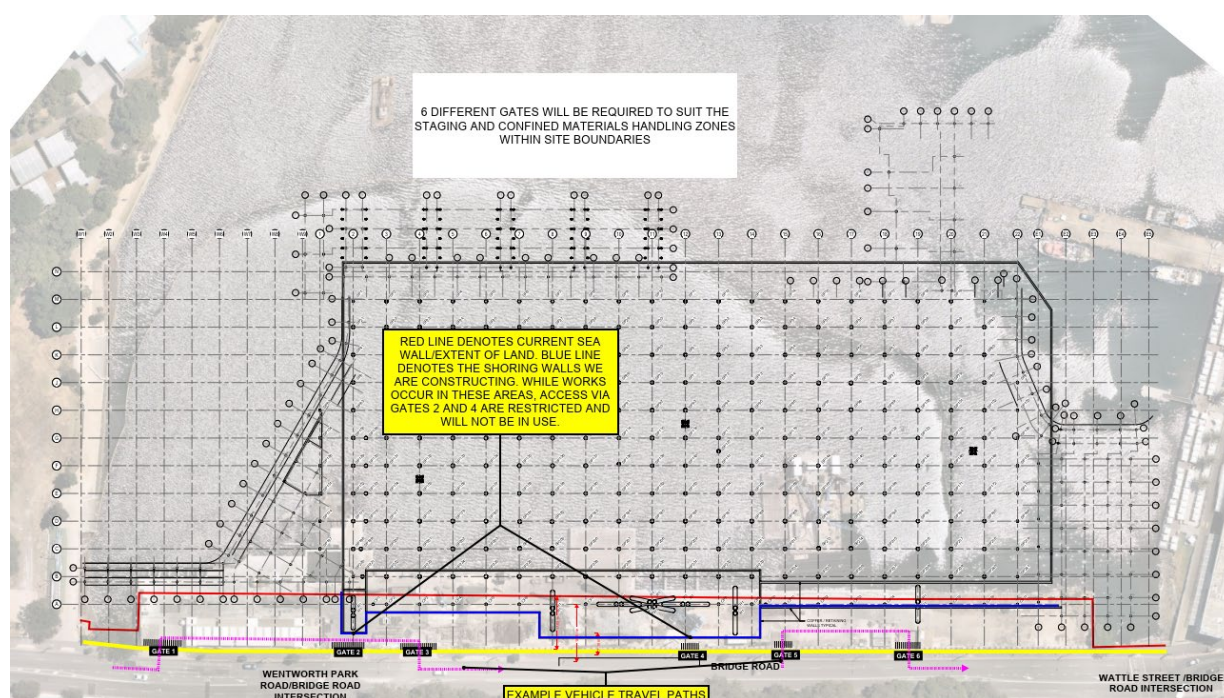


Figure 17: Gate locations (Source: Multiplex)

The construction vehicle access swept paths for the largest construction vehicle is shown in Figure 18 and Attachment 2.

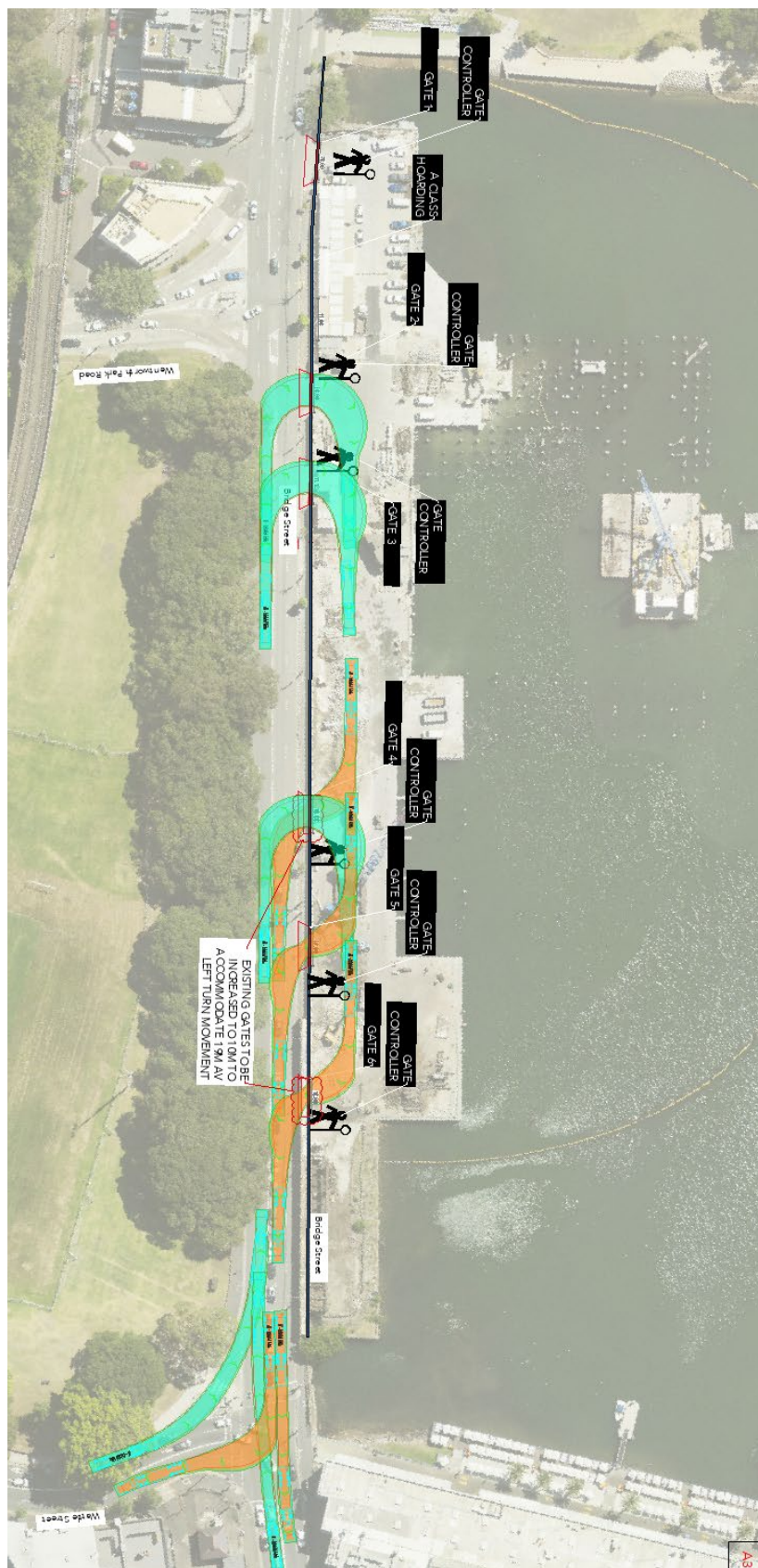


Figure 18: Construction Vehicle Swept Paths – Gate locations

5.8.3 Bridge Road Works

As previously mentioned in Section 5.5, the Bridge Road Works CTMP will be updated prior to road pavement commencement of construction which will be in Q1 2022. The preliminary civil works staging plans as part of the WAD development have been provided in Attachment 4.

5.9 Works Zones

There are no work zones proposed as part of this Construction Traffic Management Plan. Should the contractor require a partial road closure on State, Regional and/or Local Roads, or carry out work within 100m of traffic signals, an application will be made to the relevant authority to obtain their approval. This is further described in Section 5.13

5.10 Emergency Vehicle Access

The proposed traffic control arrangements do not propose closure of any local roads. Any emergency vehicles requiring access to the project site will do so via the site access along Bridge Road.

A detailed Emergency Management Plan will be further developed by Multiplex prior to site establishment works.

5.11 Traffic Control Measures

The Traffic Guidance Scheme (TGS) outlines the proposed traffic management to inform road users of the changed traffic conditions in the vicinity of the works site.

Traffic control will be required across Bridge Road to inform drivers that construction vehicles will be turning intermittently into the site. Traffic control in accordance with TGS 195 will be provided eastbound and westbound on Bridge Road in advance on the entry and exit gates.

High-level concept TGSs have been prepared and included in Attachment 3.

It is noted that detailed TGSs are to be prepared by the appointed traffic management contractor prior to commencement of works and submitted to the City and TfNSW for approval. All Traffic guidance schemes associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control at Work Sites Guidelines.

Initially, before the closure of the northern shared path, a gate controllers will be appointed to each active gate with expandable pedestrian barriers to ensure safe passage of the pedestrians and cyclists.

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.

Additional information regarding pedestrian diversion is provided in Section 5.12. Upon closure of the northern shared path, active gates will only require a single gate controller to manage the access point.

5.12 Pedestrian Access

The general public will not be allowed access to the site. Multiplex will ensure that the proposed hoardings are maintained in a clean, well illuminated, and safe manner at all times, throughout the duration of the

project. Due to the nature of the site and the emphasis placed on materials handling, the efficient control and protection of pedestrian traffic is of utmost importance.

The site perimeter boundaries consist of an A class hoarding, installed during the various construction phases. These hoardings will be by the Early Works Contractor and maintained / adjusted by Multiplex throughout construction as appropriate and fitted with appropriate public directional signage.

Multiplex will provide a dedicated traffic & pedestrian management team adjacent to the publicly accessible roads. This will ensure deliveries are received efficiently and safely. Multiplex is committed to a proactive Management Process for the Public Safety which will progressively increase and develop as the Project evolves including particular attention to the Public interface associated with the proposal.

An application has been submitted to TfNSW to upgrade the intersection at Wentworth Park Road and Bridge Street to become a signalised intersection. Upon approval of the Traffic Control Scheme (TCS), Multiplex will request to use the TCS to temporarily install signals at the intersection prior to the construction of the development to allow for pedestrians to be diverted across to the southern side of Bridge Road so that the shared path adjacent to the site can be closed for public use. The temporary signals will be in line with an approved TCS, using temporary provisions (e.g. pad-mounted signal posts, interim line marking, rubber kerbing, etc) until construction of the permanent intersection and roadworks is complete.

Figure 19 shows the concept TCS which will be implemented as the temporary traffic signal layout subject to TfNSW approval.

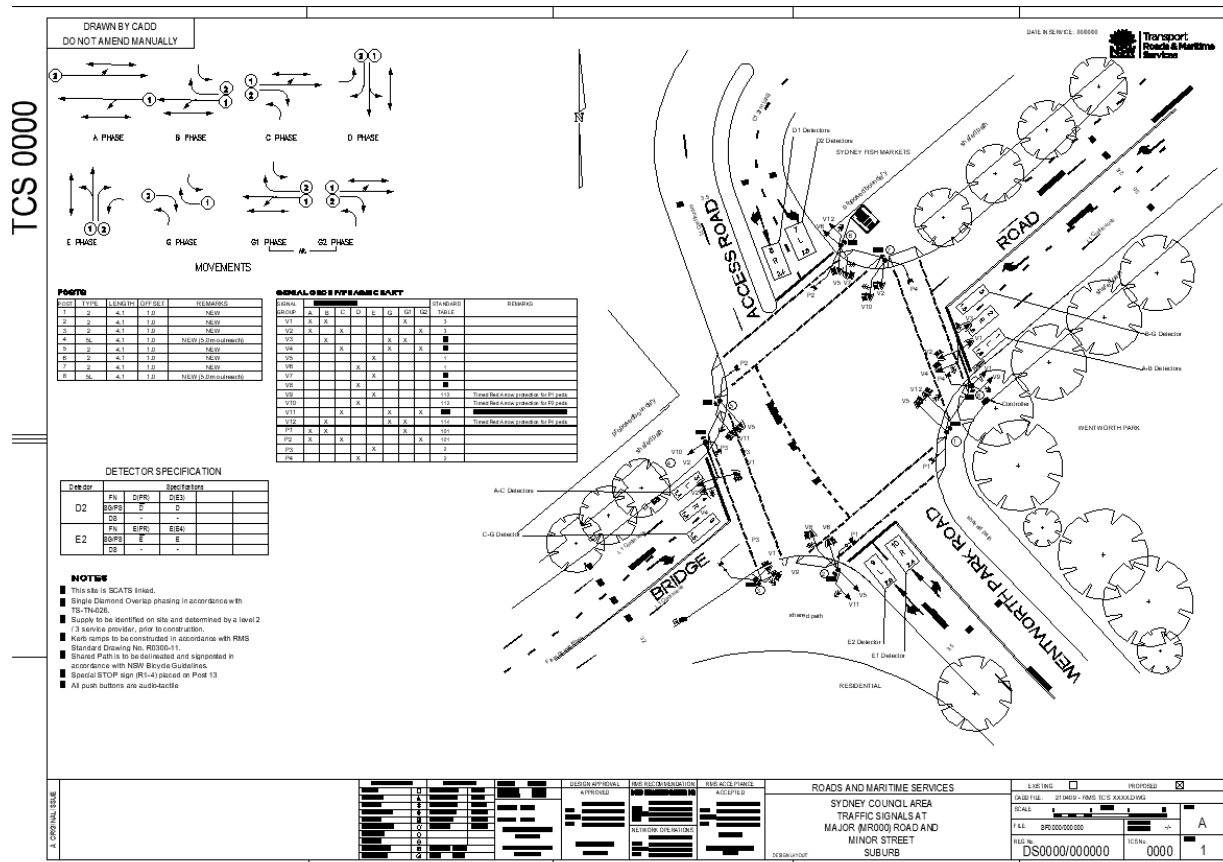


Figure 19: Concept TCS plan subject to approval from TfNSW

Subject to the approval from TfNSW, pedestrians and cyclists will be managed in the following two stages:

Stage 1 – Prior to construction, temporary traffic lights will be installed. Pedestrians will be managed using expandable pedestrian barriers and gate controllers to ensure safe passage of pedestrians.

