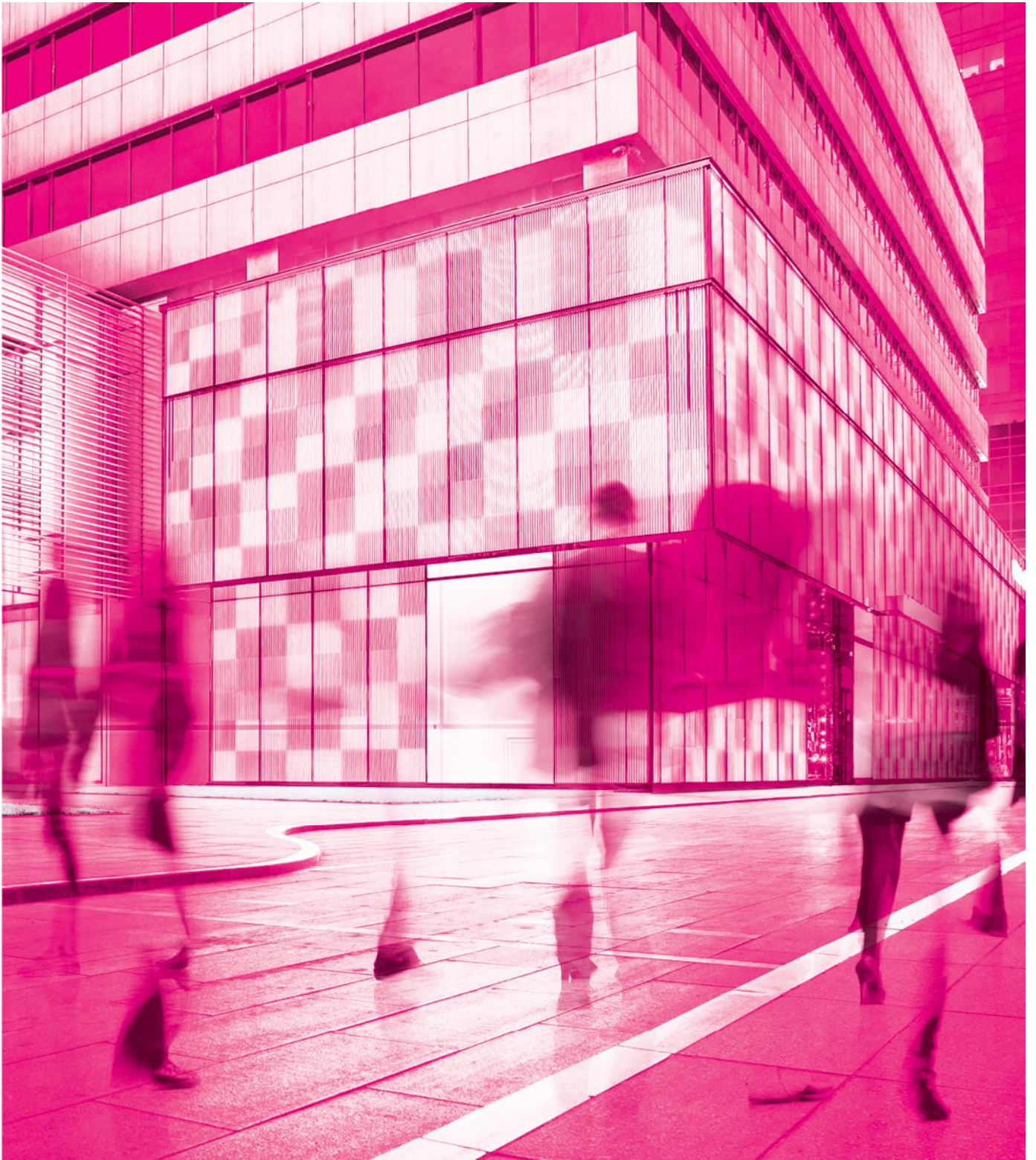




Construction Pedestrian & Traffic Management Plan

new Sydney Fish Markets

For Multiplex
4th April 2023

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

Document Control

new Sydney Fish Markets, Construction Pedestrian & Traffic Management Plan

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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.

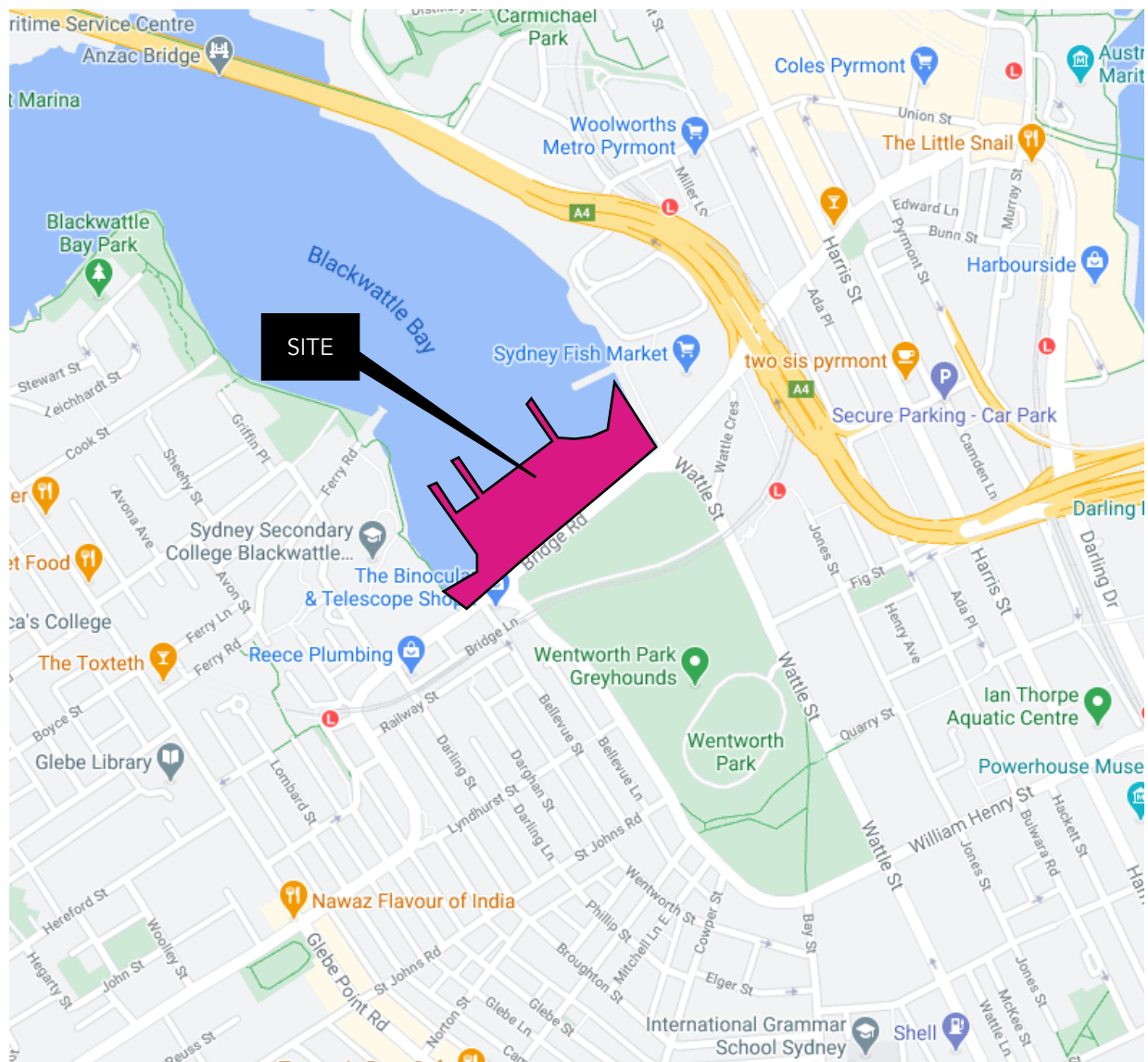


Figure 1: Site Location (Source: Google Maps)

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 **A** 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.

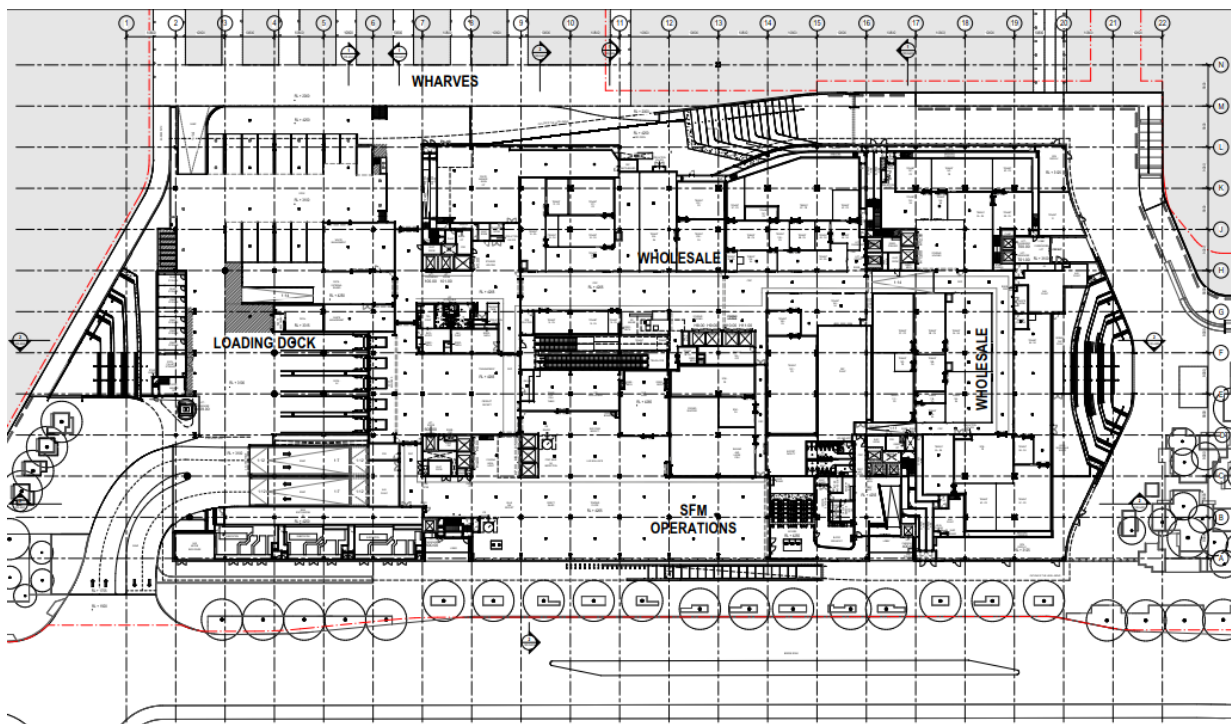


Figure 3: Site plan



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

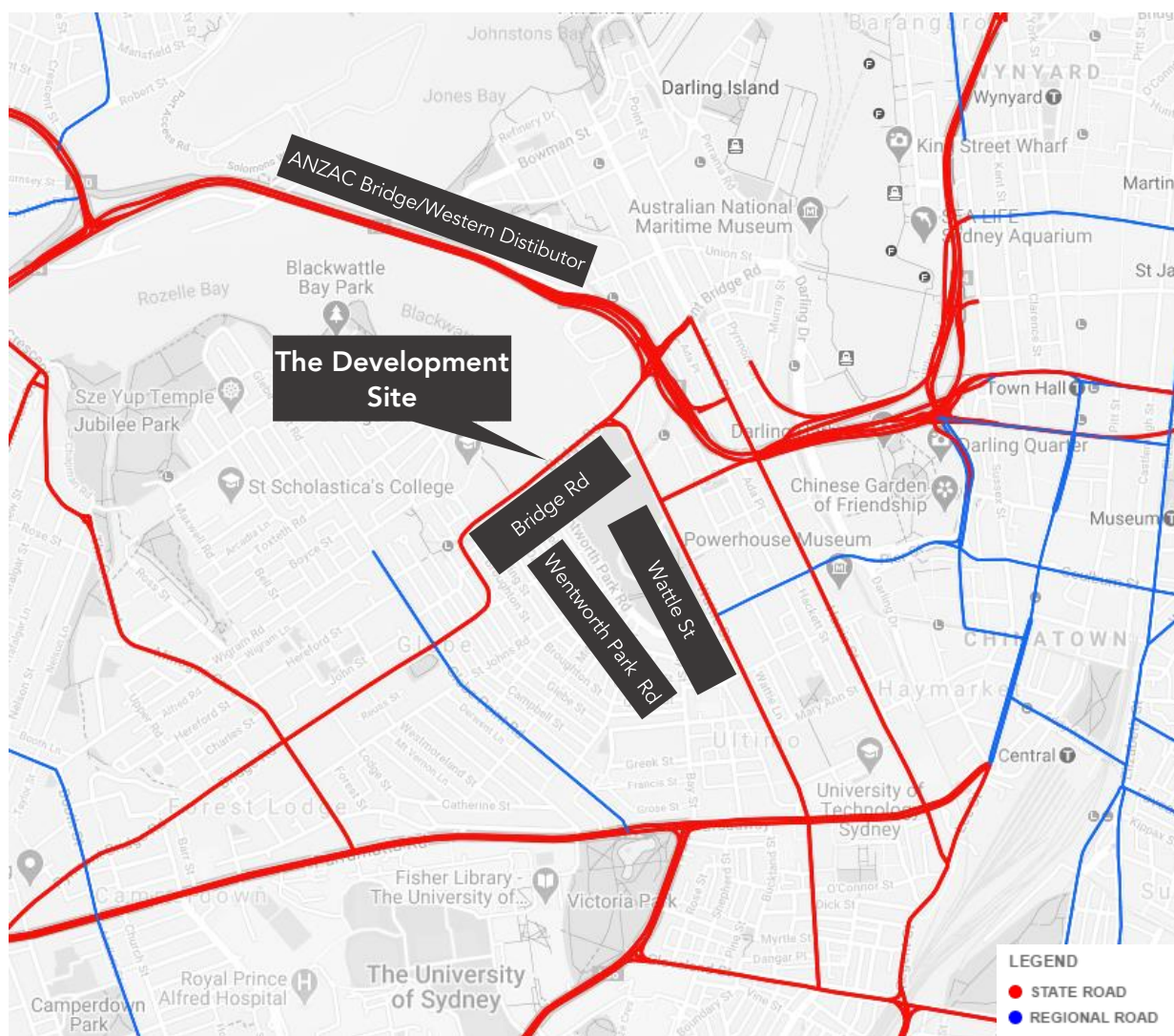


Figure 5: Road Hierarchy

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

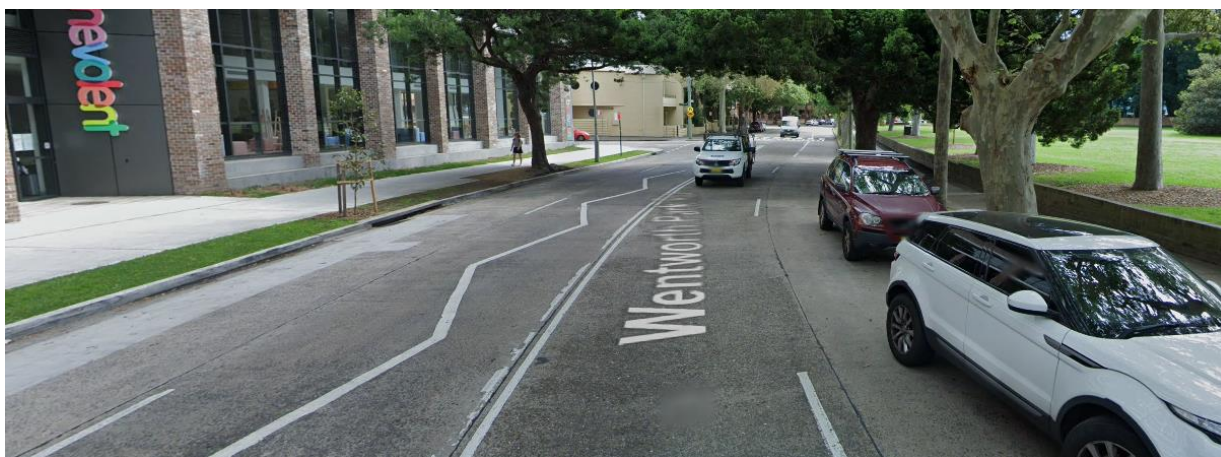


Figure 9: Street view of the Existing Road Network – Wentworth Road (Northbound)

