Sydney Football Stadium Redevelopment

Construction Traffic and Pedestrian Management Plan

4 November 2021

JMT Consulting

Document History

Document Title	Revision	Date issued	Author
Construction Traffic and Pedestrian Management Plan	Draft	08/12/19	JM
Construction Traffic and Pedestrian Management Plan	Draft #2	14/01/20	JM
Construction Traffic and Pedestrian Management Plan	Draft #3 – including Condition 38	15/01/20	JM
Construction Traffic and Pedestrian Management Plan	Issue	24/01/20	JM
Construction Traffic and Pedestrian Management Plan	Rev B - Issue following TfNSW feedback	07/02/20	JM
Construction Traffic and Pedestrian Management Plan	Rev C - Issue following TfNSW feedback	19/02/20	JM
Construction Traffic and Pedestrian Management Plan	Rev D – Revised access points	11/05/20	JM
Construction Traffic and Pedestrian Management Plan	Rev E – For CC3, CC4 & CC5	03/07/20	JM
Construction Traffic and Pedestrian Management Plan	Rev F – For SFF	01/02/21	JM
Construction Traffic and Pedestrian Management Plan	Rev G – For Roosters Centre of Excellence	04/11/21	JM

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Table of Contents

1 Introduction 4

1.1 Background 4

1.2 Purpose 5

1.3 Document history 7

2 Development Description 8

3 Overview of Construction Works 10

3.1 Construction programme 10

3.2 Construction methodology 10

3.3 Work hours 11

3.4 Loading zones 11

3.5 Materials handling and truck marshalling 11

3.6 Cranes 12

3.7 Size and type of vehicles 13

3.8 Road closures 13

3.9 Site access points 14

3.10 Construction vehicle routes 16

3.11 Truck routes for construction waste 22

3.12 Construction vehicle volumes 22

4 Impacts and Management of Construction Works 25

4.1 Operations during events at the SCG 25

4.2 Public transport 25

4.3 Road network impacts 26

4.4 Pedestrian / cyclist management 27

4.5 Emergency vehicle access 27

4.6 Site induction 27

4.7 Cumulative impacts 28

4.8 Mitigation measures 29

4.9 Driver code of conduct 30

4.10 Site inspections and record keeping 30

4.11 Traffic control plans 31

4.12 Consultation 32

4.13 Contact details of construction contractor 32

5 Construction Worker Transport Strategy 33

5.1 Overview *33*
5.2 Potential parking demand *33*
5.3 Communication protocols *33*
5.4 Construction worker transport arrangements *34*

Appendix A: City of Sydney CTMP Standard Requirements **38**

Appendix B: Traffic Control Arrangements **41**

Appendix C: Vehicle Swept Paths **44**

Figures

Figure 2 Crane locations 12
Figure 3 Site access overview 14
Figure 4 Swept path analysis – access to playing surface 15
Figure 5 Construction vehicle approach routes (Driver Avenue) 17
Figure 6 Construction vehicle departure routes (Driver Avenue) 18
Figure 7 Construction vehicle approach routes (Moore Park Road), outside of peak hours 19
Figure 8 Construction vehicle approach routes (Moore Park Road), during peak hours 20
Figure 9 Construction vehicle departure routes (Moore Park Road) 21
Figure 10 Typical daily profile of truck activity (weekday) 23
Figure 11 Typical daily profile of truck activity (Saturday) 23
Figure 12 Construction vehicle movements – AM peak hour 24
Figure 13 Construction worker transport arrangements 34
Figure 14 Existing bus routes to/from SFS 36
Figure 15 Cycle network around the construction site 37

Tables

Table 1 Requirements for CTPMP 5
Table 2 CTPMP document history 7
Table 1 Modifications to SSD 9835 9
Table 3 Indicative construction staging – SFS project 10
Table 5 Site contacts 32
Table 6 Parking fees in the EQ car park 35

1 Introduction

1.1 Background

Stage 2 of the Sydney Football Stadium (SFS) Redevelopment (SSD 9835) was approved by the Minister for Planning and Public Spaces on 6 December 2019. A Planning Modification (Modification 2) to Sydney Football Stadium (SFS) Redevelopment (SSD 9835) to incorporate the 'Stadium Members Facilities' was approved by the Minister for Planning and Public Spaces on 14 December 2020.

In accordance with conditions B31 - B34 of the consent, a Construction Traffic and Pedestrian Management Plan (CTPMP) must be prepared by a suitably qualified and experienced person(s) and in consultation with Council, with Sydney Coordination Office, Transport Management Centre TfNSW prior to commencement of construction. The CTPMP must be endorsed by the Coordinator General, Transport Coordination within TfNSW and a copy submitted to Council, and a copy submitted to the Planning Secretary for information prior to the commencement of any works.

In addition, Condition B35 of the consent requires the preparation of a Construction Worker Transportation Strategy (CWTS) to the satisfaction of the Certifying Authority. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise impacts on the available parking spaces in the locality and avoid parking on the surrounding parklands. A copy of the strategy must be submitted to the Planning Secretary for information, with the CTPMP.

Condition B38 of the consent requires details of the proposed truck routes to be followed by trucks transporting waste material from the site to be submitted to the Sydney Coordination Office and Transport Management Centre and the Planning Secretary, prior to the commencement of the removal of any waste material from the site.

The purpose of this document is to address the requirements of Conditions B31 – 35 inclusive, as well as Condition B38, as they relate to Sydney Roosters Centre of Excellence project. The CTPMP has been prepared in accordance with the City of Sydney Standard Requirements for Construction Traffic and Pedestrian Management Plans, with the standard requirements attached in Appendix A.

1.2 Purpose

The purpose of the CTPMP and CWTS is to assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity. The document addresses the requirements listed in Condition B31-B35 of the project approval for SSD-9835.

Table 1 Requirements for CTPMP

Requirements of Condition B31-B32 as per approval for SSD-9835	Section Discussed
The CTPMP must address, but not be limited to, the following:	
(a) Specify	
a description of the development;	2
location of the proposed work zone;	3.4
size and type of vehicle, including swept path analysis;	3.6
details of any road closures;	3.8
detail heavy vehicle haulage routes, access and parking arrangements;	3.10, 5
proposed location of any cranes and crane movement plans;	3.12
proposed truck marshalling areas and operation;	3.5
construction vehicle access arrangements including vehicle access / crane access and in or around the light rail;	3.10
proposed construction hours;	3.3
estimated number of construction vehicle movements and details of vehicle types including measures to reduce the number of movements during peak traffic periods;	3.6, 3.12
construction program and construction methodology; and	3.1
consultation strategy for liaison with surrounding stakeholders including other developments under construction and the Sydney Light Rail operator.	4.12
(b) include details to demonstrate that the swept path of the longest vehicle entering and exiting the site in association with the new work, as well as maneuverability through the site, comply with the latest version of AS 2890.2;	Appendix C
(c) include details to demonstrate that all construction vehicles and enter and exit the site in a forward direction;	Appendix C
(d) identify any potential adverse impacts to general traffic, cyclists, pedestrians and light rail and bus services, including special event buses and passengers, within the vicinity of the site from construction vehicles and construction operations;	4.2, 4.3, 4.4

Requirements of Condition B31-B32 as per approval for SSD-9835	Section Discussed
(e) identify and reference any existing CTPMPs for developments within or around the site to ensure coordination of work activities and minimising impacts on the road network;	4.7
(f) include measures to avoid construction worker vehicle movements within the vicinity of the precinct, including any off-site worker parking location/s away from the precinct;	5
(g) include a procedure for identifying additional impacts and recording the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts;	4.10
(h) detail the mitigation measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;	4.8
Include a Driver Code of Conduct to: (i) minimise the impacts of construction on the local and regional road network; (ii) minimise conflicts with other road users; (iii) minimise road traffic noise; (iv) ensure truck drivers use specified routes; (v) include a program to monitor the effectiveness of these measures; and (vi) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	4.9
Requirements of Condition B33 as per approval for SSD-9835	**Section Discussed**
The contact details of the construction contractor (with details updated from time to time as needed) must be provided to the Sydney Coordination Office and Transport Management Centre within TfNSW and the Planning Secretary prior to the commencement of any works and must form a part of the CTPMP.	4.13
Requirements of Condition B35 as per approval for SSD-9835	**Section Discussed**
Prior to the commencement of any work, the Applicant must submit a Construction Worker Transportation Strategy to the satisfaction of the Certifying Authority. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise impacts on the available parking spaces in the locality and avoid parking on the surrounding parklands. A copy of the strategy must be submitted to the Planning Secretary for information, with the CTPMP.	5
Requirements of Condition B38 as per approval for SSD-9835	**Section Discussed**
Details of the proposed truck routes to be followed by trucks transporting waste material from the site, must be submitted to the Sydney Coordination Office and Transport Management Centre and the Planning Secretary, prior to the commencement of the removal of any waste material from the site.	3.11

1.3 Document history

A number of CTPMP's have been developed to support the Stage 2 Sydney Football Stadium redevelopment since the approval of the project in December 2019. Table 2 below provides a history of the documents prepared and their associated purpose.

Table 2 CTPMP document history

CTPMP document date	Purpose	Date of endorsement from Transport for NSW
19 February 2020	To support works covered under CC1 and CC2 of the SFSR development	26 February 2020
11 May 2020	To support changes to site access points for works under CC1 and CC2	12 May 2020
3 July 2020	To support works covered under CC3, CC4 and CC5 of the SFSR development	9 July 2020
20 January 2021	To support the Stadium Fitness Facilities project	1 February 2021

2 Development Description

The Stage 2 redevelopment of the Sydney Football Stadium as approved under SSD 9835 provides consent for the following works:

- Construction of a new stadium with up to 45,000 seats (55,000 capacity in concert-mode), including playing pitch, grandstands, sports and stadium administration areas, food and drink kiosks, corporate facilities and all other aspects of a modern stadium;
- Operation and use of the stadium and surrounding site area for a range of sporting and entertainment events;
- Vehicular and pedestrian access and circulation arrangements, including excavation to deliver a partial basement level for storage, internal loading and servicing at the playing pitch level;
- Reinstatement of the MP1 car park following the completion of construction, including enhanced vehicle rejection facilities and direct vehicular connection to the new stadium basement level;
- Public domain improvements within the site boundary, including hard and soft landscaping, to deliver a range of publicly accessible, event and operational areas;
- Provision of new pedestrian and cycling facilities within the site;
- Signage, including building identification signage, business identification signage and a wayfinding signage strategy; and
- Extension and augmentation of physical infrastructure/ utilities for the development within the site.

To date, SSD 9835 has been modified on six previous occasions as summarised in Table 3.

Table 3 Modifications to SSD 9835

Modification	Approved	Description
Modification 1	3 April 2020	Amend Conditions B14 and B15 to enable the condition to be satisfied in accordance with the principles and framework prescribed by the *Contaminated Land Management Act 1997.*
Modification 2	14 December 2020	Reinstate fitness facilities that were previously available within the former SFS.
Modification 3	7 December 2020	Alter the approved mezzanine slabs at the eastern and western stands and relocate the approved administration facilities. design amendments to the south western glazed façade. inclusion of an additional stadium signage condition.
Modification 4	22 April 2021	Relocate the photovoltaic (PV) cells from the stadium's roof to Level 5 (above the eastern and western plant rooms) and a reduction in the amount of kilowatts peak (kWp) generated.
Modification 5	8 June 2021	Minor modification to correct plan revisions and dates.
Modification 6	29 September 2021	Fit-out, use and operation of the eastern mezzanine of the stadium for the purpose of a dedicated training and administration facility for the Sydney Roosters NRL football club, known as the Sydney Roosters Centre of Excellence.

This CTPMP document has been prepared to facilitate works covered under the Sydney Roosters Centre of Excellence project. An earlier version of this document[1], previously endorsed by TfNSW, considered works covered under all construction stages of the main Sydney Football Stadium including the Stadium Fitness Facilities project.

[1] Sydney Football Stadium Redevelopment, Construction Traffic and Pedestrian Management Plan dated 1 February 2021 prepared by JMT Consulting

3 Overview of Construction Works

3.1 Construction programme

The main Sydney Football Stadium (SFS) project is proposed to be delivered in five (5) stages set out in Table 4 below to respond to the proposed design milestones, construction program and the conditions of approval.

Table 4 Indicative construction staging – SFS project

CC No.	Proposed Works	Estimated Duration	Expected Start Date	Expected Finish Date
CC1	Bulk earthworks, retaining walls, enabling and temporary works (for example shoring) to facilitate future stages.	9 months	March 2020	September 2020
CC2	Stadium sub-structure elements including piles, foundations, footing construction and in-ground services	9 months	April 2020	October 2021
CC3	Structure - basement to concourse level construction.	9 months	June 2020	March 2021
CC4	Above concourse level works (structure – Level 1 to Level 5)	8 months	September 2020	May 2021
CC5	Roof, façade, fit-out and remaining elements.	16 months	February 2021	July 2022

The Sydney Roosters Centre of Excellence project is to will be incorporated into CC5 of the SFS works.

3.2 Construction methodology

Works to the SFS commenced in early 2020 with bulk earthworks, retaining walls, enabling and temporary works to facilitate future stages. Superstructure works followed this behind slab on ground casting with works progressing into stadium roof construction. External landscaping works and pavement realignment works will complete the works to the SFS with hoardings removed and project handed over – expected to be in July 2022.

The Sydney Roosters Centre of Excellence works will commence in December 2021 and are expected to be completed in July 2022, concurrent with the completion of the main SFS project.

