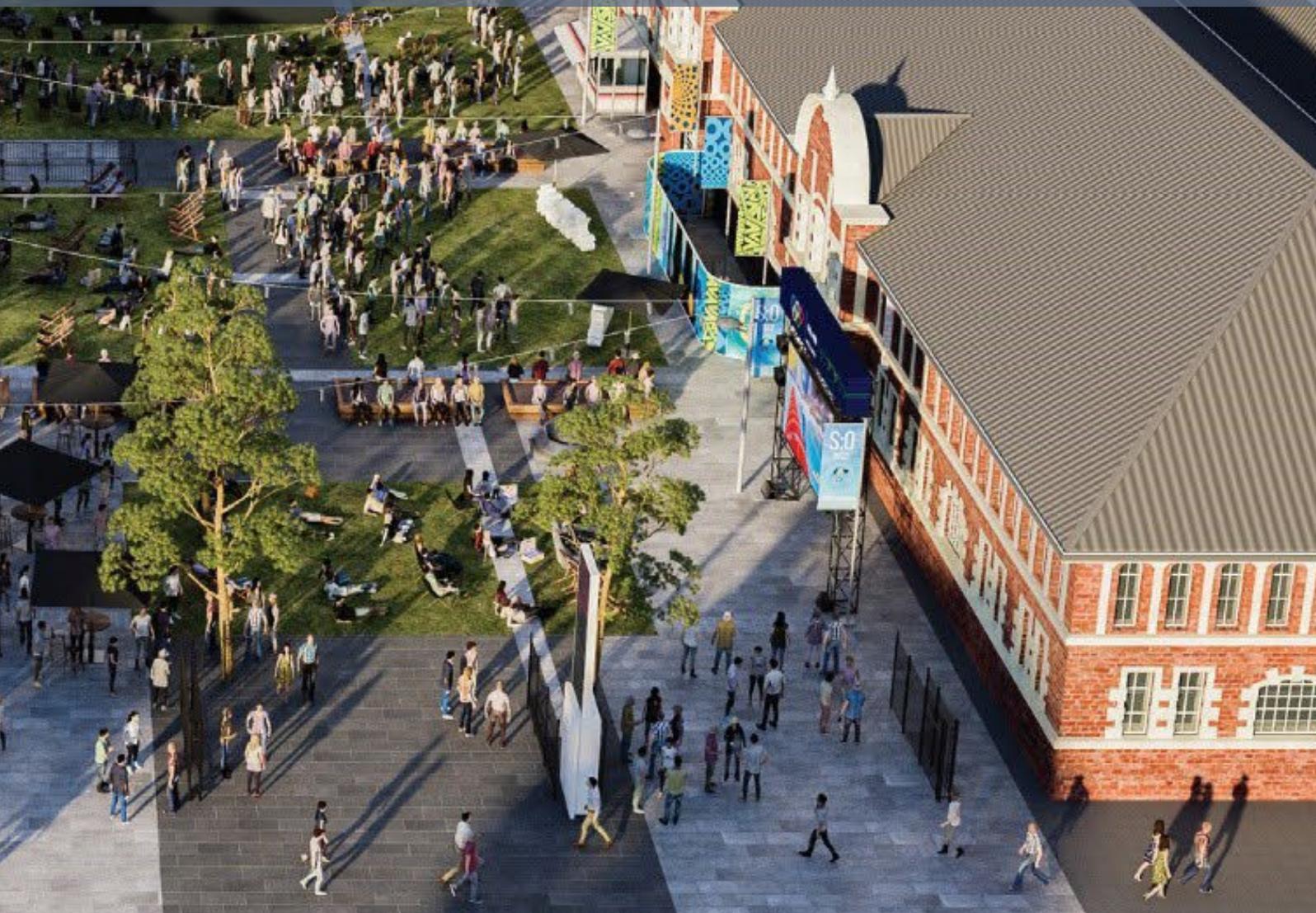


# Sydney Swans Headquarters and Community Centre

Royal Hall of Industries

Construction Pedestrian and Traffic Management Plan



Prepared by: GTA Consultants (Group) Pty Ltd for FDC Construction & Fitout (NSW) Pty Ltd

on 05/08/2021

Reference: N165283

Issue #: A

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## Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	05/08/2021	Final	Connor Hoang	Mackenzie Brinums	Rhys Hazell	

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# 1. INTRODUCTION

01

## 1.1. Background

FDC has been contracted to undertake the construction works for the Sydney Swans Headquarters and Community Centre at the existing Royal Hall of Industries (RHI) at Moore Park. The project involves the adaptive reuse of the RHI for a high-performance sport and community facility. The development will maintain the existing structural integrity and façade of the RHI whilst re-purposing the interior of the building to support a number of compatible uses and utilise the space effectively.

In addition to the repurposing of the RHI, an extension will be constructed to the south of the building in the current service and courtyard area. The built form of the extension is consistent with the height, scale and material of the RHI and will be largely concealed behind the existing courtyard wall.

FDC has engaged GTA, now Stantec to prepare a Construction Traffic and Pedestrian Management Plan to examine the impacts of the construction works on the surrounding road network and to detail the proposed construction traffic and pedestrian management measures.

Specifically, this CTPMP seeks to address Condition C23 of the project approval (SSD 9726). The condition requirements and the location where the requirements have been addressed are outlined in Table 1.1.

**Table 1.1: Consent condition requirements**

Condition	Condition requirements	Document reference
C23	Prior to the issue of any construction certificate to any preparatory, demolition or excavation work, whichever is earlier the Applicant shall prepare a Construction Traffic and Pedestrian Management Sub-Plan (CTPMP) in consultation with the TfNSW Sydney Coordination Office within TfNSW and the Sydney Light Rail Operator. The CPTMP must ensure that the construction of the development does not in any way adversely impact the Sydney Light Rail Project and specify matters including, but not limited to:	Section 1.1, 1.2, Appendix E
	(a) A description of the development	
	(b) Location of any proposed work zone(s)	Section 3.5
	(c) Details of crane arrangements including location of any crane(s) and crane movement plan	Section 3.6
	(d) Haulage routes	Section 3.8
	(e) Construction vehicle access arrangements including vehicle access/crane access and in or around the light rail	Section 3.4
	(f) Proposed construction hours in accordance with Conditions E7-E11	Section 3.2
	(g) Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods	Section 3.7
	(h) Construction program and construction methodology	Section 3.1 and Appendix B
	(i) A detailed plan of any proposed hoarding and/or scaffolding, including adequate clearance for pedestrian movement along Lang Road, Driver Avenue and Errol Flynn Boulevard	Section 4.2
(j) Consultation strategy for liaison with surrounding stakeholders, including other developments under construction and the Sydney Light Rail Operator	Section 1.2	

Condition	Condition requirements	Document reference
	(k) Details of measures to avoid construction worker vehicle movements within the vicinity of the precinct, including any off-site worker parking location/s away from the precinct	Section 3.3
	(l) Any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works.	Section 4.2, 4.3, 4.4
	(m) Cumulative construction impacts of projects including Sydney Light Rail Project. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the surrounding road network	Section 4.6
	(m) Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.	Section 4.2, 4.3, 4.4

This CTMP has been prepared in accordance with the City of Sydney (CoS) Standard Requirements for Construction Traffic Management Plans and FDC proposes to undertake all works in accordance with this CTMP. The requirements are attached in Appendix A.

The following report sets out an assessment with consideration of the following:

- site accesses
- requirement for work zones
- anticipated heavy vehicle movements
- heavy vehicle routes to and from the site
- requirements for pedestrians and cyclists.

This report has been prepared by engineers who hold the Transport for NSW (TfNSW) Prepare a Works Zone Traffic Management Plan certification. Details of the accredited engineers are as follows:

- Mackenzie Brinums Certification No. 0051848769
- Rhys Hazell – Authorisation No. TCT0045321.

## 1.2. Consultation

In accordance with the requirements of the Consent Conditions, Condition B13(b) this CTPMP must be developed in consultation with TfNSW and the Sydney Light Rail Operator.

A draft CTPMP was submitted to TfNSW's Sydney Coordination Office for distribution to the relevant stakeholders for review and comment. TfNSW subsequently indicated there were no comments on the draft CTPMP as detailed in Appendix E and the CTPMP has since been finalised.

FDC will continue to liaise with TfNSW and the Sydney Light Rail Operator throughout construction to satisfy any concerns with the proposed construction methodology and/ or materials handling.

## 1.3. References

In preparing this report, reference has been made to the following:

- Traffic Control at Work Sites manual, TfNSW, October 2020.
- Australian Standard AS1742.3:2019 Manual of Uniform Traffic Control Devices – Traffic control for works on roads.
- City of Sydney (CoS) Standard Requirements for Construction Traffic Management Plans.
- other documents and data as referenced in this report.

## 2. EXISTING CONDITIONS

02

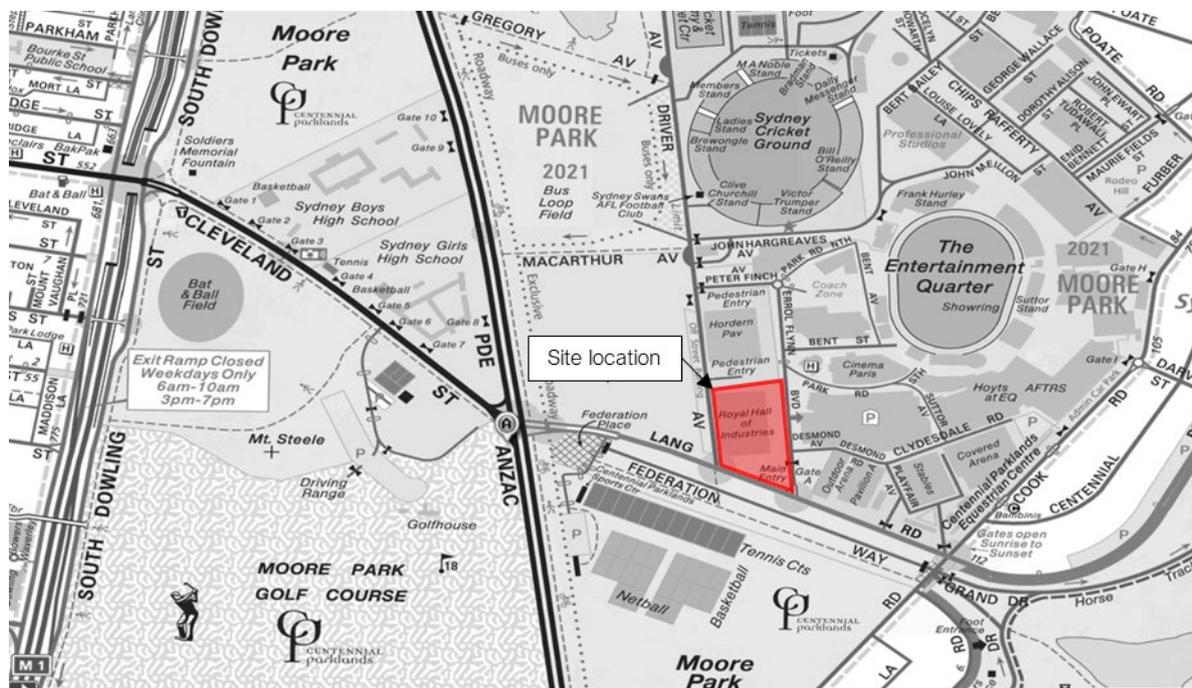
## 2.1. Location

The subject site is at 1 Driver Avenue, Moore Park and comprises a portion of two separate lots, legally described as Lot 3, DP861843 and Lot 52 of DP1041134. It has frontages of approximately 100 metres to Driver Avenue to the west and Errol Flynn Boulevard to the east. The site is owned by the Centennial Park and Moore Park Trust and is leased to the Sydney Swans for the purposes of the development. The site is within the Moore Park Showground as referenced in the City of Sydney LEP 2012 and broadly recognised as the Entertainment Quarter.

The surrounding properties mainly comprise sporting facilities including the Sydney Cricket Ground and Sydney Football Stadium together with supporting retail, restaurant and leisure land uses making up the Entertainment Quarter.

The location of the site and its surrounding environs is shown in Figure 2.1.