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

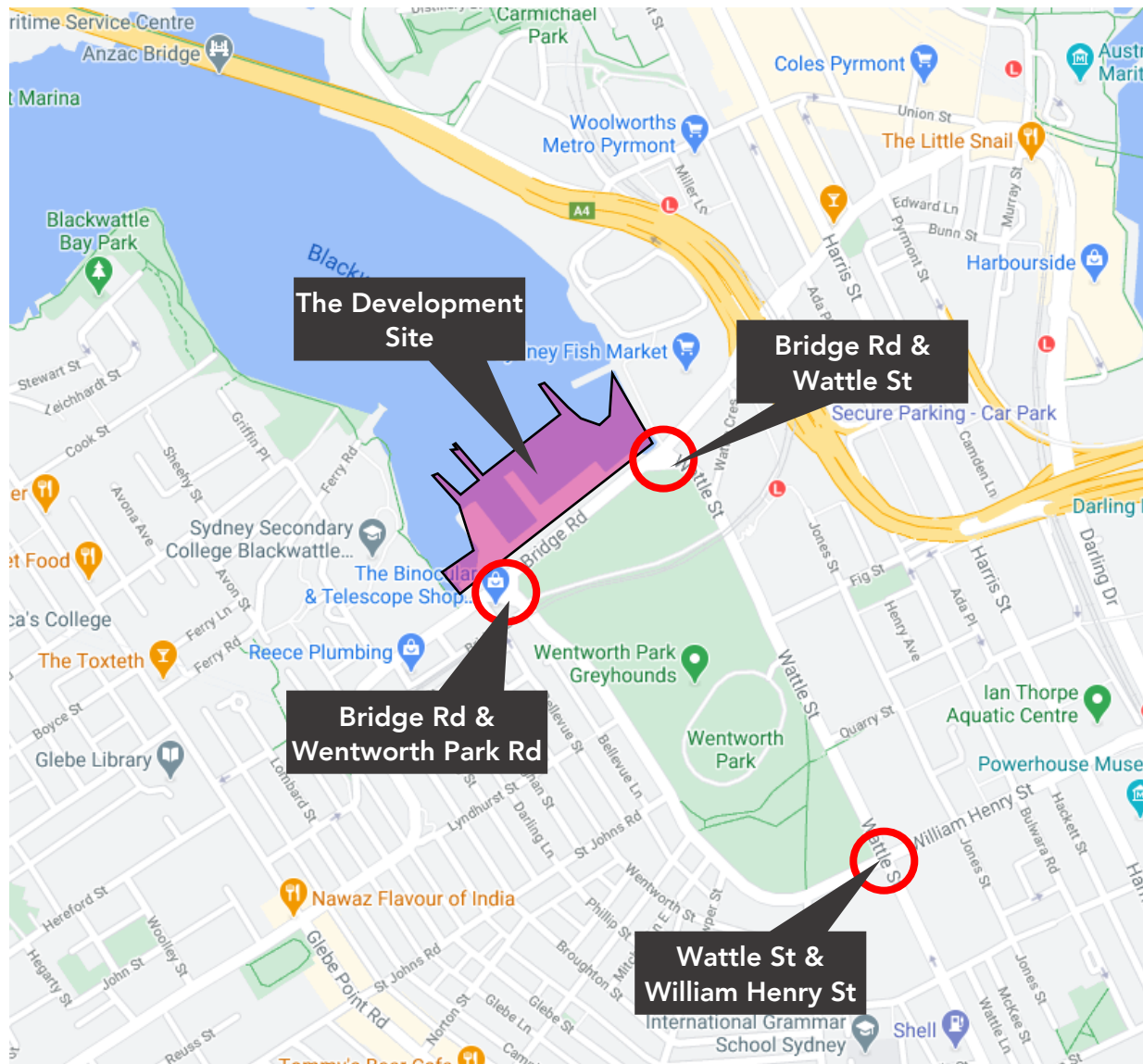


Figure 10: Key Intersections

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.

Some works will require operation outside of standard construction hours. This will be managed via a suite of authority protocols including TfNSW ROLs, CoS ROPs, Customer Journey Planning (CJP) consultation, supplemented with project specific requirements such as community and stakeholder consultation by the Community Consultative Committee (CCC).

The staging methodology nominates specific night time operations which may be supplemented periodically by other works in line with the above processes.

All subcontractors are inducted on to the site and will be informed of the working hours. In the case that a vehicle arrives / departs the site outside of the approved working hours, the vehicle will either be turned

away from the site or permitted to enter if this presents a safer option, and Multiplex will inform the subcontractors involved and re-induct the drivers where necessary.

5.2.1 Extended Hours

It is proposed to temporarily extend the approved work hours for an 8-month period when required to facilitate the pouring and finishing of a series of very large concrete slabs as part of the works in stages across the development.

Whilst these will be poured within the approved construction hours, the extended hours are being sought to mitigate adverse pouring conditions. The details of the extended hours are provided in Addendum 3 in Appendix H.

5.2.2 Out of Hours Work

Activities may be undertaken outside the standard construction hours in accordance with condition C4 as stipulated in the SSD 8925 MOD 9. Refer to Appendix H Addendum 3 - Extended Work Hours (ptc. CPTMP for new Sydney Fish Markets) for details.

5.2.3 Corrective Action Protocols

In the event that project personnel are found to have deviated from the protocols contained within this CPTMP, Multiplex will correct the activities in a manner deemed safe, to ensure compliance. Subsequently, Multiplex will identify the parties in question and take further corrective actions as appropriate (eg formal notifications, re-inductions and tool box talks).

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 as per Attachment A.

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 D.

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.

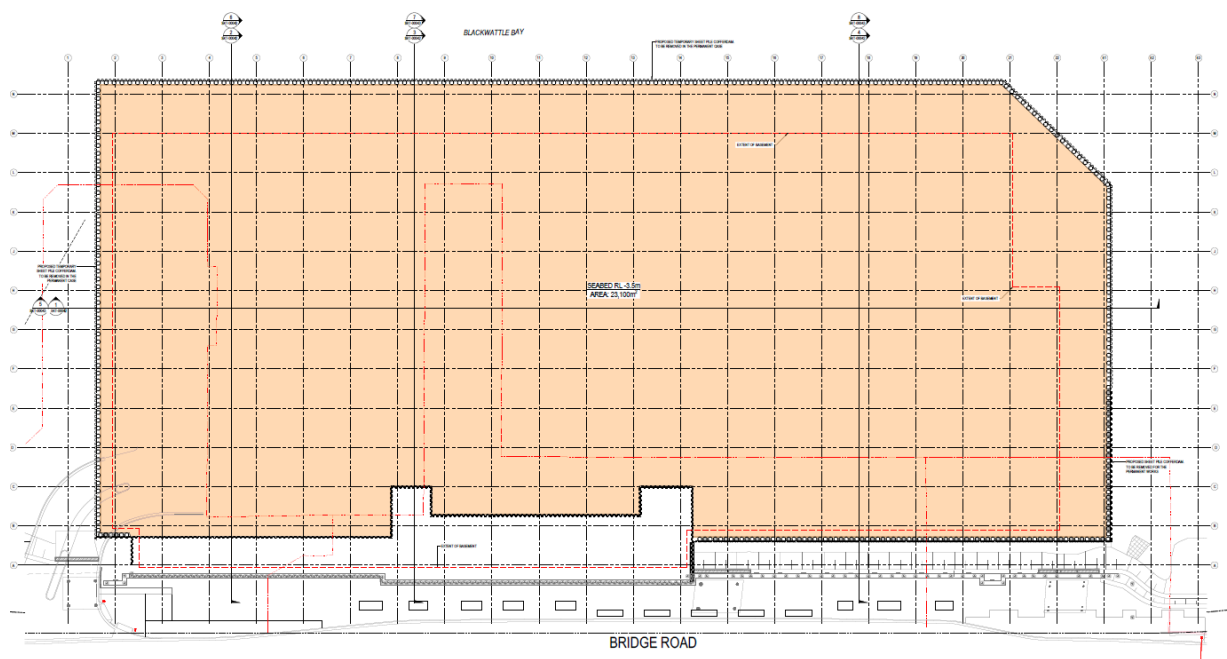


Figure 11: Cofferdam Profiling Plan

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.

5.5.2 11kV Power Supply Feeder Route

In line with required documentation for Development Consent associated with the new Sydney Fish Markets (SSD8925), an assessment of the construction traffic associated with the supply of 11kv power to the new site has also been conducted.

Whilst this work is not being conducted within the main site, Addendum 2 in Appendix G provides clarification and comparison of the previous construction traffic assessments with the construction traffic related to the 11kV supply feeder route due to scheduling overlap.

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 11kV Power Supply Feeder Route

Each phase in this sub-project will involve the use of a number of different vehicle types in relation to the various 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), Council and TfNSW prior to any delivery being undertaken.

Details of the number of each vehicle type per phase are included in Addendum 2 in Appendix G.

Taking into consideration that plant will be floated in and out at the beginning and end of each stage, the other vehicle trips will primarily be spread through the shifts, and the work will be mainly done at night except for the section through Darling Street, Railway Street, the impact on the road network will be minimal and the truck volumes are not required to be added to the combined main works volume.

5.6.3 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	Wentworth Park Road	Average no. of Trucks per day
Standard Operations	Apr 2021 – Jan 2023	19m Articulated vehicle	-	5	5	-	10
		Heavy Rigid Vehicle	15	15	20	-	50
Standard Operations	Jan 2023 – May 2024	19m Articulated vehicle	-	5	5	5	15
		Heavy Rigid Vehicle	15	15	20	15	65

Table 6: Additional loading for specific operations

Activity	Period	Vehicle Type	Bridge Road E/B	Bridge Road W/B	Wattle Street	Wentworth Park Road	Average no. of Trucks per day
Sydney Fish Market Works -Large Concrete Pour	Aug 2022 – Aug 2023	Heavy Rigid Vehicle	15	15	30	15	75
Bridge Road WAD Works - Stage 2	Jan 2022 – Dec 2022	Heavy Rigid Vehicle	10	10	15	10	45
Bridge Road WAD Works - Stage 3	Dec 2022 – May 2023	Heavy Rigid Vehicle	10	10	15	10	45

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 truck route diagram provided in figure 12 is indicative, and all truck access and egress routes shall be verified and confirmed suitable by the contractor.

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). These routes are shown in Figure 12.

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 Appendix B.

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

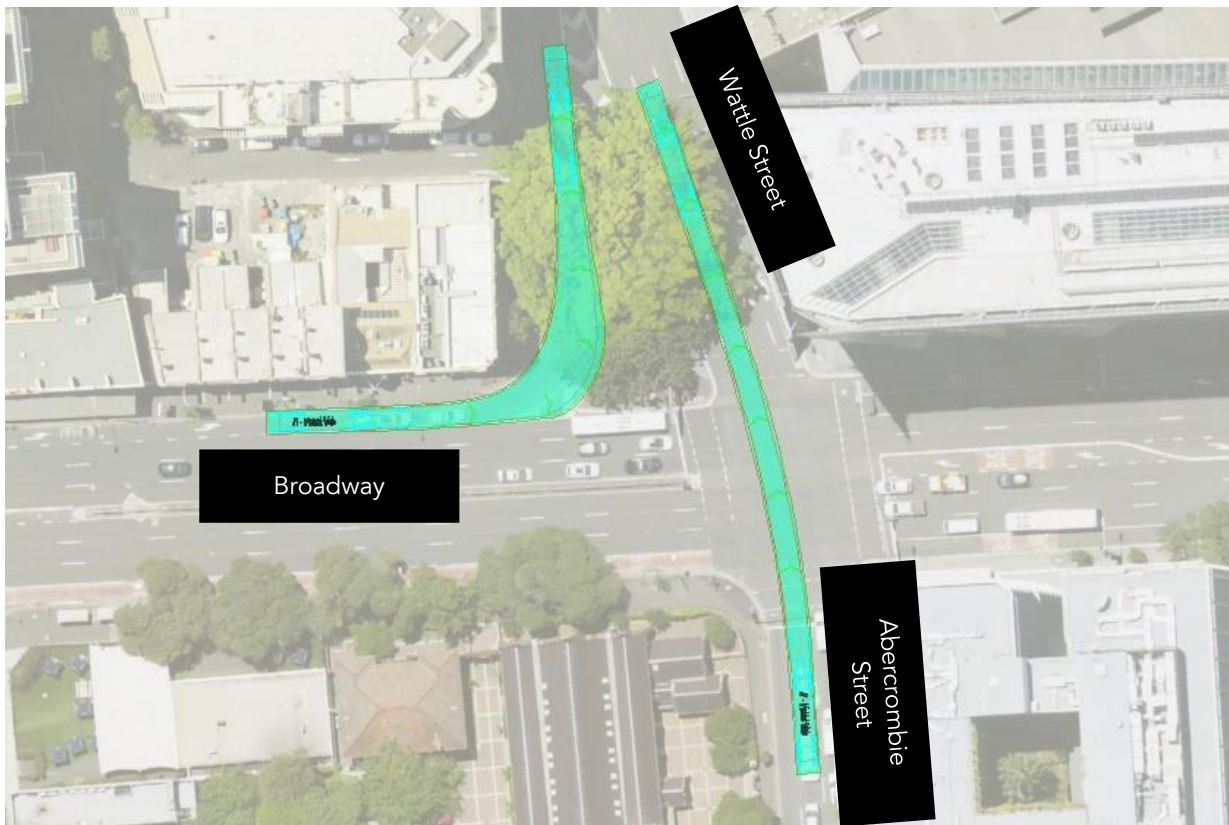


Figure 15: Construction Vehicle Swept Paths – Broadway & Abercrombie Street & Wattle Street

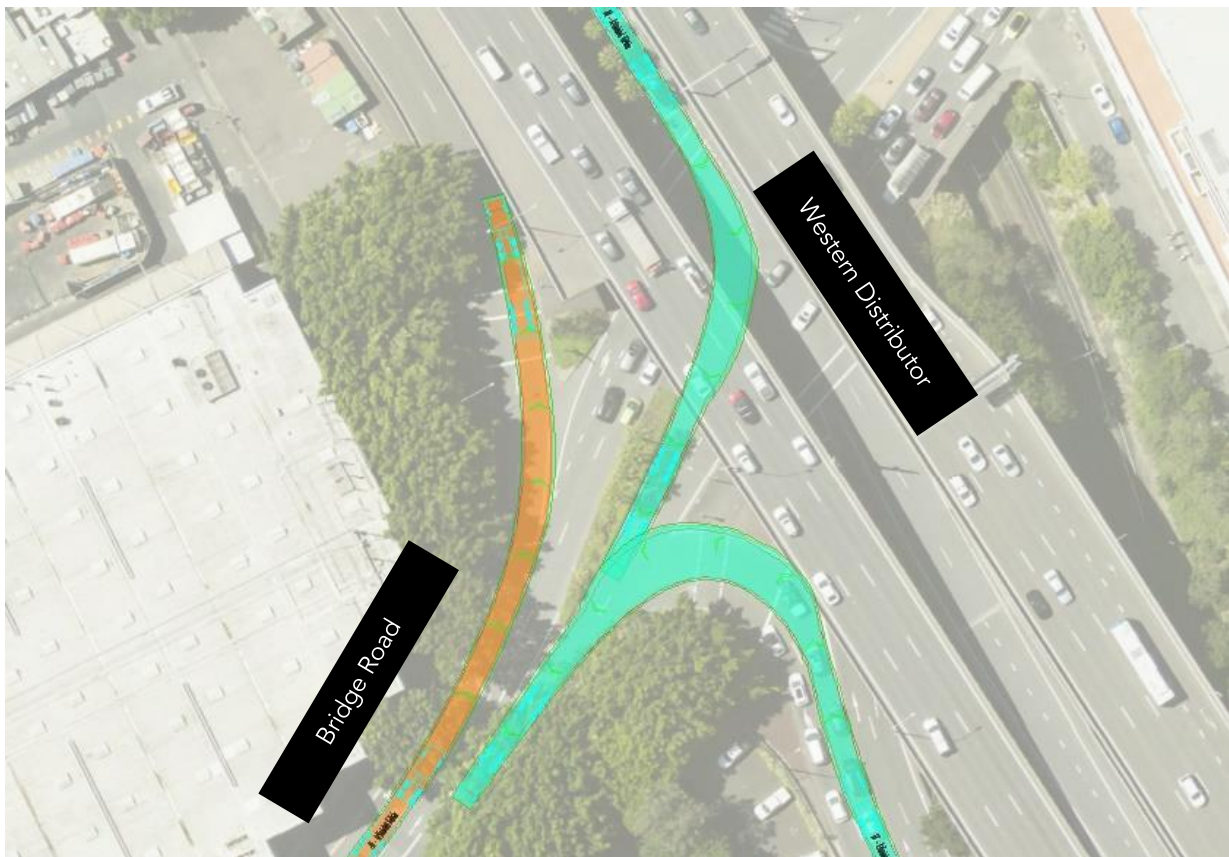


Figure 16: Construction Vehicle Swept Paths – Bridge Road & Western Distributor

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 was proposed via six 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.

In response to consultation with TfNSW it is now proposed that during the morning peak (7am-10am) up to two gates will be in operation concurrently, although all gates will remain in place to provide flexibility around the active working areas within the site.

A diagram of the original, approved six gates used for site is shown in Figure 17.

