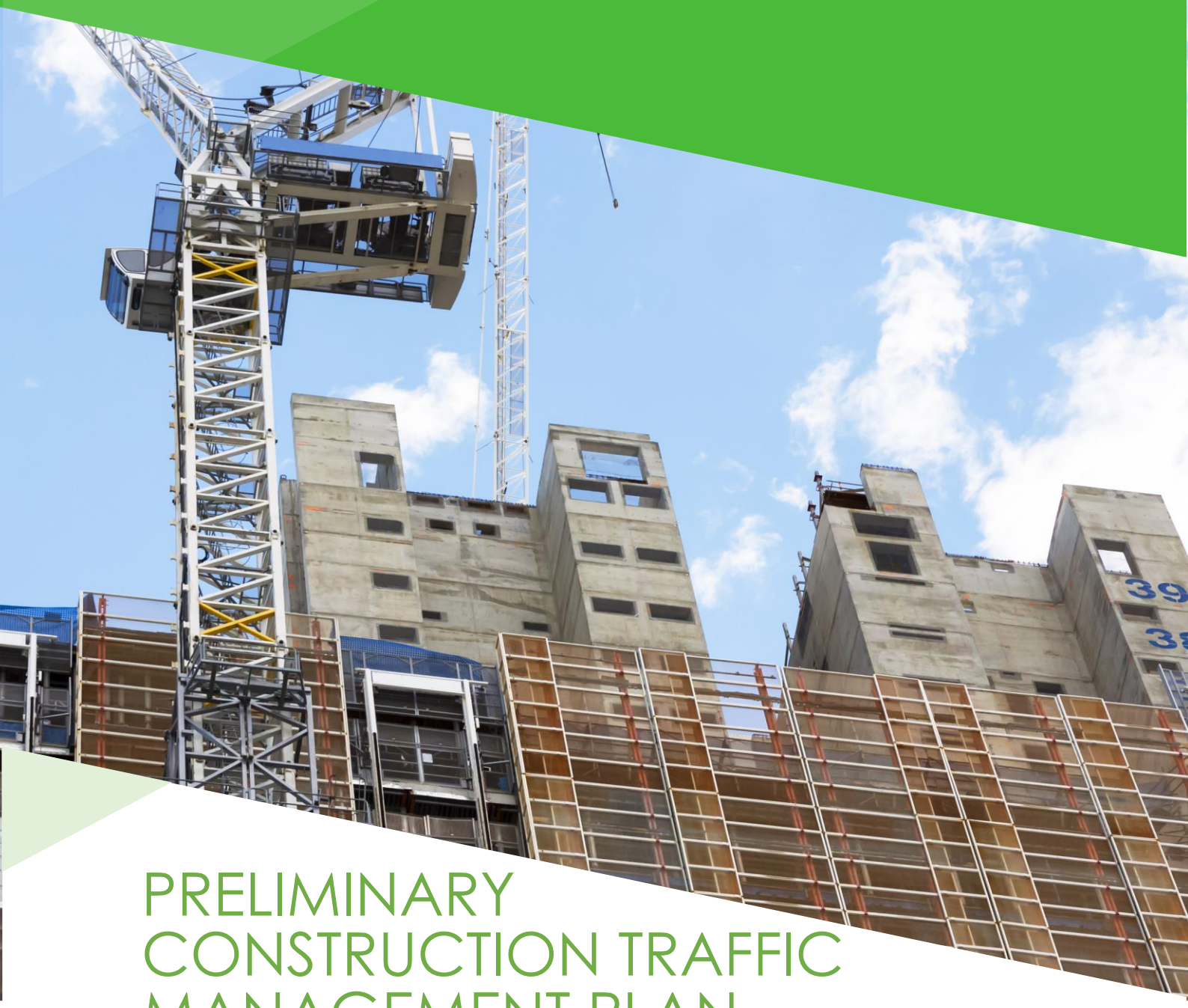

PRELIMINARY CONSTRUCTION TRAFFIC MANAGEMENT PLAN

The Star – Former 3A Approval MP08_098
Section 4.55(2) – Modification Application 18
Alterations and additions to the Multi Use Entertainment Facility

Reference: 21.615r02v04
Date: March 2022

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

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DOCUMENT VERIFICATION

Job Number	21.615			
Project	The Star – Former 3A Approval MP08_098			
Client	Foundation Theatres			
Revision	Date	Prepared By	Checked By	Signed
v04	30/03/2022	Hasnat Khan	Hayden Dimitrovski	

TRAFFIC CONTROL PLAN CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	**Hayden Dimitrovski**	**Certificate No.**	TCT0028714

CONTENTS

1. INTRODUCTION

TRAFFIX has been commissioned by Foundation Theatres Pty Ltd to prepare a preliminary Construction Traffic Management Plan (CTMP) report in relation to the proposed modifications to The Star at Pyrmont.

This report documents the preliminary construction traffic management arrangements, methodology and traffic impacts associated with the demolition, structure and fit-out and finishes stages and should be read in conjunction with the other construction documentation prepared by Foundation Theatres Pty Ltd.

The report is structured as follows:

- Section 2: Outlines the CTMP requirements
- Section 3: Documents existing traffic conditions
- Section 4: Describes the overall construction program
- Section 5: Describes the proposed traffic management arrangements
- Section 6: Concludes the report

2. CTMP REQUIREMENTS

2.1 Traffic Control Plan

The Traffic Control Plan (TCP) that is included in this report, should be implemented taking due account of on-site conditions as will occur over the construction period. Accordingly, construction crews are expected to respond in a pro-active manner to ensure that this plan is implemented to maximum effect and with no obvious safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is available; and
- Installations should be checked intermittently during the course of the day/s.

It is noted that TRAFFIX is responsible for the preparation of this CTMP only and not for its implementation, which is the responsibility of the project manager/builder.

2.2 City of Sydney Standards

Reference should be made to the City of Sydney Standards presented in **Appendix A**, which outlines the indicative requirements and conditions required within a Construction Traffic Management Plan.

3. EXISTING CONDITIONS

3.1 Location and Site

The subject site known as The Star at 80 Pyrmont St, Pyrmont is located approximately 310 metres west of Pyrmont Bay Light Rail Station and is legally identified as DP1161507 (Lot 500). More specifically, it is situated on the northern end of the site location as a certain section of the development is subject to change of use.

The site is irregular in configuration and has a total site area of approximately 38,600m^2. It has a western frontage of 230 metres to Pyrmont Street, a northern frontage of 160 metres to Jones Bay Road, two eastern frontages of 220m and 150m to Pirrama Road and Edward Street, respectively and a southern frontage of 80m to Union Street.

Vehicular access to the site is provided from all frontages, except Union Street, in the following arrangement:

- Main Vehicular Access provided from Pirrama Road with a signalised intersection (includes entry to the main loading dock, entry and exit for the main car park);
- Separate entry and exit driveways for access to a porte-cochere along the Pirrama Road frontage;
- Service vehicle exit on to Pirrama Road north of intersection with Jones Bay Road;
- Entry to main porte-cochere from Jones Bay Road;
- Two loading dock accesses along Jones Bay Road;
- Exit from porte-cochere on to Pyrmont Street;
- Access to loading docks from Edward Street; and,
- Car park entry and exit from Edward Street

The proposed additions and alterations will be focused on the existing multi use entertainment facility close to the Jones Bay Road frontage. A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** below.