Figure 2.1: Subject site and its environs



Base image source: <https://www.street-directory.com.au/>, accessed 25 June 2021

## 2.2. Surrounding Road Network

Driver Avenue is a local road aligned in a north-south direction west of the site. It is a two-way road with one traffic lane in each direction, set within an approximately 11-metre-wide carriageway. Kerbside parking is permitted on both sides of the road under 4P ticketed parking restrictions outside of special event clearway times. Parking on the eastern side of the road near the site is parallel while parking along the western side of the road is 90-degree angle parking.

Errol Flynn Boulevard is a private road that provides access to the Entertainment Quarter and multideck car park. It is aligned in a north-south direction along the eastern boundary of the site with access via Lang Road to the south. It is a two-way road generally providing two traffic lanes in each direction and a central median. Kerbside parking is not permitted, with select areas for set-down/ pick-up purposes and taxi zones.

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## EXISTING CONDITIONS

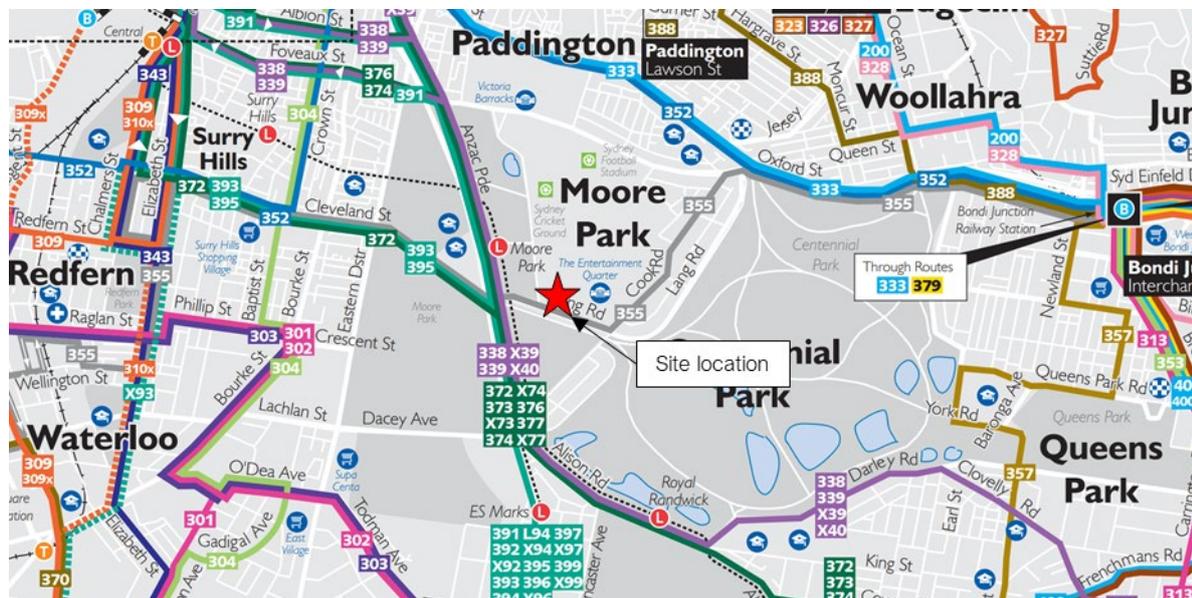
Lang Road functions as a collector road and is aligned in an east-west direction south of the site. It provides a key connection through the local area dissecting the Entertainment Quarter and Centennial Park to link Oxford Street in Paddington with Anzac Parade in Moore Park. It is a two-way road with two traffic lanes in each direction and no kerbside parking in the vicinity of the site.

### 2.3. Public Transport

The site is well serviced by public transport with both bus and light rail routes accessible within walking distance. Bus stops are provided on Lang Road and Anzac Parade within 250 metres walking distance of the site. The Moore Park light rail stop on Anzac Parade is located within 350 metres of the site.

The surrounding public transport network is shown in Figure 2. and summarised in Table 2.1.

Figure 2.2: Surrounding public transport network



Base image source: [State Transit Sydney eastern suburbs map](#), accessed 25 June 2021

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Table 2.1: Surrounding public transport network

Transport	Route number	Route description	Location of stop	Distance to nearest stop	Frequency on/off-peak
Light Rail	L2	Randwick Line	Anzac Parade	350 metres	8 -12 minutes
	L3	Kingsford Line			
Bus	355	Marrickville Metro to Bondi Junction via Moore Park and Erskineville	Lang Road at Errol Flynn Boulevard	60 metres	30 mins peak and off peak
	338	Clovelly to Central Railway Square	Anzac Parade at Lang Road	250 metres	10-30 mins peak only
	339	Clovelly to City Gresham Street			20 mins peak/ 30 mins off peak
	372	Coogee to Central Railway Square			5-10 mins peak/ 15 mins off peak
	373	Coogee to City Circular Quay via Belmore Road			30 mins peak/ 10-15 mins off peak
	374	Coogee to City Circular Quay via Bream St			30 mins peak and off peak
	376	Maroubra Beach to Central Railway Square			20 mins peak/ 30 mins off peak
	377	Maroubra Beach to City Circular Quay			Maroubra Beach to City Circular Quay
	391	La Perouse to Central Railway Square			30 mins peak and off peak
	392	Little Bay to City Circular Quay via Eastgardens & Prince Henry Hospital			15 mins peak/ 30 mins off peak
	393	Little Bay to Central Railway Square via Maroubra and Kingsford			10-15 mins peak and off peak
	394	City Circular Quay to La Perouse via Maroubra and Kingsford			20 mins peak only
	395	Maroubra Beach to Central Railway Square			30 mins peak and off peak
	396	Maroubra Beach to City Circular Quay			30 mins peak and off peak
	397	South Maroubra to City Circular Quay			15 mins peak/ 30 mins off peak
	399	La Perouse to City Circular Quay via Malabar Beach & Maroubra Junction			15 mins peak/ 30 mins off peak

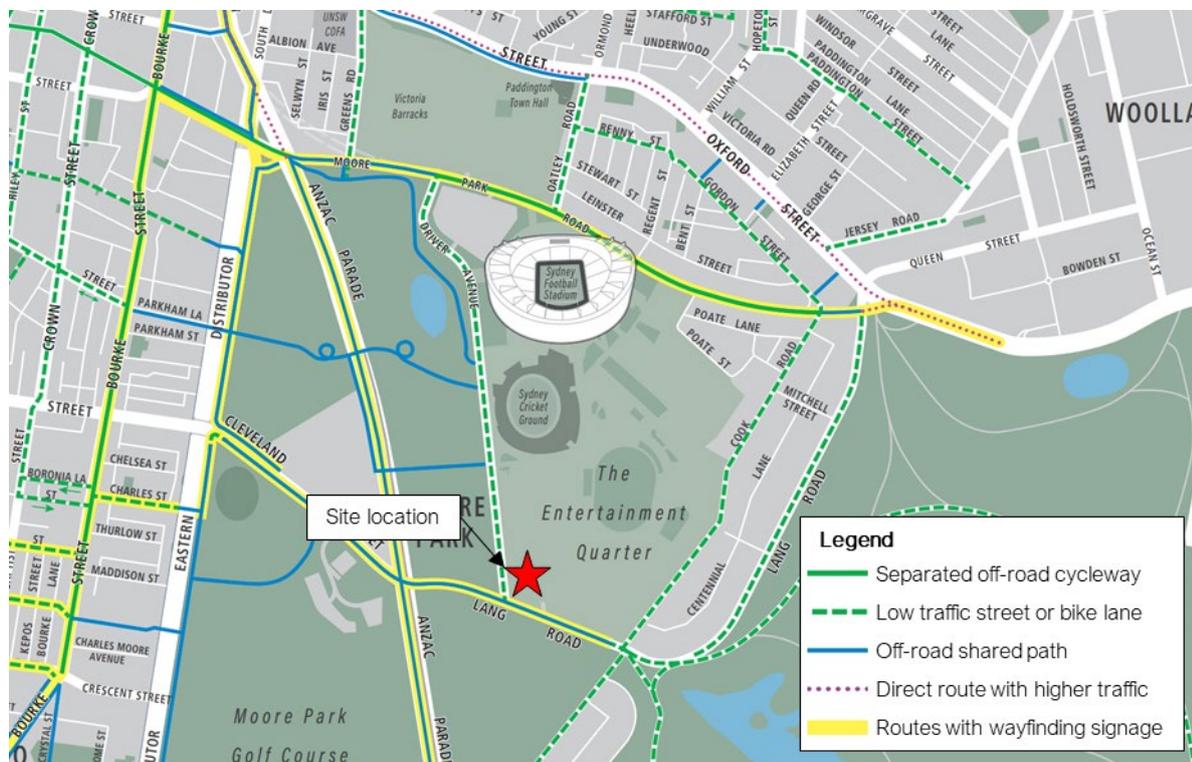
## 2.4. Walking and Cycling Infrastructure

The site is well supported by a network of surrounding walking infrastructure. Footpaths are generally provided on both sides of surrounding roads and generally wide or provided as shared paths to accommodate large pedestrian volumes associated with events in the precinct. Near the site, safe crossing points are provided at the signalised intersections on Lang Road at Driver Avenue and Errol Flynn Boulevard.

There are also a number of cycling paths near the site, with an off-road cycle path south of Lang Road providing a connection between Centennial Park and Redfern and more broadly Sydney CBD. Anzac Parade also has an off-road shared path that runs along the eastern side of the road connecting Surry Hills with Randwick and Coogee.

The surrounding cycling infrastructure is shown in Figure 2.3.

Figure 2.3: Surrounding cycling network



Base image source: City of Sydney Cycle Map, accessed 25 June 2021

## 2.5. Car Parking

GTA, now Stantec compiled an inventory of publicly available on-street and off-street car parking along Driver Avenue and in the Entertainment Quarter Wilson multi-storey car park in 2019 as part of the existing planning approval. The inventory identified a total of 158 on-street spaces and around 2,000 off-street parking spaces in the multi-storey car park. It is understood that Level 5 of the multi-storey car park has since been closed to general public use, reducing the total supply to around 1,800 car parking spaces. On-street spaces along Driver Avenue are generally all time restricted 4P metered parking (with the exception of one taxi zone space), with clearway restrictions in place during special events.

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# 3. OVERVIEW OF CONSTRUCTION ACTIVITIES

# 03

### 3.1. Description of Construction Activities

Construction is expected take around 13 months to complete, with site establishment to commence in early August 2021 and completion expected in September 2022. The project program is included in Appendix B with details of the main activities and duration for each stage.

### 3.2. Work Hours

The works will be carried out during the approved work hours as detailed in Condition D7-D11 (SSD 9726). These work hours are as follows:

- Weekdays: 7:00am – 6:00pm
- Saturdays: 8:00am – 1:00pm
- Sundays and public holidays: no work permitted.

Rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours:

- Weekdays: 9:00am – 12:00pm and 2:00pm – 5:00pm
- Saturdays: 9:00am – 12:00pm

Workers would be advised of the approved work hours during induction. Activities may be undertaken outside of these hours if required:

- by Police or a public authority for the delivery of vehicles, plant or materials; or
- in an emergency to avoid the loss of life, damage to property or to prevent environmental harm.

Notification of such activities must be given to affected residents before undertaking the activities or as soon as is practical afterwards.

### 3.3. Construction Worker Parking

It is anticipated that there will be on average up to 85 workers on-site at any given time, with up to 150 workers expected on-site during peak activities.

No on-site construction worker parking will be provided. Given the site's proximity to a range of high frequency public transport services, workers will be encouraged to use public transport to access the site. During site induction, workers will be informed of the existing bus and light rail network servicing the site. There is also publicly available off-street parking available, if required in the adjacent Entertainment Quarter multi-storey car park. The location is well removed from the Sydney Football Stadium (SFS) development and hence unlikely to present any such cumulative traffic and parking impacts. Appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

### 3.4. Site Access

The primary construction vehicle access to the site will be provided in the same location as the approved entry and exit driveways to/ from RHI. Vehicles will enter via the southern access and exit via the northern access on Errol Flynn Boulevard under left-in left-out arrangements. A secondary access is also proposed via an existing gate on Driver Avenue (Gate B to the Entertainment Quarter), with this access proposed to only be used for occasional deliveries as required and one-off deliveries which require larger vehicles. Such

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# OVERVIEW OF CONSTRUCTION ACTIVITIES

access by larger vehicles will be subject to separate application. The site will accommodate vehicles up to and including 12.5 metre heavy rigid vehicles, with a swept path assessment completed demonstrating access and included in Appendix C.