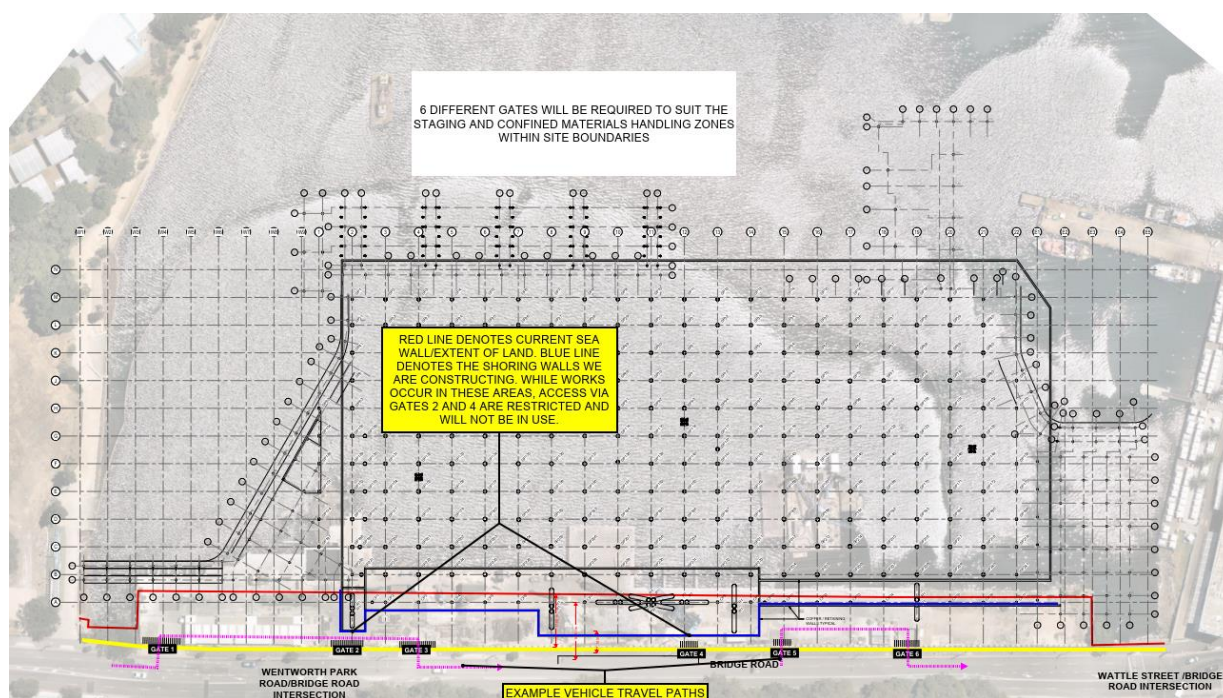


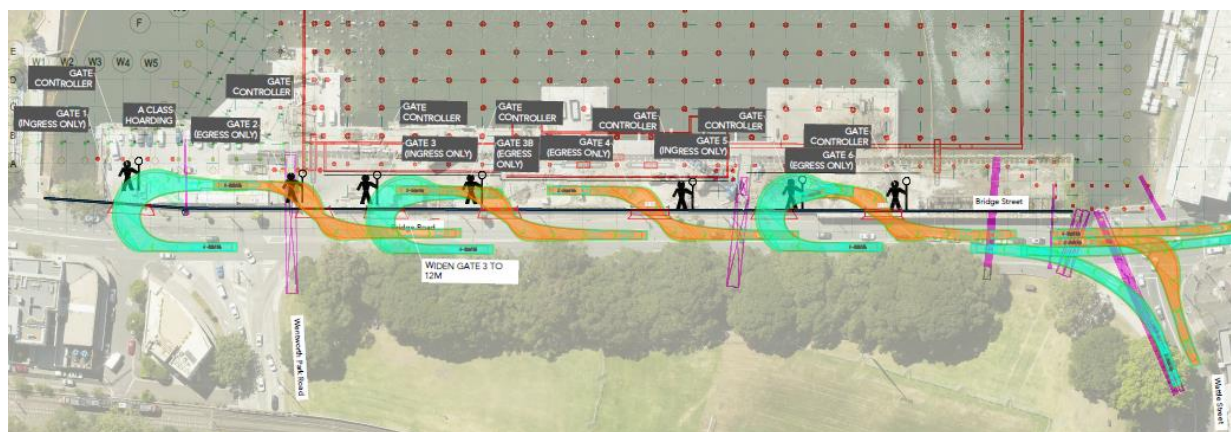
Figure 17: Original Gate locations (Source: Multiplex)

5.8.3 Gate 3B

Further to the approved number and locations of the gates shown in Figure 17, an additional Gate 3B is required for access of construction vehicles due to the narrow nature of site and because large plant cannot be tracked side by side within the site boundary between existing gates 3 and 4.

Gate 3B will extend 6m on either side of Grid 7.5, as shown Figure 18.

The revised construction vehicle access swept paths for the largest construction vehicle, including Gate 3B, are shown in Figure 19 and Appendix B.



5.8.4 Proposed Gate 1B

Ptc. has undertaken an assessment of the proposal and determine that Gate 1B is suitable for egress only, and as such provides for a one-way connection between Gate 1 (entering vehicles) and Gate 1B (exiting vehicles). The arrangement of Gate 1B is presented in the following image along with the associated swept paths of a concrete truck accessing a potential pump location.

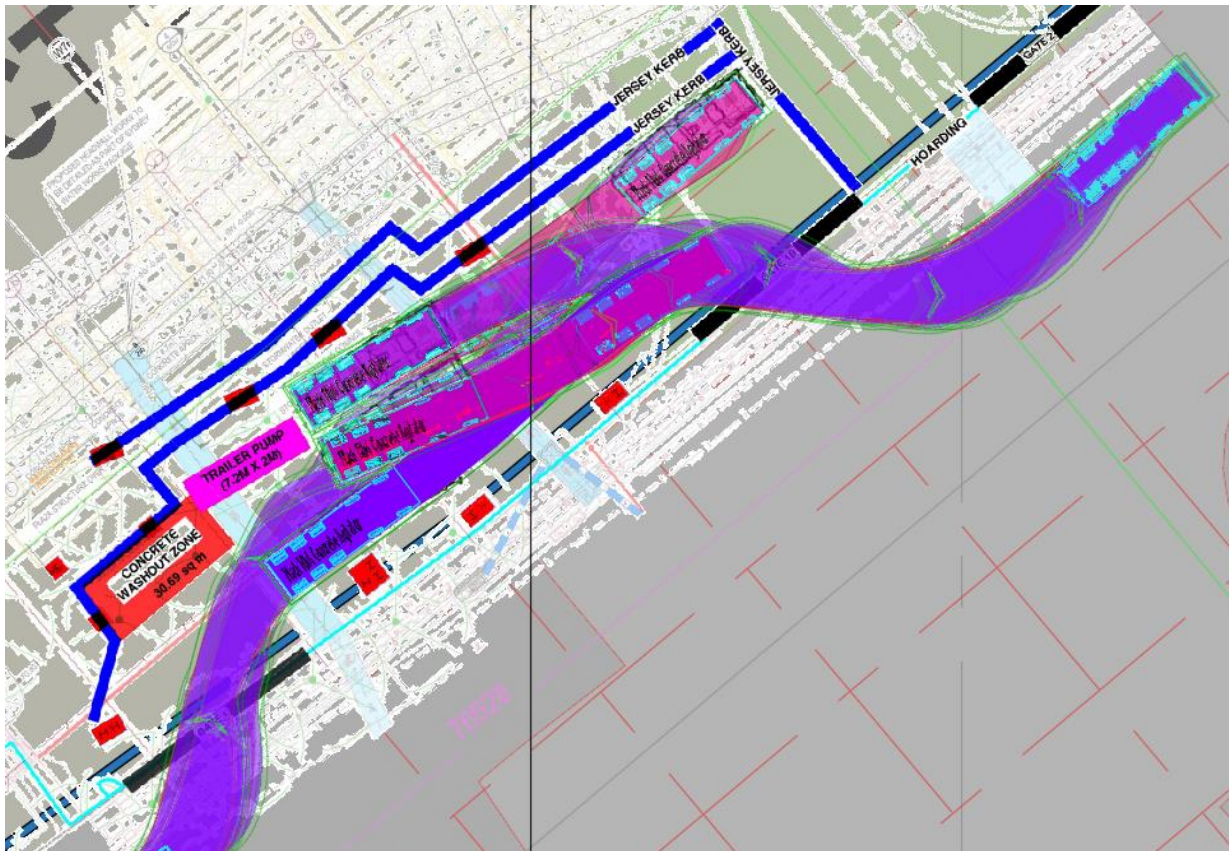


Figure 20 - Gate 1B Arrangement and Swept Paths

5.8.5 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 D.

5.9 Works Zones

A Work Zone is proposed as part of this Construction Pedestrian & Traffic Management Plan on Bridge Road between Wentworth Park Road and Wattle Street to facilitate materials handling processes during the construction of the structure. The Work Zone is proposed to occupy 63.5m of the kerbside lane adjacent to 24m of B-Class hoarding, as shown in Appendix I.

Closure of the single lane will only occur outside peak periods, between 10am and 2pm, Monday to Friday from March to May 2023.

Considering the requirement of a partial road closure on a State Road (Bridge Road) and within 100m of traffic signals, a separate application will be made to TfNSW to obtain approval.

It should be noted that the Work Zone will only be in place prior to the roadworks on Bridge Road, addressed in a separate CPTMP. Staging will require removal of the Work Zone prior to commencement of the Bridge Road roadworks.

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 C.

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

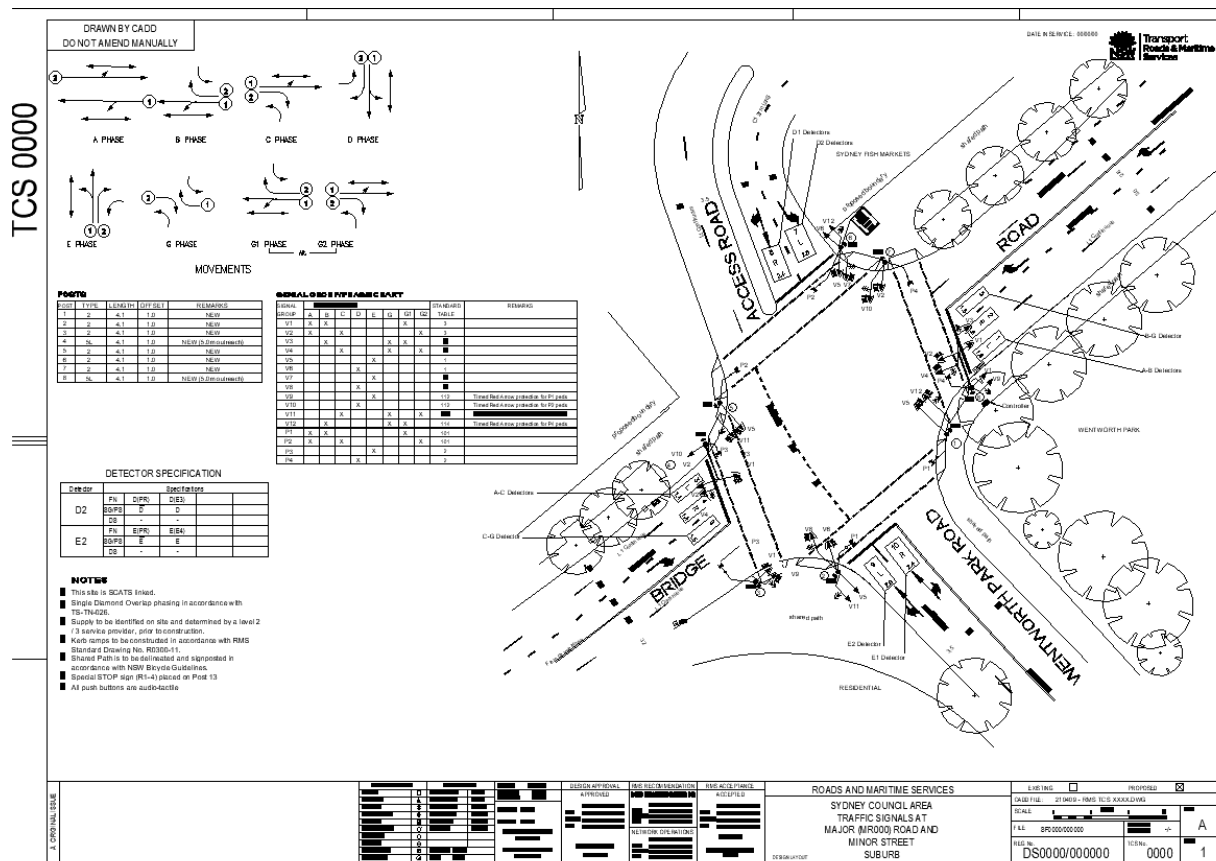


Figure 21: Concept TCS plan subject to approval from TfNSW

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 are shown in Figure 21 and Figure 22 with further details of the pedestrian management shown in C.