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.

Stage 2 - Closure of the northern shared path and diverting pedestrians to cross at the new temporary signalised intersection at Wentworth Park Road and Bridge Road. Pedestrians cross again to the northern shared path at the Wattle Street and Bridge Street intersection.

The two stages for pedestrian and cyclist diversions is shown in Figure 20 and Figure 21 with further details of the pedestrian management shown in Attachment 3.

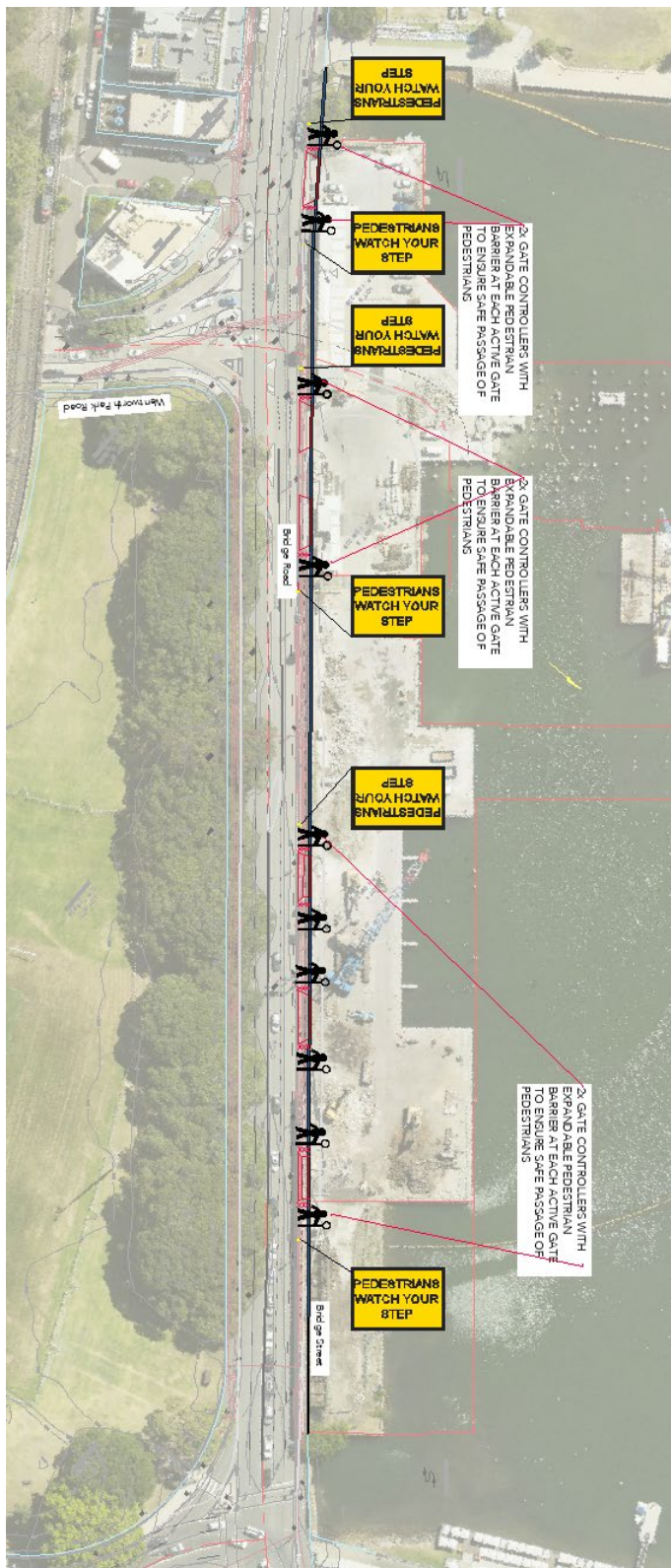


Figure 20: Stage 1 Pedestrian Management



5.13 Special Deliveries

It is anticipated that the construction works will require a limited number of special deliveries conducted by Articulated Vehicles (AV).

It is understood that oversize and over-mass vehicles are generally not allowed to travel on Local Roads unless approval for a one-off occasion is obtained from the National Heavy Vehicle Regulator (NHVR) and the City. Requests to use these vehicles must be submitted to the NHVR 28 days prior to the vehicle's scheduled travel date. For more information, please contact the NHVR on 1300 696 487 or www.nhvr.gov.au.

Should the contractor require a partial road closure on State, Regional and/or Local Roads, or carry out work within 100m of traffic signals, an application will be made to the relevant authority to obtain their approval.

5.14 Work Site Security

To provide security to the works site and protection to the general public, it is proposed that the site perimeter boundaries consist of A class hoarding, installed during the various construction phases. These hoardings will be established immediately following site possession and fitted with appropriate public directional signage.

All gates are securely locked outside of working hours and may be regularly patrolled by security staff. This security network will continue to work closely with Multiplex to ensure that security is being maintained throughout construction.

Multiplex will maintain a site entry register requiring all visitors to sign in upon entry. All visitors are required to wear an identification "visitor" badge and wear appropriate PPE at all times while on site.

All visitors to the site will also be issued with temporary site access ID card, in order to gain authorised entry to the project site and for display whilst being escorted on site.

5.15 Staff Induction

All Multiplex staff and subcontractors are required to undergo a site-specific online induction which outlines the construction procedures and management framework specific to the project. The induction is aimed at instilling in each person a common-sense approach to safety, to ensure they employ the responsible environmental practices and awareness needed to deliver the project in accordance with the relevant regulations and standards.

5.16 Access to Adjoining Properties

Access to all adjoining properties will be maintained throughout the works. The adjacent landowners will be notified of works via letter box distribution and road signage to advised of anticipated truck movements in operation with access to adjoining properties being maintained at all times.

5.17 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 TfNSW accreditation in accordance with Section 2.4 of Traffic Control at Worksites.

The comprehensive Work Health & Safety Management Plan will be provided by Multiplex and shall be constantly reviewed as the design and construction methodology progress.

5.18 Consultation and Method of Communicating Traffic Changes

Traffic guidance schemes in accordance with Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and TfNSW Traffic Control at Worksites manual will advise motorists 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 TGS 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".

Any variation to the layout of the TGS on site is to be recorded and certified by authorised TfNSW accredited personnel. The associated TGS road signage will inform drivers of works activities in the area including truck movements in operation. It must also be approved by CRU prior to implementing any changes.

5.19 Contact Details for On-Site Enquiries and Site Access

The principal contractor is Multiplex and all on-site enquiries can be addressed to Mitch Pelling. Contact details are listed below:

Phone: 0402 850 448

Email: mitch.pelling@multiplex.global

For community enquiries, a dedicated project 1800-line and email address are key access points for the community to receive project information. Protocols are in place for managing enquiries and complaints received via these channels:

P: 1800 271114

E: nfsm.community@multiplex.global

5.20 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.

6 Green Travel Plan

6.1 Purpose of a Green Travel Plan (GTP)

The purpose of this section of the CPTMP is to outline the transport options and arrangements associated with the construction workforce, which seek to reduce the use of vehicles travelling to /from the site.

The CPTMP indicates that public transport is encouraged for construction workers. The Sydney Coordination Office (SCO) requests further information on how this will be implemented and what measures will be in place to monitor uptake of this. The SCO also request clarification on how workers who require a vehicle to transport tools and equipment will be managed.

Further to the previous point, the SCO suggests that a more detailed worker travel management plan would be beneficial, to be included in the onsite induction process and addressing:

- Travel options for workers, including the location of the nearest major transport interchanges;
- Arrangement for workers with tools/equipment (e.g. such as through the provision of onsite drop-off/storage areas); and
- Nearest available off-street parking options for workers who are required to drive.

6.2 Staff Induction

All Multiplex staff and subcontractors are required to undergo a site-specific induction which outlines the construction procedures and management framework specific to the project. The induction will include a description of the available transport options and the policy towards site access (there is no parking available on-site), parking at nearby car parks, and the storage of tools at the site to reduce the need to bring vehicles to site.

6.3 Public Transport

This section outlines public transport accessibility to the site, which may be utilised by construction staff over the project duration. Staff inductions (see above) will include information on the available travel options that staff may take to access the site.

The subject site has been assessed for its potential accessibility via modes of existing public transport likely to be utilised by prospective residents, employees and visitors of the proposed development. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggest that 400m-800m is a comfortable walking distance and 1.5km is a comfortable cycling distance. A map with the 400m and 800m catchment is shown in Figure 22

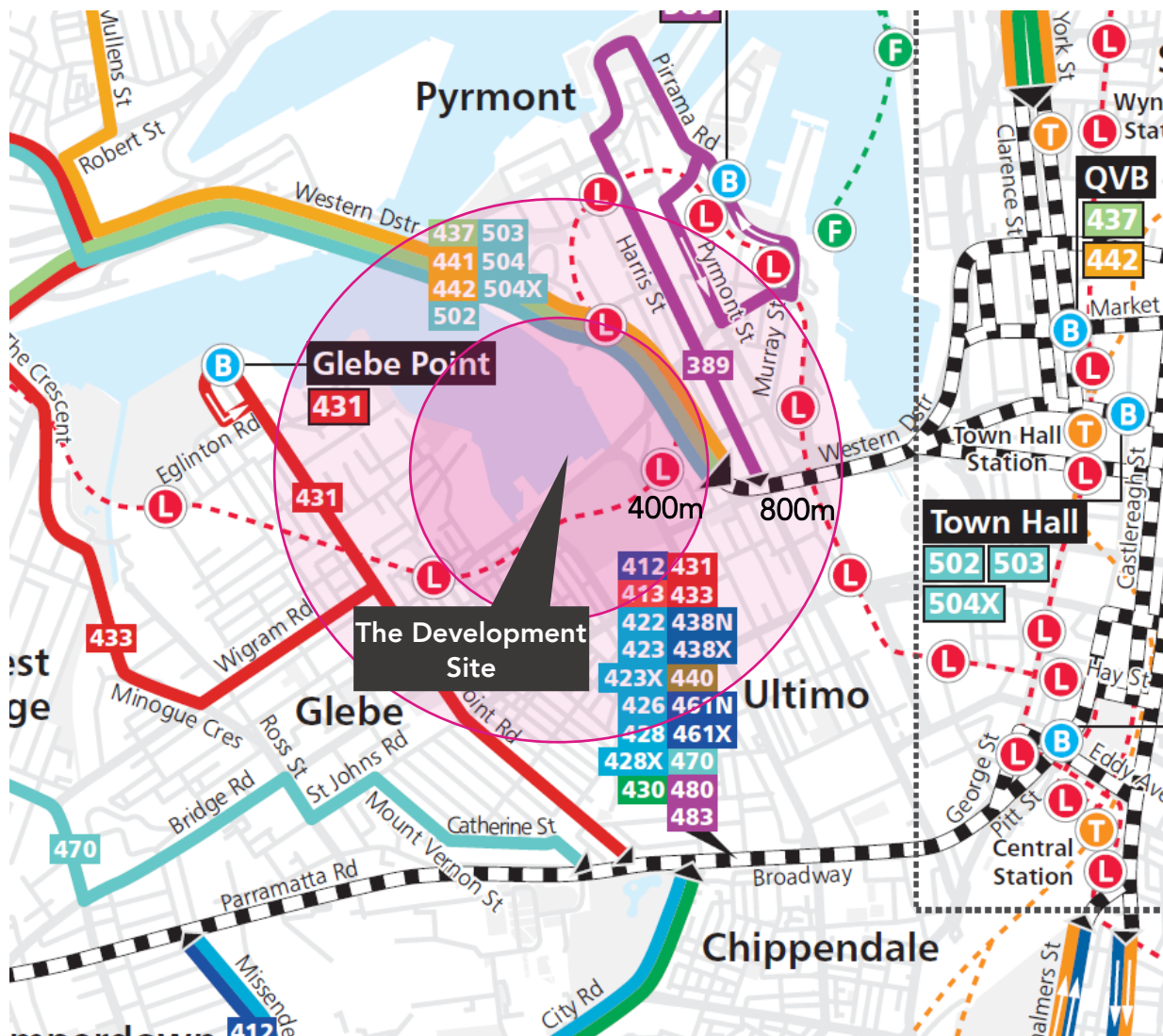


Figure 22: 400m and 800m Catchment from the Development Site¹

6.3.1 Trains

The closest train station to the development site is the Town Hall Train Station, which is approximately 1.8km or 24 min walk, making it relatively inconvenient for walking.

Figure 23 illustrates the distance from the subject site to the closest heavy rail train station.

