



# Proposed Student Accommodation Development at 13-23 Gibbons Street, Redfern

## Construction Pedestrian Traffic Management Plan

Prepared for:

The Trust Company (Australia) Ltd as  
Trustee for the WH Gibbons Trust

17 December 2018

The Transport Planning Partnership

# Proposed Student Accommodation Development at 13-23 Gibbons Street, Redfern

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Client: The Trust Company (Australia) Ltd as Trustee for the WH Gibbons Trust

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### Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
Final	17/12/18	Aston Pei Kenta Lam	Jessica Szeto	Michael Lee	

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# 1 Introduction

## 1.1 Background

The Transport Planning Partnership (TPPP) has prepared this draft Construction Pedestrian Traffic Management Plan (CPTMP) on behalf of The Trust Company (Australia) Ltd as Trustee for the WH Gibbons Trust to accompany a state significant development (SSD) application at 13-23 Gibbons Street, Redfern. The proposal involves the construction of an 18-storey student accommodation site comprising 488 beds at 13-23 Gibbons Street, Redfern.

## 1.2 Purpose of the CPTMP

The purpose of this CPTMP is to assess the traffic and pedestrian implications and outline how vehicular, cyclist and pedestrian traffic and access will be managed during the construction period. This CPTMP provides a structured approach to manage traffic and access during construction to provide a safe road environment, minimise impact on the surrounding road network and maintain access for all road users and the local community.

Specifically, the purpose of this CPTMP is to:

- maintain vehicle and pedestrian access to/from adjacent properties at all times
- restrict construction vehicle movements to designated routes to/from the site
- manage and control construction vehicle activity in the vicinity of the site
- provide an appropriate and convenient environment for pedestrians and cyclists around the construction site
- minimise the impact of construction activity on traffic flows, emergency vehicle access and pedestrian movements
- maintain appropriate public transport access, and
- carry out construction activity in accordance with the approved work hours.

## 1.3 Secretary's Environmental Assessment Requirements

On 9 August 2018, the Department of Planning and Environment (DoPE) issued the modified Secretary's Environmental Assessment Requirements (SEARS) for SSD 9194. Specifically, a traffic and accessibility impact assessment of the construction activities is required as part of the Environmental Impact Statement (EIS), in accordance with the SEARs for the proposed development.

The issues raised in the SEARs have been considered during the preparation of this CPTMP and are summarised in Table 1.1.

**Table 1.1: Review of Compliance with SEARs**

SEARS Transport, Traffic, Parking and Access	Report Reference
<b>Transport, Traffic, Parking and Access – Construction</b>	
<ul style="list-style-type: none"> <li>an assessment of traffic and transport impacts during construction and how these impacts will be mitigated for any associated traffic, pedestrians, cyclists, including the preparation of a draft Construction Pedestrian Traffic Management Plan. This Plan will include vehicle routes, truck numbers, hours of operation, access arrangements and traffic control measures for all works</li> </ul>	This Plan
<ul style="list-style-type: none"> <li>details of construction vehicle routes, peak hour and daily truck movements, hours of operation, access arrangements at all stages of construction and traffic control measures for all works</li> </ul>	Refer to Section 3
<ul style="list-style-type: none"> <li>an assessment of construction impacts on road safety at key intersections and locations for potential pedestrian, vehicle and bicycle conflicts</li> </ul>	Refer to Section 4
<ul style="list-style-type: none"> <li>cumulative construction impacts of projects including Sydney Metro City and Southwest</li> </ul>	Refer to Section 4.6
<ul style="list-style-type: none"> <li>details of any temporary cycling and pedestrian access during construction</li> </ul>	N/A – Refer to Section 4.2
<ul style="list-style-type: none"> <li>detail of access arrangements for workers, emergency services and the provision for safe and efficient access for loading and deliveries.</li> </ul>	Refer to Section 5

The report has been prepared and checked by engineers who hold the Roads and Maritime Services (Roads and Maritime) *Prepare a Work Zone Traffic Management Plan* card.

Additionally, this CPTMP has been prepared in accordance with the City of Sydney's Standard Requirements for Construction Traffic Management Plan (CTMP).

A summary of how this CPTMP addresses the City of Sydney's Standard Requirements for a CTMP is provided in Appendix A. It is noted that this CPTMP is for the excavation, demolition and construction of building works and not for road works. If any road works are required, the proponent or the contractor will separately seek approval from City of Sydney Council and/or Roads and Maritime as required.

It is noted that at this stage a contractor has not yet been appointed. Any changes proposed by the newly appointed contractor will require a new CPTMP to be prepared and/or amended for further review and/or approval from the relevant consent authorities.



## 2 Existing Conditions

### 2.1 Site Description

The subject site is located at 13-23 Gibbons Street, Redfern and falls within the local government area of the City of Sydney Council. The site is bounded by William Lane, Gibbons Street and Margaret Street along the east, west and south boundary respectively.

It is currently occupied by a residential flat building, with existing vehicular access provided directly off Margaret Street via a combined two-way driveway.

The location of the site and its surrounds is presented in Figure 2.1.

**Figure 2.1: Locality Plan**



Basemap Source: nearmap (aerial dated 23 Oct 2018)

The surrounding land use predominately comprises a mix of residential, commercial and retail shop/café use. In addition to this, the Redfern Railway Station (Redfern Station) is located approximately 200m (walking distance) north-west of the site and provides various rail service connections to numerous destinations across Sydney.

## 2.2 Abutting Road Network

### 2.2.1 Gibbons Street

Gibbons Street is a one-way northbound State Road that extends along the western boundary of the site. The road is configured as four lanes with two-hour restricted and unrestricted kerbside parking provided on the eastern and western sides respectively. The speed limit is posted as 50 km/h.

### 2.2.2 Margaret Street

Margaret Street is a two-way local road that extends along the south boundary of the site. The street provides good connectivity between Regent Street and Gibbons Street to the east and west ends respectively. No parking is provided on either side of the street.

### 2.2.3 William Lane

William Lane (north of the site) is a two-way laneway that extends in a north-south alignment. The laneway provides rear access to properties for parking and loading activities. Access to the laneway is provided off Marian Street. No parking is provided on either side of the laneway.

## 2.3 Public Transport Facilities

Redfern Station is conveniently located 200m north-west of the site. The station is serviced by a number of railway lines that provide connections to various destinations across the Sydney Metropolitan area including the Sydney CBD.

A map of the site's proximity to existing public transport facilities is provided in Figure 2.2, with the Redfern Station's public transport map shown in Figure 2.3.

