Cockle Bay Park

Appendix I Principles of Construction Pedestrian and Traffic Management Plan

DPT Operator Pty Ltd and DPPT Operator Pty Ltd

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Document control record

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1 Introduction

This report has been prepared to accompany a detailed State Significant Development (SSD) Development Application (DA) (Stage 2) for a commercial mixed use development, Cockle Bay Park, which is submitted to the Minister for Planning and Public Spaces pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act). The development is being conducted in stages comprising the following planning applications:

- Stage 1 – Concept Proposal setting the overall 'vision' for the redevelopment of the site including the building envelope and land uses, as well as development consent for the carrying out of early works including demolition of the existing buildings and structures. This stage was determined on 13 May 2019, and is proposed to be modified to align with the Stage 2 SSD DA.
- Stage 2 – detailed design, construction, and operation of Cockle Bay Park pursuant to the Concept Proposal.

This Principles of Construction Pedestrian and Traffic Management Plan (CPTMP) addresses the principles of pedestrian and traffic management and detour routes during the construction[1] of the proposed redevelopment of Cockle Bay Park including the land bridge and tower, in the Sydney CBD.

1.1 The site

The site is located at 241-249 Wheat Road, Sydney to the immediate south of Pyrmont Bridge, within the Sydney CBD, on the eastern side of the Darling Harbour precinct, see Figure 1. The site encompasses the Cockle Bay Wharf development, parts of the Eastern Distributor and Wheat Road, Darling Park and Pyrmont Bridge.

The Darling Harbour Precinct is undergoing significant redevelopment as part of the Sydney International Convention, Exhibition and Entertainment Precinct (SICEEP) including Darling Square and the W Hotel projects. More broadly, the western edge of the Sydney CBD has been subject to significant change following the development of the Barangaroo precinct.

[1] Construction works encompass the enabling and substructure works, demolition works, excavation works, and main structure works, including works over the Western Distributor requiring night-time closures of the Western Distributor.

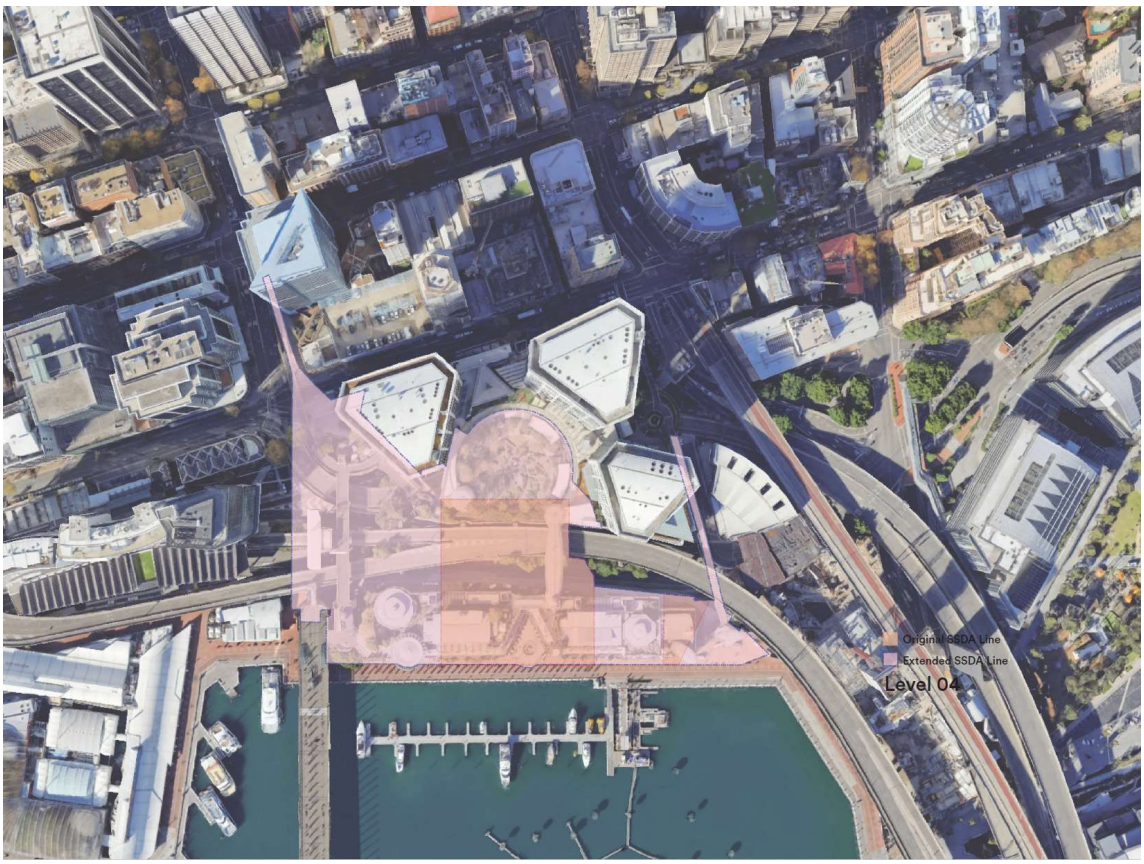

Figure 1 Location plan

This report has been prepared in response to the following Stage 1 (SSD 7684) conditions of consent summarised in Table 1.

Table 1 Concept approval of Conditions of Consent

Item	Description of requirement	Section Reference
C35	Construction pedestrian and traffic management Future Development Application(s) shall include a Construction Pedestrian and Traffic Management Plan (CPTMP) and Maintenance Traffic Management Plan (MTMP), prepared in consultation with TfNSW Sydney Coordination Office, Transport Management Centre and RMS. The CPTMP shall specify but not be limited to, the following:	
	a) impact on RMS asset maintenance program during construction, operation and maintenance and coordination with this program	a) Section 5
	b) management of the impacts of pedestrian and cyclist movements during construction, operation and maintenance	b) Section 5
	c) location of work zone(s)	c) Section 5
	d) location of crane(s)	d) Section 3
	e) haulage routes	e) Section 6
	f) construction vehicle access arrangements	f) Section 5
	g) details of temporary pedestrian access arrangements. The proposed temporary pedestrian access arrangements should be provided prior to the demolition of pedestrian bridges. The proposed temporary pedestrian accesses should be able to cater for the current demand for the pedestrian bridges that are to be demolished	g) Section 5
	h) proposed construction hours	h) Section 4

i)	estimated number of construction vehicle movements	i) Section 5
j)	construction program	j) Section 2
k)	consultation strategy for liaison with surrounding stakeholders	k) Section 1
l)	any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works	l) Section 5
m)	cumulative construction impacts of projects including the Sydney Light Rail Project, Sydney Metro City and Southwest and The Ribbon (IMAX) development. 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 road network	m) Section 5
n)	cumulative impacts of other known development and major infrastructure projects impacting the Western Distributor and surrounding road network	n) Section 5
o)	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.	o) Section 5

1.2 Stakeholder consultation

The following consultation meetings have been completed with Transport for New South Wales (TfNSW):

- Friday 20 of August 2021 from 9:45am to 10:30am

  During this meeting Aurecon presented the Principals of Construction Pedestrian Traffic Management Plan (CPTMP), outlining the strategy for construction and maintenance, and the temporary plans to be implemented to ensure safety including the consultation strategy to notify public and Transport Management Centre.

  Three scenarios were provided for closures impacting Western Distributor, Harbour Street and Sussex Street. Proposals for general traffic, trucks, and dangerous goods were presented.

  TfNSW questioned the need or proposed arrangement for the two temporary traffic signals at Shelly Street and Wheat Road, and Wheat Road and Harbour Street. This arrangement was further discussed with Multiplex. It was agreed to not utilise temporary traffic signals to control entry to and from the site, and to use accredited traffic controllers for this function instead. This has been reflected in this document.

  TfNSW also asked if there will be a slip lane on Wheat Road and what the speed limit is, and whether this will be sufficient for vehicles to manoeuvre. For which the team advised that exact details and an in-depth CTMP will be provided will be provided once a contractor is engaged.

2 Project phasing

The project construction will commence once all planning and building approvals are granted by the relevant authorities. The project will include multiple phases from enabling works all the way to completion.

