



17 December 2025
Ref 25332

Department of Planning, Housing and Infrastructure
Locked Bag 5022
PARRAMATTA NSW 2124

Dear Sir/Madam,

SSD-97528708
PROPOSED MIXED-USE DEVELOPMENT
142-160 OXFORD ST, 13 GIPPS ST, & 6 SHADFORTH ST, PADDINGTON
CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Introduction

This Construction Traffic Management Plan has been prepared on behalf of The Applicant, *TM No.8 Development Unit Trust*, to review the traffic, parking and pedestrian arrangements to be implemented during construction of the abovementioned mixed use development.

This CTMP has been prepared to address part of Requirement 9 set out in the SEARs, which reads:

“If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.”

Following individual Development Approval and availability of the Development Approval conditions, the CTMP will be reviewed and revised to incorporate the detailed design, including appropriate arrangements for detailed Construction, Staging and Construction Management Plans by the relevant head contractors. All correspondence on this matter must be addressed to The Applicant’s representative:

Ching Oung
Toohey Miller
Level 5, 19 Harris Street
PYRMONT NSW 2009
M: 0432 070 538
E: ching@tooheymiller.com.au

It should be noted that *Varga Traffic Planning* accepts full responsibility for the preparation of this Construction Traffic Management Plan, but does not accept any responsibility for its implementation which is to be undertaken by others.

Site

The subject site is located on the northwest corner of the Oxford Street and Shadforth Street intersection (Figures 1 and 2). The site has street frontages of approximately 51m in length to Oxford Street, approximately 34m in length to Shadforth Street, and approximately 3.4m & 7.5m in length to Gipps Street, and occupies an area of approximately 2,172.4m².

The existing development on the site currently comprises a two-storey rendered residential dwelling at 13 Gipps Street, a three-storey brick and rendered residential flat building at 160 Oxford Street with 27 studio dwellings, a row of 4 x two-storey terrace houses between 142-148 Oxford Street, and a two-storey brick cottage at 6 Shadforth Street.

Off-street parking is provided in an at-grade outdoor parking area located at the rear of the terraces fronting Oxford Street as well as the rear of the residential flat building fronting the corner of the Shadforth Street and Oxford Street intersection.

Vehicular access to the parking areas is provided via a battle-axe driveway located along the Gipps Street site frontage and an entry/exit driveway located off the Shadforth Street site frontage. No existing vehicular access driveway is located off the Oxford Street site frontage

A recent aerial image of the site, along with a series of *Streetview* images taken along the Gipps Street and Shadforth Street site frontages are reproduced below and on the following page.



Site viewed along the Gipps Street site frontage, outside the battle-axe driveway



Site viewed along the Shadford Street site fronting, outside the existing vehicular access driveway

Existing Road Network

Oxford Street has a pavement width of approximately 17.5m wide with three traffic lanes in each direction. Bus Lane restrictions apply along the northern side of Oxford Street during the weekday afternoon commuter period, between 4pm and 7pm. Time-restricted kerbside parking applies at all other times along both sides of Oxford Street in the vicinity of the site, including along the site frontage.

Gipps Street, west of Shadforth Street is restricted to one-way westbound traffic flow only and has a pavement width of approximately 5.8m wide. Time-restricted kerbside parking is generally permitted along both sides of the road.

Shadforth Street has a pavement width of approximately 6m wide in the vicinity of the site frontage, with two-way traffic flows permitted. Time-restricted kerbside parking is generally permitted along the eastern side of the road *only*, with No Stopping restrictions along the western side of the road, including along the site frontage. Blister islands are located at regular intervals in the vicinity of the intersecting roads.

Proposed Development

The proposed development involves the demolition of the existing buildings on the site and the construction of a new eight-storey residential apartment building, with a ground floor small neighbourhood shop.

Off-street parking is proposed in a new four-level basement car parking area located beneath the future building. Vehicular access to the parking facilities is to be provided via a new entry/exit driveway located towards the northern end of the Shadforth Street site frontage.

Construction Schedule

The construction activities are expected to be undertaken over a duration of approximately 24 months as set out on the following page. Unless authorised by Council, permitted working hours are shown below, as per Council's standard working hours.

- a) No *work* must take place on any Sunday or public holiday.
- b) No *work* must take place before 7am or after 5pm any weekday.
- c) No *work* must take place before 7am or after 1pm any Saturday.

- d) The following *work* **must not** take place before 9am or after 4pm any weekday, or before 9am or after 1pm any Saturday or at any time on a Sunday or public holiday:
- (i) piling,
 - (ii) piercing,
 - (iii) rock or concrete cutting, boring or drilling,
 - (iv) rock breaking,
 - (v) rock sawing,
 - (vi) jack hammering, or
 - (vii) machine excavation.
- e) No loading or unloading of material or equipment associated with the activities listed in part d) above must take place before 9am or after 4pm any weekday, or before 9am or after 1pm any Saturday or at any time on a Sunday or public holiday.
- f) No operation of any equipment associated with the activities listed in part d) above must take place before 9am or after 4pm any weekday, or before 9am or after 1pm any Saturday or at any time on a Sunday or public holiday.
- g) No rock excavation being cutting, boring, drilling, breaking, sawing, jack hammering or bulk excavation of rock, must occur without a 15-minute break every hour.

CONSTRUCTION PROGRAM – APPROXIMATE DURATIONS		
Stage	Work	Duration
1	Demolition	3 months
2	Excavation	5 months
3	Construction	18 months

Demolition & Bulk Excavation Stages

All loading and unloading associated with construction activity must be accommodated on site where possible, typically using a variety of truck types and sizes, ranging from small and medium bogeys *up to* and including 8.8m in length.

The initial demolition stage will be undertaken using mini-tippers and small trucks typically up to 6.4m in length. Trucks will reverse onto the existing driveway/at-grade parking area accessed via the Shadforth Street site frontage, as shown on the attached *swept turning path* diagrams and as detailed on TCP No.1.

As the demolition progresses, and the on-site area is cleared, the remainder of the demolition and bulk excavation stages will be undertaken using medium bogeys up to and including 8.8m in length.

All truck movements will be undertaken with the assistance of SafeWork (formerly RMS)-accredited traffic controllers. The traffic controllers will also monitor pedestrian activity in the vicinity of the construction access driveway to ensure there are no conflicts with heavy vehicles and assisting local vehicular traffic during truck manoeuvring.

In this regard, it is noted that the existing terrace buildings fronting Oxford Street are benefitted by a rear hardstand area, therefore trucks will be able to turnaround wholly within the site as the demolition progresses.

Oversized vehicles proposed to operate on Council property (including Council approved Works Zones) will attain a Permit to Stand Plant on each occasion.

The site manager will ensure that multiple trucks do not occur at the same time, unless they can all be accommodated on site.

All materials are to be stored on site. At no time are articles, materials, matters, waste or things to be stored on Oxford Street, Gipps Street, Shadford Street or any other road, or Council property.

Final Excavation, Concrete Pour & Construction Stage

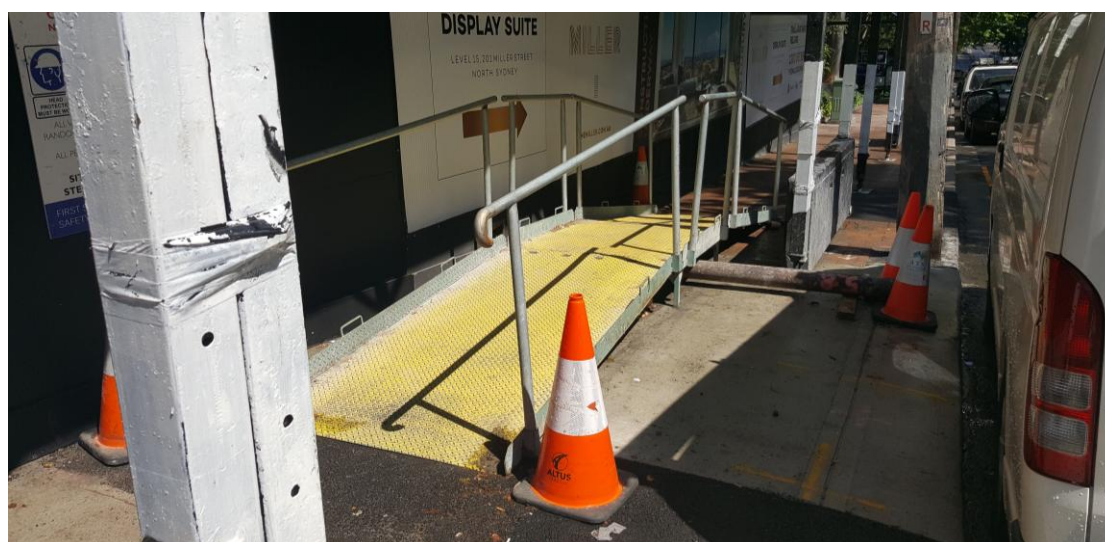
As the future basement/building footprint will largely be built to the front and side boundaries, it will be impossible for trucks to load/unload within the site as the excavation progresses.

As such, during the final stages of excavation, when the temporary ramp will be loaded out and the basement shell completed, loading out of the spoil will take place from the Oxford Street kerbside area directly outside the site, as shown on the attached Works Zone plan and on TCP No.2.

Trucks, including excavation, construction material deliveries and concrete pumping, will be undertaken using a variety of small/medium and the occasional large rigid truck up to and including 12.5m in length, noting that the proposed Works Zone is 37m in length.

On concrete pouring days (e.g. slab pouring days), concrete agitator trucks will be unloaded within the Oxford Street Works Zone, directly outside the site.

Vertical static line systems (*Arresta*) will be set-up along the future passenger lift cores of the future building in order to facilitate this pumping arrangement, with a line pump, pram ramp and other pedestrian measures in place, as per the example image below



Concrete line pump and pram ramp example

It is noted that oversized vehicles proposed to operate on Council property (including Council approved Works Zones) will need to attain a Permit to Stand Plant on each occasion.

SafeWork-accredited traffic controllers will again be present at all times during truck movements and concrete pours to assist with truck manoeuvring and pedestrian safety.

All materials are to be stored on site. At no time are articles, materials, matters, waste or things to be stored on Oxford Street, Gipps Street, Shadford Street or any other road, or Council property.

The site manager will ensure that multiple trucks do not occur at the same time, unless they can all be accommodated on site or within the proposed Works Zone.

Truck movements and material deliveries throughout the construction stage, including concrete agitator trucks, will be spaced sufficiently apart, with no waiting of trucks expected beyond the site and Work Zone, throughout the construction phase of the project.

Works Zone

A plan has been prepared which illustrates a 37m Works Zone along the Oxford Street site frontage and will be long enough to accommodate two trucks simultaneously, such as a concrete pump and concrete truck.

The Works Zone parking restrictions are to apply during construction hours only and are provided specifically for the set down and pick up of materials, not for the parking of private vehicles associated with the site.

Furthermore, it is noted that the proposed kerbside loading/unloading area along the Oxford Street site frontage is only to occur *outside* the Bus Lane restriction on Monday to Fridays; i.e. between 7am and 4pm *only*.

It is noted that any changes to on-street parking restrictions, including “Works Zones”, are subject to the approval of the Local Traffic Committee.

All Works Zone signs must be erected by Council to permit enforcement of the Works Zone by Council’s Rangers and NSW Police before commencement of any work.

Hoarding

In order to protect Council and adjoining properties, as well as the general public, A-Class Hoarding and/or secure site fencing with a suitable filtering mesh will be installed to the perimeter of the site, to exclude public access to the site throughout the demolition and/or construction work.