The swept paths indicate that 12.5 metre heavy rigid vehicles would be required to complete a nominal corrective manoeuvre around the Errol Flynn Boulevard roundabout after exiting. This is due to the existing size and configuration of the roundabout. Buses and coaches up to 14.5 metres long already use Errol Flynn Boulevard for pick-up and set-down and therefore this corrective manoeuvre is not dissimilar to existing arrangements, as shown in Appendix C. Considering Errol Flynn Boulevard is a private road, existing traffic volumes along the northern end of the road at the roundabout are minimal and that the number of construction vehicles undertaking this manoeuvre would also be minor (as discussed in Section 3.7, this arrangement is considered appropriate). The swept paths confirm that all smaller vehicles, including 8.8 metre medium rigid trucks would be able to navigate the roundabout in a single manoeuvre.

The proposed site access arrangements are shown in Figure 3.1.

Figure 3.1: Proposed site access arrangement



Accredited site personnel will be positioned at site access points when in use to manage pedestrians and construction vehicle movements as required.

It is not anticipated that the site access arrangement would impact Sydney Light Rail operations.

## 3.5. On-Street Work Zone

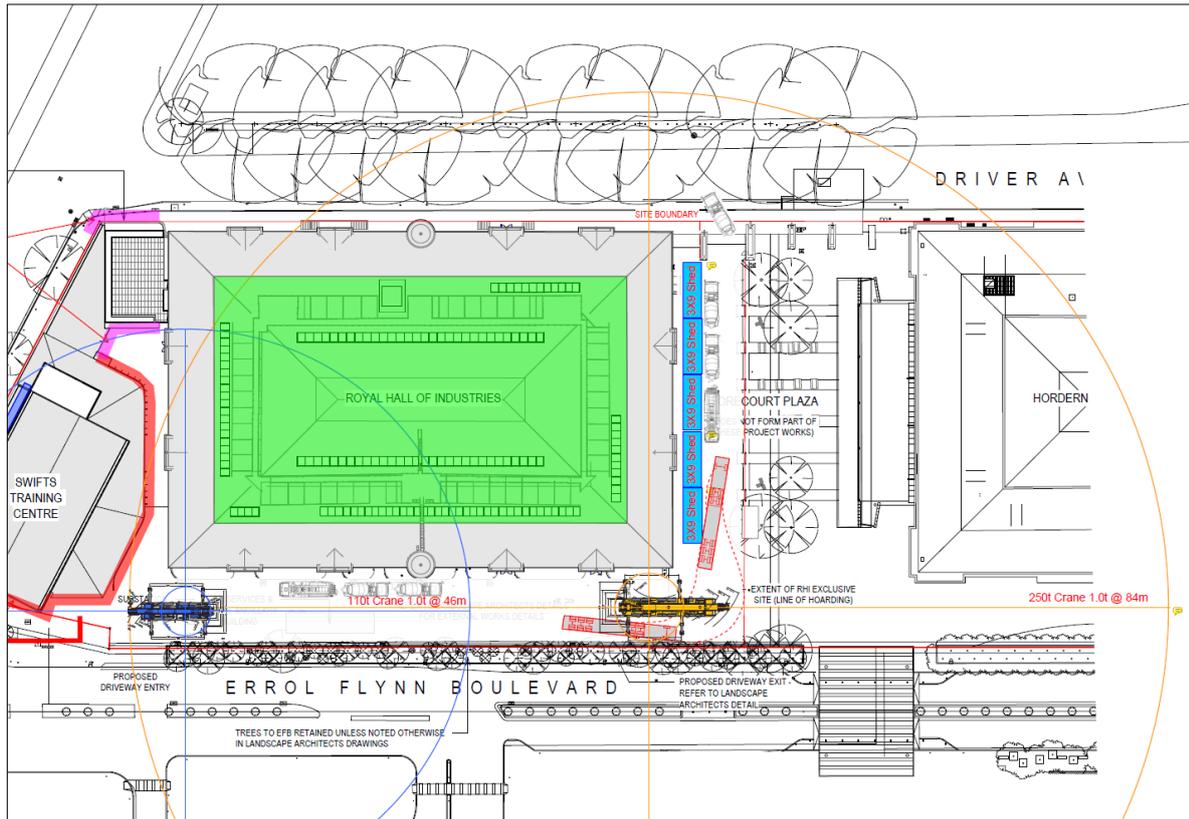
All loading is expected to take place within the bounds of the site. Should a work zone be required, an application will be made to the relevant authorities prior to commencement of works.

## 3.6. Cranes

All crane lifting will occur within the bounds of the site using mobile cranes with the exception of air-conditioning plant/ steel install along the western boundary which will require use of a mobile crane on Driver Avenue, subject to a separate application.

The proposed crane lifting arrangement is shown in Figure 3.2.

Figure 3.2: Crane lifting arrangement



Source: FDC

## 3.7. Construction Vehicle Volumes

Construction vehicles generated by the site would generally include all vehicles up to 12.5 metre heavy rigid vehicles. There is expected to be up to ten trucks per day (one truck per hour) accessing the site on average, with up to 20 trucks per day (three vehicles per hour) during peak activities.

All construction vehicle activity will be minimised during peak periods, where possible.

## 3.8. Construction Vehicle Routes

Construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney with all restricted to the State and Regional Road network where practicable. Construction vehicles would generally approach and depart via Anzac Parade with obvious need to use select local roads close to the site

# OVERVIEW OF CONSTRUCTION ACTIVITIES

(including Lang Road and Driver Avenue). No queuing or marshalling of construction vehicle will be permitted on public roads.

The construction vehicle routes are detailed below and shown in Figure 3.3.

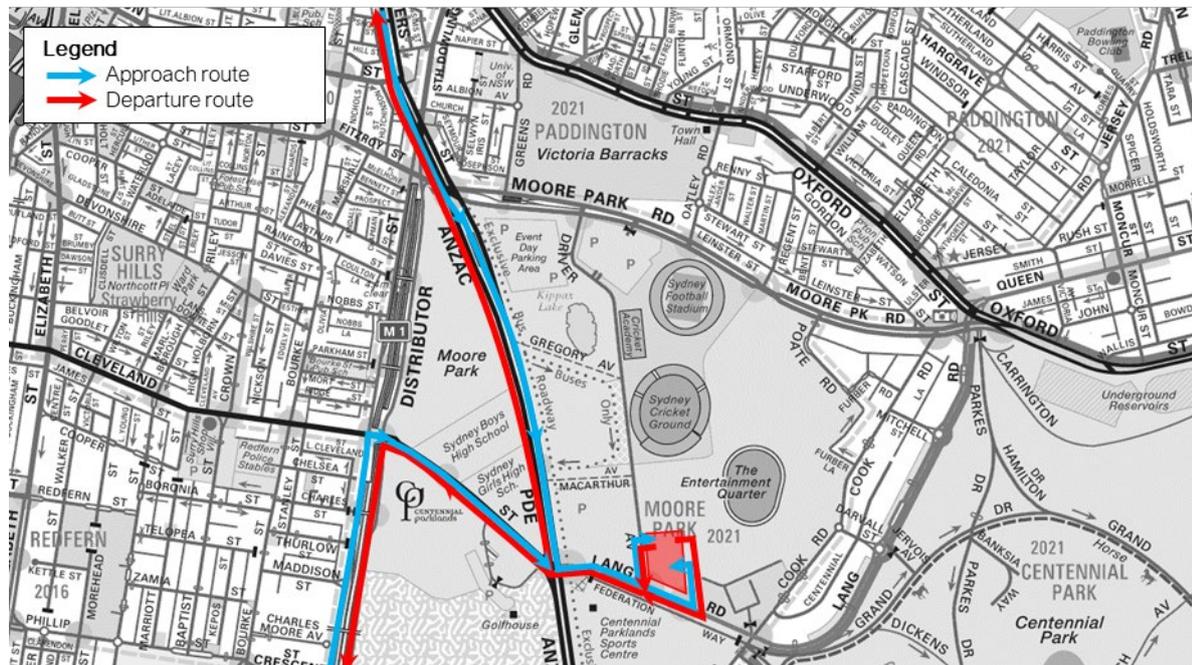
## Approach Routes

- North: Eastern Distributor, Anzac Parade, Lang Road, Errol Flynn Boulevard/ Driver Avenue
- South: Eastern Distributor, South Dowling Street, Cleveland Street, Lang Road, Errol Flynn Boulevard/ Driver Avenue.

## Departure Routes

- North: Errol Flynn Boulevard/ Driver Avenue, Lang Road, Anzac Parade, Eastern Distributor
- South: Errol Flynn Boulevard/ Driver Avenue, Lang Road, Cleveland Street, South Dowling Street, Eastern Distributor.

Figure 3.3: Construction vehicle approach and departure routes



Base image source: <https://www.street-directory.com.au/>, accessed 25 June 2021

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# 4. CONSTRUCTION TRAFFIC MANAGEMENT

# 04

## 4.1. Traffic Control Plan

Detailed information for work site operations is contained in the Traffic Control at Work Sites manual (TfNSW, 2020). The control of traffic at work sites must be undertaken with reference to WorkCover requirements and any other Workplace Health and Safety manuals.

The proposed traffic control plan, provided in Appendix D, includes the following considerations:

- Construction vehicle activity, including the loading/ unloading of trucks to be conducted within the work site.
- Pedestrians and all passing vehicles will maintain priority.
- Clear definition of the work site boundary to be provided by erection of A and B Class hoardings or fencing around the site boundaries.
- All signage will be clean, clearly visible and not obscured.
- All construction vehicle activity will be minimised during peak periods, where possible.

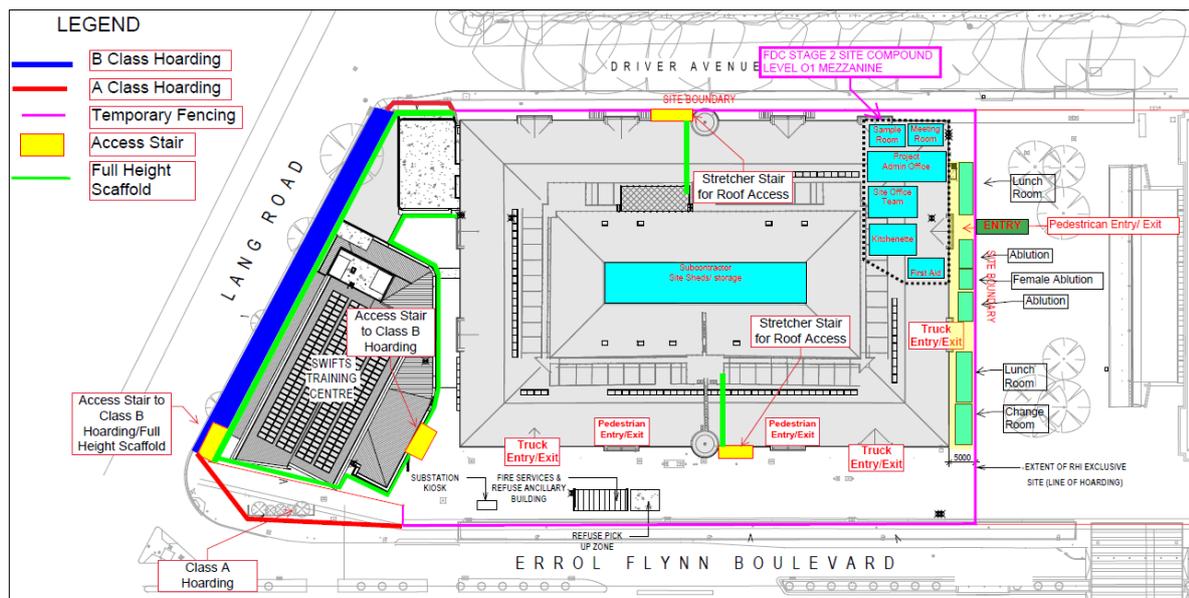
## 4.2. Pedestrian and Cyclist

Pedestrian movements will be maintained through the provision of Class B hoarding along the Lang Road frontage of the site, with A Class hoarding/ fencing to be used around the remainder of the site boundary. Footpaths along Driver Avenue and Errol Flynn Boulevard will be maintained at all times.

As mentioned, accredited site personnel will be positioned at the site accesses when in use to manage pedestrian and construction vehicle movements as required. As such, pedestrian and cyclist movements are not expected to be impacted along the site frontage apart from any minor delay associate with accredited site personnel temporarily holding them at times when construction vehicles enter and exit the site.