¹ NSW Transport website - <https://transportnsw.info/>

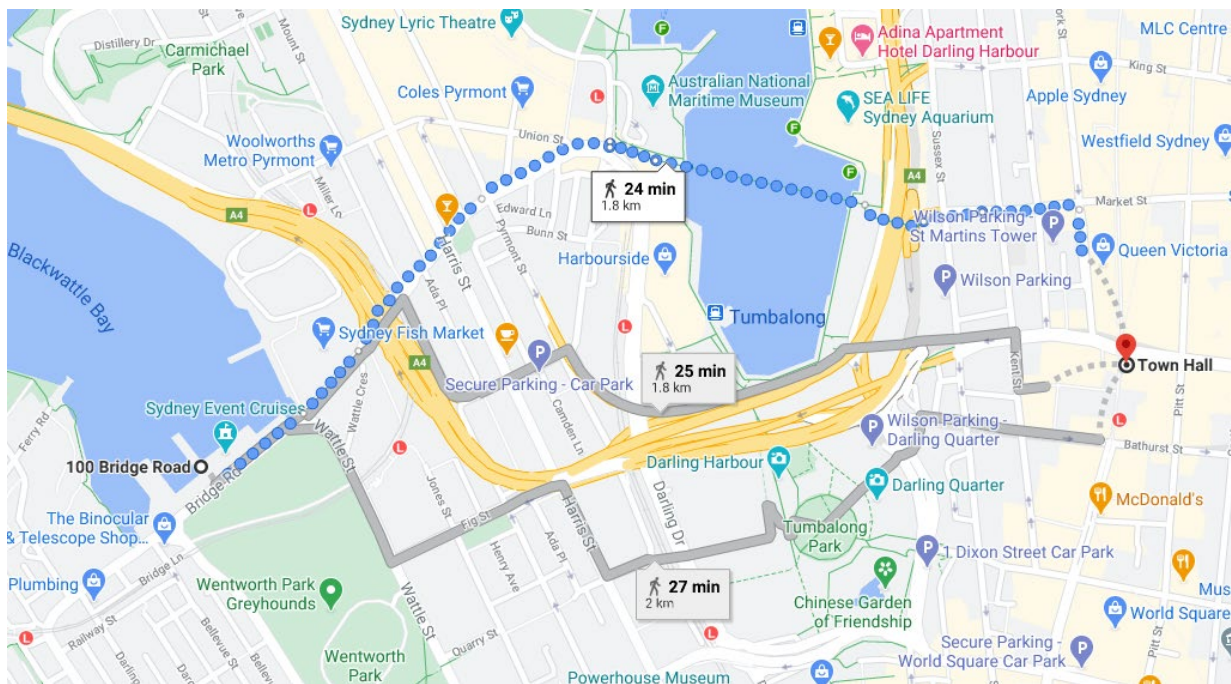


Figure 23: Pedestrian Access from Town Hall Train Station

6.3.2 Light Rail

Three light rail stations are close to the development site, Wentworth Park Station (350m or 4min walk), Glebe Station (450m or 6min walk) and Fish Market (650m or 8min walk), served by L1 Dulwich Hill Line. The services are operated seven days a week with city-bound services operating every 8-10 minutes during peak hours and every 15mins off peak during weekdays and weekends.

6.3.3 Buses

The nearest bus stops are located within 400-800m. A number of bus routes are identified operating within walking distance of the proposed development, summarised in Table 7.

Table 7: Bus Service Summary

Bus Route	Coverage	Operation
370	Leichhardt Marketplace to Coogee	Every 10-15min on weekdays; every 15min on weekend
389	Bondi Junction to Pyrmont	Every 5-7min (peak) and 10-12min (off peak) on weekdays; every 15min on weekend
431	Glebe Point to City Martin Place	Every 10min (peak) and every 15min (off peak) on weekdays; every 12-15min on weekend
433	Balmain Gladstone Park to Central Pitt St	Every 5min (peak) and every 10-15min (off peak) on weekdays; every 12-15min on weekend
501	West Ryde to Central Pitt St	Every 5-10min (peak) and every 20min (off peak) on weekdays; every 30min on weekend

6.3.4 Proposed Public Transport Upgrades

As part of the Sydney Metro West development, Pyrmont will be receiving a new metro station to link Greater Parramatta and the Sydney CBD. The exact location of the Pyrmont station is still undergoing planning. As shown in Figure 22, Pyrmont is situated mostly within walking distance with many connecting public transport options enabling access to the proposed site. This future public transport option will not be completed before the end of construction of the Sydney Fish Market, therefore it will not be used by the construction workers but will inevitably be a convenient transport option for employees and visitors of the site.

6.4 Active Travel

As described in the Section 6.3, the walking catchments of 400m and 800m (5 minutes and 10 minutes respectively) encapsulate the nearby public transport stops and the residential area of Pyrmont and Glebe. There are also a range of regional and local cycleways provided within the City of Sydney LGA which provide effective connections to the development site.

Due to the reduction of traffic during the current climate of COVID-19, the City of Sydney has also implemented pop up cycleways to promote the use of active transport. One of the cycleways provided runs along Bridge Road and finishes at Taylor Street to the west of the site.

Figure 24 shows the existing and proposed cycleways, including the pop-up cycleways within the site proximity.

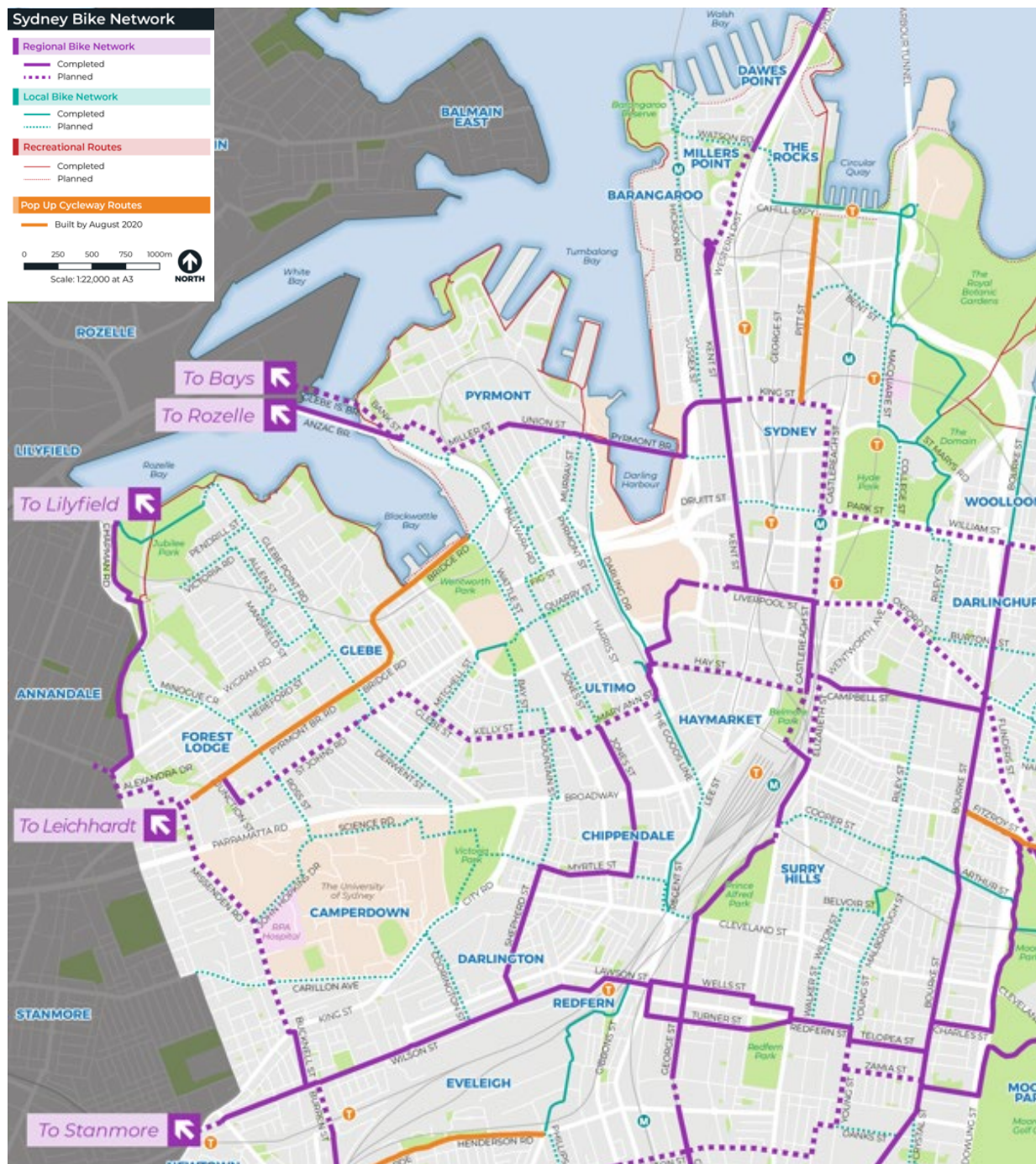


Figure 24: City of Sydney – Bike Plan

6.5 Staff Parking

The site will not be providing any staff parking as there are a vast array of public and active transport options for construction workers. Staff who require the use of vehicles will be able to use the Secure and Wilson car parks available in Darling Harbour which are both approximately 700-800m (10 min walk).

7 Summary

This CPTMP 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 CPTMP 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, TfNSW, the City or any other authority requirements. Should any changes be made, they will need to be reviewed and approved by the City and TfNSW.

Appendix A City of Sydney Standard Requirements of a CPTMP

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.

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

Refer to Section 5.7

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

Refer to Section 5.7

3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.

Refer to Section 5.5

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).

Refer to Section 5.8

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).

Refer to Section 5.8

6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.

Refer to Section 5.4

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

7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.

Refer to Section 5.13

8. No queuing or marshalling of trucks is permitted on any public road.

Refer to Section 5.7

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.

Refer to Section 5.12.

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.

Refer to Section 6

11. All loading and unloading must be within the development site or at an approved "Works Zone".

Refer to Section 5.9

12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.

Refer to Section 5.9

13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.

Refer to Section 5.13

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.

Refer to Section 5.13

15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.

Refer to Section 5.3

16. The Applicant must comply with development consent for hours of construction.

Refer to Section 5.2

17. All Traffic guidance schemes associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control At Work Sites Guidelines.

Refer to Section 5.11

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.**

Refer to Section 5.11

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.**

Refer to Section 5.11

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.

Refer to Section 5.11

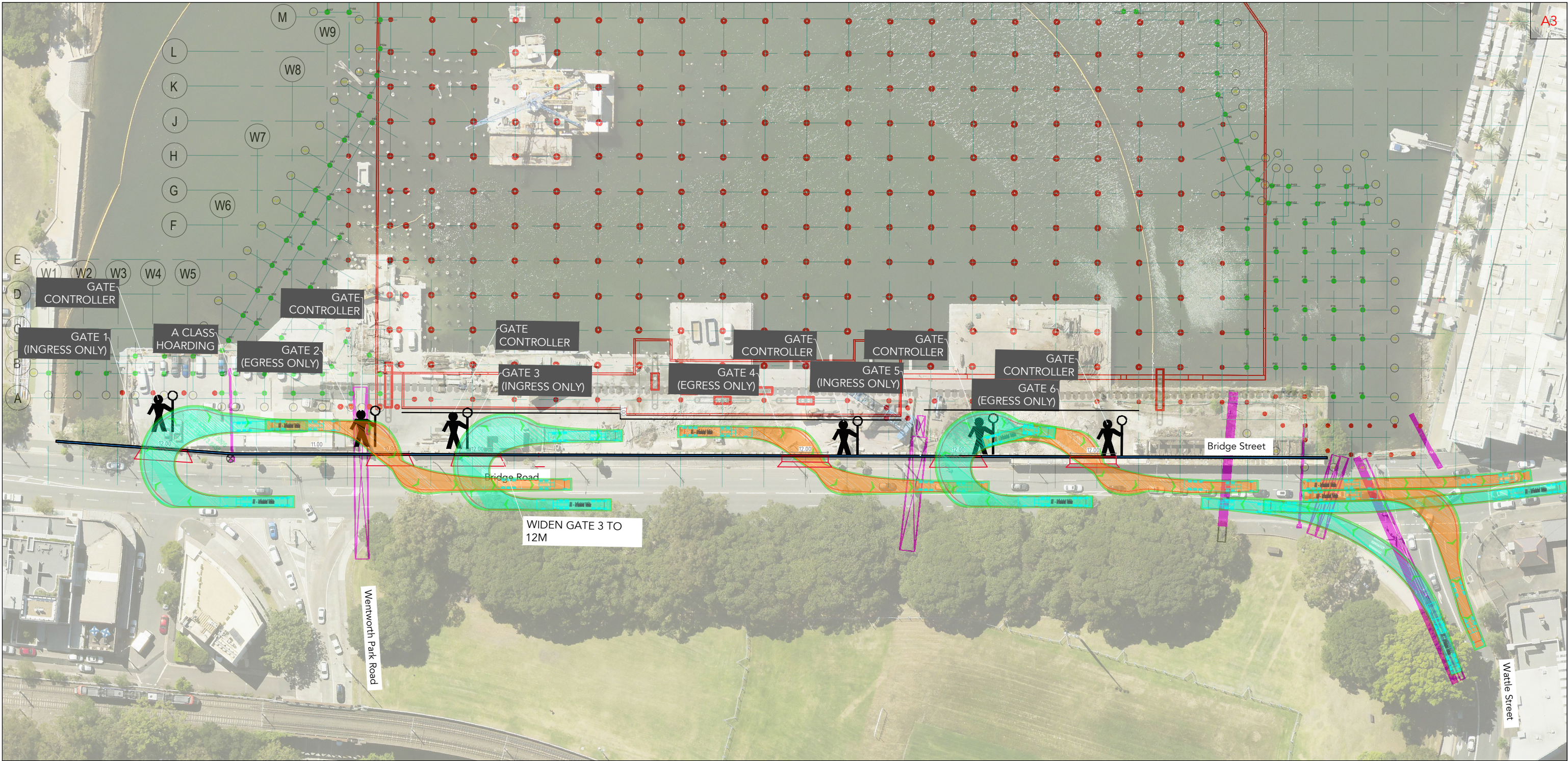
23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or RMS for consideration. Also, WorkCover requires that Traffic guidance schemes must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations).
24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.