Security fencing must be the equivalent of 1.8m high chain wire, as specified in *AS1725*. In addition, dust screens are to be installed to all hoardings and/or site fences.

The fencing must be erected before the commencement of any work and maintained throughout any demolition and construction work.

As the building progresses, a B-Class hoarding will be installed above the footpath area along the entire Oxford Street site frontage, allowing the footpath area to remain open to pedestrians. The builder shall maintain in good order all necessary hoardings, barricades and warning signs, as required, to provide adequate public safety.

Scaffolding will also be used to facilitate works to the external face of the building as well as preventing tools/materials falling to the ground.

Amenities and site offices will be located within the rear hardstand zone, and eventually moved into the basement once structure is completed.

Sediment Control

All practicable measures must be taken, including the use of “truck scrubbers”, to ensure that vehicles leaving the site do not deposit mud or debris on the road. Any mud or debris deposited on the road must be cleaned up immediately in a manner that does not pollute waters (i.e. by sweeping or vacuuming).

Neighbouring Properties

All neighbouring properties are to have their access maintained at all times. All nearby residents, businesses and construction sites will be updated at key construction stages with respect to the construction process, particularly in relation to construction vehicles movements, and be provided with a phone number to contact the site manager.

Furthermore, the site manager must ensure liaison with site managers of other nearby construction sites to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes.

The developer/builder must notify adjoining residents five (5) working days prior to demolition. Such notification is to be a clearly written note giving the date demolition will commence, contact details of the developer/builder, licensed asbestos demolisher and the appropriate regulatory authority.

Construction Truck Routes

All heavy vehicles involved in the demolition, excavation and construction of the proposed development would approach and depart the site as indicated on Figures 3a & 3b.

The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure. Light traffic roads and those subject to load or height limits will be avoided as well as minimising heavy vehicle movements during school peak periods. The road is not to be used as a waiting area for trucks delivering to or awaiting pick-up of materials.

Truck Movements

The proposed development is expected to generate the following truck movements during demolition, excavation and construction:

1. Demolition - approximately 4 to 5 trucks carrying out approximately 2 to 3 loads per day. This would not be every day as they would not be loading out every day of the demolition period.
2. Excavation - approximately 4 to 5 trucks carrying out approximately 5 to 6 trips per day – i.e. 30 truck movements per day. This would not occur every day as they would not be loading out every day of the construction period.
3. Concrete Pours - there are approximately 12 major concrete pours and a similar number of minor pours. Major pours would take approximately 6 hours to pour with 4-5 trucks per hour or approximately 30 truck movements per day. Smaller pours would have a similar amount of truck movements per hour however the duration would be a lot shorter say 3 to 4 hours maximum.

4. General Deliveries - these would occur intermittently throughout the project with the major deliveries being reinforcing steel, plasterboard and bricks. The remainder would generally comprise smaller truck deliveries.

Traffic Control Plans

Two Traffic Control Plans have been prepared to facilitate the demolition, excavation and construction activities on the subject site.

The first plan (No.1) illustrates the traffic arrangements to be implemented when trucks are loading/unloading on site, particularly during the demolition and bulk excavation phases of the project. Key features of the Traffic Control Plan are:

- advance warning signs alerting approaching traffic of the presence of possible road works and traffic controllers ahead
- warning signs alerting pedestrians to watch their step as they walk along the Shadforth Street site frontage, in the vicinity of the construction access driveway, as well as in the vicinity of the Shadforth Street/Oxford Street intersection
- traffic controllers situated outside the construction access driveway in Shadforth Street who will have four primary responsibilities during truck movements associated with the project:
 1. to ensure the safety of pedestrian movements along the Shadforth Street site frontage so that no pedestrian enters the path of a heavy vehicle,
 2. to control construction vehicle movements into and out of the site in Shadforth Street. The traffic controller should wait for a safe gap in the passing traffic flows on Shadforth Street before allowing the vehicle to exit the site,
 3. to momentarily control local traffic and pedestrian movements along Shadforth Street when trucks are entering and/or exiting the site.
 4. to work in tandem with the Oxford Street/Glenmore Road traffic signals so as to reduce any negative impact.

The second plan (No.2) illustrates the traffic arrangements to be implemented when trucks are loading/unloading from within the Oxford Street kerbside lane, via the Works Zone area, *outside* the Bus Lane restriction times along Oxford Street site frontage. Key features of the Traffic Control Plan are:

- advance warning signs alerting approaching traffic of the presence of possible road works and traffic controllers ahead
- B-Class Hoarding above the entire length of the footpath area along the Oxford Street site frontage which will allow the footpath to remain open at all times
- two-way traffic flow should be maintained at all times on Oxford Street
- trucks are to enter the kerbside loading/unloading area from the west along Oxford Street and depart to the east

The abovementioned bus services connect to several key locations including Sydney CBD, Bondi Beach, Marrickville, Rozelle, as well as several suburban railway stations such as Central Station and Museum Station.

Permits

All necessary permits such as hoarding, crane, roadway/footpath/nature strip occupation etc. will require separate approval from Council and/or the Transport Management Centre. Any related task-specific Traffic Control Plans will be prepared by the respective contractor and provided under separate cover.

Site Inductions

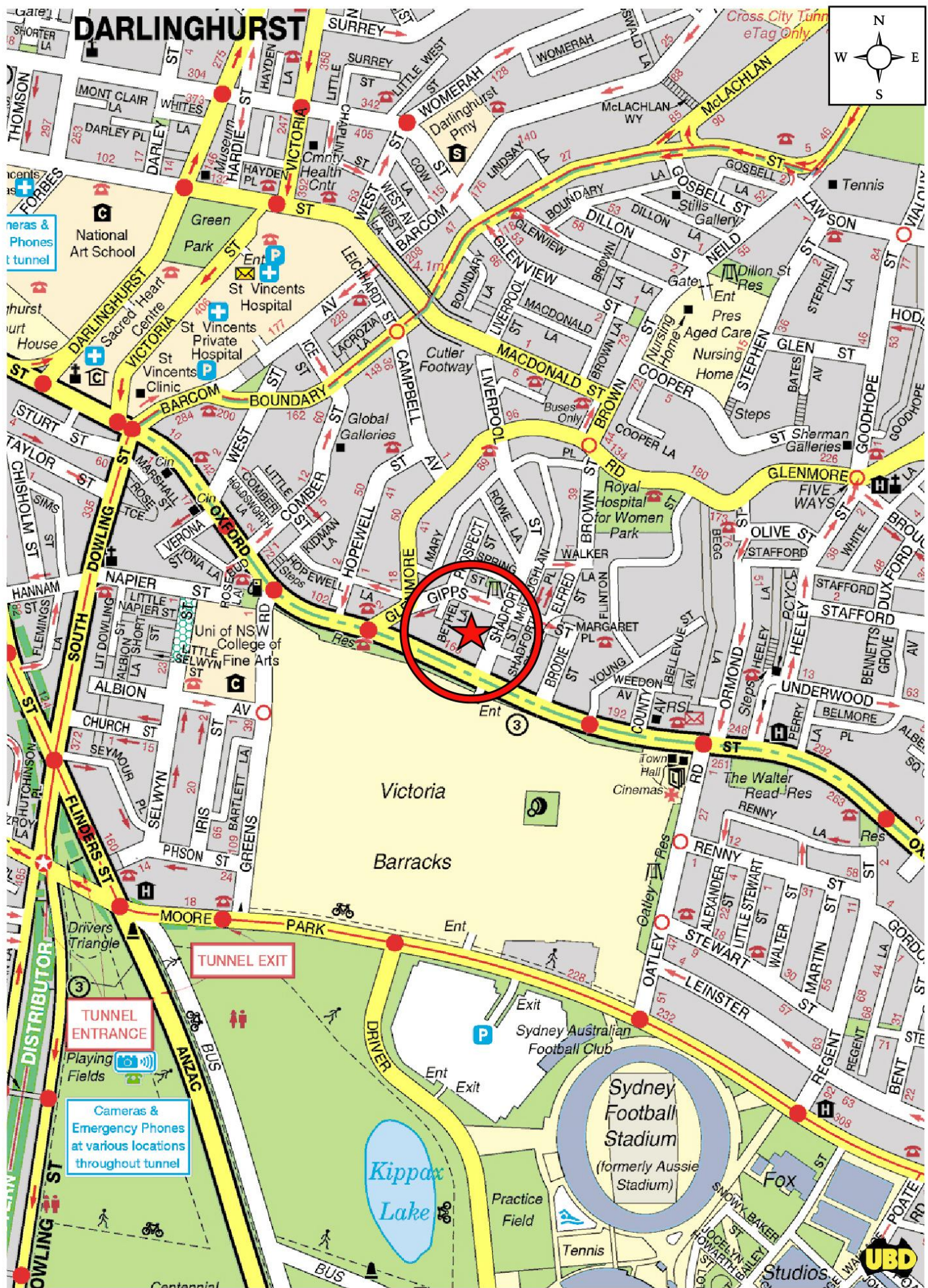
The requirements of this Construction Traffic Management Plan must be followed by the demolition, excavation and construction contractors, builders, owner and any subcontractors. The site manager will ensure that site inductions occur on a regular basis or as deemed necessary.

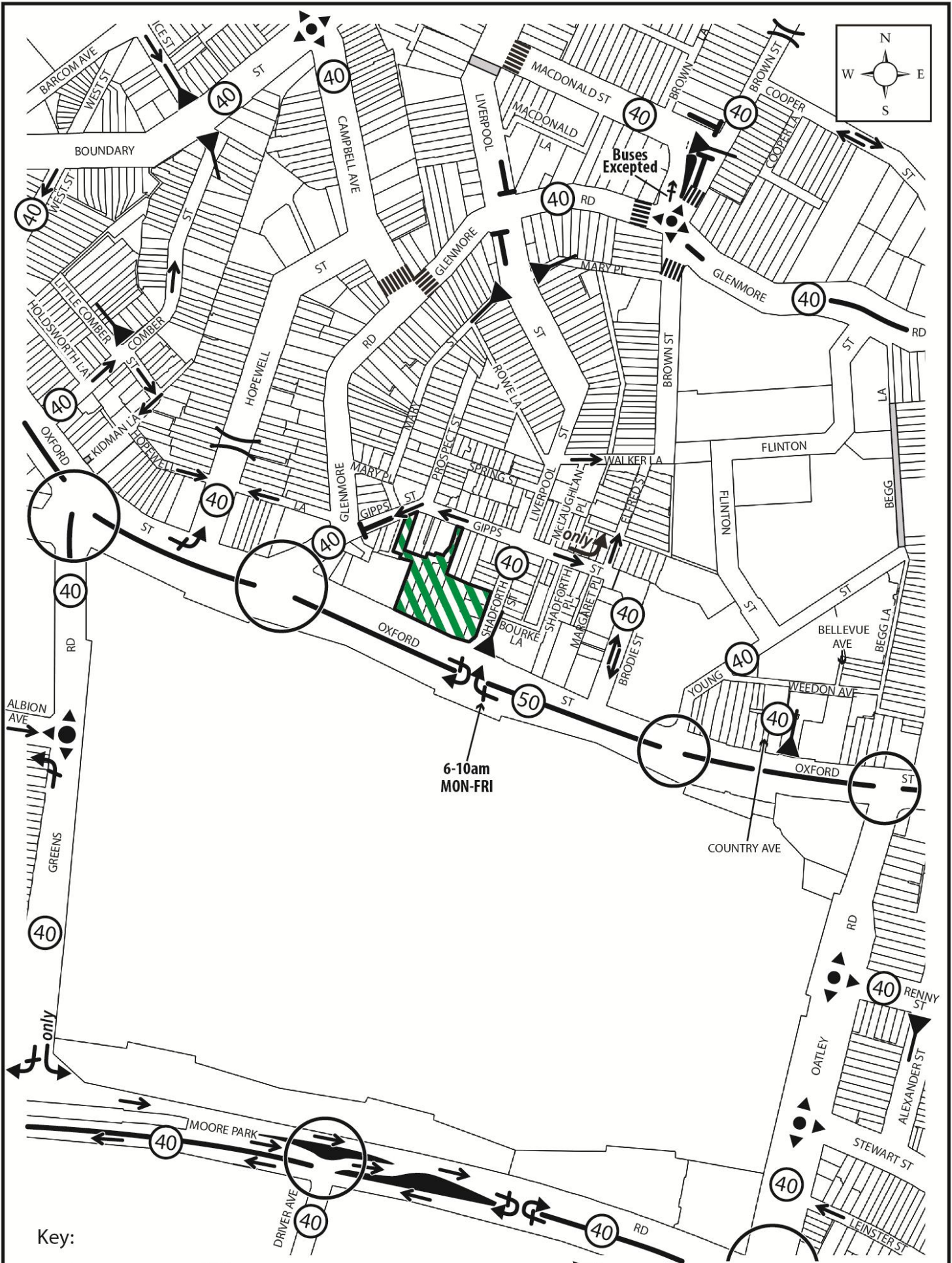
I trust this advice satisfies your requirements. Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