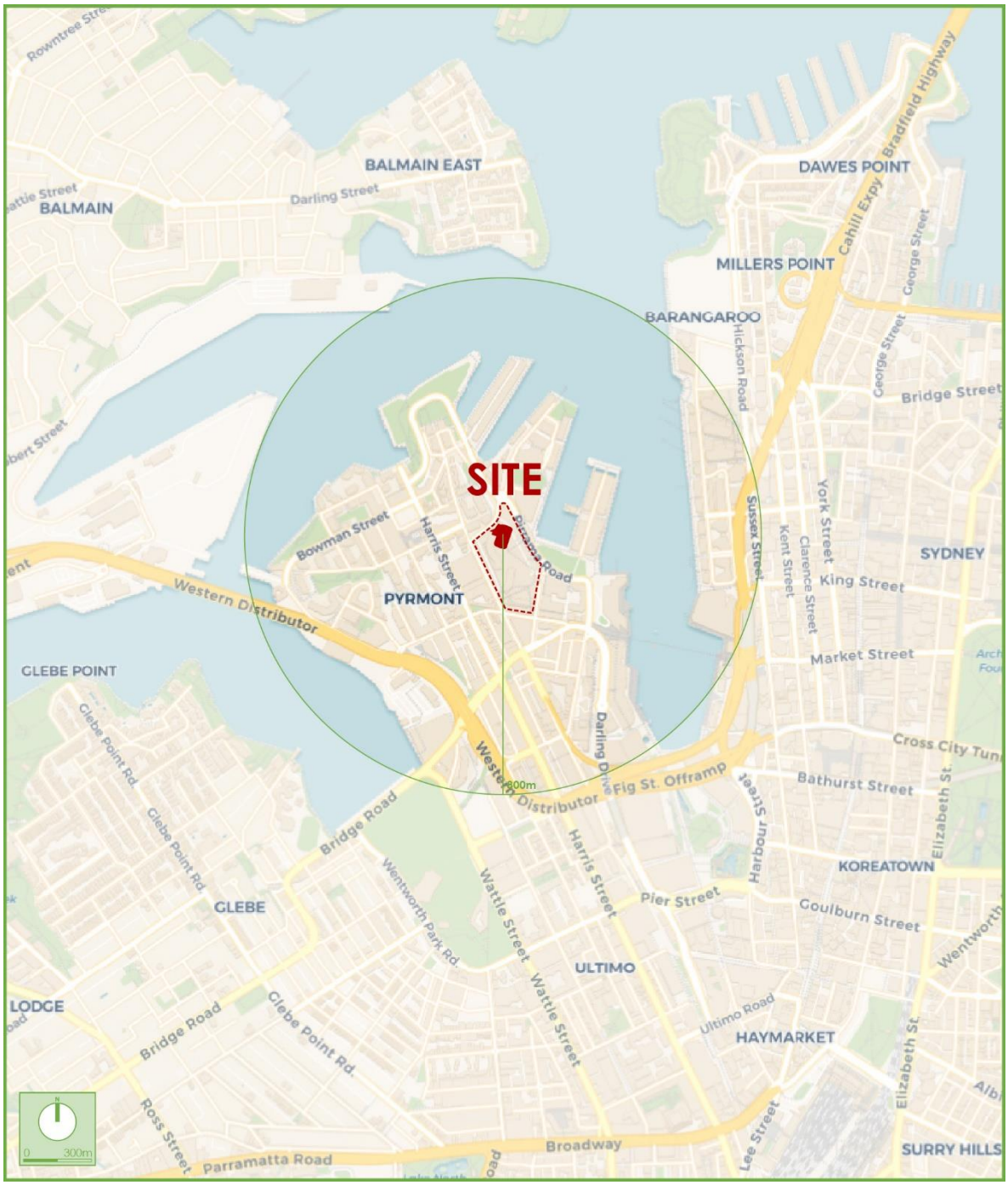


Figure 1: Location Plan

Figure 2: Site Plan

4. OVERVIEW OF CONSTRUCTION PROGRAM

4.1 Times of Operation

The hours of operation are to be in accordance with City of Sydney's standard permitted hours, as outlined below.

- Monday to Friday 7:00am to 6:00pm;
- Saturday 8:00am to 3:00pm; and
- Sunday or Public Holiday No building activities are to be carried out at any time.

4.2 Overview of Construction Works

This section provides an overview of each stage during construction. The site establishment plans are provided in **Appendix B** for reference.

4.2.1 Demolition

This stage will commence in October 2022 for 10 weeks month subject to approval of the DA and CTMP. It will involve a maximum workforce of 100 people on-site at any one time with an average of 85 people. The maximum sized truck to be utilised during this stage will be 12.5m heavy rigid vehicle (HRV) using the Jones Bay Road works zones and on-site loading dock.

This stage will have up to two (2) truck arrivals per hour during this stage. This is considered a low volume being spread out over the workday and the access locations. Hence, the impact on the performance of key intersections in the locality will be minor.

4.2.2 Structure Stage

This stage will commence in January 2023 for 40 weeks and will involve a maximum workforce 150 people on-site at any one time with an average of 120 people. The maximum sized truck to be utilised during this stage will be 12.5m heavy rigid vehicle (HRV) using the Jones Bay Road works zones and on-site loading dock.

This stage will have up to three (3) truck arrivals per hour during this stage. This is considered a low volume being spread out over the workday and the access locations. Hence, the impact on the performance of key intersections in the locality will be minor.

4.2.3 Fit Out and Finishes Stage

This stage will commence in November 2023 for 20 weeks and will involve a maximum workforce of 125 people on-site at any one time with an average of 115 people. The maximum sized truck to be utilised during this stage will be 12.5m heavy rigid vehicle (HRV) using the Jones Bay Road works zones and on-site loading dock.

This stage will have an up to four (4) truck arrivals per hour during this stage. This is considered a low volume being spread out over the workday and the access locations. Hence, the impact on the performance of key intersections in the locality will be minor.

5. TRAFFIC MANAGEMENT ARRANGEMENTS

5.1 Truck Routes

A copy of the routes to be provided to all drivers prior to attending site. The proposed truck routes are presented in **Figures 3** and **4**, with the route summarised in the following subsection. The route follow existing bus routes to ensure can negotiate all intersections along the route.