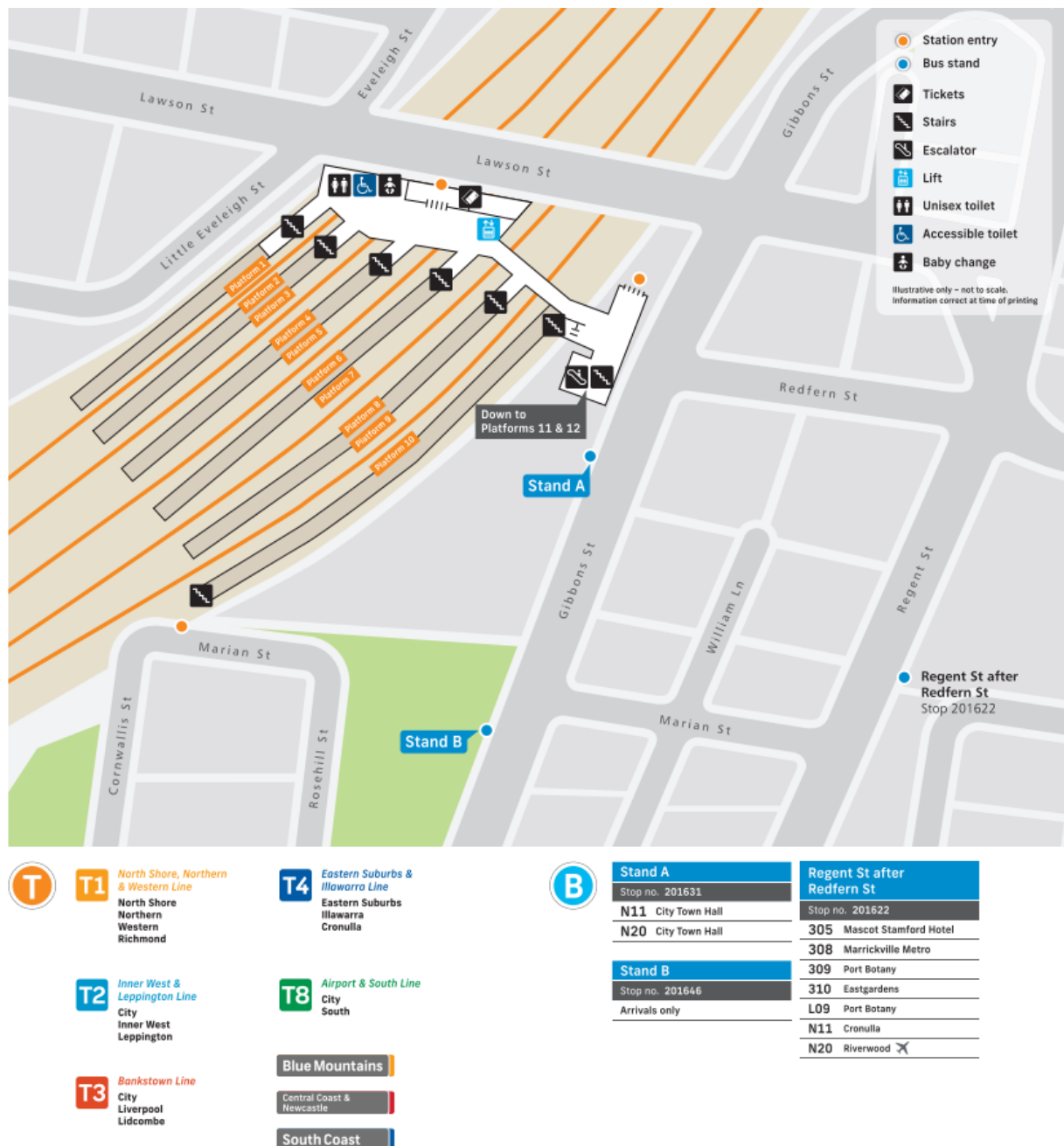


**Figure 2.2: Site Proximity to Public Transport Facilities**



Basemap Source: Google Maps Australia

**Figure 2.3: Redfern Station Public Transport Map**



Source: Redfern Station Map, Transport for NSW

Further to this, it is noted that the future Waterloo Station will be built 400m south from the site as part of the Sydney Metro Project Stage 2 (City & Southwest). This project will deliver 31 metro stations (including Waterloo Station) and increase the capacity of train services entering the Sydney CBD from about 120 services an hour today to up to 200 services beyond 2024.

Stage 2 Sydney Metro Line is expected to be operational in 2024.

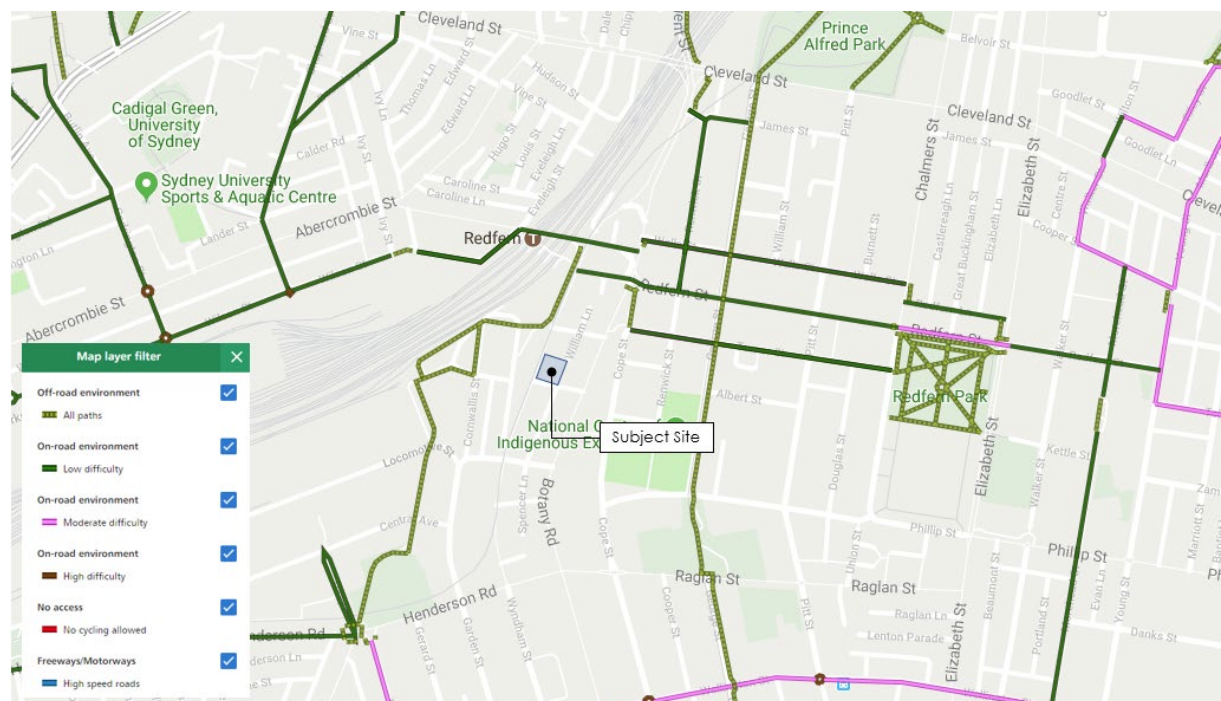
## 2.4 Pedestrian and Cyclist Facilities

Fully constructed pedestrian footpaths are located on all roads surrounding the site. A formal pedestrian crossing is available at the signalised midblock crossing located 170m north of the site on Gibbons Street, near Redfern Street.