Table 2 Project phasing (Source: Construction Management Plan, Multiplex)

Phase	Main Construction Activities
Phase 0	Market Street Bridge is required to be completely demolished to allow for the construction of a new regraded bridge connection from Market Street to the new land bridge. This will enhance the free flow of pedestrian and bicycle use between the CBD and Cockle Bay. A temporary bridge will be installed prior to the demolition of the existing Market Street bridge, to facilitate continued access and egress above Sussex Street and the Western Distributor whilst the CBPP works are undertaken. The works will be carried out in a staged fashion to allow the current access from Druitt Street and Darling Park Bridge to remain operational until the new Market Street Bridge connection is complete.
Phase 1	Survey and Site Establishment • Detailed site survey • Extensive potholing • Erection of site hoarding and accommodation • Establishment of environmental and safety controls prior to demolition • Left turn onto Wheat Road established behind Helm Bar • Civil works to the south intersection of Wheat Road and Harbour Street to establish construction access
Phase 2	Demolition • Demolition of existing Cockle Bay Wharf structure • Alternate pedestrian links established including temporary access from Sussex Street to Pyrmont Bridge • Demolition of pedestrian bridges • Demolition of Darling Harbour Monorail Station
Phase 3	Land bridge (Level 3 Podium) • Establish tower cranes • All works on or above the Western Distributor restricted to 9pm and 5am Sunday to Friday • Piling, pile caps, columns, headstocks, beams, and topping slab • Ramps, paths, and terracing • Services • Public Domain, landscaping, and finishes
Phase 4	New CBP Retail Podium • Excavation of lift core pit • Tower and core piles • Stormwater division works • New podium piles through existing promenade deck with harbour protection measures • Works to the existing ground floor structure • Public Domain, landscaping, and finishes • Wayfinding and Signage
Phase 5	CBP Tower • Superstructure • Façade • Fit out & Finishes • Vertical transport and Services • Wayfinding and Signage

As detailed in the Construction Management Plan (Multiplex, 15 September 2021) the construction methodology and the extension of the development over the Western Distributor is expected to be carried out in a similar manner to the construction of the nearby Four Points Hotel development in Sussex Street.

3 Crane location

The planned crane location has been based on preliminary crane analysis which considers the size and position of the precast concrete elements making up the Land bridge (over the Western Distributor). Three luffing cranes shall be required, with two to be positioned on the Cockle Bay Wharf side and one on the Sussex Street side. These cranes are expected to lift the larger precast components from the road network during approved road closures.

A 10kPa overhead protection deck or hoarding is expected to be installed prior to lifting any materials or luffing over any areas outside of the site boundaries. This excludes the Western Distributor which has a detailed methodology described in the CMP in Appendix I-1. Although having the potential to extend over Darling Park, a strict Crane Management Plan shall be in place to not permit slewing over Darling Park.

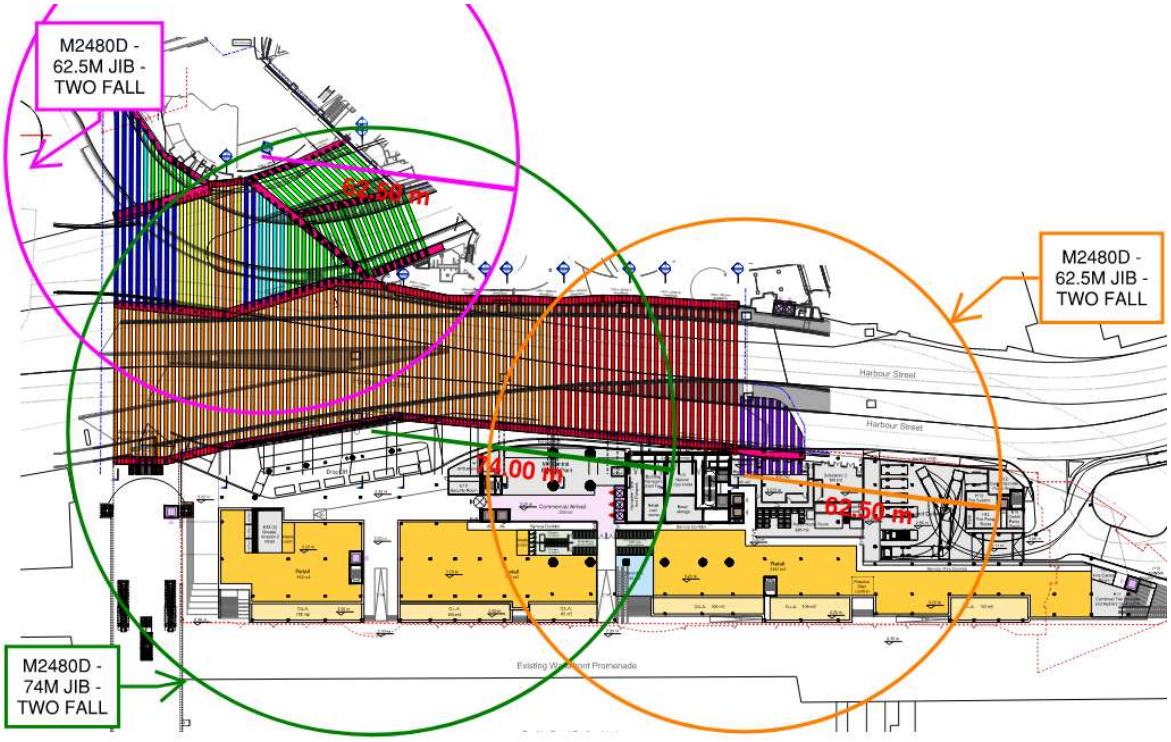

Figure 2 Cranes location (Source: Construction Management Plan, Multiplex)

4 Work hours

It is a Transport for New South Wales (TfNSW) operational imperative that the capacity and efficiency of the network is not reduced, particularly during peak periods. These peak periods have been identified as 7-10am and 4-7pm, Monday to Friday (excluding public holidays).

Work associated with the construction activity (not required to be conducted during lane or road closures scenarios) is anticipated to be undertaken between the following hours, unless otherwise agreed with the relevant authority:

- Monday to Friday - 7:00am to 7:00pm
- Saturday - 7:00am to 5:00pm
- Sunday and public holidays - No work

For construction activities over Harbour Street and the Western Distributor, potential night works may be required, and specific night work permits and road occupancy licences (ROL) will need to be applied for.

5 Pedestrian and traffic management approach

The Cockle Bay Park redevelopment construction and demolition work will be concentrated around Cockle Bay harbour and impact the traffic on the Western Distributor, Harbour Street and Wheat Road. The project will require construction work to be undertaken for Wheat Road diversion works, enabling and substructure works, demolition works, excavation works, and main structure works, including works over the Western Distributor, which may require the night time closure of the Western Distributor.

To manage the impacts of construction traffic on the road and pedestrian networks surrounding the project area, it is important to develop a robust Traffic Management Plan (TMP).

5.1 Pedestrians and cyclists

The construction of the proposed development will be managed to not impact or impede major cycling routes within the proximity of the site.

Pedestrian routes might require some diversions from the existing provision for large periods. These potential impacts will be explored in detailed once the construction staging is confirmed and the construction management plan is defined. These will be developed in consultation with TfNSW and City of Sydney.

Where paths are impacted, appropriate diversions will be in place to provide equitable walking and cycling access, including appropriate traffic controllers, the installation of temporary wayfinding signage and temporary lighting, as well as the installation of a temporary pedestrian bridge over the Western Distributor to maintain access from Pyrmont.

All temporary measure implementations aim to minimise disruption and to ensure that safety of pedestrians and cyclists is maintained while construction is on-going.

5.2 Vehicles

General traffic, heavy trucks (or B-doubles) and dangerous goods may require specific detour routes during road closures. Refer to Section 6 for further details on alternative routes.

The adopted approach in the TMP for the different vehicle types will need to consider the following elements.

5.2.1 General traffic

It is recommended that light vehicles and small trucks use the streets surrounding the construction site in the Sydney CBD as alternative routes. General traffic alternative routes during Western Distribution closure scenarios may consist of King Street, Kent Street, Clarence Street, Harbour Street, Bathurst Street, York Street, Market Street, Sussex Street, Henry Street and Wattle Street.

5.2.2 Heavy trucks (B-double)

B-doubles are not permitted to drive on streets within the vicinity of the CBD. Heavy truck vehicles alternatives routes during the Western Distributor closure are subjected to the New South Wales Restricted Access Vehicle (RAV) and the Heavy Vehicle National Law (HVNL)[2]. Designated heavy trucks routes are proposed to prevent trucks accessing other roads within the CBD near the site. Those designated routes might include Harris Street, Wattle Street, Cleveland Street and Victoria Road (A40) and will need ongoing consultation with Costumer Journey Planning (CJP) within TfNSW.

[2] https://roads-waterways.transport.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/index.html

5.2.3 Dangerous goods vehicles

The New South Wales safety regulation prohibit the access of dangerous goods vehicles into tunnels, and some of the dangerous goods vehicles are not permitted on bridges and densely populated areas depending on the classification of the dangerous goods transported. During closure of the Western Distributor, it is recommended that dangerous goods vehicles use Victoria Road (A40) as alternative approach and departure route allowing them to bypass the CBD.

Further information on transporting hazardous materials are available from the **NSW Department of Environment and Heritage** and **WorkCover NSW**.

5.3 Site access

Figure 3 shows the proposed construction vehicle access to the site.

The section of Wheat Road adjacent to the site will likely be closed off during construction. Public access is expected to be maintained via the presence of accredited traffic controllers north of site, at the intersection of Shelley Street and Wheat Road (left in/out).