5.1.1 Routes to and from the Jones Bay Road Works Zones

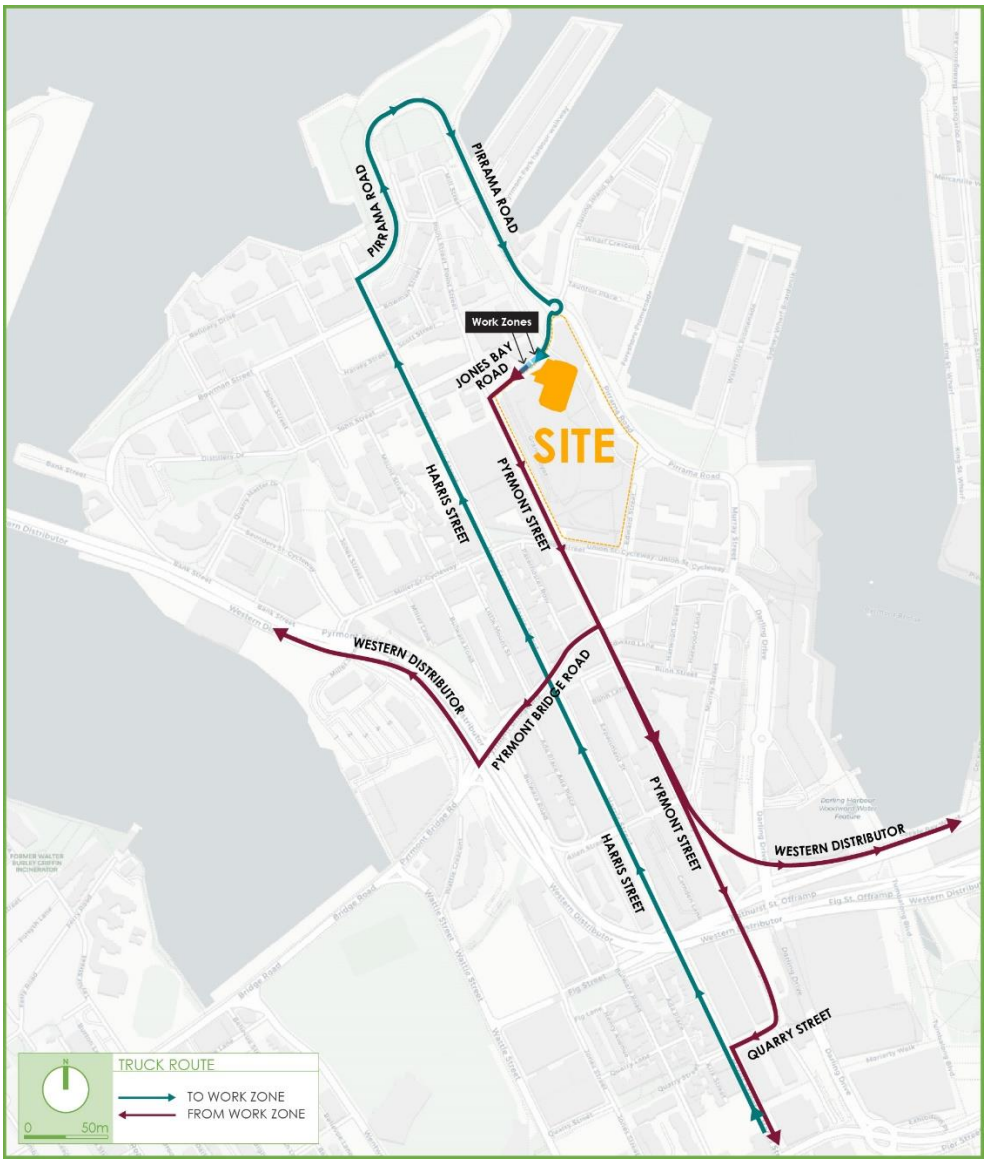


Figure 3: Truck Route to and from Works Zones

- Routes to the works zone (IN):
  1. Trucks will approach on Harris Street (northbound),;.
  2. Turn right onto Pirrama Road, eastbound.
  3. Turn right onto Jones Bay Road westbound.
  4. Enter the works zone.

- Routes from the works zone (OUT):
  1. Trucks will depart the works zone on to Jones Bay Road.
  2. Turn left on to Pyrmont Road.
  3. Continue on to Western Distributor (northbound) or Pyrmont Road and Harris Street(southbound).

5.1.2 Routes to and from the Site

- Routes to the subject site (IN):
  1. Trucks will approach from Western Distributor (eastbound and westbound) and Pyrmont Bridge Road (eastbound).
  2. Turn onto Pyrmont Bridge Road (eastbound) from Western Distributor (westbound) or exit on to Allen Street from Western Distributor (westbound).
  3. For vehicles on Pyrmont Bridge Road, turn left on to Murray Street. For vehicles on Allen Street continue straight on to Murray Street.
  4. All vehicles continue straight on to Pirrama Road.
  5. All vehicles turn left into the site at the signalised access.

- Routes from the subject site (OUT):
  1. Trucks will depart the subject site on to Pirrama Road (northbound).
  2. Turn left onto Harris Street (southbound).
  3. Continue southbound on Harris Street.

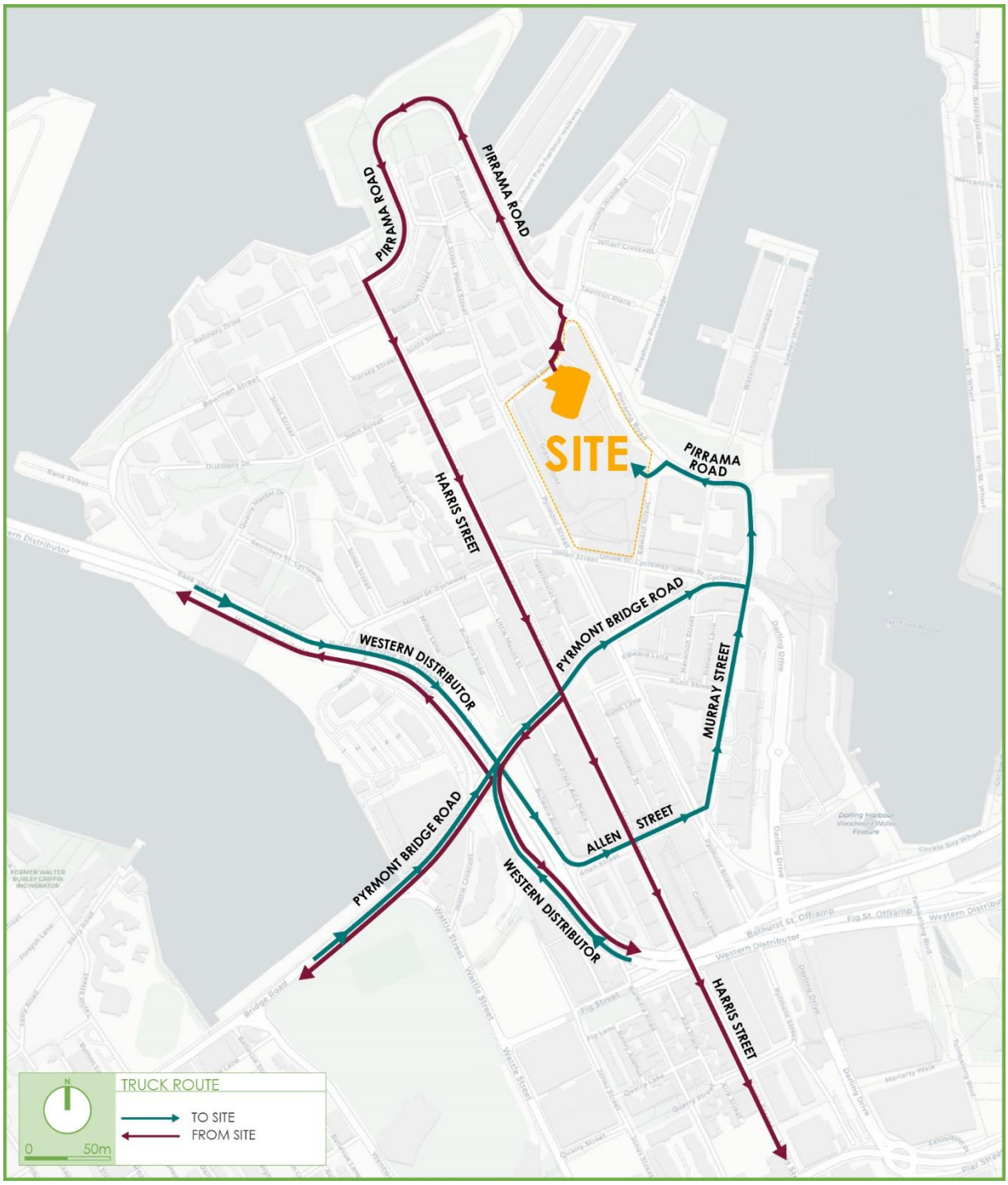


Figure 4: Truck route to and from site

5.2 Trucks Arrivals

All trucks will be linked via CB radio and/or hands-free mobile and will only be called onto site when required and when there is sufficient capacity to accommodate the proposed trucks, with the access road providing adequate passing bays to accommodate truck and dog trailers.

