

**SYDNEY METRO CITY & SOUTH WEST
 CONSTRUCTION TRAFFIC MANAGEMENT PLAN
 PITT STREET STATION DEMOLITION SITE
 STAGE 2: DEMOLITION**

AUGUST 2017



DEVELOPMENT	VERIFICATION	VALIDATION
Name: S Lewis	Name: E Nuberg	Name: B Shum
Signature: 	Signature : 	Signature : 
RMS Card # 0022818927 Exp 12/06/18		

Document Approval

REV	DATE	DESCRIPTION	PREPARED	REVIEWED	APPROVED
A-00	21 June 17	Initial review	S. Lewis		
A-01	5 July 17	For Road Safety Auditor	S Lewis		
B-00	6 July 17	For external review	S Lewis	E Nuberg	B Shum
C-00	1 August 17	For approval	S Lewis	E Nuberg	B Shum
C-01	6 August 17	For approval post SCO comments on 6 August	S Lewis	E Nuberg	B Shum

Glossary

REQUIREMENT	REFERENCE
CTMF	Construction Traffic Management Framework
CoS	City of Sydney (Council)
CTMP	Construction Traffic Management Plan
RMS	Roads and Maritime Service
ROL	Road Occupancy License
SCO	Sydney Coordination Office
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales
TMC	Transport Management Centre

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1. Introduction

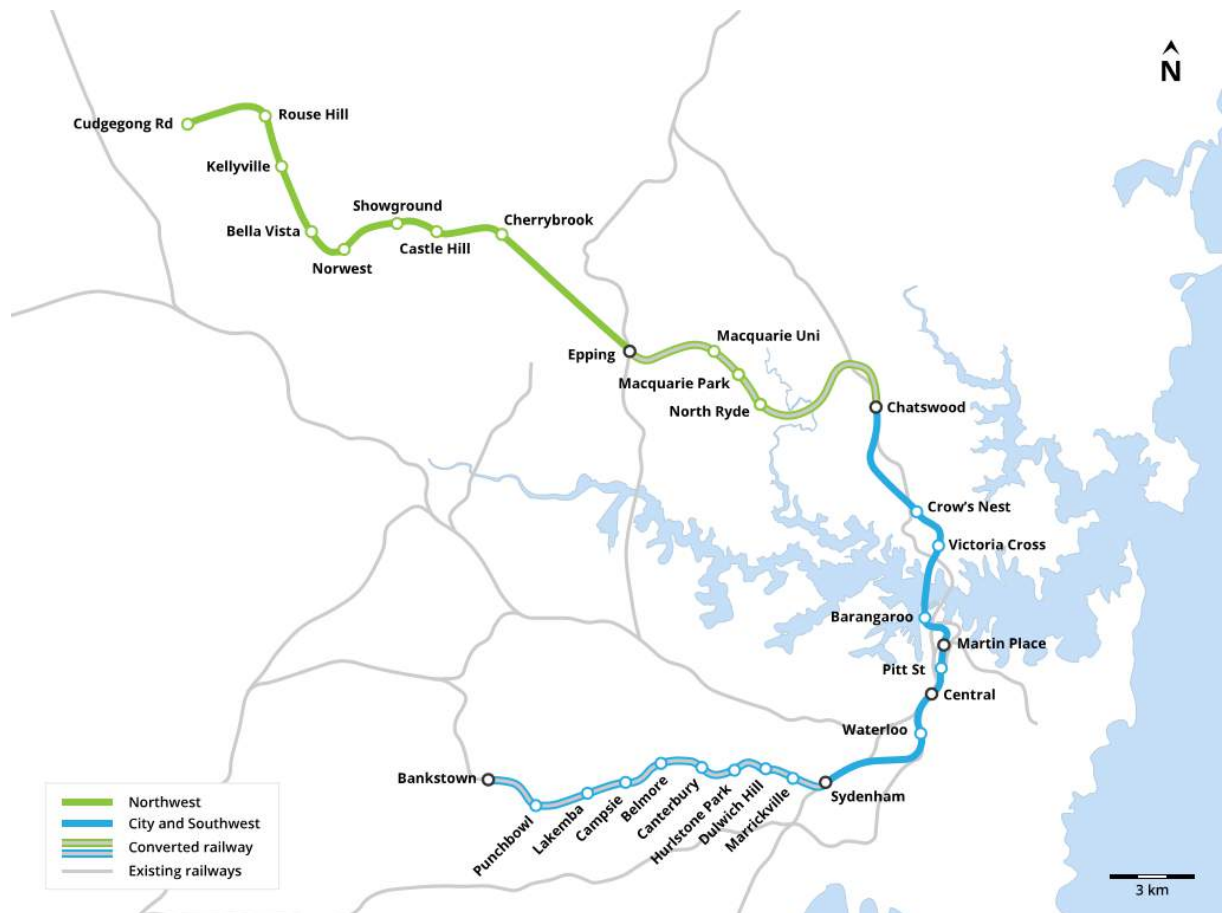
1.1. Project Overview

The Sydney Metro is Australia's biggest public transport project. The metro project currently consists of:

- Stage one is the Sydney Metro Northwest, formerly the North West Rail Link, connecting the north western suburbs of Sydney, through to Chatswood.
- Stage two is the City & South West project linking Chatswood through to Sydenham.
- Stage three includes the upgrade of the existing rail line between Sydenham and Bankstown.

Figure 1 shows the proposed Sydney Metro project and stages.

FIGURE 1 SYDNEY METRO PROJECT



1.2. Purpose of this Plan

The purpose of this *Construction Traffic Management Plan (CTMP)*: PITT STREET STATION DEMOLITION SITE STAGE 2 (specifically the demolition of buildings at 252 and 256 Pitt Street and 40, 42, 44 and 48 Park Street) is to detail the site operations for the demolition phase of the Sydney Metro City & South West project. This plan will set out the traffic management initiative that will be deployed to minimise disruption to, and ensure the safety of the wide range of stakeholders potentially affected by the works, including but not limited to:

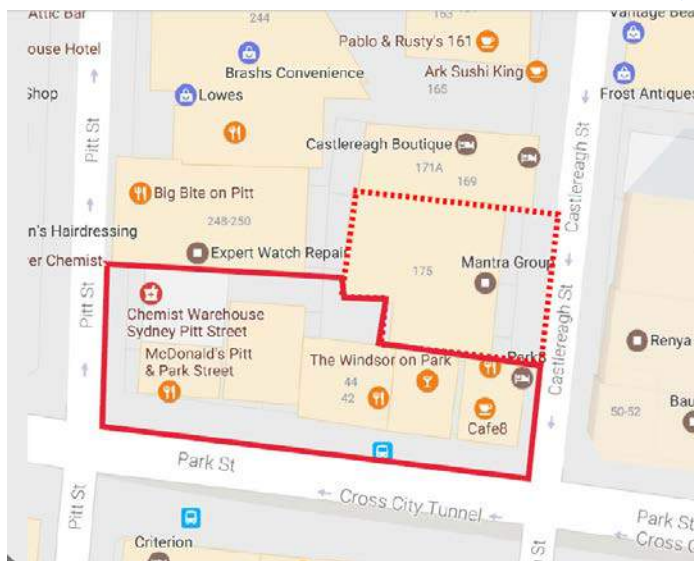
motorists, pedestrians; cyclists; public transport users, local residents and property owners; business owners; and workers/staff engaged on the Project.

Another CTMP was developed for the demolition works at 175 Castlereagh Street and was approved for implementation.

2. Locality and existing conditions

The Pitt Street Station Demolition site is bounded by Pitt Street to the west, 250 Pitt Street/ Castlereagh Boutique Hotel on Castlereagh Street to the north, Castlereagh Street to the east and Park Street to the south. The site is shown in Figure 2 below in red. The existing parking restrictions at the site are detailed below and are also included in Appendix 1.

FIGURE 2 PITT STREET DEMOLITION SITE STAGE 2 IN RED SOLID LINE (STAGE 1 DOTTED)



2.1.1. Castlereagh Street

Castlereagh Street is a local road which connects Hunter Street to Hay Street in the Haymarket area. Castlereagh Street is one way southbound its entire length. A speed limit of 40 km/hr is in place. With the closure of George Street for the light rail, Castlereagh Street is a major thoroughfare for buses to the Inner West of Sydney.

No Stopping restrictions exist from Park Street for approximately 30m north of the intersection. North of this, No Parking exists and continues further north to cover the Castlereagh Boutique Hotel. This No Parking area is used by the Hotel for their guests, as noted in their EIS submissions.

The effective width of the footpath is 2.9m (property boundary to face of kerb is 3.7m with 0.8m allocated to street furniture including parking meters and trees). There are no cycling facilities on this section of the Castlereagh Street. Signalised pedestrian crossings exist on all legs at the intersection of Park Street.

2.2. Site operations

Timing: From July 2017 to August 2017

2.2.1. Works and Operations

Prior to the commencement of demolition works within the site, Delta Group will need to disconnect/ isolate existing utilities and undertake HAZMAT identification and removal. Fencing installation will occur where required. These works will be undertaken within the site using existing driveways. Only light vehicles will be required for these works.

2.3. Site operations

Duration: 7 months

Timing: August 2017 to January 2018

2.3.1. Works Required

There will be a number of changes to access to site which will require driveways to be installed. These driveway locations are detailed in Section 2.3.2 below and shown in Appendix 2.

There are currently awnings on the Castlereagh/ Park/ Pitt streets frontages which will need to be removed prior to installation of the scaffolding. These works will be done outside of high pedestrian activity times, specifically at night and/ or weekends. Council officers have previously stated that their preference is to undertake the works at the weekend on Castlereagh Street with a kerbside lane closure on Saturday between 0700-1700 and 0800-1600 on Sundays. This would again be suitable for works on Pitt Street. Awning removal work on Park Street work will be undertaken at night and will require the relocation of the bus services during the works.

Bus services at this location currently operate:

- Route 311
 - 0630-0015 Monday to Friday
 - 0614-0010 Saturday
 - 0645-2320 Sunday and Public Holidays
- Route 324
 - 0544-0124 Monday to Thursday
 - 0544-0224 Friday
 - 0537-0310 Saturday (becomes route 494)
 - 0705-0017 Sunday and Public Holidays
- Route 325
 - 0757-2352 Monday to Friday (becomes route 494 on Friday)
 - 0818-2347 Saturday
 - 0939-2347 Sunday and Public Holidays

During the works a pedestrian detour will be implemented, refer to Appendix 3 for details.

Two driveway applications will be provided prior to final approval of the CTMP. It is noted that for the previous CTMP (specifically Stage 1) a site meeting was held on the 22nd March 2017, where Council confirmed and later provided written confirmation that the driveway is only allowed to be 6m in width, with 1m wings. Refer to Appendix 6 for the written confirmation. The driveway will be a roll over kerb maintaining a level footway for pedestrians, similar to the driveway installed to the south of the site on Castlereagh Street. The kerbing removed for the driveway will be taken to the City of Sydney' Depot.

Classes A and B hoarding will be installed on site – refer to Appendix 2 for details on the proposed hoarding arrangements.

Demolition of the existing building, will occur during normal construction hours of 0700-1800 Monday to Friday and 0800-1300 on Saturday.

2.3.2. Operating Conditions

There will be a staged access arrangement. The initial access will be via a new driveway on Pitt Street within the indented parking bay. This will result in the loss of 3 parking spots, (loading zone Monday to Saturday, 4P parking outside of these hours). This driveway will be used to access and egress the site and is known as Stage 2A. Stage 2A will be in operation from August 2017 through to January 2018.

Once demolition of the Windsor Hotel on the corner of Castlereagh and Park streets is sufficiently advanced a new driveway will be required south of the current driveway on Castlereagh Street as shown in Appendix 2. This is Stage 2B operations and will be in place for January 2018.

The driveways will be constructed at night and/ or weekends subject to the approval of a Road Occupancy License (ROL). There is minimal impact on existing traffic arrangements for this site as the vehicle numbers are relatively low, with approximately 250 truck movements per month, averaging 10 truck movements per day. There will be minimal truck numbers during the peak periods (AM {0700-1000} and PM {1500-1900} peak periods and during the lunchtime peak of midday to 2PM Monday to Fridays). Pedestrians will only be held for short periods whilst the trucks enter/ exit the site and will not be unduly held by traffic controllers outside of immediate vehicle movements. All trucks will enter and exit site in a forward direction.

Trucks will be released from site as the queue from the signals dissipate for egress onto Castlereagh Street. This will allow the vehicles to exit out onto Castlereagh Street and not into queued traffic. Egress onto Pitt Street will be done during the Park Street traffic phase of the signals.

2.3.2.1. Scaffolding and hoarding placement

Scaffolding will generally be within the site at the project boundary, however, Class B hoarding will be installed along all site frontages. A typical scaffolding arrangement is included within Appendix 2. The hoarding will have lighting to provide a safe walkway for pedestrians and will only require the removal of approximately 450mm for the scaffolding/ hoarding posts on either side of the footpath, with the kerbside posts located in the area where street furniture currently exists.

2.3.3. Impact on Traffic Flows

In Stage 2A vehicles will operate with right turn movements into and out of site on Pitt Street. Stage 2B will see vehicles enter via Pitt Street and egress onto Castlereagh Street with vehicles restricted to right in/ right out. Machinery deliveries will be undertaken outside of site operating hours, where the machinery is unable to be delivered to site via the nominated vehicular crossing. Post the arrival of machinery on site, traffic generation at this site will typically be in the order of 250 truck movements per month, with an average of 10 truck movements per day. There will be minimal truck numbers during the peak periods (AM and PM peak periods and during the lunchtime peak of midday to 2PM Monday to Fridays).

2.3.4. Impact on Public Transport

There is no long-term impact on public transport as no bus stops are affected by the long-term operations of the works. There will be short term (overnight) impacts during awning removal and scaffolding/ hoarding installation.

2.3.5. Impact on Pedestrians and Cyclists

Hoarding will be installed around the site with a minimum of 2.5m thoroughfare being maintained. There are currently no cycling facilities available on Castlereagh/ Pitt/ Park streets. There will be short term impacts due to pedestrian detours at night for awning removals/ scaffold/ hoarding installations.

2.3.6. Impacts on commercial and residential access

There is no impact on existing commercial properties as all properties will be vacant prior to the commencement of works.

2.3.7. Staff parking and transportation to site

During the demolition works, it is anticipated that there will be 10-12 personnel on site. There will be no car parking spaces on site as there are ample off street parking facilities available within proximity to the site. Workforce will not park on roads around or adjacent to the site. The workforce for the actual demolition will be encouraged to arrive by site using public transport, with most likely to use the Town Hall Interchange, a 4 minute walk (280m) from site.

2.3.8. Cumulative impacts

There are numerous development applications either approved or on exhibition surrounding the site. The DAs tend to be either minor refurbishments or changes to hours of operation. It is not anticipated that the demolition site will impact on current DA or visa versa.

2.3.9. Special Events

There are numerous special events held within the Sydney CBD. In reviewing the City of Sydney's website, the majority of events are held within the Town Hall or other buildings. However, it is recognised that Class 1 and 2 events, as noted in the TMC's publication (Special Events Guide 2006) do occur within the city centre. Delta Group Australia will work with the various stakeholders in planning their works.