Additionally, accredited traffic controllers are recommended to be present at Wheat Road and Harbour Street intersection to manage construction vehicle access.

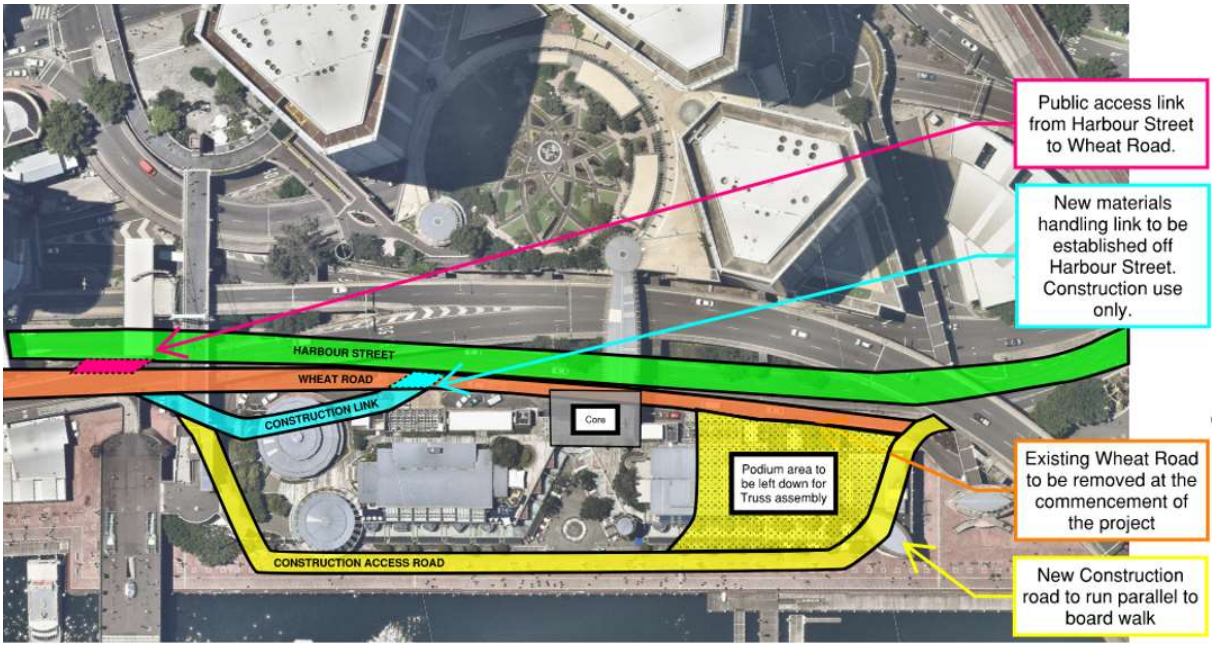

Figure 3 Construction vehicle access (Source: Construction Management Plan, Multiplex)

5.3.1 Pedestrian access

Pedestrians, cyclists and motorists expect a high level of safety and service by using the existing road and pedestrian network. This requires efficient, effective and reliable traffic management strategies to be in place. These should:

- Achieve uniform traffic throughput
- Minimise changes to pedestrian routes and movement
- Ensure reliable and consistent travel times
- Provide clear information to allow drivers and other road users to make appropriate decisions in relation to their journey

Pedestrian and cyclist access is expected to be provided at all times via the Market Street bridge to maintain access from/to Pyrmont. It is planned to redirect pedestrians across Sussex Street to the existing lift and stairs and install a temporary pedestrian bridge over the Western Distributor, prior to the demolition of the existing Market Street bridge (Figure 4).

In addition, an alternative connection between Cockle Bay Wharf and Sydney CBD is anticipated to be provided via Druitt Street for the whole construction period.

Hoarding and overhead protection is likely to be provided in order to establish a protection barrier between the construction activities and the general public.

Detailed pedestrians and cyclist impact will be provided in consultation with TfNSW and City of Sydney at a later stage of this project.

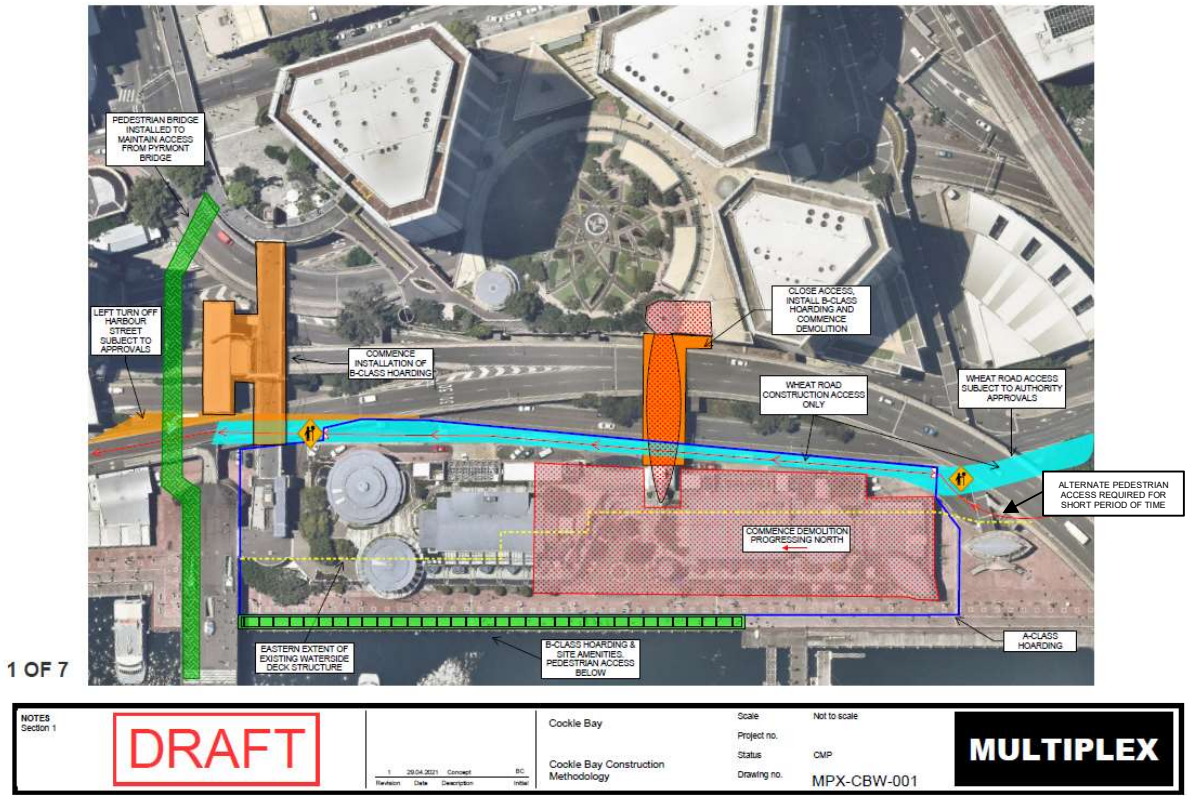

Figure 4 Temporary pedestrian bridge (Source: Construction Management Plan, Multiplex)

5.3.2 Public transport access

Public transport services are not expected to be impacted during the construction period. There are no bus stops directly interfacing with the construction site, and vehicle movements are not expected to impact operations as addressed in Section 5.5 below.

The site is located within walking distance of several public transport options. Public transport users accessing Cockle Bay shall use exiting and provisional pedestrian designated routes.

5.4 Pedestrian and traffic management strategy

5.4.1 Traffic control

- The provision of directional signage and line marking to direct and guide drivers and pedestrians past work sites and to suitable alternative routes (if required) on the surrounding road network
- Management and co-ordination of construction vehicle access to and from the work sites where these accesses may cross pedestrian paths

- The type of traffic management to be employed will be dependent and adjusted accordingly, with regard to the volume of pedestrians, passing traffic and volume of construction vehicle activities for the site.
- The types of management could include manual supervision, physical barriers, temporary traffic signals (where approved by TfNSW or Council) or modification to existing traffic signals (where approved by TfNSW). This may also require NSW Police presence.

5.4.2 Consultation strategy

- Notification of proposed construction changes and duration using newspapers (local or majors), radio, project website, social media and direct community engagement, as required
- On-going or direct co-ordination with the Transport Management Centre to mitigate congestion and provide rapid response should incidents or undue congestion occur
- Ensure that access to existing properties and businesses is maintained during the period of the works and direct communication with business and property owners when construction activities are likely to impact on the access

5.5 Impact of other developments or major infrastructure projects

At the time of this report, there are no other known construction works or major road works within the vicinity of Cockle Bay Park redevelopment and during its proposed construction period. This includes Sydney Light Rail Project, Sydney Metro City and Southwest and The Ribbon development (estimated competition in 2022[3]).

Regular consultation with TfNSW and Council it is expected to occur to ensure any potential future conflicts in the traffic management implementation and operation are resolved.