5.3 Site Vehicle Access

All vehicles will enter and exit the site in a forward direction as per the requirements of City of Sydney. The existing loading dock accommodates vehicles up to an including 12.5m HRVs and therefore can accommodate all construction vehicles.

5.4 Separate Applications

During construction 20.0m long articulated vehicles may be required for certain applications and will be limited to occasional occurrences and as such these will be subject to separate applications as required by Council. With regards to concrete pours, roads closures may be required to allow for these vehicles, and this will be subject to separate applications, which will include detours and other traffic management strategies during these occasional occurrences.

5.5 Works Zones

Two works zone are proposed along the site frontage to Jones Bay Road. The works zone will span a combined length of 37 metres and is depicted within the TCP provided in **Appendix C**. The works zone will be signposted as such for the duration of construction works. Swept path analysis of the 12.5m HRV in the Works Zone is provided in **Appendix D**, which demonstrates the works zone does not interfere with traffic on Jones Bay Road.

The works zones will occupy a taxi zone and loading zone during construction hours. This is considered acceptable as the taxi zone only allows for three (3) spaces, which is only a minor impact on the existing development which has a number of other taxi zones. In addition, the taxi zone will continue to be available outside of construction hours which is considered the peak time of the existing development. The use loading zone during construction

5.6 Pedestrian Control

Vehicles entering and exiting the site and works zone will be required to give way to pedestrians walking along footpaths and crossings. Traffic controllers will also monitor vehicles entering and exiting the site and works zone to ensure pedestrian safety. Class-B hoarding will be provided along the works zone on Jones Bay Road, in addition to the existing colonnade within the site, to ensure the safety of pedestrian walking along the footpath along the works zone.

5.7 Crane Requirements

A crane will be required during all stages of construction. The installation and removal of the crane will; be subject to separate traffic management processes which will be provided at CC stage once more details from the builder and crane operator can be provided.

5.8 Employee Vehicles

Contractor parking will be discouraged for most works with the on-street parking time restricted during work hours which would limit the ability for employees or contractors to use this to park their vehicles. Workers on site will instead be encouraged to use public transport to attend site to minimise the impact of the construction of the surrounding road network. Limited on-site parking will be made available where necessary for certain internal works.

5.9 Traffic Control Plan

The TCP included in **Appendix C** demonstrates the proposed signage to be adopted when the works zone is used during construction, noting that copies of the TCP are to be kept on-site at all times. A traffic controller are required for monitoring works zone movements, pedestrian safety and ensuring the vehicle is not required to stop until within the works zone. The TCP has been designed in accordance with the requirements of the RMS *Traffic Control at Work Sites Manual* and is recommended for adoption.

6. CONCLUSION

This report should be read in conjunction with other construction documentation prepared by Foundation Theatres Pty Ltd. The plan outlined above is considered satisfactory and will minimise the traffic and amenity impacts associated with the importation of fill. This plan therefore meets all requirements of the TfNSW *Traffic Control at Work Sites Manual* and is recommended for adoption.

APPENDIX A

Site Establishment Plan

APPENDIX A

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 (Please Insert site address and DA No here)

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.

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.

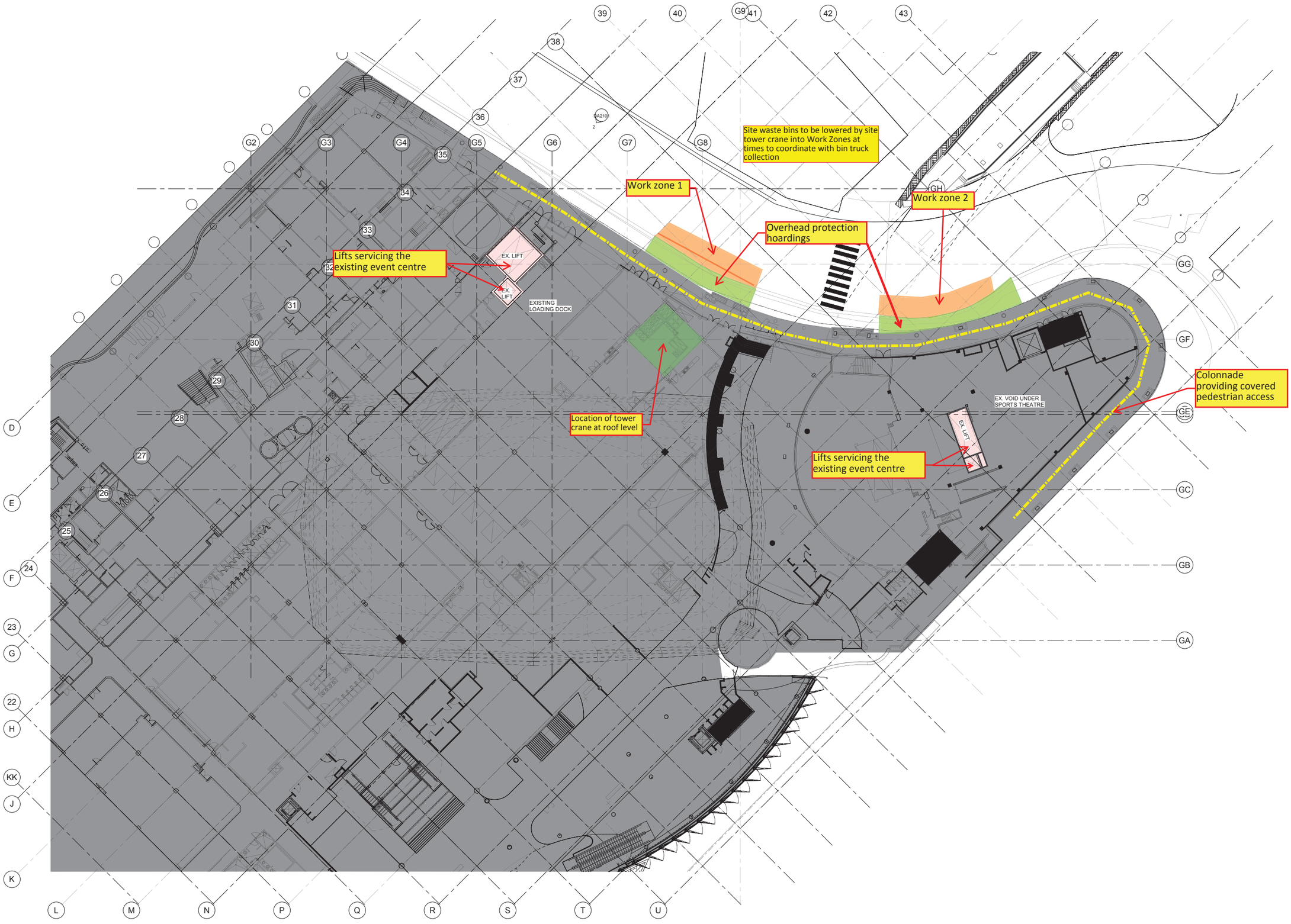
22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.