Appendix B Vehicle Swept Paths

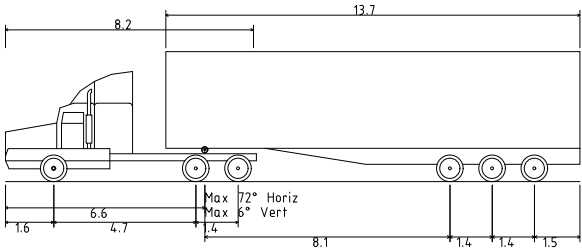


- HRV Access from Parramatta Road
- AV Access from Broadway
- AV Access from Western Distributor
- AV Egress to Western Distributor
- HRV and AVs up to 17.2m only Egress to Broadway

ptc. Suite 502, 1 James Place North Sydney NSW 2060 t +61 2 8920 0800 ptcconsultants.co	REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED		PROJECT New Sydney Fish Markets Main Works CTMP	DRAWING TITLE Site Construction - Access Routes Site Plan	CLIENT	Multiplex	PRELIMINARY
	7	05/05/21	FOR INFORMATION	JM	SW				DRAWING #	PTC-001	
	6	22/04/21	FOR INFORMATION	JM	SW				PROJECT #	3051	
	5	13/04/21	FOR INFORMATION	JM	SW				SCALE	1 : 5000	
	4	01/04/21	FOR INFORMATION	JM	SW				REV 7		



comments



AV - Articulated Vehicle
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.301m
Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

Vehicle Profiles

- 19m AV
- Ingress
 - Egress
- HRV
- Ingress
 - Egress



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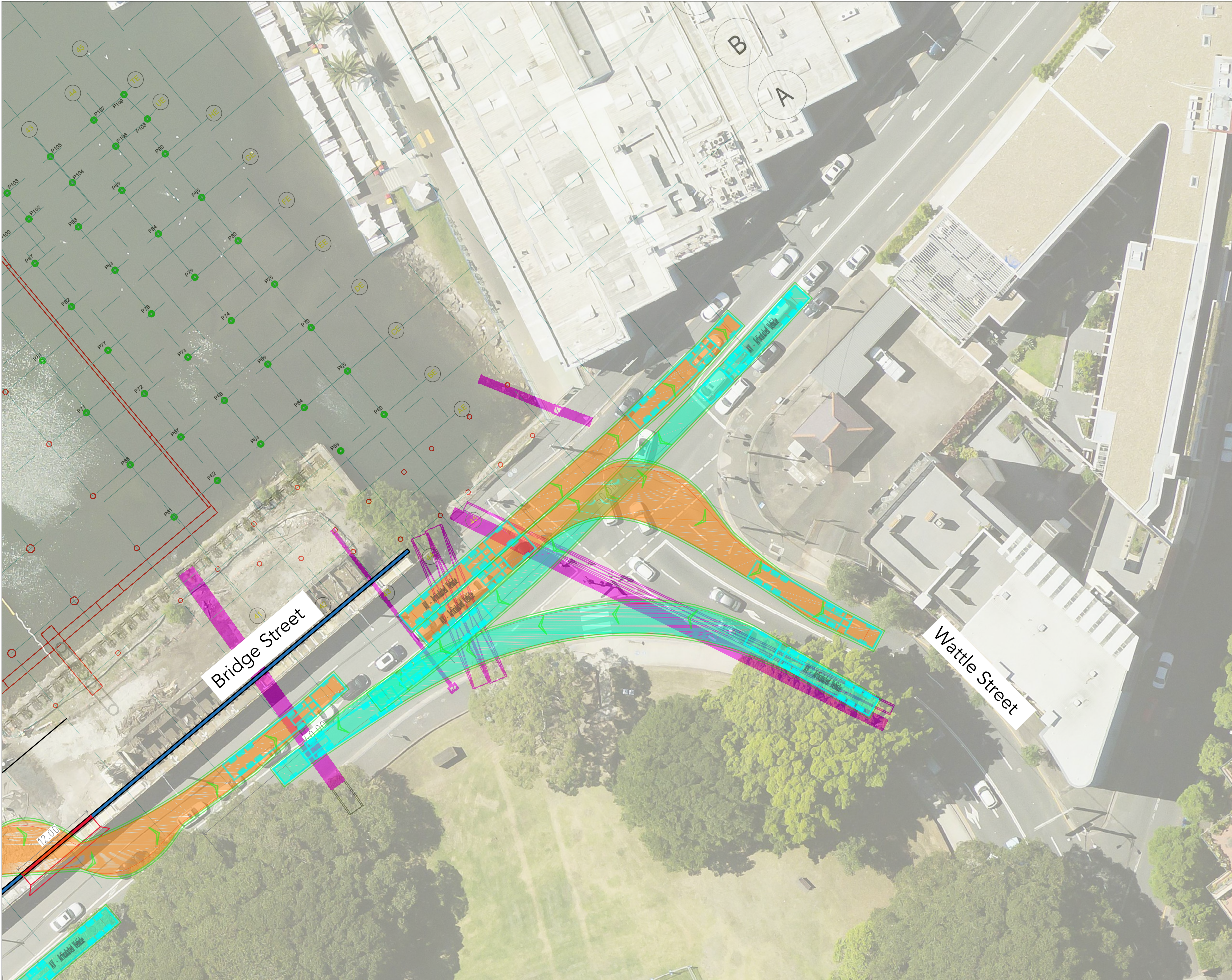


PROJECT
New Sydney Fish Markets
Main Works CTMP

DRAWING TITLE
Site Construction - Access Gates
19M Articulated Vehicle

CLIENT Multiplex
DRAWING # PTC-002
PROJECT # 3051
SCALE 1 : 1000

PRELIMINARY
REV 7



comments

A3

Vehicle Profiles

19m AV



Ingress



Egress

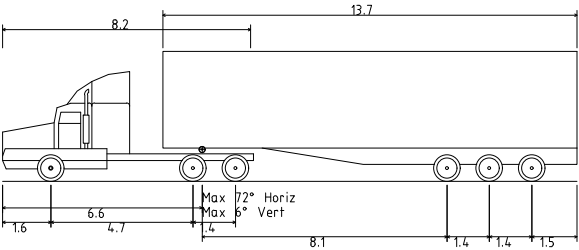


Ingress



Egress

17.2m AV



AV - Articulated Vehicle	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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P2	02/02/21	FOR INFORMATION	JM	SW
P1	19/01/21	FOR INFORMATION	SW	AM



PROJECT
New Sydney Fish Markets
Main Works CTMP

DRAWING TITLE
Access Routes - Bridge Road / Wattle Street
19M Articulated Vehicle

CLIENT Multiplex
DRAWING # PTC-003
PROJECT # 3051
SCALE 1 : 500

PRELIMINARY
REV 7



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	5	13/04/21	FOR INFORMATION	JM	SW						
	4	01/04/21	FOR INFORMATION	JM	SW						
	3	12/02/21	FOR INFORMATION	JM	SW				PROJECT # 3051		
	P2	02/02/21	FOR INFORMATION	JM	SW						
	P1	19/01/21	FOR INFORMATION	SW	AM					SCALE 1 : 500	

comments

A3

Vehicle Profiles

19m AV



Ingress



Egress

HRV

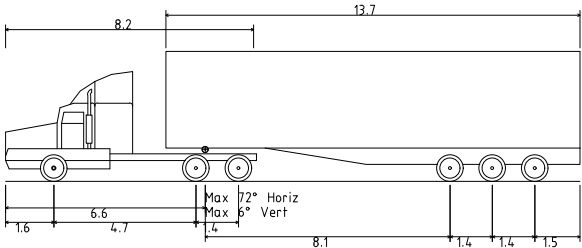


Ingress



Egress

17.2m AV



AV - Articulated Vehicle	19.000m
Overall Length	2.500m
Overall Width	4.301m
Overall Body Height	0.418m
Min Body Ground Clearance	2.500m
Track Width	6.00s
Lock-to-lock time	12.500m
Curb to Curb Turning Radius	

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comments

A3

Vehicle Profiles

19m AV



Ingress



Egress

HRV

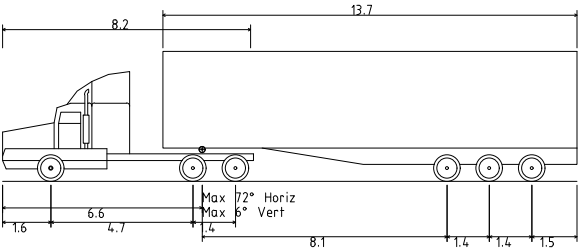


Ingress



Egress

17.2m AV



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Overall Body Height	0.418m
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P1	19/01/21	FOR INFORMATION	SW	AM



PROJECT
New Sydney Fish Markets
Main Works CTMP

DRAWING TITLE
Access Routes - Braodway / Abercrombie
Street / Wattle Street
19M Articulated Vehicle

CLIENT Multiplex
DRAWING # PTC-005
PROJECT # 3051
SCALE 1 : 500

PRELIMINARY

REV 7



comments

A3

Vehicle Profiles

19m AV



Ingress



Egress

HRV

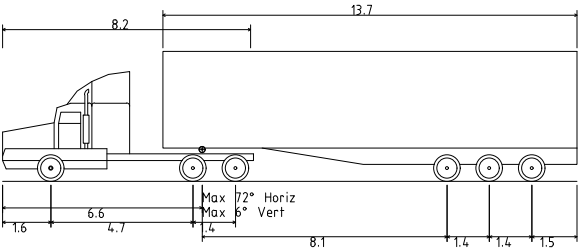


Ingress



Egress

17.2m AV



AV - Articulated Vehicle	
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PROJECT
New Sydney Fish Markets
Main Works CTMP

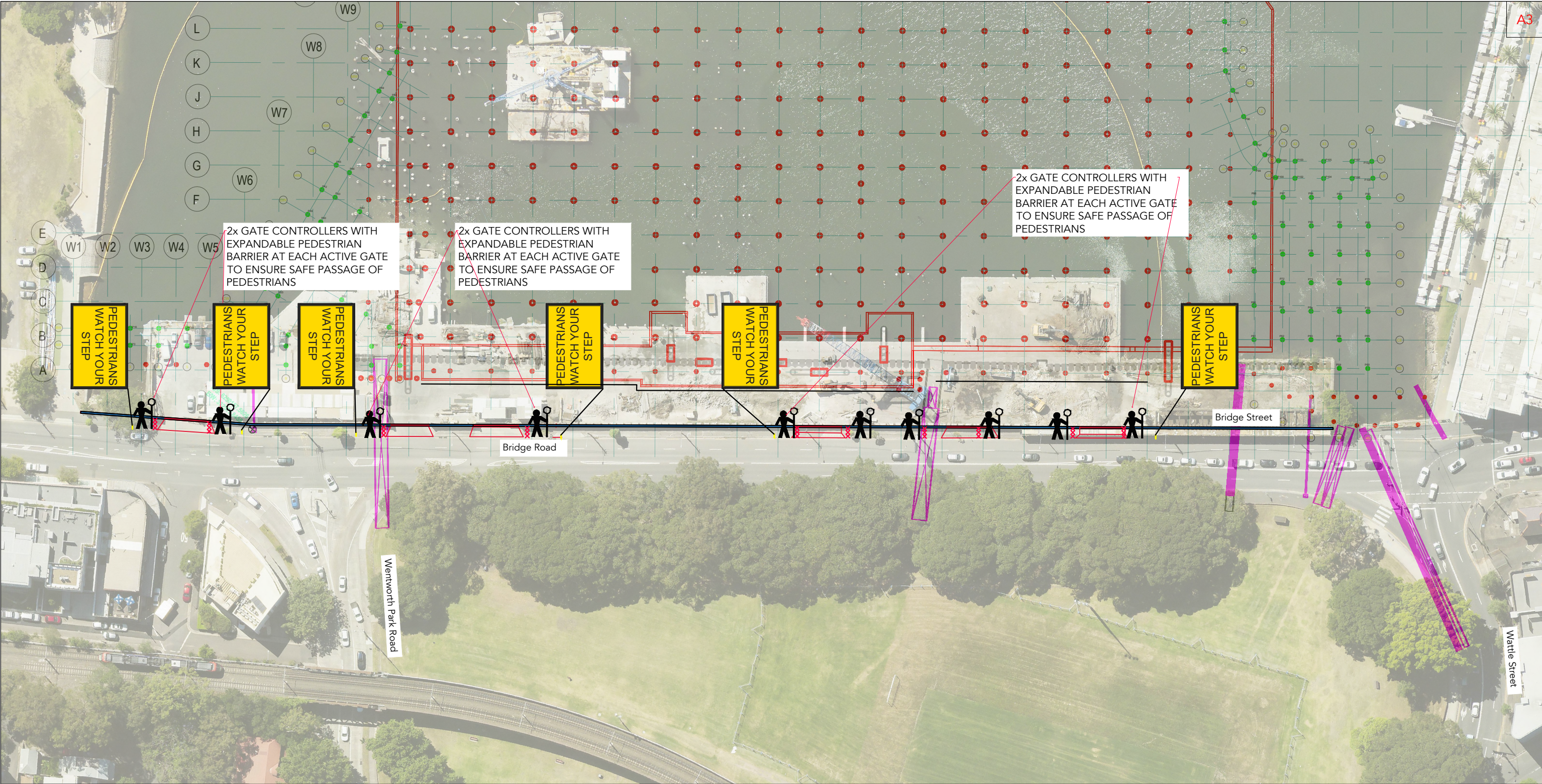
DRAWING TITLE
Access Routes - Western Distributor / Bridge
Road
19M Articulated Vehicle

CLIENT Multiplex
DRAWING # PTC-006
PROJECT # 3051
SCALE 1 : 500

PRELIMINARY

REV 7

Appendix C Traffic Guidance Schemes (TGSs)



comments

SITE NOTES:
S1. Maintain pedestrian access along formed pathway around the site.
S2. Work site to be fenced to prevent unauthorised access.