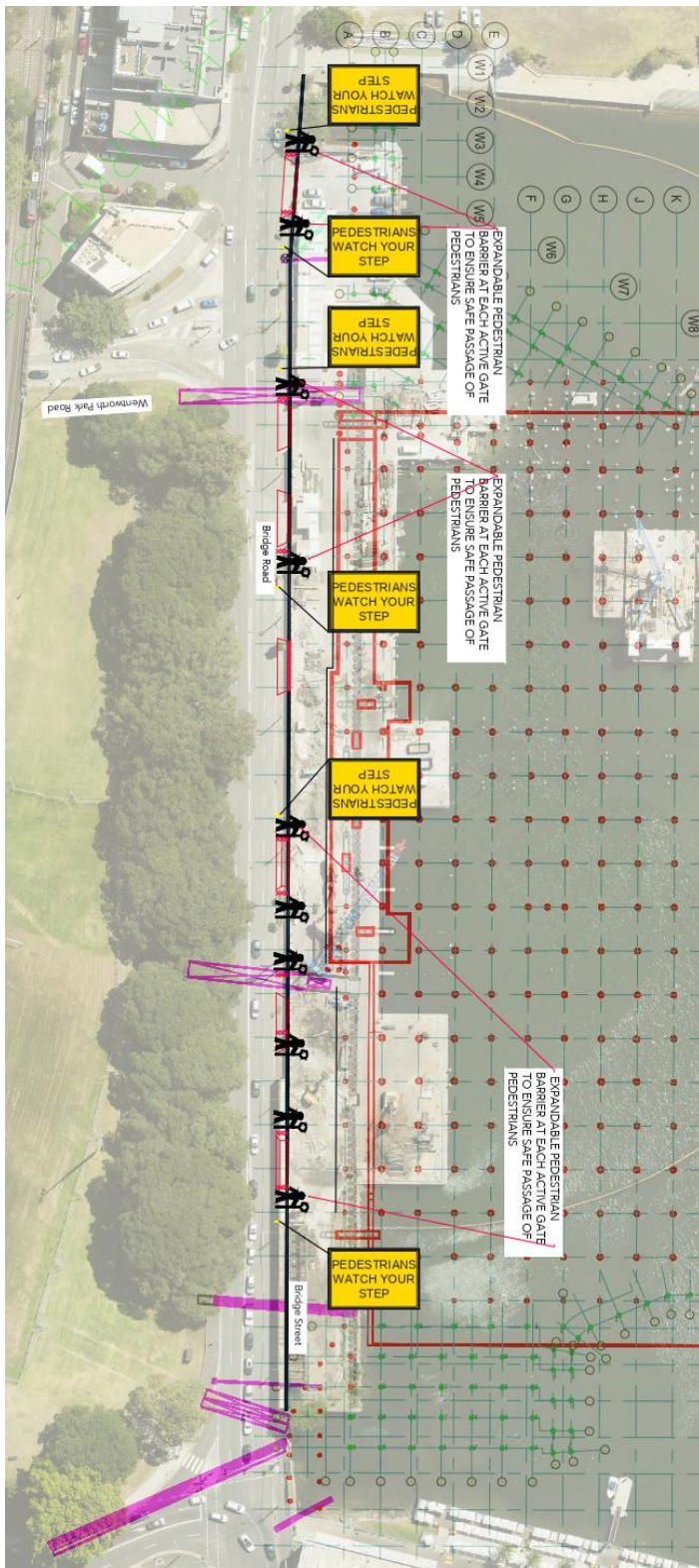


Figure 22: Stage 1 Pedestrian Management

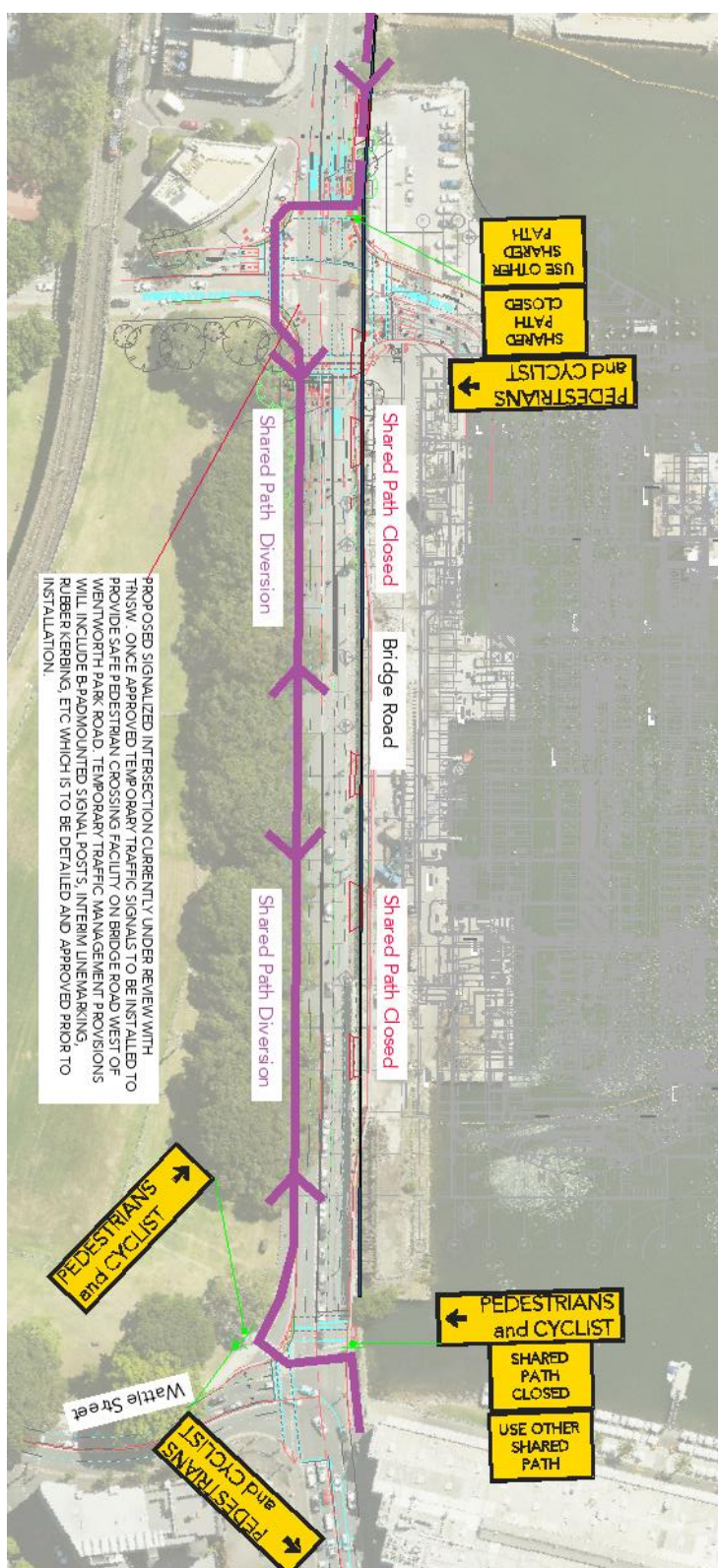


Figure 23: Proposed Pedestrian Diversion (Option 2)

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.

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 23

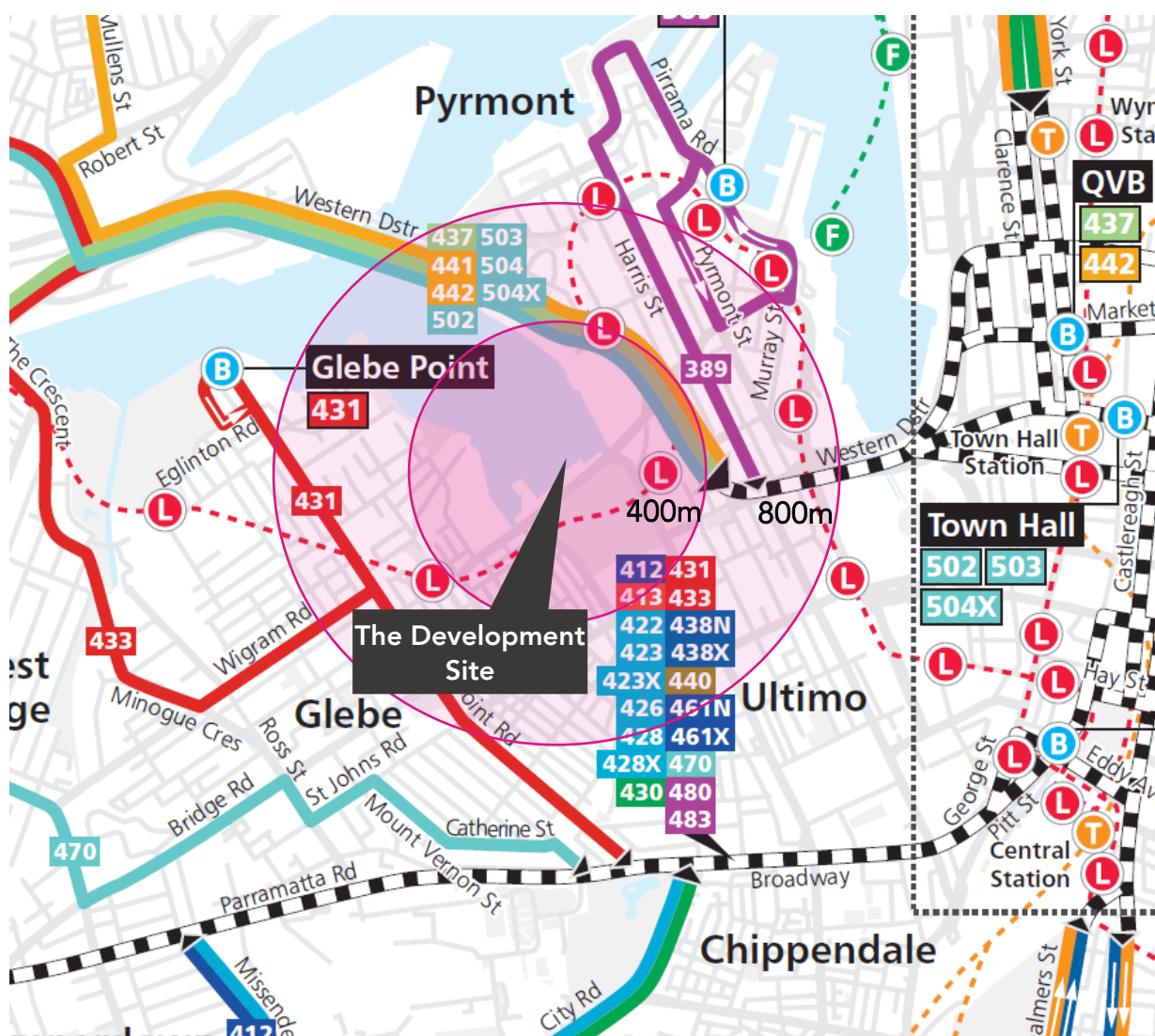


Figure 24: 400m and 800m Catchment from the Development Site¹

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

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

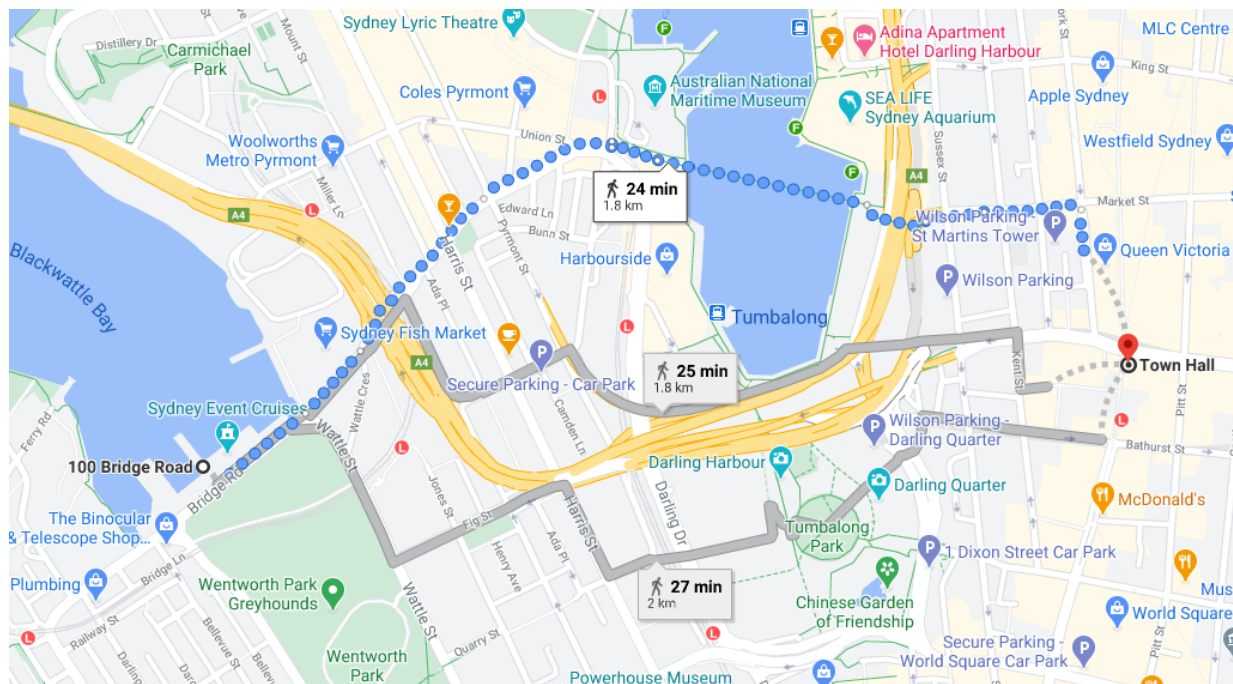


Figure 25: Pedestrian Access from Town Hall Train Station

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 23, 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 25 shows the existing and proposed cycleways, including the pop-up cycleways within the site proximity.

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 associated with the main site as well as other associated works sites relating to MODs and additional related work, the combined 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

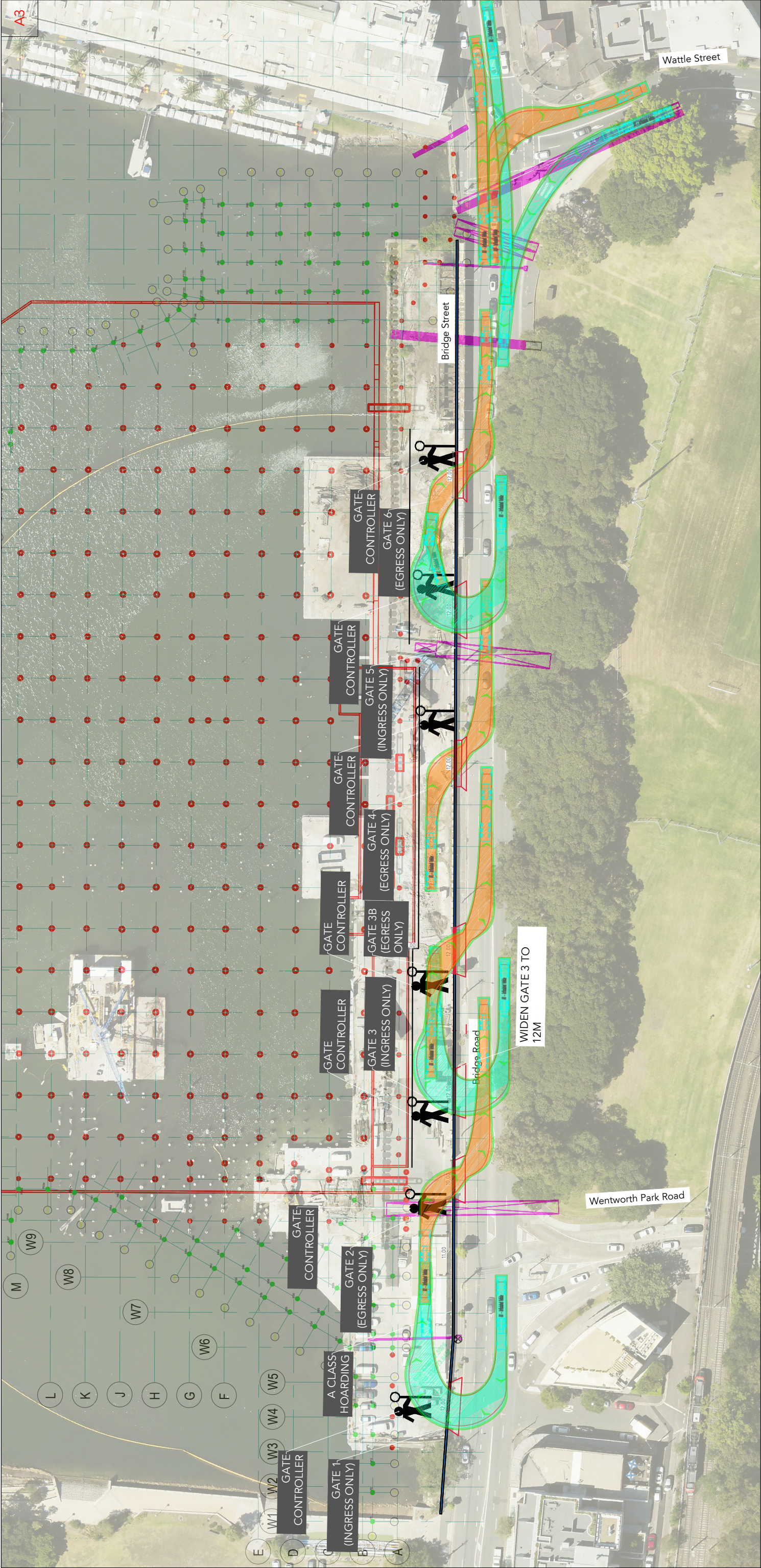
20. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.
21. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public 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.

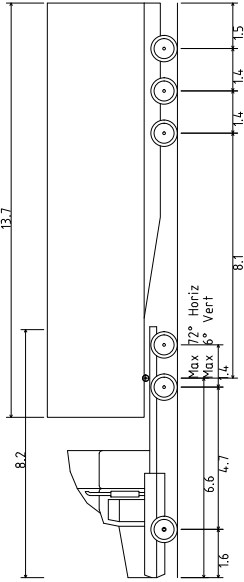
Appendix B Vehicle Swept Paths





comments

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.



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

19.000m
2.500m
4.301m
0.418m
2.500m
6.00s
12.500m

Vehicle Profiles

19m AV

Ingress

Egress

HRV

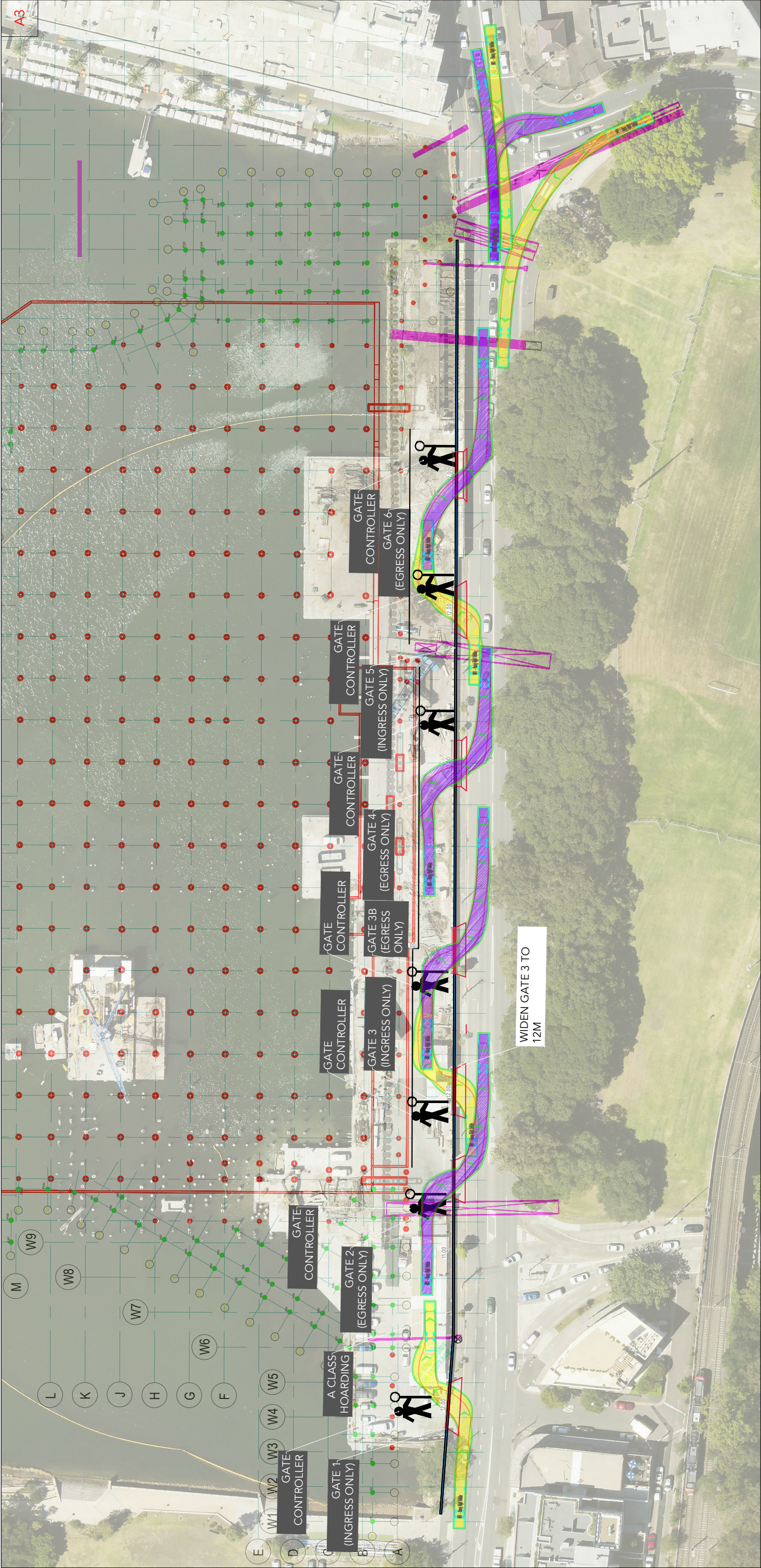
Ingress

Egress

Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

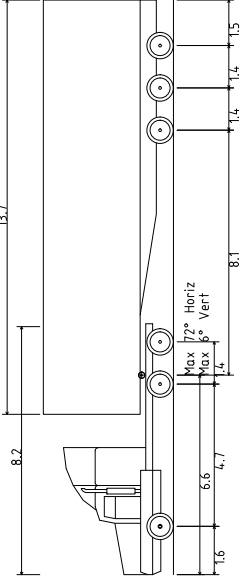


PROJECT				DRAWING TITLE		CLIENT		PRELIMINARY	
				Site Construction - Access Gates 19M Articulated Vehicle		Multiplex		PTC-002	
New Sydney Fish Markets Main Works CTMP				PROJECT # 3051		SCALE 1 : 1000		REV 7	



comments

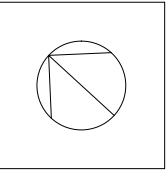
The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of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