Events that are adjacent or directly impact the work site directly are typically held on a Sunday. These include the Sydney Running Festival events and City to Surf. Any works planned will be scheduled outside of Special event times.

2.3.10. Traffic Control Plan (TCP) / Road Occupancy License (ROL) Identified Works

Works that have been identified as requiring a Traffic Control Plan are detailed below. Appendix 3 provides details on expected durations, timing for implementation, the works being undertaken and the expected traffic impacts.

1. Construction of driveway on Castlereagh Street
2. Construction of driveway on Pitt Street
3. Installation of hoarding and pedestrian management
4. Pedestrian management during access/ egress
5. Mobile crane works

2.3.11. Sydney City Council required approvals

Works that have been identified as requiring Council approval include:

1. Vehicular crossing on Castlereagh Street
2. Vehicular crossing on Pitt Street
3. Hoarding and scaffolding installation

All application forms and guidelines are available on the City of Sydney website

[City of Sydney Forms and Publications](#)

3. Fleet Management

Trucks to be used on the project will be compliant with NSW legislation and standards including the Heavy Vehicle National Legislation. A combination of truck types will be used during the demolition works. These trucks will range in size from 5.5m to 12.5m. It is noted in Appendix 2 that the swept paths provided are for a single unit truck in lieu of a 8 wheel unarticulated vehicle as this swept path does not exist in AustRoads guidelines. Previously a swept path of a quad semi was used but was requested to be removed by Council. Table 1 provides an estimation of materials to be removed over the life of the works, whilst Table 2 provides a comparison of the EIS and DELTA traffic movements at the site.

TABLE 1 MATERIAL (TONNES) ESTIMATE FOR PITT STREET SITE

BRICK	CONCRETE	STEEL	DEMOLITION WASTE
5520	21,200	570	1550

TABLE 2 AVERAGE VEHICLE MOVEMENTS PER HOUR

TIME	EIS LIGHT VEHICLES	DELTA LIGHT VEHICLES	EIS HEAVY VEHICLES	DELTA HEAVY VEHICLES
0700-1000	2	2	6	5
1000-1200	10	1	12	4
1200-1400	10	1	12	3
1400-1600	10	1	8	3
1600-1800	2	1	6	1
1800-0700	0-9	0	0-2	0

3.1. Logistics Routes

Generally, the haulage routes will be via arterial roads/ freeway or Tollway. Where possible the routes have taken into account the requirements of the Environmental Impact Statement (EIS). It is noted that the EIS for this site access shows access via Pitt Street with egress onto Castlereagh Street, which will ultimately be installed (Stage 2B) however this does not consider the earlier start of works on the Stage 1 works, the level differences required for the various parts of the site and the 175 Castlereagh Street site is excavated 4 basement levels and the Windsor Hotel site is excavated to 1 basement level. Where the routes differ from that in the EIS, the routes chosen are based on the availability of the arterial road system and swept paths of the vehicles and these are detailed in this CTMP.

Material will be removed from site and taken to authorised disposal sites around Sydney. Refer to Appendix 4 for details on the proposed routes.

3.2. Permits/ Over Dimensional Vehicles

Permit issue for vehicles greater than 45.5 tonnes is through the National Heavy Vehicle Regulator (NHVR). This applies to particular special purpose vehicles (SPV) such as mobile cranes and other oversize/overmass vehicles (OSOM). At present, RMS is currently undertaking this permit issue.

For over dimensional vehicles, generally vehicles that are greater than 25m length or 3.5m width require a pilot(s). Extremely long or wide vehicles will require an escort (fee payable). Permits will be applied for by the transport operator.

There is no requirement for over mass/ over dimension vehicles during these works.

3.3. Environmental Considerations

All vehicles used on the Project will comply with national and state regulations for exhaust emissions and noise and:

- Switch off their engines when idle, particularly in residential areas
- Avoid the use of their engine brakes in residential areas at night
- Have their load covered prior to leaving site to reduce dust
- Be fitted with broadband reverse beepers.

Refer to our Construction Environmental Management Plan (CEMP) for further details

3.4. Drivers and Operators

Operator selection will be based on safety performance criteria. Operators and drivers will be required to have general construction industry induction cards and will be required to attend ongoing general project and site-specific inductions.

All operators will be comprehensively trained with regard to community expectations and impacts from haulage operations. The induction will have a particular focus on operator behaviour. Operator competency and standards of behaviour will be continually assessed and discipline procedures will be put in place to maintain compliance.

Queuing of trucks in local streets around the demolition sites will not occur as there will be sufficient designated area within site for trucks to wait. The trucks to be used are owned by Delta Group and are stationed at their depot in Bourke Road Alexandria. Communications between the site and the depot will ensure that no trucks arrive at site without being able to enter.

It is noted that there are minimal truck movements required during the demolition phase. Trucks will be provided post the site start times.

The primary access point into the Pitt Street site is dependent on the stage of works. Stage 2A will see a new driveway installed on Pitt Street and this will be used as access/ egress. Stage 2B will see trucks enter from Pitt Street and exit out onto Castlereagh Street.

4. Other Considerations

4.1. Road Safety Audits

Road safety audits have been undertaken during the development of the CTMP.

4.2. Police and Emergency Services

The Police and relevant Emergency Services will be informed in a timely manner of relevant activities proposed within this CTMP. The initial communication to these stakeholders will be via the Traffic and Transport Liaison Group (TTLG). Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations, through emails and face to face discussions.

4.3. Communications and the community

TfNSW will be responsible for the dissemination of information to the community including affected residents, relevant Councils, businesses and the public. Refer to Sydney Metro Community Consultation Strategy – Early Works.

Any enquiries, complaints and/ or compliments are to be directed to the TfNSW’s Sydney Metro Project Information line - **1800 171 386** or via mail to: sydneymetro@transport.nsw.gov.au or Sydney Metro City & Southwest, PO Box K659, Haymarket, NSW 1240 or [Sydney Metro City & Southwest Website](#).

4.3.1. Travelling Public

Public transport interruptions will be communicated via on site signage. The motoring public will be forewarned of any changes, including road closures, road changes and lane closures well in advance using appropriate signage, including variable message signs (VMS).

4.3.2. Stakeholders consulted

TABLE 3 identifies the stakeholders consulted during the development of this CTMP:

TABLE 3 STAKEHOLDER CONSULTATION

STAKEHOLDER	DATE	CONSULTATION	MAIN CONTACT PEOPLE
TCG	Various	Discussion on access/ egress arrangements due to level differences on site	All TCG
City of Sydney	6 th July 2017	CTMP Submission	Mark Hannan
SCO	6 th July 2017	CTMP Submission	Giovanny Ramirez
RMS	6 th July 2017	CTMP Submission	Shane Schneider
TfNSW	6 th July 2017	CTMP Submission	Alan McNamara
City of Sydney	1 st August 2017	CTMP Resubmission	Mark Hannan
SCO	1 st August 2017	CTMP Resubmission	Giovanny Ramirez
RMS	1 st August 2017	CTMP Resubmission	Shane Schneider
TfNSW	1 st August 2017	CTMP Resubmission	Alan McNamara

4.4. Inspections and monitoring

The site will be monitored by the site supervisor. Any changes as noted in this CTMP, to signs/ lines that impact on the public will be monitored daily during site operating hours.

Traffic control used for pedestrian management, lane closures etc will need to provide records of the traffic control implemented. Any changes required to the traffic control set up will be authorised by a RMS "Prepare a Work Zone Traffic Management Plan" or equivalent.

4.5. Environmental Maintenance

All works associated with the temporary traffic arrangements proposed within this plan will conform to the Construction EMP.

4.6. On Site Contacts

TABLE 4 ON SITE CONTACTS

NAME	POSITION	CONTACT #
Ben Shum	Project Director	0423 796 946
Gary Waterhouse	Project Manager	0455 130 219
Tony Kun	Site Supervisor	0407 500 128
Kevan Zulu	Safety Manager	0411 092 898
Matthew Stephenson	Environment and Sustainability Manager	0418 284 226

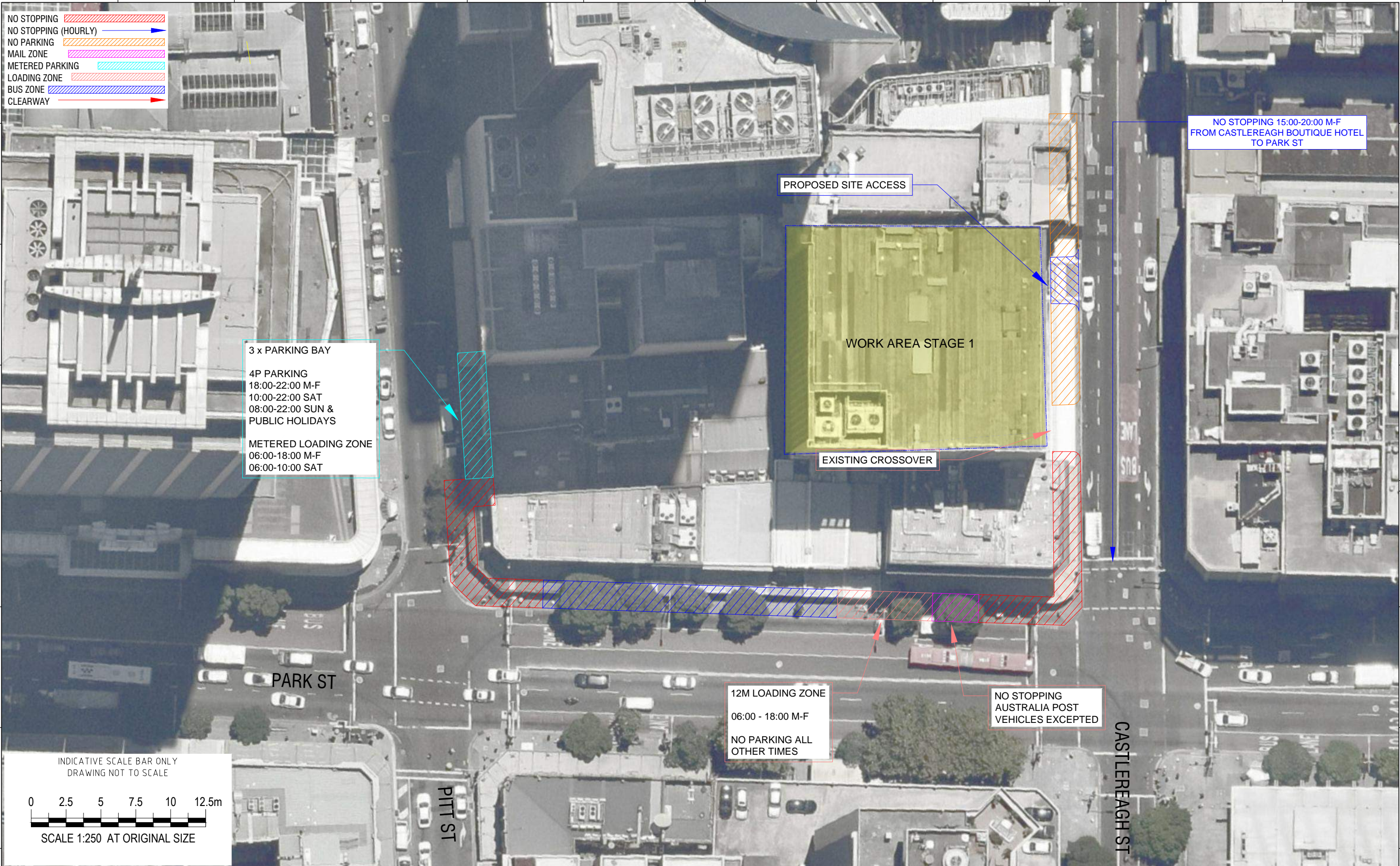
4.7. References

The following documents were used in the development of this CTMP:

- Construction Traffic Management Framework – TfNSW, v.4.4 provided by TfNSW 4th March 2017
- Principal's General Specification G10 Traffic and Transport Management, v2.0
- Roads and Maritime Service Traffic Control at Worksites Manual v 4.0
- Relevant AustRoads Guides and RMS Supplements
- Sydney Metro Principal Contractor Health and Safety Standard

Appendix 1 Parking restrictions

DRAWING NUMBER	DESCRIPTION
DD-SYDM-DWG-0004-01	Existing parking restrictions



3 x PARKING BAY
 4P PARKING
 18:00-22:00 M-F
 10:00-22:00 SAT
 08:00-22:00 SUN &
 PUBLIC HOLIDAYS
 METERED LOADING ZONE
 06:00-18:00 M-F
 06:00-10:00 SAT

PROPOSED SITE ACCESS

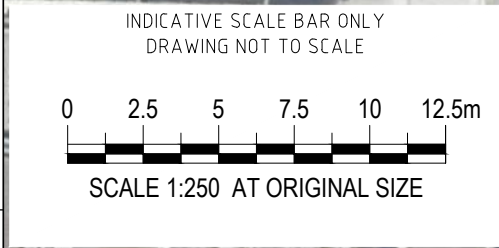
WORK AREA STAGE 1

EXISTING CROSSOVER

NO STOPPING 15:00-20:00 M-F
 FROM CASTLEREAGH BOUTIQUE HOTEL
 TO PARK ST

12M LOADING ZONE
 06:00 - 18:00 M-F
 NO PARKING ALL
 OTHER TIMES

NO STOPPING
 AUSTRALIA POST
 VEHICLES EXCEPTED



B-00	LS	19/03/2017	UPDATED TO REFLECT NEW SITE ACCESS	SL
A-01	LS	15/03/2017	UPDATED AS PER COMMENTS	SL
A-00	LS	19/02/2017	INITIAL DRAFT	SL
REV	BY	DATE	DESCRIPTION	APPD.
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:	

DRAWN BY:	LH
DRW CHECK:	SS
APPROVED:	SL
IND REVIEW:	N/A

PROJECT CLIENT

SYDNEY METRO
 DELTA GROUP AUSTRALIA WIDE
 EXISTING PARKING RESTRICTIONS
 PITT STREET CBD

DRAWING No:	DD-SYDM-DWG-0004-01		
SHEET	1	OF	1
REVISION	B-00		

Appendix 2 Proposed site operations including hoarding arrangements

DRAWING NUMBER	DESCRIPTION
DD-SYDM-DWG-0004-02	Site Establishment layout including hoarding arrangements
DD-SYDM-DWG-0007-01	Stage 2A Access/ Egress
DD-SYDM-DWG-0007-02	Stage 2B Access/ Egress
DD-SYDM-TYP-0000-03	Typical Hoarding arrangement over footpath – CROSS SECTION
DD-SYDM-TYP-0000-04	Typical Hoarding arrangement over footpath – ELEVATION
DD-SYDM-DWG-0007-11	Pitt Street to Market Street swept path
DD-SYDM-DWG-0007-12	Market Street to Kent Street swept path
DD-SYDM-DWG-0007-13	Bathurst Street to Pitt Street swept path
DD-SYDM-DWG-0007-14	Castlereagh Street to Goulburn Street swept path