3.3 Work hours

The Sydney Roosters Centre of Excellence project does not change the working hours for the project, which are specified in Condition C3 of SSD 9835 as follows:

- Monday to Friday 7.00am and 6.00pm
- Saturday 8:00am and 1:00pm
- Sunday/ public holiday No work

In addition to the above approved hours, John Holland has recently been granted approval from DPIE for fit-out works to continue from Monday to Friday between 6pm – 12am, Saturday 1pm-12am and Sunday 8am – 12am. The fit-out works will include works associated with the Sydney Roosters Centre of Excellence project. There will be a maximum of 100 personnel onsite for this activity arriving approximately 3pm and departing shortly after midnight. This will assist in facilitating the completion of the Sydney Roosters Centre of Excellence project.

John Holland are responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approval from the Planning Secretary as required by Condition C6.

3.4 Loading zones

For the SFS project all construction vehicles will continue to be unloaded within the approved project boundaries, with no vehicle loading / unloading to occur outside of the boundary on public streets. A sufficient manoeuvring area has been provided within the construction site (within the centre of the stadium on the previous playing field) to ensure construction vehicles can enter and exit in a forward direction.

The Sydney Roosters Centre of Excellence project will not alter these existing arrangements.

3.5 Materials handling and truck marshalling

The site consists of several defined material handling zones which enables the project to operate on multiple work fronts whilst maintaining separation between plant, equipment, the site workforce and adjacent activities. A sufficient manoeuvring area is provided within the construction site in the centre of the previous playing field to ensure construction vehicles can enter and exit in a forward direction.

The Sydney Roosters Centre of Excellence project will not alter these existing arrangements.

3.6 Cranes

Tower cranes have been erected to facilitate the construction project. The location of the cranes provide greatest efficiency for the construction of the stadium structure while minimising the requirement for materials to be brought onto the field area. A crane in the south-west corner of the site is also be utilised for the construction of the Stadium Fitness Facilities project. No further cranes are required for the Sydney Roosters Centre of Excellence project. The crane locations are shown in Figure 1.

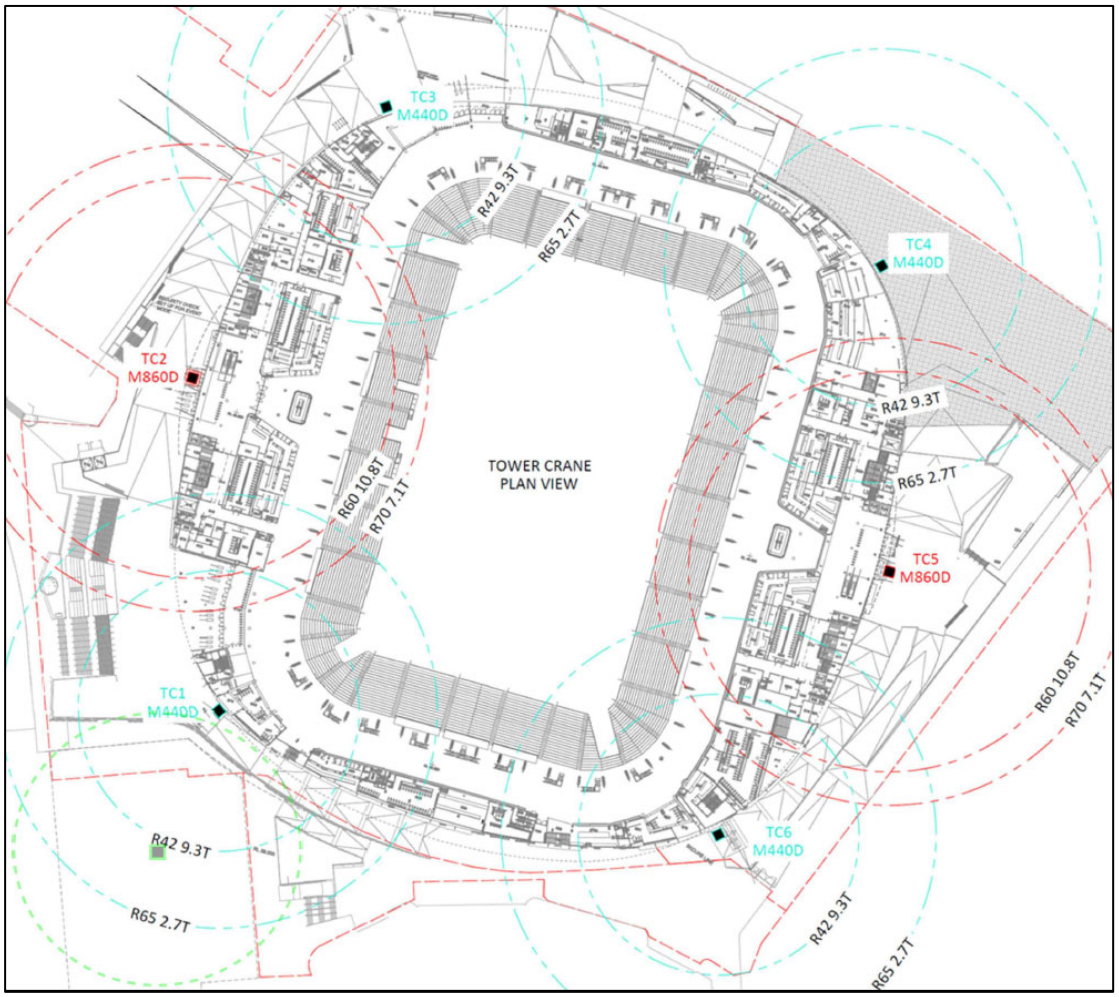


Figure 1 Crane locations

Source: John Holland

3.7 Size and type of vehicles

The site has various types of construction vehicles accessing the site, including:

- 19m Single Articulated Vehicles (AVs) and 19m Truck and Dog Trailers;
- 12.5m Heavy Rigid Vehicles (HRVs)
- 8.8m Medium Rigid Vehicles (MRVs)
- 6.5m Small Rigid Vehicles (SRVs);
- Utes/vans

For the Sydney Roosters Centre of Excellence project generally rigid trucks and utes/vans will be utilised. Larger trucks including 19m vehicles will continue to access the SFS for the purpose of the main stadium construction.

John Holland will continue to communicate with, and notify the City, of the proposed use of 19m vehicles throughout the project. The managed use of these vehicles is considered a suitable response to balancing the project's needs and program with the use and management of the road network. These 19m vehicles are expected to constitute only a small proportion of the total number of trucks accessing the construction site.

Special permits are required to bring in large heavy plant during civil & piling phases, these are managed on a case by case basis in close consultation with relevant authorities.

3.8 Road closures

No road closures are envisaged to facilitate the Sydney Roosters Centre of Excellence project or the main SFS construction.

If a temporary road/lane closure is required during the works, this would be subject to a separate application for partial road closure (including a Road Occupancy Licence) by John Holland made to Transport for NSW and City of Sydney Council. Any temporary road closures are scheduled well in advance and timed to avoid busy periods on the transport network so as not to impact existing transport services – most likely in the evenings.

In the event of an emergency, John Holland will ensure access is maintained for all vehicles as required on Paddington Lane.

3.9 Site access points

An overview of the access and egress points for construction vehicles (being deliveries, plant & equipment, etc.) entering and exiting the site are shown below in Figure 2.

Construction vehicles access the site at locations along Moore Park Road and Driver Avenue, with vehicles always entering and exiting the site in a forwards direction. The nominated locations allow for continued operation of existing adjacent premises, existing road infrastructure and pedestrian movements and do not interface with the CBD and South East Light Rail route. The access points on Moore Park Road utilise existing driveway crossovers, with no new driveways constructed.

Three separate vehicle driveways are utilised on Driver Avenue south of the MP1 car park entry. The northern most driveway generally operates as an access only, with the southern most driveway an egress only. However as there are times that one of these driveways is not functional due to the nature of the required on-site works, both ingress and egress used.

The Sydney Roosters Centre of Excellence project does not change the site access points that are already in use for the construction project.

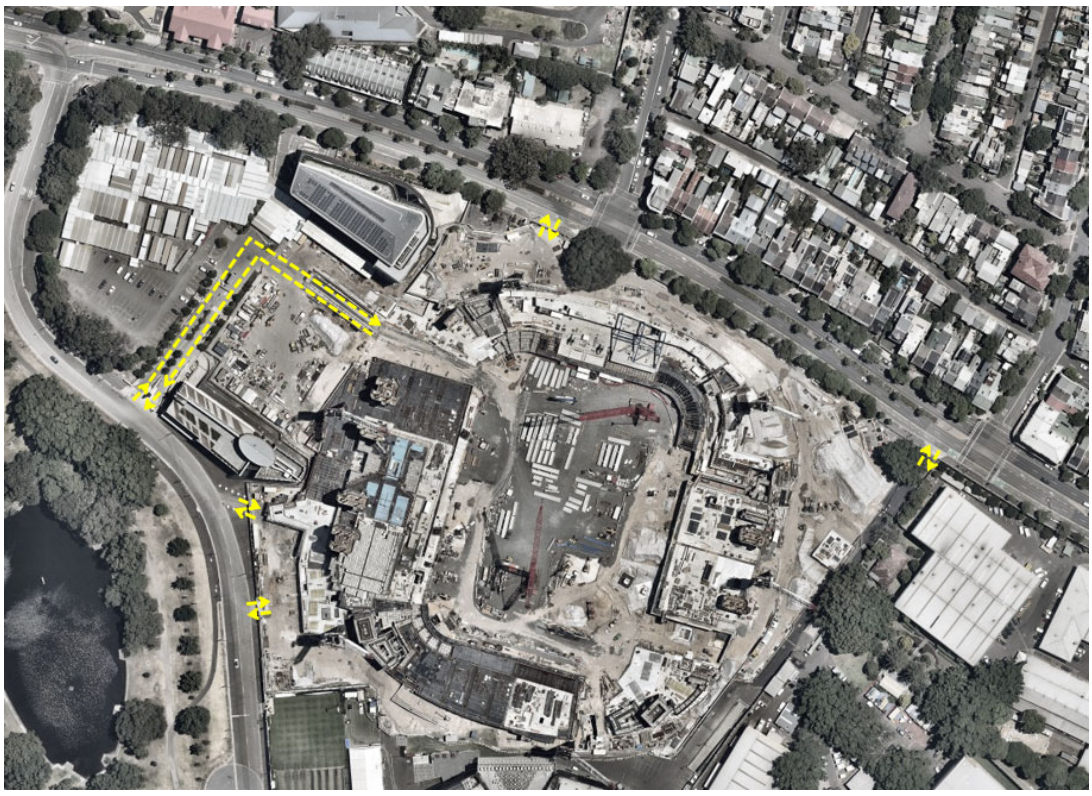


Figure 2 Site access overview

Approximately 70% of all vehicles enter the site via the Driver Avenue access points, with the remaining 30% using the Moore Park Road access points.

Vehicles enter the site primarily via Driver Avenue and turn around on the existing playing field. Trucks are able to return to the MP1 carpark area as required or exit via a Gate located further south on Driver Avenue adjacent to the National Rugby League central building, as shown in Figure 3 below. Access is also provided at two locations on Moore Park Road to facilitate vehicle circulation around the stadium.

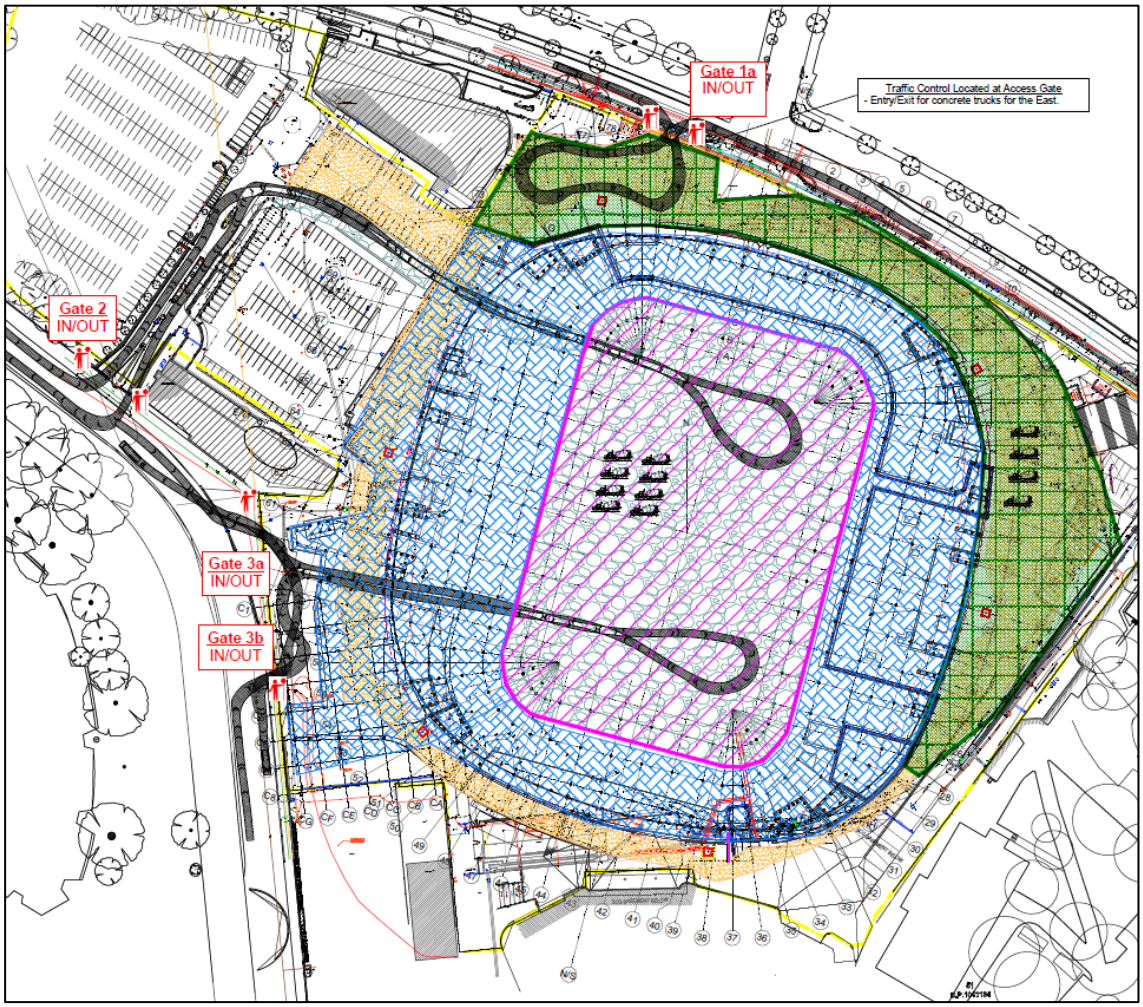


Figure 3 Swept path analysis – access to playing surface

Source: John Holland

Vehicle swept paths from the wider road network into the site, based on those developed for the demolition phase of the project, are provided in Appendix C of this document.