The proposed hoarding plan is shown in Figure 4.1.

Figure 4.1: Hoarding type and location



Source: FDC

## 4.3. Public Transport

The construction activities are not expected to impact existing public transport services near the site including bus and light rail services, noting the anticipated traffic generation of the construction works is minor and would be within daily fluctuations of traffic volumes on Lang Road and Anzac Parade.

## 4.4. General Traffic

General access to the adjacent Entertainment Quarter and multi-storey car park will be maintained throughout construction and would not be impacted by the proposed works.

## 4.5. Emergency Vehicle Access

Access to the subject site and adjacent buildings by emergency vehicles would not be affected by the works as road and footpath frontages would be unaffected. Emergency protocols on the site would include a requirement for suitably accredited site personnel to assist with emergency access from the street.

Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

Liaison would be maintained with the police and emergency services agencies throughout the construction period and a 24-hour contact would be made available for 'out-of-hours' emergencies and access.

## 4.6. Existing and Future Developments

The SFS is a significant development currently under construction to the north with completion expected in 2022. Condition C23 also references construction of Sydney Light Rail however construction of this is complete with services operating. There are no other known developments with scale of significance near the site.

The proposed construction vehicle approach and departure routes seek to minimise the use of local roads and crossover with routes associated with SFS construction, as per the SFS Redevelopment CTPMP prepared by JMT Consulting dated 19 February 2020. As mentioned, construction vehicle volumes are expected to be minor with an average ten vehicles per day or one per hour and well within daily and hourly traffic volume fluctuations along Lang Road and Anzac Parade.

It is recommended that construction vehicle activity be appropriately managed across the day to ensure impacts during peak periods are minimised as much as practical. FDC will maintain ongoing consultation with TfNSW, CoS and other key stakeholders to ensure the construction traffic management impact is minimised as much as possible.

## 4.7. Traffic Movements in Adjoining Council Areas

No adverse effects are expected from the movement of heavy vehicles through adjacent council areas.

## 4.8. Site Inspections and Record Keeping

The construction work would be monitored to ensure that it proceeds as set out in the Construction Management Plan provided by FDC. A daily inspection before the start of the construction activity should

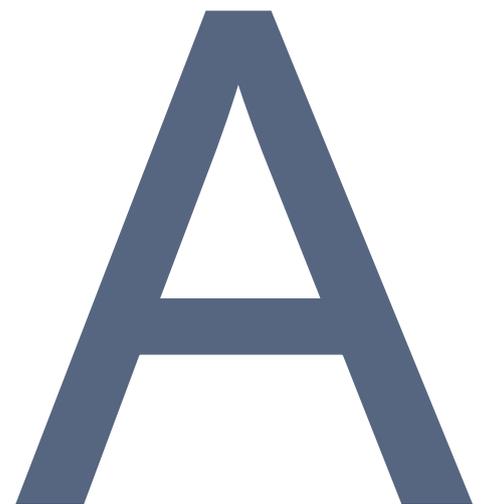
take place to ensure that conditions accord with those stipulated in the plan and there are no potential hazards. Any possible adverse impacts would be recorded and dealt with if they arise.

### 4.9. Site Induction

All workers employed on the site by FDC (including sub-contractors) would be required to undergo a site induction.

The induction would include permitted access routes to and from the construction site for site staff and delivery vehicles, limited parking arrangements, as well as standard environmental, workplace health and safety, driver protocols and emergency procedures. The approved work hours must be included as part of this induction.

# A. CITY OF SYDNEY CTMP STANDARD REQUIREMENTS



## The City of Sydney Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at Royal Hall of Industries, 1 Driver Avenue, Moore Park (Lot 3, DP861843 and Lot 52, DP1041134) – SSD-9726

1. Details of routes to and from site and entry and exit points from site – site specific
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
3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.

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

7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or [www.nhvr.gov.au](http://www.nhvr.gov.au).
8. No queuing or marshalling of trucks is permitted on any public road.
9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.
10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.
11. All loading and unloading must be within the development site or at an approved "Works Zone".

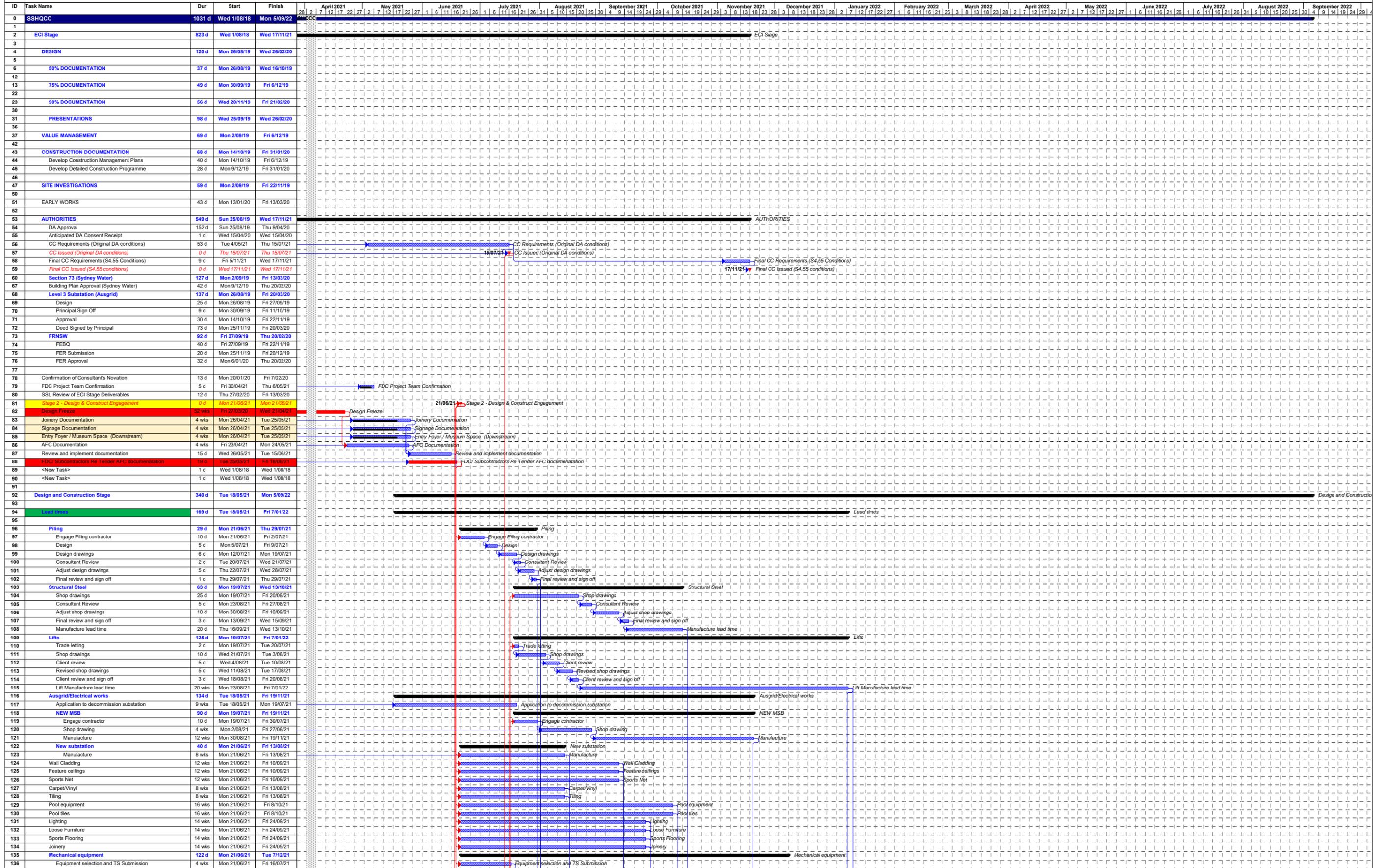
12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.
13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.
14. The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.
15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.
16. The Applicant must comply with development consent for hours of construction.
17. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control At Work Sites Guidelines.
18. Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - **the vehicles already on the road have right-of-way.**
19. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e. **at all times the pedestrians have right-of-way on the footpath not the trucks.**
20. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.
21. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.
22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.
23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or RMS for consideration. Also WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations).
24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.

# B.CONSTRUCTION PROGRAM

# B

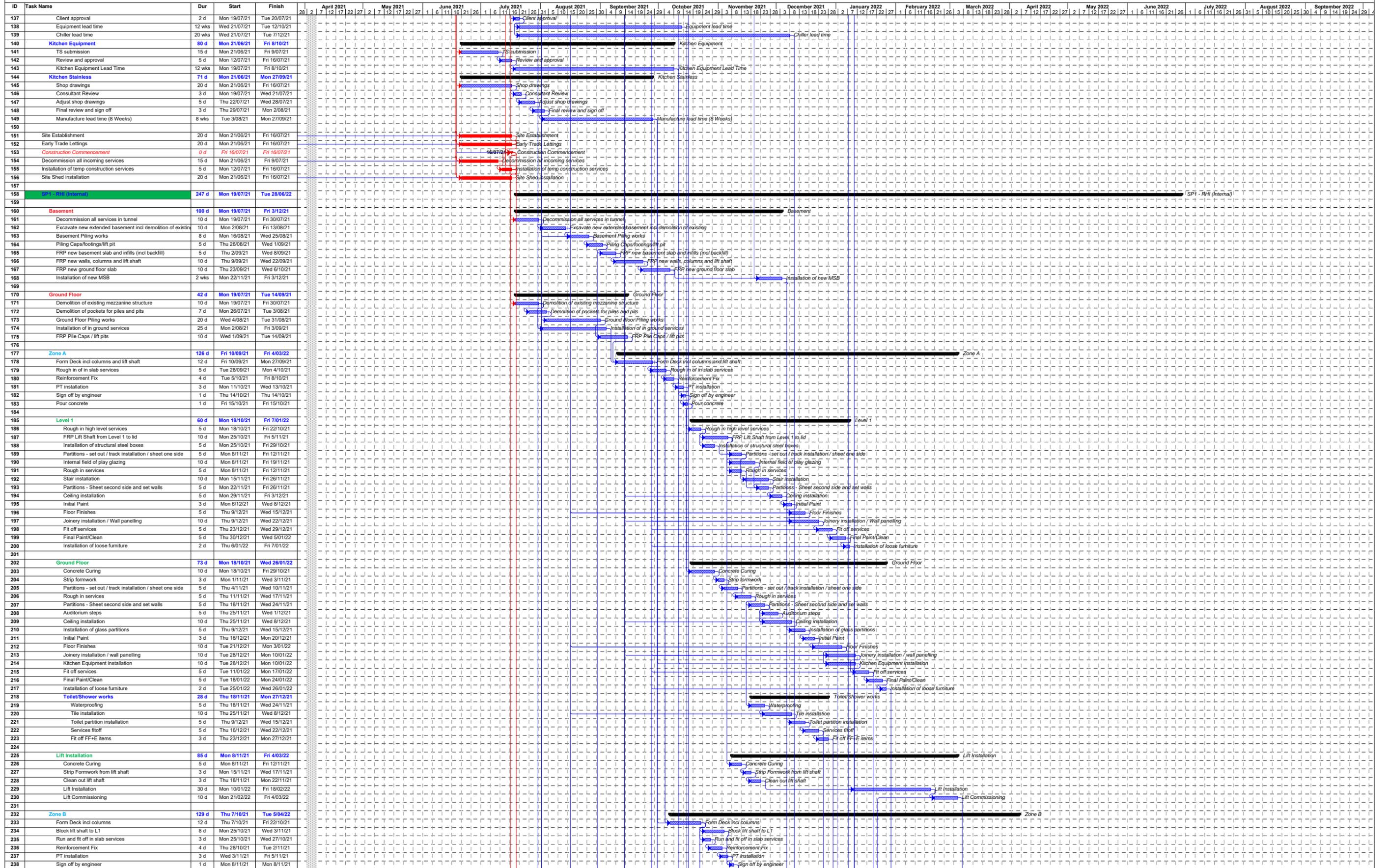


**DESIGN AND CONSTRUCT STAGE**  
**SYDNEY SWANS HEADQUARTERS & COMMUNITY CENTRE**  
**CONSTRUCTION PROGRAMME Rev 30/04/2021**