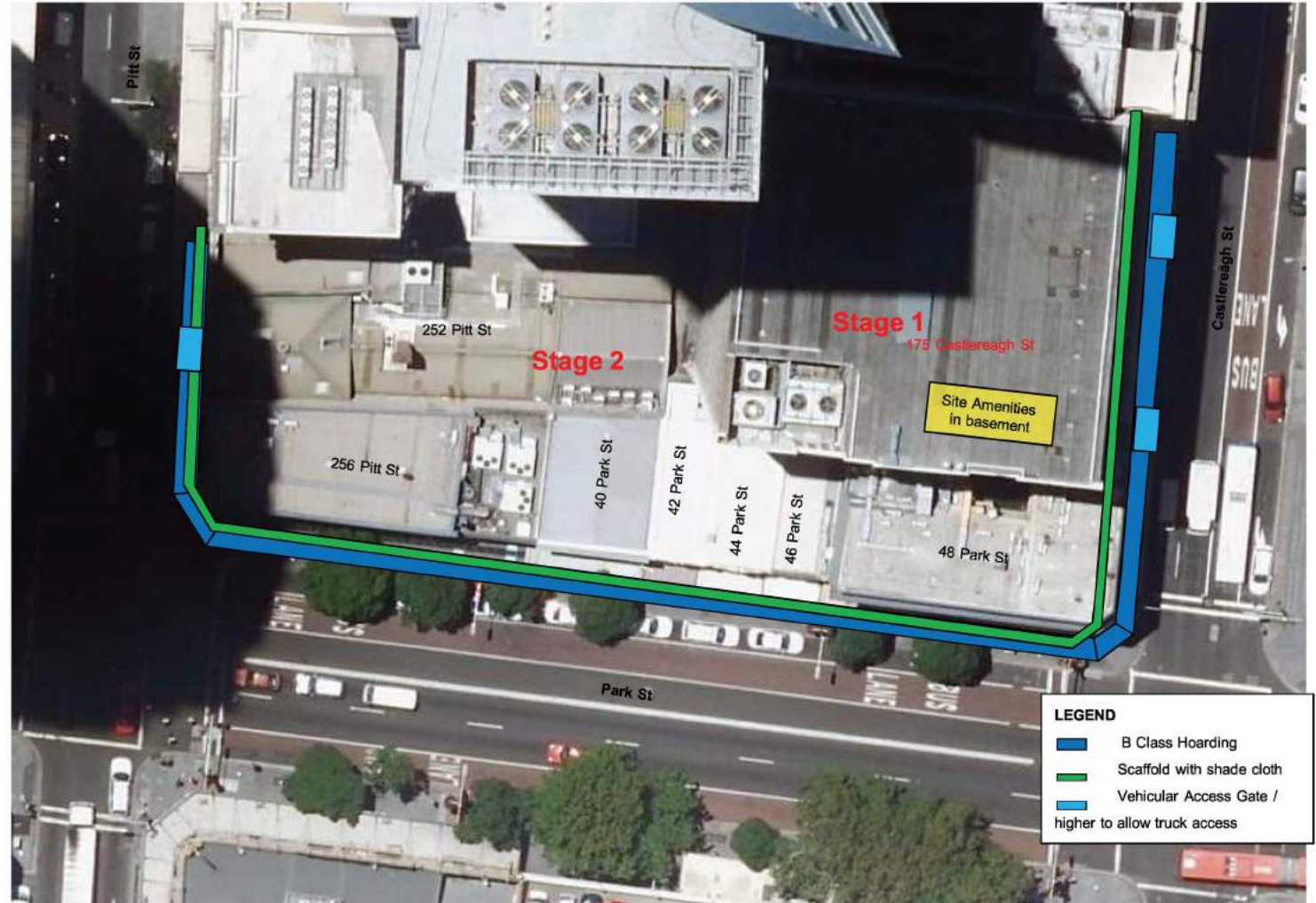
Developed By: Elliot Nuberg

Approved By: Ben Shum

SITE ESTABLISHMENT PLAN

1. B CLASS TO 175 CASTLEREAGH ST AS PER STAGE 1 CTMP

2. B CLASS TO PITT AND PARK ST FRONTAGES.



LEGEND

- EXISTING WORK AREA 
- SKETCHED KERB LINE FROM AERIAL IMAGE 



PITT ST

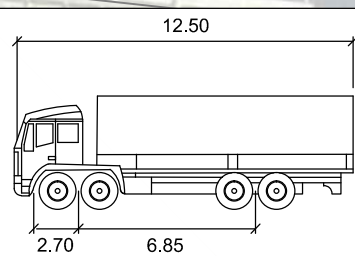
REMOVE 3 LOADING BAYS FOR SITE ACCESS/EGRESS

EXISTING LAYBACK KERB

CASTLEREAGH ST

PARK ST

INTERNAL SWEEP PATH



CUSTOM TRUCK meters

- Width : 2.50
- Track : 2.50
- Lock to Lock Time : 6.0
- Steering Angle : 36.6

DRAWN BY:		LS		
DRW CHECK:		SS		
APPROVED:		SL		
IND REVIEW:		N/A		
REV	BY	DATE	DESCRIPTION	APPD.
P3	LS	25/07/2017	AMENDED AS PER COS AND RMS COMMENTS	
P2	LS	04/07/2017	AMENDED SWEEP PATH DESIGN VEHICLE	
P1	LS	26/06/2017	INITIAL DRAFT	SL



SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE
PITT ST CBD
STAGE 2A - ACCESS AND EGRESS FROM PITT ST

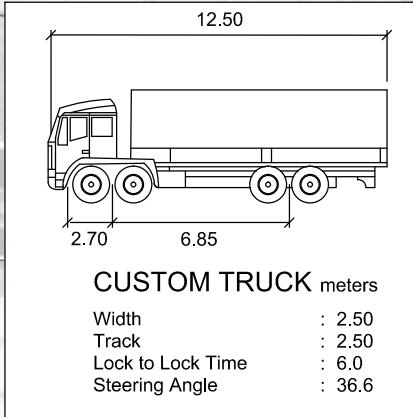
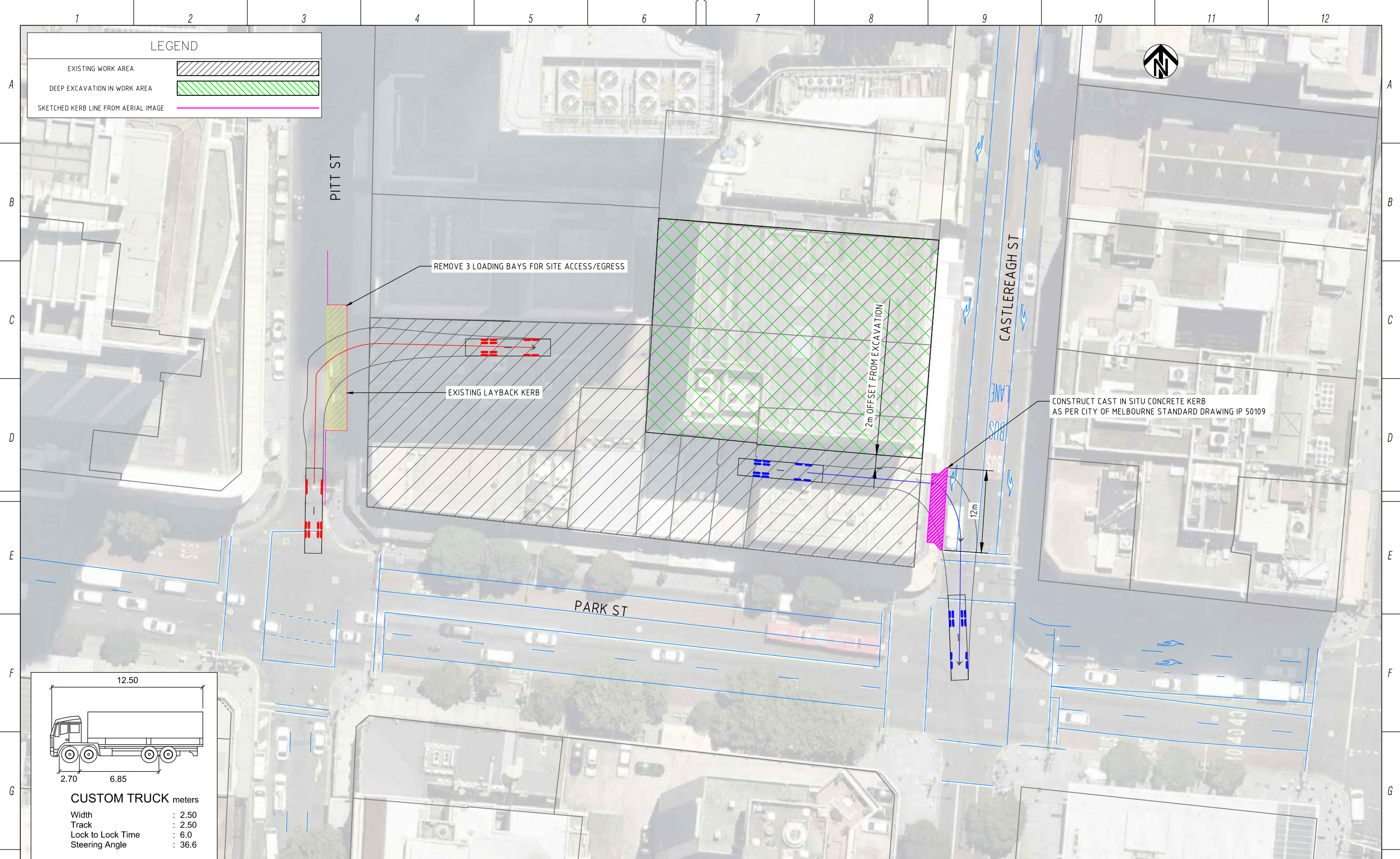
DRAWING No: DD-SYDM-DWG-0007-01

SHEET 1 OF 1

REVISION P3

LEGEND

- EXISTING WORK AREA
- DEEP EXCAVATION IN WORK AREA
- SKETCHED KERB LINE FROM AERIAL IMAGE



REV	BY	DATE	DESCRIPTION	APPD.
P3	LS	25/07/2017	AMENDED AS PER COS AND RMS COMMENTS	
P2	LS	04/07/2017	AMENDED SWEEP PATH DESIGN VEHICLE	
P1	LS	26/06/2017	INITIAL DRAFT	SL

DRAWN BY:	LS
DRW CHECK:	SS
APPROVED:	SL
IND REVIEW:	N/A

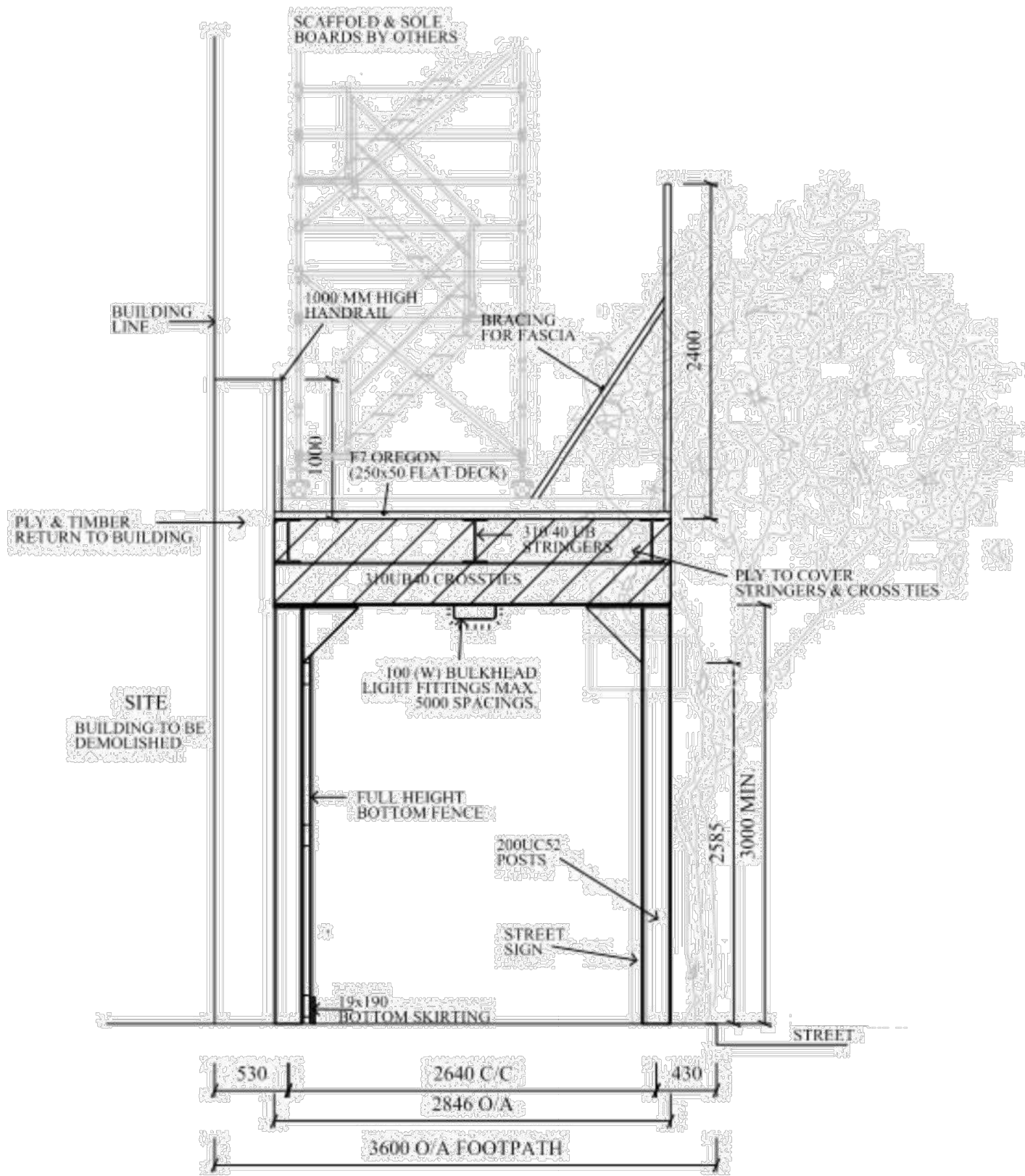
PROJECT: **DELTA GROUP AUSTRALIA WIDE**

CLIENT: **NSW GOVERNMENT Transport for NSW**

SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE
PITT ST CBD
STAGE 2B - ACCESS FROM PITT ST & EGRESS TO CASTLEREAGH ST

DRAWING No:	DD-SYDM-DWG-0007-02	
SHEET	1	OF 1
REVISION	P3	



SECTIONAL VIEW THROUGH B-CLASS HOARDING OVER FOOTPATH

(DEMOLITION EXTENT, STREET FEATURES, TRUCK BAYS, STRUCTURAL SIZE AND CONNECTIONS ARE INDICATIVE ONLY)

DRAWN BY:		LS	
DRW CHECK:		SS	
APPROVED:		SL	
IND REVIEW:		N/A	
REV	BY	DATE	DESCRIPTION
A-00	LS	19/03/2017	INITIAL DRAFT
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:



SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE
TYPICAL DRAWING
CLASS B HOARDING SECTION

DRAWING No: DD-SYDM-TYP-0000-03

SHEET 1 OF 1

REVISION A-00

A

B

C

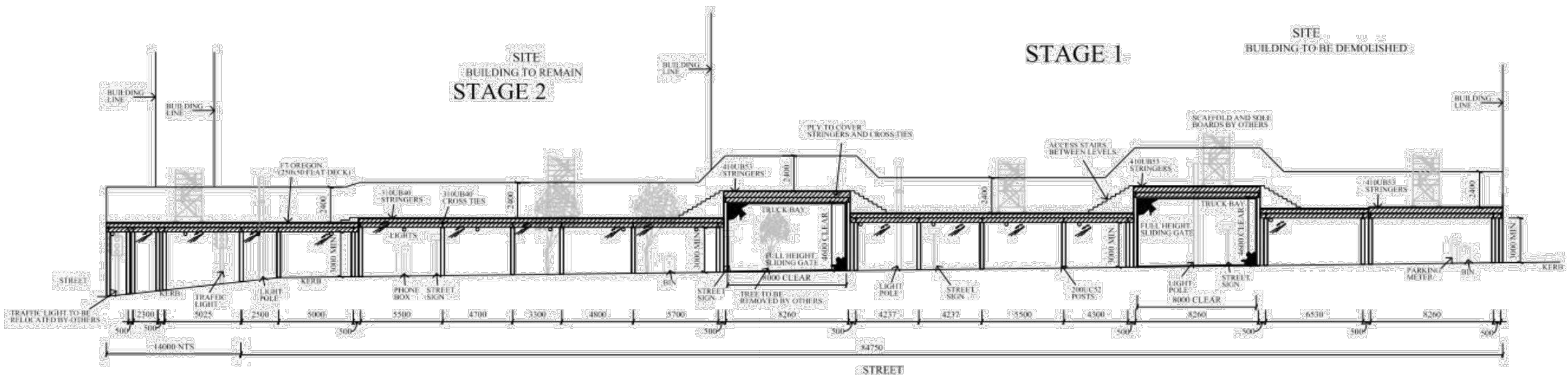
D

E

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H



ELEVATION OF B-CLASS HOARDING

(DEMOLITION EXTENT, STREET FEATURES, TRUCK BAYS, STRUCTURAL SIZE AND CONNECTIONS ARE INDICATIVE ONLY)

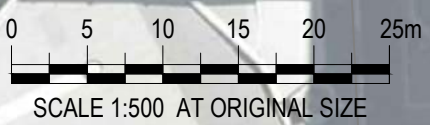
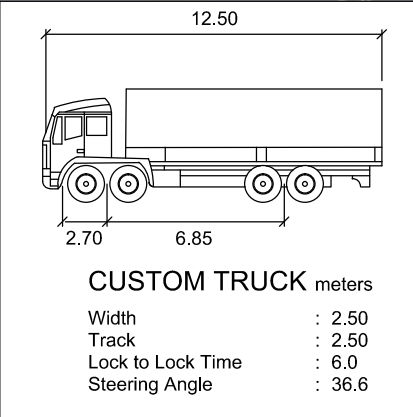
DRAWN BY:	LS
DRW CHECK:	SS
APPROVED:	SL
IND REVIEW:	N/A



SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE
TYPICAL DRAWING
CLASS B HOARDING ELEVATION

DRAWING No:	DD-SYDM-TYP-0000-04	
SHEET	1	OF 1
REVISION	A-00	



DRAWN BY:		LS	
DRW CHECK:		SL	
APPROVED:		SL	
IND REVIEW:		N/A	

P1	LS	31/07/2017	INITIAL DRAFT	SL
REV	BY	DATE	DESCRIPTION	APPD.

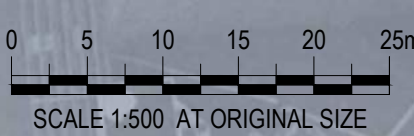
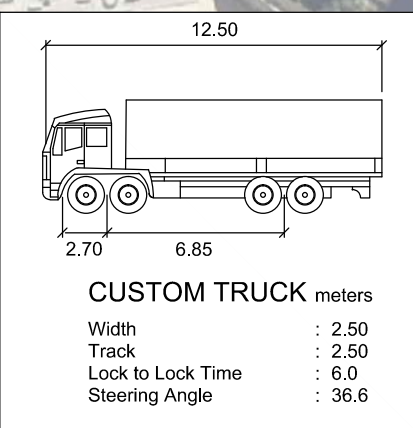
PROJECT

CLIENT

SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE
 PITT ST CBD
 SWEEP PATH FROM PITT ST TO MARKET ST

DRAWING No:		DD-SYDM-DWG-0007-11	
SHEET	1	OF	1
REVISION	P1		



DRAWN BY:		LS	
DRW CHECK:		SL	
APPROVED:		SL	
IND REVIEW:		N/A	
P1	LS	31/07/2017	INITIAL DRAFT
REV	BY	DATE	DESCRIPTION
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:

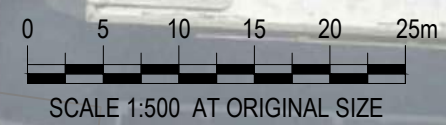
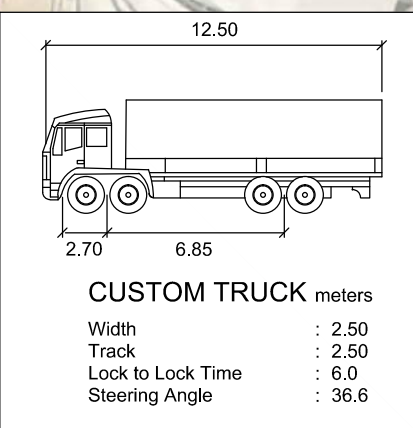
PROJECT

CLIENT

SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE
PITT ST CBD
SWEEP PATH FROM MARKET ST TO KENT ST

DRAWING No:		DD-SYDM-DWG-0007-12	
SHEET	1	OF	1
REVISION	P1		



DRAWN BY:		LS	
DRW CHECK:		SL	
APPROVED:		SL	
IND REVIEW:		N/A	
PI	LS	31/07/2017	INITIAL DRAFT
REV	BY	DATE	DESCRIPTION
COORDINATE SYSTEM:		HEIGHT DATUM:	SCALE:

PROJECT

CLIENT

SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE
PITT ST CBD
SWEEP PATH FROM BATHURST ST TO PITT ST

DRAWING No:		DD-SYDM-DWG-0007-13	
SHEET	1	OF	1
REVISION	P1		

Appendix 3 Traffic control plans

TCP #	LOCATION	FROM	TO	TIMING	TRAFFIC CONTROL	WORKS	IMPACTS
DD-SYDM-DWG-0004-04	Castlereagh St	Park Street	North of site	Nights	Kerb side lane closure	<ul style="list-style-type: none"> • Driveway construction • Awning removal • Scaffold installation • Plant delivery/ removal 	<p>Minimal impacts to traffic as taken outside of peak periods</p> <p>No impact to parking as this area is No Parking/ No Stopping</p>
DD-SYDM-TYP-0000-02	Castlereagh St/ Pitt St	At driveways	NA	All time	Pedestrian management	<ul style="list-style-type: none"> • Access/ egress trucks 	Typical pedestrian management at site
DD-SYDM-DWG-0004-12	Castlereagh St	Park Street	North of site	Weekends	Pedestrian detour	<ul style="list-style-type: none"> • Pedestrian detour during works 	Pedestrians will use the signalised crossing across the intersection of Park Street to the eastern footpath and traffic controllers will escort pedestrians to the western footpath, north of the site.
DD-SYDM-DWG-0007-03	Park Street	Pitt Street	Castlereagh Street	Nights	Kerb side lane closures	<ul style="list-style-type: none"> • Awning removal • Scaffold installation 	<p>Minimal impacts to traffic as taken outside of peak periods</p> <p>Minimal impact to parking as this area is Bus Zone, Mail Zone and Loading Zone</p>
DD-SYDM-DWG-0007-04	Park Street	Pitt Street	Castlereagh Street	Nights	Pedestrian detour	<ul style="list-style-type: none"> • Pedestrian detour during works 	Pedestrians will use the signalised crossings across Park Street at Castlereagh Street and Pitt Street to the southern footpath.
DD-SYDM-DWG-0007-05	Pitt Street	Park Street	North of site	Nights	Kerb side lane closure including indented parking bay	<ul style="list-style-type: none"> • Awning removal • Scaffold installation • Driveway construction • Plant delivery/ removal 	<p>Minimal impacts to traffic as taken outside of peak periods</p> <p>3 parking spaces removed during the works</p>



DD-SYDM-TMP-0007

TCP #	LOCATION	FROM	TO	TIMING	TRAFFIC CONTROL	WORKS	IMPACTS
DD-SYDM-DWG-0007-06	Pitt Street	Park Street	North of site	Nights	Pedestrian detour	<ul style="list-style-type: none"> Pedestrian detour during works 	Pedestrians will use the signalised crossing across Pitt Street at Park Street to the western footpath, and traffic controllers will escort pedestrians to the eastern footpath, north of the site.
DD-SYDM-DWG-0007-08	Pitt Street	Park Street	North of site		Indented bay closure	<ul style="list-style-type: none"> Driveway works Access/egress 	During driveway construction and during work site operations



GENERAL NOTES

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010 AND IS BASED ON TCP NO. 101.
- ALL SIGNAGE TO BE DUPLICATED ON BOTH SIDE OF CARRIAGEWAY WHERE PRACTICABLE. IF SITE CONDITIONS PREVENT THIS, SIGNS ARE TO BE DUPLICATED IN ACCORDANCE WITH TCAWS V4 2010, SECTION 3.2.4
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8
- BOLLARDS OR TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, TABLE 5.1
- TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2010, TABLE 5.2
- DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2010, SECTION 2.11
- REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 300M UNLESS NOTED OTHERWISE.

REVIEWED BY
NAME: S. SCHARF
ORANGE CARD: 0021232283

APPROVED BY
NAME: S. LEWIS
ORANGE CARD: 0022818927

DRAWN BY:		LS
DRW CHECK:		SS
APPROVED:		SL
IND REVIEW:		N/A
REV	BY	DATE
A-01	LS	15/03/2017
A-00	LS	19/02/2017
DESCRIPTION		AMENDED AS PER COMMENTS
DESCRIPTION		INITIAL DRAFT
APPD.		SL
COORDINATE SYSTEM:		
HEIGHT DATUM:		
SCALE:		

PROJECT CLIENT



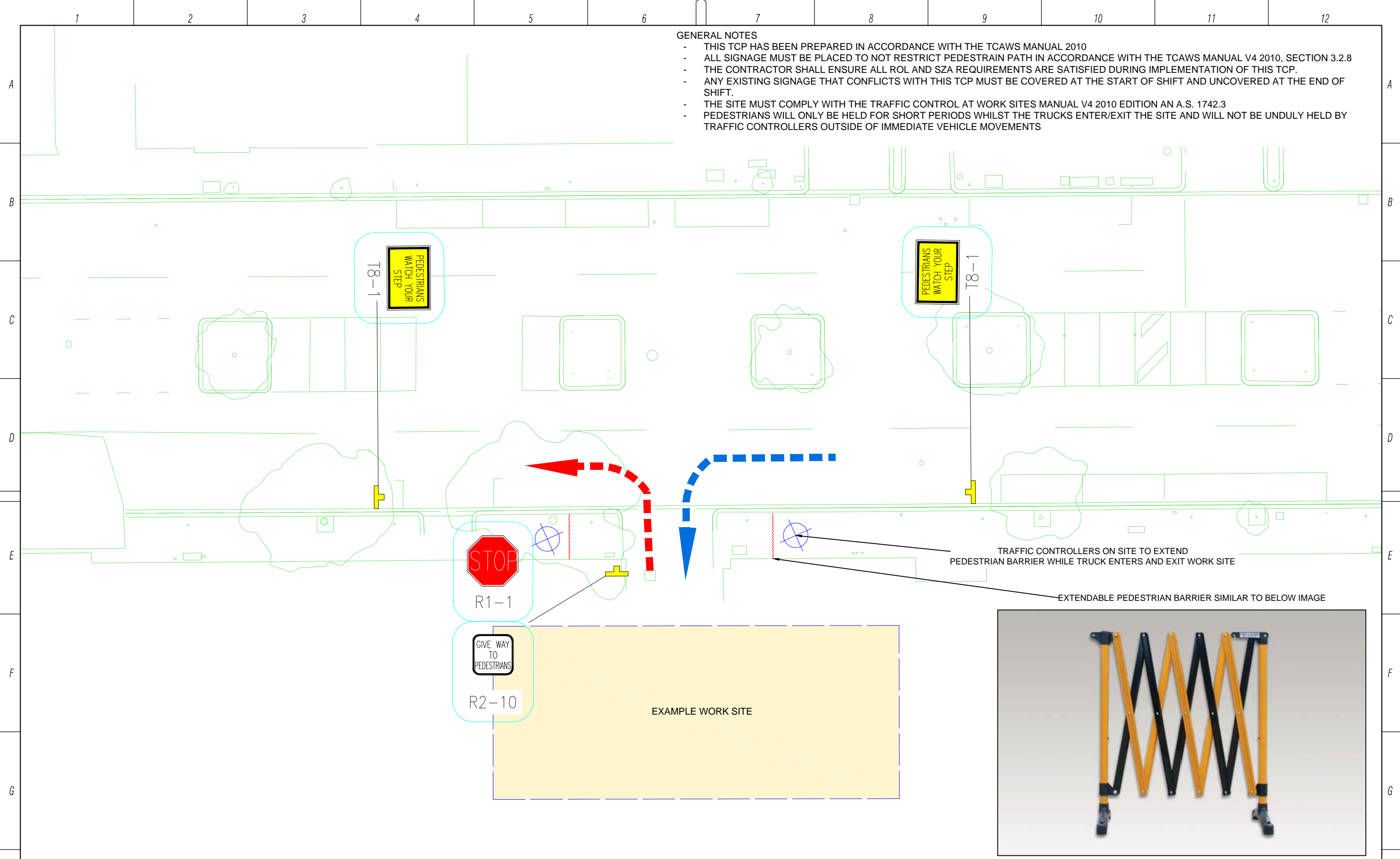

SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE
PITT STREET CBD
SLOW LANE CLOSURE - CASTLEREAGH ST

DRAWING No:		DD-SYDM-DWG-0004-04
SHEET	1	OF 1
REVISION	B-00	

GENERAL NOTES

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010
- ALL SIGNAGE MUST BE PLACED TO NOT RESTRICT PEDESTRAIN PATH IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
- PEDESTRIANS WILL ONLY BE HELD FOR SHORT PERIODS WHILST THE TRUCKS ENTER/EXIT THE SITE AND WILL NOT BE UNDULY HELD BY TRAFFIC CONTROLLERS OUTSIDE OF IMMEDIATE VEHICLE MOVEMENTS