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.

APPENDIX B

Site Establishment Plans



ISSUE	DATE	DESCRIPTION
A	03.12.2021	ISSUED FOR INFORMATION

GENERAL NOTES

NOTE A - EXISTING DRESSING ROOM BUILDING TO BE DEMOLISHED TO ALLOW FOR ERECTION OF CRANE
NOTE B - EXISTING RETRACTABLE WALL, DOORS AND STRUCTURE TO BE DEMOLISHED
NOTE C - EXISTING KITCHEN WALL FINISHES AND FLOOR FINISHES TO BE DEMOLISHED
NOTE D - PORTION OF EXISTING FLOOR TO BE DEMOLISHED TO ALLOW FOR NEW RAMP
NOTE E - PORTIONS OF BACK OF HOUSE DEMOLISHED TO SUIT NEW LAYOUT
NOTE F - EXISTING FUNCTION ROOMS INCLUDING STRCUURE SUPPORTING BALCONY OVER TO BE DEMOLISHED.
NOTE G - REMOVE BALUSTRADE FROM EXISTING GALLERY
NOTE H - PORTION OF EXISTING GALLERY TO BE DEMOLISHED
NOTE I - PORTION OF EXISTING FACADE AND FRAMING TO BE DEMOLISHED TO ALLOW FOR NEW DRESSING ROOMS
NOTE J - EXISTING BALCONY AND ASSOCIATED STRUCTURE TO BE DEMOLISHED
NOTE L - EXISTING ESCALATOR TO BE DEMOLISHED
NOTE M - PORTION OF EXISTING GRID TO BE REMOVED AND REASSEMABLE AT PROPOSED GRID LEVEL
NOTE N - PORTION OF EXISTING ROOF TO BE DEMOLISHED

LEGEND:

- ACCESSIBLE SEATS
- INTERNAL ALTERATIONS TO EXISTING BUILDING. NO INCREASE IN FSR
- CEILING VOID
- INTERNAL ALTERATIONS ADDITIONAL FSR
- NEW ADDITION, ADDITIONAL FSR
- NEW PLANT ROOM, NO INCREASE IN FSR
- EXISTING WITHIN THE MUEF - NO WORKS
- EXISTING ADJACENT BUILDING
- EXISTING ADJACENT BUILDING/ACCESS PROVIDED TO THEATRES UNDER CONTRACT

CLIENT:
FOUNDATION THEATRES

PROJECT:
PROJECT FRANCIS

ARCHITECT:
ALTIS ARCHITECTURE

DRAWING TITLE:
EXISTING DEMOLITION PLAN-L00

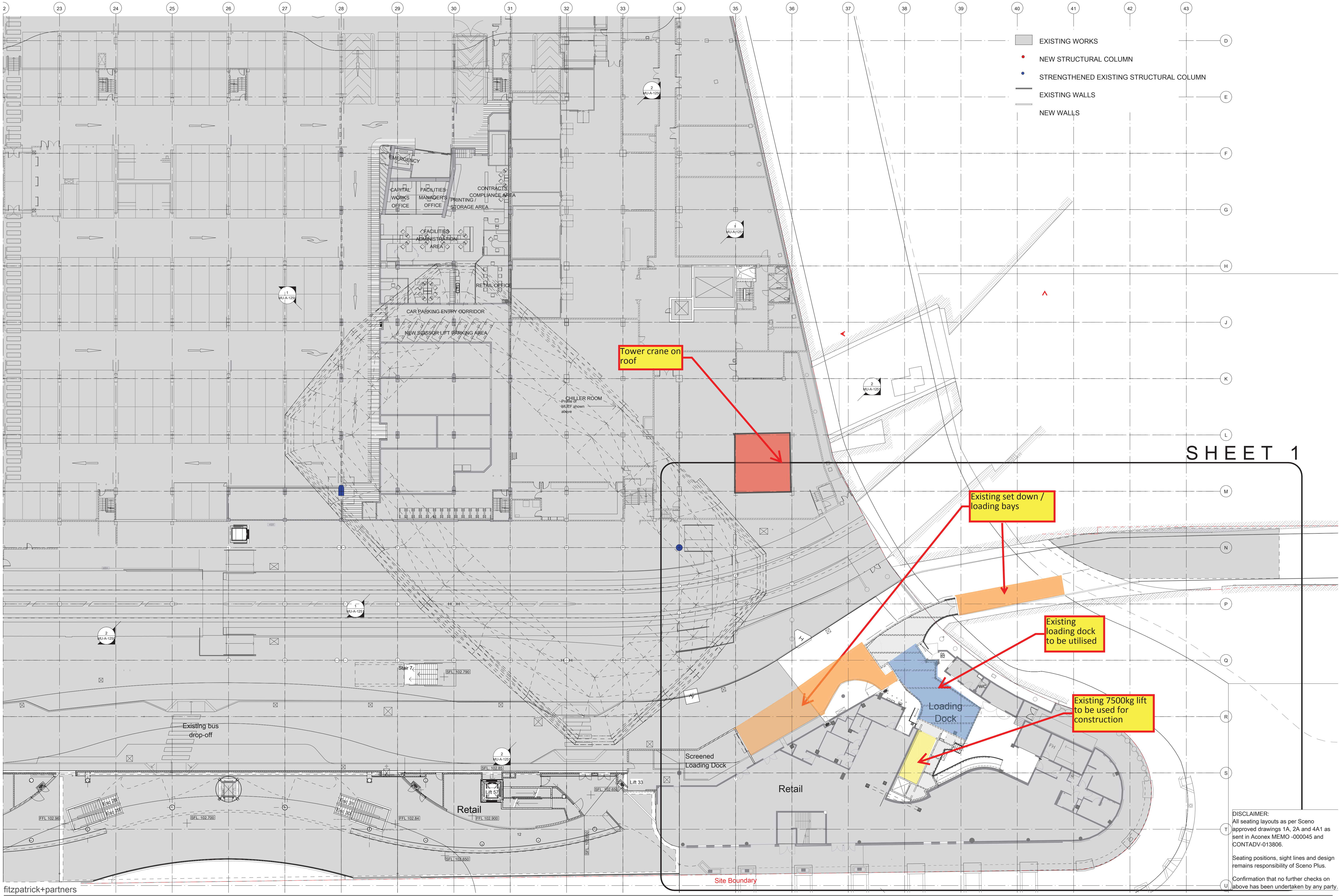
NORTH:

SCALE:	DATE:
As indicated @ A0	29.07.2020

DRAWN BY:	CHECKED BY:	PROJECT NO:	DRAWING NO:	ISSUE:
Author	Checker	2280.08	DA1010	A

CAD FILE:

2/12/2021 2:09:19 PM



DISCLAIMER:
All seating layouts as per Sceno approved drawings 1A, 2A and 4A1 as sent in Aconex MEMO -000045 and CONTADV-013806.

Seating positions, sight lines and design remains responsibility of Sceno Plus.