Yours sincerely



Donald Lee
Director | *BE(Civil) MIEAust CPEng NER*
Varga Traffic Planning Pty Ltd





Key:

- | | | | |
|--|--|--|--|
| | | | |
| | | | |
| | | | |

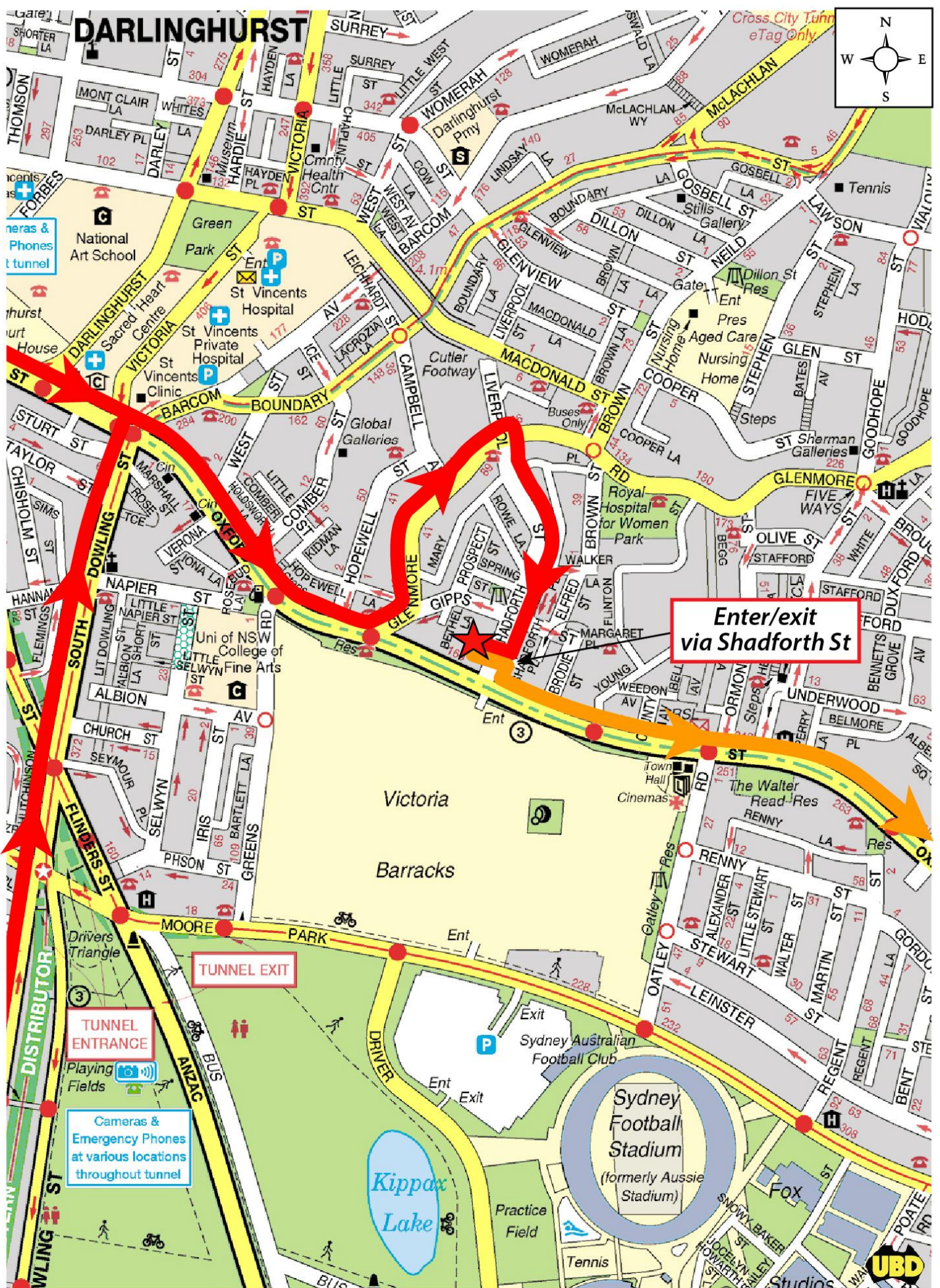
VARGA TRAFFIC PLANNING Pty Ltd

Traffic and Parking Consultants



SITE & EXISTING TRAFFIC CONTROLS

FIGURE 2



Key: — Approaching Traffic

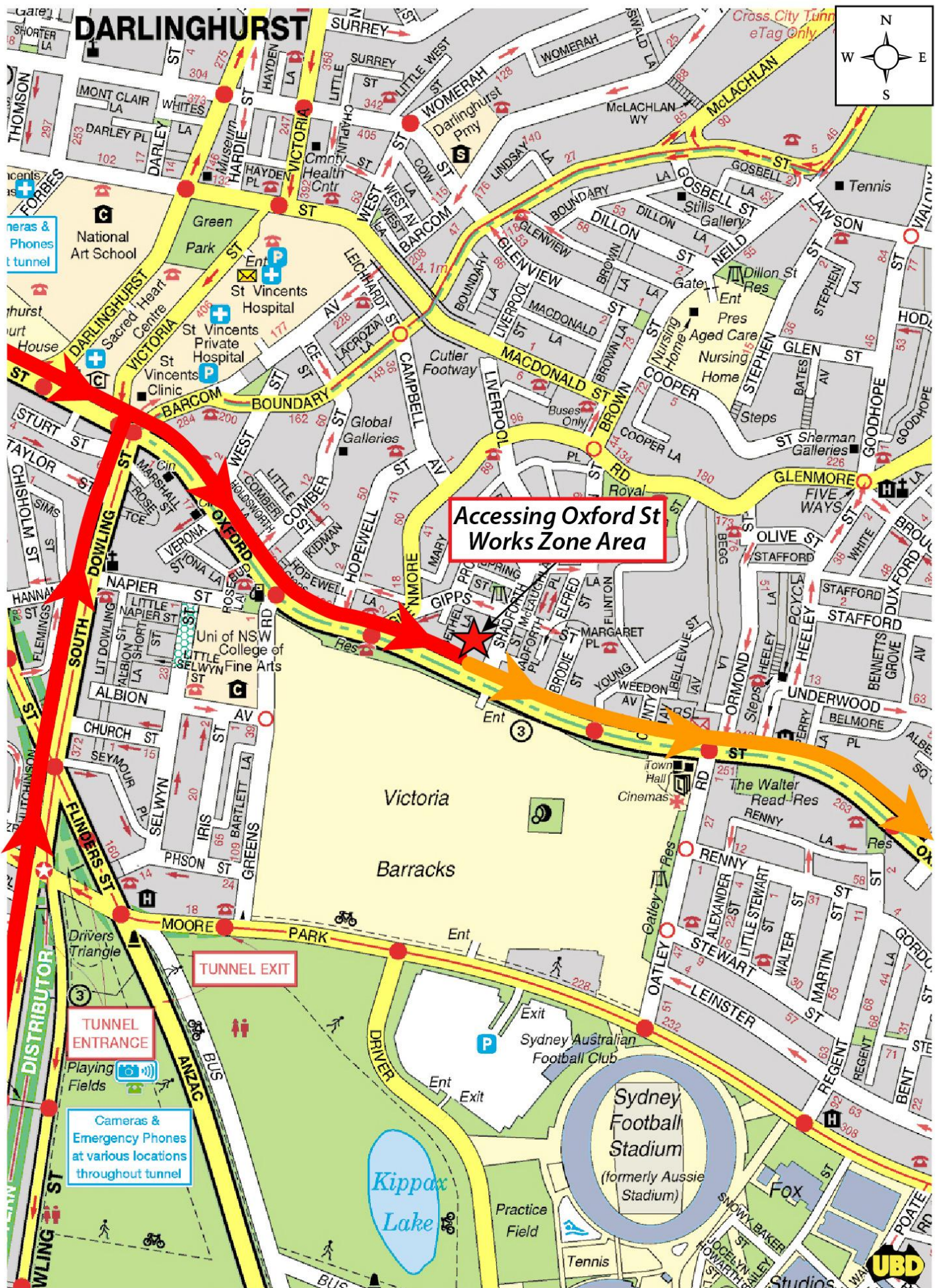
— Departing Traffic

VARGA TRAFFIC PLANNING Pty Ltd

Transport, Traffic and Parking Consultants



HEAVY VEHICLE ROUTE MAP FIGURE 3A



LEGEND

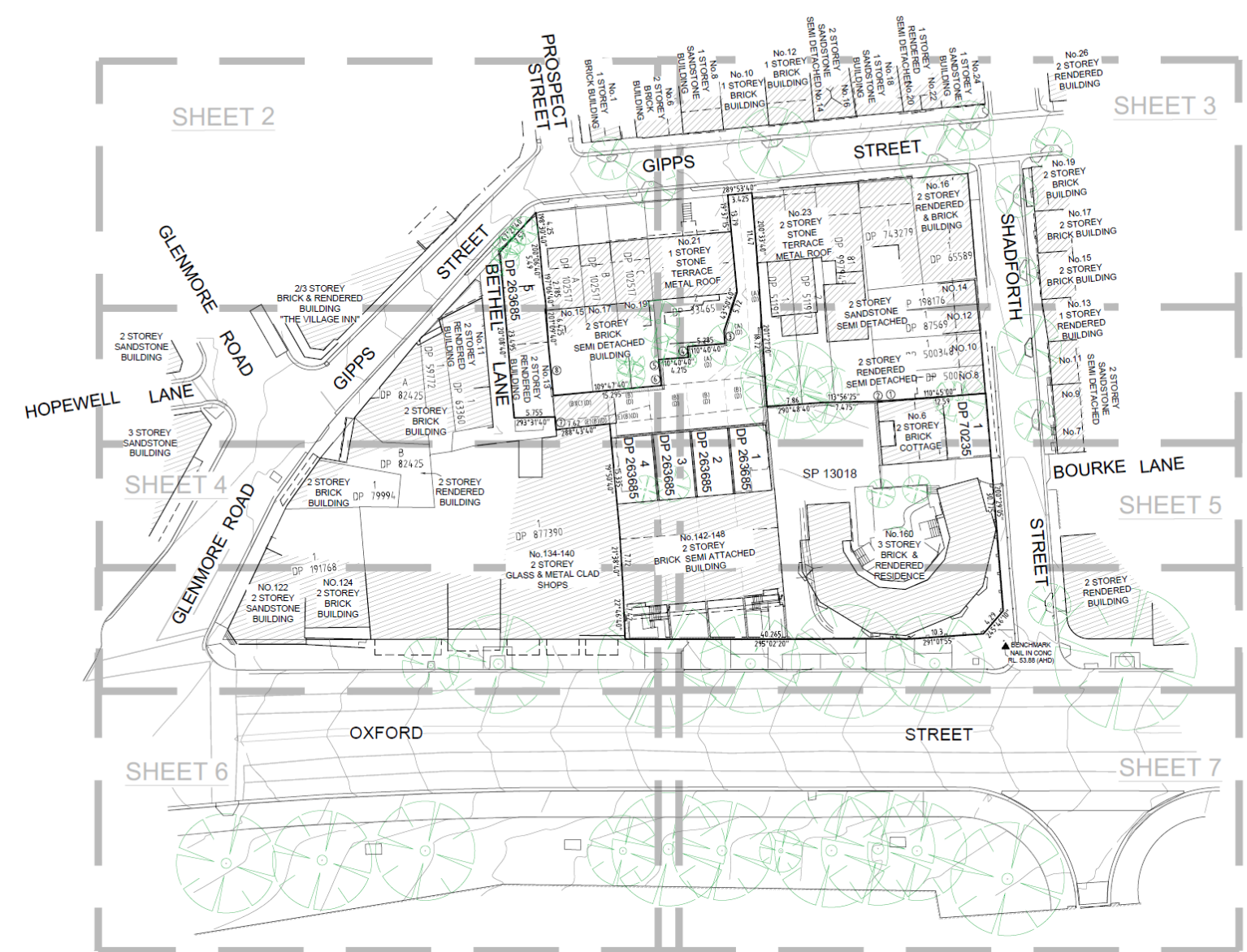
BENCH MARK	▲
TELSTRA PIT	TEL
COMMS PIT	COM
ELECTRIC LIGHT POLE	ELP
ELECTRIC LIGHT BOLLARD	LB
ELECTRICITY PIT	EPIT
ELECTRICITY BOX	EL
POWER POLE	PP
DRAINAGE	DRN
GRADED INLET PIT	GP
KERB INLET PIT	KIP
GRADED DRAIN	GRD
SEWER INSPECTION POINT	SP
SEWER MANHOLE	SMH
STOP VALVE	SV
HYDRANT	HYD
WATER VALVE	WV
GAS VALVE	GV
GAS PLUG	PLD
PIT WITH METAL LID	MLID
STREET SIGN	SS
BOLLARD	BOL
GATE	GT
VEHICLE CROSSING	(VC)
PRAM CROSSING	(PC)
COMMUNICATIONS (DBYD)	C
ELECTRICITY (U/GROUND DBYD)	E
ELECTRICITY (OVERHEAD)	P
SEWER (DBYD)	S
WATER (DBYD)	W
GAS (DBYD)	G

SCHEDULE OF SHORT LINES

No.	BEARING	DISTANCE
1	111°51'00"	1.95
2	110°20'00"	1.005
3	20°40'40"	1.81
4	20°31'40"	1.525
5	19°14'40"	1.385
6	19°05'40"	2.3
7	20°47'40"	1.83
8	199°31'40"	6.99

NOTES

- THE BOUNDARIES HAVE NOT BEEN MARKED ON GROUND.
- THE BOUNDARY SURVEY (DIMENSIONS AND AREA) HAVE BEEN SURVEYED IN ACCORDANCE WITH SURVEYING AND SPATIAL INFORMATION REGULATION 2017 CLAUSE 10 "IDENTIFICATION SURVEYS" AND ARE SUBJECT TO FINAL SURVEY.
- ORIGIN OF MGA2020/MGA94 COORDINATES IS TAKEN FROM PM 3146 - E335649.130, N624931.792 IN OXFORD STREET (27/05/2025).
- ORIGIN OF LEVELS ON AHD IS TAKEN FROM PM 28899 R.L. 59.643 (A.H.D.) IN OXFORD STREET.
- CONTOUR INTERVAL 0.5 m.
- CONTOURS ARE INDICATIVE ONLY. ONLY SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION.
- ONLY SPOT LEVELS SHOULD BE USED FOR CALCULATIONS OF QUANTITIES WITH CAUTION.
- FLOOR LEVELS SHOWN ARE THRESHOLD LEVELS. NO INVESTIGATION OF INTERNAL FLOOR LEVELS HAS BEEN UNDERTAKEN.
- NO INVESTIGATION OF UNDERGROUND SERVICES HAS BEEN MADE. SERVICES HAVE BEEN PLOTTED FROM RELEVANT AUTHORITIES INFORMATION AND HAVE NOT BEEN SURVEYED. ALL RELEVANT AUTHORITIES SHOULD BE NOTIFIED PRIOR TO ANY EXCAVATION OR NEAR THE SITE.