REV	BY	DATE	DESCRIPTION	APPD.
B-00	LS	19/03/2017	AMENDED AS PER COMMENTS	SL
A-01	LS	15/03/2017	UPDATED NOTES	SL
A-00	LS	19/02/2017	INITIAL DRAFT	SL

DRAWN BY:	LS
DRW CHECK:	SS
APPROVED:	SL
IND REVIEW:	N/A

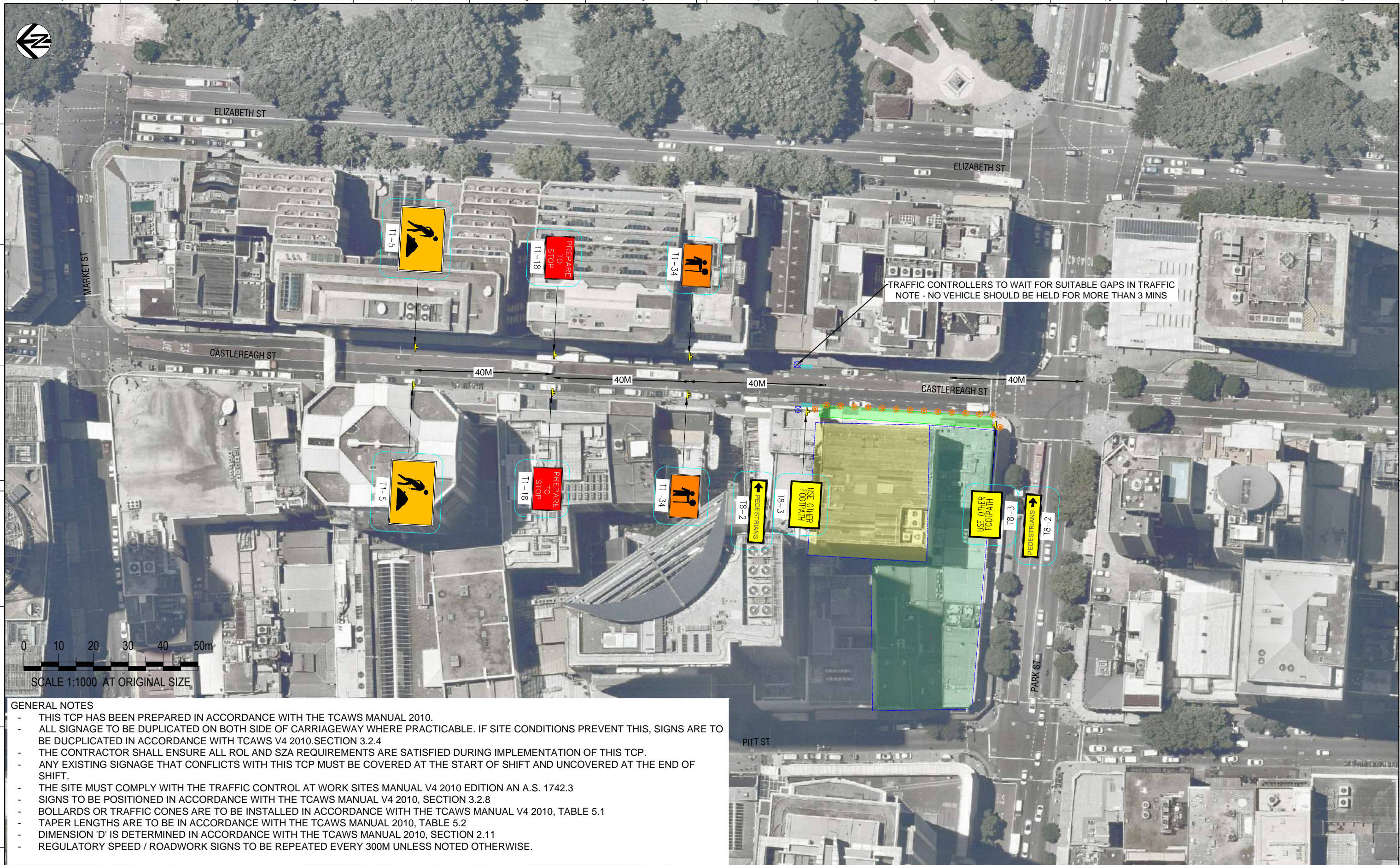
PROJECT

CLIENT

SYDNEY METRO

**DELTA GROUP AUSTRALIA WIDE
TYPICAL PEDESTRIAN MANAGEMENT
SHORT TERM STOP ON FOOTPATH**

DRAWING No:	DD-SYDM-TYP-0000-02	
SHEET	1	OF 1
REVISION	B-00	

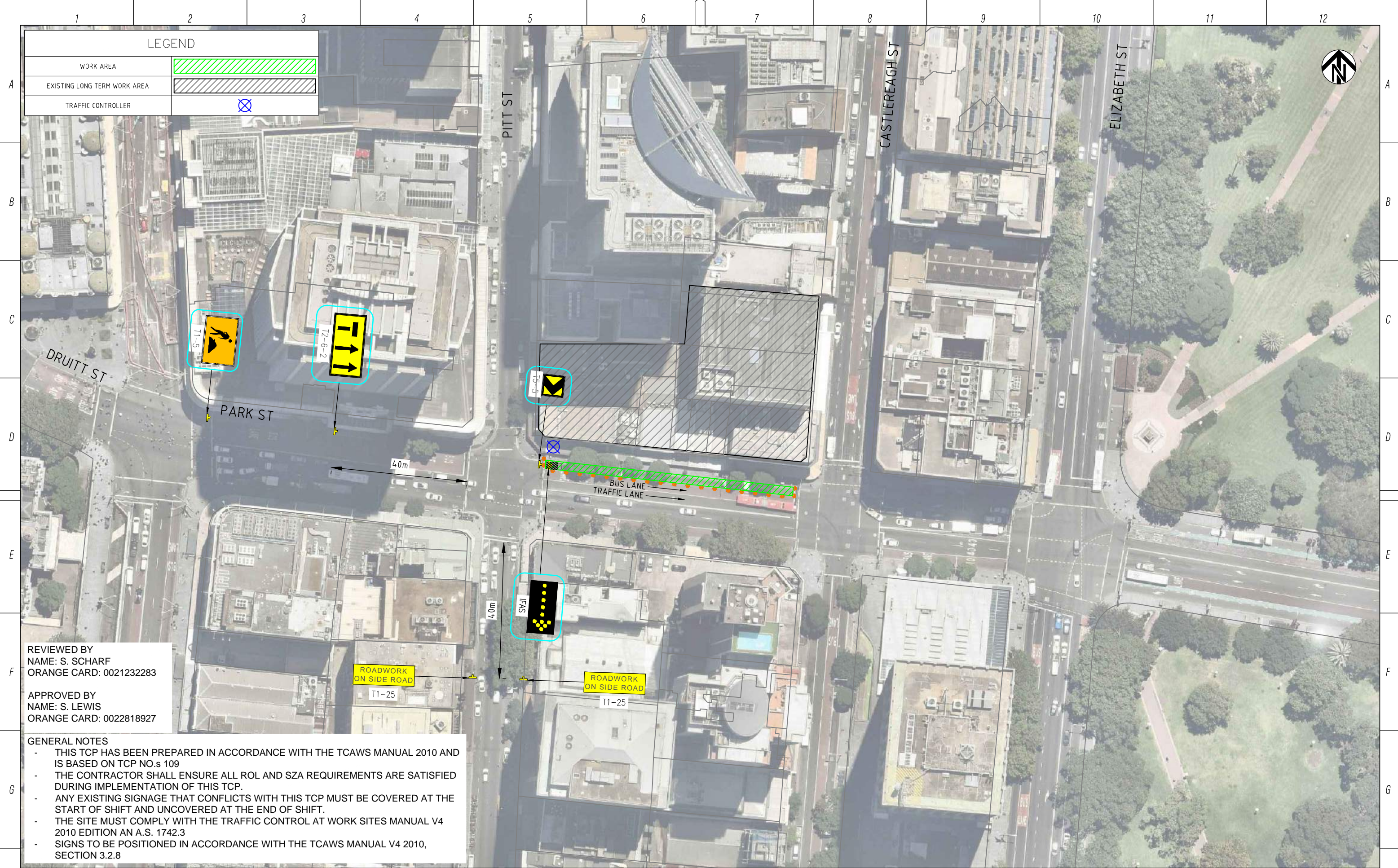


- GENERAL NOTES**
- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010.
 - ALL SIGNAGE TO BE DUPLICATED ON BOTH SIDE OF CARRIAGEWAY WHERE PRACTICABLE. IF SITE CONDITIONS PREVENT THIS, SIGNS ARE TO BE DUCPLICATED IN ACCORDANCE WITH TCAWS V4 2010,SECTION 3.2.4
 - THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP.
 - ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
 - THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
 - SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8
 - BOLLARDS OR TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, TABLE 5.1
 - TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2010, TABLE 5.2
 - DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2010, SECTION 2.11
 - REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 300M UNLESS NOTED OTHERWISE.

DRAWN BY: LS				SYDNEY METRO DELTA GROUP AUSTRALIA WIDE PITT STREET CBD PEDESTRIAN DETOUR DURING WORKS		DRAWING No: DD-SYDM-DWG-0004-12	
DRW CHECK: SS						SHEET 1 OF 1	
APPROVED: SL						REVISION B-00	
IND REVIEW: N/A							

LEGEND

WORK AREA	
EXISTING LONG TERM WORK AREA	
TRAFFIC CONTROLLER	



REVIEWED BY
NAME: S. SCHARF
ORANGE CARD: 0021232283

APPROVED BY
NAME: S. LEWIS
ORANGE CARD: 0022818927

GENERAL NOTES

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010 AND IS BASED ON TCP NO.s 109
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8

DRAWN BY:	LS
DRW CHECK:	SS
APPROVED:	SL
IND REVIEW:	N/A

PROJECT CLIENT

SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE
PITT ST CBD
PARK ST LANE CLOSURE

DRAWING No:	DD-SYDM-DWG-0007-03	
SHEET	1	OF 1
REVISION	P3	

LEGEND	
EXISTING WORK AREA	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
TRAFFIC CONTROLLER	
BOLLARDS WITH TAPE	

PITT ST

CASTLEREAGH ST

PARK ST



REVIEWED BY
NAME: S. SCHARF
ORANGE CARD: 0021232283

APPROVED BY
NAME: S. LEWIS
ORANGE CARD: 0022818927

- GENERAL NOTES
- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010 AND IS BASED ON TCP NO.s 109
 - THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP.
 - ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
 - THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
 - SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8