3.10 Construction vehicle routes

The Sydney Roosters Centre of Excellence project does not change the construction vehicles routes that are already in use for the SFS project, which have been selected in order to:

- Restrict vehicle access to the State and Regional road network, and not impact the amenity of residential streets;
- Avoid impacting concurrent construction projects in the vicinity of the site; and
- Minimise impacts to the public transport network, including the CBD and South East Light Rail service.

Given site access points are provided on both Driver Avenue and Moore Park Road, separate vehicle approach and departure routes have been presented for these accesses given the existing turning movement restrictions in place on surrounding roads.

Following feedback from Transport for NSW, Oxford Street is not used for access or egress to the site during peak periods (7am – 9am and 4pm – 6pm). An alternate approach route for trucks to avoid Oxford Street during these peak periods is in use.

Note the intent of these figures is to illustrate the roads that construction vehicles use to enter and exit the precinct, with site access points indicatively shown. A detailed description of the proposed site access points were provided in Section 0 of this document.

Construction Vehicle Approach Routes – Driver Avenue Access Points

North:

- Eastern Distributor, Moore Park Road, right into Driver Avenue

South:

- South Dowling Street, Cleveland Street, Anzac Parade, Moore Park Road, right into Driver Avenue

East:

- Oxford Street, Moore Park Road, left into Driver Avenue

West:

- Parramatta Road, City Road, Cleveland Street, Anzac Parade, Moore Park Road, right into Driver Avenue.

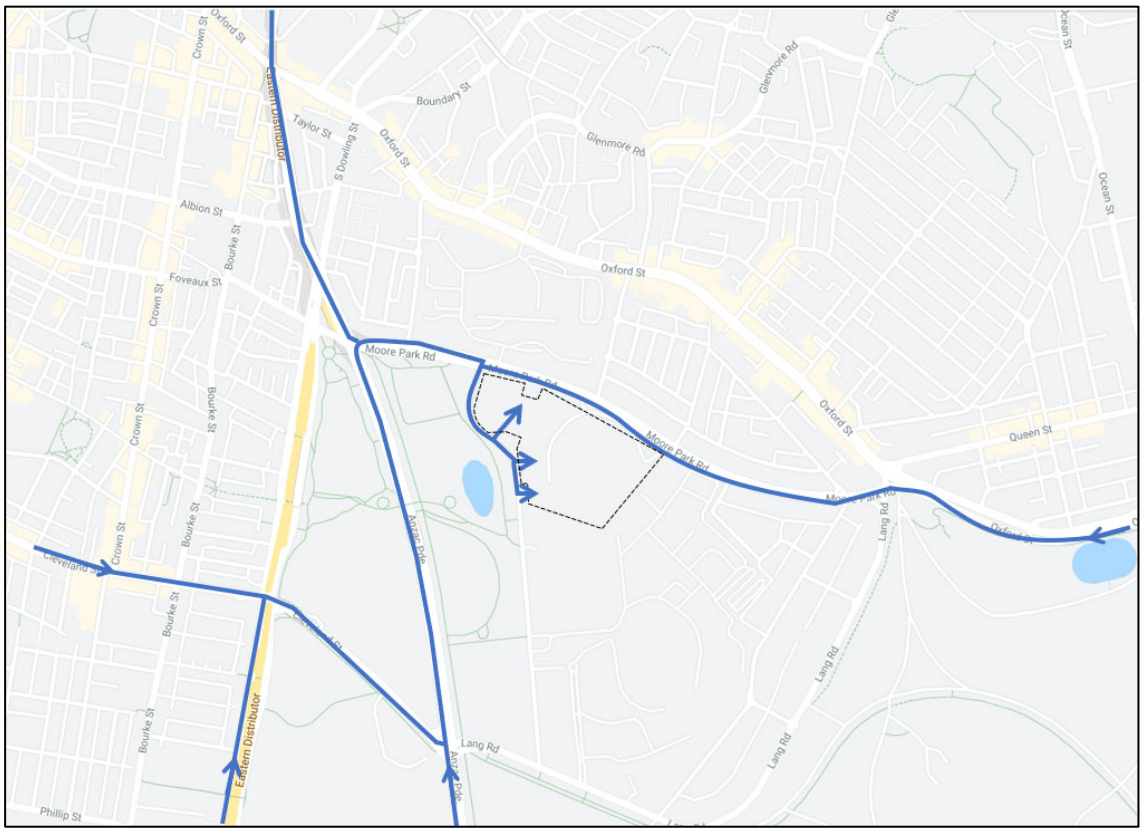


Figure 4 Construction vehicle approach routes (Driver Avenue)

Note – site access points indicative only. See Section 3.9 for specific details of site access arrangements

Construction Vehicle Departure Routes – Driver Avenue Access Points

North:

- Left out of Driver Avenue, Moore Park Road, Eastern Distributor

South:

- Left out of Driver Avenue, Moore Park Road, Fitzroy Street, South Dowling Street

East:

- Right out of Driver Avenue, Moore Park Road, Oxford Street.

West:

- Left out of Driver Avenue, Moore Park Road, South Dowling Street, Cleveland Street

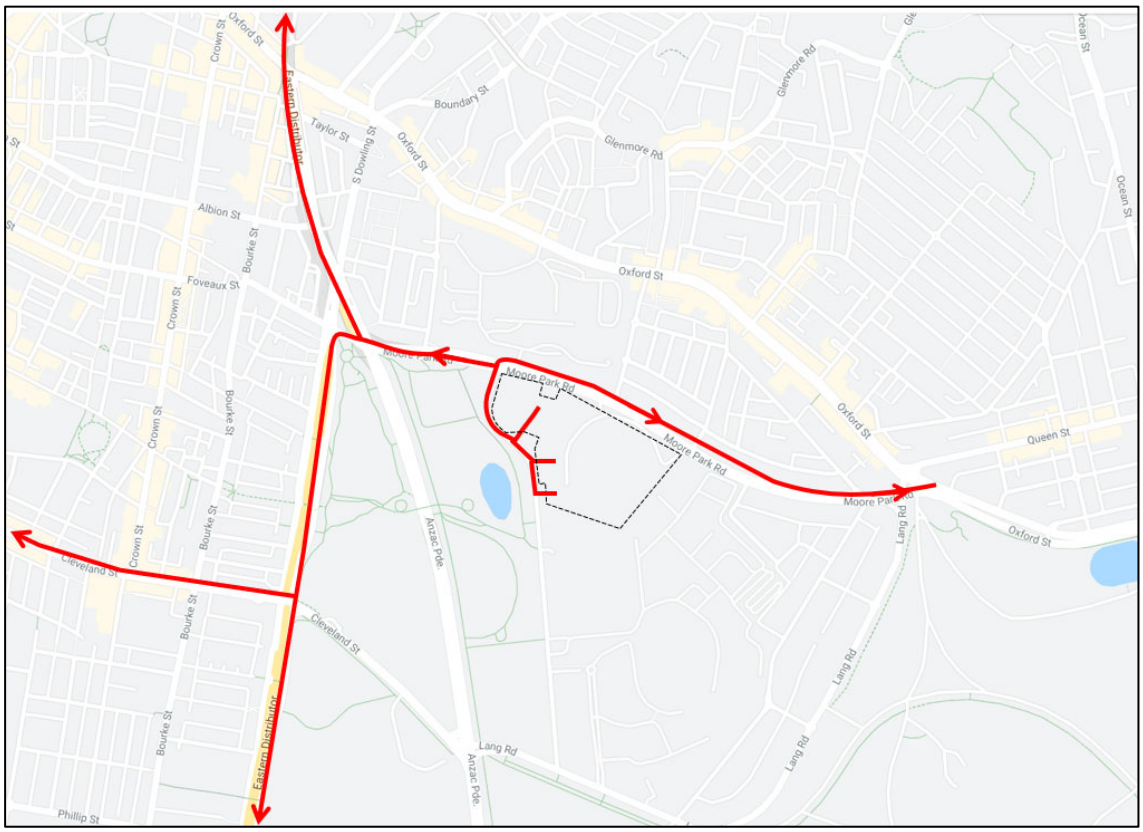


Figure 5 Construction vehicle departure routes (Driver Avenue)

Note – site access points indicative only. See Section 3.9 for specific details of site access arrangements

Construction Vehicle Approach Routes – Moore Park Road Access Points (Outside of peak periods)

North:

- Eastern Distributor, Anzac Parade, Dacey Avenue, South Dowling Street, Oxford Street, Moore Park Road, left into Paddington Lane or site access west of Oatley Road

South:

- South Dowling Street, Oxford Street, Moore Park Road, left into Paddington Lane or site access west of Oatley Road

East:

- Oxford Street, Moore Park Road, left into Paddington Lane or site access west of Oatley Road

West:

- Parramatta Road, City Road, Cleveland Street, South Dowling Street, Oxford Street, Moore Park Road, left into Paddington Lane or site access west of Oatley Road

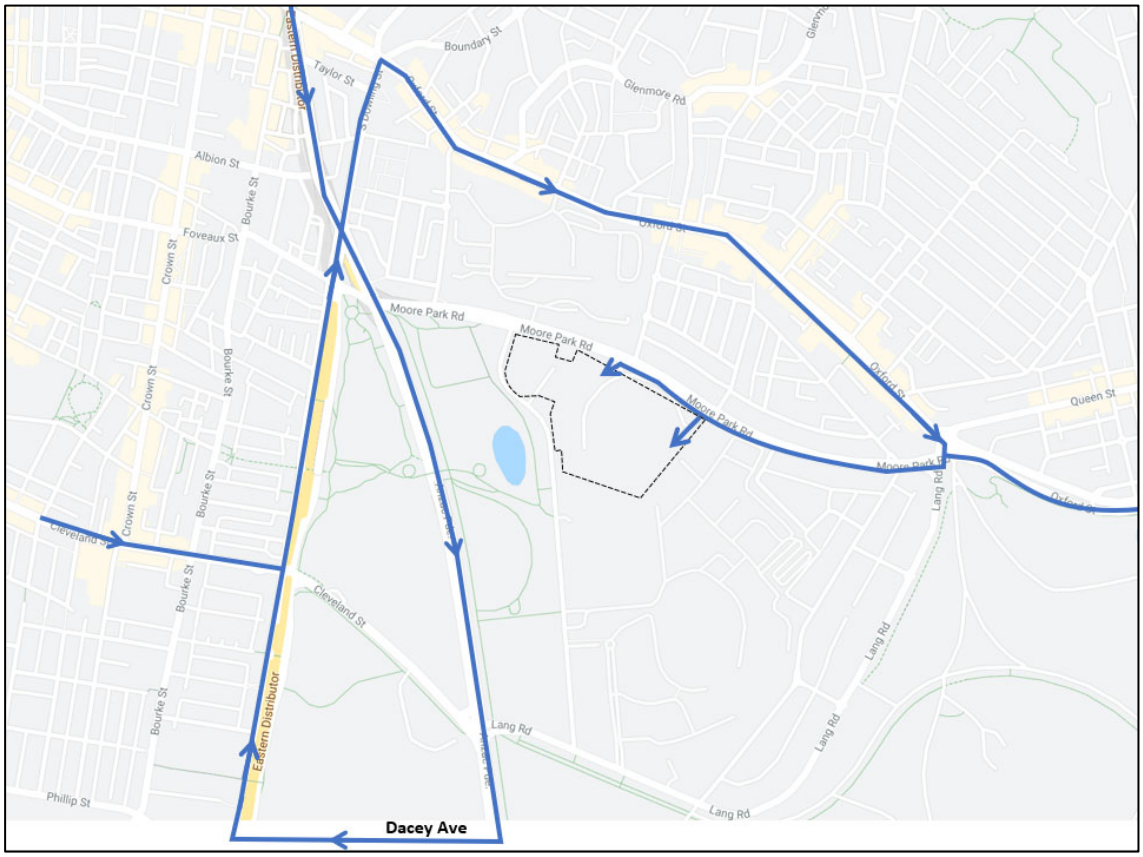


Figure 6 Construction vehicle approach routes (Moore Park Road), outside of peak hours

Note – site access points indicative only. See Section 3.9 for specific details of site access arrangements

Construction Vehicle Approach Routes – Moore Park Road Access Points (During of peak periods)

North:

- Eastern Distributor, Dacey Avenue, Alison Road, Darley Road, York Road, Oxford Street, Moore Park Road, left into Paddington Lane or site access west of Oatley Road

South:

- South Dowling Street, Dacey Avenue, Alison Road, Darley Road, York Road, Oxford Street, Moore Park Road, left into Paddington Lane or site access west of Oatley Road

East:

- Syd Einfeld Drive, Oxford Street, Moore Park Road, left into Paddington Lane or site access west of Oatley Road

West:

- Parramatta Road, City Road, Cleveland Street, Anzac Parade, Alison Road, Darley Road, York Road, Oxford Street, Moore Park Road, left into Paddington Lane or site access west of Oatley Road