- R/W/2 DENOTES TREE SPREAD OF 2m, TRUNK DIAMETER OF 0.4m & APPROX HEIGHT OF 7m.
- BEARINGS SHOWN ARE MGA (MAP GRID OF AUSTRALIA) ADD APPROX. 1°00' FOR TRUE NORTH.



EASEMENTS

- RIGHT OF CARRIAGEWAY VARIABLE WIDTH (DP263685)
- RIGHT OF CARRIAGEWAY 4.5 WIDTH (DP263685)
- EASEMENT FOR PARKING (DP263685)
- EASEMENT FOR SERVICES VARIABLE WITH (DP263685)
- RIGHT OF CARRIAGEWAY (TS500947)
- EASEMENT FOR STORAGE (TS500947)
- EASEMENT FOR DRAINAGE (TS500947)
- EASEMENT FOR ELECTRICITY PURPOSES (TS500947)

SEE SHEET 8 FOR ELEVATIONS



THIS IS THE PLAN REFERRED TO IN MY LETTER DATED: _____

Client: TOOEY MILLER
Drawing title: PLAN OF DETAIL AND LEVELS OVER LOT 1 IN DP 70235, LOTS 1-5 IN DP 263685 & SP 13018 KNOWN AS NO.142-160 OXFORD STREET, NO. 13 GIPPS STREET & NO. 6 SHADFORTH STREET

datum: AHD
reference number: 52557 002DT
scale: 1:300
date of survey: 04/08/2025
sheet: 1 of 11

NOTES

- 01 All dimensions to be verified on site.
02 Report any discrepancies or omissions to SDS prior to construction.
03 All drawings to be read in conjunction with specification.
04 All drawings to be read in conjunction with consultants' drawings.
05 All structure to structural engineer's details.
06 Refer to architect for ambiguous details or when clarification is required.

PRELIMINARY
NOT FOR CONSTRUCTION

issue	reason	date
A	SSDA ISSUE	18.12.25

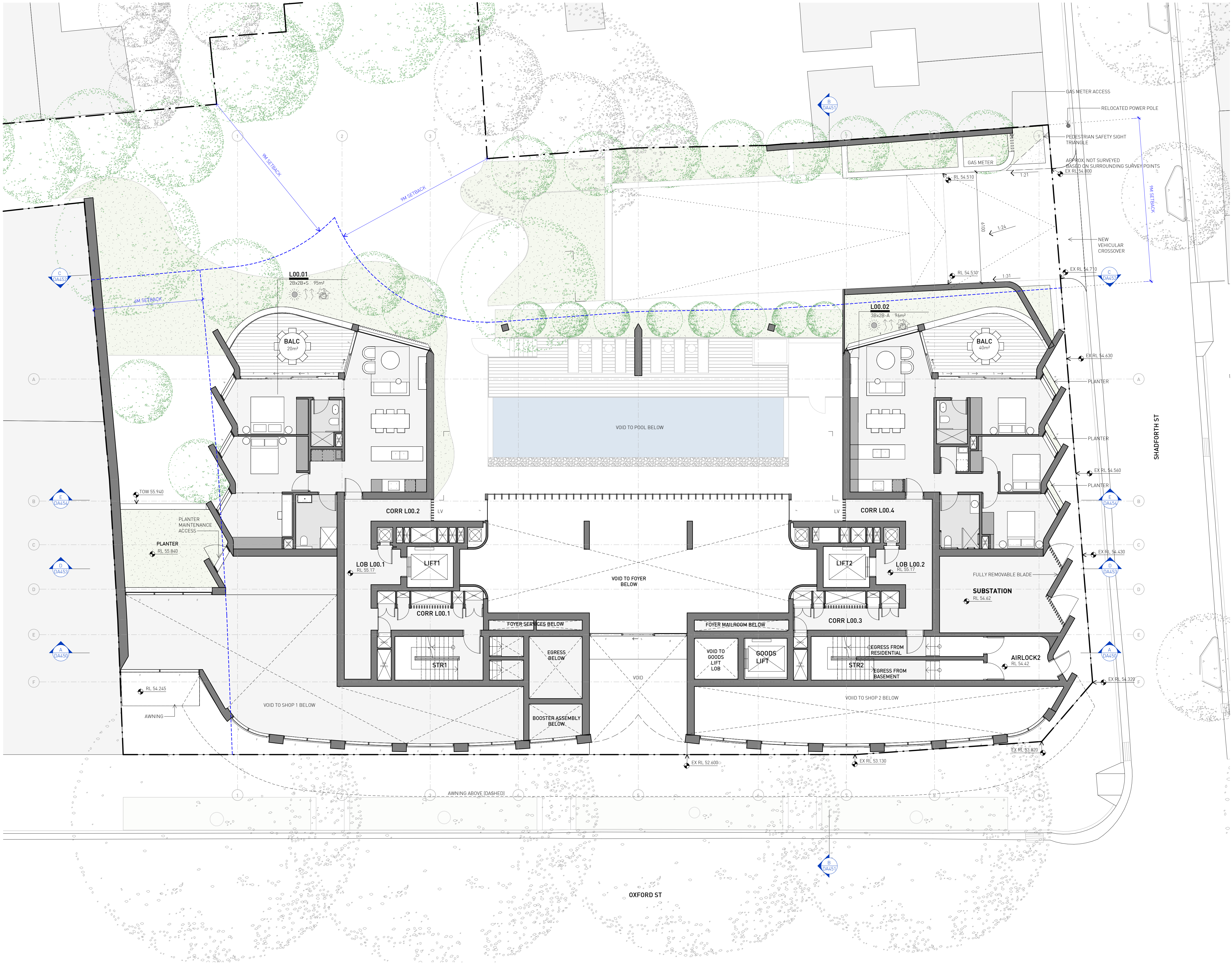
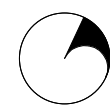


NOTES

- 01 All dimensions to be verified on site.
02 Report any discrepancies or omissions to SDS prior to construction.
03 All drawings to be read in conjunction with specification.
04 All drawings to be read in conjunction with consultants' drawings.
05 All structure to structural engineer's details.
06 Refer to architect for ambiguous details or when clarification is required.

PRELIMINARY
NOT FOR CONSTRUCTION

issue	reason	date
A	SSDA ISSUE	18.12.25

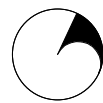


NOTES

- 01 All dimensions to be verified on site.
02 Report any discrepancies or omissions to SDS prior to construction.
03 All drawings to be read in conjunction with specification.
04 All drawings to be read in conjunction with consultants' drawings.
05 All structure to structural engineer's details.
06 Refer to architect for ambiguous details or when clarification is required.