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

19.000m
2.500m
4.301m
0.418m
2.500m
6.00s
12.500m

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ptcconsultants.co



PROJECT
New Sydney Fish Markets
Main Works CTMP

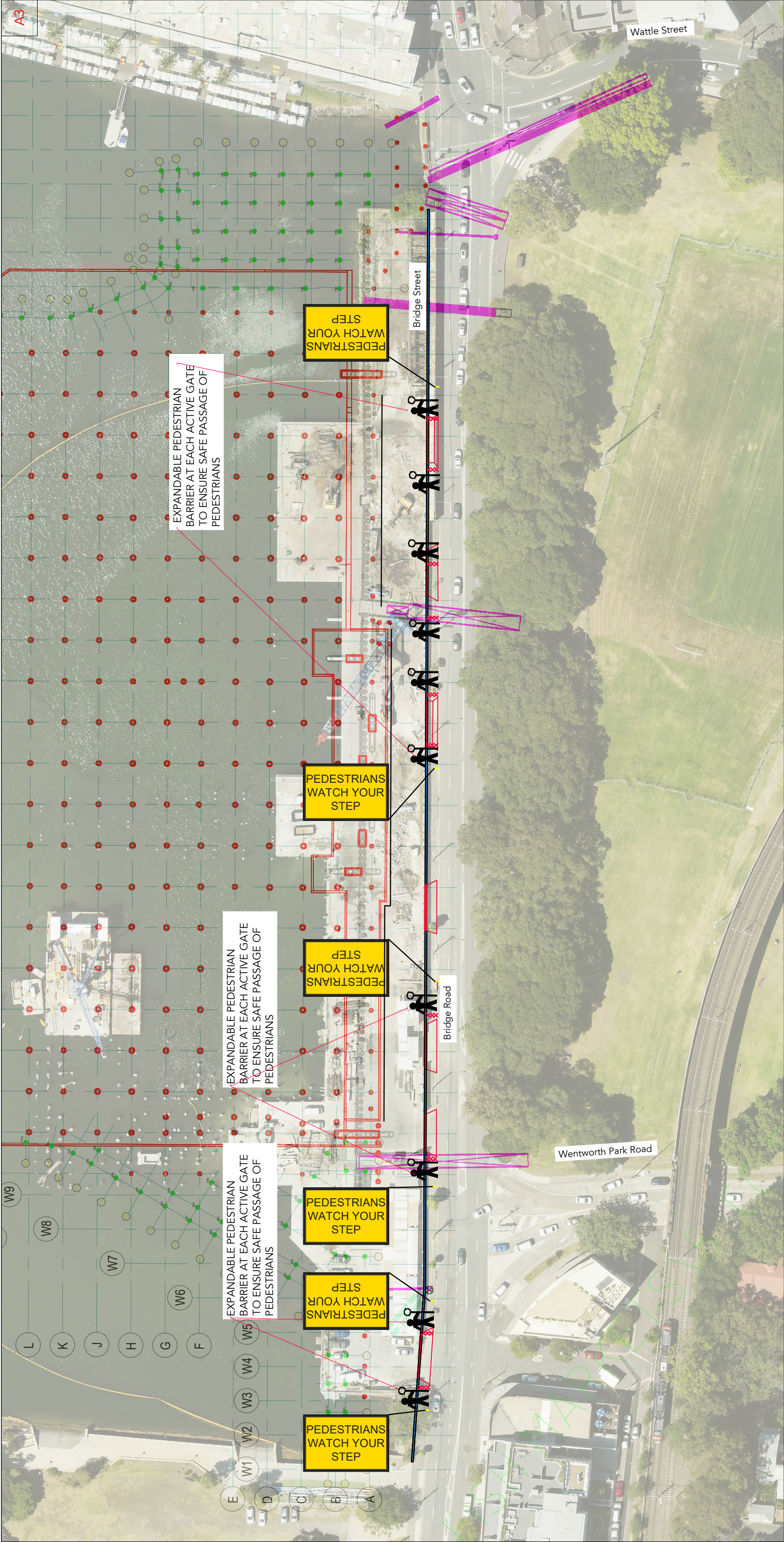
DRAWING TITLE
Site Construction - Access Gates

CLIENT Multiplex
DRAWING # PTC-007
PROJECT # 3051
SCALE 1 : 1000

PRELIMINARY

REV 7

Appendix C Traffic Guidance Schemes (TGSs)

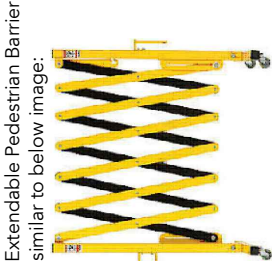
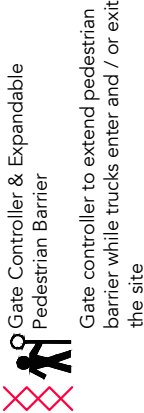


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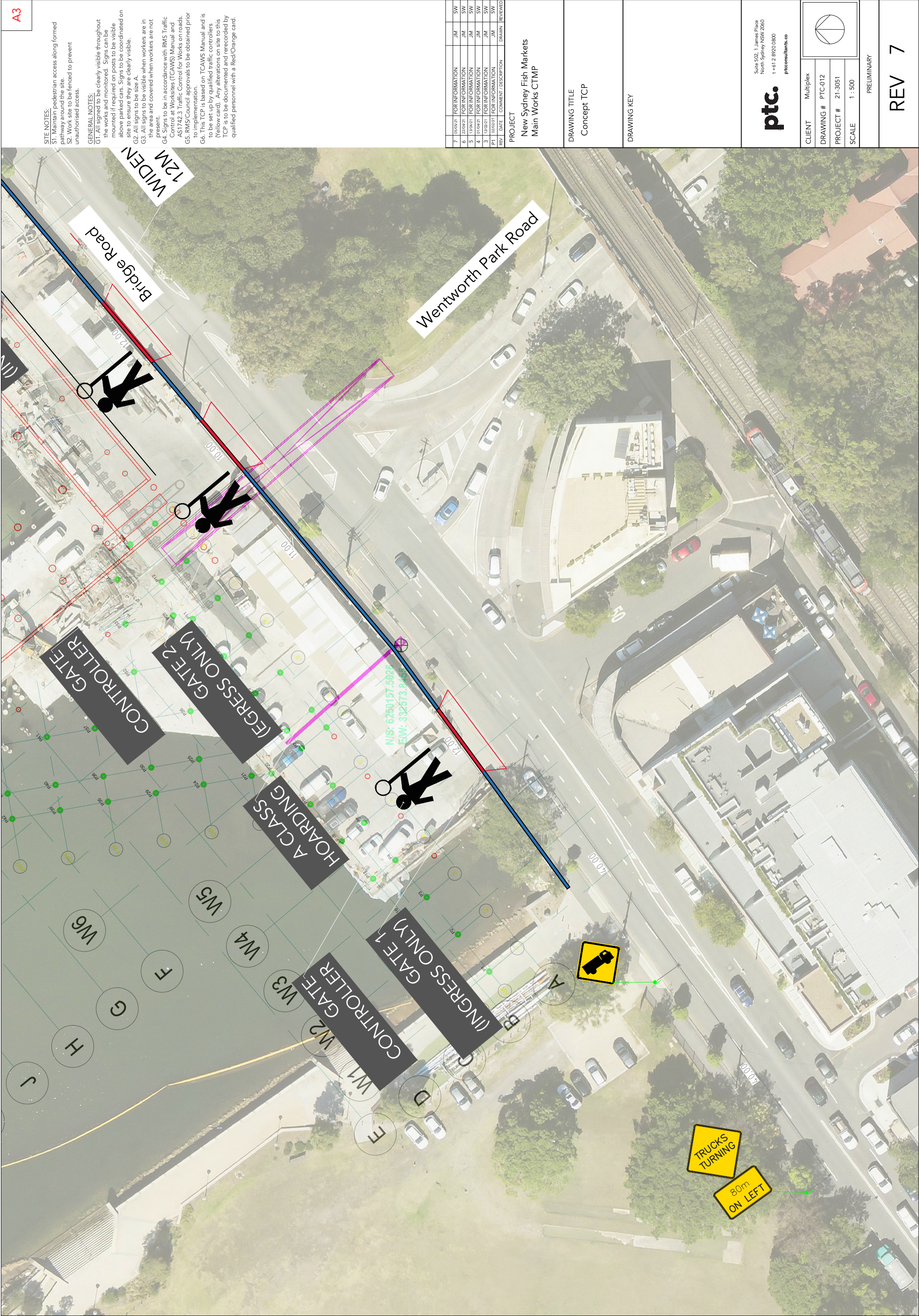
SITE NOTES:
S1. Maintain pedestrian access along formed pathway around the site.
S2. Work site to be fenced to prevent unauthorised access.

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 A51742.3 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.



 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
	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						
	3	12/02/21	FOR INFORMATION	JM	SW						
	P2	02/02/21	FOR INFORMATION	JM	SW						
	P1	19/01/21	FOR INFORMATION	SW	AM						



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 recorded by qualified personnel with a Red/Orange card.

7	08/02/21	FOR INFORMATION	JIM	SW
6	22/04/21	FOR INFORMATION	JIM	SW
5	13/04/21	FOR INFORMATION	JIM	SW
4	01/04/21	FOR INFORMATION	JIM	SW
3	12/02/21	FOR INFORMATION	JIM	SW
P1	02/02/21	FOR INFORMATION	JIM	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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Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

CLIENT	Multiplex
DRAWING #	PTC-012
PROJECT #	21-3051
SCALE	1 : 500

PRELIMINARY

REV 7

7	06/02/21	FOR INFORMATION	JM	SW	REVIEWED
6	22/04/21	FOR INFORMATION	JM	SW	
5	13/04/21	FOR INFORMATION	JM	SW	
4	07/04/21	FOR INFORMATION	JM	SW	
3	12/01/21	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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ptcconsultants.co

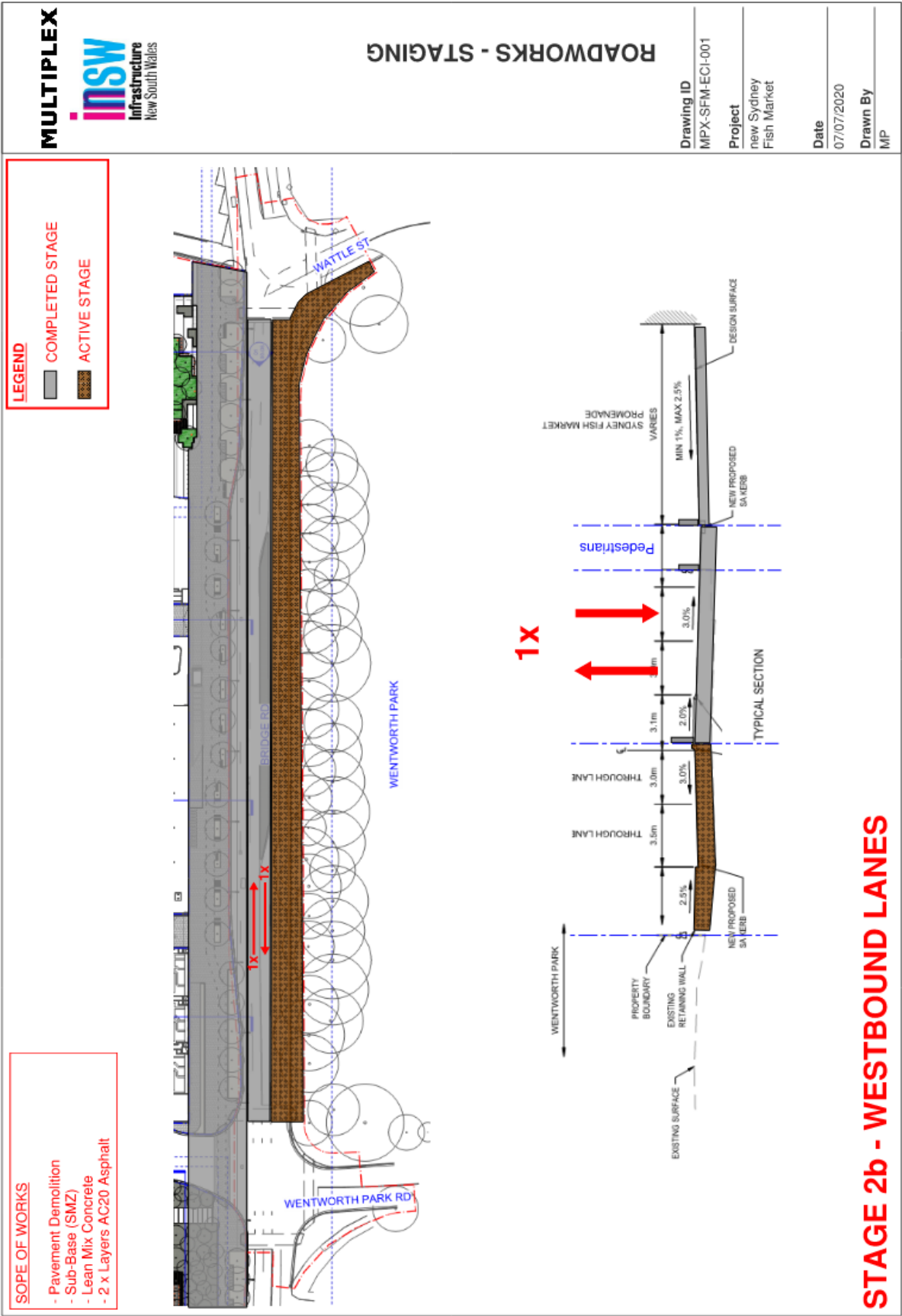
CLIENT	Multiplex
DRAWING #	PTC-013
PROJECT #	21-3051
SCALE	1 : 500
	