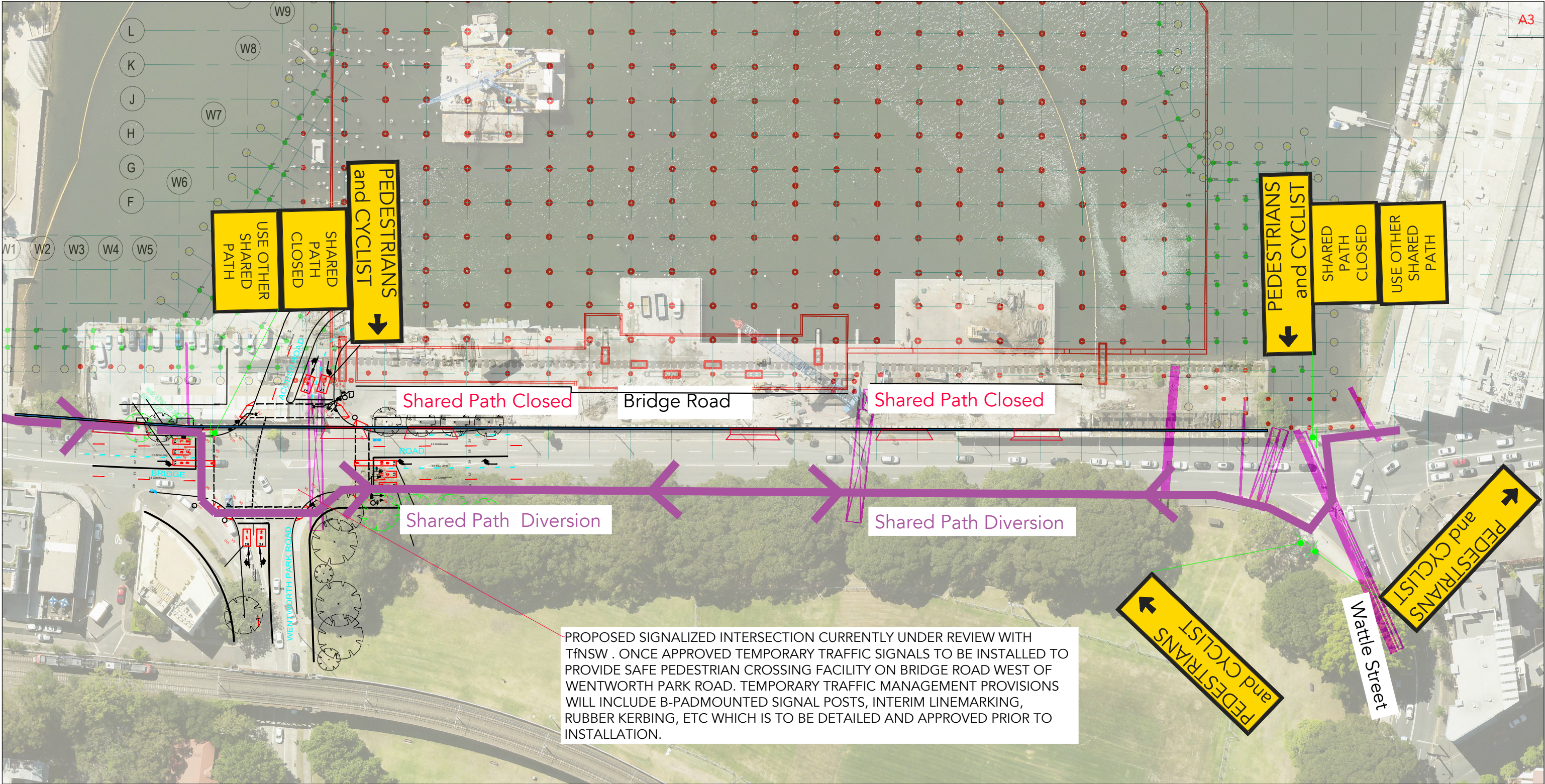
GENERAL NOTES:
G1. All signed to be clearly visible throughout the works and monitored.
Signs can be mounted if required on posts to be visible above parked cars. Signs to be coordinated on site to ensure they are clearly visible.
G2. All signs to be size A.
G3. All signs to be visible when workers are in the area and covered when workers are not present.

G4. Signs to be in accordance with RMS Traffic Control at Worksites (TCAWS) Manual and AS1742.3 Traffic Control for Works on roads.
G5. RMS/Council approvals to be obtained prior to implementation.
G6. This TCP is based on TCAWS Manual and is to be set up by qualified traffic controllers (Yellow card). Any alterations on site to this TCP is to be documented and rerecorded by qualified personnel with a Red/Orange card.

 Gate Controller & Expandable Pedestrian Barrier
Gate controller to extend pedestrian barrier while trucks enter and / or exit the site



ptc. Suite 502, 1 James Place North Sydney NSW 2060 t +61 2 8920 0800 ptcconsultants.co	REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED		PROJECT New Sydney Fish Markets Main Works CTMP	DRAWING TITLE Site Construction Pedestrian Management (Pre Signalization)	CLIENT	Multiplex	PRELIMINARY REV 7
	7	05/05/21	FOR INFORMATION	JM	SW				DRAWING #	PTC-010	
	6	22/04/21	FOR INFORMATION	JM	SW				PROJECT #	3051	
	5	13/04/21	FOR INFORMATION	JM	SW				SCALE	1 : 1000	
	4	01/04/21	FOR INFORMATION	JM	SW						



comments

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
7	05/05/21	FOR INFORMATION	JM	SW
6	22/04/21	FOR INFORMATION	JM	SW
5	13/04/21	FOR INFORMATION	JM	SW
4	01/04/21	FOR INFORMATION	JM	SW
3	12/02/21	FOR INFORMATION	JM	SW
P2	02/02/21	FOR INFORMATION	JM	SW
P1	19/01/21	FOR INFORMATION	SW	AM



PROJECT
New Sydney Fish Markets
Main Works CTMP

DRAWING TITLE
Site Construction
Shared Path Diversion
(Temporary Signalisation)

CLIENT Multiplex
DRAWING # PTC-011
PROJECT # 3051
SCALE 1 : 1000

PRELIMINARY
REV 7

SITE NOTES:

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5	13/04/21	FOR INFORMATION	JM	SW
4	01/04/21	FOR INFORMATION	JM	SW
3	12/02/21	FOR INFORMATION	JM	SW
P1	02/02/21	FOR INFORMATION	JM	SW
REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED

PROJECT

New Sydney Fish Markets
Main Works CTMP

DRAWING TITLE

Concept TCP

DRAWING KEY

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CLIENT	Multiplex
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DRAWING # PTC-012

PROJECT # 21-3051

SCALE 1 : 500

PRELIMINARY

REV 7

2x GATE CONTROLLERS WITH
EXPANDABLE PEDESTRIAN
BARRIER AT EACH ACTIVE GATE
TO ENSURE SAFE PASSAGE OF
PEDESTRIANS



SITE NOTES:

S1. Maintain pedestrian access along formed pathway around the site.
S2. Work site to be fenced to prevent unauthorised access.

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5	13/04/21	FOR INFORMATION	JM	SV
4	01/04/21	FOR INFORMATION	JM	SV
3	12/02/21	FOR INFORMATION	JM	SV
P1	02/02/21	FOR INFORMATION	JM	SV
REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEW

PROJECT

New Sydney Fish Markets Main Works CTMP

DRAWING TITLE

Concept TCP

DRAWING KEY

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DRAWING # PTC-013

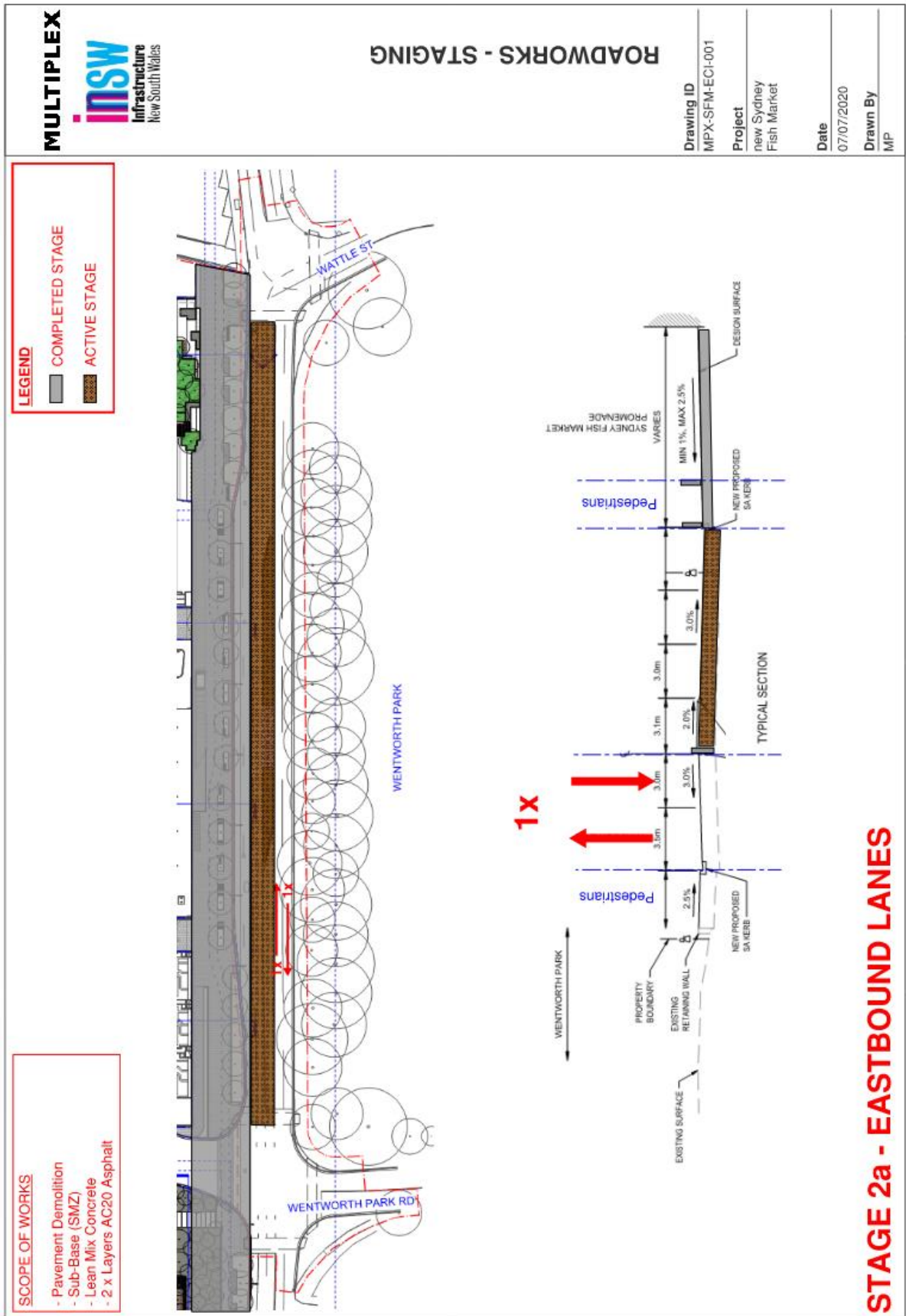
PROJECT # 21-3051

SCALE	1 : 500
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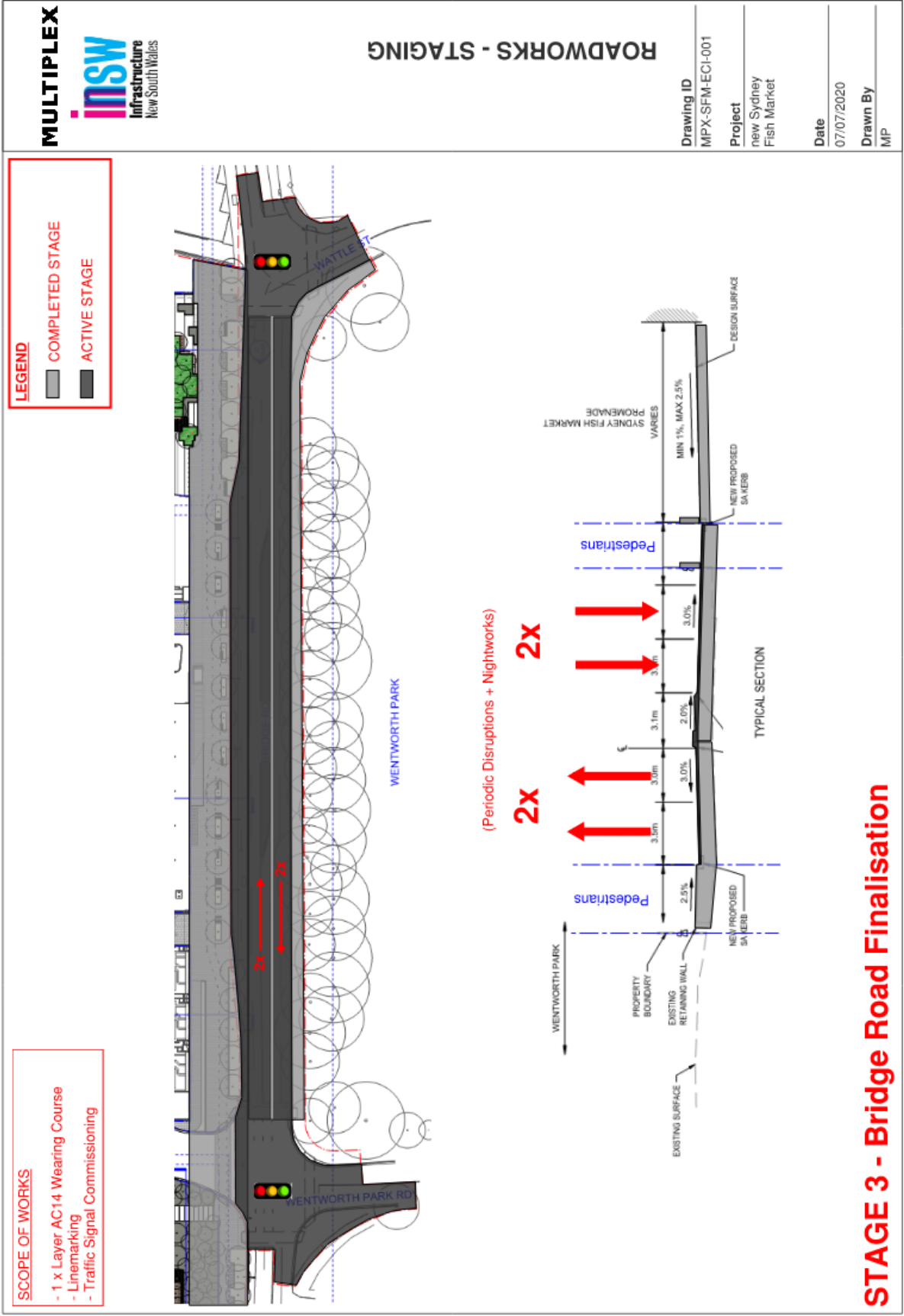
PRELIMINARY