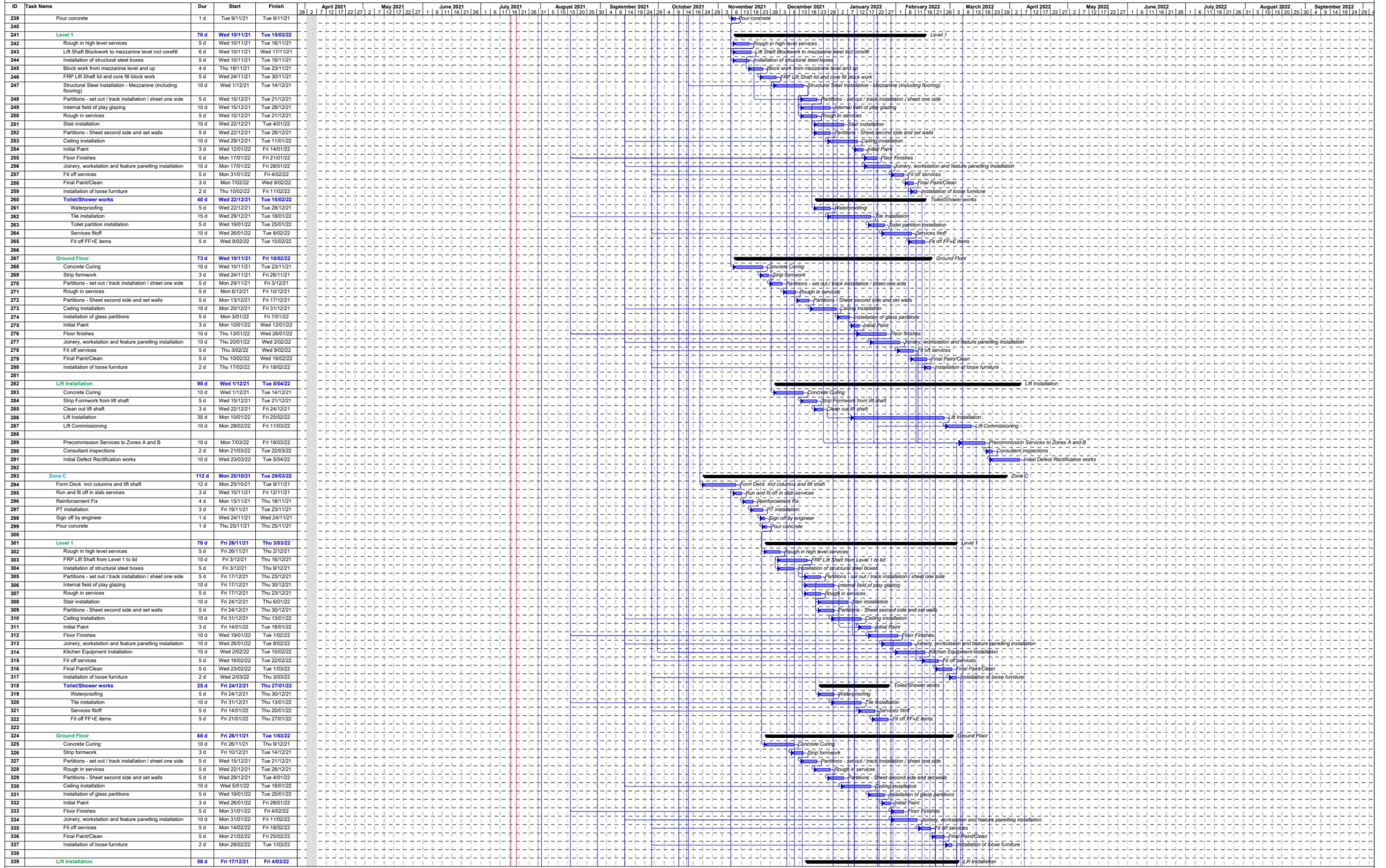
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**SYDNEY SWANS HEADQUARTERS & COMMUNITY CENTRE**  
**CONSTRUCTION PROGRAMME Rev 30/04/2021**



Critical Task Non-critical Milestone Project Summary Summary Split Complete Milestone Progress Baseline



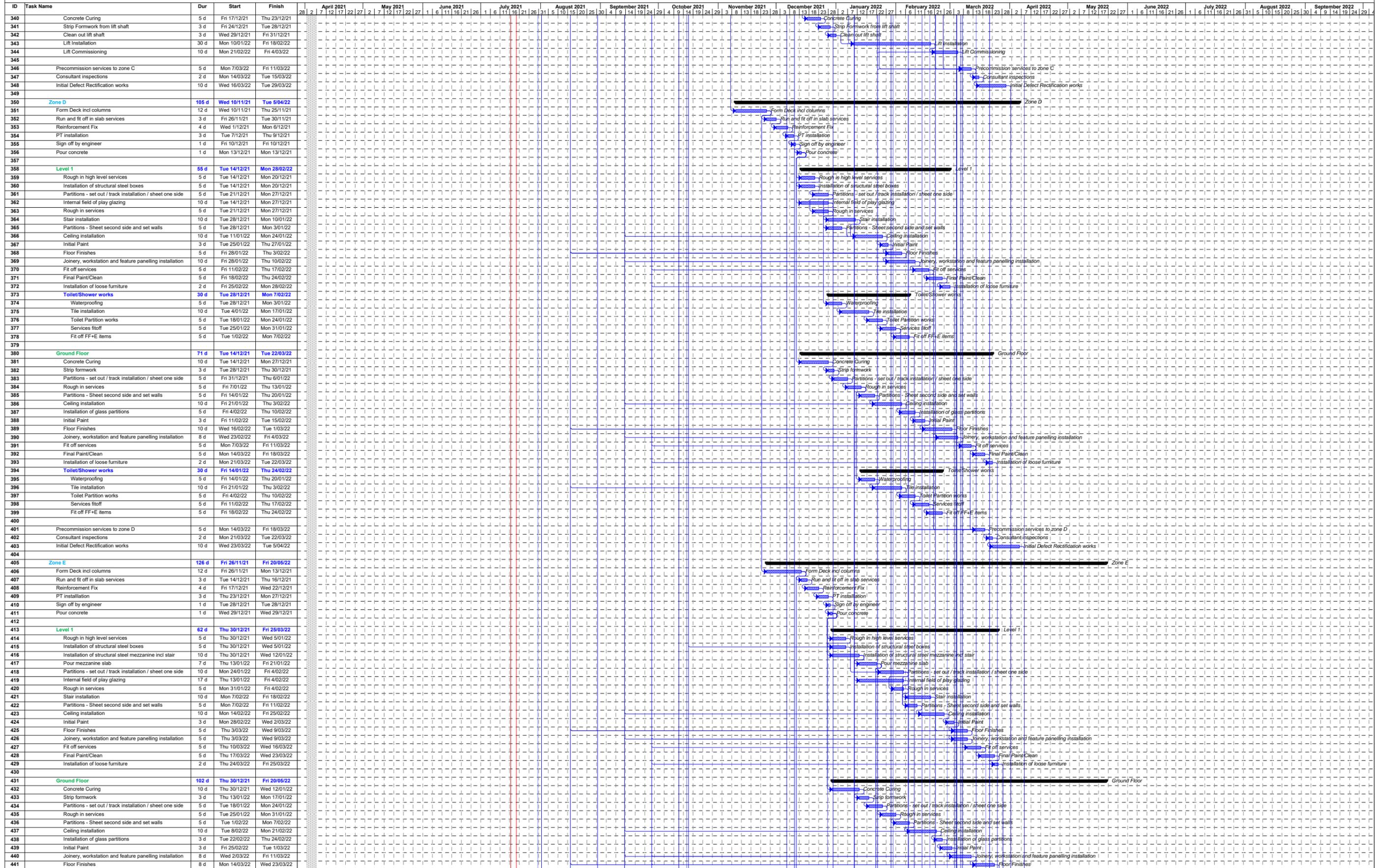
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**SYDNEY SWANS HEADQUARTERS & COMMUNITY CENTRE**  
**CONSTRUCTION PROGRAMME Rev 30/04/2021**



█ Critical Task   
 █ Non-critical   
    Milestone   
 ▾ Project Summary   
    Summary   
    Split   
 ● Complete Milestone   
 ▬ Progress   
    Baseline



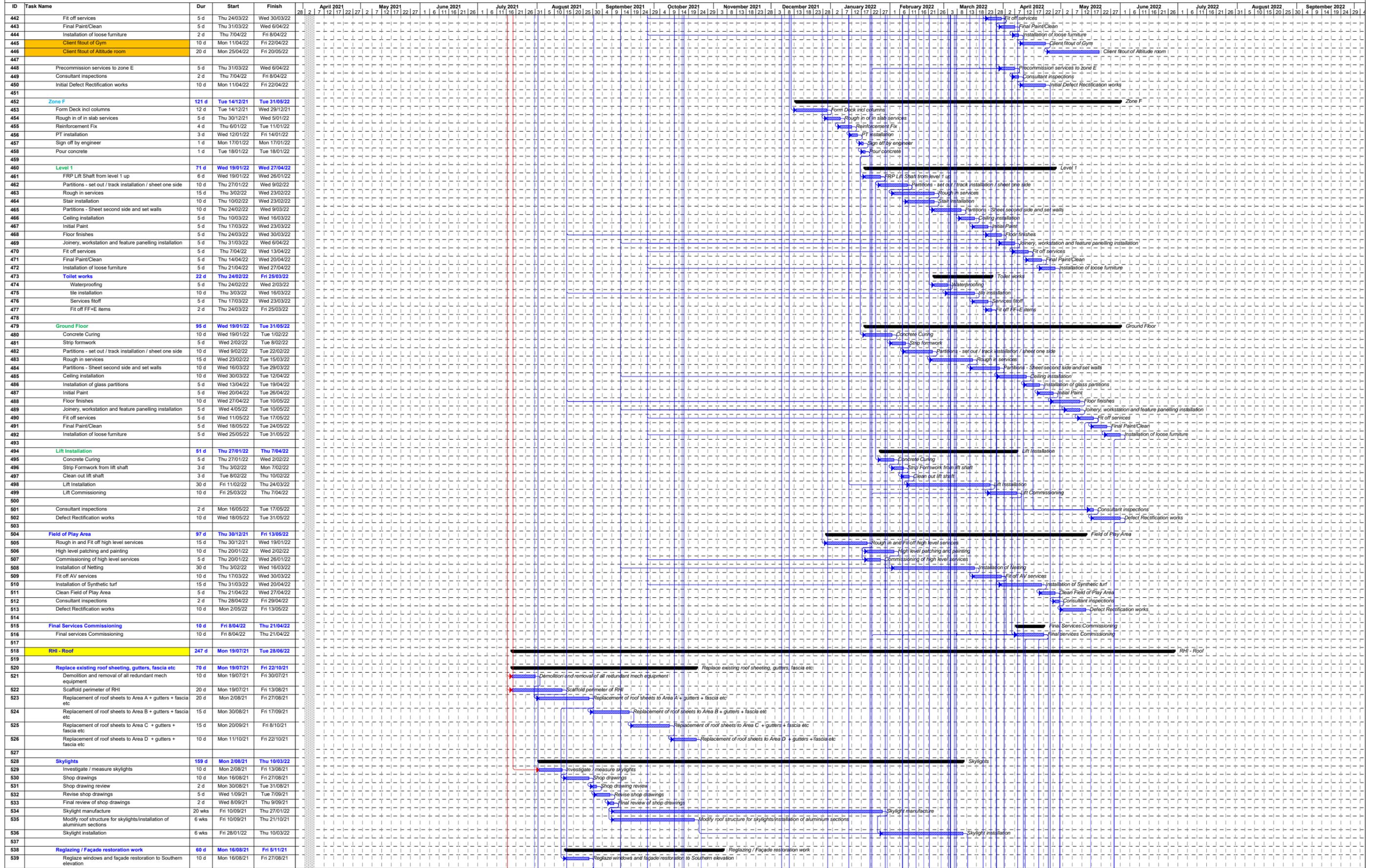
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**SYDNEY SWANS HEADQUARTERS & COMMUNITY CENTRE**  
**CONSTRUCTION PROGRAMME Rev 30/04/2021**



Critical Task █ Non-critical █ Milestone ▼ Project Summary █ Summary  Split ●●●●● Complete Milestone ▼ Progress  Baseline