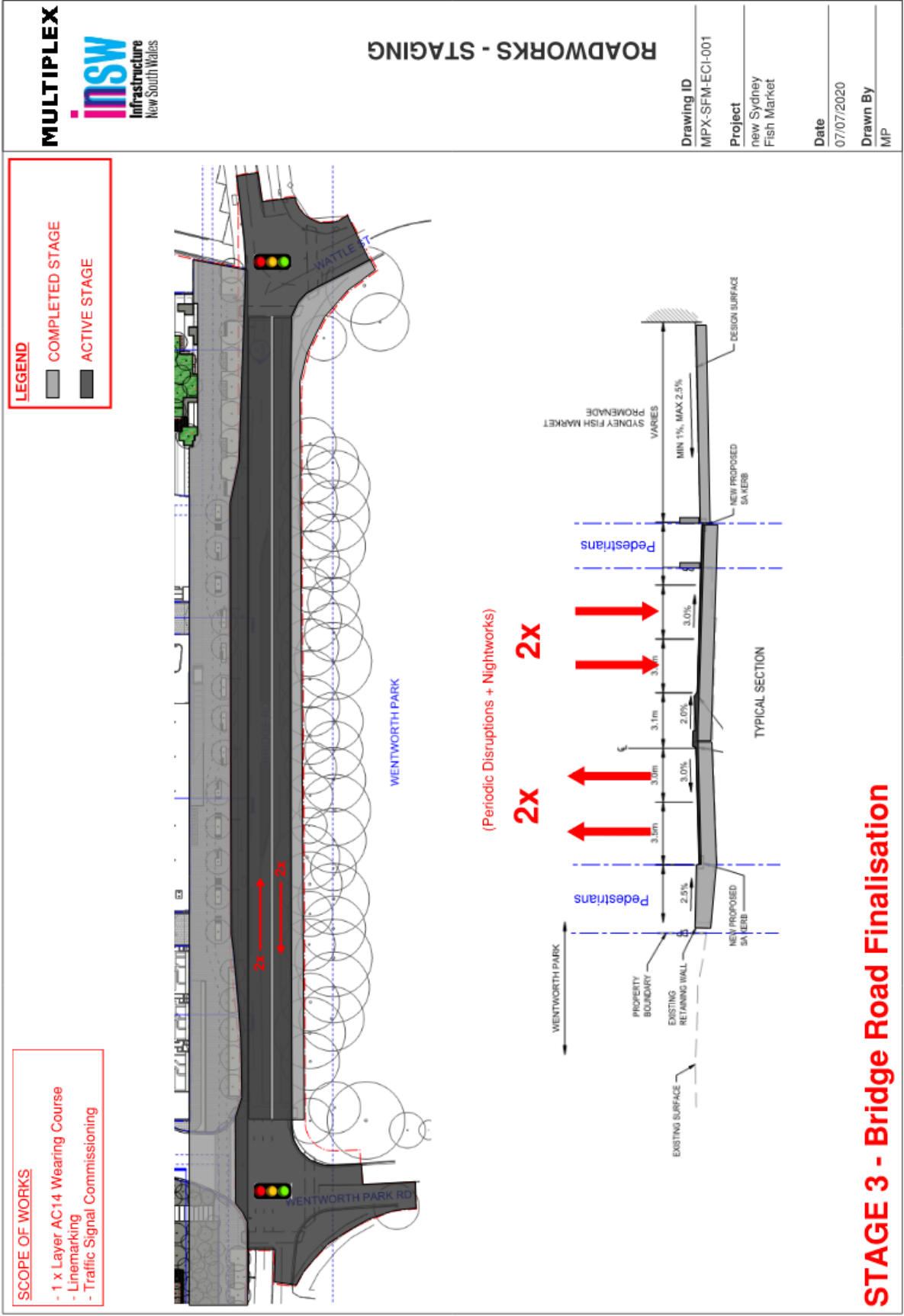
PRELIMINARY

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

25 February 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).

It should be noted that the CPTMP Rev 5 was based on standard operations, Stage 2 and Stage 3 main works. 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 (revision) to the CPTMP—including the MOD7 changes—includes the proposed land based installation component of the sediment capping works 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. Therefore, 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 were arriving at the NSFM site—as forecast in the approved CPTMP Rev 5. Therefore, 10 trucks less per day less 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

SFM Mod 7 Sediment Capping Construction Traffic Management Plan Addendum

25 February 2022

Anthony Toomeh
Multiplex
135 King Street
Sydney NSW 2000

Dear Anthony

I refer to an email request from the Senior Planning Officer, Key Sites Assessments, Department of Planning and Environment (DPE) following a review of SFM MOD 7 – Sediment Capping, dated 23 February 2022 (DPE email). The request specifically states that prior to accepting the application for lodgement:

"Further information shall be provided on construction traffic. An addendum to the Traffic Impact Assessment (TIA) shall be submitted that provides a qualitative and quantitative assessment of construction traffic generated by the proposal in comparison to the approved development."

This addendum addresses the issues raised by DPE, provides clarification and comparison of the previous assessments and concludes the revised findings related to construction traffic associated with the Sediment Capping.

1. Background and previous reports

The following reports are relevant to the discussions in this Addendum:

- ARUP, The new Sydney Fish Market Transport Impact Assessment: Concept and Stage 1 Works and Stage 2 Main Works, 30 September 2019 (TIA)
- ptc., Construction Pedestrian & Traffic Management Plan, Sydney Fish Markets, 10 February 2022 (CPTMP).

It should be noted that the TIA was conducted for the Concept, Stage 1 Works and Stage 2 Main Works and the Construction Pedestrian Traffic Management Plan whereas the CPTMP is current and 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."

2. TIA, CPTMP comparison

The TIA found that an average of 45 construction vehicles per day were forecast to access the site over the life of the construction project and a maximum of 50 trucks per day were likely to access the

construction site. This volume of construction traffic was commensurate with the existing level of traffic (both light and heavy vehicle) that previously accessed the concrete plants on the site.

Further, it was concluded that this traffic generation was less than the number of trips generated and assessed for the operational phase of the development and therefore, the potential impacts were anticipated to be minimal.

Table 1: TIA Construction traffic loading

Stage	Duration (months)	Daily Truck Numbers
Site mobilisation and establishment	1	16
Demolition	7	36
Marine Construction	9	30
Construction	24	50
Fit-out	1	40
Commissioning	6	10

The revised CPTMP, including the MOD 7 changes, includes the proposed Sediment Capping stage of works for a maximum expected duration of four months from April 2022 to July 2022. Tables 2 and 4 show that the average forecast trucks per day (55) does not exceed the maximum average for standard operations or additional specific operations.

Table 2: CPTMP Construction traffic loading

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

Table 3: 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	Jan 2022 – Dec 2022	35
Bridge Road WAD Works - Stage 3	Dec 2022 – May 2023	35
Sediment Capping	Apr 2022 – Jul 2022	55

Additionally, Tables 4 and 5 show that any one hour of the hourly profile of daily construction vehicle activity for the site is not exceed by the Sediment Capping stage.

Table 4: TIA Hourly construction vehicle movements

Stage	Hour Beginning												
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
Site mobilisation and establishment	0	3	1	1	2	2	2	2	1	1	1	0	0
Demolition	1	7	3	3	4	4	4	3	3	3	2	1	0
Marine Construction	0	5	2	3	3	3	3	3	2	2	2	1	0
Construction	1	9	4	4	5	5	5	5	4	4	3	1	1
Fit-out	1	7	3	3	4	4	4	4	3	3	2	1	1
Commissioning	0	2	1	1	1	1	1	1	1	1	1	0	0

Table 5: CPTMP Hourly construction vehicle movements

Stage	Hour Beginning												
	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
SFM Works -Large Concrete Pour	3	8	5	5	5	5	5	5	5	4	4	3	3
Bridge Road WAD Works - Stage 2	1	5	3	3	3	4	4	3	3	3	2	1	0
Bridge Road WAD Works - Stage 3	1	5	3	3	3	4	4	3	3	3	2	1	0
Sediment Capping	3	8	5	5	5	5	4	4	4	4	3	3	2

2.1. Conclusion

For the three month duration of the sediment capping works associated with SFM MOD 7, 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.

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.

I trust that this is suitable to meet the DPE request and requirements to enable the application to be re-lodged.

Yours faithfully



Dan Budai
Project Director

Document Control: Prepared by DB on 23/02/2022. Reviewed by SW on 25/02/2022

Appendix G Addendum 2 – 11kV Feeder Route

SSD8925: 11Kv Power Supply, Lyons Road to Bridge Road Construction Pedestrian & Traffic Management Plan

Addendum 2

5 May 2022

Mitch Pelling
Multiplex
135 King Street
Sydney NSW 2000

Dear Mitch

In line with required documentation for Development Consent associated with the new Sydney Fish Markets (SSD8925), the following is an assessment of the construction traffic associated with the supply of 11kv power to the new site.

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

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 11Kv Power Supply, Lyons Road to Bridge Road.

2. Description of Works

The scope of work for the nSFM 11kv Feeder Run includes:

- Conduit installation: Supply and installation of 6no. 150mm conduits between Lyons Road jointing pit and the new facility switching stations approximately 1920m New Sydney Fish Markets Bridge Road.
- Cable installation: Supply, installation, and commission of 4300m of 11Kv 3C 300mm² Cu XLPE/PVC/HDPE cable.
- Installation of HV concrete Pits: Supply and installation of three (5.7m x 2m) and one (4m x 5m) AUSGRID approved concrete pits along the feeder alignment on Bridge Road.

The route for the work is shown in Figure 1.

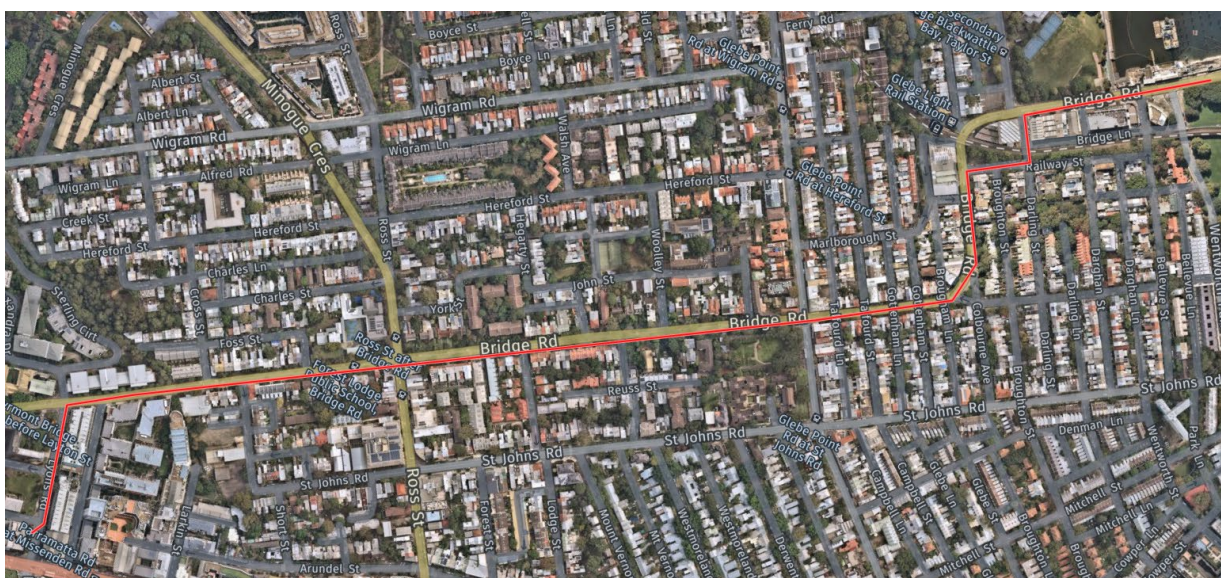


Figure 1: Route Alignment

2.1. 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

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).

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

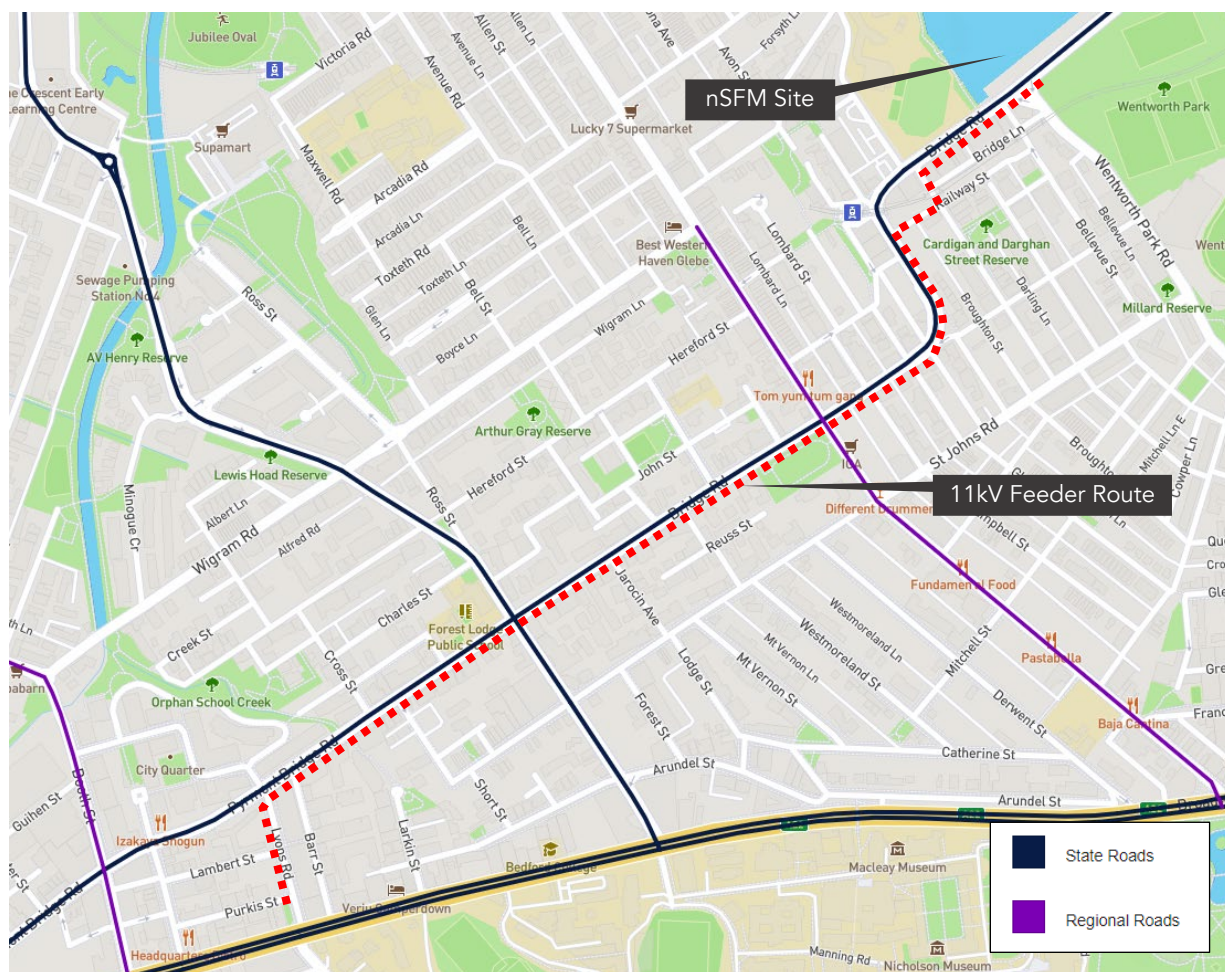


Figure 2: Road Classification (Source: TfNSW NSW Road Network Classifications)

3. 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.

3.1. 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.

3.2. Construction Phases

All works are expected to be carried out between June 2022 and February 2023. The following are the three main phases of the project within each section stage:

- Trenching
- Cable hauling
- HV precast pit installation

3.2.1. Off-site preliminary works

Before the commencement of the phases within each section stage, necessary off-site works will be carried out to prepare the site for construction. These works will comprise of the following main activities:

- Surveyor to set out alignment and existing services
- Potholing to positively identify existing underground services
- Traffic management set up for works
- Trial holes for soil classification
- A dilapidation reports
- Installation of site fencing, laydown areas, and signage

in Attachment 4.

3.2.2. On-site Works

The work area along Bridge Road between Parramatta Road and Wentworth Park Road has been broken down into 4 sections within 200m radius area as per the figure below.