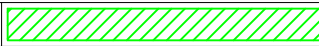


DRAWN BY:	LS
DRW CHECK:	SS
APPROVED:	SL
IND REVIEW:	N/A

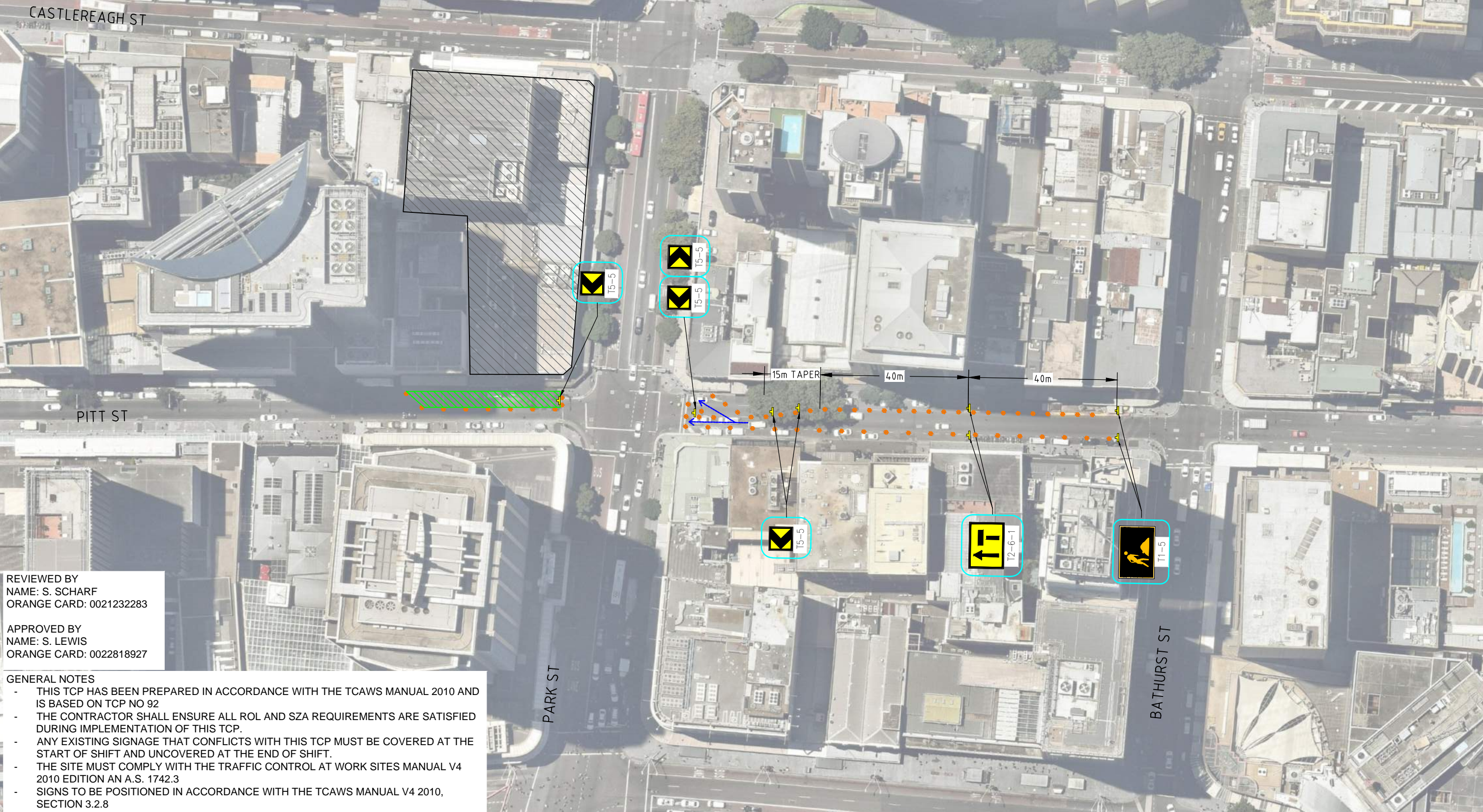


SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE
PITT ST CBD
PARK ST FOOTPATH CLOSURE AND DETOUR

DRAWING No:	DD-SYDM-DWG-0007-04	
SHEET	1	OF 1
REVISION	P1	

LEGEND	
WORK AREA	
EXISTING LONG TERM WORK AREA	
TRAFFIC CONTROLLER	



REVIEWED BY
NAME: S. SCHARF
ORANGE CARD: 0021232283

APPROVED BY
NAME: S. LEWIS
ORANGE CARD: 0022818927

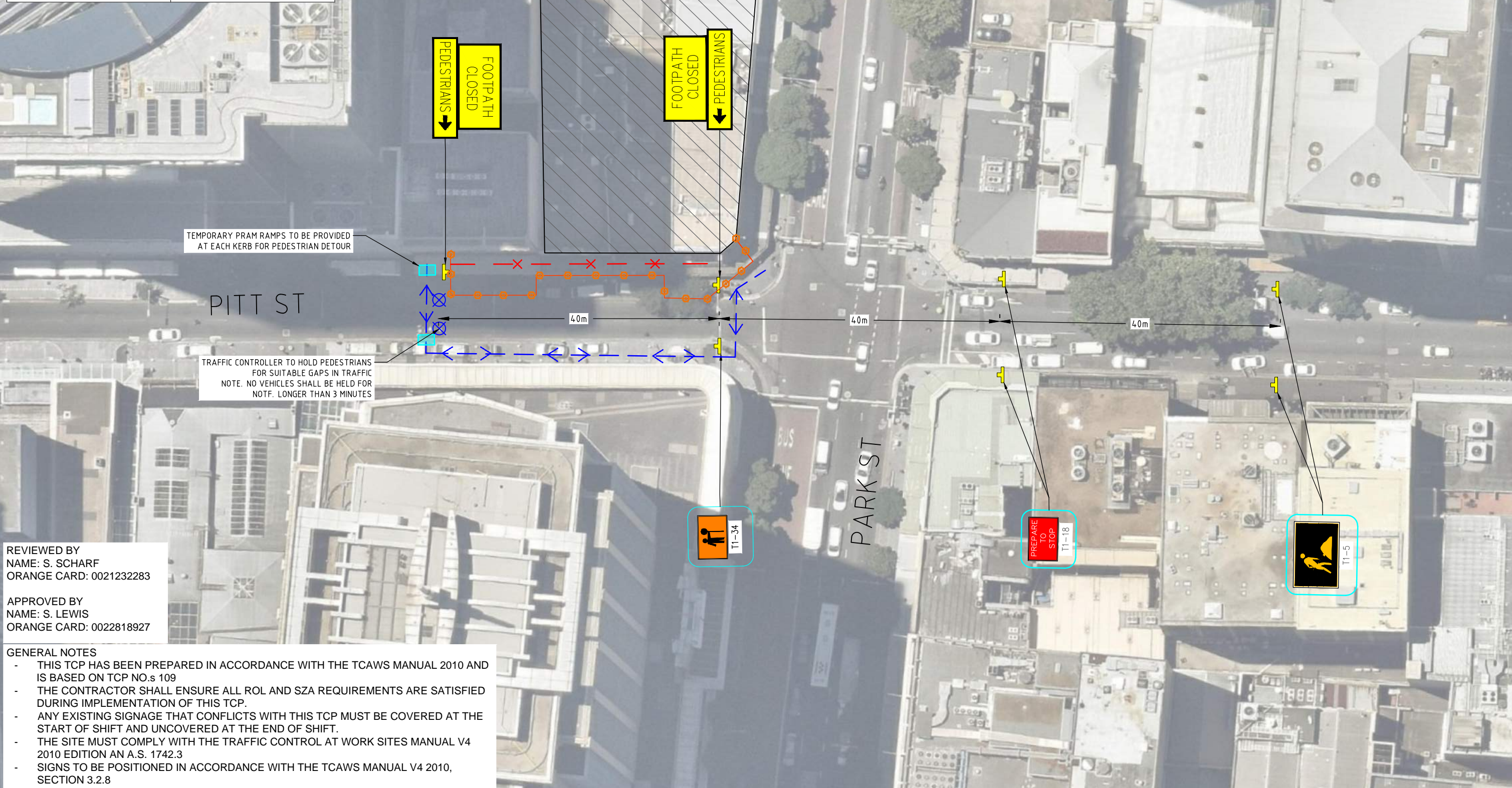
GENERAL NOTES

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010 AND IS BASED ON TCP NO 92
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8

PROJECT	CLIENT										
SYDNEY METRO	DELTA GROUP AUSTRALIA WIDE PITT ST CBD PITT ST LANE CLOSURE										
DRAWN BY: LS	DRAWING No: DD-SYDM-DWG-0007-05										
DRW CHECK: SS	SHEET 1 OF 1										
APPROVED: SL	REVISION P1										
IND REVIEW: N/A											
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REV	BY	DATE	DESCRIPTION	APPD.							
P1	LS	23/06/2017	INITIAL DRAFT	SL							
COORDINATE SYSTEM:	HEIGHT DATUM:	SCALE:									



LEGEND	
EXISTING WORK AREA	
PEDESTRIAN DETOUR ROUTE	
CLOSED PEDESTRIAN PATH	
TRAFFIC CONTROLLER	
BOLLARDS WITH TAPE	



TEMPORARY PRAM RAMPs TO BE PROVIDED AT EACH KERB FOR PEDESTRIAN DETOUR

TRAFFIC CONTROLLER TO HOLD PEDESTRIANS FOR SUITABLE GAPS IN TRAFFIC
NOTE: NO VEHICLES SHALL BE HELD FOR NOTF. LONGER THAN 3 MINUTES

REVIEWED BY
NAME: S. SCHARF
ORANGE CARD: 0021232283

APPROVED BY
NAME: S. LEWIS
ORANGE CARD: 0022818927

GENERAL NOTES

- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010 AND IS BASED ON TCP NO.s 109
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8

DRAWN BY:	LS
DRW CHECK:	SS
APPROVED:	SL
IND REVIEW:	N/A

PROJECT CLIENT

SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE
PITT ST CBD
PITT ST FOOTPATH CLOSURE AND DETOUR

DRAWING No:	DD-SYDM-DWG-0007-06
SHEET	1 OF 1
REVISION	P2

GENERAL NOTES

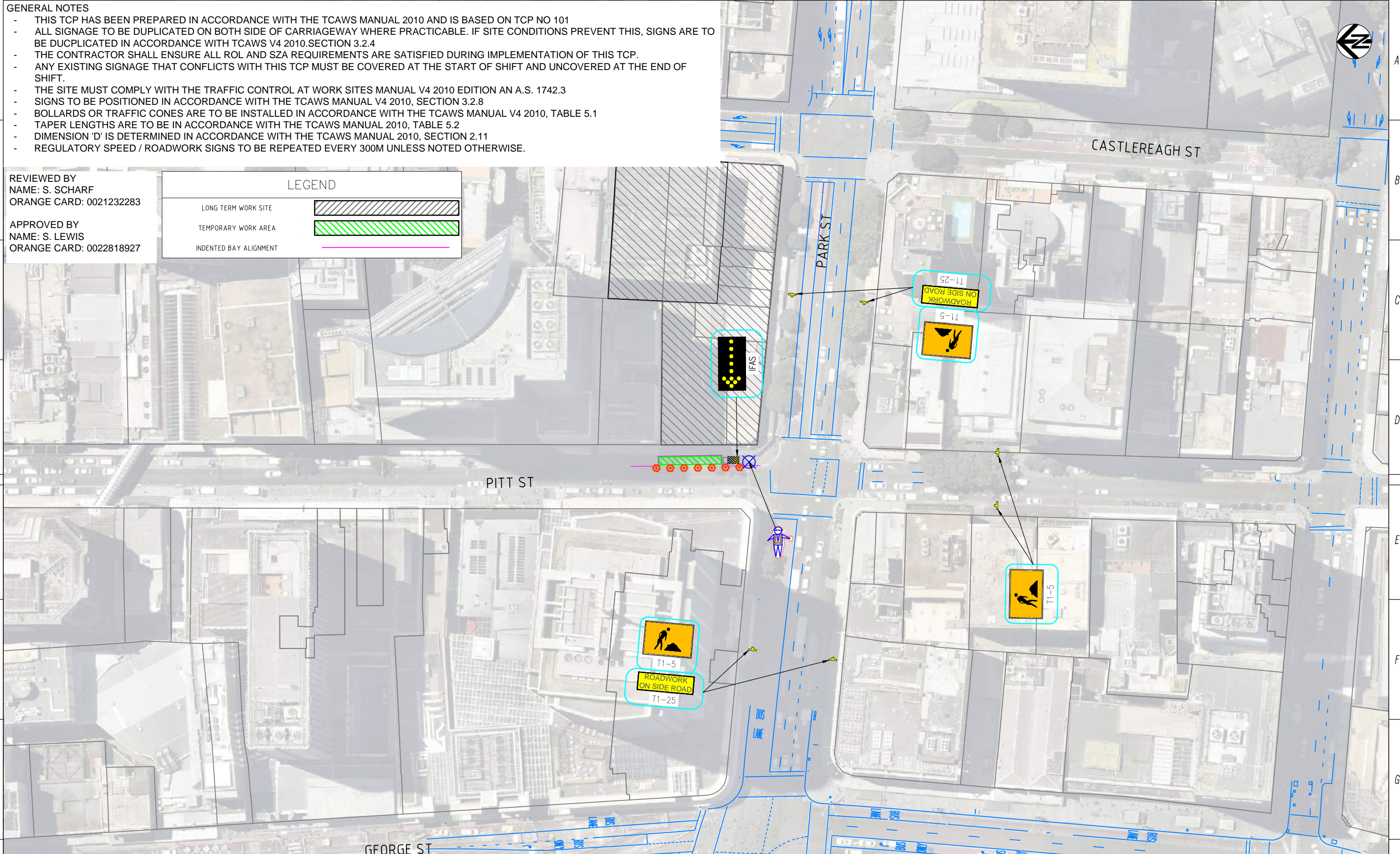
- THIS TCP HAS BEEN PREPARED IN ACCORDANCE WITH THE TCAWS MANUAL 2010 AND IS BASED ON TCP NO 101
- ALL SIGNAGE TO BE DUPLICATED ON BOTH SIDE OF CARRIAGEWAY WHERE PRACTICABLE. IF SITE CONDITIONS PREVENT THIS, SIGNS ARE TO BE DUPLICATED IN ACCORDANCE WITH TCAWS V4 2010, SECTION 3.2.4
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TCP.
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TCP MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT.
- THE SITE MUST COMPLY WITH THE TRAFFIC CONTROL AT WORK SITES MANUAL V4 2010 EDITION AN A.S. 1742.3
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, SECTION 3.2.8
- BOLLARDS OR TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE TCAWS MANUAL V4 2010, TABLE 5.1
- TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2010, TABLE 5.2
- DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2010, SECTION 2.11
- REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 300M UNLESS NOTED OTHERWISE.

REVIEWED BY
NAME: S. SCHARF
ORANGE CARD: 0021232283

APPROVED BY
NAME: S. LEWIS
ORANGE CARD: 0022818927

LEGEND

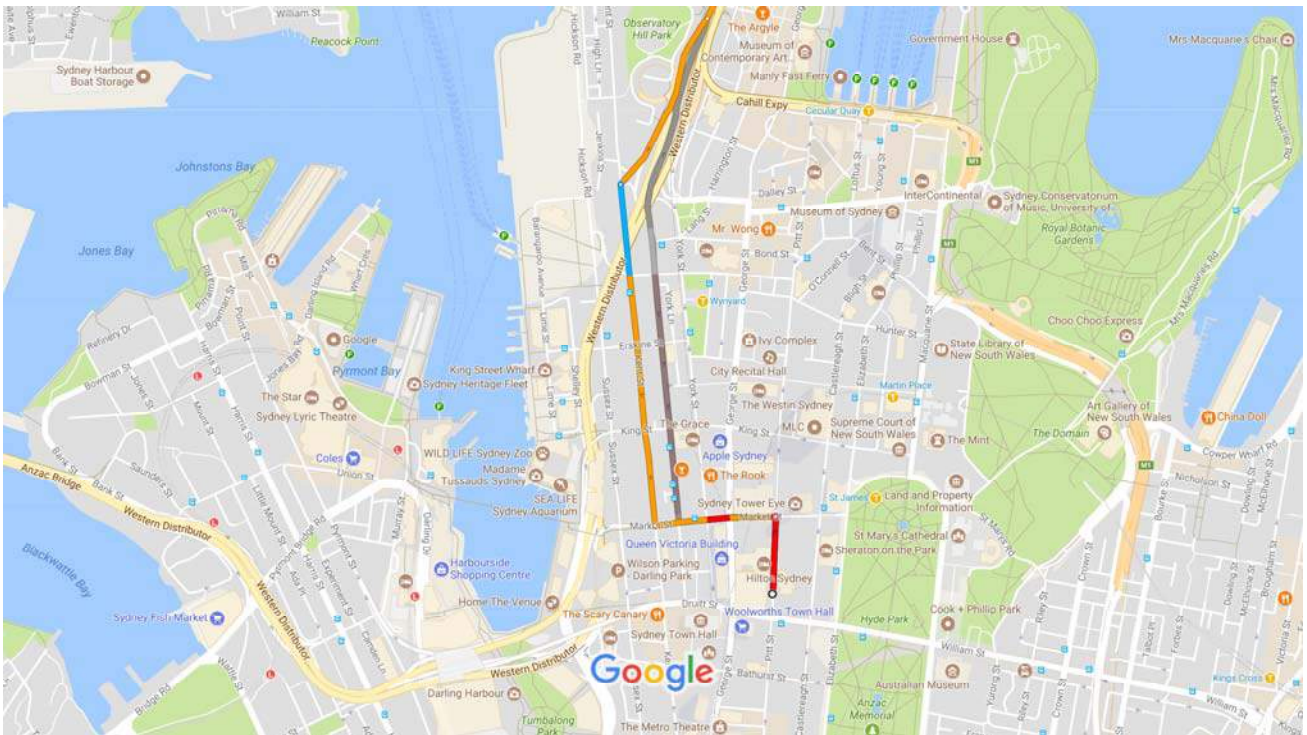
LONG TERM WORK SITE	
TEMPORARY WORK AREA	
INDENTED BAY ALIGNMENT	



DRAWN BY: LS			SYDNEY METRO DELTA GROUP AUSTRALIA WIDE PITT ST CBD PITT ST INDENTED PARKING CLOSURE		DRAWING No: DD-SYDM-DWG-0007-08	
DRW CHECK: SS					SHEET 1 OF 1	
APPROVED: SL			REVISION P1			
IND REVIEW: N/A						

Appendix 4 Haulage routes

DRAWING NUMBER	DESCRIPTION
DD-SYDM-DWG-0007-08	Logistics route – Pitt Street to Terrey Hills – Stage 2A
DD-SYDM-DWG-0007-09	Logistics route – Terrey Hills to Pitt Street – Stage 2A
DD-SYDM-DWG-0007-10	Logistics route – Pitt Street to Eastern Creek – Stage 2A
DD-SYDM-DWG-0007-11	Logistics route – Eastern Creek to Pitt Street – Stage 2A
DD-SYDM-DWG-0004-07	Logistics route – Pitt Street to Terrey Hills – Stage 2B
DD-SYDM-DWG-0004-08	Logistics route – Terrey Hills to Pitt Street – Stage 2B
DD-SYDM-DWG-0004-09	Logistics route – Pitt Street to Eastern Creek – Stage 2B
DD-SYDM-DWG-0004-10	Logistics route – Eastern Creek to Pitt Street – Stage 2B
DD-SYDM-DWG-0004-11	Sydney CBD Haul Routes – Stage 2B only