In relation to cyclist facilities, a shared path is located within Gibbons Street Reserve directly west of the site and provides connections to Redfern Station and commercial offices, north-west and south-west of the site respectively.

This shared path is provided off road and connects to other on-road cycle paths in the area as shown in Figure 2.4.

**Figure 2.4: Cycleway Map**



Source: Roads and Maritime Services – Cycleway Finder

## 3 Proposed Construction Activities

This section of the report outlines the proposed construction methodology.

### 3.1 Description of Construction Activities

The proposed construction works at 13-23 Gibbons Street, Redfern, will primarily involve the following:

- demolition of existing structure and buildings
- excavation (to approximately 1.0m deep at a localised area)
- construction of the building structure
- erection of façade and landscaping works
- implementation of internal pedestrian and road linkages, and
- installation of services and internal finishes.

The extent of the work site will be wholly contained within the site boundary. Any impact to the surrounding road network is expected to be minimal and to be managed accordingly.

### 3.2 Duration and Staging of Works

The construction is expected to occur for a total period of 18 months.

The indicative construction staging and estimated duration of construction is summarised in Table 3.1. The staging of these construction works periods may change subject to confirmation from the appointed Contractor.

**Table 3.1: Indicative Construction Program**

Construction Activities	Duration (months)
Demolition	1 month
Excavation	1 month
Construction and Building Works	14 months
Public Domain Works	2 months
<b>Total</b>	<b>18 months</b>

### 3.3 Work Hours

Planning approval for the proposed development has not been granted. However, it is expected that the approval will stipulate working hours for construction works. At this stage, it is envisaged that the standard construction work hours will be as follows:

- Monday to Friday 7:00am – 6:00pm
- Saturday 8:00am – 1:00pm, and
- Sunday and Public Holiday No work.

Any works outside these times will only occur with approval from the relevant authorities (i.e. City of Sydney Council and Roads and Maritime Services), prior to the commencement of any works. Such works may include delivery of cranes, large plant or equipment required for the site. The appointed contractor will be responsible to liaise with Council to obtain all relevant permit approvals.

### 3.4 Site Access and Construction Vehicle Routes

Construction vehicles will have origins and destinations throughout Sydney. Dedicated construction vehicle routes have been developed to provide the shortest distances to/from the arterial road network, whilst minimising the impact of construction traffic on streets within the immediate vicinity of the site.

Vehicle access to the works site is anticipated to be provided off William Lane, north of the site. This laneway currently services access to residential properties and the occasional loading purposes. All truck drivers will be advised of the designated truck routes to/from the site and be required to adhere to the nominated routes.

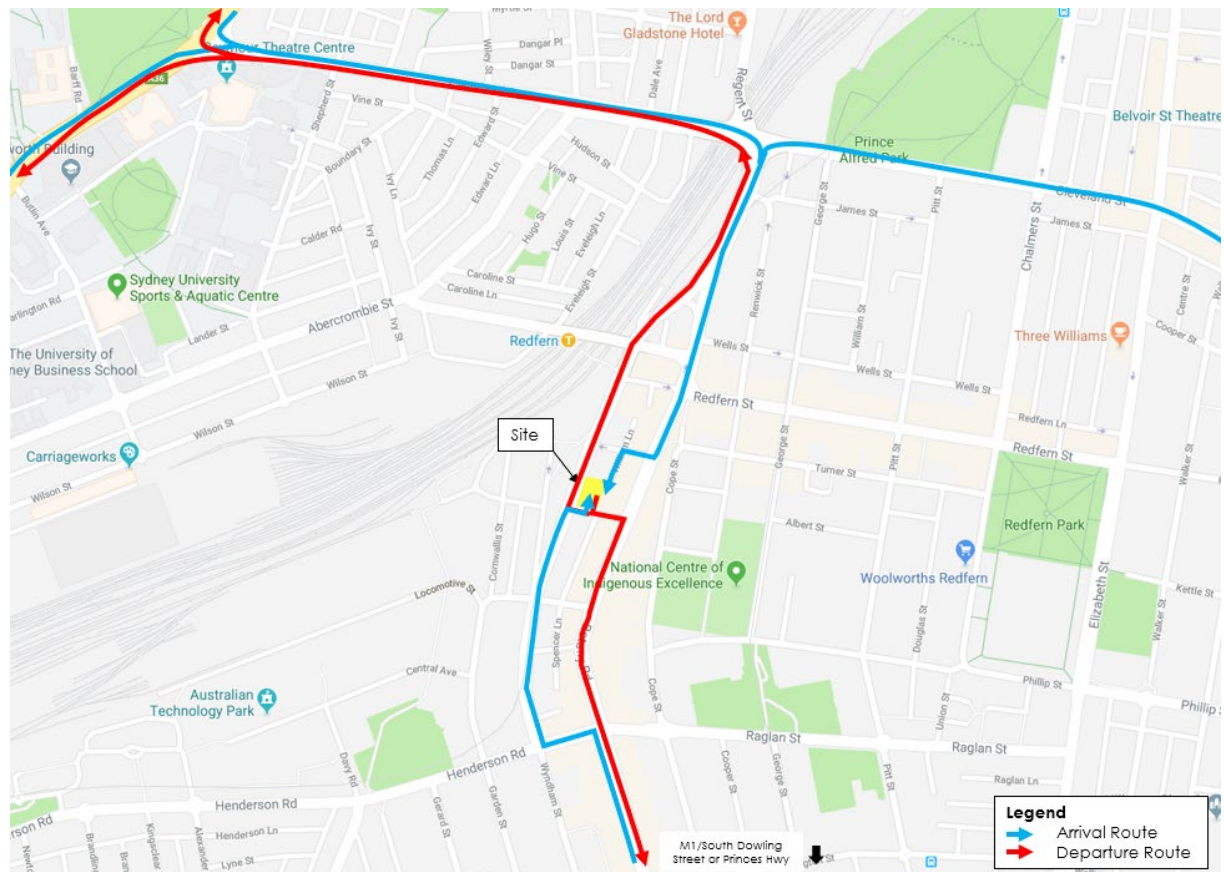
The designated truck routes to/from the site are summarised as follows:

- approach route:
  - travelling from the north: travel onto Cleveland Street, then turn left or right onto Regent Street before turning right onto Marion Street, then turn left onto William Lane and continue straight into the work site
  - travelling from the south: travel onto Botany Street, then turn left onto Henderson Road before turning right onto Wyndham Street and continue straight onto Gibbons Street, then turn right onto Margaret Street and then turn left into the work site
- departure route:
  - travelling north: turn right to exit the site onto Margaret Street before turning right onto Gibbons Street and then continue onto Regent Street and turn left onto Cleveland Street, and
  - travelling south: turn left to exit the site onto Margaret Street, then turn right onto Regent Street and continue onto Botany Road.



