



21 November 2018

Our Reference: SYD18/01119  
DP&E Ref: SSD 9452

Cameron Sargent  
Team Leader  
Key Sites Assessments  
Department of Planning & Environment  
320 Pitt Street  
Sydney NSW 2000

Attention: Tim Green

Dear Mr Sargent

**AUSTRALIAN MUSEUM – ALTERATIONS AND ADDITIONS (SSD 9452)**

Reference is made to the Department of Planning and Environment (DP&E) letter dated 22 October 2018, regarding the abovementioned application which was referred to Roads and Maritime Services (Roads and Maritime) for comment.

Transport for NSW (TfNSW) will provide a separate submission.

Roads and Maritime has reviewed the submitted application and notes that a new bus bay is proposed onto William Street. As such, concurrence in accordance with section 138 of the *Roads Act* 1993 would be required. Roads and Maritime provides concurrence under Section 138 of the *Roads Act* 1993 subject to the following conditions being included in any consent issued by DP&E:

1. Any new building or structures, together with any improvements integral to the future use of the site, are erected clear of the identified easement and Cross City Tunnel. Access to the Roads and Maritime easement is not to be denied. The integrity of the Roads and Maritime easement and Cross City Tunnel is not to be compromised.
2. The design and construction of the all kerb and gutter on William Street shall be in accordance with Roads and Maritime requirements. Details of these requirements should be obtained by email to [DeveloperWorks.Sydney@rms.nsw.gov.au](mailto:DeveloperWorks.Sydney@rms.nsw.gov.au).

Detailed design plans of the proposed bus bay kerb are to be submitted to Roads and Maritime for approval prior to the issue of a Construction Certificate and commencement of any road works.

A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by Roads and Maritime.

3. Detailed design plans and hydraulic calculations of any changes to the stormwater drainage system are to be submitted to Roads and Maritime for approval, prior to the commencement of any works.

A plan checking fee will be payable and a performance bond may be required before Roads and Maritime approval is issued.

4. Should the new bus bay involve the relocation of the existing bus stop on William Street, the former bus zone shall be designated a "No Stopping" area.
5. The developer shall be responsible for all public utility adjustment/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.
6. All works and signposting associated with the subject development shall be at no cost to Roads and Maritime.
7. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre for any works that may impact on traffic flows on William Street during construction activities. A ROL can be obtained through <https://myrta.com/oplinc2/pages/security/oplincLogin.jsf>
8. All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping. A construction zone will not be permitted on William Street.
9. A Construction Pedestrian Traffic Management Plan (CPTMP) shall be submitted in consultation with the TfNSW Sydney Coordination Office (SCO), Roads and Maritime, and City of Sydney, prior to the issue of a Construction Certificate. The CPTMP needs to include, but not be limited to, the following: construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control.

If you have any further inquiries in relation to this development application Kerry Ryan would be pleased to take your call on 8849 2008 or by email: [development.sydney@rms.nsw.gov.au](mailto:development.sydney@rms.nsw.gov.au).

Yours sincerely



**Brendan Pegg**  
**Senior Land Use Planner**  
**South East Precinct, Sydney Division**