Table 1: Staging Program

Section	Location	Start Date	Finish Date
1	Lyons Road CH0 to CH380	June 2022	September 2022
2	Bridge Road CH380 to 800	June 2022	August 2022
3	Bridge Road CH800 to CH1200	June 2022	August 2022
4	Bridge Road CH1200 to CH1820	June 2022	September 2022

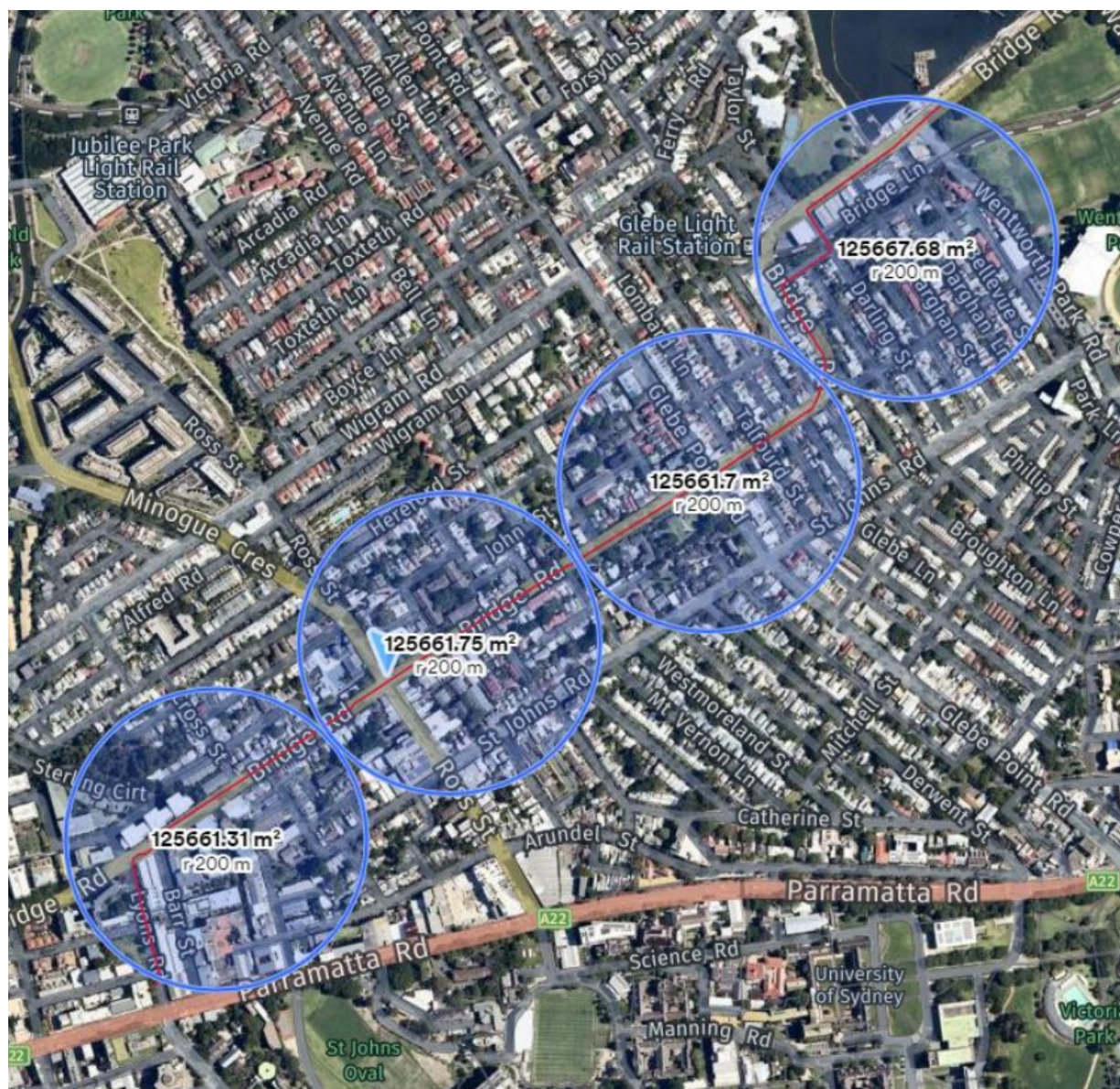


Figure 3: Staging Sections

3.3. Hours of Work

In line with authority requirements, these works will generally be undertaken as night works, outside of project working hours:

- Sunday to Thursday nights: 5.30pm to 7:00am (Pending ROL approval times)
- Friday, Saturday nights: No works

The section through Darling Street, Railway Street can be done during the standard daytime hours:

- Monday to Friday 7:00am to 5:30pm

Activities such as road saw cutting and jackhammering will be carried out between 5.30pm and 12:00am (Pending ROL Approval times and alignment with CNVMP).

3.4. 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**.

3.5. Construction Vehicle Types and Trip Frequency

Each phase will involve the use of a number of different vehicle types in relation to the various 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), Council and TfNSW prior to any delivery being undertaken.

Refer to Section 3.11 for further details regarding special deliveries.

Table 5 shows the maximum number of trips for each vehicle type expected to access each stage along the route during each phase.

Table 2: Truck types and trips per phase

Phase/Plant	Trips per shift*
Trenching	
19m Articulated Vehicle (float)	8
Heavy Rigid Vehicle (12.5m)	2
Medium Rigid Vehicle (8.8m)	3
Medium Rigid Vehicle (7.1m)	3
Vac Truck (9.6m)	2
Phase Total	17

Phase/Plant	Trips per shift*
Cable Hauling	
19m Articulated Vehicle (float)	2
19m Articulated Vehicle	2
Heavy Rigid Vehicle (12.5m)	3
20T Crane	1
Phase Total	6
HV Precast Pit Installation	
19m Articulated Vehicle (float)	3
19m Articulated Vehicle	2
Heavy Rigid Vehicle (12.5m)	3
Medium Rigid Vehicle (7.1m)	3
Phase Total	11

* Based on 3 typical shift arrangements

Taking into consideration that plant will be floated in and out at the beginning and end of each stage, the other vehicle trips will primarily be spread through the shifts, and the work will be mainly done at night except for the section through Darling Street, Railway Street, the impact on the road network will be minimal.

3.6. Construction Vehicle Routes

The 11kV feeder route extends from Lyons Road to the main nSFM site on Bridge Road opposite Wentworth Park and the proposed construction vehicle routes have regard for the surrounding traffic arrangements in the vicinity of the nSFM site as well as surrounding each staging section. All loading and unloading of materials will be undertaken under the appropriate TGS in Attachment A.

All vehicle routes to each staging section site are constrained to existing public roads that have the physical geometry to accommodate the turning movements and are to travel via the shortest possible routes from/to the classified road network, avoiding local roads where possible.

The staging section that includes Bridge Road 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.

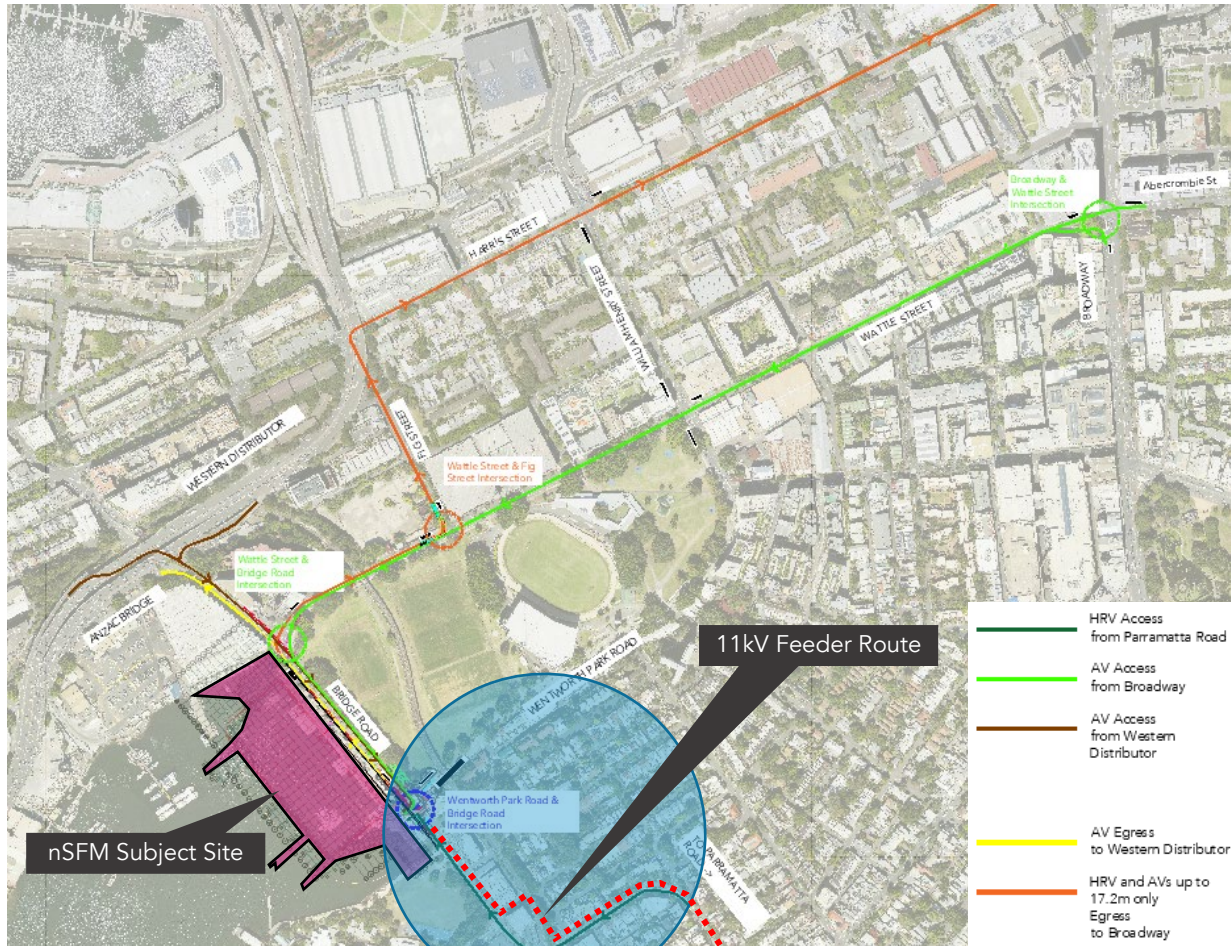


Figure 4: Construction Vehicle Route Plan

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



Figure 5: Construction Vehicle Swept Paths – Bridge Road & Wattle Street



Figure 6: Construction Vehicle Swept Paths – Wattle Street & Fig Street

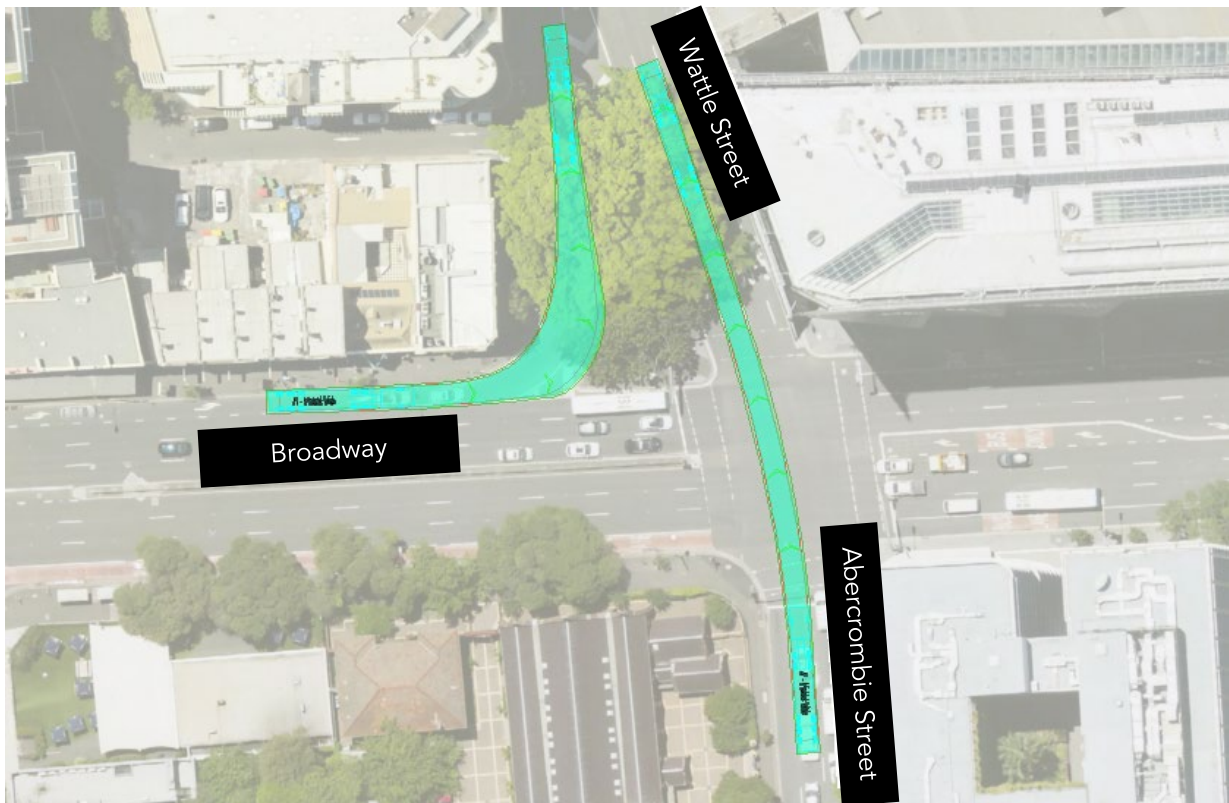


Figure 7: Construction Vehicle Swept Paths – Broadway & Abercrombie Street & Wattle Street



Figure 8: Construction Vehicle Swept Paths – Bridge Road & Western Distributor

3.7. 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

3.8. 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.

3.9. Traffic Guidance Schemes

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 and provide appropriate signage and delineation where required.

TGSs have been prepared by Ferrycarrig and included in Attachment A.

It is noted that detailed TGSs have been prepared by the appointed traffic management contractor and all TGSs associated with the CTMP must comply with the Australian Standards and Roads and TfNSW Traffic Control at Work Sites Guidelines.

Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave sites. 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.

3.10. 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.

3.11. Staff Induction

All 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.

3.12. Access to Adjoining Properties

Access to all adjoining properties along the route 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.

3.13. 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.

3.14. 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.

Any variation to the layout of the TGS on site is to be recorded and certified by authorised SafeWork NSW 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.

3.15. 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:

Phone: 1800 271 114

Email: nfsm.community@multiplex.global

3.16. 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.

4. Conclusion

For the 4 month duration of the works associated with the supply of 11kv power to the new Sydney Fish Markets site (SSD8925), 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 nSFM project.
- Hourly truck volumes do not exceed the previously approved maximum for any stage of the nSFM project.
- The impact on the road network will be minimal with consideration that:
 - Plant will be floated in and out at the beginning and end of each stage,
 - Non-float vehicle trips will primarily be spread through the shifts and,
 - The work will be primarily conducted at night except for the section through Darling Street, Railway Street.

Therefore, with the measures described in the CPTMP and this Addendum in place, the construction activity is anticipated to have minimal impact to the daily activities within the vicinity of the site during the supply of 11kv power 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

Attachment A: Traffic Guidance Schemes

Attachment A: Traffic Guidance Schemes

MULTIPLEX



TGS 230001

LEGEND



TEMPORARY SIGNAGE
CONFORMING TO
AS1742.3 & TCAWS V.6



4m/7m Space BTW cones.



AUTHORISED TRAFFIC
CONTROLLER.



WORK AREA



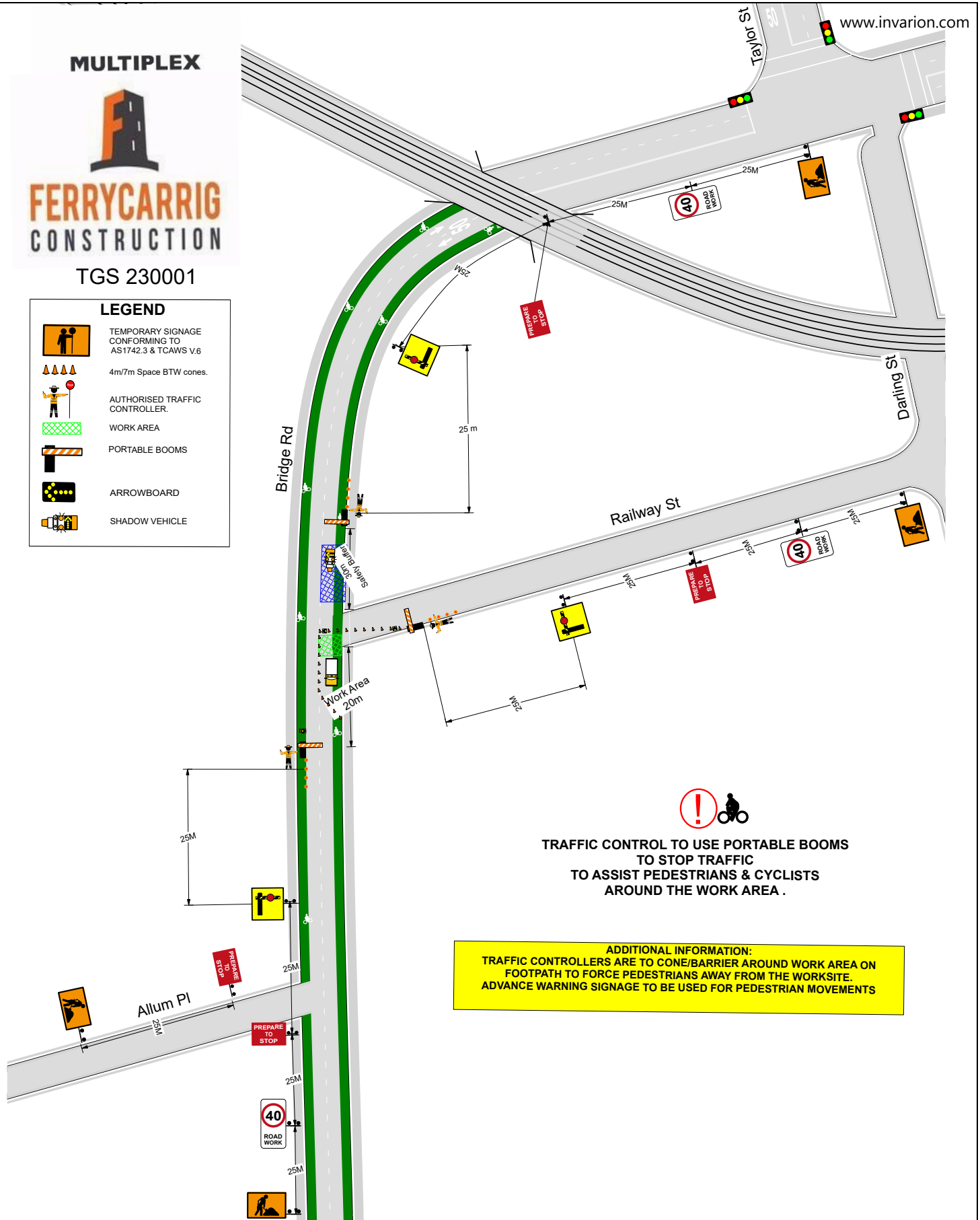
PORTABLE BOOMS



ARROWBOARD



SHADOW VEHICLE



**TRAFFIC CONTROL TO USE PORTABLE BOOMS
TO STOP TRAFFIC
TO ASSIST PEDESTRIANS & CYCLISTS
AROUND THE WORK AREA .**

ADDITIONAL INFORMATION:
TRAFFIC CONTROLLERS ARE TO CONE/BARRIER AROUND WORK AREA ON
FOOTPATH TO FORCE PEDESTRIANS AWAY FROM THE WORKSITE.
ADVANCE WARNING SIGNAGE TO BE USED FOR PEDESTRIAN MOVEMENTS