This nominated truck routes are shown in Figure 3.1, which is consistent with existing approved Roads and Maritime B-Double Routes within the Sydney region.

**Figure 3.1: Construction Vehicle Routes**



Basemap Source: Google Maps Australia

No queuing or marshalling/parking will be permitted on public streets. Construction vehicles are to radio or call on approach to ensure adequate access to the works site is made available.

All construction vehicles are required to enter and exit the site in a forward direction.

### 3.5 Construction Vehicle Type

Construction vehicles likely to be generated by the construction activities include:

- small to medium rigid vehicles, vans and couriers for smaller deliveries, and
- concrete pumps and concrete trucks to facilitate construction works.

The majority of trucks associated with the construction activities are expected to be carried out by 8.8m long medium rigid vehicles (MRV). Swept path analysis has been conducted using an 8.8m MRV and is provided in Appendix B.

In addition to this, it may be necessary that a 19m long float and trailer be required to deliver a crane to/from the works site. This crane will be used on-site and be set up and dismantled within the site boundary. The appointed Contractor will be responsible for obtaining all relevant permits and/or approvals from the City's Construction Regulation Unit and/or other relevant authorities for these "one-off" occasions.

### 3.6 Construction Worker Parking

No onsite vehicle parking will be provided. All workers will be encouraged and expected to use public transport and/or carpool to travel to/from the site. This will be incorporated in the workers induction program to ensure minimal parking impact on surrounding streets.

### 3.7 Materials and Handling Area

All materials handling and plant equipment, including waste storage, are expected to be wholly stored on-site within the works site. It is not expected that any public road will be required for such purposes. However, if temporary use of any public road is required for temporary storage purposes or the like, prior consultation with Council will be undertaken. All relevant permit approvals will also be obtained prior to the commencement of such activities.

### 3.8 Road Occupancy License Requirements

Any construction activities that will impact on the operational efficiency of the State road network will require a road occupancy license (ROL) prior to the commencement of such construction activities. The appointed contractor will be responsible to obtain all relevant ROL's as required.

### 3.9 Work Zone Requirements

A temporary works zone may be required on Gibbons Street to ensure the safe and efficient operation of construction activities. The appointed contractor will be responsible for liaising with City's Traffic Works Co-ordinator to obtain appropriate approvals/permits for the works zone.

## 4 Construction Traffic Assessment and Implications

### 4.1 Construction Traffic Generation

The estimated traffic movements associated with each stage of the construction works are summarised in Table 4.1.

**Table 4.1: Summary of Construction Traffic Movements**

Construction Activities	Duration	Daily Two-Way Movements	Hourly Two-Way Movements
Demolition	1 month	20 trips per day	Up to 2
Excavation	1 month	10 trips per day	Up to 1
Construction and Building Works	14 months	50 trips per day	Up to 5
Public Domain Works	2 months	20 trips per day	Up to 2

The proposed construction traffic generation is considered to generate a modest level of vehicular traffic, with up to five truck movements (two-way) per hour expected during peak construction activities. As such, the proposed construction activities could not be expected to result in adverse impact on the surrounding road network.

### 4.2 Pedestrian and Cycle Access

Pedestrian and cycle access will be maintained as per existing conditions during the project. It may be necessary to divert pedestrians from the eastern footpath to the western footpath to facilitate loading activities on Gibbons Street. If required, appropriate traffic control management measures and advisory signage will be implemented, subject to approval from the relevant authorities.

All relevant site hoarding and fencing will be installed to ensure pedestrian safety at all times. All relevant permit approvals will be obtained from Council (e.g. Class A and B Hoarding), prior to the commencement of any work.

### 4.3 Public Transport Facilities

The proposed construction activities are not expected to result in any changes to existing public transport services. All existing bus facilities and bus stops will be maintained at all times during the works.

## 4.4 Emergency Vehicles and Heavy Vehicles

No special provisions for emergency service vehicles or heavy vehicles are required as part of the proposed construction works. Emergency and heavy vehicle access will be maintained at all times.

## 4.5 Adjoining Properties and Local Access

The proposed construction works will not impact existing local access to/from properties. Local access to properties will be maintained at all times during the works.

## 4.6 Sydney Metro / Other Construction Activities

The Sydney Metro City and Southwest construction works are expected to be ongoing during the construction works of the proposed development. It should be noted that the Sydney Metro works may affect the proposed construction activities if there are any road closures and/or changes to traffic conditions in the Redfern area.

As such, the appointed contractor will be responsible to liaise with the relevant Project Site Engineer/Manager and/or check with authorised representatives from Sydney Metro project team for updates on a regular basis to mitigate any potential impacts and manage construction vehicle access to/from the site as required. In addition to this, the appointed contractor will be responsible to liaise with other contractors in the area, including the proposed construction contractor at 11 Gibbons Street, Redfern (St George Community Housing).

## 5 Construction Traffic Management Measures

### 5.1 Traffic Management Measures

A site-specific Traffic Control Plan (TCP) will be prepared once a contractor has been appointed. This TCP will be designed in accordance with Roads and Maritime Traffic Control at Works Sites manual, with all relevant approvals and permits obtained prior to the commencement of any construction works.

The proposed construction truck movements to/from the works site will be accompanied by advisory traffic control signage to minimise the traffic impact on the surrounding road network. An example of such a TCP is shown in Appendix C.

At no time will traffic controllers be permitted to stop traffic on the public streets to facilitate trucks entering or exiting the site. Traffic controllers will only be able to assist, manage and guide construction trucks out of the site under suitable gaps in traffic.

All advisory road signage will be installed in accordance with AS1742.3 Manual of uniform traffic control devices - Traffic control devices for works on roads and the Roads and Maritime Services Traffic Control at Worksites Manual. Signs will be installed and maintained throughout the construction period.

### 5.2 Vehicles Access

Construction vehicles will radio/call the site office on approach to ensure a loading area is available within the works site. All loading and unloading activities will be undertaken within the works site (or within the works zone based on site-specific requirements) during the approved work hours. As noted previously, the queuing or marshalling of construction vehicles will not be permitted on public roads. Notwithstanding this, if there are any materials spilt onto the road, site personnel and equipment will rectify the issue accordingly, subject to appropriate OH&S provision.