5.6 Construction traffic impact

5.6.1 Daily construction traffic volumes

At this stage of the project, the estimate number of construction vehicles accessing the site on a daily basis is as follows:

- 8 truck movements per day during site establishment
- 14 truck movements per day during demolition
- 20 truck movements per day during excavation
- 20 average truck movements per day during structure
- 4 to 6 truck movements per day during façade
- 20-25 truck movements per day during fit out
- 2 to 4 truck movements per day throughout the entire construction duration

Accordingly, it is assumed that there will be up to 25 construction vehicle movements on a typical day. However, there might be extraordinary circumstances where the estimate number of construction vehicles exceeds 50 movements per day.

Further details will be confirmed in the next project phase.

[3] https://www.dpie.nsw.gov.au/housing-and-property/divisions/property-and-development-nsw/advisory-and-transactions/the-ribbon-hotelimax,-darling-harbour

5.6.2 Cumulative construction traffic impact

Based on our current understanding of the site and construction vehicles required, no adverse cumulative construction impacts are likely to occur. Monitoring and recording of construction traffic impact will occur throughout the project where required and will be consulted with TfNSW and Council.

Further details will be provided in the next project stage.

5.6.3 Construction traffic impact mitigation

A live record of construction traffic issues and risks will be kept during the construction phase. This monitoring will enable the team to mitigate issues and risks during the construction program.

6 Traffic management scenarios

Based on the project phases detailed in Section 2, in order to complete the demolition of existing structures and complete the construction of the proposed development and the associated infrastructure, multiple road closures impacting the Western Distributor, Harbour Street and Sussex Street are required.

Figure 5 provides a summary of road closure activities, identifying the roads required to be closed and the duration of the closures. Drawings detailing the activities are shown in Appendix A.

Drawing Reference	Item Number	Area of Closure	Construction Activity	Total Closures Required (Nights)	Western Distributor Northbound	Western Distributor Southbound	Harbour Street	Sussex Street Ramp
Road Closure Drawing 1 - B-Class	1	Western lane of Harbour Street closed	Blocked access to wheat road to install slip lane from Harbour Street	12			12	
	2	Western Distibutor - North bound	Install of B-Class Hoarding	9	9			
	3	Western Distibutor - South bound	Install of B-Class Hoarding	9		9		
	4	Two left lanes of Northbound Western Distributor	Install of B-Class Hoarding	5	5			
	5	Two lanes of Harbour Street	Install of B-Class Hoarding	6			6	
	6	Two right lanes of Northbound Western Distributor	Install of B-Class Hoarding	6	6			
	7	Two right lanes of Southbound Western Distributor	Install of B-Class Hoarding	6		6		
	8	Two lanes of Southbound Sussex Street entry	Install of B-Class Hoarding	6				6
	9	Two lanes of Southbound Sussex Street entry	Install of B-Class Hoarding	8				8
	10	Two lanes of Southbound Sussex Street entry	Install of B-Class Hoarding	8				8
				Total night Closures - 75				
Road Closure Drawing 2 - Piles	1	Western lane of Harbour Street closed	Install of safety screen	6			6	
	2	Eastern two lanes of Northbound Western Distributor	Install of safety screen	7	7			
	3	Road closure of Southbound Western Distributor - left lane	Piling	28		28		
	4	Single lane closure of Southbound Western Distributor - left lane. 13 Nights	Piling	13		13		
	4A	Single lane closure of Southbound Western Distributor - left lane. 24 hours - 15 days	Piling	15		15		
	5	Road closure of Southbound Western Distributor - right two lanes	Piling	28		28		
				Total night Closures - 97				
Road Closure Drawing 3 - Headstocks	1	Road closure of Sussex Entry Road & Southbound Western Distributor left lane	Install of headstock	5		5		5
	2	Road closure of Sussex Entry Road & Southbound Western Distributor left lane	Install of headstock	9		9		9
	3	Road closure of Sussex Entry Road & Southbound Western Distributor right two lanes	Install of headstock	5		5		5
	4	Road closure of Sussex Entry Road & Southbound Western Distributor right two lanes	Install of headstock	9		9		9
	5	Road closure of Sussex Entry Road & Southbound Western Distributor right two lanes	Install of headstock	5		5		5
	6	Road closure of Western Distributor Southbound right two lanes, Western Distributor Northbound right two lanes	Install of headstock	5	5	5		
	7	Road closure of Sussex Exit Road & Western Distributor Southbound left lane	Install of headstock	5		5		5
	8	Road closure Western Distributor Southbound right two lanes & Western Distributor Northbound right two lanes	Install of headstock	5	5	5		
				Total night Closures - 48				
Road Closure Drawing 4 - Precast Beams	1	Road Closure of Western Distributor Southbound left lane	Install of Precast beams	12		12		
	2	Closure of Sussex Street ramp	Install of Precast beams	15				15
	3	Closure of Sussex Street ramp & Western Distributor Southbound	Install of Precast beams	30		30		30
	4	Road closure of North bound Western Distributor & Harbour Street	Install of Precast beams	15	20		20	
	5	Road closure of North bound Western Distributor, Harbour Street & Southbound Western Distributor right two lanes	Install of Precast beams	33	33	33	33	
	6	Road closure of North bound Western Distributor & Harbour Street	Install of Precast beams	38	38		38	
	7	Road closure of North bound Western Distributor & Harbour Street	Servicing works under precast beams	40	40		40	
	8	Road Closure of Western Distributor Southbound left lane & Sussex Street ramp	Servicing works under precast beams	15		15		15
	9	Closure of Sussex Street ramp & Western Distributor Southbound	Servicing works under precast beams	15		15		15
	10	Harbour Street Closure	Install of Cantilevered Precast Beams, servicing works & toppings	37			37	
				Total Days Closure - 265	168	252	192	135
				Total Closures Overall = 485. Allow for 20% contingency				
				TOTAL = INC. CONTINGENCY 582				

Figure 5 Work activities requiring road closures (Source: Construction Management Plan, Multiplex)

6.1 Scenario 1: Western Distributor northbound closure

6.1.1 General traffic route

In instances where the northbound carriageway of the Western Distributor is closed during construction, the general vehicular traffic travelling north is expected to exit the Western Distributor at the King Street off-ramp and diverted via King Street to Kent Street and Clarence Street where should be redirected back to the Western Distributor.

In addition, Harbour Street northbound is expected to be closed at Bathurst Street. The motorists travelling on the Harbour Street are recommended to be diverted onto Kent Street. The detour signs on Kent Street are planned to direct the motorists to drive north onto the on ramp to the Western Distributor.

Figure 6 shows the different access points closures of Western Distributor northbound and display the alternative routes to be taken by the general traffic during the northbound closure. Due to Heavy Vehicles National Law (HVNL) that prohibit the Heavy-Duty Vehicle such as 19m B-double (up 26m) and short combination (up 19m) to travel through the congested town network, this alternative route will only be reserved for the general traffic.

6.1.2 Heavy vehicles route

During closure of the northbound carriageway of the Western Distributor, it is recommended that b-doubles travelling north exit the Western Distributor at the Pyrmont off-ramp and diverted via Pyrmont Bridge Road to Kent Street, Wattle Street and Harris Street; where vehicles should then be redirected to Cleveland Street, the Eastern Distributor and back to the Western Distributor.

Vehicles travelling towards the closed Fig Street on-ramp are also expected to be redirected to Harris Street. Figure 7 shows the alternative route to be taken by heavy vehicles during the northbound closure.

6.1.3 Hazardous vehicles route

During Western Distributor northbound closure, hazardous vehicles are recommended to exit the Western Distributor at the intersection between the City West Link A4 and the A40, and then diverted onto Victoria Road.

The detour road for Hazardous vehicles is shown in Figure 8.