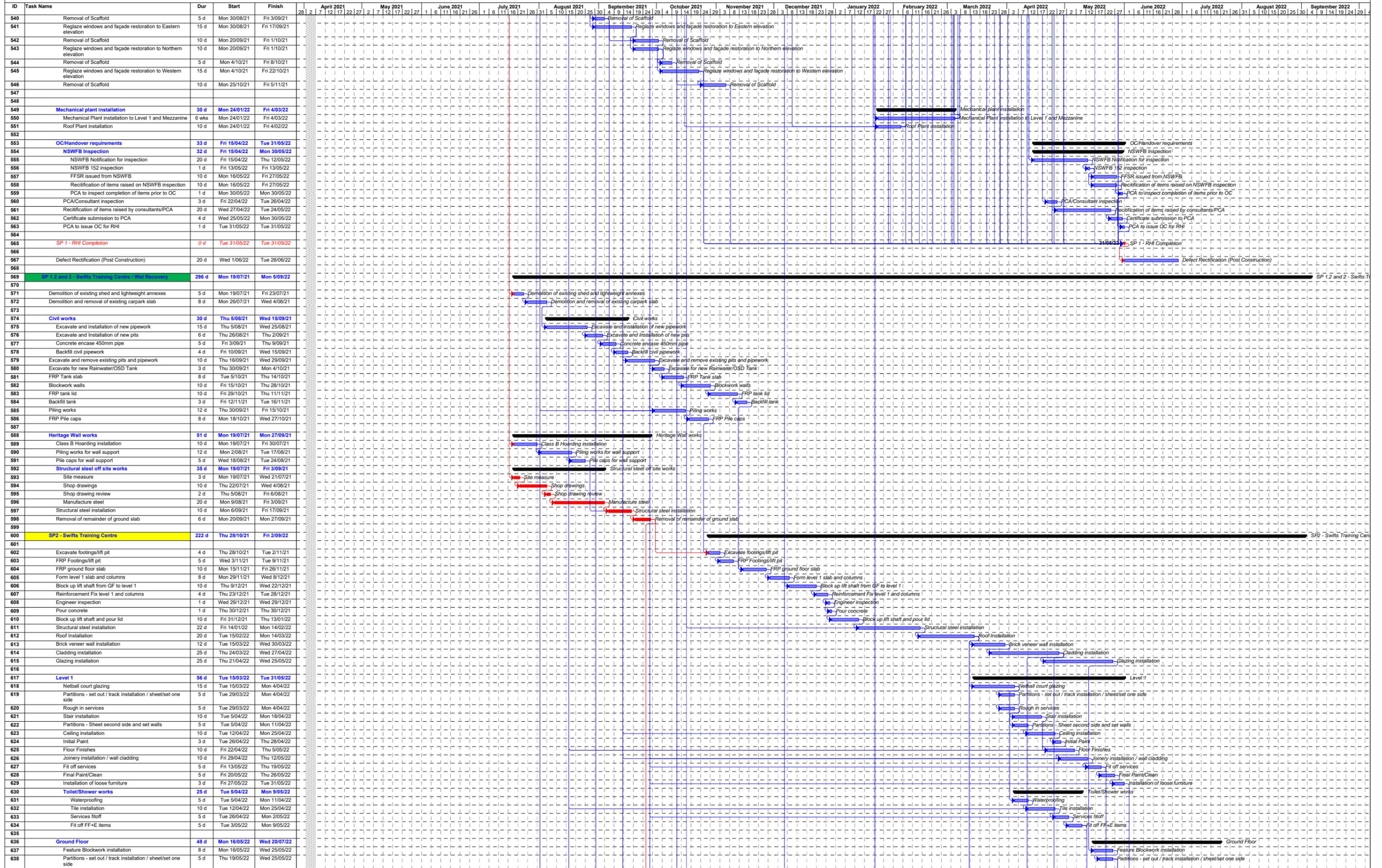


**DESIGN AND CONSTRUCT STAGE**  
**SYDNEY SWANS HEADQUARTERS & COMMUNITY CENTRE**  
**CONSTRUCTION PROGRAMME Rev 30/04/2021**





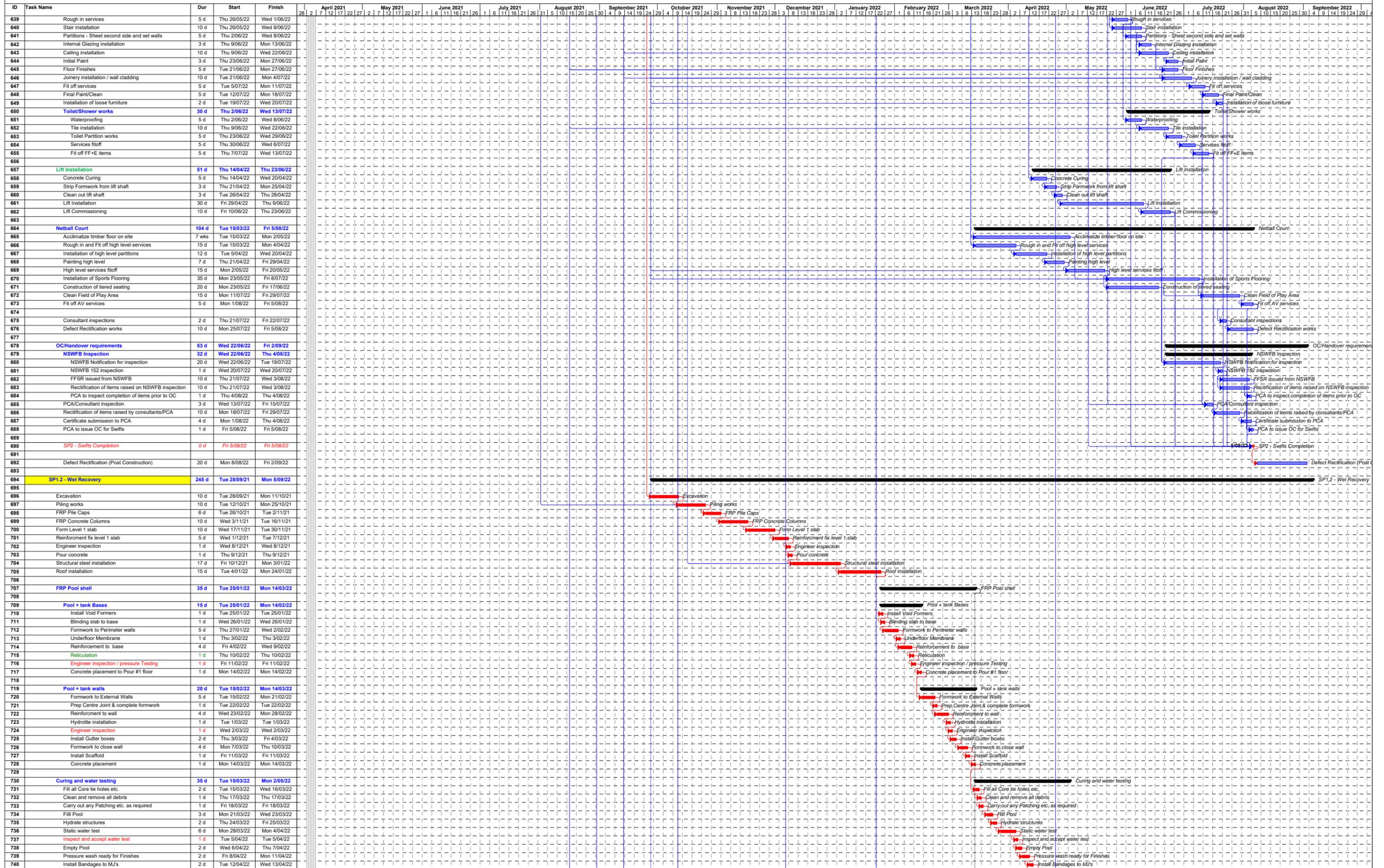
**DESIGN AND CONSTRUCT STAGE**  
**SYDNEY SWANS HEADQUARTERS & COMMUNITY CENTRE**  
**CONSTRUCTION PROGRAMME Rev 30/04/2021**



Critical Task █ Non-critical █ Milestone ▾ Project Summary ▬ Summary ▬ Split ⋯ Complete Milestone ▾ Progress ▬ Baseline ▬



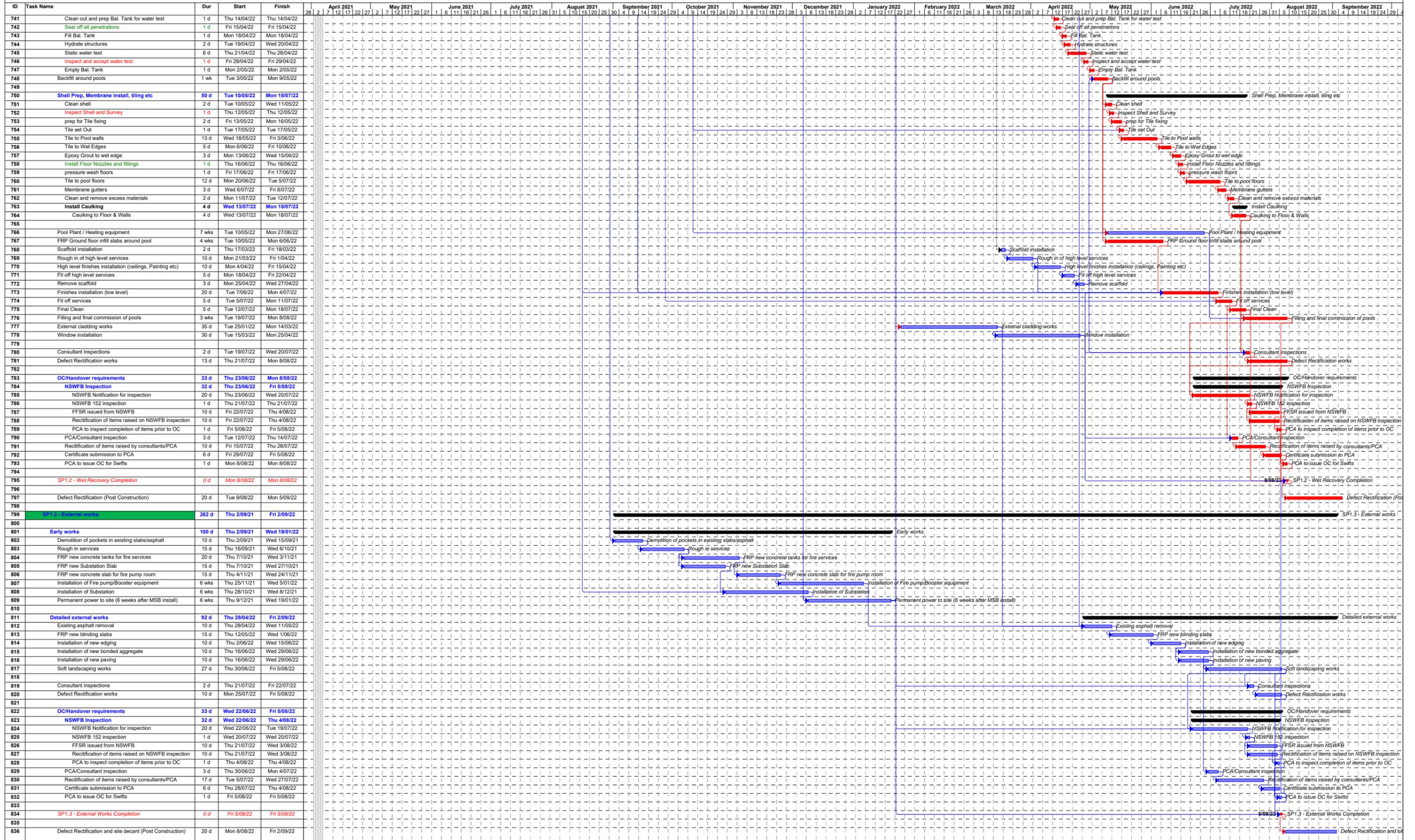
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**SYDNEY SWANS HEADQUARTERS & COMMUNITY CENTRE**  
**CONSTRUCTION PROGRAMME Rev 30/04/2021**



Critical Task █ Non-critical █ Milestone ▼ Project Summary █ Summary █ Complete Milestone ▼ Progress █ Baseline █



**DESIGN AND CONSTRUCT STAGE**  
**SYDNEY SWANS HEADQUARTERS & COMMUNITY CENTRE**  
**CONSTRUCTION PROGRAMME Rev 30/04/2021**