REV 7

Appendix D Preliminary Civil Works Staging Plan



[illegible]



Appendix E Addendum 1 – MOD 7

SSD8925–MOD7 Sediment Capping Construction Pedestrian & Traffic Management Plan Addendum 1

2 March 2022
Anthony Toomeh
Multiplex
135 King Street
Sydney NSW 2000

Dear Anthony

In line with required documentation for Section 4.55(1a) Modification Application associated with the New Sydney Fish Markets (SSD8925-MOD7), the following is an assessment of the construction traffic associated with the sediment capping works.

This addendum provides clarification and comparison of the previous construction traffic assessments with the construction traffic related to the sediment capping.

1. Background and previous reports

The discussions in this Addendum reference ptc., *Construction Pedestrian & Traffic Management Plan, Sydney Fish Markets Rev 4*, 25 May 2021 (CPTMP Rev 5).

The CPTMP has been progressively updated and approved as revisions were required in accordance with Transport for NSW, *Traffic Control at Work Sites*, Issue No.6.0, 14 September 2020—"After approval, the PWZTMP qualified person must update the TMP and other relevant documents such as traffic staging drawings and TGS in accordance with Section 8.2 Record keeping of TTM documentation." This Addendum comprises the update for MOD7.

2. CPTMP comparison

In subsequent MODs following the issue of CPTMP Rev 5, approved revisions of the maximum forecast truck volume were 60 trucks per day.

This Addendum to the CPTMP—including the MOD7 changes—includes the proposed land based installation component of the sediment capping stage of works for a maximum expected duration of 4-8 weeks from August 2022 to September 2022. Table 2 shows that the average forecast trucks per day (50) does not exceed the maximum average for standard operations or additional specific operations.

Table 1: CPTMP Rev 5 Construction traffic loading

Activity	Period	Average Trucks per day
Standard Operations	Apr 2021 – May 2024	60

Table 2: CPTMP Additional loading for specific operations

Activity	Period	Average Trucks per day
SFM Works -Large Concrete Pour	Aug 2022 – Aug 2023	60
Bridge Road WAD Works - Stage 2	Feb 2023 – Sep 2023	35
Bridge Road WAD Works - Stage 3	Sep 2023 – Apr 2024	35
Sediment capping (land based installation)	Aug 2022 – Sep 2022	50

3. Quantitative assessment of the Sediment capping truck volumes

By utilising a marine placement strategy for 80% of the sediment capping works at Glebe Island, the number of trucks required to arrive at the New Sydney Fish Markets (NSFM) site is greatly reduced. The total number of trucks required to deliver the required material to the NSFM site is 1,000 trucks. Assuming the forecast delivery at a rate of 50 Trucks per day means the works will take a minimum of 20 days.

During this period, standard operations would have otherwise resulted in 60 trucks per day arriving at the NSFM site—as forecast in the approved CPTMP Rev 5. Therefore, 10 trucks less per day will access the site over the 20 day sediment capping works period, which results in a reduction of the traffic volume based on the proposed works.

3.1. Conclusion

For the two month duration of the sediment capping works associated with SSD8925-MOD7, the following statements can be concluded from this analysis:

- Maximum average daily truck volume does not exceed the previously approved maximum for any stage of the SFM project.
- Hourly truck volumes do not exceed the previously approved maximum for any stage of the SFM project.
- The forecast construction traffic generation is less than the number of trips generated and assessed for the operational phase of the development.

Therefore, with the measures described in the CPTMP in place, the construction activity is anticipated to have minimal impact to the daily activities within the vicinity of the site and an overall reduction of traffic volumes during the sediment capping works period.

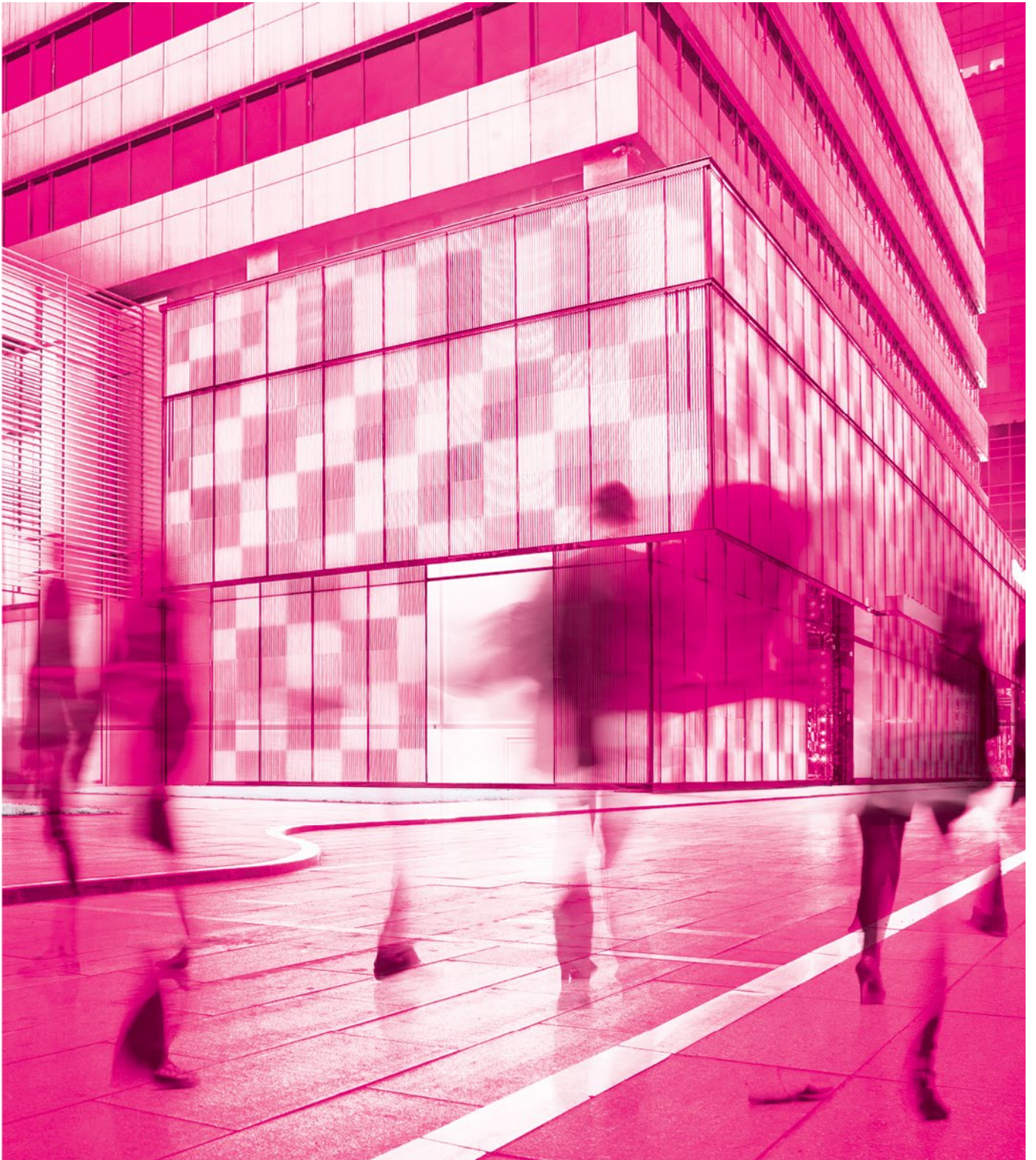
Further, it is envisaged that the CPTMP will be continually reviewed and amended if required, due to changes in design, TfNSW, the City or any other authority requirements. Should any changes be made, they will need to be reviewed and approved by the City and TfNSW.

Yours faithfully



Dan Budai
Project Director

Appendix F MOD 7 Transport Assessment



Transport Assessment

new Sydney Fish Markets,
Glebe Island Sediment Capping
Operations

For Multiplex

1 April 2022

**parking;
traffic;
civil design;
wayfinding;**

ptc.

Document Control

new Sydney Fish Markets, Glebe Island Sediment Capping Operations

Transport Assessment

Issue	Date	Issue Details	Author	Reviewed	For the attention of
1	31/03/2022	Draft	David Kui	Dan Budai	Anthony Toomeh
2	1/04/2022	Final	David Kui	Dan Budai	Anthony Toomeh

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Contents

1	Background Information	4
1.1	Scope	
1.2	Location	4
1.2.1	Main nSFM Site	4
1.2.2	Glebe Island Site	5
1.3	Proposal	6
1.3.1	Hours of Operation	6
1.3.2	Traffic Generation	6
2	Transport Environment	7
2.1	Road Hierarchy	7
2.1.1	City West Link Road (MR650)	8
2.1.2	James Craig Road	8
2.1.3	The Crescent (MR666)	8
2.1.4	Victoria Road (MR165)	8
2.1.5	Sommerville Road	8
2.2	Public Transport	9
2.2.1	Bus Services	9
2.2.2	Light Rail	9
2.3	Active Transport	10
2.3.1	Walking	10
2.3.2	Cycling routes and facilities	10
3	Vehicular Access	11
4	Traffic Impact Assessment	12
4.1	Intersection Modelling	12
4.2	Intersection Performance	12
5	Summary and Conclusion	15

List of Figures

Figure 1: Main nSFM Site Location Plan (Source: Nearmap)	4
Figure 2: Loading site at Glebe Island	5
Figure 3: Road Classification (Source: TfNSW NSW Road Network Classifications)	7
Figure 4: Public Transport Network Surrounding the Site	9
Figure 5: Bicycle network (source: sydneycycleways.net)	10
Figure 6: Access and material installation at Glebe Island	11
Figure 7: SIDRA network diagram	13

List of Tables

Table 1: Ligh Rail Service Summary (Source: Transport NSW)	9
Table 2: Level of Service Criteria	12
Table 3: Intersection performance	13

1 Background Information

1.1 Scope

The purpose of this report is to provide a transport analysis and assessment of the impact of the Glebe Island operation associated with the sediment capping for the new Sydney Fish Markets (nSFM) project. The discussions in this report reference ptc., *Construction Pedestrian & Traffic Management Plan, Sydney Fish Markets Rev 4*, 25 May 2021 (CPTMP Rev 5) and *SSD8925-MOD7 Sediment Capping Construction Pedestrian & Traffic Management Plan Addendum*, 1 March 2022.

1.2 Location

1.2.1 Main nSFM Site

The main nSFM site is located at the head of Blackwattle Bay between the Pyrmont Peninsula and the foreshore of Glebe, situated less than 2km west of Sydney's CBD and is partially within the City of Sydney Local Government Area.

The main site has a frontage to Bridge Road to the south and Blackwattle Bay to the north. Pyrmont Bridge Road is an arterial road that links to the Anzac Bridge to the north west of the site. Sydney Secondary College Blackwattle Bay Campus is immediately south west of the site and the existing fish market immediately north east. Located directly opposite the site to the south is Wentworth Park, separated by Bridge Road.



Figure 1: Main nSFM Site Location Plan (Source: Nearmap)

1.2.2 Glebe Island Site

The Glebe Island sediment capping loading site is located at Rozelle on Glebe Island and is surrounded by White Bay to the north, Johnston Bay to the east, and Rozelle Bay to the south. Glebe Island connects to mainland areas of Rozelle to its west. Road access to Glebe Island is provided via the City West Link and James Craig Road.

The port facility currently falls under the jurisdiction and management of the Port Authority of NSW. The site is legally described as Lot 10 under Deposited Plan 1170710. Glebe Island currently accommodates warehouses, manufacturing plants and low to mid-rise commercial office buildings. The port's two eastern berths (Berth 1 and Berth 2) are located along the length of the Island's south-eastern edge. Much of the Glebe Island's remaining eastern part is undeveloped and currently incorporates at-grade parking. The extent of the site is shown in Figure 1.