### 5.3 Heavy Vehicle Loads

All drivers will be required to adhere with the posted vehicle load limits on all roads and not overload vehicles beyond its maximum loading limits and/or relevant approvals.

### 5.4 Truck Routes

Protocols must be in place to ensure:

- site induction will include procedures for accessing the site



- drivers will adhere to the nominated truck routes as shown in Figure 3.1
- drivers will be aware of pedestrians and cyclists in the vicinity of the site
- drivers will be aware of existing signposted speed limits.

## 5.5 Construction Worker Parking

As indicated previously, onsite car parking will not be available during the works. However, a tool drop-off and storage facility is expected to be provided on-site. This will allow construction workers to drop off and store their tools, allowing them to use public transport to travel to and from the site.

Taking the above into consideration, it is proposed to implement the following measures to encourage workers to use public transport:

- provide an on-site tool drop-off and storage facility to allow tradespeople to drop off and store their specific machinery for the project
- inform staff during the induction and regular management meetings that no car parking will be available for staff
- instruct staff to use public transport to access the site during the induction and regular management meetings, and
- display public transport timetable information at key locations within the work site and ensure that it is easily accessible by staff.

## 5.6 Site Inspections and Record Keeping

The construction operation will be monitored to ensure that it proceeds as set out in the Contractor's Construction Management Plan provided by the appointed Contractor. A daily inspection before the start of construction activity will take place to ensure that conditions accord with those stipulated in the plan and that there are no potential hazards. Any possible adverse impacts will be recorded and dealt with as they arise.

## 5.7 Site Inductions

All staff employed on the site by the appointed contractor will be required to undergo a site induction. The induction will include permitted access routes to and from the works site for site staff and delivery vehicles as well as standard environmental, OH&S, driver protocols and emergency procedures. The workers are to be informed to use public transport to access the site during the induction.

## 6 Conclusion

This CPTMP has been prepared to document the proposed construction activities and associated construction traffic management measures necessary to facilitate the construction of the proposed development at 13-23 Gibbons Street, Redfern.

The key findings contained in this CPTMP are as per below.

- The construction of the proposed development is expected to generate up to five vehicles per hour (two-way) during the peak construction activities.
- Given the expected low volume of construction vehicles, construction vehicle movements to and from the site can be satisfactorily accommodated in the surrounding road network.
- No pedestrian or cyclist facilities will be impacted as a result of the construction activities.
- It is proposed that loading/unloading of trucks to occur within the site, with construction vehicle access provided off William Lane.
- A number of driver protocols will be established as part of the site induction procedure for drivers to ensure the safety of motorists, pedestrians and cyclists.
- Truck drivers are to be instructed to use the designated truck routes to/from the site.

In summary, it is concluded that the proposed traffic control measures will adequately address potential implications associated with proposed construction activities. This CPTMP fulfils the requirements of the SEARs relating to SSD 9194.

## Appendix A

### City of Sydney CTMP Requirements

## A 1: Compliance with City of Sydney Standard Requirements for CTMP

Item No.	Item Description	Compliance (Yes/No)	Report Reference
1	Details of routes to and from site and entry and exit points from site – site specific	✓	Refer to Section 3.4
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 3.4
3	The approved truck route plan will form part of the contract and must be distributed to all truck drivers	✓	Refer to Section 5.4 and 5.7
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 3.4
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 3.1
6	The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction. NOTE: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit)	✓	Refer to Section 3.5
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 3.5
8	No queuing or marshalling of trucks is permitted on any public road	✓	Refer to Section 3.4 and 5.2
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 4
10	All vehicles associated with the development will 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 3.6 and 5.5
11	All loading and unloading must be within the development site or at an approved "Works Zone"	✓	Refer to Section 5.2
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 3.9
13	The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures	✓	Refer to Section 3.9
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 3.8
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 3.5

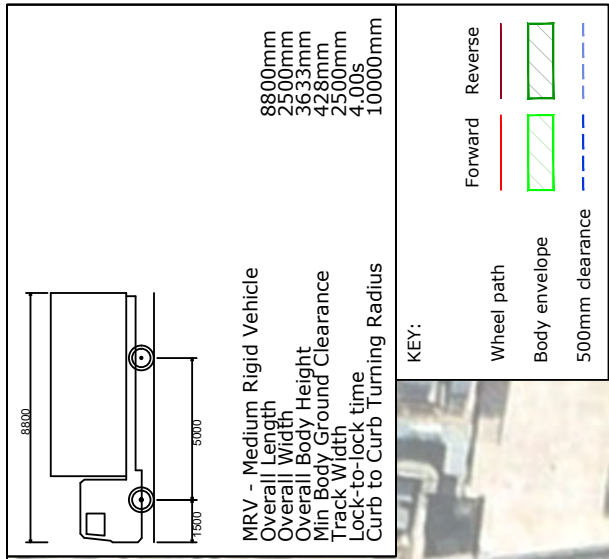
Item No.	Item Description	Compliance (Yes/No)	Report Reference
16	The Applicant must comply with development consent for hours of construction	✓	Refer to Section 3.3
17	All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control At Work Sites Guidelines	✓	Refer to Appendix C
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 5.1
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 4.2
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	✓	Refer to Section 4.2
21	The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways	✓	Refer to Section 3.7
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 4.2
23	The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or RMS for consideration. Also WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations)	✓	Refer to Section 1.3
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	✓	Refer to Section 1.3