PRELIMINARY
NOT FOR CONSTRUCTION

issue	reason	date
A	SSDA ISSUE	18.12.25

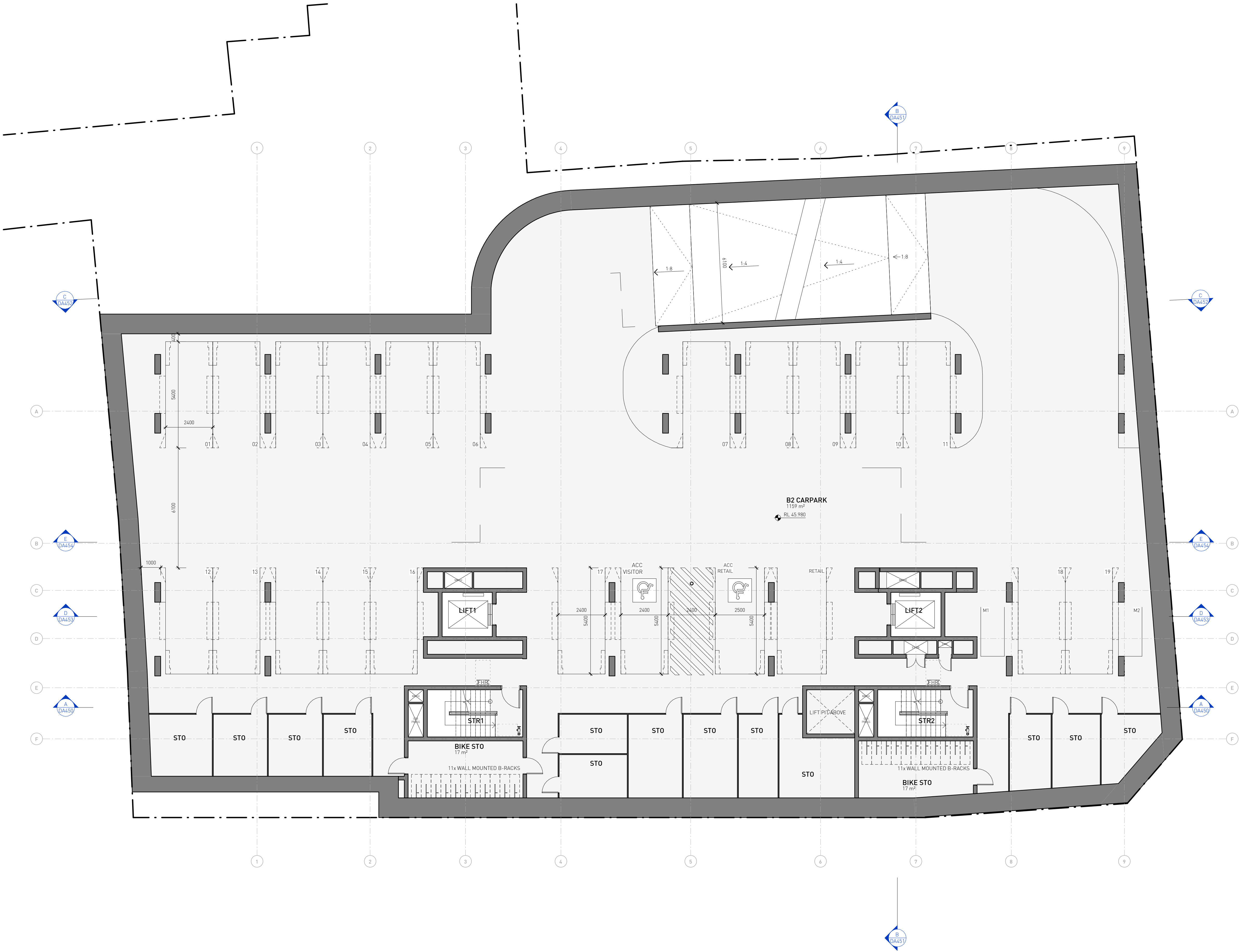
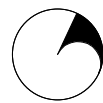


NOTES

- 01 All dimensions to be verified on site.
02 Report any discrepancies or omissions to SDS prior to construction.
03 All drawings to be read in conjunction with specification.
04 All drawings to be read in conjunction with consultants' drawings.
05 All structure to structural engineer's details.
06 Refer to architect for ambiguous details or when clarification is required.

PRELIMINARY
NOT FOR CONSTRUCTION

issue	reason	date
A	SSDA ISSUE	18.12.25

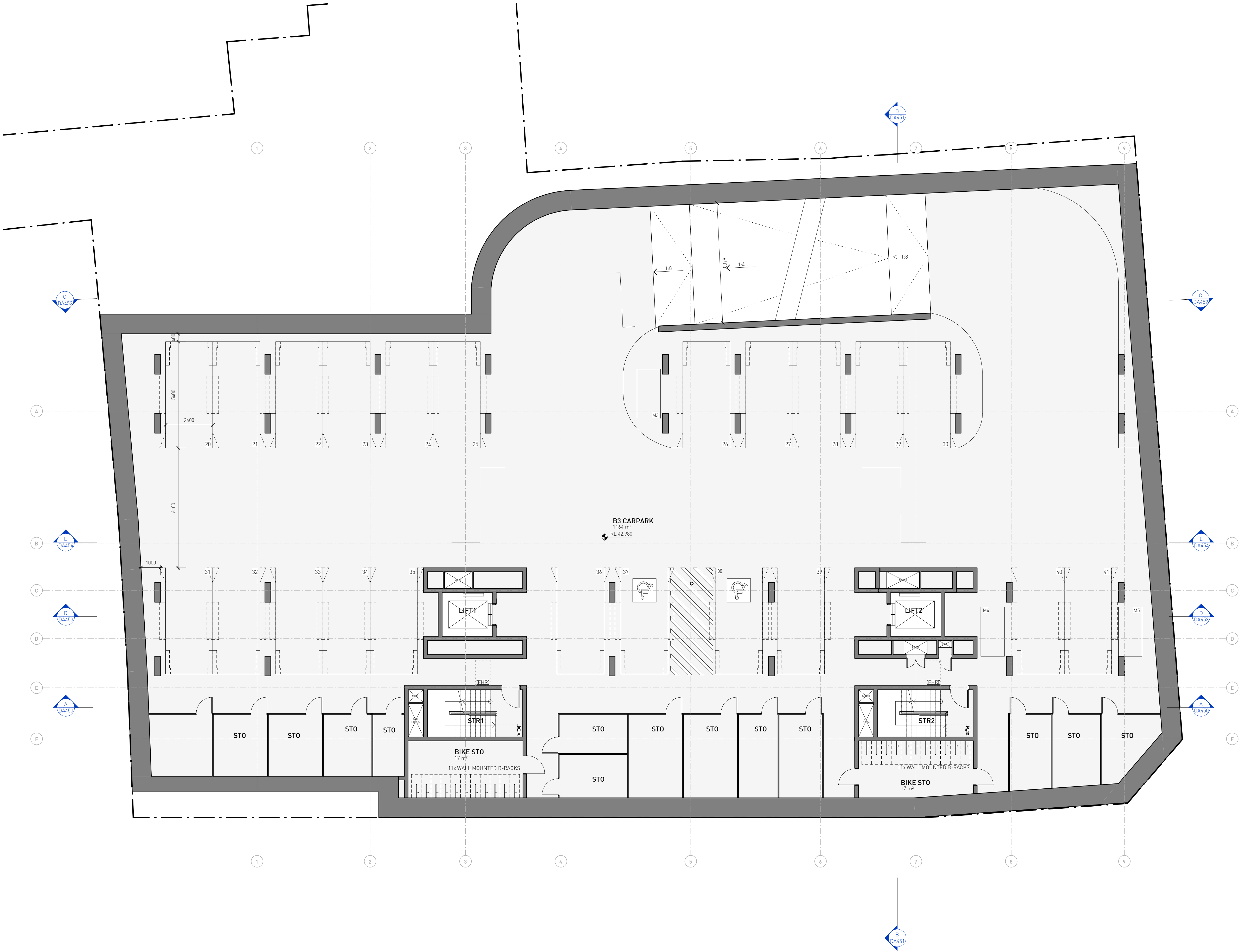
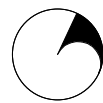


NOTES

- 01 All dimensions to be verified on site.
02 Report any discrepancies or omissions to SDS prior to construction.
03 All drawings to be read in conjunction with specification.
04 All drawings to be read in conjunction with consultants' drawings.
05 All structure to structural engineer's details.
06 Refer to architect for ambiguous details or when clarification is required.

PRELIMINARY
NOT FOR CONSTRUCTION

issue	reason	date
A	SSDA ISSUE	18.12.25

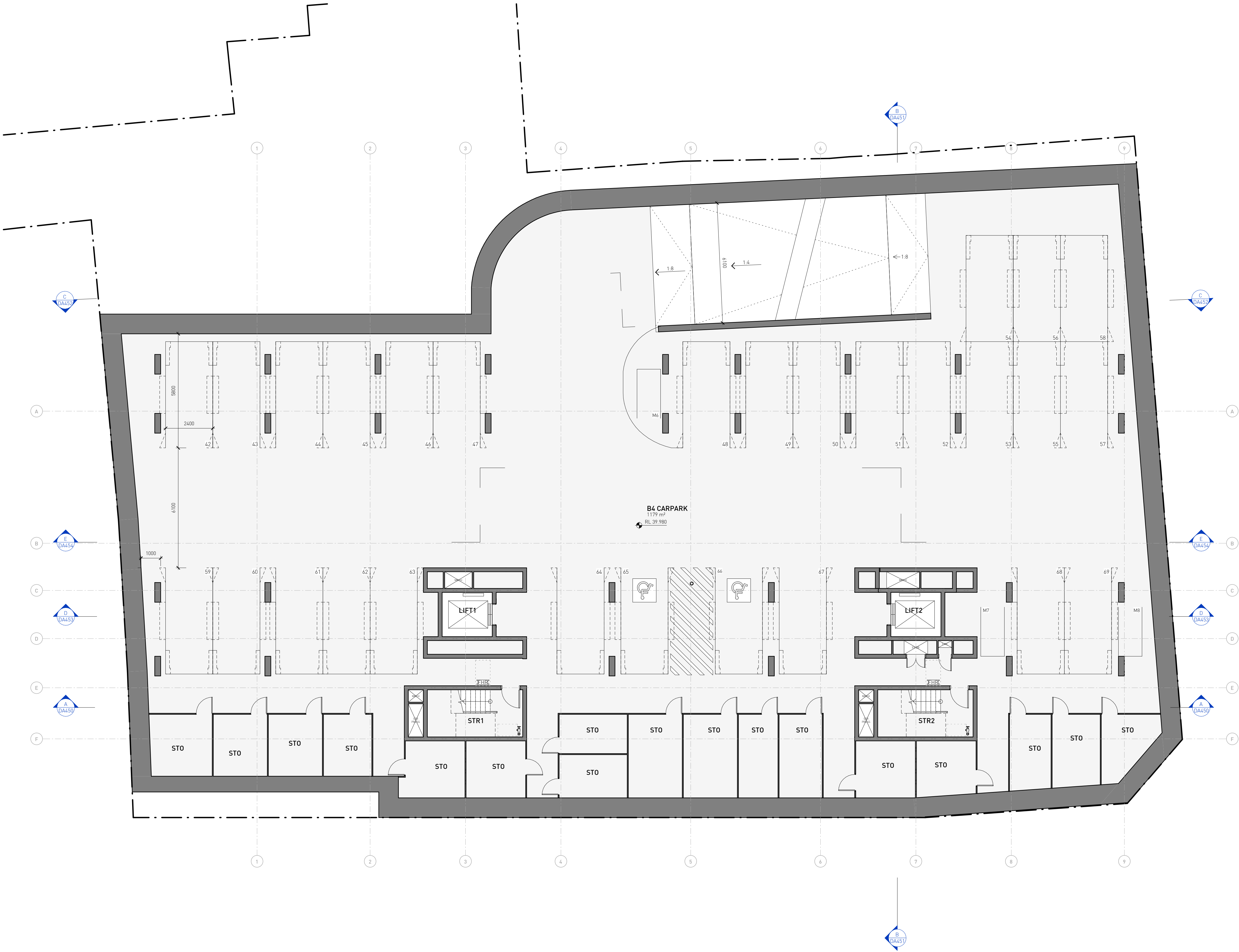


NOTES

- 01 All dimensions to be verified on site.
02 Report any discrepancies or omissions to SDS prior to construction.
03 All drawings to be read in conjunction with specification.
04 All drawings to be read in conjunction with consultants' drawings.
05 All structure to structural engineer's details.
06 Refer to architect for ambiguous details or when clarification is required.