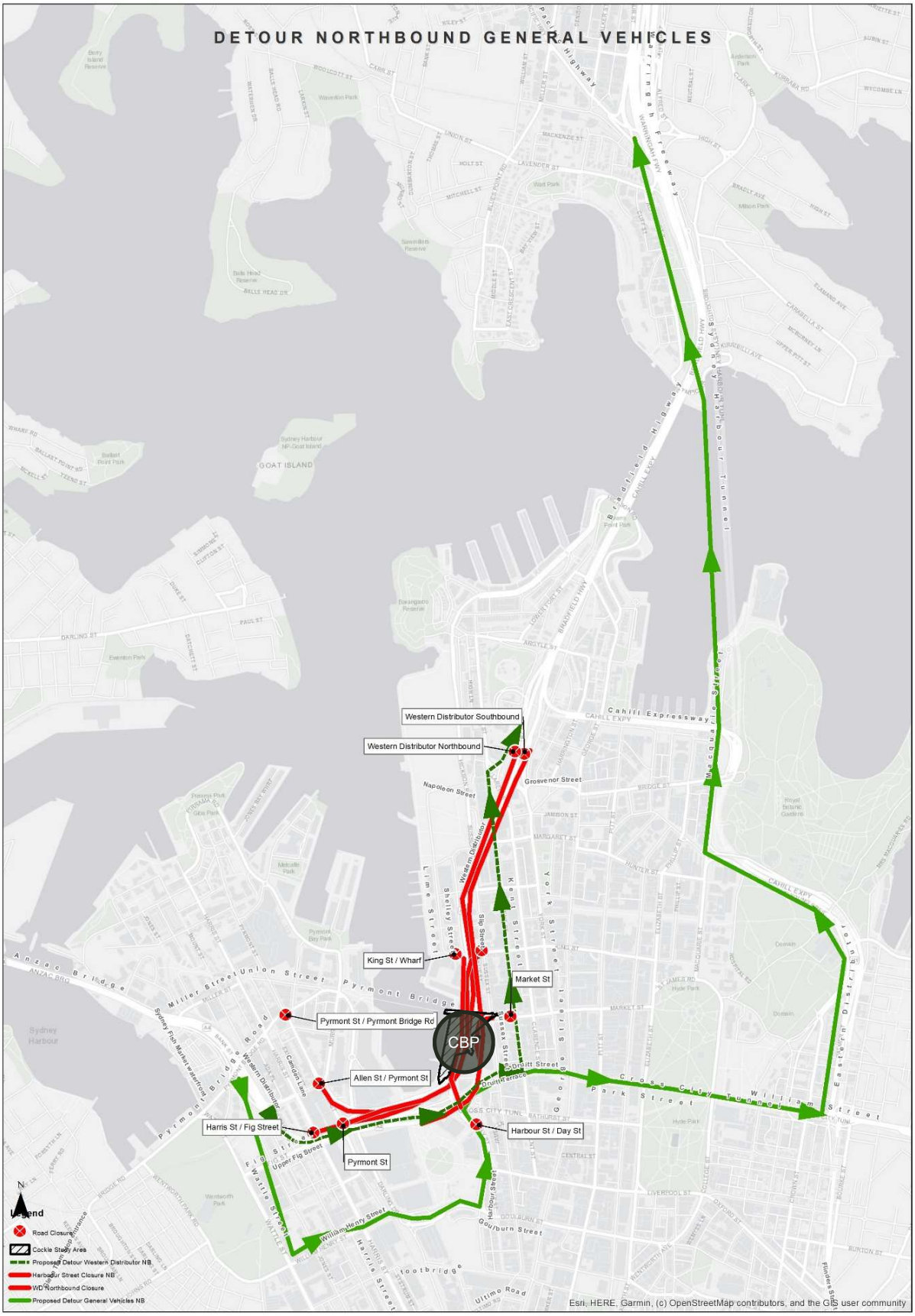

Figure 6 General traffic detour route during Western Distributor northbound closure (Source: Aurecon)

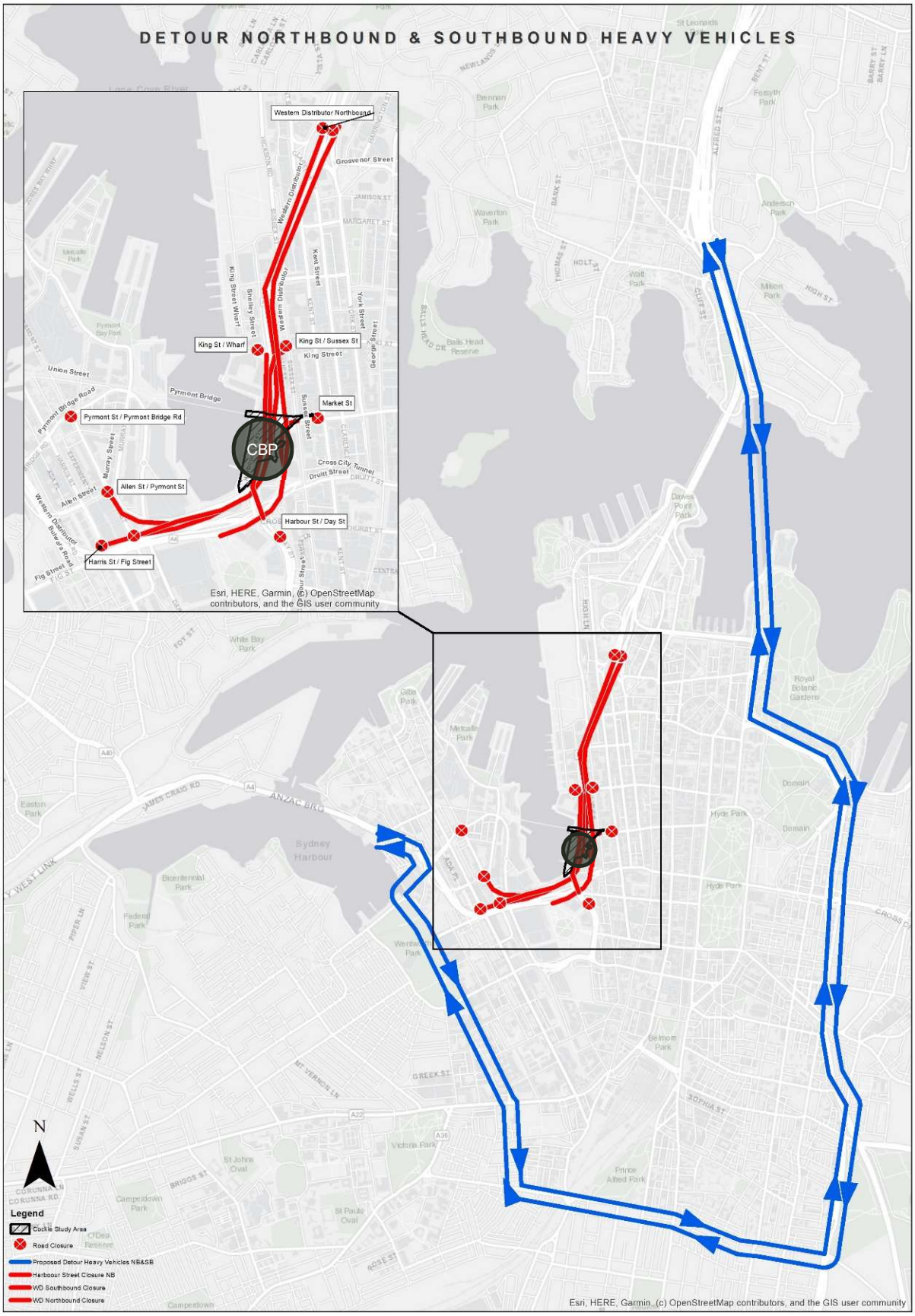

Figure 7 Heavy vehicles detour route during Western Distributor northbound closures (Source: Aurecon)