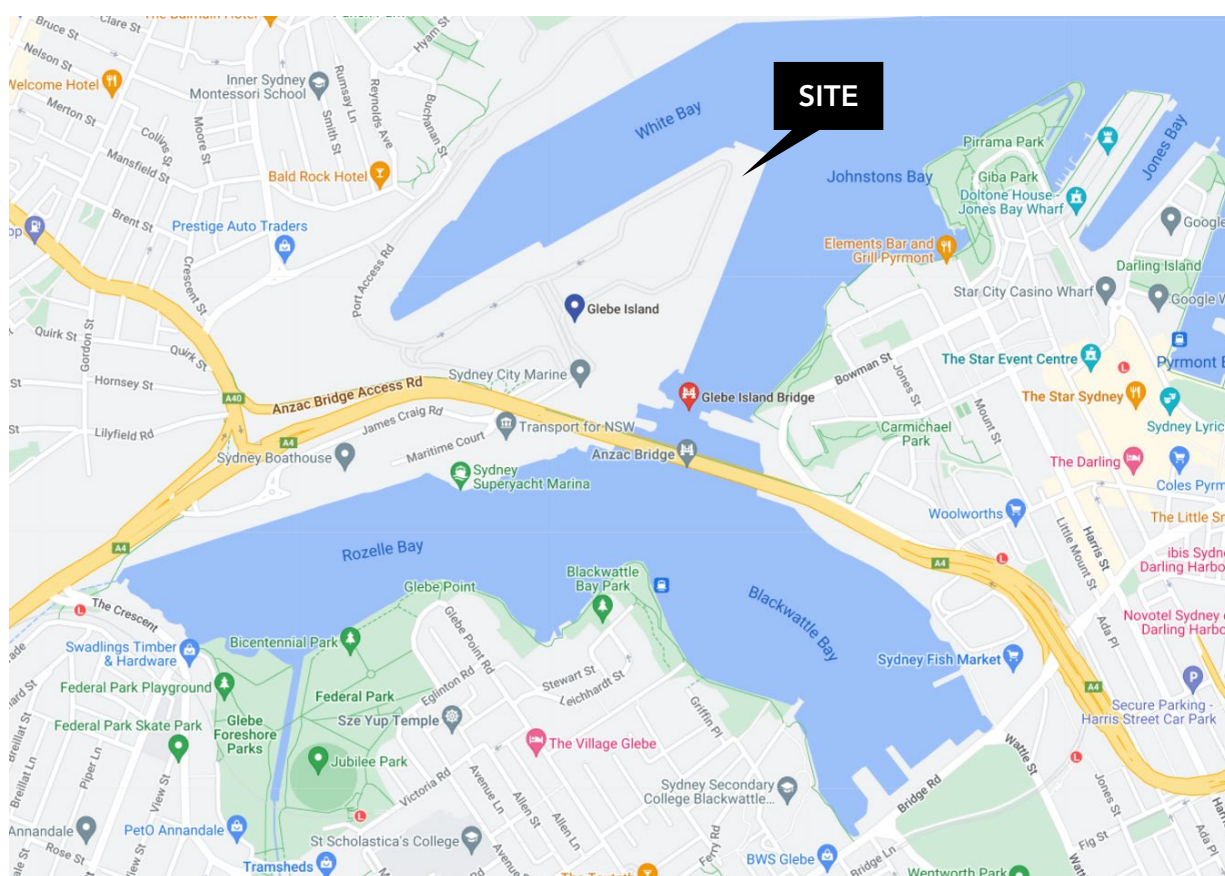


Figure 2: Loading site at Glebe Island

1.3 Proposal

In line with required documentation for Section 4.55(1a) Modification Application associated with the New Sydney Fish Markets (SSD8925-MOD7), the following is an assessment of the construction traffic associated with the sediment capping loading site works.

The existing area that is currently in use by INSW/Multiplex at the Glebe island facility for the NSFM works would be used to deliver VENM sand material is delivered to stockpiles that are then loaded onto hopper barges via excavators prior to their arrival at the NSFM Site for marine placement.

1.3.1 Hours of Operation

The marine based placement loading at Glebe Island will take place from April 2022 to July 2022 and access to the site will be limited to the following hours of operations:

Monday – Friday: 6:00am to 7:00pm

Saturday: 6:00am to 5:00pm

Any access required to the site outside of these hours will be subject to prior Port Authority of New South Wales notification and approval.

1.3.2 Traffic Generation

The expected trip generation has been provided by Multiplex and includes the average vehicle movements per day. Vehicle movements during the morning and evening peaks are expected to be minimised where possible.

The average daily truck volume expected to access the site is 60. Therefore, spread out over the hours of operation, the volume during the network AM and PM peaks would be reduced significantly.

2 Transport Environment

2.1 Road Hierarchy

The subject site lies in the suburb of Yagoona and is primarily serviced by a state road (Rookwood Road) and local roads (Boardman Street and Graf Avenue).

A summary of the State, Regional and Council managed local roads serving the site is presented in Figure 3.



Figure 3: Road Classification (Source: TfNSW NSW Road Network Classifications)

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

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

Within the vicinity, the road network serving the site includes:

2.1.1 City West Link Road (MR650)

City West Link Road is a major four-lane divided classified road providing connections to the Anzac Bridge, Victoria Road and the wider classified road network. It is used as a major link between the inner west suburbs of Sydney and the Sydney CBD. The route is signed at 70km/h in both directions.

2.1.2 James Craig Road

James Craig Road is a two lane undivided road providing access for business on Glebe Island to the wider classified road network. Glebe Island contains several bulk good facilities which store refined sugar, gypsum and cement. These facilities use the internal road network of Glebe Island via James Craig Road to distribute these goods by truck to a variety of locations in the Sydney Basin. The route is signed at 50km/h. There is a shared cycling and pedestrian path along the northern footpath.

2.1.3 The Crescent (MR666)

There are two sections to The Crescent. One is an east-west link which is the continuation of City West Link Road to Victoria Road and the other segment provides a north south link between City West Link and nearby suburbs such as Annandale, Forest Lodge and Glebe.

East-west: Between the Victoria Road and City West Link, The Crescent is a ten lane classified road. The Crescent is the key link for vehicles using James Craig Road as it provides access to the wider classified road network. The segment is signed at 70km/h. There is an off-road pedestrian / cycling footpath along the south-eastern side of The Crescent.

North-south: At the intersection of The Crescent and the City West Link, The Crescent comprises five traffic lanes. Three turning lanes provide east-west access and two lanes provide southbound access. South of the Light Rail overpass The Crescent is a two lane undivided classified road providing connection to the City West Link and the Anzac bridge as well as Inner West Suburbs. Majority of The Crescent includes parking lanes on both sides of the road. The route is signed at 60 km/h.

2.1.4 Victoria Road (MR165)

Victoria Road is a major six lane divided classified road. There is an additional parking lane eastbound that operates as a bus lane between 6 am and 10 am, Monday to Friday. Additionally, there are clearways in operation in both directions along Victoria Road. Victoria Road provides connections to the Anzac Bridge, The Crescent and the wider classified road network. It is used as a major east-west link between the inner west, North West and the Sydney CBD. The route is signed at 60km/h in both directions.

2.1.5 Sommerville Road

Sommerville Road is a minor two lane road. Sommerville Road provides access to the internal road network within Glebe Island. It is the main access route between James Craig Road and Glebe Island. There is a ramp that links Sommerville Road to the Anzac Bridge pedestrian and cycling facilities. The ramp provides to Glebe Island and James Craig Road for pedestrian and cyclists. It is signposted at 30km/h for trucks, and a 50km/h speed zoning applies to all other vehicles.

2.2 Public Transport

2.2.1 Bus Services

Sydney buses operate a number of services along Victoria Road. Victoria Road is a main bus corridor providing links to the Inner West, Sydney CBD and the North West. There are 17 services that stop some 1 kilometre (15 minute walk) from the proposed site location. Standard transport planning guidelines suggests that stops located within 400m of the subject site are advantageous to users of bus services. The large number of services stopping along the route results in a bus approximately every 5 minutes or less during the peak periods. The services operating along the route include: 441, 442, 500, 501, 502, 504, 505, 506, 507, 508, 510, 515, 518, 520, L37, M50, and M52. The bus routes in the vicinity of the site are shown in Figure 4.

2.2.2 Light Rail

Rozelle Bay is the nearest light rail station, located approximately 1.1 km west of the site. The proposed site is located some 1.1 km from Rozelle Bay Light Rail stop. Rozelle Bay station is serviced by the Dulwich Hill line which provides services between Dulwich Hill and Central. The number and frequency of light rail services operating during peak hours is shown in Figure 4.

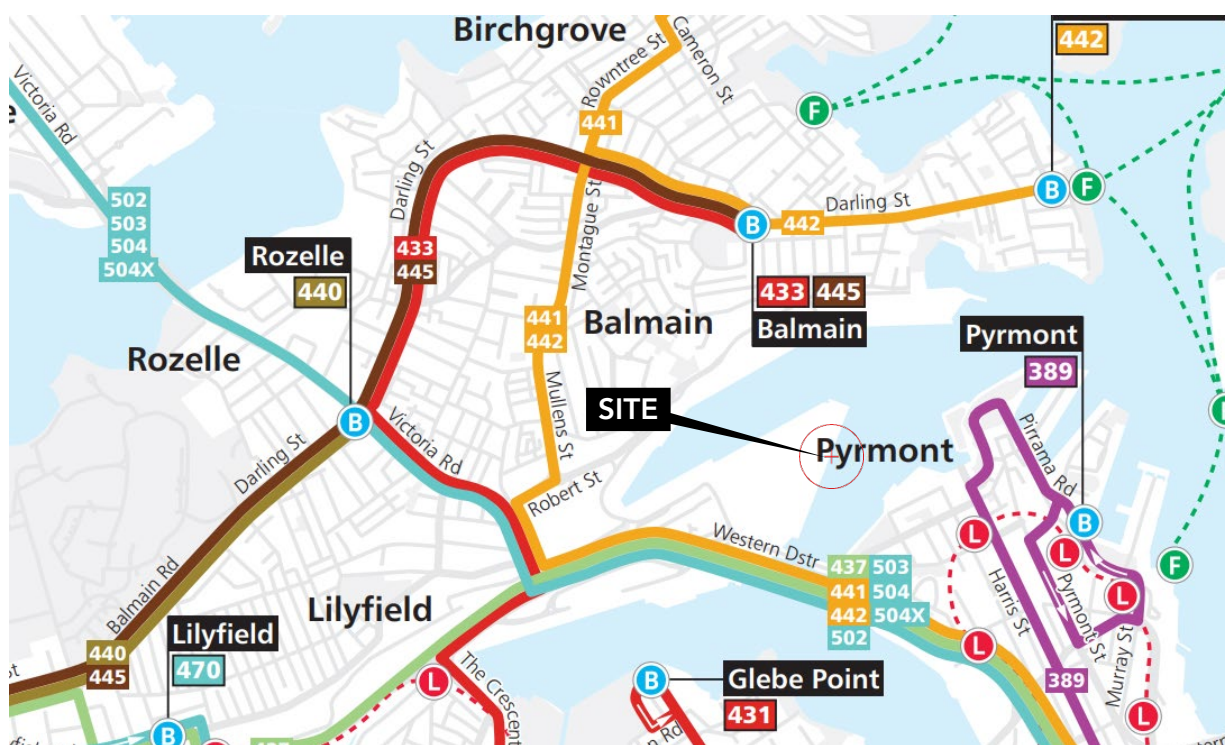


Figure 4: Public Transport Network Surrounding the Site

Table 1: Light Rail Service Summary (Source: Transport NSW)

Destination	AM Peak (07:00 – 09:00)	PM Peak (16:00 – 18:00)
To Central	Every 7-8 minutes 8 services per hour	Every 7-8 minutes 8 services per hour
To Dulwich Hill	Every 7-8 minutes 8 services per hour	Every 7-8 minutes 8 services per hour

The development is well serviced by buses, with regular services, and therefore provides an alternative mode share option for workers accessing the site.

2.3 Active Transport

2.3.1 Walking

The site has reasonably good pedestrian access. There are a number of routes that provide safe pedestrian access to the proposed site. These include:

- Footpaths along the Anzac Bridge with a walkway down to Sommerville Road
- Footpath access along James Craig Road and The Crescent
- Footpath access along Victoria Road.

2.3.2 Cycling routes and facilities

The site has excellent cycling access. There are a number of off-road cycling routes within the area. The available cycling routes and facilities are illustrated in Figure 4 below.