PRELIMINARY
NOT FOR CONSTRUCTION

issue	reason	date
A	SSDA ISSUE	18.12.25

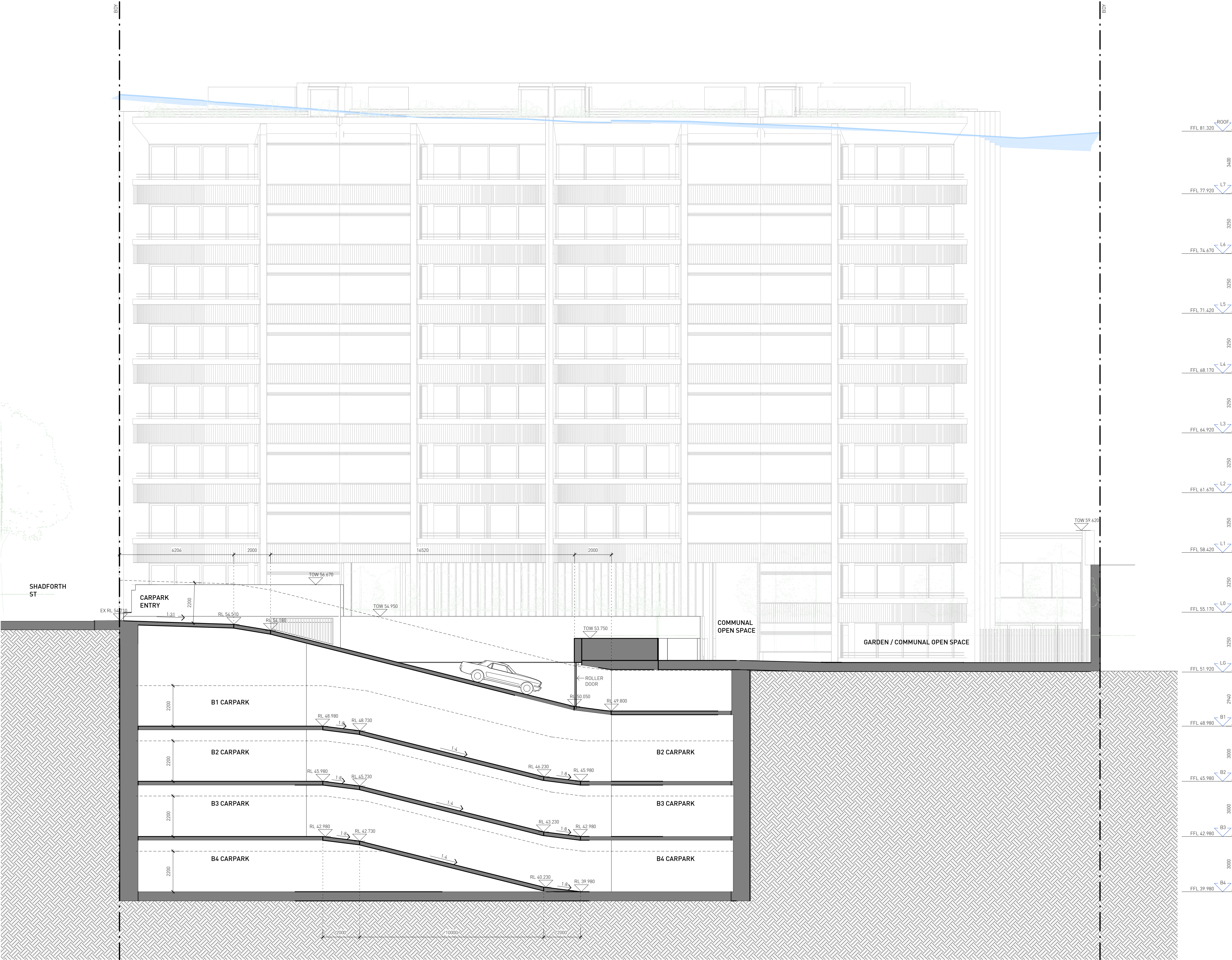


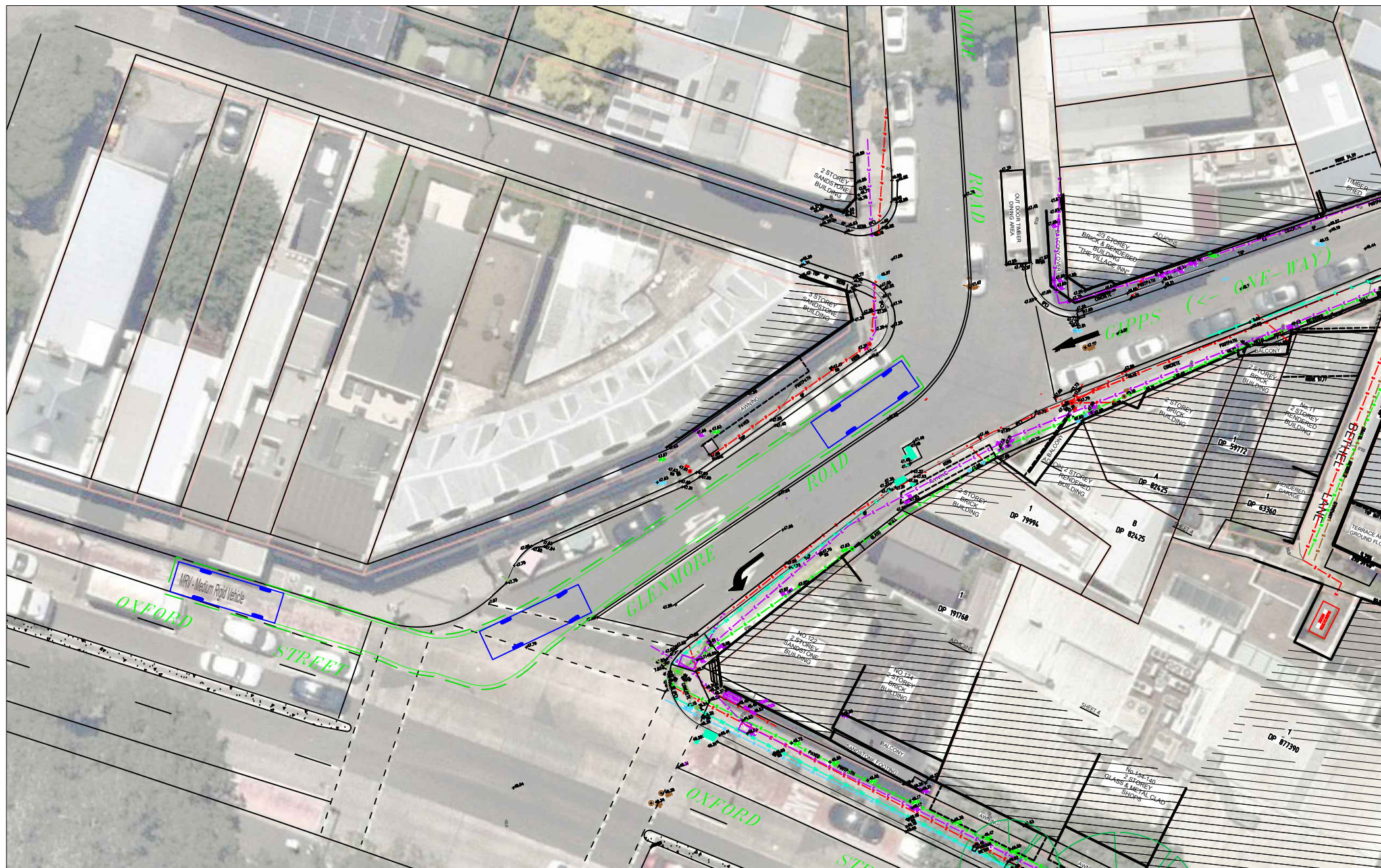
NOTES

- 01 All dimensions to be verified on site.
02 Report any discrepancies or omissions to SDS prior to construction.
03 All drawings to be read in conjunction with specification.
04 All drawings to be read in conjunction with consultants' drawings.
05 All structure to structural engineer's details.
06 Refer to architect for ambiguous details or when clarification is required.

PRELIMINARY
NOT FOR CONSTRUCTION

issue	reason	date
A	SSDA ISSUE	18.12.25





VARGA TRAFFIC PLANNING Pty Ltd
 ABN 88 071 762 537
 20 Young Street
 Neutral Bay, NSW 2089

Phone +61 2 9904 3224
 PO Box 1889
 Neutral Bay, NSW 2089
 www.vargatraffic.com.au
 Sydney, Australia

PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
8.8M MRV TRUCK TURNING PATHS
 Entering Glenmore Road from Oxford Street
 ADDRESS
 142-160 Oxford Street, 13 Gipps Street & 6 Shadforth Street,
 PADDINGTON

PROJECT NO.
 25332
 REVIEWED
 DL

1:400 @ A4
 DATE DRAWN
 2025-12-3
 PREPARED
 IN

VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants

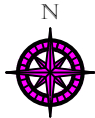




VARGA TRAFFIC PLANNING Pty Ltd
 ABN 98 071 762 537
 Suite 6, Level 1
 20 Young Street
 Neutral Bay, NSW 2089

Phone +61 2 9904 3224
 PO Box 1869
 Neutral Bay, NSW 2089
 www.vargatraffic.com.au
 Sydney, Australia

PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
8.8M MRV TRUCK TURNING PATHS
 Entering Liverpool Street from Glenmore Road
 ADDRESS
 142-160 Oxford Street, 13 Gipps Street & 6 Shadforth Street,
 PADDINGTON

PROJECT NO.
 25332
 REVIEWED
 DL

1:400 @ A4
 DATE DRAWN
 2025-12-3
 PREPARED
 IN

VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants





VARGA TRAFFIC PLANNING Pty Ltd
ABN 98 071 762 537
Suite 6, Level 1
20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1989
Neutral Bay, NSW 2089
www.vargatrafic.com.au
Sydney, Australia

PROJECT
MIXED USE DEVELOPMENT



DRAWING TITLE
8.8M MRV TRUCK TURNING PATHS
Entering Shadforth Street from Liverpool Street