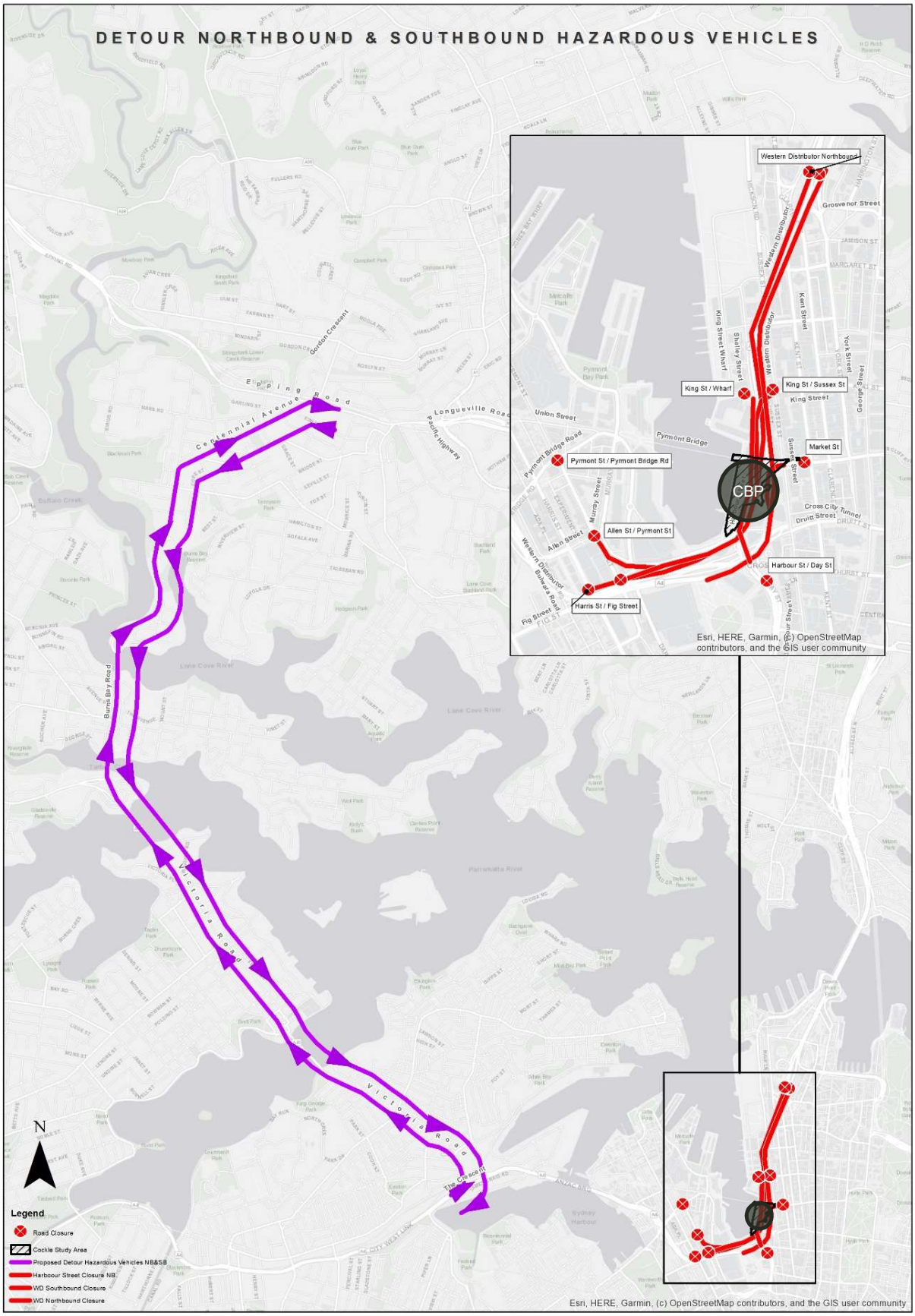

Figure 8 Dangerous goods vehicle route during Western Distributor northbound closure (Source: Aurecon)

6.2 Scenario 2: Western Distributor southbound closure

6.2.1 General traffic route

In instances where the southbound carriageway of the Western Distributor is closed during construction, drivers travelling south are recommended to exit the Western Distributor at the off-ramp close to Grosvenor Street, where they would be diverted onto York Street, Market Street, Piet Street, William Henry Street or Wattle Street; then direct back onto the Western Distributor at the Pyrmont Bridge on-ramp.

Figure 9 shows the different access points and closures of Western Distributor southbound and display the alternative routes to be taken by the general traffic during the southbound closure.

6.2.2 Heavy vehicle route

Figure 10 shows the different access points and closures of Western Distributor and display the alternative routes to be taken by the heavy vehicles traffic during the southbound closure.

6.2.3 Hazardous vehicle route

The dangerous goods vehicles detour during the closure of the Western Distributor southbound is shown in Figure 11.

Further information on transporting hazardous materials is available from the **NSW Department of Environment and Heritage** and **WorkCover NSW**.

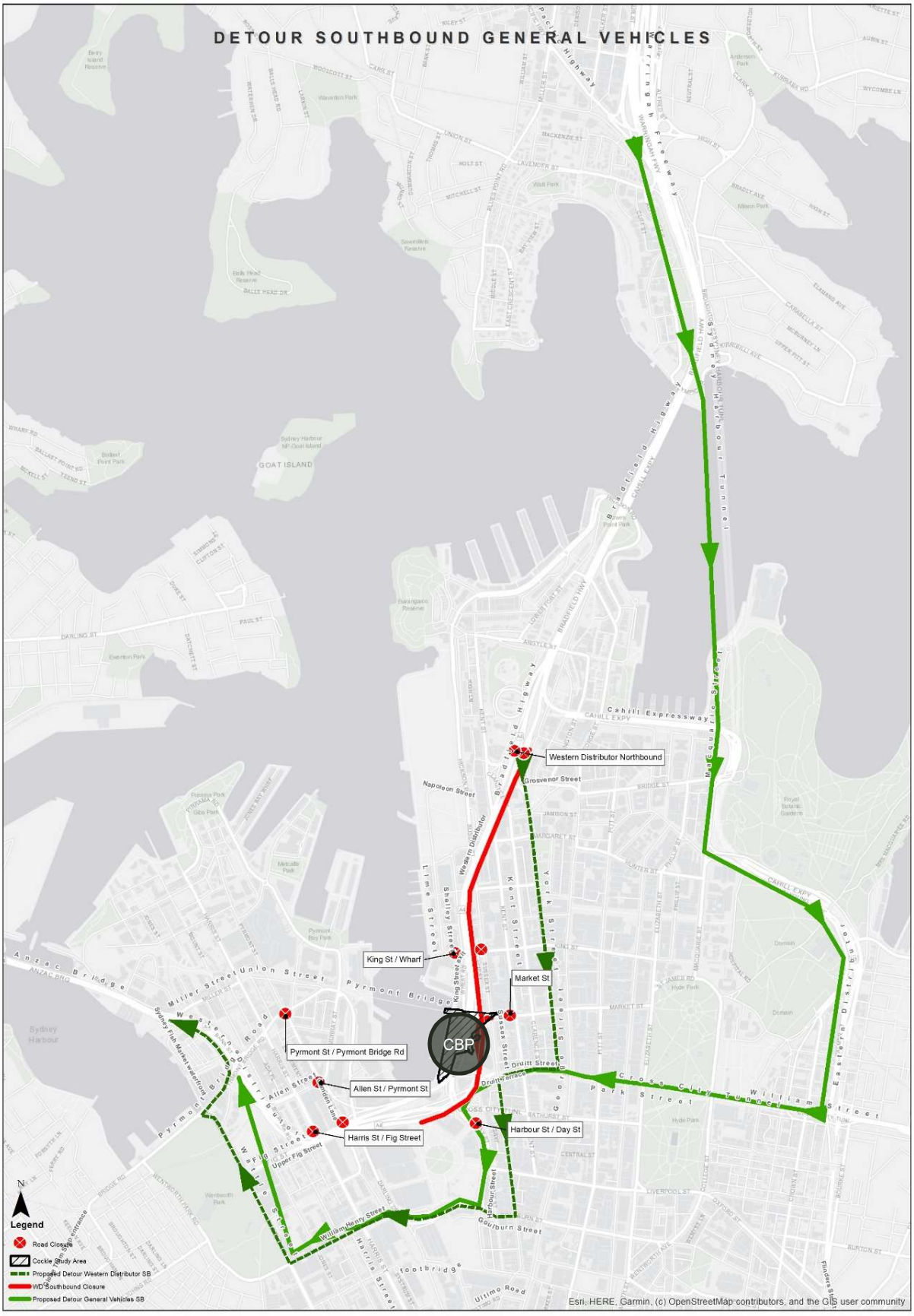

Figure 9 General traffic route during Western Distributor southbound closure (Source: Aurecon)