## Appendix B

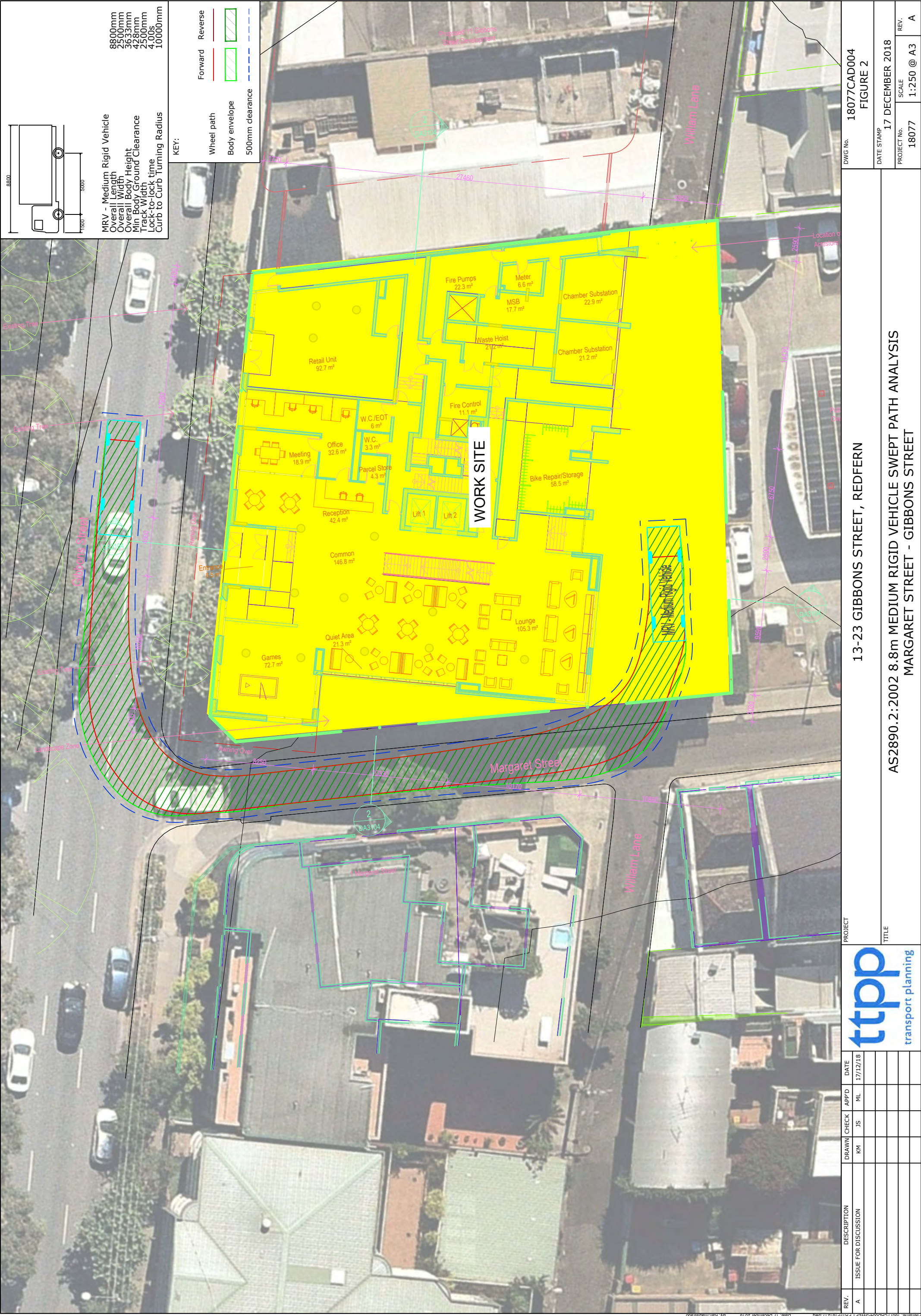
### Swept Path Analysis






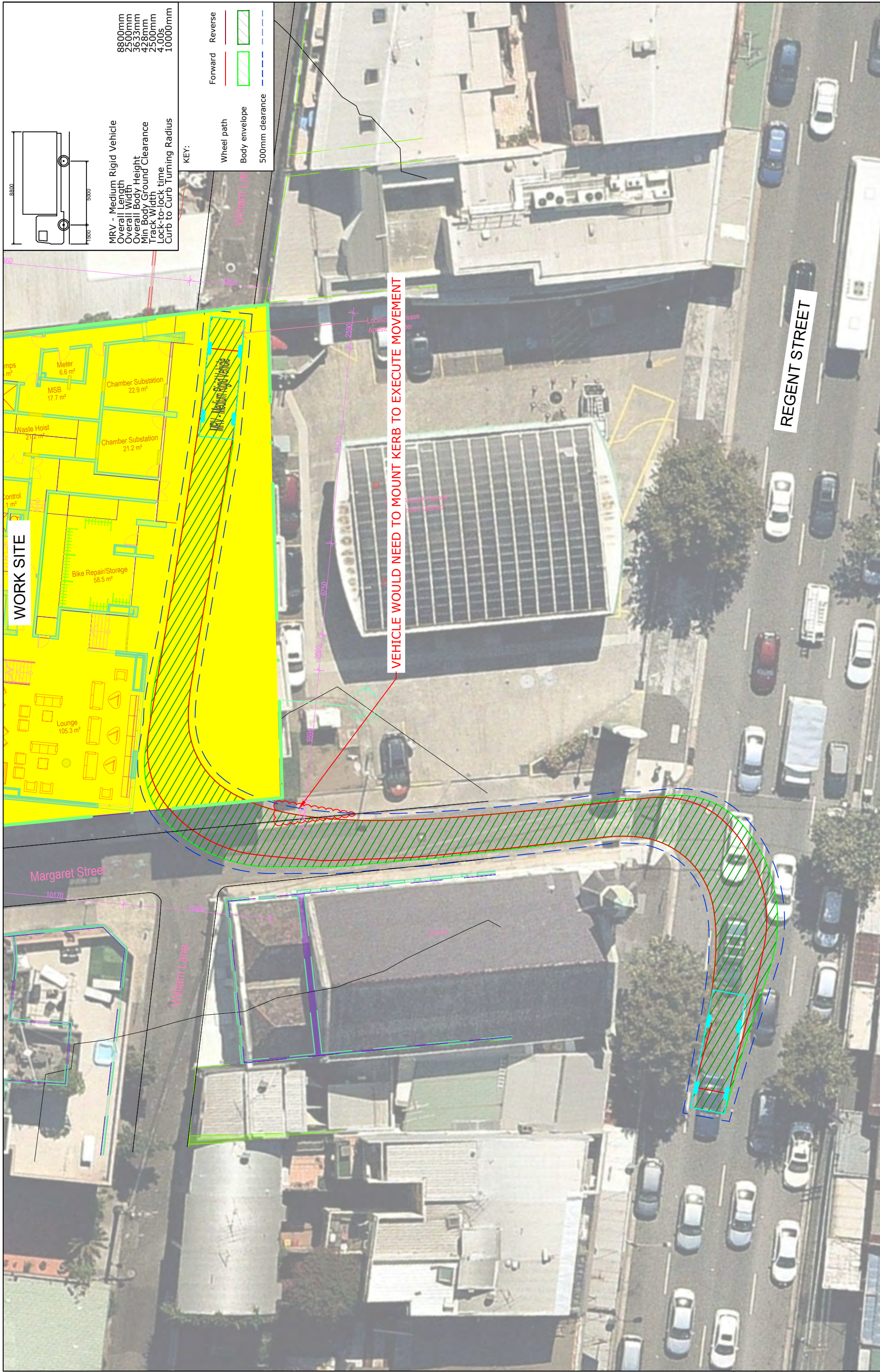
		PROJECT				13-23 GIBBONS STREET, REDFERN				DWG No. 18077CAD004 FIGURE 1	
		TITLE				AS2890.2:2002 8.8m MEDIUM RIGID VEHICLE SWEEPED PATH ANALYSIS REGENT STREET - MARIAN STREET - WILLIAM LANE				DATE STAMP 17 DECEMBER 2018	
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE						
A	ISSUE FOR DISCUSSION	KM	JS	ML	17/12/18						
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A						ISSUE FOR DISCUSSION						KM		JS		ML		17/12/18																															
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																		MARGARET STREET - GIBBONS STREET										18077		1:250 @ A3		A																	