Map data ©2017 Google 200 m

275 Pitt St, Sydney NSW 2000

Drive along Kent St

- ↑ 1. Head north on Pitt St towards Market St 6 min (1.4 km)

- ↶ 2. Turn left onto Market St 200 m

- ↷ 3. Turn right onto Kent St 300 m

- ↷ 3. Turn right onto Kent St 900 m

Take Bradfield Hwy and M1 to Willoughby Rd in Naremburn. Take the exit for Willoughby Rd from M1

- ↷ 4. Turn right towards Bradfield Hwy/Sydney Harbour Bridge (signs for Bridge/Nth Sydney/M1/Chatswood) 6 min (5.9 km)

- ⤴ 5. Merge onto Bradfield Hwy/Sydney Harbour Bridge
i Continue to follow Bradfield Hwy 500 m

- ⤴ 6. Take the Pacific Hwy ramp to Lavender St/Kirribilli/N Sydney/Falcon St/Crows Nest 1.7 km

- ⤴ 6. Take the Pacific Hwy ramp to Lavender St/Kirribilli/N Sydney/Falcon St/Crows Nest 110 m

- 7. Keep right, follow signs for Falcon St/Crows Nest and merge onto M1
1.4 km
- ↶ 8. Keep left to stay on M1
1.7 km
- ↵ 9. Take the Willoughby Rd exit towards Roseville
400 m
- 10. Use the right lane to continue towards Willoughby Rd
40 m

Follow Willoughby Rd and Penshurst St to Boundary St/A38 in Roseville

- 11. Turn right onto Willoughby Rd
1.6 km
- ↶ 12. Use the left 2 lanes to turn left onto Mowbray Rd
140 m
- 13. Use the right 2 lanes to turn right onto Penshurst St
2.3 km
- 14. Turn right onto Boundary St/A38
[i Continue to follow A38](#)
7 min (5.6 km)

Follow Forest Way to Mona Vale Rd/A3

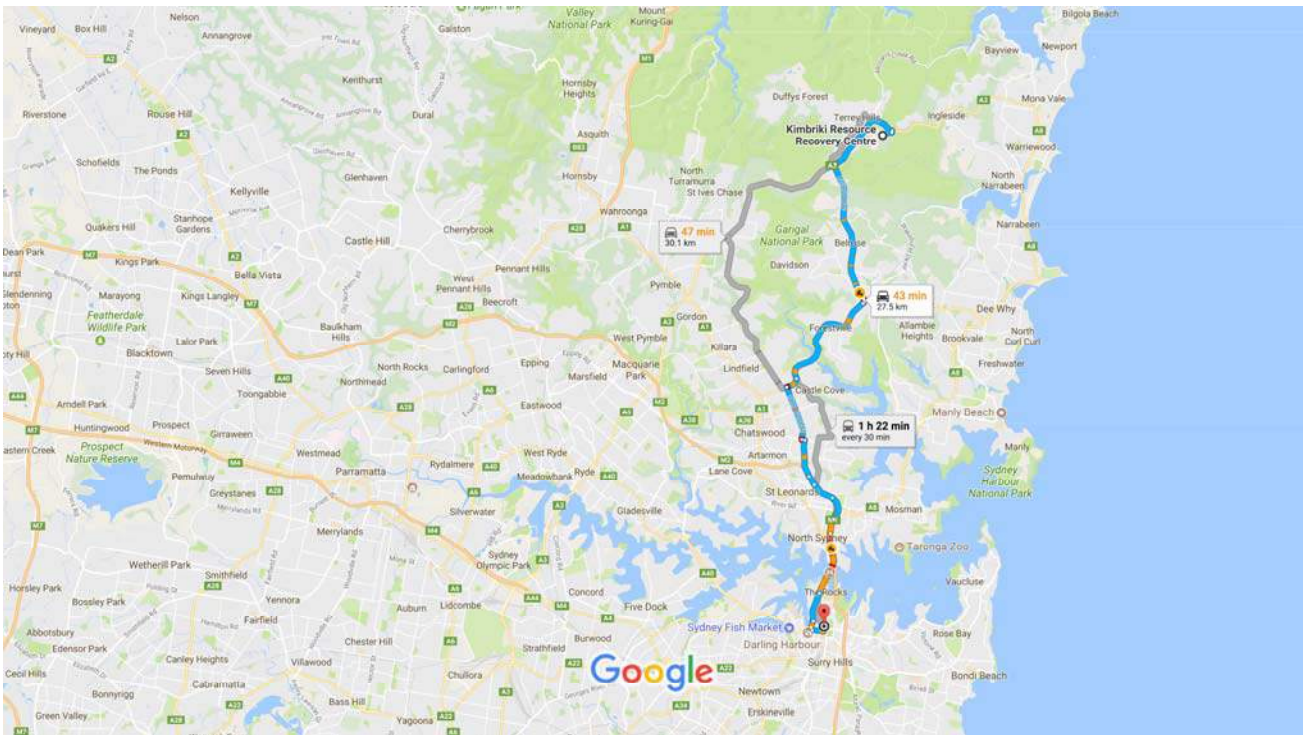
- ↶ 15. Use the left 2 lanes to turn left onto Forest Way
4.1 km
- ↑ 16. Continue straight to stay on Forest Way
1.9 km
- 17. Use any lane to turn right onto Mona Vale Rd/A3
4 min (3.5 km)

Drive to your destination

- 18. Turn right onto Kimbriki Rd
82 m
- ↶ 19. Slight right
400 m
- ↶ 20. Turn left
[i Destination will be on the left](#)
27 m

Kimbriki Resource Recovery Centre

Kimbriki Rd, Terrey Hills NSW 2084



Map data ©2017 Google 2 km

Kimbriki Resource Recovery Centre

Kimbriki Rd, Terrey Hills NSW 2084

Continue to Mona Vale Rd/A3

- 1 min (550 m)

↑ 1. Head north

- 27 m

↻ 2. Turn right towards Kimbriki Rd

- 400 m

↶ 3. Slight left onto Kimbriki Rd

- 82 m

↵ 4. Turn left onto Mona Vale Rd/A3

- 3 min (3.4 km)

↶ 5. Turn left onto Forest Way

Follow Forest Way to Warringah Rd/A38 in Frenchs Forest

- 8 min (6.1 km)

↶ 5. Turn left onto Forest Way

- 6.0 km

↑ 6. Continue straight to stay on Forest Way

- 68 m

↻ 7. Use the right lane to turn right to stay on Forest Way

- 46 m

↻ 8. Turn right onto Warringah Rd/A38

➤ 8. Keep right to stay on Forest Way

80 m

Follow A38 to Penshurst St in Roseville

7 min (5.6 km)

⬆️ 9. Merge onto Warringah Rd/A38

5.0 km

➤ 10. Use the right 3 lanes to turn slightly right to stay on Warringah Rd/A38

 Continue to follow A38

600 m

Get on M1 in Naremburn from Willoughby Rd

8 min (4.4 km)

⬅️ 11. Turn left onto Penshurst St

2.3 km

⬅️ 12. Use the left 2 lanes to turn left onto Mowbray Rd

120 m

➤ 13. Use any lane to turn right onto Willoughby Rd

1.5 km

⬆️ 14. Use any lane to merge onto M1 via the slip road to City

400 m

Continue on M1. Take Warringah Fwy and Bradfield Hwy to Western Distributor in Sydney. Take the exit towards City S/Darling Harbour from Western Distributor

6 min (6.7 km)

⬆️ 15. Merge onto M1

1.0 km

↙ 16. Use the left 3 lanes to take the Nth Sydney/City E exit towards Cahill Expy

 Partial toll road

1.0 km

➤ 17. Use the right lane to continue on Warringah Fwy

600 m

➤ 18. Keep right to stay on Warringah Fwy

 Partial toll road

650 m

⬆️ 19. Continue onto Bradfield Hwy

 Partial toll road

2.0 km

➤ 20. Keep right to continue on Western Distributor

 Toll road

1.2 km

↘ 21. Use the middle lane to take the exit towards City S/Darling Harbour

 Toll road

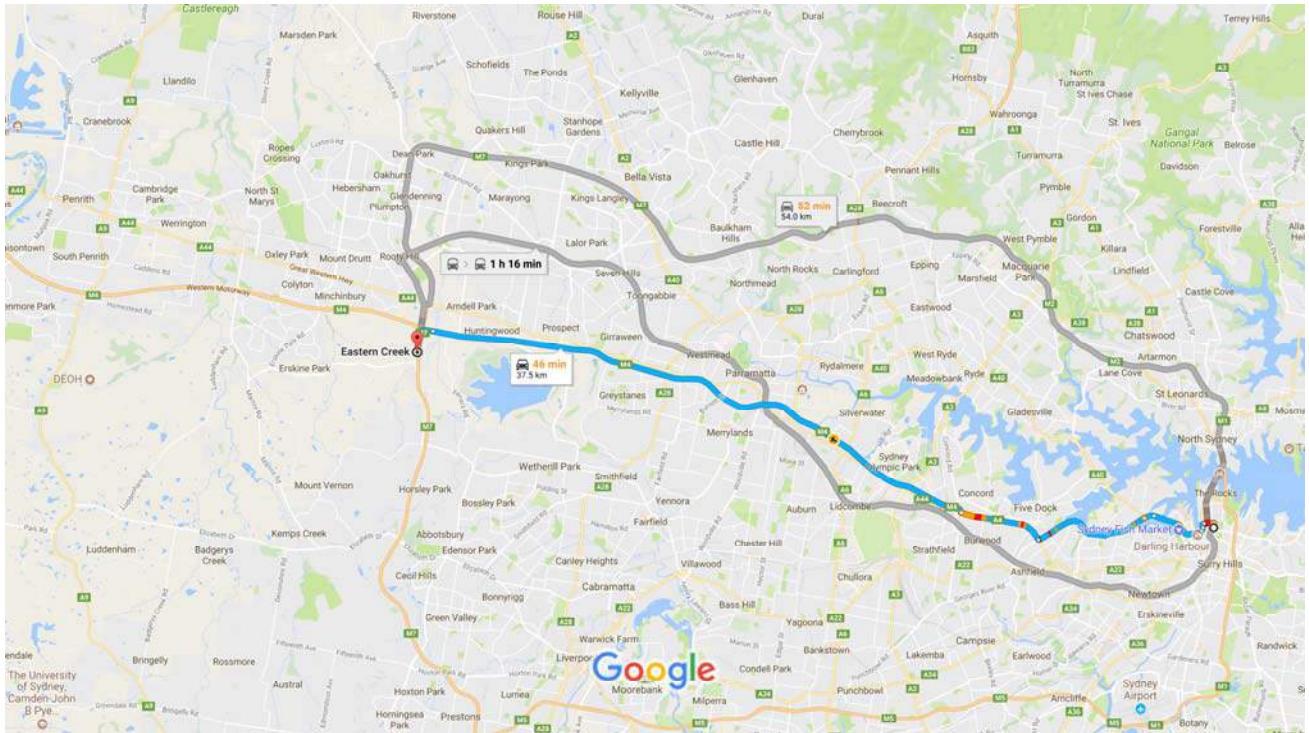
270 m

Take Bathurst St to Pitt St

-
- ↑ 22. Continue onto Western Distributor 4 min (800 m)
-
- ↶ 23. Turn left onto Bathurst St 120 m
-
- ↶ 24. Turn left onto Pitt St 500 m
-
- 210 m

275 Pitt St, Sydney NSW 2000

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.




Map data ©2017 Google 2 km


275 Pitt St, Sydney NSW 2000


Follow Western Distributor and A4 to Western Motorway/M4 in Strathfield


- | | | |
|---|---|------------------|
| ↑ | 1. Head north on Pitt St towards Market St | 23 min (12.2 km) |
| ↶ | 2. Turn left onto Market St | 200 m |
| ⬆ | 3. Use the middle lane to take the slip road to Anzac Bridge/Liverpool/Darling Harbour | 400 m |
| ⬆ | 4. Use the left lane to merge onto Western Distributor | 210 m |
| ↑ | 5. Continue straight to stay on Western Distributor | 140 m |
| ↑ | 6. Continue onto Victoria Rd/A4 | 2.3 km |
| ↶ | 7. Use the left 2 lanes to turn slightly left onto The Crescent/A4
i Continue to follow A4 | 450 m |
| ↷ | 8. Use the right 2 lanes to turn right onto Great Western Hwy/Parramatta Rd/A4 | 5.0 km |
| | | 3.5 km |

Follow Western Motorway/M4 to Wallgrove Rd in Eastern Creek. Take the Wallgrove Rd exit from Western Motorway/M4

-  9. Use the right 2 lanes to turn right onto Western Motorway/M4 19 min (24.5 km)

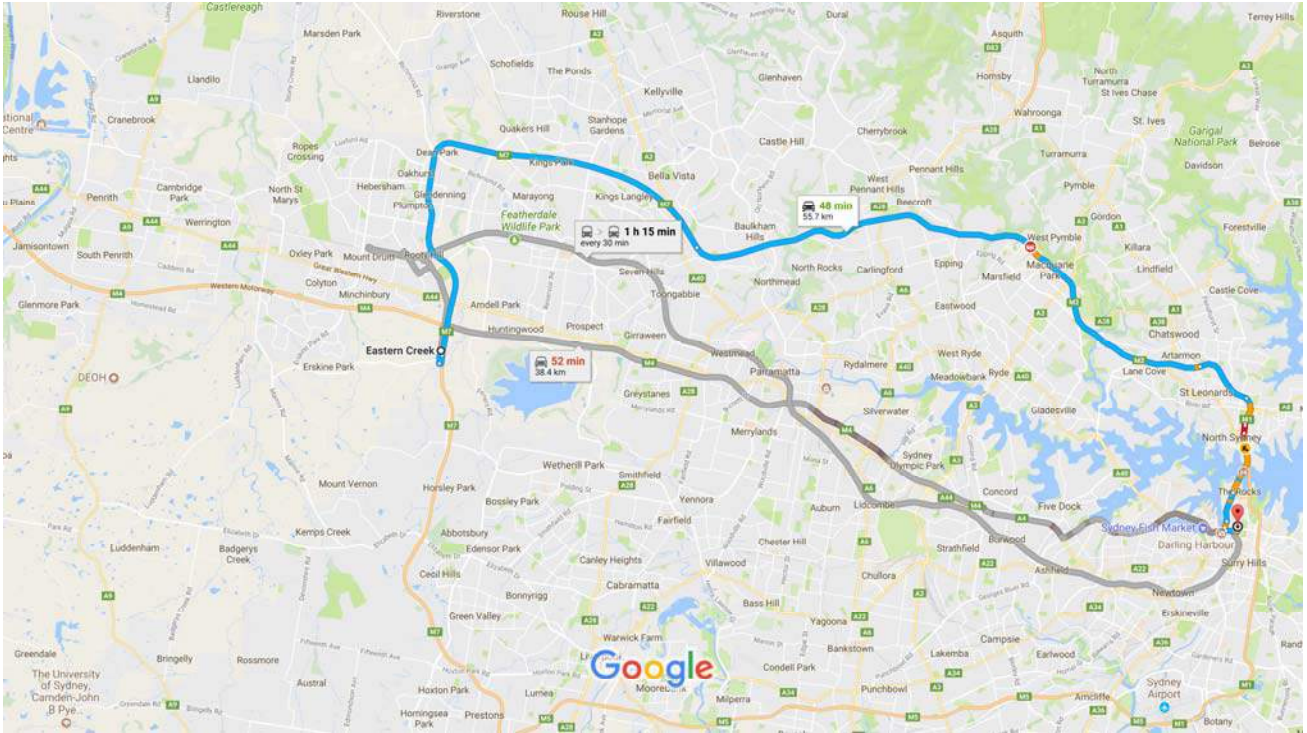
-  10. Exit onto Wallgrove Rd towards Horsley Park 23.9 km