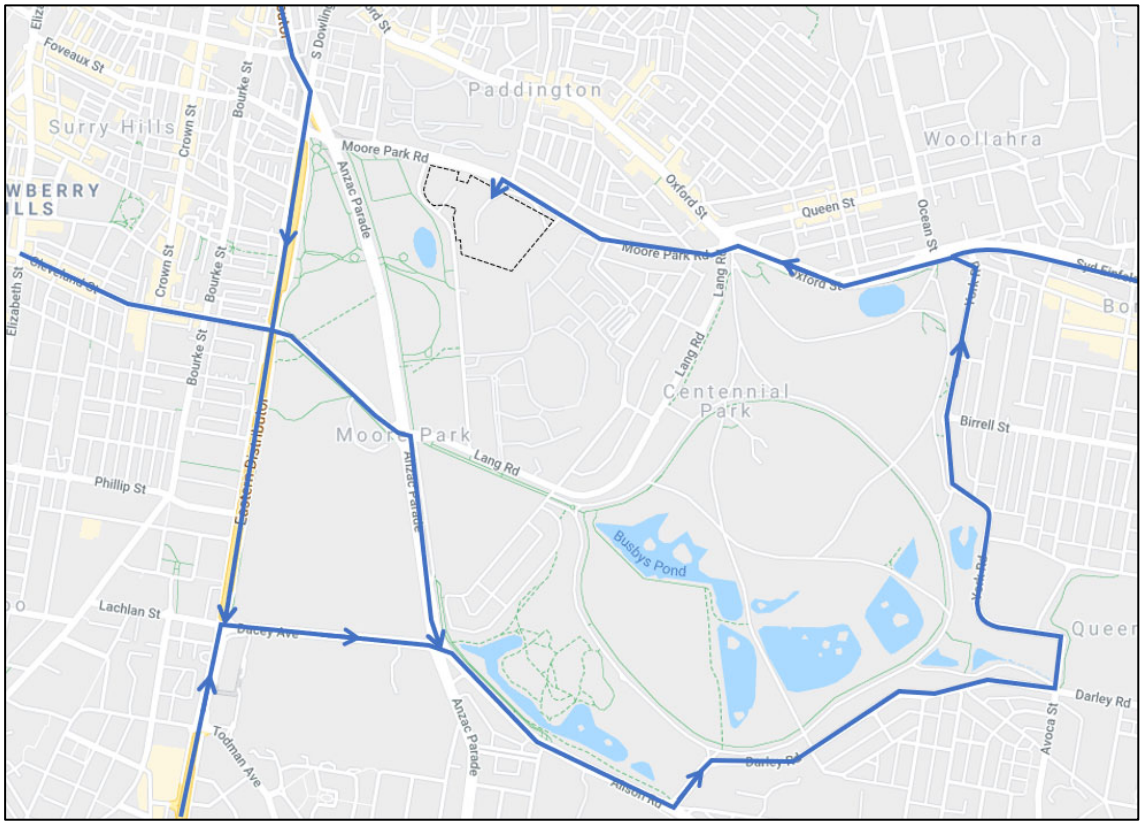


Figure 7 Construction vehicle approach routes (Moore Park Road), during peak hours

Note – site access points indicative only. See Section 3.9 for specific details of site access arrangements

Construction Vehicle Departure Routes – Moore Park Road Access Points

North:

- Left out of Paddington Lane or site access west of Oatley Road, Moore Park Road, Eastern Distributor

South:

- Left out of Paddington Lane or site access west of Oatley Road, Moore Park Road, Fitzroy Street, South Dowling Street

East:

- Left out of Paddington Lane or site access west of Oatley Road, South Dowling Street, Dacey Avenue, Alison Road, York Road.

West:

- Left out of Paddington Lane or site access west of Oatley Road, Moore Park Road, Fitzroy Street, South Dowling Street, Cleveland Street

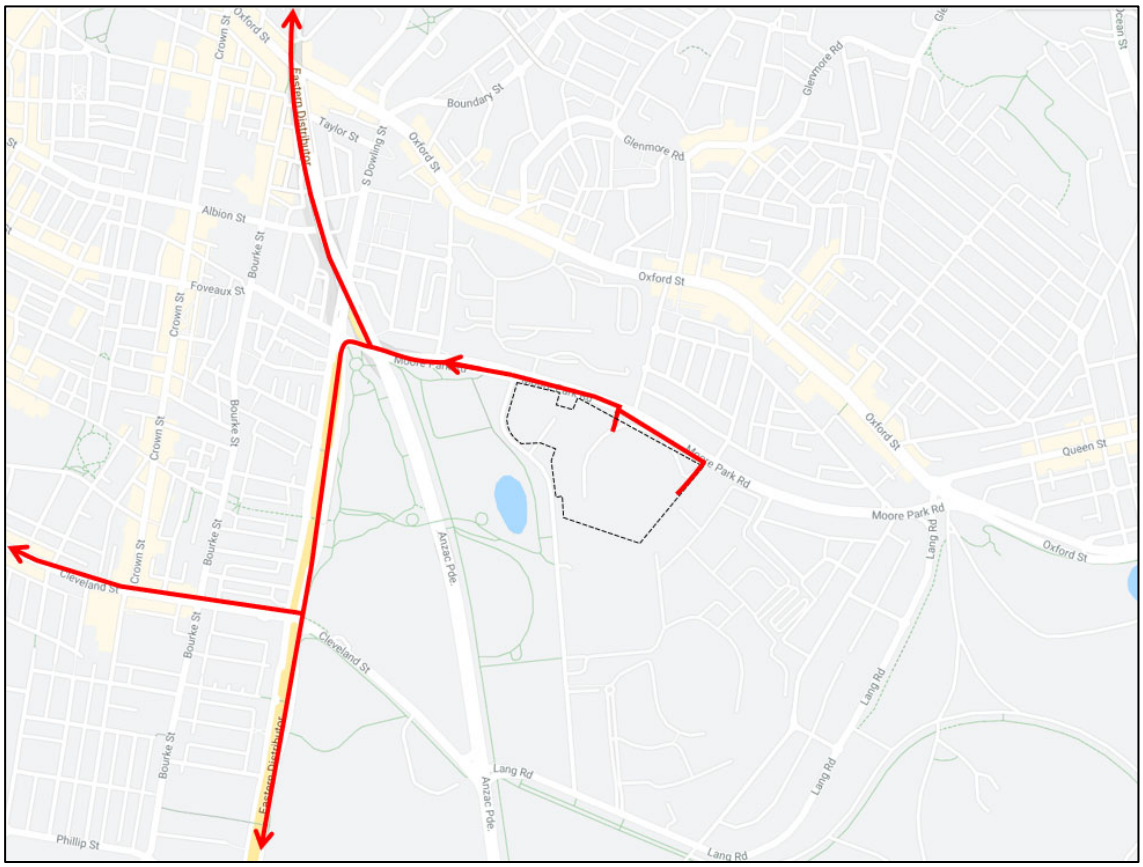


Figure 8 Construction vehicle departure routes (Moore Park Road)

Note – site access points indicative only. See Section 3.9 for specific details of site access arrangements

3.11 Truck routes for construction waste

In accordance with Condition B38 of the project approvals, the proposed truck routes to be followed by trucks transporting waste material from the site have been identified. The routes to be taken for construction waste will be consistent with those previously noted in Section 3.10 of this document. No local roads are used by trucks transporting waste from the site.

3.12 Construction vehicle volumes

The peak construction vehicle flows associated with the Sydney Roosters Centre of Excellence project are scheduled to occur in early 2022 which are associated with fit-out of the building. At this time the number of construction vehicle movements associated with the main SFS project will be significantly reduced from it's peak load experienced in late 2020 / early 2021 as the above concourse works and roof construction took place.

Therefore due to this project sequencing the peak number of construction vehicle movements to the site, even when taking into consideration the Sydney Roosters Centre of Excellence, will not change when compared to the approved CTPMP for the project.

The maximum vehicles per day to the site, which only occurred infrequently throughout the project, are noted below.

- Heavy vehicles per day (typical workday): 150
- Heavy vehicles per day (maximum): 200

The profile of truck numbers accessing the site over the course of a weekday is illustrated in Figure 9, with Saturday volumes shown in Figure 10.

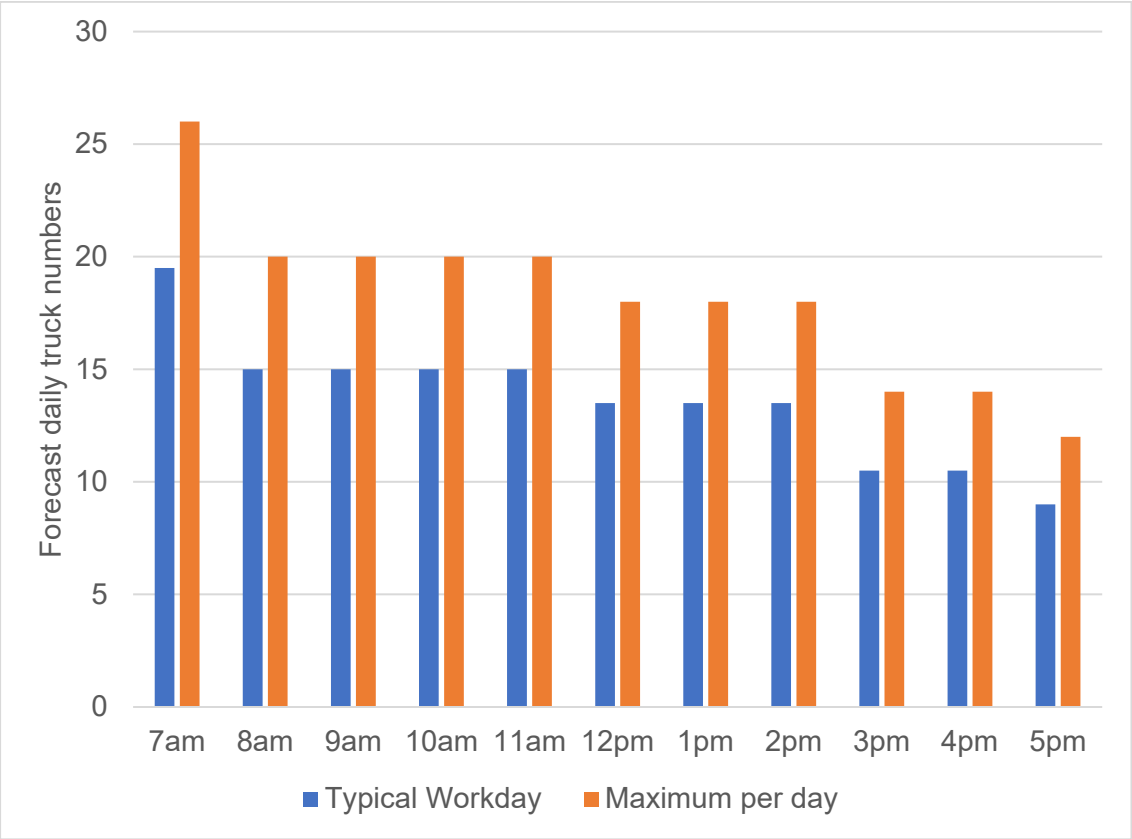


Figure 9 Typical daily profile of truck activity (weekday)

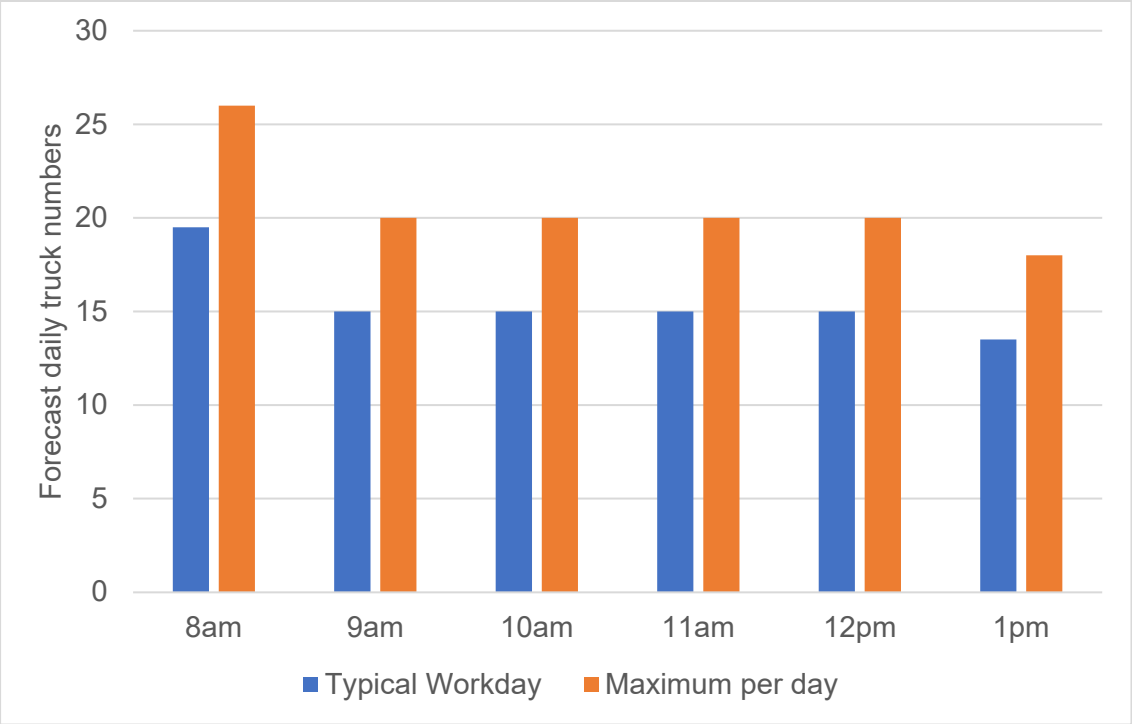


Figure 10 Typical daily profile of truck activity (Saturday)

Adopting these vehicle numbers, the approach / departure routes and the likelihood that 70% of all vehicles will enter the site via the Driver Avenue access points, the forecast number of vehicles using certain access routes during the critical AM peak hour (8am – 9am) can be forecast. This assumes a worst case scenario where all truck movements arrive from the south of the site, which is the location of the concrete batching plant used for the project. These forecast vehicle movements are presented in Figure 11 below, indicating the volume of construction vehicles likely to use the Alison Road / Darley Road / York Road route is low at only six vehicles during the peak hour. 14 vehicles are predicted to turn right from Anzac Parade into Moore Park Road to access the site via Driver Avenue.