Confirmation that no further checks on above has been undertaken by any party.

fitzpatrick+partners

CLIENT: Tabcorp, Brookfield Multiplex

PROJECT: MUEF - Multi Use Entertainment Facility
Star City Casino, Pirrama Road, Sydney NSW 2000
fitzpatrick+partners

P) + 61 2 8274 8299 W) www.fitzpatrickpartners.com

PROJECT NORTH | SCALE 1:200 @ B1 | PRINT DATE 18/04/2012 | APPROVED NB

50mm on original

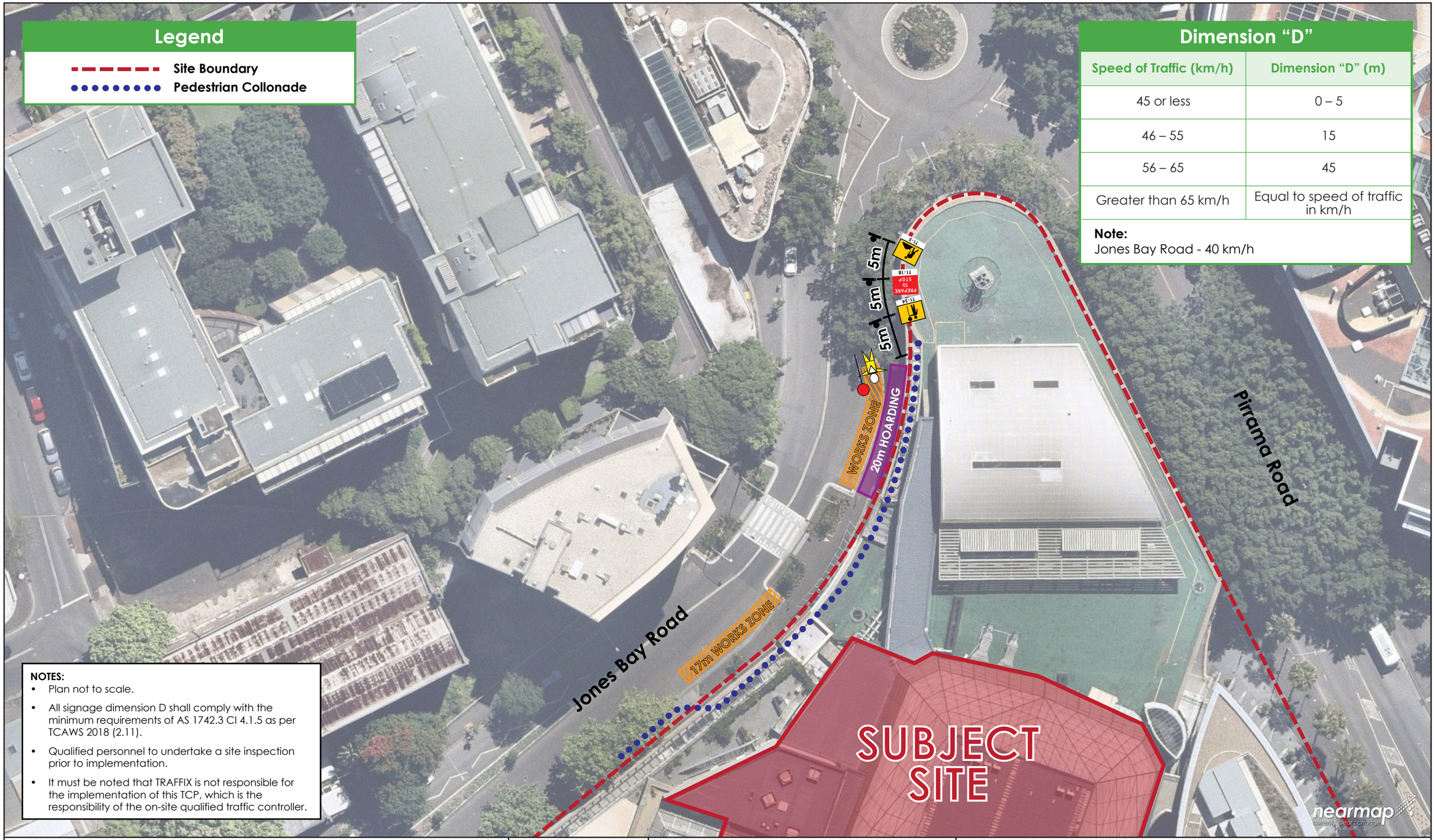
STATUS: FOR CONSTRUCTION

DRAWING: PLANS - GENERAL ARRANGEMENT 1:200 B2 LOADING DOCK- OVERALL

PROJECT NO. 21013 | DRAWING NO. MU-A-1100 | ISSUE A

APPENDIX C

Traffic Control Plan



Dimension "D"

Speed of Traffic (km/h)	Dimension "D" (m)
45 or less	0 – 5
46 – 55	15
56 – 65	45
Greater than 65 km/h	Equal to speed of traffic in km/h

Note:
Jones Bay Road - 40 km/h

NOTES:

- Plan not to scale.
- All signage dimension D shall comply with the minimum requirements of AS 1742.3 Cl 4.1.5 as per TCAWS 2018 (2.11).
- Qualified personnel to undertake a site inspection prior to implementation.
- It must be noted that TRAFFIX is not responsible for the implementation of this TCP, which is the responsibility of the on-site qualified traffic controller.

TCP 01 : Work Zones		**Date:**	21.03.2022
Project:	Pirrama Road, Sydney (The Star)	**Prepared By:**	Hayden Dimitrovski
Project Number:	21.615	**Approved By:**	Hayden Dimitrovski (TCT0028714)
Client:	Foundation Tehatres	**Signature:**	