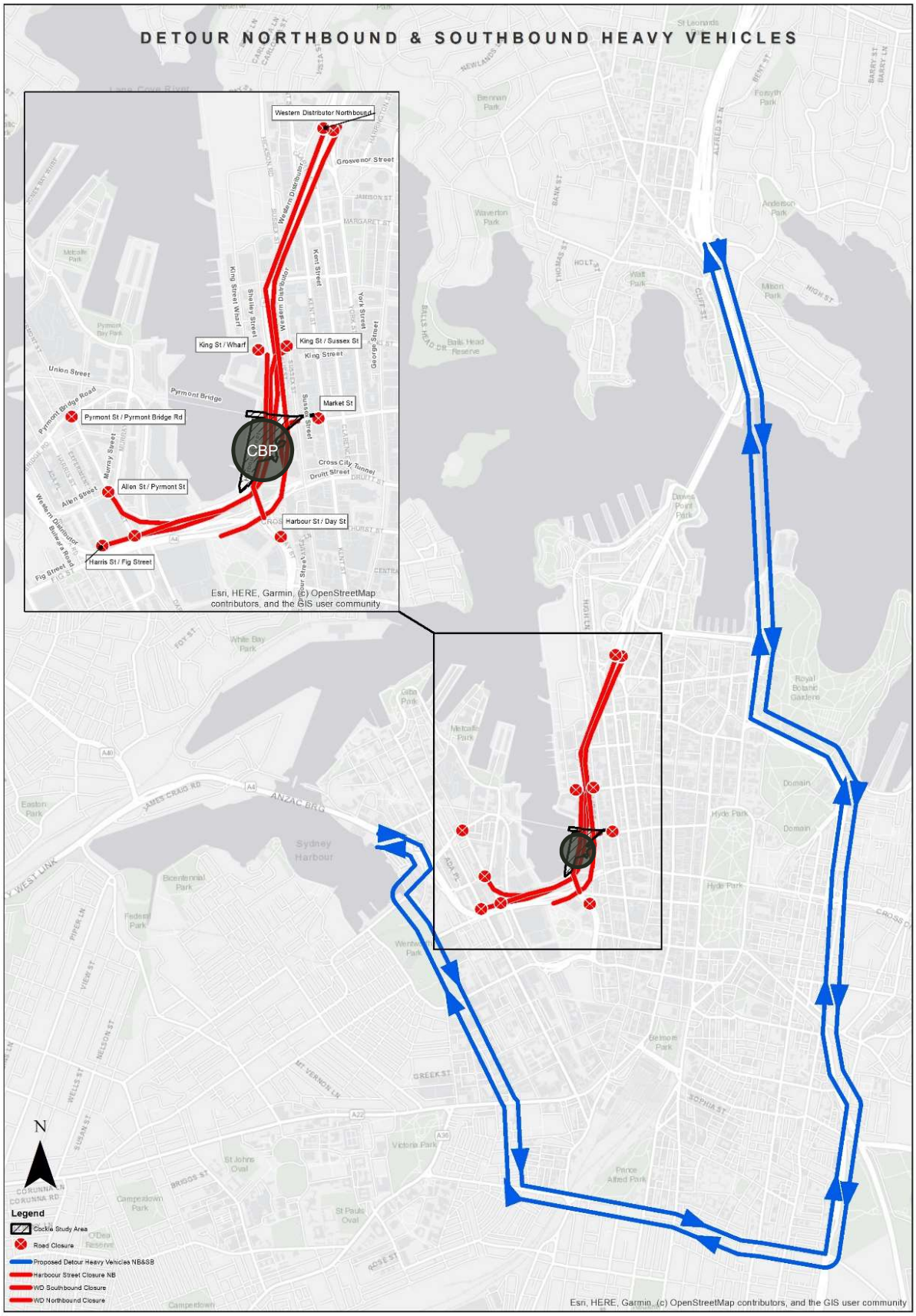

Figure 10 Heavy vehicles detour route during Western Distributor closure (Source: Aurecon)

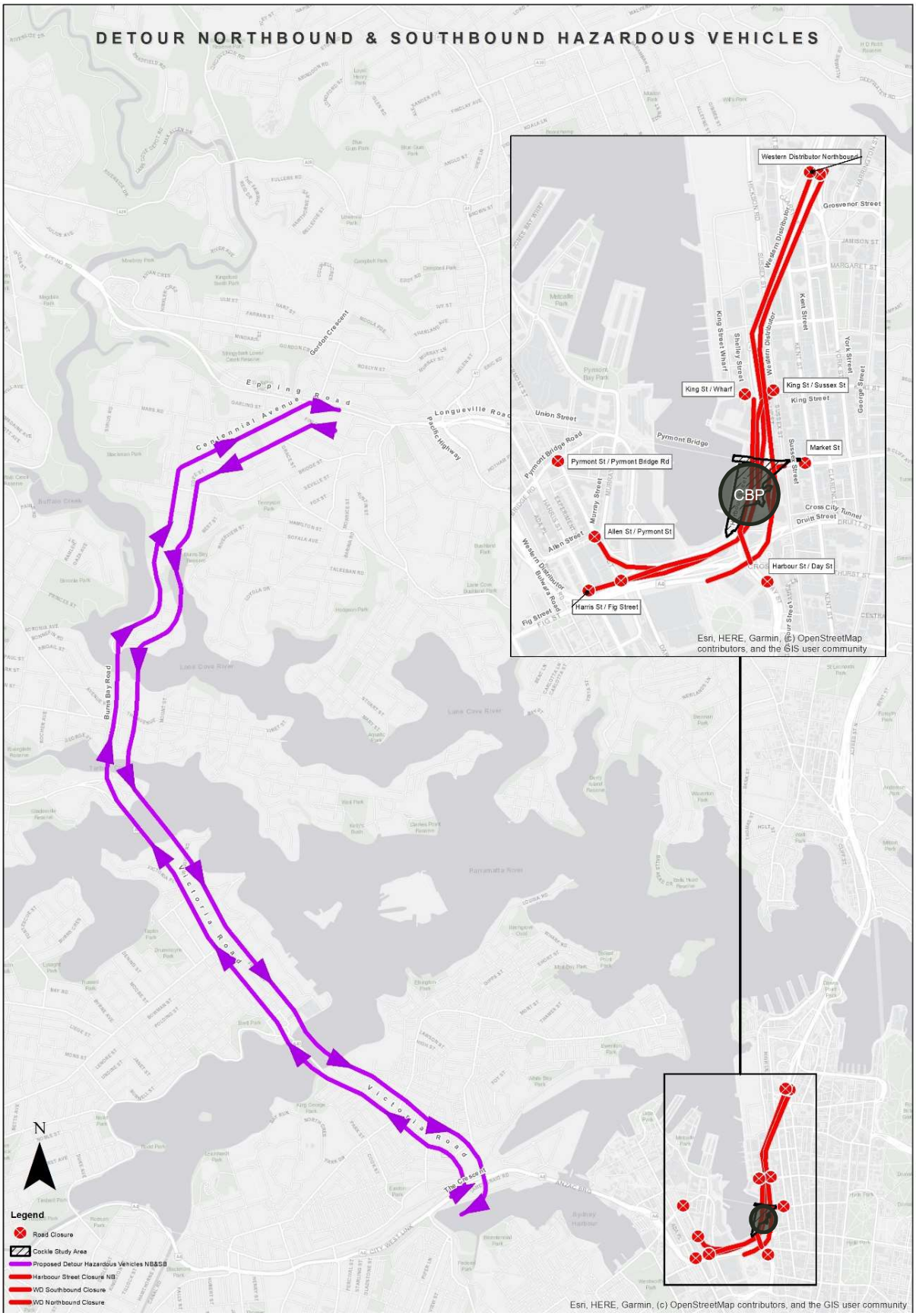

Figure 11 Dangerous goods vehicle route during Western Distributor southbound closure (Source: Aurecon)

6.3 Scenario 3: Western Distribution full closure

6.3.1 General traffic route

The general traffic detours during the full closure of the Western Distributor should consider the same alternative routes as Scenarios 1 & 2 together. These are shown below in Figure 12.

6.3.2 Heavy vehicles route

During the Western Distributor full closure, the Heavy Vehicles detour route will likely be the same as Scenarios 1 & 2 together. These are shown in Figure 13.

6.3.3 Dangerous good vehicle route

During the Western Distributor full closure, the dangerous good vehicles route are expected to be the same as shown in Figure 14.

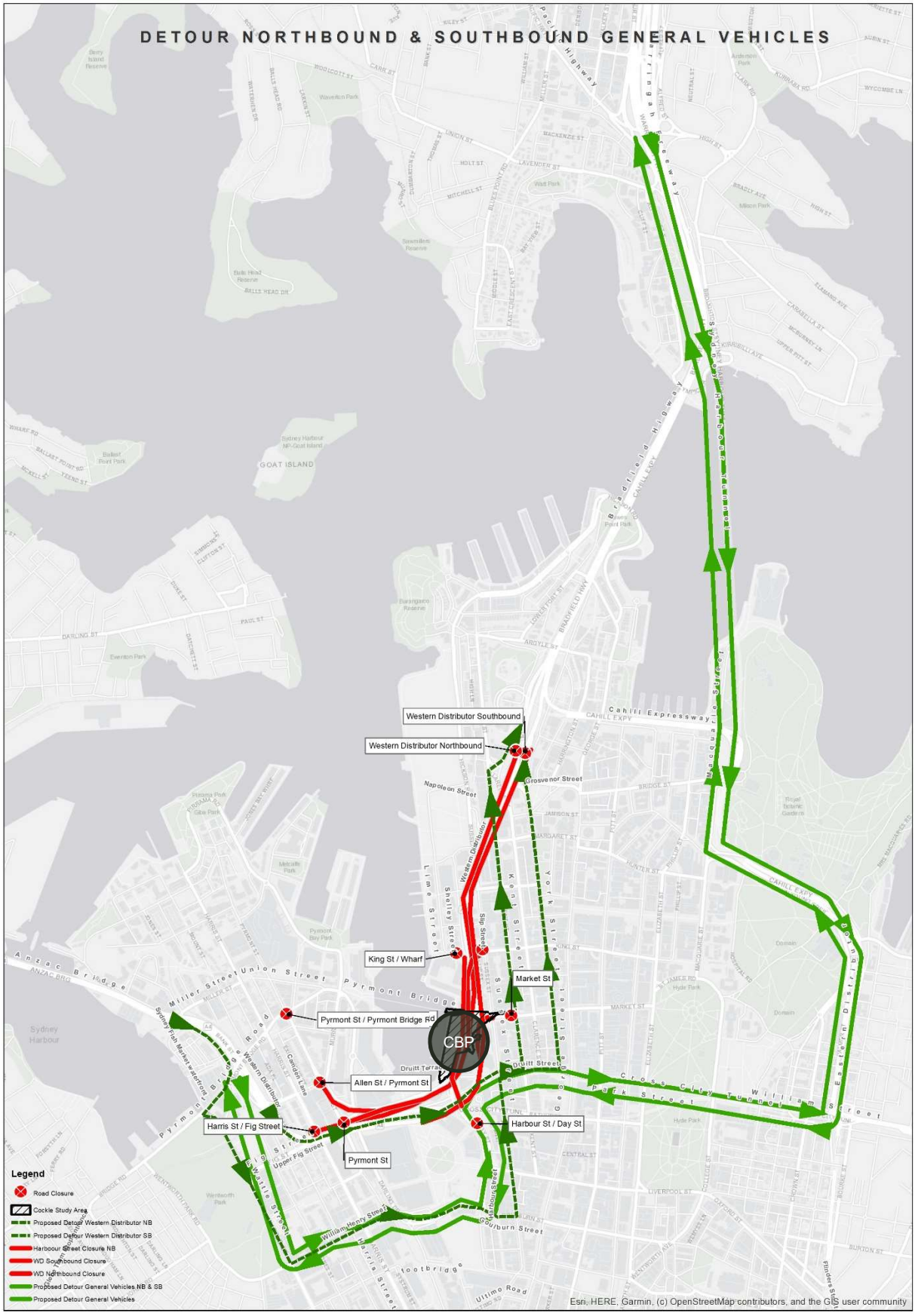

Figure 12 General traffic detour route during Western Distributor full closure (Source: Aurecon)