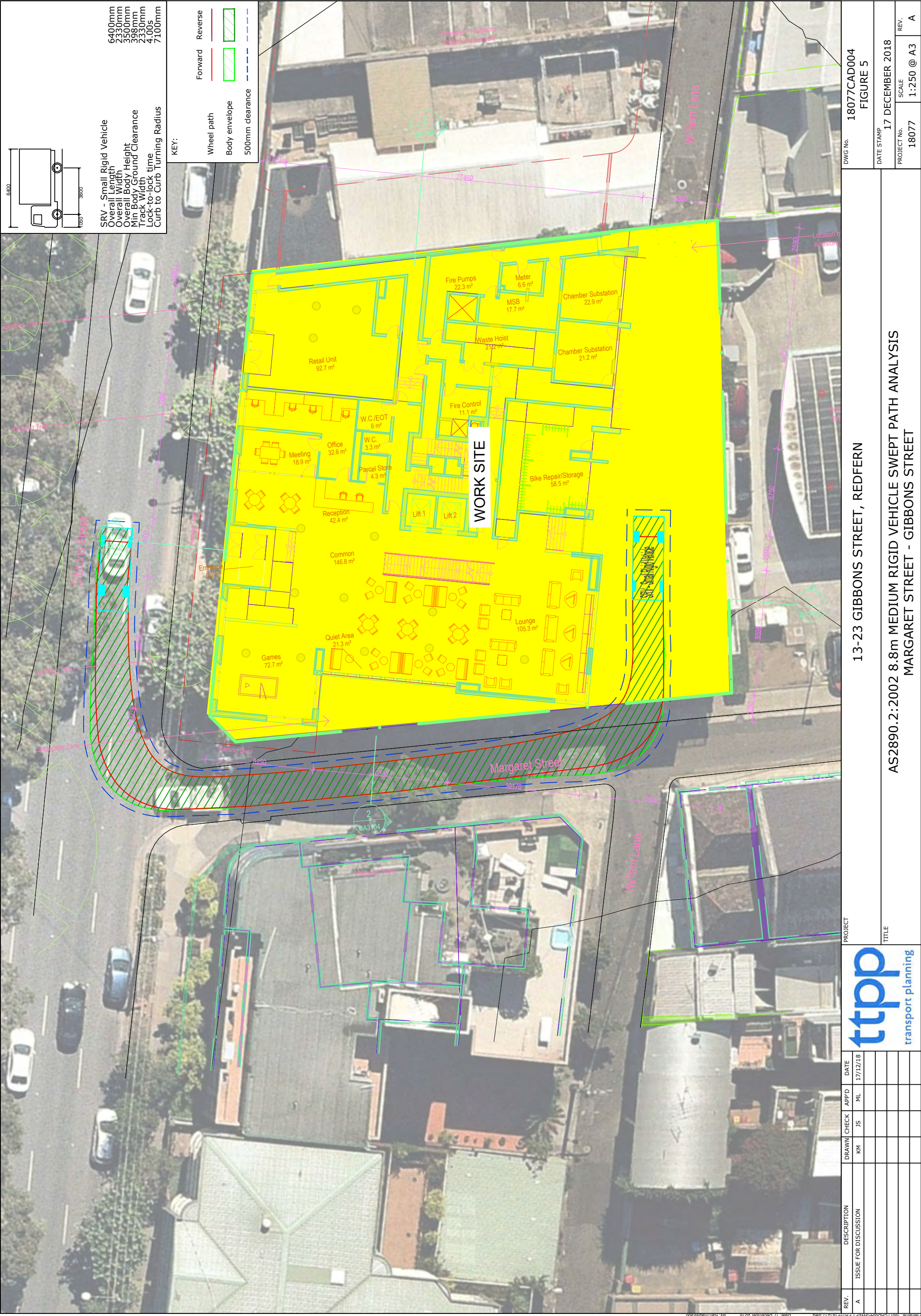


				<div>PROJECT</div> <div>13-23 GIBBONS STREET, REDFERN</div>				DWG No. 18077CAD004 FIGURE 3	
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE	<div>TITLE</div> <div>AS2890.2:2002 8.8m MEDIUM RIGID VEHICLE SWEEP PATH ANALYSIS MARGARET STREET - REGENT STREET</div>			
A	ISSUE FOR DISCUSSION	KM	JS	ML	17/12/18				
						DATE STAMP		17 DECEMBER 2018	
						PROJECT No.		18077	
						SCALE		1:250 @ A3	
						REV.		A	