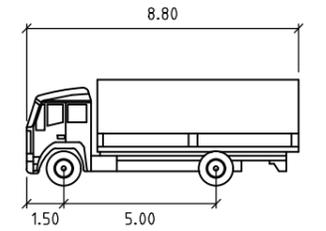
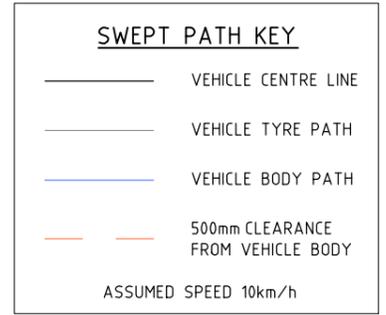
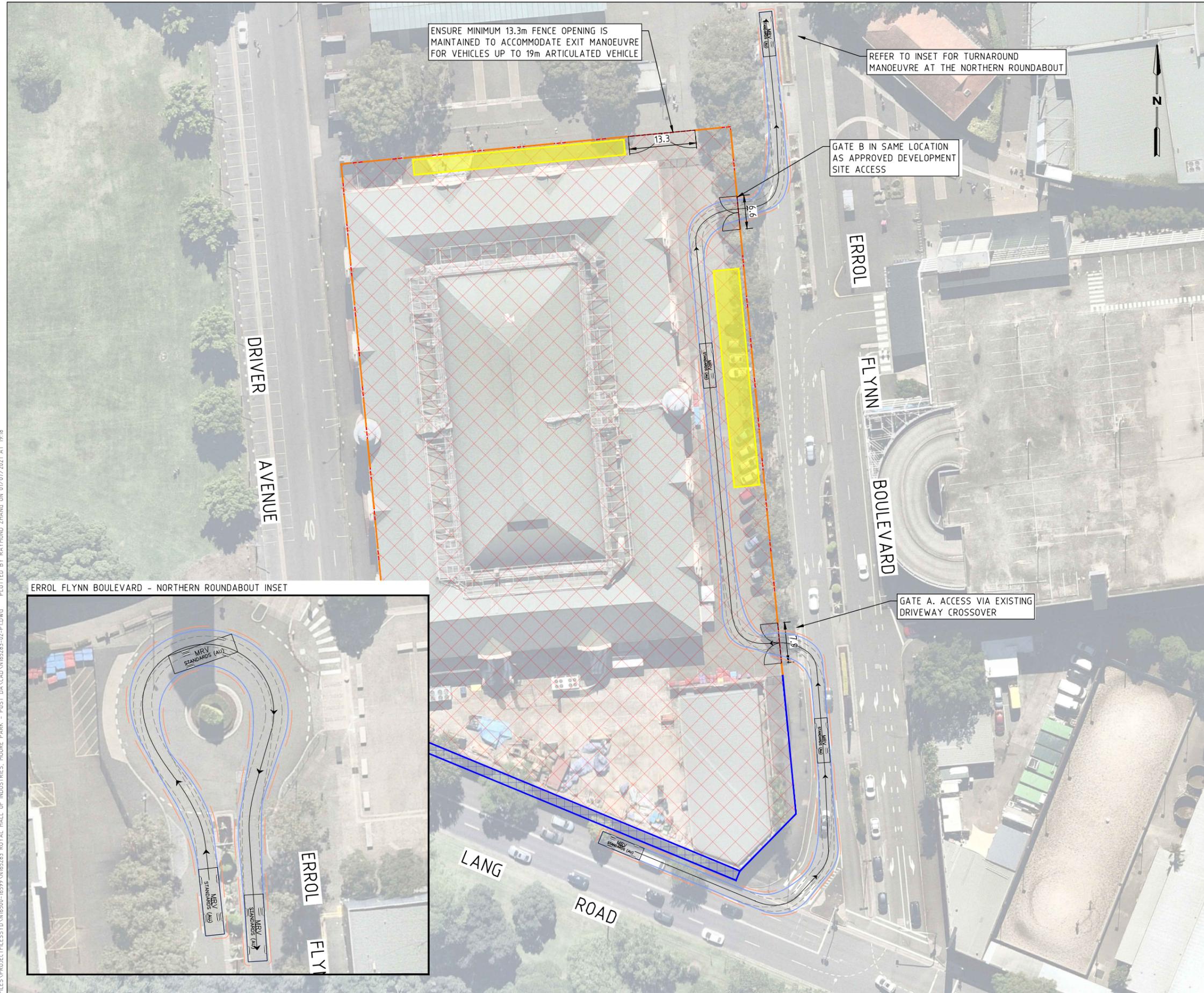


Critical Task █ Non-critical █ Milestone ▾ Project Summary ▬ Summary ▬ Split ⋯ Complete Milestone ▾ Progress ▬ Baseline ▬

# C. SWEEP PATH ASSESSMENT

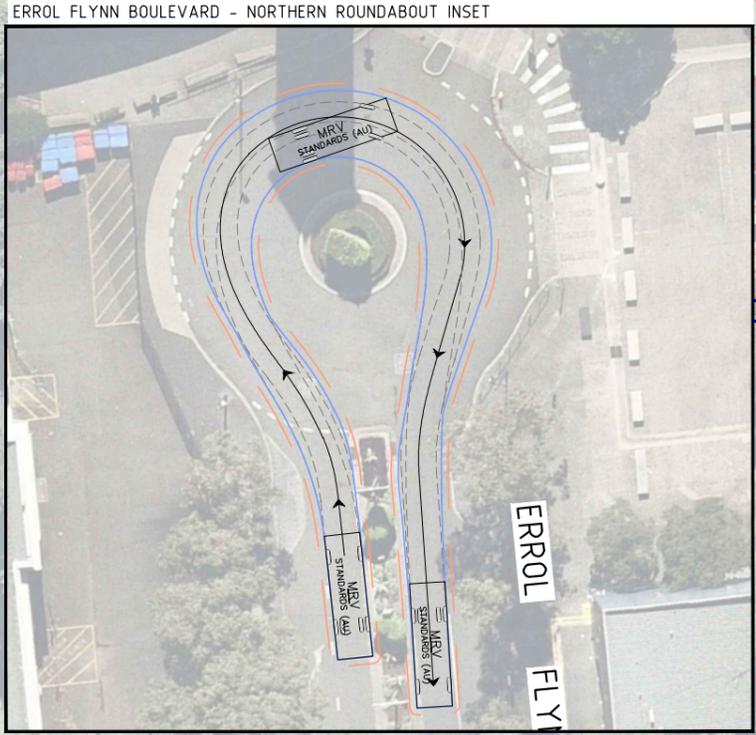
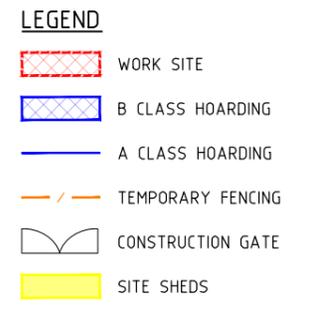


\\GTA\COM\AU\PROJECTFILES\PROJECTFILES\16599\N165283-02-P1.DWG PLOTTED BY RAYMOND ZHANG ON 07/07/2021 AT 19:18



MRV

	metres
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 34.0



NEARMAP AERIAL IMAGE  
DATED 10.04.2021



**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES ONLY  
SUBJECT TO CHANGE WITHOUT  
NOTIFICATION

**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATIONS OF UNDERGROUND SERVICES ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE. NO GUARANTEES IS  
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
R.ZHANG

DESIGN CHECK  
M.BRINUMS

SCALE  
A3 - N/A

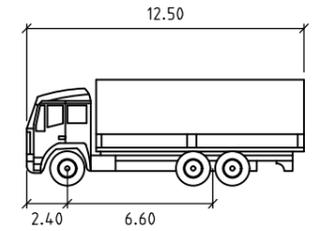
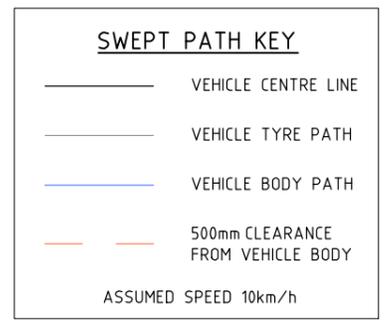
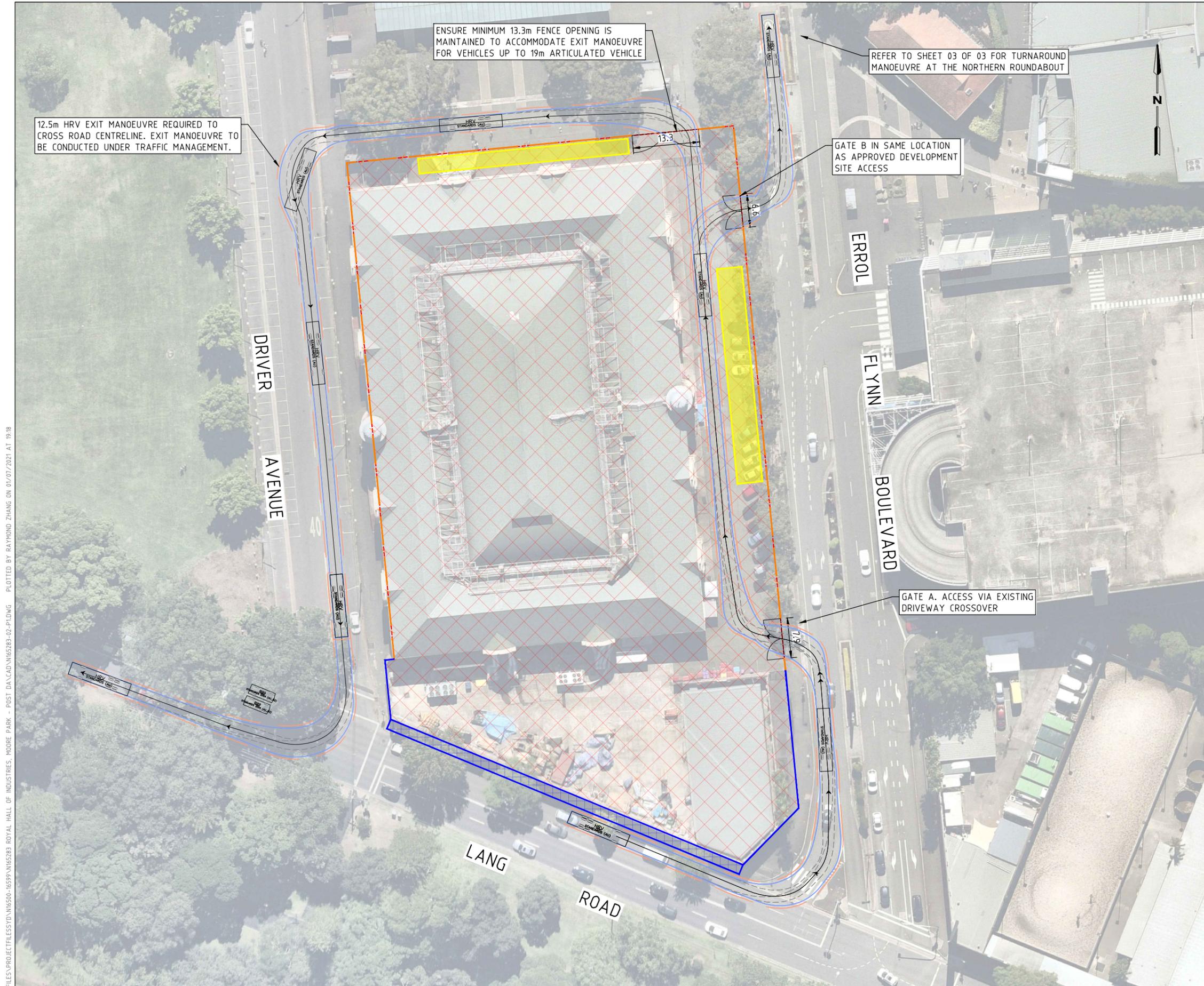
APPROVED BY  
R.HAZELL