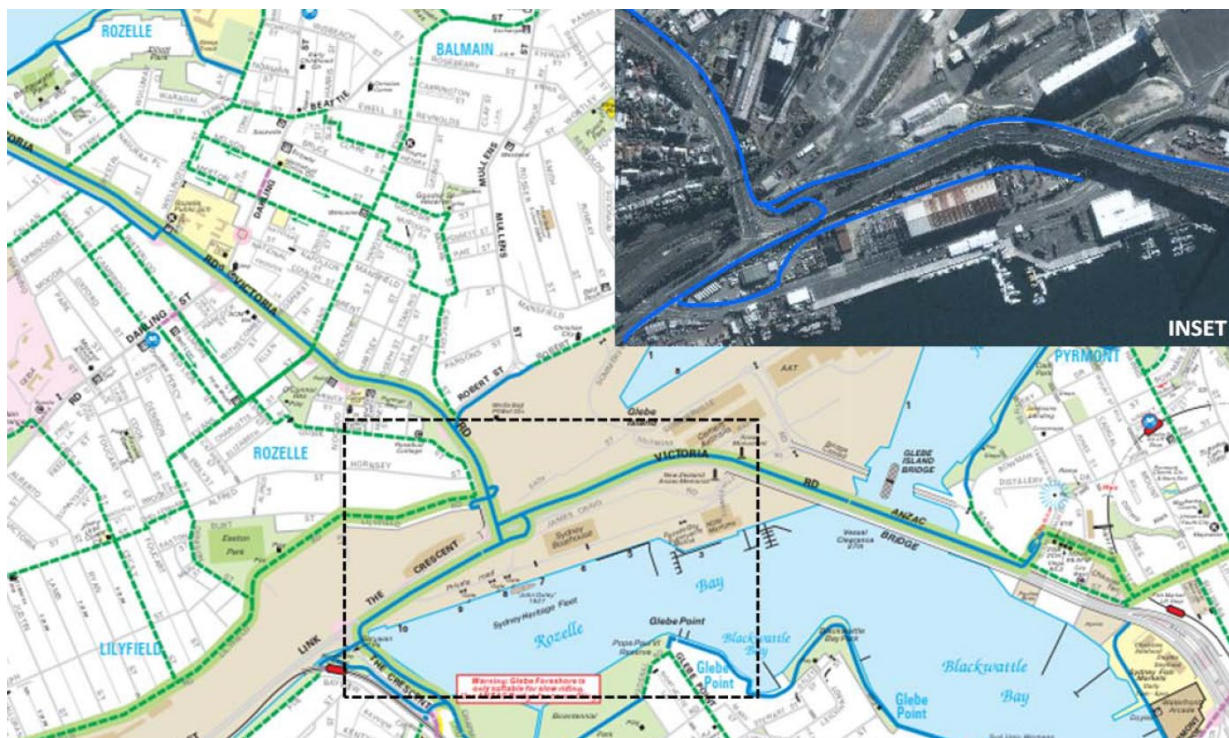


Figure 5: Bicycle network (source: sydneycycleways.net)

3 Vehicular Access

The proposed access arrangement incorporates a single access point to the site from James Craig Road. Internally, operations and layout are shown in Figure 6. The process will involve:

- Float machines to project area
- Placement of concrete barriers to perimeter of the stockpile area
- Lining the barriers with geofabric material for sediment control and application of a ship apron prior to loading.
- Importation of material and load barge with the stockpile height not exceeding 2m to ensure the 3.6t/m² UDL of Glebe Island is not exceeded.
- Removal of the ship apron, cleaning and repeating for reloading, use of street sweeper truck as required.

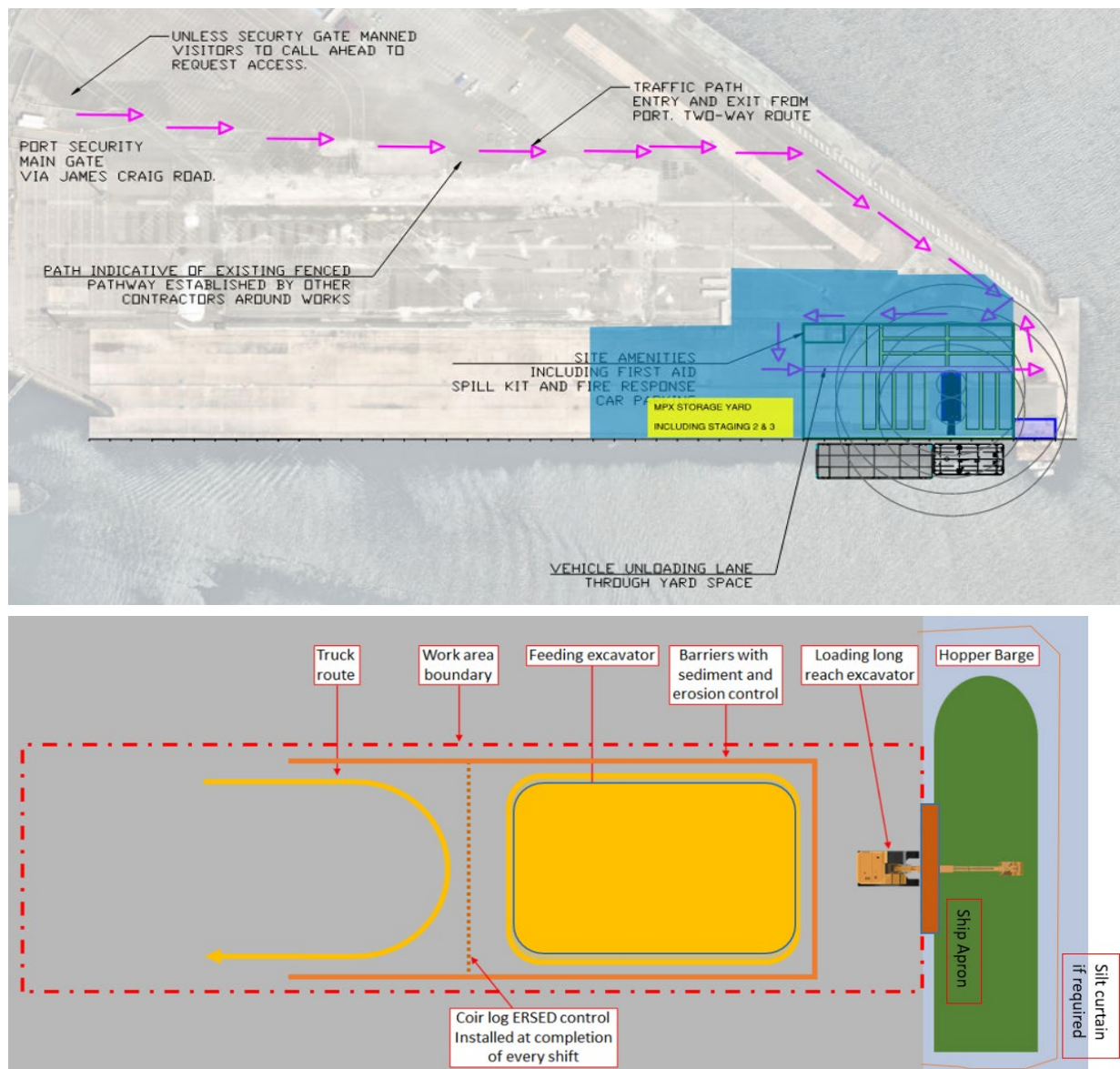


Figure 6: Access and material installation at Glebe Island

4 Traffic Impact Assessment

4.1 Intersection Modelling

In order to confirm the operation of the intersections, previous SIDRA modelling undertaken for the Development Application associated with the Concrete Batching Plant on Glebe Island has been assessed. SIDRA presents a range of performance indicators (Level of Service, Average Delay, etc.). Typically, there are four performance indicators used to summarise the performance of an intersection:

- **Average Delay** – The average delay encountered by all vehicles passing through the intersection. It is often important to review the average delay of each approach as a side road could have a long delay time, while the large free flowing major traffic will provide an overall low average delay.
- **Degree of Saturation (DoS)** – The total usage of the intersection expressed as a factor of 1 with 1 representing 100% use/saturation (e.g. 0.8=80% saturation).
- **95% Queue lengths (Q95)** – is defined to be the queue length in metres that has only a 5% probability of being exceeded during the analysis time period. It transforms the average delay into measurable distance units.
- **Level of Service (LoS)** – This is a categorization of average delay, intended for simple reference. TfNSW adopts the following bands:

Table 2: Level of Service Criteria

Level of Service	Average Delay (secs/veh)	Traffic Signals, Roundabout	Give Way & Stop Signs
A	<14	Good operation	
B	15 to 28	Good with acceptable delays & spare capacity	Acceptable delays & spare capacity
C	29 to 42	Satisfactory	Satisfactory, but accident study required
D	43 to 56	Operating near capacity	Near capacity & accident study required
E	57 to 70	At capacity. At signals, incidents would cause excessive delays. Roundabouts require other control mode	At capacity, requires other control mode
F	>70	Extra capacity required	Extreme delay, major treatment required

4.2 Intersection Performance

The intersections within the vicinity of the site were modelled as part of a network in SIDRA in the weekday AM and PM peak hours. Traffic counts input into the model were collected pre-COVID. However, the Sydney road network has generally not yet returned to pre-COVID levels. Therefore, this is considered to be a conservative current assessment.

The SIDRA network diagram is shown in Figure 7 and the intersection performance for the road network during the AM and PM peak hours are shown in Table 3.

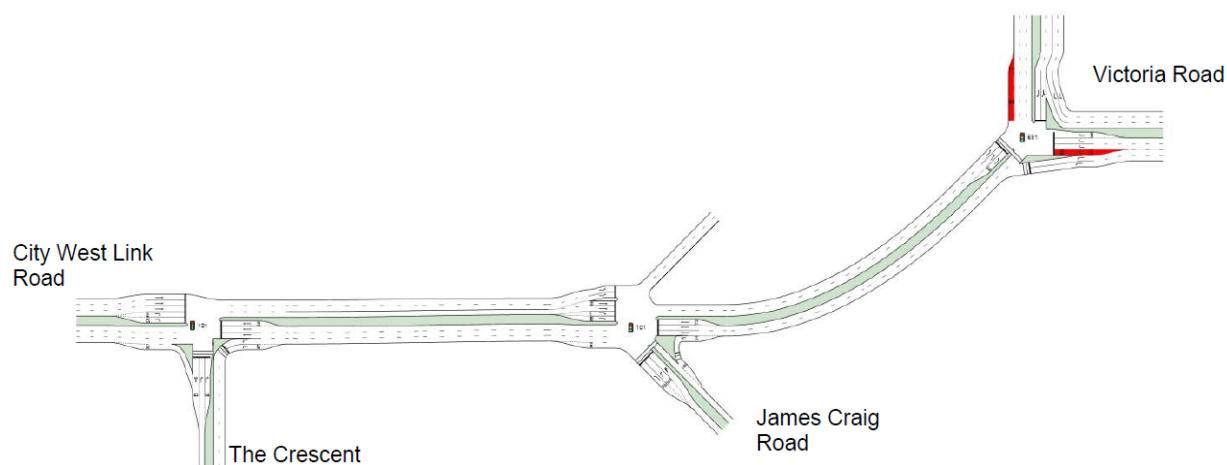


Figure 7: SIDRA network diagram

Table 3: Intersection performance

Scenario	Deg of Saturation	Ave Delay (sec)	95% Back of Queue (m)	Level of Service
Victoria Road / The Crescent				
Base Year without proposal AM Peak	0.863	23.7	304.14	B
Base Year without proposal PM Peak	0.993	31.8	507.1	C
The Crescent / James Craig Road				
Base Year without proposal AM Peak	0.935	11.9	293.8	A
Base Year with proposal PM Peak	0.970	10.0	178.1	A
The Crescent / City West Link Road				
Base Year without proposal AM Peak	1.009	47.0	493.3	D
Base Year with proposal PM Peak	0.886	29.5	218.8	C

The modelling shows that the intersections are currently operating with good/acceptable delays and spare capacity with the exception of The Crescent / City West Link Road which is operating near capacity.

Furthermore, it was found that Lane 3 is operating near capacity at a DOS of 0.983. However, James Craig Road is the minor road at this intersection accommodating about 3.5% of total traffic during the peak hour. As such, it is expected that priority be given the key east west movements along The Crescent.

Whilst there may be an increase in the number of heavy vehicles on the road during the operational period of the sediment capping, the impact of the forecast 60 trucks per day will be very low when considering that this will be spread of the entire day. Even a worst case of one truck per minute during the peak hours is not likely to uptake the spare capacity. In reality, the impacts on the surrounding road network are minimised as the proposed development has spread the arrival and departure of vehicles throughout the day.

Multiplex and **ptc.** are not privy to the transport details of developments currently either in the planning pathway or under construction in the vicinity of the site. Notwithstanding, based on our assessments throughout, we believe that due to the daily number of trucks proposed and their use, spread evenly throughout the approved working hours, and with the works only proposed for a limited duration (4-8 weeks in total), we anticipate negligible impact to the existing road network.

5 Summary and Conclusion

A transport analysis and assessment of the impact of the Glebe Island operation associated with the sediment capping for the new Sydney Fish Markets (nSFM) project has produced the following conclusions:

- Bus services and bus stops along Victoria Road are located about 1 km from the site. Similarly, the Rozelle bay light rail station is located about 1.1km from the subject site which is outside the standard 800 metre catchment distance providing options for mode shift away from private car use for workers.
- Currently, the precinct has very few people cycling and walking within the vicinity of the site despite the excellent cycling and pedestrian facilities in the surrounding area with a number of off-road cycling routes located nearby.
- By utilising a marine placement strategy for 80% of the sediment capping works at Glebe Island a forecast delivery rate to the Glebe Island site of 60 trucks per day has been assumed.
- The net vehicular impacts of the proposed development have been assessed using SIDRA intersection modelling software and show that largely, there will be minimal impact to the existing levels of traffic operations. The SIDRA intersection modelling forecasts indicate that all of the intersections operate with acceptable levels of service and spare capacity.
- The marine based placement loading at Glebe Island will take place from May 2022 to July 2022 and access to the site will have limited hours of operations. During this period, standard operations would have otherwise resulted in 60 trucks per day were arriving at the nSFM site—as forecast in the approved CPTMP Rev 5.