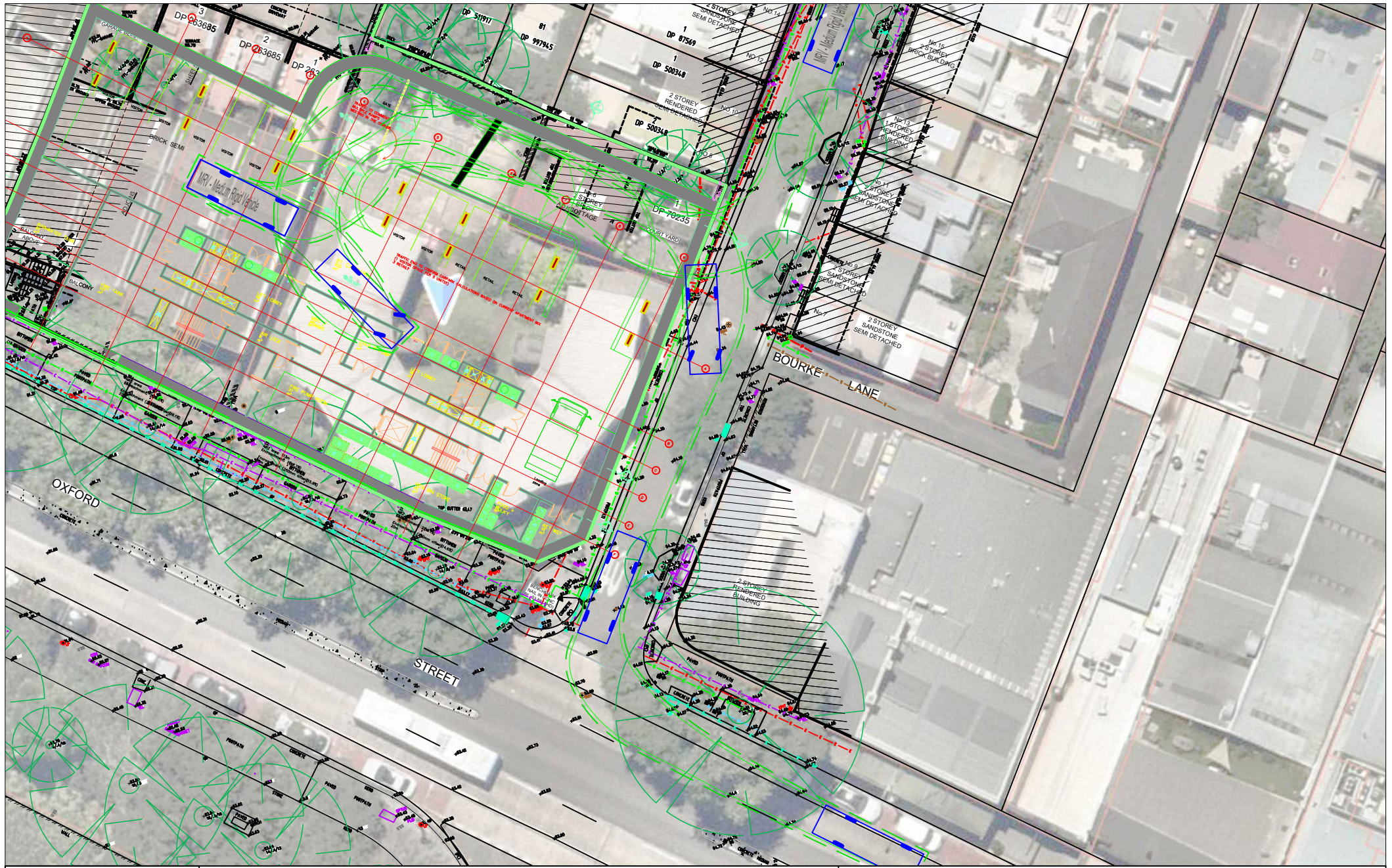
ADDRESS
142-160 Oxford Street, 13 Gipps Street & 6 Shadforth Street,
PADDINGTON

PROJECT NO.
25332
REVIEWED
DL

1:400 @ A4
DATE DRAWN
2025-12-3
PREPARED
IN

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

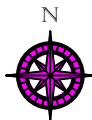




VARGA TRAFFIC PLANNING Pty Ltd
 ABN 88 071 762 537
 Suite 6, Level 1
 20 Young Street
 Neutral Bay, NSW 2089

Phone +61 2 9904 3224
 PO Box 1889
 Neutral Bay, NSW 2089
 www.vargatraffic.com.au
 Sydney, Australia

PROJECT
 MIXED USE DEVELOPMENT



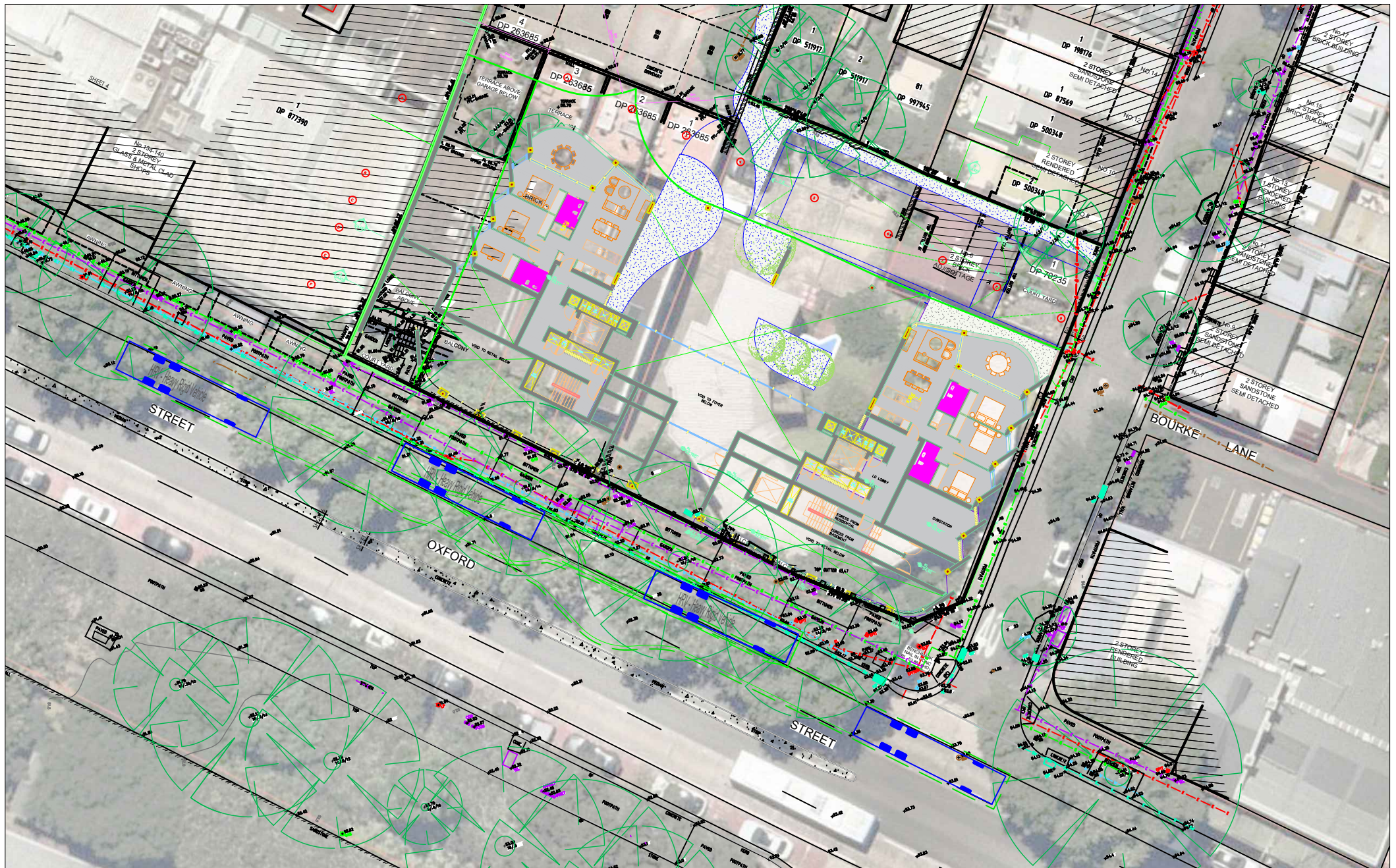
DRAWING TITLE
8.8M MRV TRUCK TURNING PATHS
 Entering/Exiting On-site Loading Area during Late Demolition & Excavation Stages
 ADDRESS
 142-160 Oxford Street, 13 Gipps Street & 6 Shadforth Street,
 PADDINGTON

PROJECT NO.
 25332
 REVIEWED
 DL

1:400 @ A4
 DATE DRAWN
 2025-12-3
 PREPARED
 IN

VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants





VARGA TRAFFIC PLANNING Pty Ltd
 AGN 88 071 762 537
 Suite 6, Level 1
 20 Young Street
 Neutral Bay, NSW 2089

Phone +61 2 9904 3224
 PO Box 1889
 Neutral Bay, NSW 2089
 www.vargatrafic.com.au
 Sydney, Australia

PROJECT
 MIXED USE DEVELOPMENT



DRAWING TITLE
12.5M HRV TRUCK TURNING PATHS
 Entering/Exiting Oxford Street kerbside Loading & Unloading Area
 ADDRESS
 142-160 Oxford Street, 13 Gipps Street & 6 Shadforth Street,
 PADDINGTON

PROJECT NO.
 25332
 REVIEWED
 DL

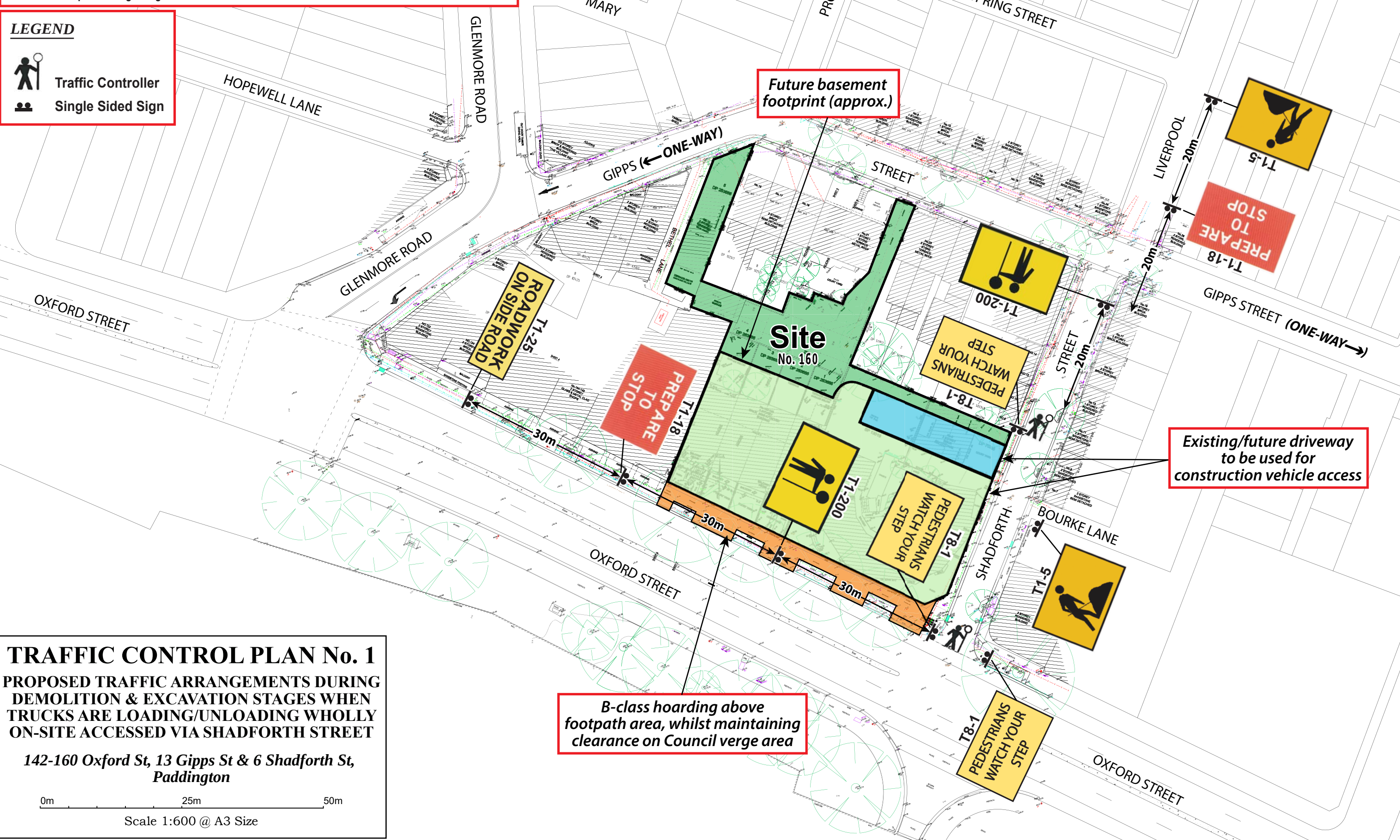
1:400 @ A4
 DATE DRAWN
 2025-12-3
 PREPARED
 IN