Plan drawn by: Thays Sampaio
PWZTMP No: TCT0072414
email: tsampaio@ferrycarrig.com.au

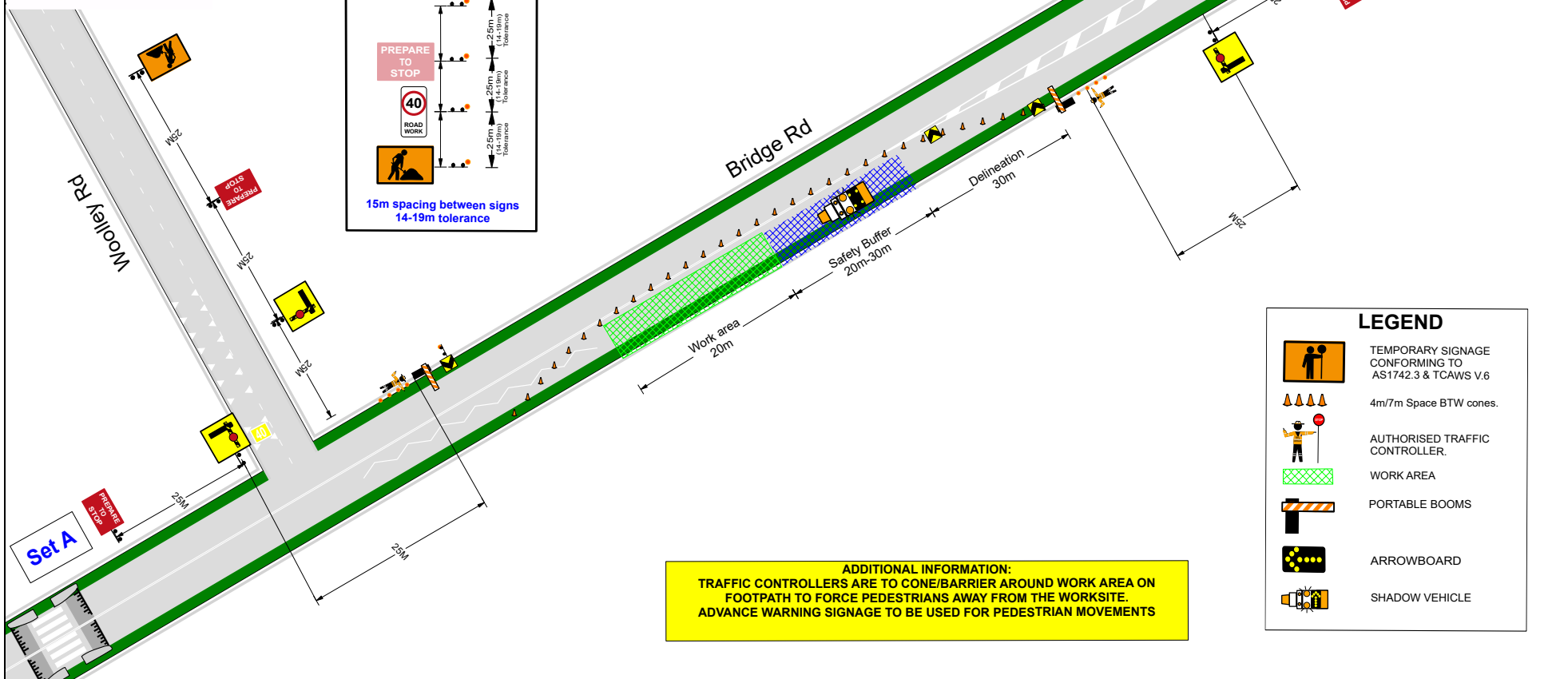
Approved by: Caoimhe Scullion
PWZTMP No: TCT0012122
Issue Date: 2nd October 2019

Client: Multiplex
Project ID: Fish Market Development
Location: Bridge Rd & Railway Bridge
Est Duration: 1 week
Working Hours: (TBC - waiting approval)
ROL Req'd: YES
Traffic Volumes: 40,000
Plan Number: 230001
Date Drawn: 23th February 2022
Plan Expiry: 30th February 2023

Revision 1:
Signed:
Revision 2:
Signed:
Revision 3:
Signed:

This site specific TGS is based on TNSW TCAWS Ver 6.0 (2020) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation.
Modifications to this plan must be approved by a person holding the PWZTMP qualification, and must be supported by a TMP or risk assessment, TCAWS 7.20.4.
The TFCP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met.
Local controllers may not allow sign and devices to be placed exactly in accordance with the TGS judgement; therefore it is permissible for a TTC to position signs 10% less and up to 25% greater than the TGS indicated distance.
Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
The TGS is approved for use by Ferrycarrig Construction Traffic Control ONLY.
The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.





Plan drawn by: Thays Sampaio 	Client: Multiplex Project ID: Fish Market Development Location: Bridge Rd Btw Rosebank & Woolley St	Revision 1: Signed: Revision 2: Signed: Revision 3: Signed:	This site specific TGS is based on TNSW TCAWS Ver 6.0 (2020) & must be installed & packed up by qualified traffic controllers with current Traffic Controller & Implement Traffic Control Plans accreditation. Modifications to this plans must be approved by a person holding the PW2TMP qualification, and must be supported by a TMP or risk assessment, TCAWS 7.20.4. The ITCP person may vary the positioning of signs and devices provided the requirements of Section 7.10.3 TCAWS, regarding Tolerance on Positioning, are met. Traffic controller's to identify and make note of any routes prior to commencement of works Local constraints may not allow sign and devices to be placed exactly in accordance with the TGS judgement, therefore it is permissible for a ITC to position signs 10% less and up to 25% greater than the TGS indicated distance. Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets. Signs are to be Class 1 retro-reflective, positioned adjacent to the footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists. The TGS is approved for use by Fencyrang Construction Traffic Control ONLY. The drafter takes no responsibility for unauthorised and unapproved implementation of this TGS.	NOT TO SCALE TGS BEST VIEWED WHEN PRINTED IN A3 
PWZTMP No: TCT0072414 email: t.sampaio@ferrycarrig.com.au	Est Duration: TBC Working Hours: 20:00 - 05:00 (TBC - C/JM/CJP) ROL Req'd: yes Traffic Volumes: 10,000			
Approved by: Caoimhe Scullion  PWZTMP No: TCT0012122 Issue Date: 2nd October 2019	Plan Number: 230004 Date Drawn: 23.02.2022 Plan Expiry: 28th February 2023			

Appendix H Addendum 3 – Extended Work Hours

SSD 8925 MOD 9: Extended Work Hours Construction Pedestrian & Traffic Management Plan Addendum 3

20 January 2023

Warren Hon
Multiplex
135 King Street
Sydney NSW 2000

Dear Warren

In line with required documentation for Development Consent associated with the new Sydney Fish Markets SSD8925 (nSFM), the following is an assessment of the construction traffic impact associated with the proposed new site.

This addendum provides clarification and comparison of the previous construction traffic assessments with the construction traffic related to the proposed extension of work hours for the nSFM project.

1. Background and previous reports

Development Consent was granted on 23 December 2022 for SSD 8925 MOD 9: modification to construction hours and associated construction management plans, and design development works to the Upper Ground and Mezzanine Floors with the following conditions being specified:

C2. Construction, including the delivery of materials to and from the site, may only be carried out between the following hours:

- a. between 7.00 am and 5.30 pm, Mondays to Fridays inclusive; and*
- b. between 7.30 am and 3.30 pm, Saturdays.*

C4. Activities may be undertaken outside of these hours if required:

- a. by the Police or a public authority for the delivery of vehicles, plant or materials;*
- b. in an emergency to avoid the loss of life, damage to property or to prevent environmental harm*
- c. at the direction of a public authority (other than the Applicant) or Council when required by a Road Occupancy Licence (ROL) to prevent significant disruption to public transport, access to public transport, the local road network, cyclist and pedestrian movement or public safety; and*
- d. for the maintenance and monitoring of the dewatering of the temporary cofferdam.*

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 3 comprises the update to the CPTMP for the proposed extension of work hours.

2. Description of Works

The extensions are being sought to facilitate the pouring and finishing of a series of very large concrete slabs as part of the works in stages across the development.

Whilst these will be poured within the approved construction hours, there are a number of factors that will impact the completion of each concrete slab. These include traffic conditions, potential inclement weather, temperature and wind conditions. Accordingly, additional time is required for preparation and setup as well as finishing and cleaning, to facilitate the most efficient process and complete the work without risk of costly delays and to ensure contingencies can be implemented.

The proposed extended working hours will be for the duration of major concrete slab pours across five levels and it is forecast that there will be approximately 30 occasions requiring the extended hours with clearly defined work permitted during those times.

Provision has also been made for additional activities in emergency conditions—breakdown of concrete pumping equipment, breakdown of concrete plant, major external traffic delays or extreme weather conditions.

3. Extension of Hours

The approved, permitted work hours for the nSFM main site are:

- Monday to Friday: 7:00am to 5:30pm
- Saturday: 7:30am to 3:30pm
- Sunday, Public Holidays: No work without prior approval from City of Sydney Council, TfNSW

The work hours extensions sought are shown in Table 1.

Table 1: Proposed extensions of hours

Days	Extension	Activities during extended hours	Additional emergency activities during extended hours
Monday to Friday	5:30pm to 8:00pm	Slab finishing works using helicopter floats and hand tools.	- Concrete deliveries - Slab finishing with vibrators

With reference to the Conditions of Consent for SSD 8925 MOD 9, it is noted that dewatering, maintenance and monitoring of the works will be conducted out of hours. However, there will be no adverse impact to traffic outside the extended hours as all plant will already be installed and no material or plant will be removed out of hours.

No extension is being sought for weekends or Public Holidays. These extensions are being sought for the duration of stages in which the slabs are scheduled to be poured, from November 2022 to June 2023 (8 months).

4. 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.

4.1. 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 primary objectives are:

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

4.2. General Requirements

In accordance with TfNSW 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.

4.3. Construction Vehicle Types

No change is proposed to the vehicle types previously approved in the CPTMP for the main site.

4.4. Construction Traffic Volumes

No change is proposed to the vehicle volumes previously approved in the CPTMP for the main site.

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.

Hourly truck volumes do not exceed the previously approved maximum of the nSFM project. Additionally, truck volumes are likely to be slightly spread outside of the network peaks due to the extensions.

Conditioned activities associated with dewatering that are undertaken outside of approved hours, if required, will not impact traffic as all plant will already be installed and no materials or plant will be removed out of hours.

4.5. Construction Vehicle Routes

No change is proposed to the vehicle routes previously approved in the CPTMP for the main site.

4.6. Works Zones

There are no work zones proposed as part of this Addendum. 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

4.7. 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.

4.8. Traffic Guidance Schemes

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 and provide appropriate signage and delineation where required.

No additional TGSs are required for the extended hours.

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.

4.9. 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.

4.10. 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.

4.11. Consultation and Method of Communicating Traffic Changes

Traffic guidance schemes (TGSs) 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 TGSs on site are to be recorded and certified by authorised TfNSW accredited personnel. The associated road signage will inform drivers of works activities in the area including truck movements in operation. It must also be approved prior to implementing any changes.

4.12. Contact Details for On-Site Enquiries and Site Access

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

Phone: 0414 852 965 Email: warren.hon@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:

Phone: 1800 271114 Email: nfsm.community@multiplex.global

4.13. 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.

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

5. Quantitative assessment of the truck volumes

5.1. Conclusion

For the 8 month duration of the works associated with the extended hours for the construction of new Sydney Fish Markets (SSD8925), 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 nSFM project.
- Hourly truck volumes do not exceed the previously approved maximum for any stage of the nSFM project. Truck volumes will be slightly spread outside of the network peaks due to the extensions.
- The forecast construction traffic generation is less than the number of trips generated and assessed for the operational phase of the development.
- MOD 9 conditioned activities associated with dewatering that are undertaken outside of approved hours, if required, will not adversely impact traffic as all plant will already be installed and no materials or plant will be removed out of approved hours.

Therefore, with the measures described in the CPTMP and this Addendum in place, the construction activity is anticipated to have minimal impact to the daily activities within the vicinity of the site during the extended work hours periods.

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

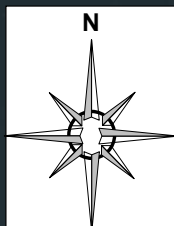
Appendix I Bridge Road Work Zone Traffic Guidance Scheme

Date 26/07/2022	Plan Drawn By: Marissa Arraiza	Prepare a Work Zone Traffic Management Plan TCT0046191	 Marissa ARRIZA Cert No: TCT0046191 Date of Issue: 17/03/2017 Type of traffic control work: IMP PWZ TOR	Traffic Cones		Taper Length		Signs		Speed of Traffic km/h	TC at beginning of taper	Lateral Shift Taper	Merge Taper
UBD REF	* This plan remain the property of Kontro Group * This plan is not to scale * This TCP complies with Aust Standard 1742.3 and RTA TCWSM Version 6.	Date of Issue 17/03/2017		Spacing (60-80km/h)	12m	Merger Taper	2Dm	Size	"A", "B" or "C"	45	15	0	15
				Spacing (Over 80km/h)	15m	Lateral Shift Taper	0m	Spacing	Dm	46-55	15	15	30
				Merge Taper (60-80km/h)	9m	Attended STOP/SLOW	30m	Advance Warning/ Area to Transition Area	2Dm	56-65	30	30	60
Urban Traffic accepts no liability for the implementation or execution of this TCP unless taken by authorised UTS personal// All TCP's are copyright/property of UTS and are not transferable unless authorised by Urban Traffic.				Lateral Shift (60-80km/h)	12m	Dm = Speed Limit	Use class 2 reflective signs for day work & class 1 reflective signs for night work		66-75	N/A	70	115	
									76-85	N/A	60	130	
									86-105	N/A	90	145	
									Greater	N/A	100	160	
									105	N/A	110	180	



MULTIPLY

SYDNEY FISH MARKET - 1 BRIDGE RD, GLEBE NSW 2037



B CLASS HOARDING SHOWN IN BLUE 24m

**1 Bridge Road, Glebe NSW 2037
SUBJECT SITE**

WORK ZONE SHOWN IN GREEN. 63.54M

PEDESTRIAN ACCESS MAINTAINED ON FOOTPATH

SINGLE LANE WORKZONE ON BRIDGE RD, GLEBE (POSITIONED MORE THAN 10M FROM AN INTERSECTION WITHOUT TRAFFIC LIGHTS)

TRUCKS TO DRIVE IN AND OUT OF REQUIRED GATES UNDER TC MANAGEMENT

NSW	SafeWork NSW	WORK HEALTH & SAFETY TRAFFIC CONTROL WORK
Glenda Cheryl FAHIM		
Cert No: TCT0026324	S.O.B: 1/11/1974	
Date of Issue: 09/03/2017		
Type of traffic control work: IMP PWZ TOR		

DESIGNER SIGN OFF
Review Date: 8/03/2023
Issue Date: 8/03/2023
GLENDA CHERYL
No.: TCT0026324
SIGN: G.C

APPROVER SIGN OFF
MARISSAARRAIZA
No.: TCT0046191
SIGN: M.A

Notes

- 1) Traffic Controllers to manage traffic and pedestrians safely around work area
- 2) Traffic Controller to control only one lane of traffic at any time
- 3) Traffic Controllers to ensure they have an escape route at all times and wear appropriate PPE
- 4) Minimum width of lane of 3m to be maintained at all times
- 5) Cones spacing to comply with TCAWS table 5.1, taper lengths to comply with TCAWS table 5.2
- 6) Minimum width of 1.2m shall be maintained at all times for pedestrians to pass unhindered
- 7) Pedestrians shall not be directed onto roadway unless traffic controllers are used to control site and proper measures are put in place to conform with AS 1742.3

**SHORT TERM DAY/NIGHT
TIME WORKS**

CLEARWAYS ON WATTLE STREET AND BRIDGE ROAD IN PLACE

MON-FRI 6AM-10AM 3PM TO 7PM