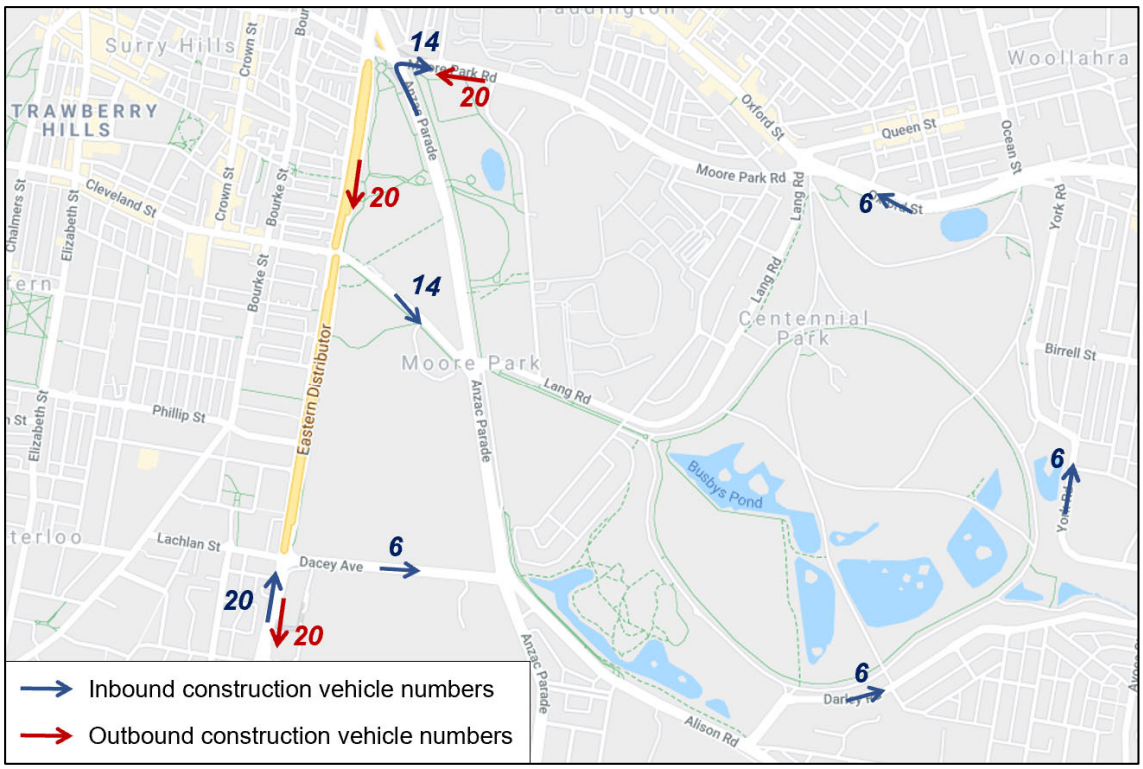


Figure 11 Construction vehicle movements – AM peak hour

4 Impacts and Management of Construction Works

4.1 Operations during events at the SCG

Consistent with current conditions, an event mode CTPMP is implemented on site on scheduled SCG event days to ensure the safety and amenity of the patrons and staff travelling to/ from the SCG.

Pursuant to Condition C4, construction works on the days when events occur at SCG land is undertaken in accordance with the following requirements unless prior approval for alternative arrangements is granted by Sydney Coordination Office and Transport Management Centre within TfNSW with respect to vehicle movements and SCSGT with respect to event noise and impacts:

- Construction or associated works must cease at least two hours prior to an event;
- No construction works are to be undertaken during an event; and
- No construction works are to be undertaken for at least two hours after the completion of an event.

Furthermore, John Holland will provide for general access and egress to the SCG via Paddington Lane and Moore Park Road and to ensure emergency and evacuation plans are maintained.

Transport for NSW will liaise with John Holland prior to the commencement of other major events held in the Moore Park Precinct (e.g. music festivals in Centennial Park).

For other major events in the Moore Park Precinct, John Holland will work with TfNSW to manage its construction activities so as to remove any potential impacts to pedestrians in the precinct and mitigate any potential impacts to public transport and general traffic.

It should also be noted that most events at the SCG occur after 6pm on weekdays, 1pm on Saturdays or on Sundays / Public Holidays (i.e. outside of approved working hours). Therefore there will only be limited conflicts between events and the construction project.

4.2 Public transport

It is not expected that public transport services would be affected by the works, particularly given the relatively minor scope for the Sydney Roosters Centre of Excellence project. The small number of additional construction vehicles does not impact the operation of the public transport network in the vicinity of the site. The number of daily vehicles associated with the Centre of Excellence project will be less than that experienced at the peak of the SFS construction works in early 2021. Construction vehicle arrival and departure routes have been selected in order to minimise interactions with the CBD and South East light rail line.

The relatively close proximity of public transport servicing the site via the light rail and bus network enables construction personnel to easily access the site via public transport, minimising the road traffic impact around the site.

Alternate trucks routes are also in place during peak periods to avoid the Oxford Street bus corridor following feedback from Transport for NSW.

4.3 Road network impacts

The number of construction vehicles associated with the SFS construction works at it's peak is relatively low – approximately 40 movements per hour. This is considered acceptable in the following context:

- The site benefits from excellent access via the arterial road network, in particular direct access via the Eastern Distributor (Bondi) off-ramp;
- Vehicles approach the site from a number of different directions, distributing the traffic load across a number of access routes; and
- This volume of traffic is significantly lower than that previously generated by the SFS when the 600 space MP1 car park was in operation. This car park generated higher numbers of traffic movements over the course of the day.

John Holland will continue to collaborate with the TfNSW operations team and respond to requests from TfNSW as required through an approach of 'adaptive management' to manage the road network impacts of the project.

An adaptive management process is applied where there is an occurrence of unplanned incidents within the surrounding road network that could temporarily restrict/disrupt construction activities. The management and response to unplanned incidents on the surrounding road network is managed by TfNSW. Whilst works would not be impacted within the project boundary, impacts would be felt through vehicular movements to/from the site. Adaptive management processes involve:

- TfNSW operations staff contacting John Holland prior to planned roadwork or major events
- Application of communication protocols within the site and to subcontractors (for example concrete suppliers) involved in key tasks on that day to factor the network delay into their schedules.
- Confirmation of on-site space requirements and ability to cater for on-site vehicle queuing and concurrent delays leaving site.
- Redirection of vehicles onto alternate approved traffic routes around the incident, if possible.
- Monitoring of traffic conditions via casual surveillance and/or traffic web applications

4.4 Pedestrian / cyclist management

Pedestrian movements are to be maintained through the provision of a mixture of construction site fencing and hoardings along the perimeter of the site. The perimeter fencing and hoardings installed as part of the demolition works for the stadium will be retained during the construction works.

In August 2020 a ‘pop up’ cycleway on the southern side of Moore Park Road was installed by the NSW Government in conjunction with City of Sydney Council.

To manage interactions between entering construction vehicles and cyclists, traffic controllers have the ability to radio in truck drivers as they approach the site and inform them of any cyclists that are in the vicinity of the area. When the gates are in operation, two traffic controllers are positioned at both the Moore Park Road access/ingress points (both at Paddington Lane and west of Oatley Road) following advice from City of Sydney Council and TfNSW. Concertina gates are used by all four traffic controllers to protect pedestrians from entering/exiting construction vehicles.

4.5 Emergency vehicle access

Non-Event Mode

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

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

Event Mode

No changes are forecast to be made to the hoardings that face SCG northern forecourt or Paddington Lane other than previously mentioned in Section 3.8 of this document.

4.6 Site induction

All staff employed on the site by John Holland (including sub-contractors) are required to undergo a site induction. Delivery driver inductions take place to ensure truck drivers are aware of this document, and any changes that may occur on a case by case basis. This occurs either off site at the contractor's facility, on site in the induction room or via Gate 2.

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

4.7 Cumulative impacts

4.7.1 CBD and South East Light Rail

Construction works associated with the CBD and South East light rail project were completed in April 2020.

The construction vehicle routes generally avoid the alignment of the CBD and South East Light Rail, with no haulage routes or vehicle access points via Anzac Parade. The only interaction between construction vehicles and the light rail occurs on South Dowling Street at the light rail crossing point opposite Devonshire Street. This crossing point is controlled by traffic lights and shared with general traffic, and therefore any impacts associated with the project would be minor / negligible.

4.7.2 Moore Park Road cycleway

The construction of the permanent Moore Park Road cycleway project is unlikely to overlap with the SFS construction works. If required, the appointed contractors for the respective projects would liaise closely to manage any overlapping impacts, particularly with respect to vehicle access arrangements. It should be noted that the Moore Park Road cycleway project is still in planning and no construction timeline has been committed to at this stage.

4.7.3 Hordern Pavilion & Royal Hall of Industries

There is the potential for the SFS construction project to overlap with the planned refurbishments of the nearby Hordern Pavilion and Royal Hall of Industries. Should this be the case, John Holland will liaise closely with the appointed contractor(s), as well as Transport for NSW and City of Sydney Council, to coordinate construction activities to best manage the impacts on the transport network. At the present time, there are no confirmed details of these projects proceeding.

4.7.4 Other construction projects

As other CTPMPs become available for adjacent projects, these will be reviewed by John Holland and discussions held with relevant stakeholders. A weekly coordination meeting has been established between the Venues NSW and John Holland to discuss the management of construction activities in the precinct. As other construction works commence the relevant contractor will be invited to attend these coordination meetings.

4.8 Mitigation measures

Mitigation measures have been adopted throughout the SFS construction project to ensure traffic movements have minimal impact on surrounding land uses and the community in general. These measures will continue to be in place for the Sydney Roosters Centre of Excellence project and would include:

- Trucks to not use any local streets for access to the construction site;
- Trucks to enter and exit the site in a forward direction;
- Traffic controllers at both Moore Park Road ingress/egress points will work with the signal phasing at the two adjacent intersections (Regent Street/Moore Park Road and Oatley Road/Moore Park Road) without causing delays on Moore Park Road.
- Pedestrians near the ingress/egress points will not be held unnecessarily.
- At construction vehicle access/egress points, priority is to be given to trucks accessing the site over trucks egressing the site so as to have no impact to traffic flow on surrounding roads (unless exceptional circumstances do not permit)
- Trucks to not circulate on the road network to wait to enter the site, in particular site access/egress at the north-eastern corner of the site on Moore Park Road near Regent Street (unless exceptional circumstances do not permit)
- Traffic controllers have the ability to radio in truck drivers as they approach the site and inform them of any cyclists that are in the vicinity of the area
- Restrict construction vehicle activity to designated routes which do not utilise any local roads;
- Truck drivers will be advised of the designated truck routes to/ from the site;
- Construction access from the external road network to mainly occur at signalised intersection;
- Pedestrian movements adjacent the construction site will be managed and controlled by site personnel where required;
- Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with WorkCover requirements;
- Construction activity to be carried out in accordance with approved hours of work;
- Truck loads would be covered during transportation off-site;
- Establishment and enforcement of appropriate on-site vehicle speed limits which would be reviewed depending on weather conditions or safety requirements;

- Activities related to the construction works would not impede traffic flow along adjacent roads;
- Materials would be delivered and spoil removed during standard construction hours;
- Construction vehicles not to queue on adjacent streets other than in the designated works zone on Driver Avenue
- During site induction, workers will be informed of the existing bus, train and light rail network servicing the site;
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements; and
- Development and enforcement of driver charter.

4.9 Driver code of conduct

John Holland include the following in all subcontract procurement packages:

- a copy of the approved truck routes as previously detailed in this document.
- the approved maximum truck size
- any other entry restrictions, or site access restrictions as agreed to by the authorities.

John Holland are responsible for managing all site access points and monitoring subcontractor behaviour and subcontractor truck access arrangements to ensure compliance with conditions of contract. John Holland are responsible for managing for all the site gate access to ensure there is no access to or from the site before or after approved construction hours. Within the site, a speed limit of 10km/hr will apply and will be signed by John Holland. Vehicles entering, exiting and driving around the site are required to give way to pedestrians. Drivers are particularly vigilant when entering and exiting the site on Moore Park Road as there is a shared path on the southern side of Moore Park Road. Vehicles are not to queue on the road network and must enter and exit the site in a forward direction. All deliveries are pre-booked and check in at the site office on arrival.

4.10 Site inspections and record keeping

In accordance with Condition A36 of the project approvals, prior to the commencement of construction John Holland will make available a comprehensive summary of the monitoring results of the development and regular reporting on the environmental performance of the development.

The construction work will be monitored to ensure that it proceeds as set out in the broader Construction Management Plan separately developed by John Holland. A daily inspection before the start of the construction activity should

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

4.11 Traffic control plans

Traffic control plans (TCPs) have been prepared both for a typical workday as well as for during events held at the SCG, and are provided in Appendix B of this document. The TCPs were developed with the following considerations:

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

4.12 Consultation

John Holland has appointed a communications and stakeholder manager who is responsible for all communications with the surrounding community and stakeholders. The communications and stakeholder manager is responsible for:

- Managing and actioning complaints in relation to the works;
- Providing regular project updates to surrounding stakeholders; and
- Ensuring all workers on site are aware of their responsibilities in relation to project communications.