VARGA TRAFFIC PLANNING Pty Ltd
 Transport, Traffic and Parking Consultants



Check regularly that signs are in correct position and clearly visible to approaching traffic.
Check regularly that signs have not been obscured by parked cars.
Signs are to be covered or removed at the end of the working day.
All traffic control works, signs and devices to comply with Australian Standard AS1742.3.
Adjustments to the TCP may be only made by persons holding an RMS "Prepare a Work Zone TMP" ticket.
Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
The position of the signs, traffic controllers and equipment are only suggested locations, amendments to the locations may be required depending on site condition
Tolerances on positioning of signs and devices must be in accordance with AS1742.3 Cl 4.1.6.

 Traffic Controller
 Single Sided Sign



PROPOSED TRAFFIC ARRANGEMENTS DURING DEMOLITION & EXCAVATION STAGES WHEN TRUCKS ARE LOADING/UNLOADING WHOLLY ON-SITE ACCESSED VIA SHADFORTH STREET

**142-160 Oxford St, 13 Gipps St & 6 Shadforth St,
Paddington**

0m 25m 50m

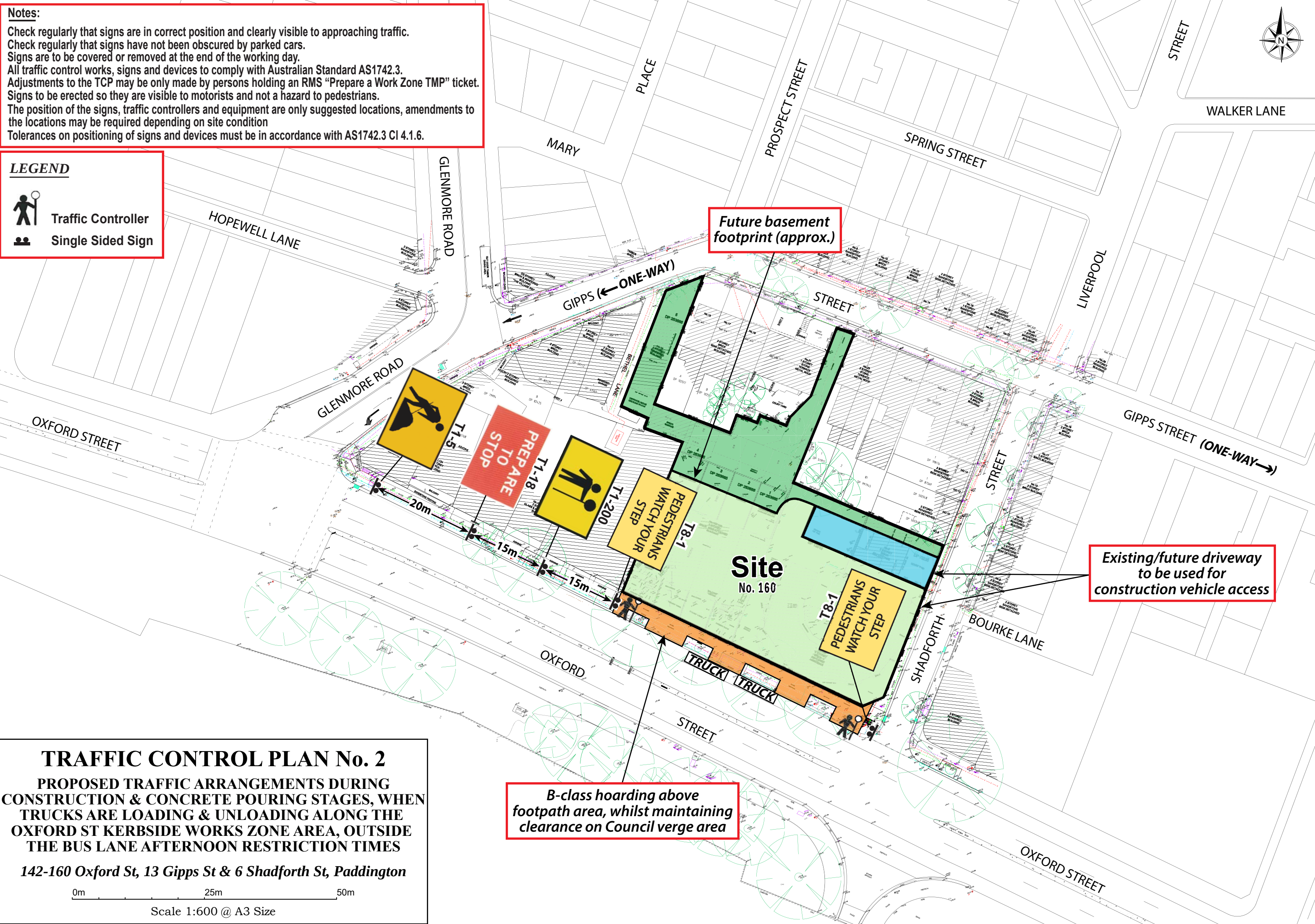
Scale 1:600 @ A3 Size

Notes:
Check regularly that signs are in correct position and clearly visible to approaching traffic.
Check regularly that signs have not been obscured by parked cars.
Signs are to be covered or removed at the end of the working day.
All traffic control works, signs and devices to comply with Australian Standard AS1742.3.
Adjustments to the TCP may be only made by persons holding an RMS "Prepare a Work Zone TMP" ticket.
Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
The position of the signs, traffic controllers and equipment are only suggested locations, amendments to the locations may be required depending on site condition
Tolerances on positioning of signs and devices must be in accordance with AS1742.3 Cl 4.1.6.

LEGEND

 Traffic Controller

 Single Sided Sign



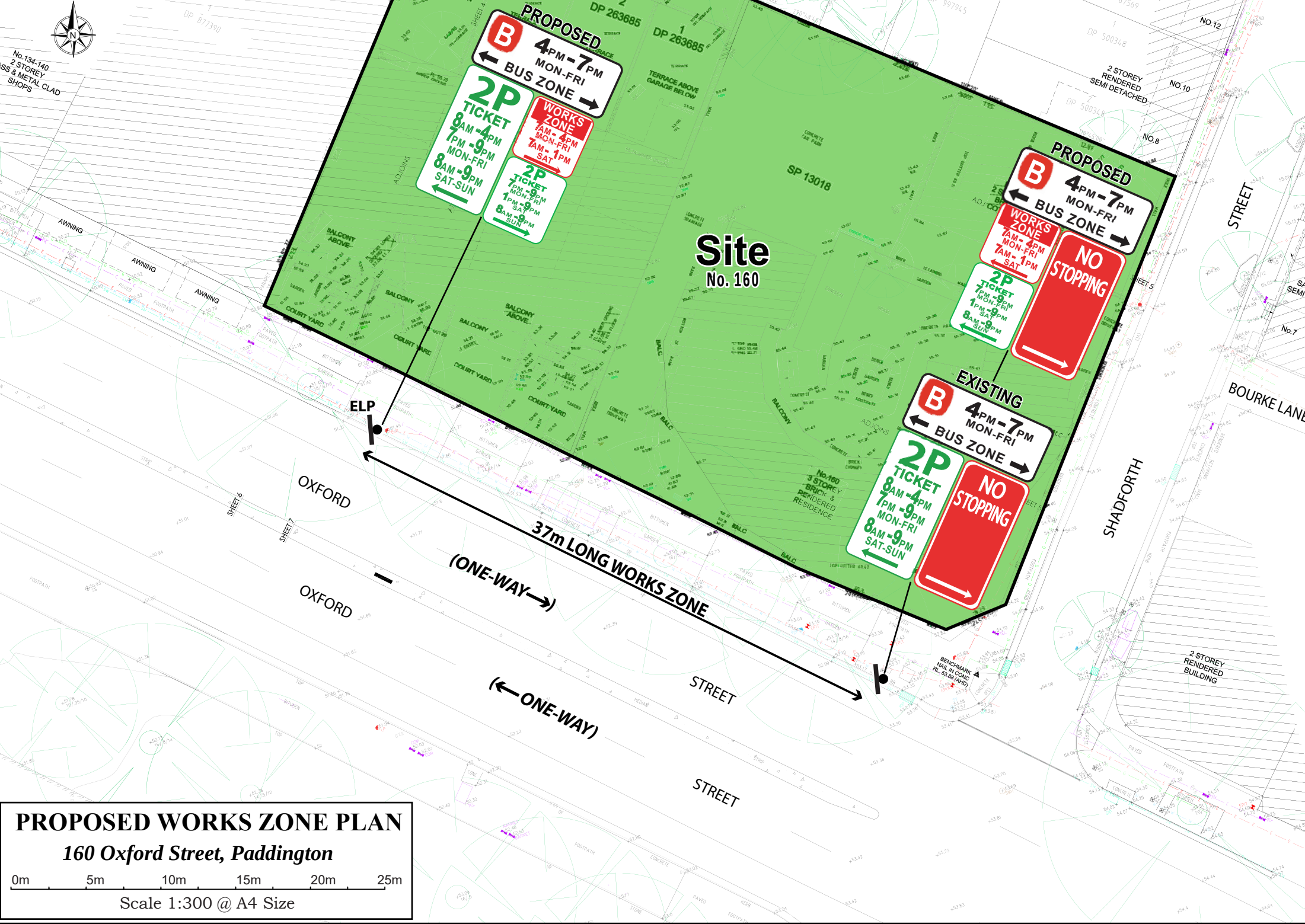
TRAFFIC CONTROL PLAN No. 2
PROPOSED TRAFFIC ARRANGEMENTS DURING CONSTRUCTION & CONCRETE POURING STAGES, WHEN TRUCKS ARE LOADING & UNLOADING ALONG THE OXFORD ST KERBSIDE WORKS ZONE AREA, OUTSIDE THE BUS LANE AFTERNOON RESTRICTION TIMES
142-160 Oxford St, 13 Gipps St & 6 Shadforth St, Paddington

0m

25m

50m

Scale 1:600 @ A3 Size



PROPOSED WORKS ZONE PLAN
160 Oxford Street, Paddington

0m 5m 10m 15m 20m 25m

Scale 1:300 @ A4 Size

PROPOSED WORKS ZONE PLAN
160 Oxford Street, Paddington



0m 5m 10m 15m 20m 25m

Scale 1:300 @ A4 Size

A horizontal number line representing distance in meters. It starts at 0m on the left and ends at 25m on the right. Major tick marks are labeled at 0m, 5m, 10m, 15m, 20m, and 25m. Minor tick marks are placed at every 1m interval between the major marks.

Scale 1:300 @ A4 Size