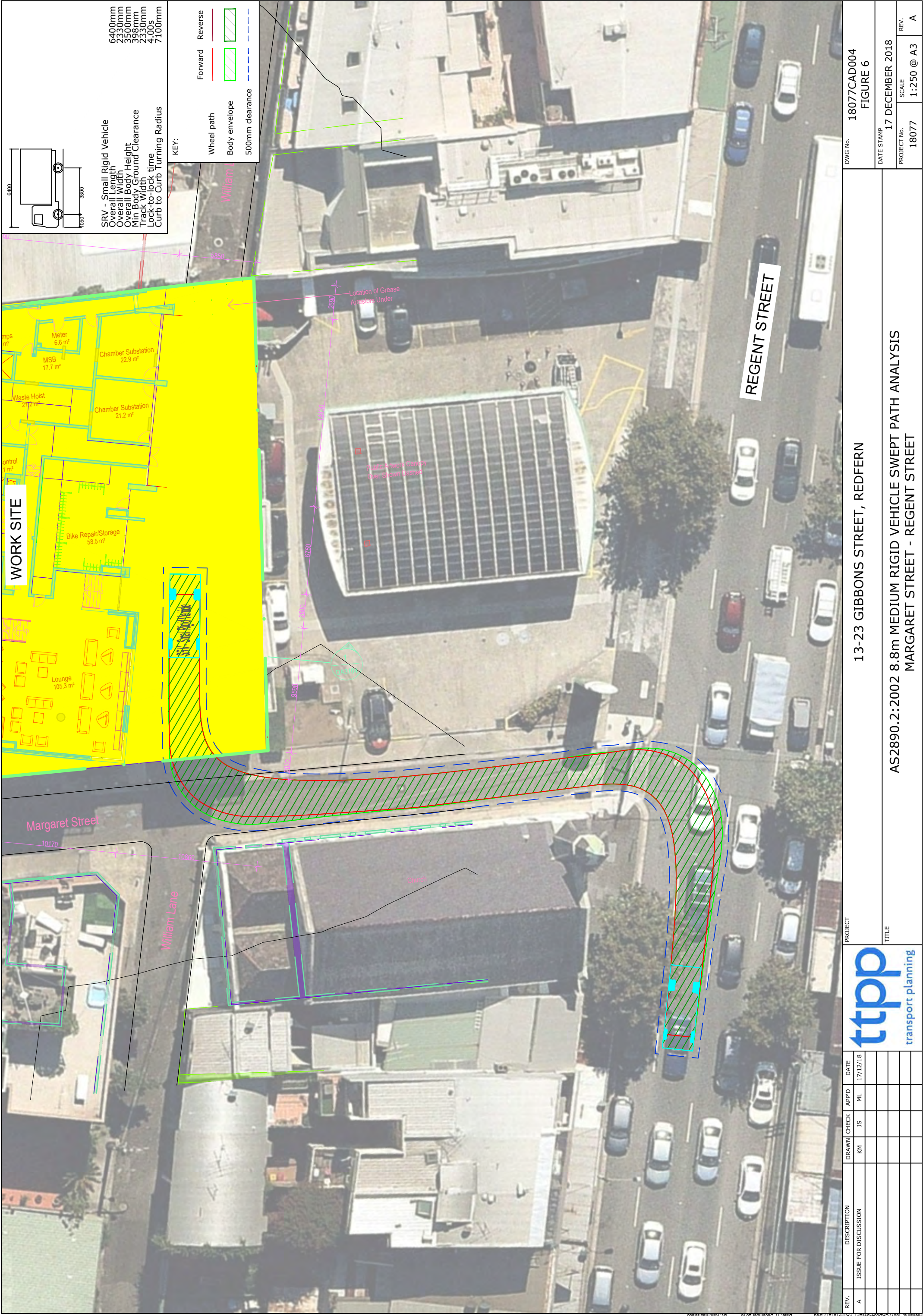












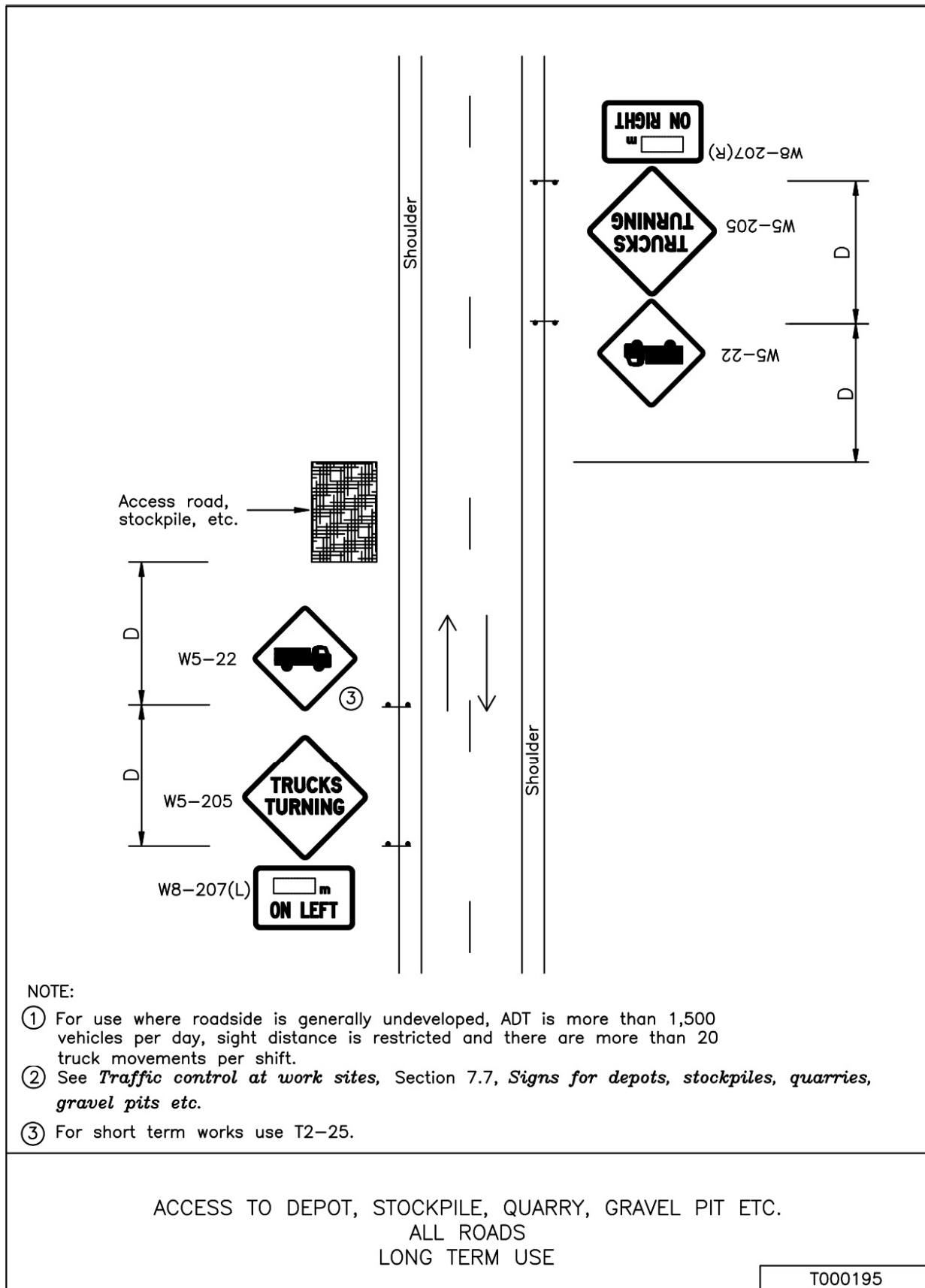
PROJECT				13-23 GIBBONS STREET, REDFERN				DWG No.	18077CAD004
TITLE				AS2890.2:2002 8.8m MEDIUM RIGID VEHICLE SWEEP PATH ANALYSIS				FIGURE 6	
REV.				A				DATE STAMP	17 DECEMBER 2018
DESCRIPTION				MARGARET STREET - REGENT STREET				PROJECT No.	18077
ISSUE FOR DISCUSSION								SCALE	1:250 @ A3
DRAWN								REV.	A
CHECK									
APP'D									
DATE									



## Appendix C

### Standard Traffic Control Plans

# TCP 195



The Transport Planning Partnership  
Suite 402 Level 4, 22 Atchison Street  
St Leonards NSW 2065

P.O. Box 237  
St Leonards NSW 1590

02 8437 7800

[info@tpp.net.au](mailto:info@tpp.net.au)

[www.tpp.net.au](http://www.tpp.net.au)