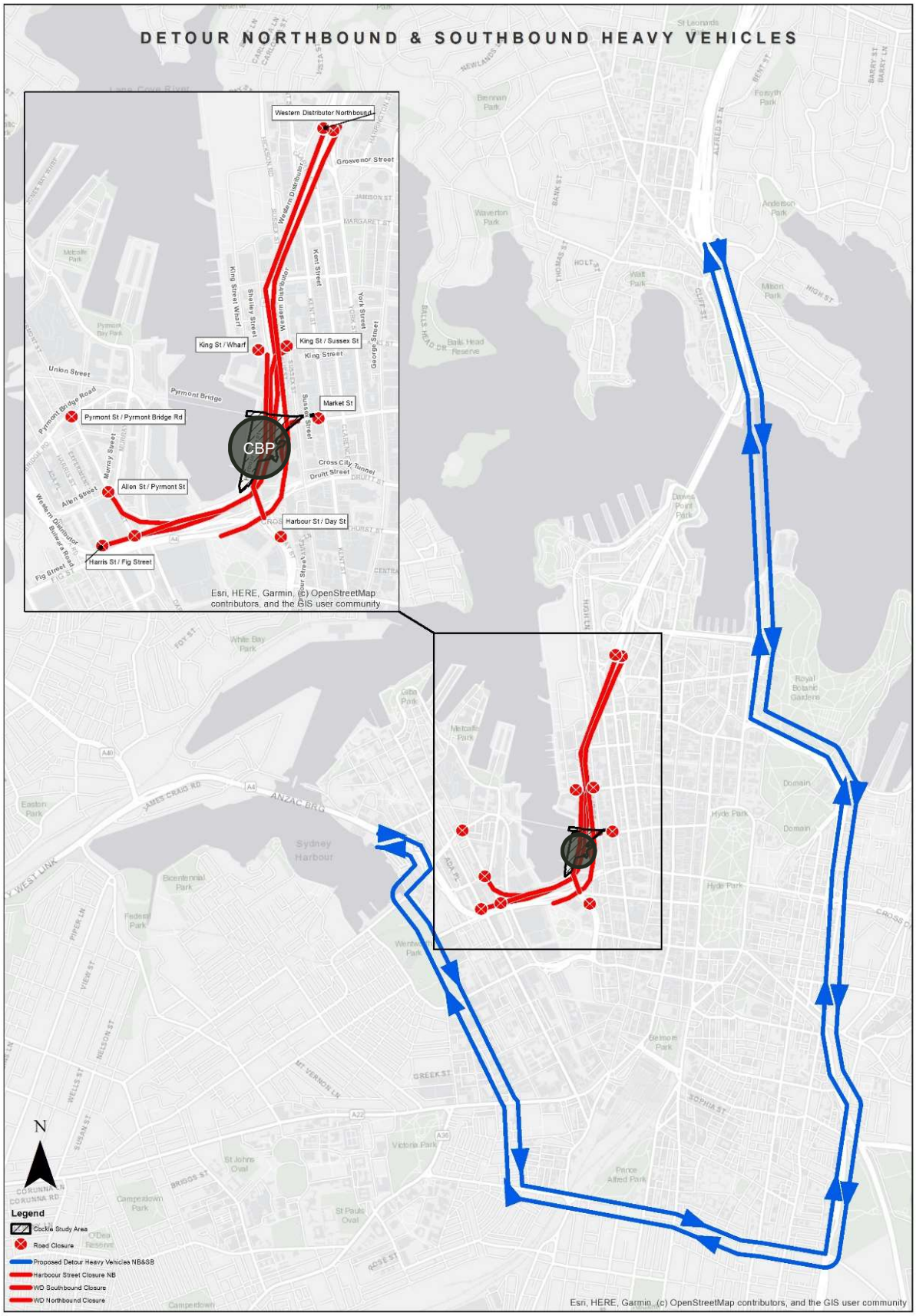

Figure 13 Heavy vehicles detour route during Western Distributor full closure (Source: Aurecon)

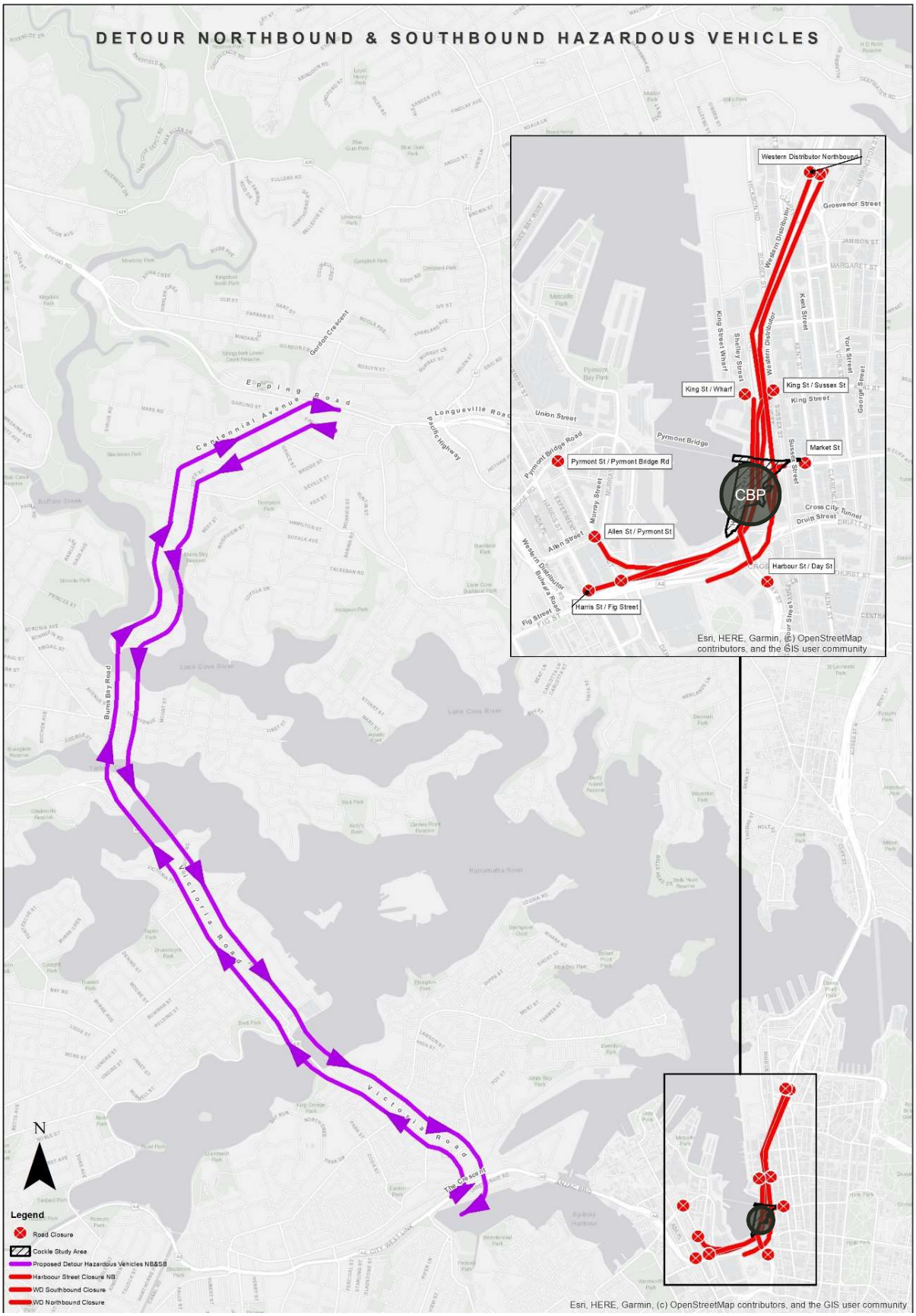

Figure 14 Dangerous goods vehicle route during Western Distributor full closure (Source: Aurecon)

Appendix A – Construction Management Plan

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