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Surry Hills NSW 2010

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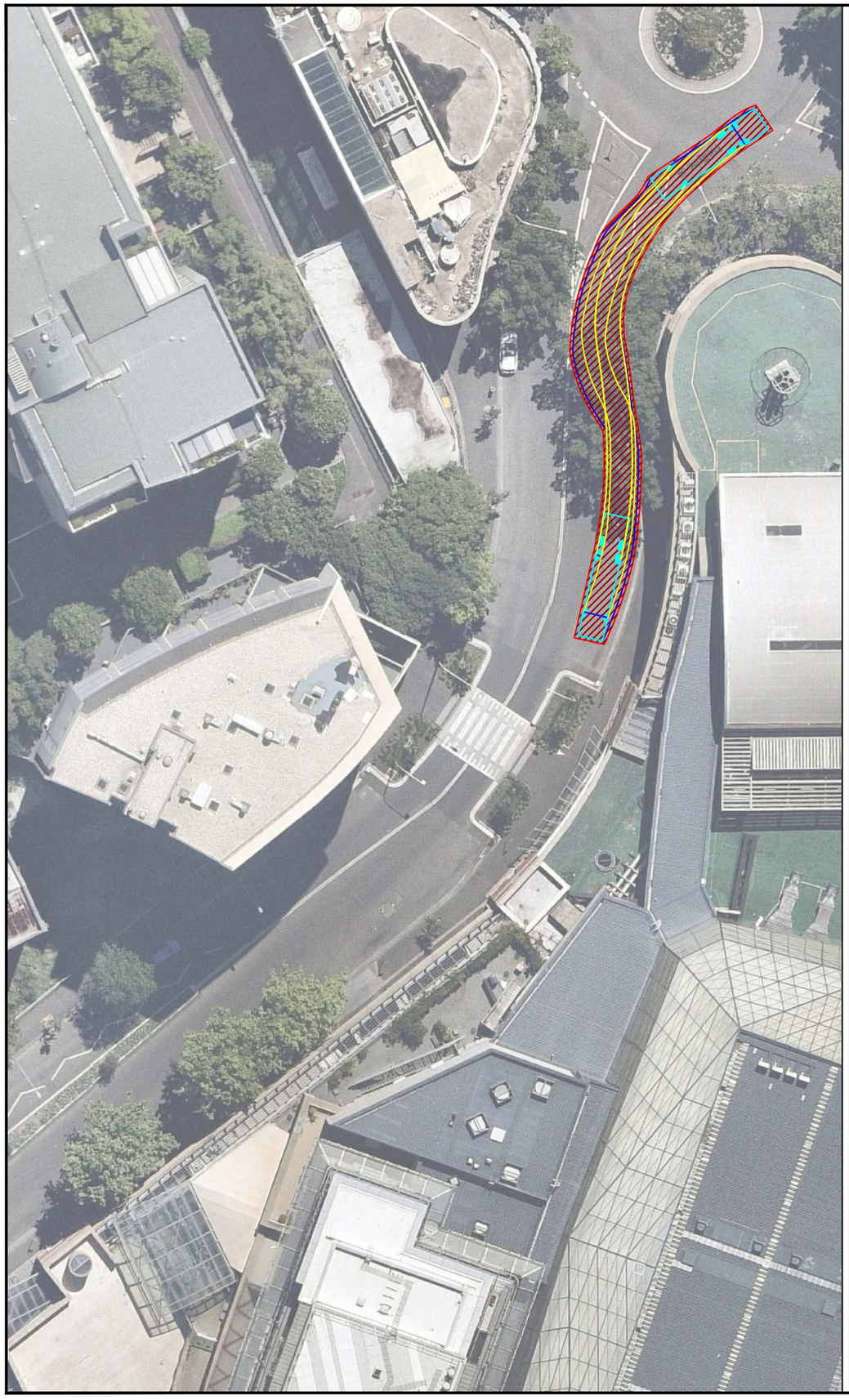
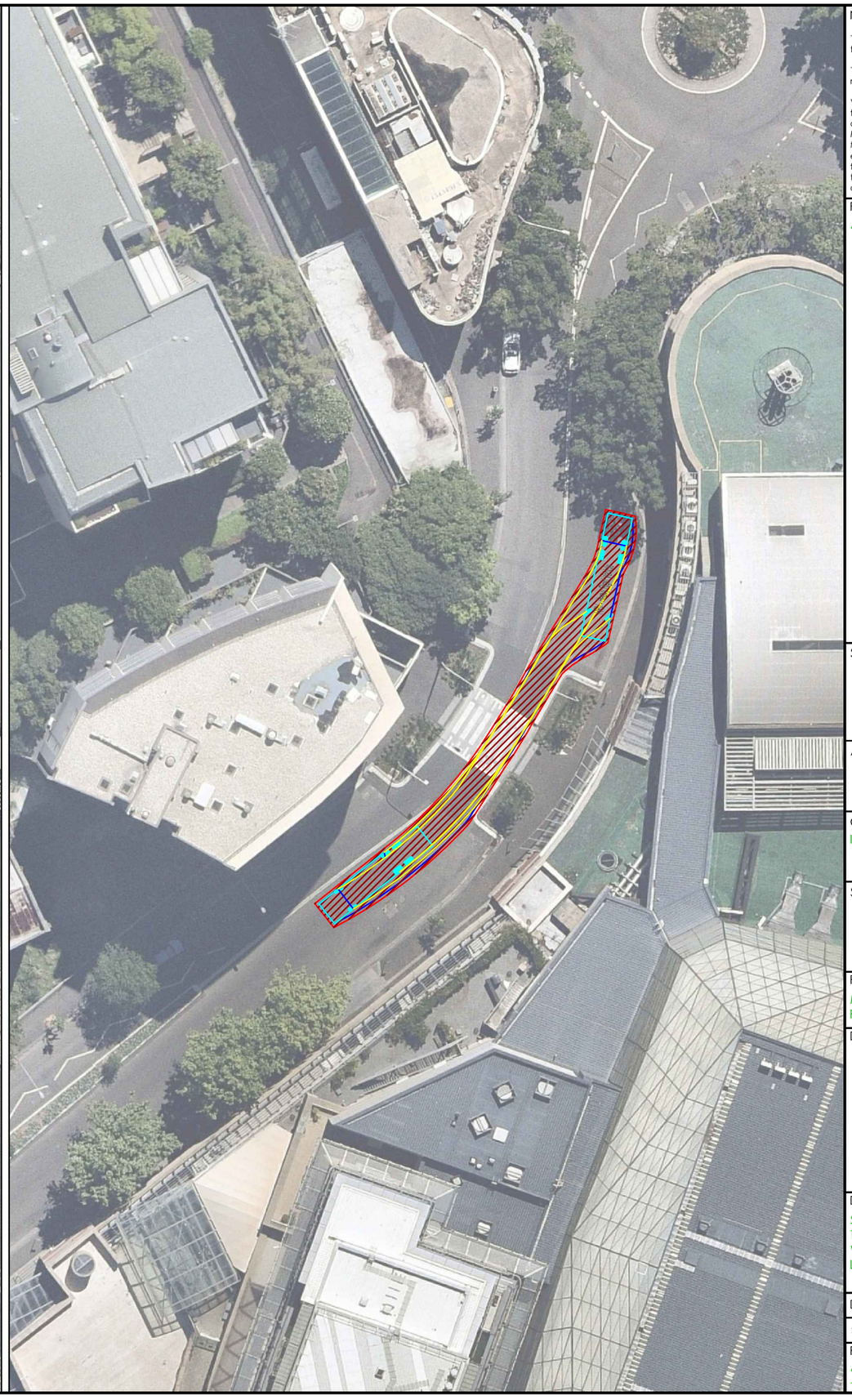
TRAFFIX

APPENDIX D

Swept Path Analysis





Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (*AS/NZS 2890.1:2004 Parking facilities - Off-street car parking*, and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	18-02-22

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Integrated Project

Scale / Plan Orientation

0 5 10 15 20m
1:500 @ A3

Project Description
MUEF Redevelopment at The Star
Pyrmont, NSW 2009

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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Surry Hills, NSW 2010
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Strawberry Hills, NSW 2012