DATE ISSUED  
1 JULY 2021

CAD FILE NO.  
N165283-02-P1.DWG

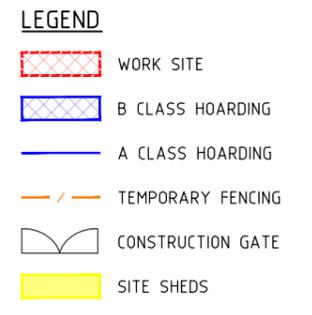
ROYAL HALL OF INDUSTRIES, MOORE PARK

**CONSTRUCTION VEHICLE SWEEP PATH ASSESSMENT**  
DRAWING NO. N165283-02-01 SHEET 01 OF 03 ISSUE P1



HRV

	metres
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 35.2



NEARMAP AERIAL IMAGE  
DATED 10.04.2021

\\GTA.COM.AU\PROJECTFILES\PROJECTFILES\16500-16599\N165283-02-P1.DWG PLOTTED BY RAYMOND ZHANG ON 01/07/2021 AT 19:18



**PRELIMINARY PLAN**  
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DESIGNED  
R.ZHANG

APPROVED BY  
R.HAZELL

DESIGN CHECK  
M.BRINUMS

DATE ISSUED  
1 JULY 2021

SCALE  
A3 - N/A

CAD FILE NO.  
N165283-02-P1.DWG

ROYAL HALL OF INDUSTRIES, MOORE PARK

**CONSTRUCTION VEHICLE SWEEP PATH ASSESSMENT**

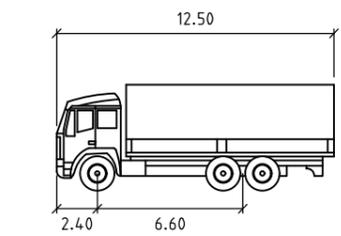
DRAWING NO. N165283-02-02 SHEET 02 OF 03 ISSUE P1



**SWEPT PATH KEY**

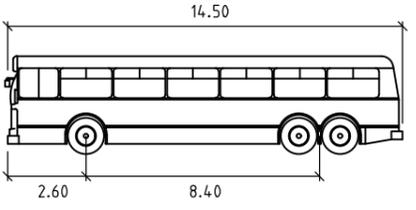
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 10km/h



**HRV**

	units
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 35.2



**LONG RIGID BUS**

	units
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 46.4

14.5m LONG RIGID BUS REQUIRED TO REVERSE TO TURNAROUND

12.5m HRV REQUIRED TO REVERSE TO TURNAROUND. MANOEUVRE IS CONSIDERED APPROPRIATE BASED ON EXISTING ARRANGEMENT AND LOW TRAFFIC VOLUME AND LOW SPEED ENVIRONMENT.

14.5m LONG RIGID BUS REQUIRED TO TRAVERSE ON MOUNTABLE ROUNDABOUT

EXISTING ARRANGEMENT - 14.5m LONG RIGID BUS

CONSTRUCTION ROUTE - 12.5m HEAVY RIGID VEHICLE

NEARMAP AERIAL IMAGE DATED 10.04.2021

\\GTA.COM.AU\PROJECTFILES\PROJECT\N16500-16599\N165283-02-P1.DWG PLOTTED BY RAYMOND ZHANG ON 07/07/2021 AT 19:18



**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES ONLY  
SUBJECT TO CHANGE WITHOUT  
NOTIFICATION

**WARNING**  
BEWARE OF UNDERGROUND SERVICES  
THE LOCATIONS OF UNDERGROUND SERVICES ARE  
APPROXIMATE ONLY AND THEIR EXACT POSITION  
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS  
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED  
R.ZHANG  
  
APPROVED BY  
R.HAZELL

DESIGN CHECK  
M.BRINUMS  
  
DATE ISSUED  
1 JULY 2021

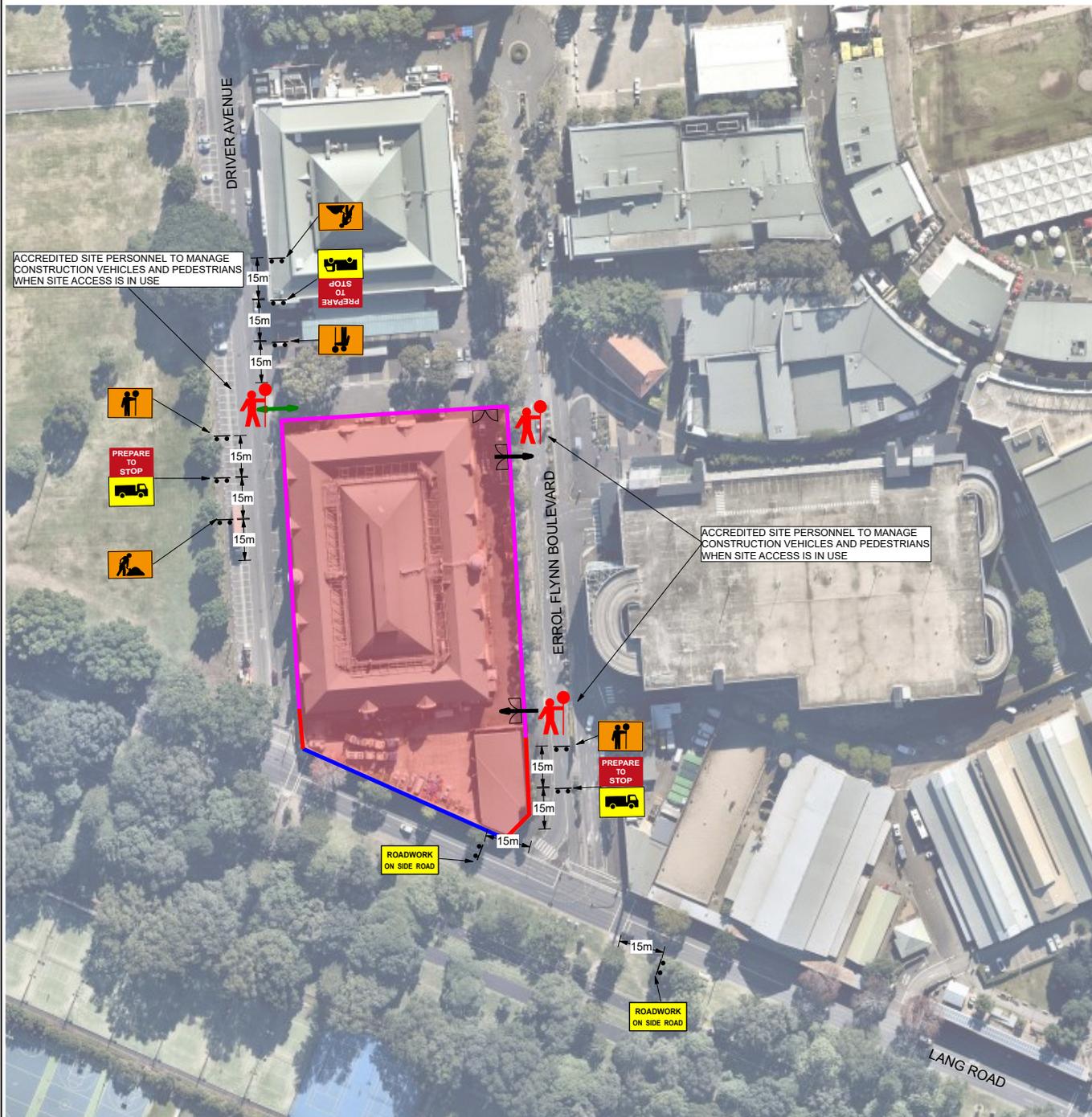


CAD FILE NO.  
N165283-02-P1.DWG

ROYAL HALL OF INDUSTRIES, MOORE PARK  
  
CONSTRUCTION VEHICLE SWEEP PATH ASSESSMENT  
DRAWING NO. N165283-02-03 SHEET 03 OF 03 ISSUE P1

# D. TRAFFIC CONTROL PLAN





- TRAFFIC MANAGEMENT NOTES:**
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
  2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
  3. ALL SIGNS TO BE MINIMUM SIZE A.
  4. ALL SIGNS TO BE CLASS 1 RETROREFLECTIVE.
  5. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW 'TRAFFIC CONTROL AT WORK SITES' MANUAL, VER 6 (TfNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
  6. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN 'IMPLEMENT TRAFFIC MANAGEMENT PLAN' TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
  7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TOP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TOP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TOP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
  8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
    - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
    - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
    - AT ALL TIMES AN UP-TO-DATE COPY OF 'TRAFFIC CONTROL AT WORK SITES' SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
  9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
  10. IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS.
  11. TRAFFIC CONTROLLERS (T1-34) AND PREPARE TO STOP (T1-18) SIGNS ARE TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLERS ARE NOT ON SITE.
  12. ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBTURED.
  13. ROADWORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
  14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
  15. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

**LEGEND**

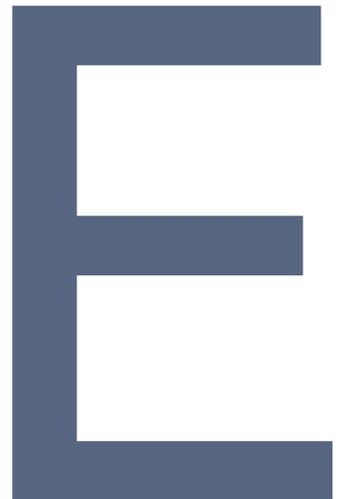
- WORK AREA
- A CLASS HOARDING
- B CLASS HOARDING
- TEMPORARY FENCING
- PRIMARY VEHICLE ACCESS
- SECONDARY VEHICLE ACCESS
- SITE GATE
- TRAFFIC CONTROLLER/ ACCREDITED SITE PERSONNEL
- SIGNPOST



CERTIFICATION  
 THE UNDERSIGNED HAS COMPLETED AND OBTAINED:  
 - PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN  
 CERTIFICATE NO: 0051848769 (MACKENZIE BRINUMS)

  
 www.gta.com.au  
**ROYAL HALL OF INDUSTRIES, MOORE PARK**  
**TRAFFIC CONTROL PLAN**  
 DATE: 26/07/2021  
 DRAWING NO. N165283-01-01-P2

# E. STAKEHOLDER CONSULTATION



## Brinums, Mack

---

**From:** Peter Keyes <Peter.KEYES@transport.nsw.gov.au>  
**Sent:** Friday, 23 July 2021 3:24 PM  
**To:** Brinums, Mack  
**Cc:** Giovanni Ramirez cordoba; Vidushi Sahni  
**Subject:** FW: Royal Hall of Industries CPTMP (SSD 9726) CRM:0181070  
**Attachments:** 210708rep-N165283 Royal Hall of Industries, Moore Park CPTMP A-Dr2.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Mackenzie,

Transport for NSW (TfNSW), Greater Sydney Division has reviewed the CTMP and raise no objections to the proposed temporary construction arrangements, subject to the following conditions:

1. Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and TfNSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare TGS'.
2. Transport for NSW retains the authority to alter or remove regulatory signposting along State Roads if they are observed to adversely impact traffic flows and/or safety.

Pete.

**Pete Keyes**  
Operations Manager – Eastern Harbour City  
Operations | Customer Journey Planning | Greater Sydney  
Transport for NSW

[Peter.Keyes@transport.nsw.gov.au](mailto:Peter.Keyes@transport.nsw.gov.au)  
25 Garden Street Eveleigh NSW 2015



---

**From:** Mackenzie Brinums [<mailto:Mackenzie.Brinums@gta.com.au>]  
**Sent:** Thursday, 8 July 2021 5:18 PM  
**To:** CBD Coordination <[CBDCoordination@transport.nsw.gov.au](mailto:CBDCoordination@transport.nsw.gov.au)>; Development CTMP CJP <[development.sco@transport.nsw.gov.au](mailto:development.sco@transport.nsw.gov.au)>  
**Cc:** Rhys Hazell <[Rhys.Hazell@gta.com.au](mailto:Rhys.Hazell@gta.com.au)>  
**Subject:** Royal Hall of Industries CPTMP (SSD 9726) CRM:0181070

**CAUTION:** This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi team

Please see attached for the Construction Pedestrian and Traffic Management Plan (CPTMP) relating to construction works for the Royal Hall of Industries project at 1 Driver Avenue, Moore Park.

As required by Condition C23 of the consent conditions, the CPTMP is required to be developed in consultation with the TfNSW Sydney Coordination Office within TfNSW and the Sydney Light Rail Operator. A copy of the CPTMP is required to be submitted to the Coordinator General, Transport Coordination within TfNSW for endorsement.

Are you able to please review and let us know if any comments?

Thank you

### **Mackenzie Brinums**

Senior Consultant

Phone: 02 8448 1800

Direct : 02 8448 1813

Mobile: 0414 600 989

[Mackenzie.Brinums@gta.com.au](mailto:Mackenzie.Brinums@gta.com.au)

GTA, now Stantec  
Level 16, 207 Kent Street  
Sydney, NSW 2000



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