This has formed part of the comprehensive Community Communication Strategy that was prepared prior to construction commencing earlier in 2020, in accordance with Condition B19 of the project approvals. This strategy provides mechanisms to facilitate communication between the Applicant, Council and the community during the design and construction of the development and for a minimum of 12 months following the completion of construction, including

- identifying people to be consulted during the design and construction phases;
- setting out procedures and mechanisms for the regular distribution of accessible information about or relevant to the development;
- providing for the formation of community-based forums, if required, that focus on key environmental management issues for the development;
- setting out procedures and mechanisms:
    - through which the community can discuss or provide feedback to the Applicant;
    - through which the Applicant responds to enquiries or feedback from the community; and
    - to resolve any issues and mediate any disputes that may arise in relation to construction and operation of the development, including disputes regarding rectification or compensation

4.13 Contact details of construction contractor

In accordance with Condition B33 of the project approvals, the contact details of the construction contractor are as follows:

Table 5 Site contacts

Name	Role / Organisation	Contact Number
SFS Community Line		1800 414 020

5 Construction Worker Transport Strategy

5.1 Overview

In accordance with Condition B35 of the project approvals, a Construction Worker Transportation Strategy (CWTS) has been developed to detail the provision of sufficient parking facilities or other travel arrangements for construction workers. The objective of the strategy is to minimise impacts on the available parking spaces in the locality, particularly surrounding residential streets, and avoid parking on the surrounding parklands.

5.2 Potential parking demand

To inform the CWTS a forecast of the level of parking demand generated by the construction works has been developed. It is anticipated the construction project (including the concurrent Sydney Roosters Centre of Excellence project) will have a peak on-site workforce of approximately 600 people. Based on the travel behaviours of workers for similar construction in and around the Sydney CBD, it could be expected that:

- A maximum of 70% of the construction workforce drives and parks in the vicinity of the site. Given the strong public transport availability around the site this is considered a conservative assumption, with the actual number driving likely to be less than 50%.
- An average of 1.5 workers would travel in every car. Other construction projects in locations with constrained parking environments typically record a car occupancy of between 2-3 people per car.

Based on these assumptions the project may generate demand for up to 280 parking spaces at any one time.

5.3 Communication protocols

All staff employed on the site by John Holland (including sub-contractors) would be required to undergo a site induction. As part of this induction staff will be provided with information as to how to travel to/from the site, including:

- Promote the use of public transport options including light rail, bus and heavy rail, including potential benefits of public transport over car usage;
- Where to park for those that elect to drive to the site, including strict guidance that no staff should be parking in nearby residential streets;
- Relevant walking and cycling routes, including locations of bicycle parking in the precinct; and
- Notifying workers in relation to arrangements made on-site for any equipment/ tool storage and drop-off requirements

5.4 Construction worker transport arrangements

5.4.1 Overview

The overall strategy for construction worker transport is illustrated in Figure 12 below, and notes the transport options available including:

- Light rail
- Bus (both Anzac Parade and Oxford Street bus stops)
- Heavy rail via Central Station
- Parking in the Entertainment Quarter car park

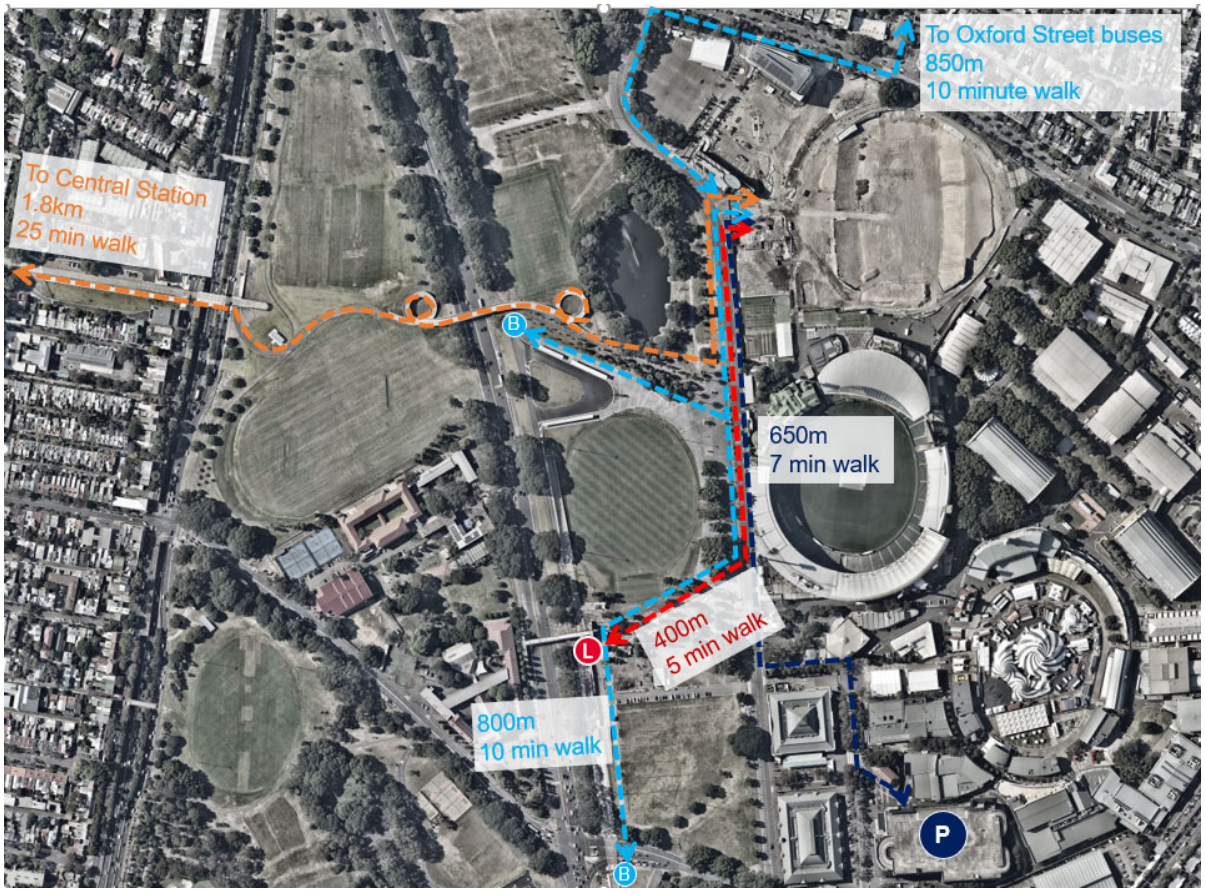


Figure 12 Construction worker transport arrangements

5.4.2 Parking

Minimal on-site car parking is provided for construction staff. Staff are instead be required to arrive to the site by public transport or park in nearby parking stations, which is similar to arrangements for other major development projects in close proximity to the Sydney CBD.

To minimise parking impacts on adjacent residents and surrounding parklands, staff are directed to park in the closest off-street car parking area. It should be noted that all car parking spaces in nearby residential streets and parklands are subject to time restrictions, where parking is not permitted by visitors for periods of more than three hours. Given staff will be on-site for the entire day, on-street parking in these residential streets or the surrounding parklands will not be possible.

The closest off-street car parking area that staff are directed to park in is the Entertainment Quarter (EQ) car park. EQ has a 2,000 spot multi-storey car park and is open from 6.00am to 2.00am, 7 days a week which services the needs of construction workers for the SFS redevelopment project. The car park is approximately 650m (7 minute walk) away from the construction site. Current parking fees in the EQ car park are noted below:

Table 6 Parking fees in the EQ car park

No. of hours	Fee
0-2	Free
2-3	$10
3-4	$12
4-5	$16
5-6	$20
6+	$30

On a typical weekday parking demand typically does not ever exceed 50% of total capacity. Therefore the forecast maximum parking demand of 280 spaces generated by the project can be easily accommodated within the EQ car park.

The EQ car park only ever approaches capacity during major events held in the Moore Park precinct, when no construction at the SFS would be taking place. Further, no construction work will take place after 6pm on weekdays, 1pm on Saturdays or on Sundays / Public Holidays, which is when events are held at the SCG. Therefore no car spaces in the EQ car park would be impacted by the SFS construction projects when major events are held in the Moore Park precinct.

Notwithstanding the above, should TfNSW or the operator of the EQ car park approach John Holland throughout the project in relation to parking capacity issues at the EQ car park associated with SFS construction workers, other opportunities for off-street parking in the precinct can be explored.

5.4.3 Light rail

The L2 (Randwick) line of CBD and South East light rail service opened on 14 December 2019, with the L3 (Kingsford) line opening in early 2020. The light rail stop at Moore Park is located approximately 400m away from the site and provides a convenient mode of access for construction workers. The light rail operates between 5am and 1am every day at frequencies of every four to ten minutes. These operating times coincide with the approved construction hours of 7am – 6pm.

5.4.4 Bus

The construction site is serviced by a number of different bus routes as presented in Figure 13 below. Buses run frequently at all hours of the day and will construction workers with an additional transport option for accessing the site – in particular those workers living in areas not serviced by the light rail.

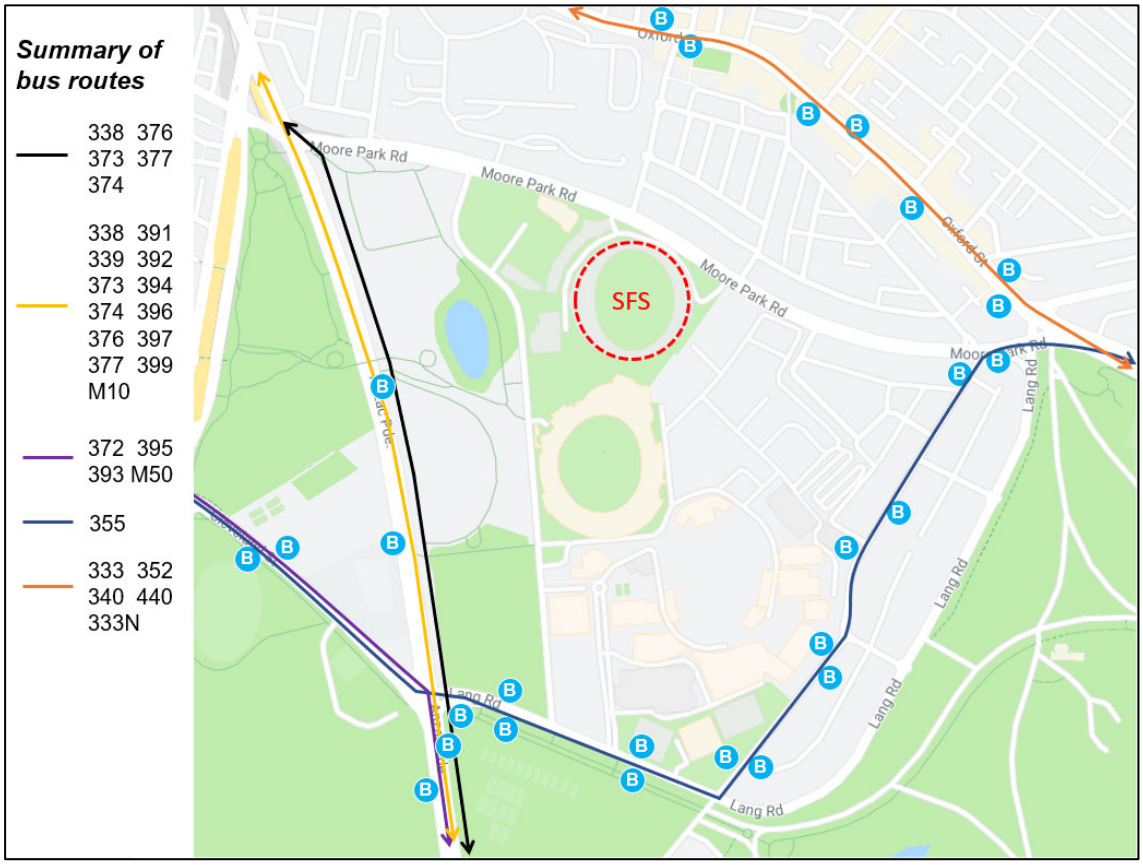


Figure 13 Existing bus routes to/from SFS

5.4.5 Heavy rail

A small number of construction workers may choose to walk to the site from Central Station which is approximately 25 minute walk away. The majority of workers however transfer from heavy rail to the CBD and South East light rail line and utilise the stop at Moore Park.

5.4.6 Cycling

The Moore Park precinct sits within an extensive regional and local bicycle network. Figure 14 highlights cycle network and parking surrounding the SFS, and includes the following facilities:

- A ‘pop up’ bi-directional cycleway for Moore Park Road which separates cyclists from passing traffic.
- An off-road shared path along Anzac Parade which provides a key connection to the precinct from both the Sydney CBD and the south-east.
- An off-road shared path on the southern side of Lang Road, providing a connection into Centennial Park.
- An off-road shared path on the southern side of Cleveland Street, which provides a connection across South Dowling Street into Surry Hills and Redfern.
- An off-road shared path on the southern side of Fitzroy Street, providing a connection from Surry Hills.
- An on-road cycle lane on Greens Road, providing a connection from the SFS through to Paddington and Darlinghurst.

Figure 14 Cycle network around the construction site

During the site induction workers are made aware of these existing bicycle routes and available bicycle parking within the construction site.

Appendix A: City of Sydney CTMP Standard Requirements

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.