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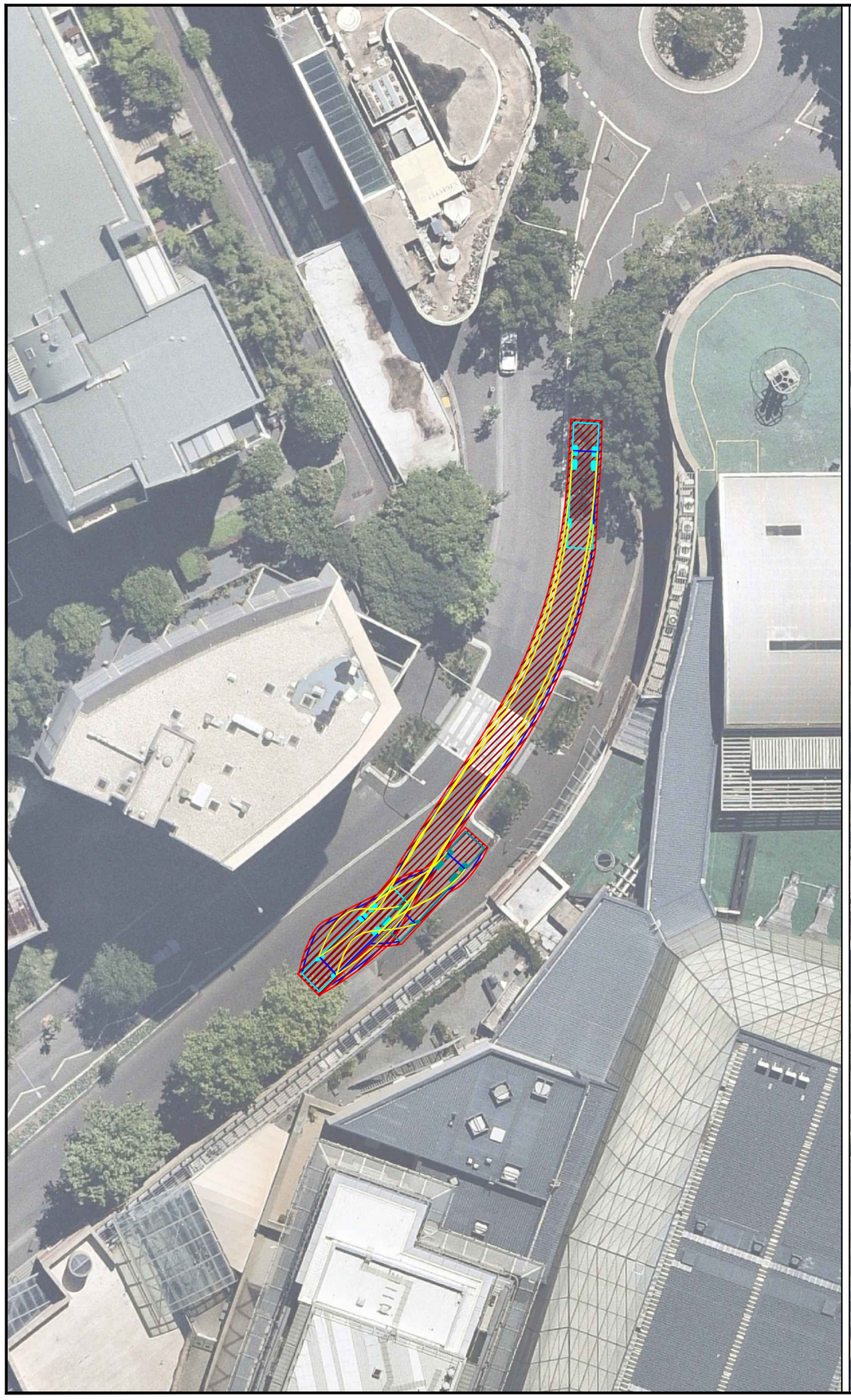
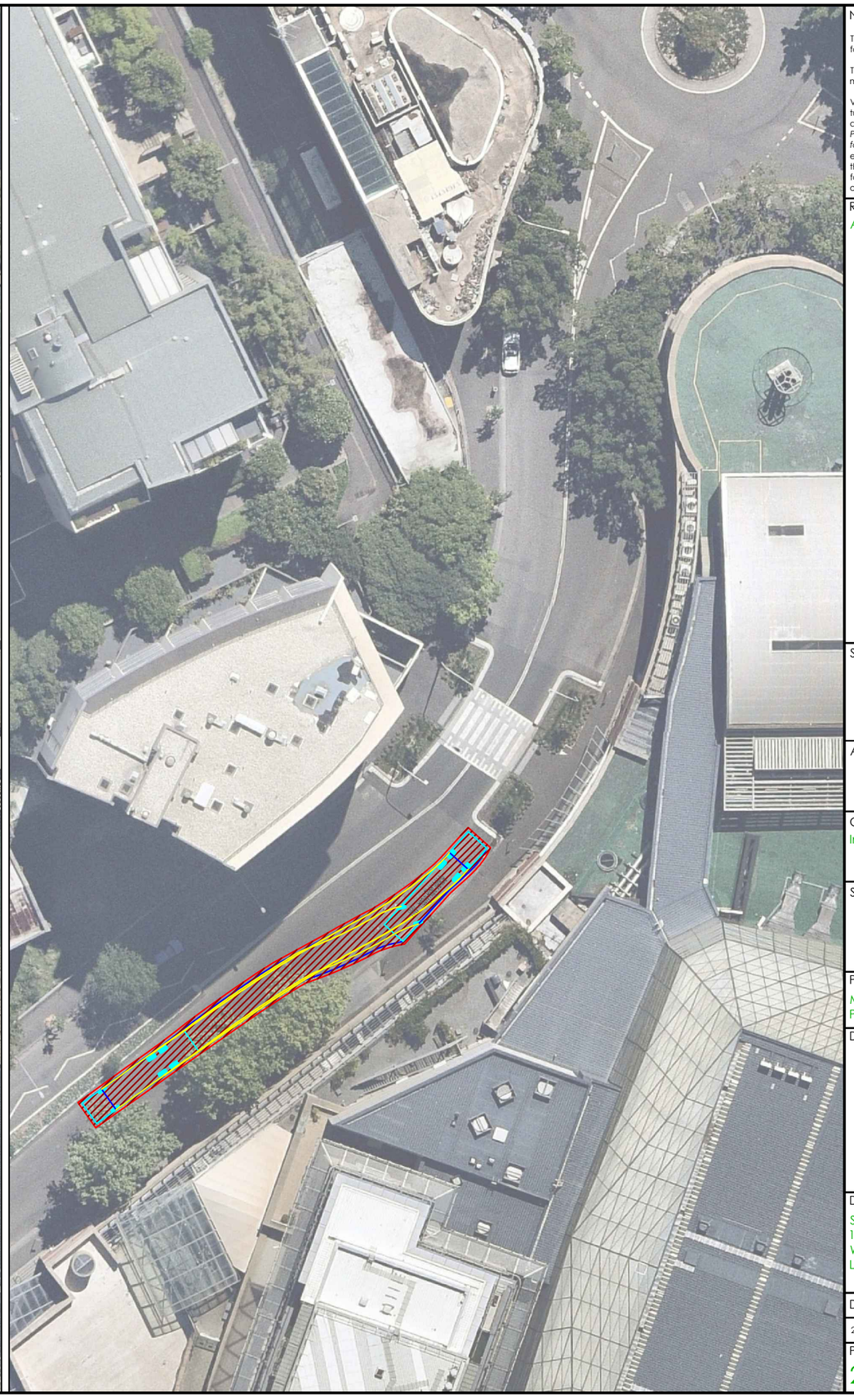
Drawing Title
Swept Path Analysis
12.5m Ion Heavy Rigid Vehicle Design Vehicle
Works Zone 1
Left: Entry Movement Right: Exit Movement

Drawn:	Checked:	Date:
HD	-	18-02-22

21.615d01v01 TRAFFIX CTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
21.615	CTMP	TX.01	A





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Rev.	Revision Note	By.	Date
A	Swept Path Analysis	HD	18-02-22

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect

Client
Integrated Project

Scale / Plan Orientation

0 5 10 15 20m
1:500 @ A3

Project Description
MUEF Redevelopment at The Star
Pyrmont, NSW 2009

Drawing Prepared By

TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

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Strawberry Hills, NSW 2012

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f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title
Swept Path Analysis
12.5m Ion Heavy Rigid Vehicle Design Vehicle
Works Zone 2
Left: Entry Movement Right: Exit Movement

Drawn:	Checked:	Date:
HD	-	18-02-22

21.615d01v01 TRAFFIX CTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
21.615	CTMP	TX.02	A