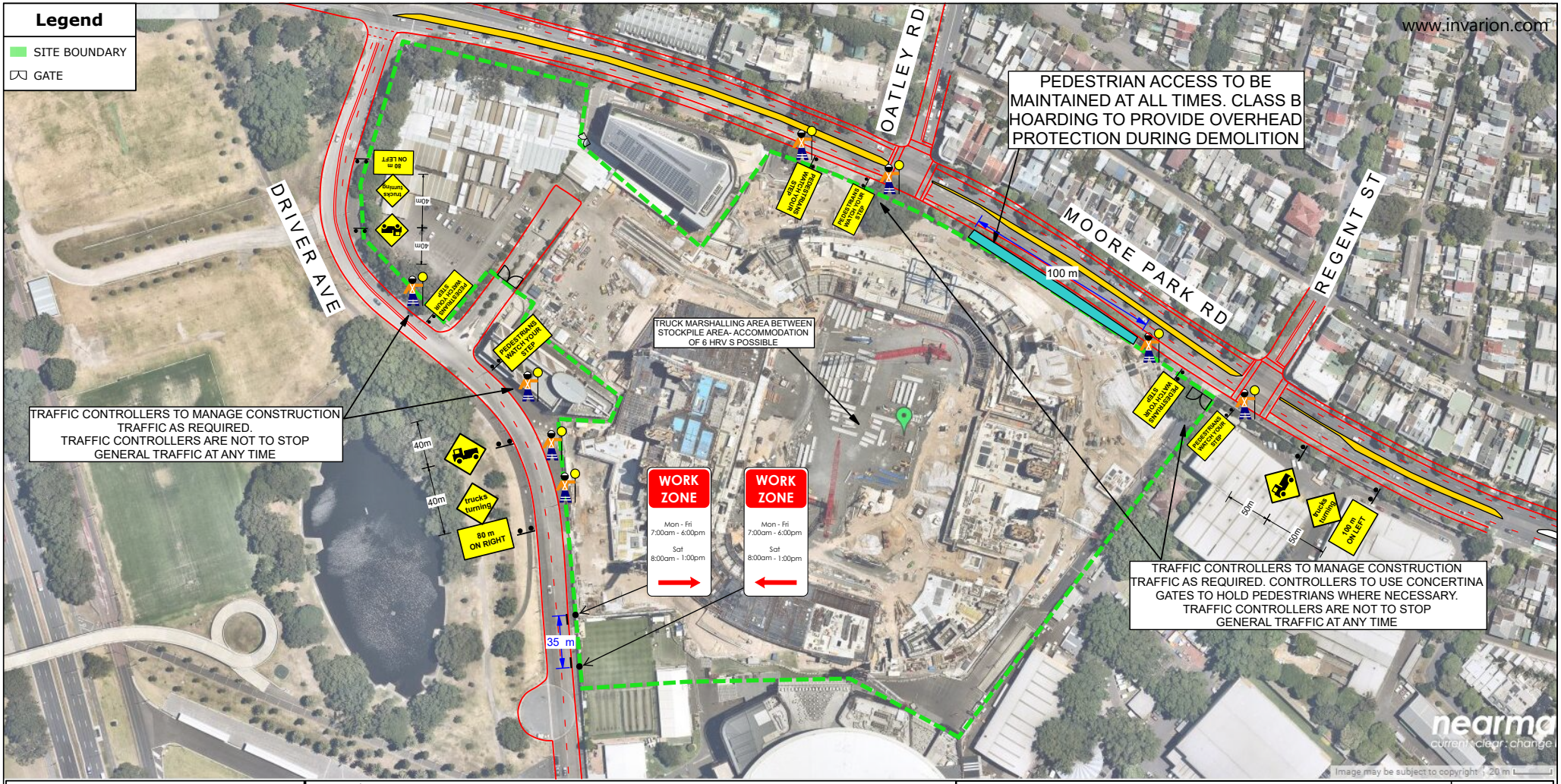
22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.

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: Traffic Control Arrangements

Traffic Control Plan - Normal Operations



AAA TRAFFIC CONTROL PTY LTD
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10 Coventry Place
Mount Druitt NSW 2770
www.aaatrafficcontrol.com.au
info@aaatrafficcontrol.com.au
A.B.N. 78 105 021 869

NOTES:

1. All Traffic Control works; signs and devices to comply with Australian Standard AS 1742.3.
2. Adjustments to TCP may be only made by persons holding an RMS "Prepare a Work Zone TMP" certification.
3. All traffic control devices may only be set out by persons holding an RMS "Implement Traffic Control Plans" ticket or higher.
4. Traffic control personnel must hold an RMS "Traffic Controller" ticket or higher.
5. Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
6. Traffic controllers to escort pedestrians past the work area.
7. Traffic Controllers who are on constant Stop-Go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act.
8. Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.
9. A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.
10. If an incident occurs on site, an 'Incident report form' MUST be completed immediately. Upon completion of the incident report form, site Ganger is to notify AAA head office.

This TCP has been prepared as a guide for Traffic Management purposes only and is not to scale.
The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site.
AAA Traffic Control Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorized AAA Traffic Control personnel.

N

CLIENT:	**J MILSTON TRANSPORT CONSULTING PTY LTD**
CONTACT: JOSH	PH: 0415 563 177
PROJECT:	SYDNEY FOOTBALL STADIUM PROJECT
LOCATION:	SYDNEY FOOTBALL STADIUM, MOORE PARK
UBD: **16/F4**	PO:

MANAGEMENT

- ● EXIT/ENTRY
- ○ LANE MERGE
- ○ CONTRA FLOW
- ○ DETOUR
- ○ ROAD CLOSURE
- ○ SHOULDER WORKS
- ● PEDESTRIAN MGMT.
- ○ INTERMITTENT

ROAD CLASSIFICATION

- ○ STATE (RTA/RMS)
- ● REGIONAL (COUNCIL & RTA/RMS)
- ● LOCAL (COUNCIL)

JOB NO.	**9084**
● TCP	
○ TMP	
○ CTMP	
REV	
DATE	
SCALE	N.T.S
PLAN NO:	**SA3267**
AUTHOR:	THIOLEN NAIDOO
CERT:	0051984642
DATE:	20.01.2021
SIGN:	

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

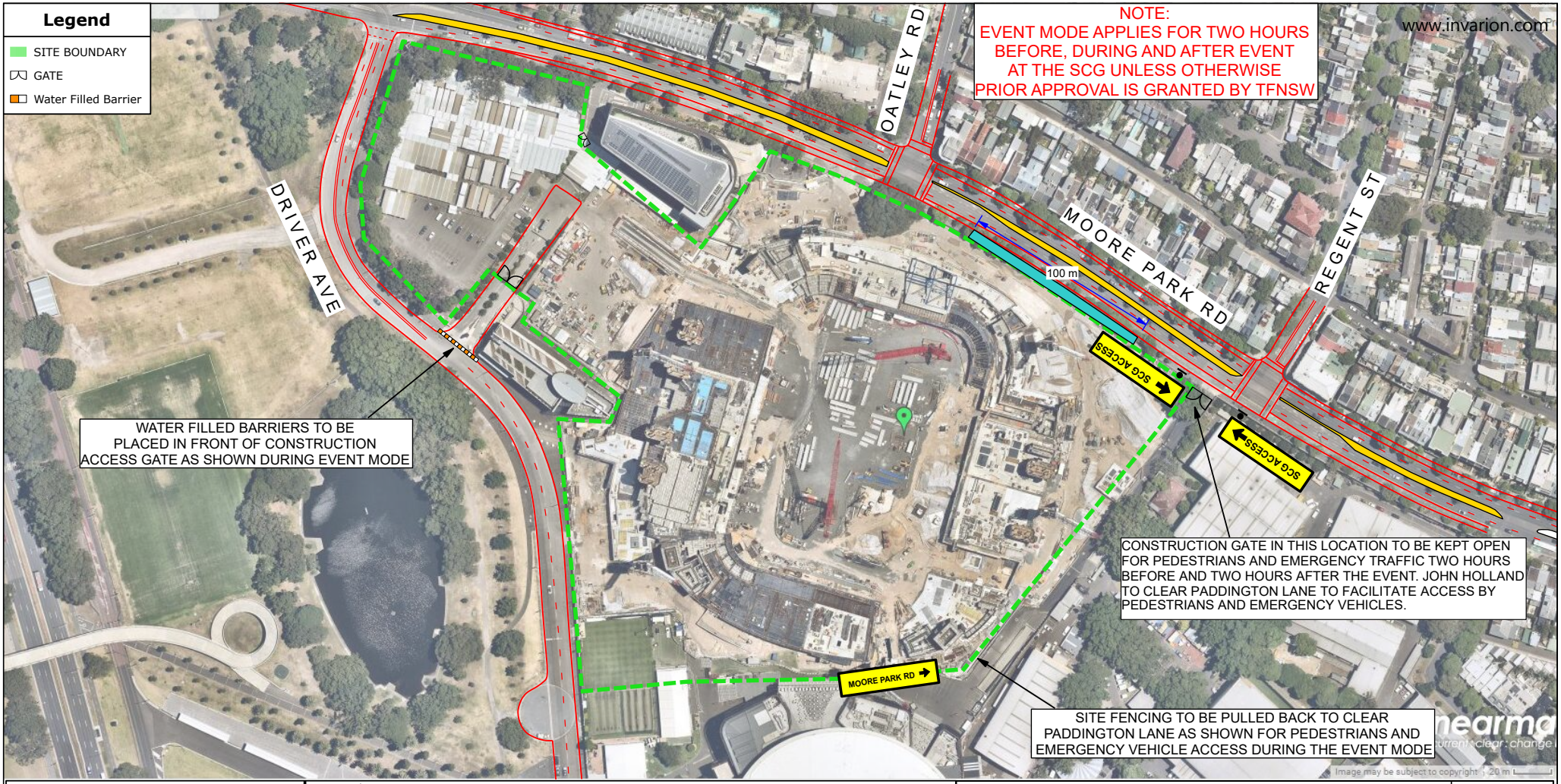
PURPOSE OF USAGE	APPROCH SPEED (km/h)	MAX SPACING (m)
All purposes on residential or commercial streets	< = 50	4
Center-line on approach to Traffic Controller position	All cases	4
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18
Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 60

FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.

RECOMMENDED TAPER LENGTHS

APPROACH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER
< 45	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

Traffic Control Plan - Event Mode



AAA TRAFFIC CONTROL PTY LTD
PH: 02 9675 7731 F: 02 9675 7744
10 Coventry Place
Mount Druitt NSW 2770
www.aaatrafficcontrol.com.au
info@aaatrafficcontrol.com.au
A.B.N. 78 105 021 869

NOTES:

1. All Traffic Control works; signs and devices to comply with Australian Standard AS 1742.3.
2. Adjustments to TCP may be only made by persons holding an RMS "Prepare a Work Zone TMP" certification.
3. All traffic control devices may only be set out by persons holding an RMS "Implement Traffic Control Plans" ticket or higher.
4. Traffic control personnel must hold an RMS "Traffic Controller" ticket or higher.
5. Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
6. Traffic controllers to escort pedestrians past the work area.
7. Traffic Controllers who are on constant Stop-Go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act.
8. Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.
9. A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TCP.
10. If an incident occurs on site, an 'Incident report form' MUST be completed immediately. Upon completion of the incident report form, site Ganger is to notify AAA head office.

This TCP has been prepared as a guide for Traffic Management purposes only and is not to scale.
The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site.
AAA Traffic Control Pty Ltd accepts no liability for the implementation or execution of this TCP unless undertaken by authorized AAA Traffic Control personnel.

N

CLIENT:	**J MILSTON TRANSPORT CONSULTING PTY LTD**
CONTACT: JOSH	PH: 0415 563 177
PROJECT:	SYDNEY FOOTBALL STADIUM PROJECT
LOCATION:	SYDNEY FOOTBALL STADIUM, MOORE PARK
UBD: **16/F4**	PO:

MANAGEMENT

- ● EXIT/ENTRY
- ○ LANE MERGE
- ○ CONTRA FLOW
- ○ DETOUR
- ○ ROAD CLOSURE
- ○ SHOULDER WORKS
- ● PEDESTRIAN MGMT.
- ○ INTERMITTENT

ROAD CLASSIFICATION

- ○ STATE (RTA/RMS)
- ● REGIONAL (COUNCIL & RTA/RMS)
- ● LOCAL (COUNCIL)

JOB NO.	**9084**
● TCP	
○ TMP	
○ CTMP	
REV	
DATE	
SCALE	N.T.S
PLAN NO:	**SA3267(A)**
AUTHOR:	THIOLEN NAIDOO
CERT:	0051984642
DATE:	20.01.2021
SIGN:	

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

PURPOSE OF USAGE	APPROCH SPEED (km/h)	MAX SPACING (m)
All purposes on residential or commercial streets	< = 50	4
Center-line on approach to Traffic Controller position	All cases	4
Outer edge of traffic line - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
Separating opposing traffic on multilane undivided road	51-70 / >70	12 / 18
Adjacent to a closed lane on a multilane road	51-70 / >70	16 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 60

FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO.

RECOMMENDED TAPER LENGTHS

APPROACH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER
< 45	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

Appendix C: Vehicle Swept Paths

MOORE PARK ROAD

DRIVER AVENUE

MOORE

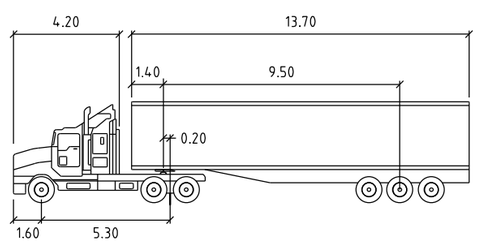
TITLE

PM S 19M
AUSTROADS 2013 (AU)

SWEPT PATH KEY

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

ASSUMED SPEED 10km/h



PM S 19M — metres

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

N

PLOTTED BY : chenlongyou
ON 18/01/2019 AT 1:49:19 PM

GTAconsultants
www.gta.com.au

Melbourne	03 9851 9600
Sydney	02 8448 1800
Brisbane	07 3113 5000
Adelaide	08 8334 3600
Perth	08 6169 1000

nearmap.com

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

DESIGNED C.YOU / H. STEVENSON	DESIGN CHECK W.ZHENG
APPROVED BY J.KIRIAKIDIS	DATE ISSUED 18 JANUARY 2019

SCALE A3 — 0 5 10 — 1:500

CAD FILE NO. N154040-02-P4.dgn

SFS REDEVELOPMENT STAGE 1 - DEMOLITION WORKS
CONSTRUCTION VEHICLE ACCESS / EGRESS ROUTE APPROACH
SWEPT PATH ASSESSMENT

DRAWING NO. N154040-02-23 SHEET 23 OF 37 ISSUE P4

MOORE PARK ROAD

DRIVER AVENUE

DRIVER

MOORE

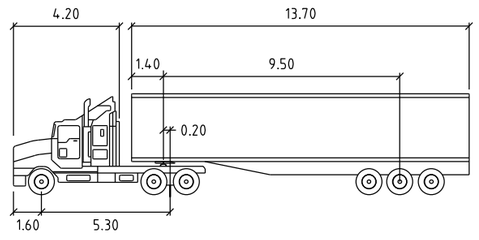
TITLE

PM S 19M
AUSTROADS 2013 (AU)

SWEPT PATH KEY

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

ASSUMED SPEED 10km/h



PM S 19M — metres

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

N

ON 18/01/2019 AT 1:4:57 PM

PLOTTED BY : chentingyou

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Adelaide	08 8334 3600
Perth	08 6169 1000

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

DESIGNED C.YOU / H. STEVENSON	DESIGN CHECK W.ZHENG
APPROVED BY J.KIRIAKIDIS	DATE ISSUED 18 JANUARY 2019

SCALE A3 — 0 5 10 — 1:500

CAD FILE NO. N154040-02-P4.dgn

SFS REDEVELOPMENT STAGE 1 - DEMOLITION WORKS
CONSTRUCTION VEHICLE ACCESS / EGRESS ROUTE DEPARTURE
SWEPT PATH ASSESSMENT

DRAWING NO. N154040-02-34 SHEET 34 OF 37 ISSUE P4

MOORE PARK ROAD

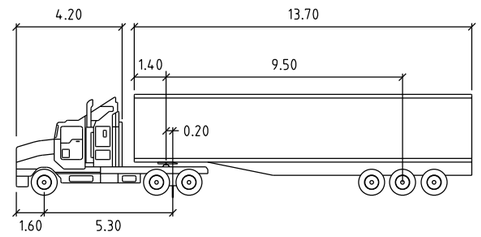
SYDNEY FOOTBALL STADIUM

PM S 19M
AUSTROADS 2013 (MV)

SWEPT PATH KEY

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

ASSUMED SPEED 10km/h



PM S 19M — metres

Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

N

PLOTTED BY : chenlong.you ON 18/01/2019 AT 14:53:53 PM

GTA consultants
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Melbourne	03 9851 9600
Sydney	02 8448 1800
Brisbane	07 3113 5000
Adelaide	08 8334 3600
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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

DESIGNED C.YOU / H. STEVENSON	DESIGN CHECK W.ZHENG
APPROVED BY J.KIRIAKIDIS	DATE ISSUED 18 JANUARY 2019

SCALE A3 — 0 5 10 — 1:500

CAD FILE NO. N154040-02-P4.dgn

SFS REDEVELOPMENT STAGE 1 - DEMOLITION WORKS
CONSTRUCTION VEHICLE ACCESS / EGRESS ROUTE DEPARTURE
SWEPT PATH ASSESSMENT

DRAWING NO. N154040-02-32 SHEET 32 OF 37 ISSUE P4

A3

Legend

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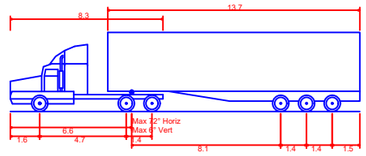
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Design Vehicle(s)



AV - Articulated Vehicle

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Issue	Date	By		
A	19/02/20	J Milston		

For information

JMT Consulting

JMT Consulting
ABN: 44902755385
Tel +61 415 563 177
josh.milston@jmtconsulting.com.au

Client
Infrastructure NSW

Job Title
Sydney Football Stadium Redevelopment

Drawing Title
Turning Paths
19m Articulated Vehicle
Driver Avenue (MP1 entry)

Scale at A3 1:250

Discipline Transport

Drawing Status
Draft

Job No	Drawing No	Issue
1916	**SKT01**	**A**

Do not scale

A3

Legend

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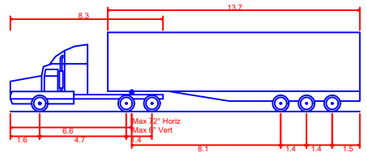
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Design Vehicle(s)



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Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Issue	Date	By		
A	19/02/20	J Milston		

For information

JMT Consulting

JMT Consulting
ABN: 44902755385
Tel +61 415 563 177
josh.milston@jmtconsulting.com.au

Client
Infrastructure NSW

Job Title
Sydney Football Stadium Redevelopment

Drawing Title
Turning Paths
19m Articulated Vehicle
Driver Avenue (southern entry)

Scale at A3 1:250

Discipline Transport

Drawing Status
Draft

Job No	Drawing No	Issue
1916	**SKT01**	**A**

Do not scale

MOORE PARK ROAD

PARK

ROAD

REGENT STREET

SYDNEY FOOTBALL STADIUM

D.P.1041134

51

45.00

46.00

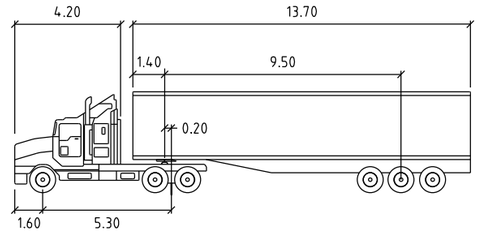
44.00

PM S 19M
AUSTROADS 2017 VMF

SWEPT PATH KEY

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

ASSUMED SPEED 10km/h



PM S 19M

	metres		
Tractor Width	: 2.50	Lock to Lock Time	: 6.0
Trailer Width	: 2.50	Steering Angle	: 27.8
Tractor Track	: 2.50	Articulating Angle	: 70.0
Trailer Track	: 2.50		

N

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Brisbane	07 3113 5000
Adelaide	08 8334 3600
Perth	08 6169 1000

nearmap.com

PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY SUBJECT TO CHANGE WITHOUT NOTIFICATION

DESIGNED C.YOU / H. STEVENSON	DESIGN CHECK W.ZHENG
APPROVED BY J.KIRIAKIDIS	DATE ISSUED 18 JANUARY 2019

SCALE A3 — 0 5 10 — 1:500

CAD FILE NO. N154040-02-P4.dgn

SFS REDEVELOPMENT STAGE 1 - DEMOLITION WORKS CONSTRUCTION VEHICLE ACCESS / EGRESS ROUTE APPROACH SWEPT PATH ASSESSMENT

DRAWING NO. N154040-02-28 SHEET 28 OF 37 ISSUE P4

A3

Legend

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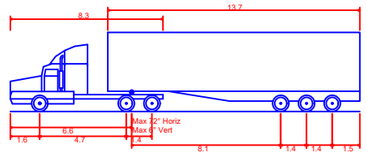
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Design Vehicle(s)



AV - Articulated Vehicle

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Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

Issue	Date	By		
A	19/02/20	J Milston		

For information

JMT Consulting

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ABN: 44902755385
Tel +61 415 563 177
josh.milston@jmtconsulting.com.au

Client
Infrastructure NSW

Job Title
Sydney Football Stadium Redevelopment

Drawing Title
Turning Paths
19m Articulated Vehicle
Paddington Lane

Scale at A3 1:250

Discipline Transport

Drawing Status
Draft

Job No	Drawing No	Issue
1916	**SKT02**	**A**

Do not scale

Client
John Holland Group

Job Title
Sydney Football Stadium Redevelopment

Drawing Title
Turning Paths
Driver Avenue entry+exit

Date
14/04/2020

Job No
2020

Drawing No
SKT02

Drawing Status
Draft

Legend

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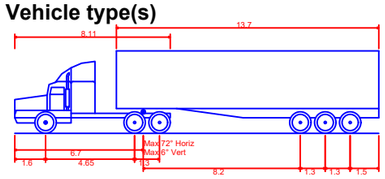
- 600mm Envelope
- Wheel Envelope

Vehicle type(s)



Single Articulated (19 m)

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m

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Client
John Holland Group

Job Title
Sydney Football Stadium Redevelopment

Drawing Title
Turning Paths
Moore Park Road entry+exit

Date
14/04/2020

Job No
2020

Drawing No
SKT01

Drawing Status
Draft

JMT Consulting

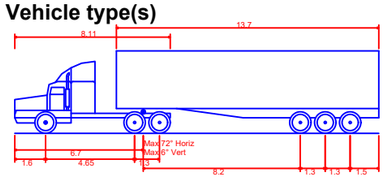
JMT Consulting

Tel +61 415 563 177
josh.milston@jmtconsulting.com.au

Legend

- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Vehicle type(s)



Single Articulated (19 m)

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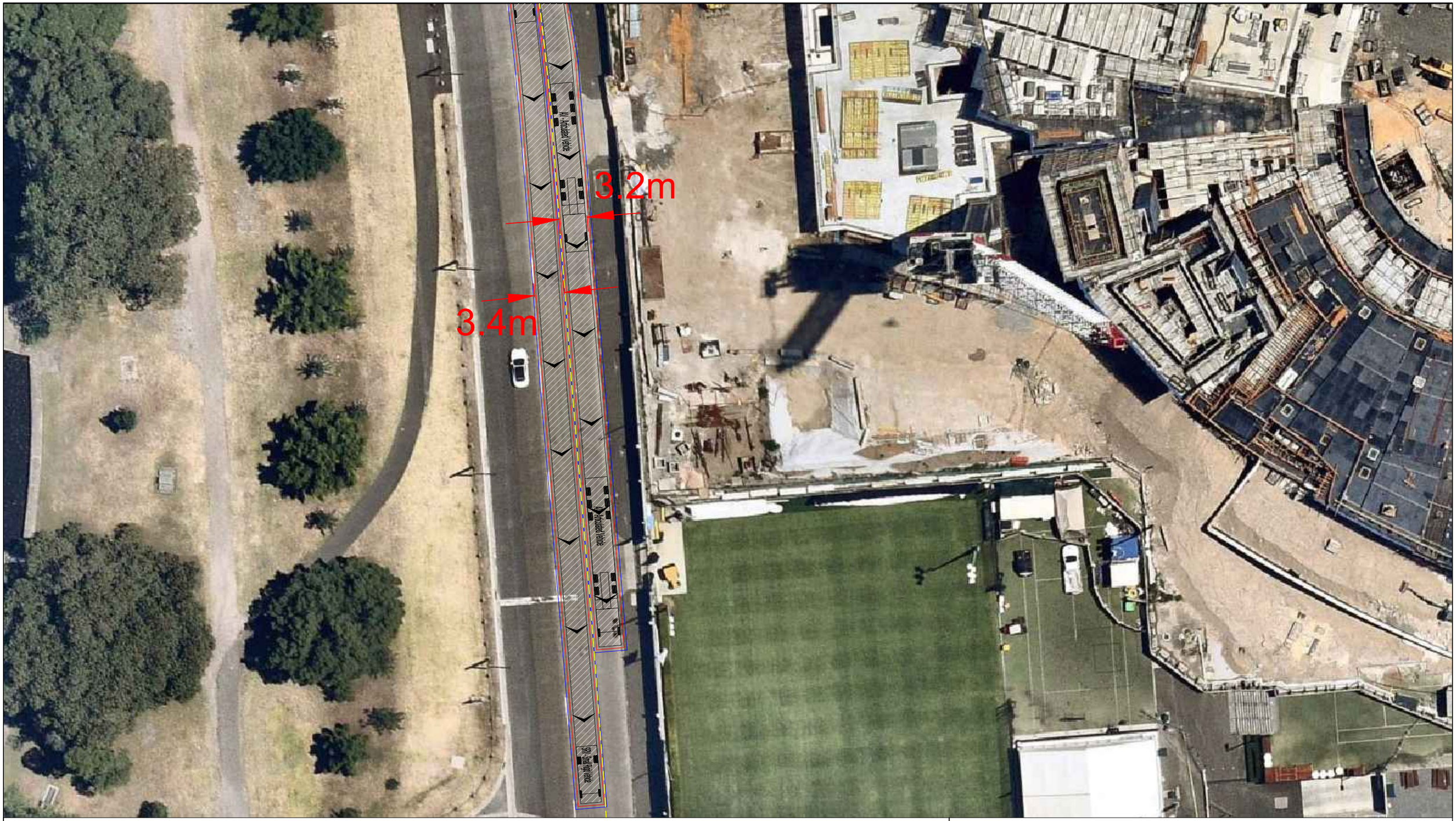
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m



Client
John Holland

Job Title
Sydney Football Stadium
Redevelopment

Drawing Title
Turning Paths
Driver Avenue Workzone

Date
01.02.21

Job No
2020

Drawing No
SKT03

Drawing Status
For Information

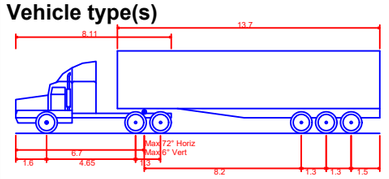
JMT Consulting

Tel +61 415 563 177
josh.milston@jmtconsulting.com.au

Legend

- Body Envelope
- 300mm Envelope
- 600mm Envelope
- Wheel Envelope

Vehicle type(s)



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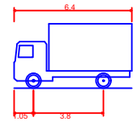
Track Width	2.500m
Lock to Lock Time	6.00 sec
Curb to Curb Turning Radius	12.500m



SRV - Small Rigid Vehicle

Overall Length	6.400m
Overall Width	2.330m
Overall Body Height	3.500m
Min Body Ground Clearance	0.398m
Track Width	2.330m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.100m