-  11. Merge onto Wallgrove Rd 650 m

-  11. Merge onto Wallgrove Rd 1 min (750 m)

Eastern Creek
New South Wales 2766

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Map data ©2017 Google 2 km

Eastern Creek

New South Wales 2766

Get on M7

- ↑ 1. Head south on Wallgrove Rd 2 min (1.0 km)

- ↗ 2. Turn left to merge onto M7 towards Blacktown/NewCastle 550 m

 - ⚠ Toll road

- 450 m

Follow M7 and M2 to Warringah Fwy in North Sydney. Take the exit towards A4/Bridge/City/Western Suburbs from M1

- ↗ 3. Merge onto M7 32 min (49.4 km)

 - ⚠ Toll road
 - ⚠ Parts of this road may be closed at certain times or on certain days

- ↑ 4. Continue onto M2 21.4 km

 - ⚠ Toll road

- ↑ 5. Continue onto M1 24.2 km

- 2.6 km

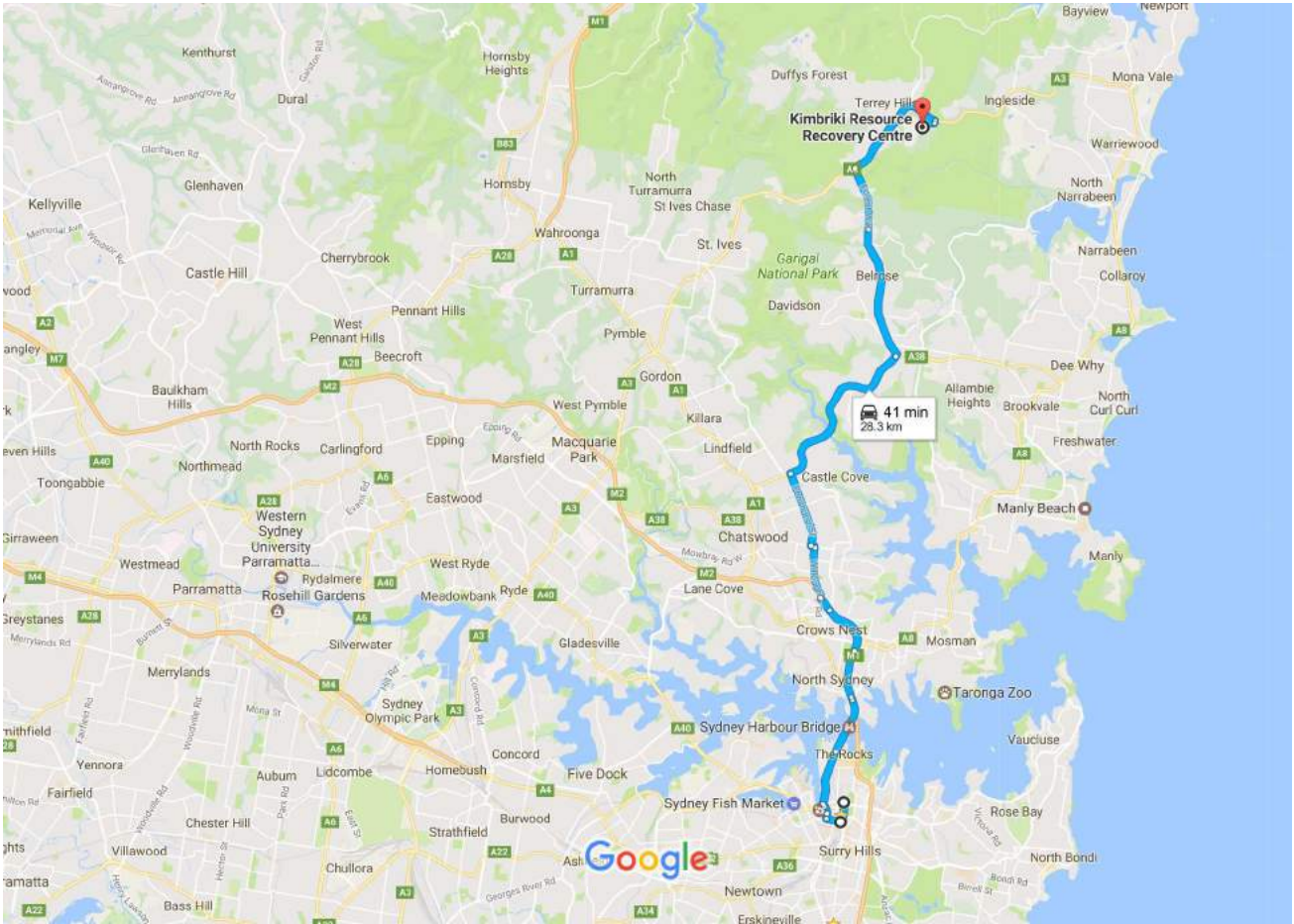
- 6. Keep right to stay on M1
1.2 km
- ↙ 7. Take the exit towards A4/Bridge/City/Western Suburbs
68 m

Continue on Warringah Fwy. Take Bradfield Hwy and Western Distributor to Pitt St in Sydney

- ⤴ 8. Merge onto Warringah Fwy
8 min (5.2 km)
300 m
- 9. Keep right to stay on Warringah Fwy
⚠ Partial toll road
650 m
- ⤴ 10. Continue onto Bradfield Hwy
⚠ Partial toll road
2.0 km
- 11. Keep right to continue on Western Distributor
⚠ Toll road
1.2 km
- ↙ 12. Use the middle lane to take the exit towards City S/Darling Harbour
⚠ Toll road
270 m
- ⤴ 13. Continue onto Western Distributor
120 m
- ↙ 14. Turn left onto Bathurst St
500 m
- ↙ 15. Turn left onto Pitt St
210 m

275 Pitt St, Sydney NSW 2000

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.



Map data ©2017 Google 2 km

175 Castlereagh St

Sydney NSW 2000

- ↑ 1. Head south on Castlereagh St towards Park St

600 m

- ➡ 2. Turn right onto Goulburn St

Follow Goulburn St and Harbour St to Western Distributor

4 min (900 m)

- ↑ 3. Head west on Goulburn St towards Pitt St

450 m

- 4. Use the 2nd from the right lane to turn right onto Harbour St

160 m
- ↶ 5. Keep left to stay on Harbour St

240 m
- ↑ 6. Continue onto Western Distributor

82 m

Continue on Western Distributor. Take Bradfield Hwy and M1 to Willoughby Rd in Naremburn. Take the exit for Willoughby Rd from M1

7 min (7.0 km)

- 7. Keep right to stay on Western Distributor

1.6 km
- ↑ 8. Continue onto Bradfield Hwy/Sydney Harbour Bridge
i Continue to follow Bradfield Hwy

1.7 km
- ⤴ 9. Take the Pacific Hwy ramp to Lavender St/Kirribilli/N Sydney/Falcon St/Crows Nest

110 m
- 10. Keep right, follow signs for A8/Mosman/Manly/M1/Chatswood/Epping and merge onto M1

1.4 km
- ↶ 11. Keep left to stay on M1

1.7 km
- ↶ 12. Take the Willoughby Rd exit towards Roseville

450 m
- 13. Keep right to continue towards Willoughby Rd

37 m

Follow Willoughby Rd and Penshurst St to Boundary St/A38 in Roseville

7 min (4.0 km)

- 14. Use any lane to turn right onto Willoughby Rd

1.6 km
- ↶ 15. Use the left 2 lanes to turn left onto Mowbray Rd

140 m
- 16. Use the right 2 lanes to turn right onto Penshurst St

2.3 km
- 17. Turn right onto Boundary St/A38
i Continue to follow A38

7 min (5.6 km)

Follow Forest Way to Mona Vale Rd/A3

7 min (6.0 km)

- ↶ 18. Use the left 2 lanes to turn left onto Forest Way

4.1 km

↑ 19. Continue straight to stay on Forest Way

1.9 km

↗ 20. Use any lane to turn right onto Mona Vale Rd/A3

4 min (3.5 km)

Drive to your destination

↗ 21. Turn right onto Kimbriki Rd

82 m

↗ 22. Slight right

400 m

↶ 23. Turn left

 Destination will be on the left

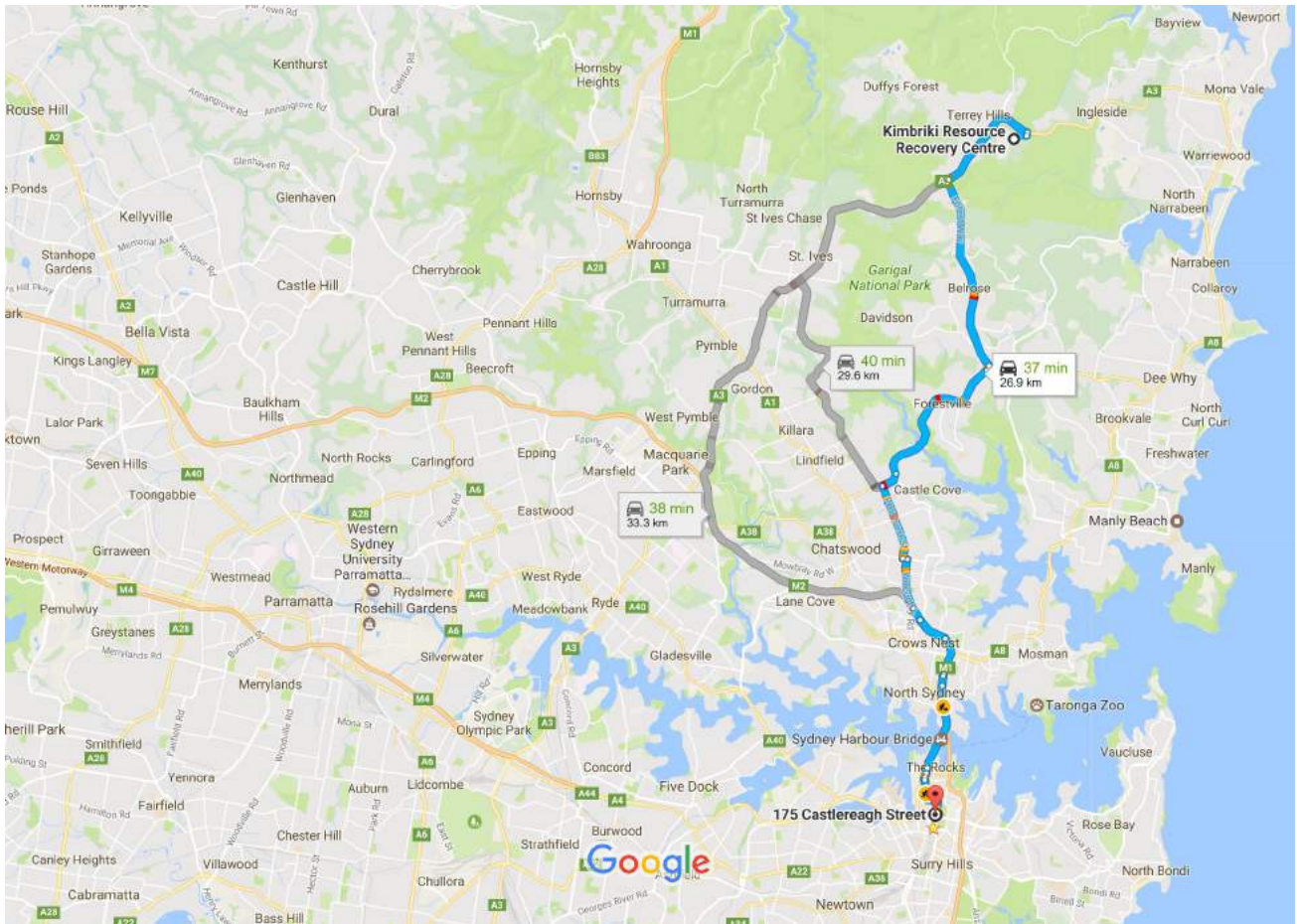
30 m

37 min (27.6 km)

Kimbriki Resource Recovery Centre

Kimbriki Road, Off Mona Vale Road, Terrey Hills NSW 2084

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.



Map data ©2017 Google 2 km

Kimbriki Resource Recovery Centre

Kimbriki Road, Off Mona Vale Road, Terrey Hills NSW 2084

Continue to Mona Vale Rd/A3

- ↑ 1. Head north 1 min (550 m)

- ↘ 2. Turn right towards Kimbriki Rd 30 m

- ↙ 3. Slight left onto Kimbriki Rd 400 m

- ↶ 4. Turn left onto Mona Vale Rd/A3 82 m

- ↶ 4. Turn left onto Mona Vale Rd/A3 3 min (3.4 km)

Follow Forest Way to Warringah Rd/A38 in Frenchs Forest

8 min (6.1 km)

- ↩ 5. Turn left onto Forest Way
6.0 km
- ↑ 6. Continue straight to stay on Forest Way
100 m
- ↪ 7. Keep right to stay on Forest Way
76 m



Follow A38 to Penshurst St in Roseville

- 7 min (5.6 km)
- ⤴ 8. Merge onto Warringah Rd/A38
5.0 km
- ↪ 9. Use the right 3 lanes to turn slightly right to stay on Warringah Rd/A38
[i Continue to follow A38](#)
600 m

Get on M1 in Naremburn from Willoughby Rd

- 7 min (4.4 km)
- ↩ 10. Turn left onto Penshurst St
2.3 km
- ↩ 11. Use the left 2 lanes to turn left onto Mowbray Rd
120 m
- ↪ 12. Use any lane to turn right onto Willoughby Rd
1.5 km
- ⤴ 13. Use any lane to merge onto M1 via the slip road to City
400 m

Follow M1, Warringah Fwy and Bradfield Hwy to Millers Point. Take the exit for Western Distributor from Bradfield Hwy

- 5 min (5.4 km)
- ⤴ 14. Merge onto M1
1.0 km
- ↪ 15. Keep right to stay on M1
1.2 km
- ↩ 16. Take the exit towards A4/Bridge/City/Western Suburbs
67 m
- ⤴ 17. Merge onto Warringah Fwy
280 m
- ↪ 18. Keep right to stay on Warringah Fwy
 Partial toll road
650 m
- ↑ 19. Continue onto Bradfield Hwy
 Partial toll road
2.0 km

- ↑ 20. Use the left lane to take the Western Distributor slip road
⚠ Toll road
150 m
- ↩ 21. Use the middle lane to follow signs for Grosvenor St/York St/City N/City Centre
⚠ Toll road
130 m

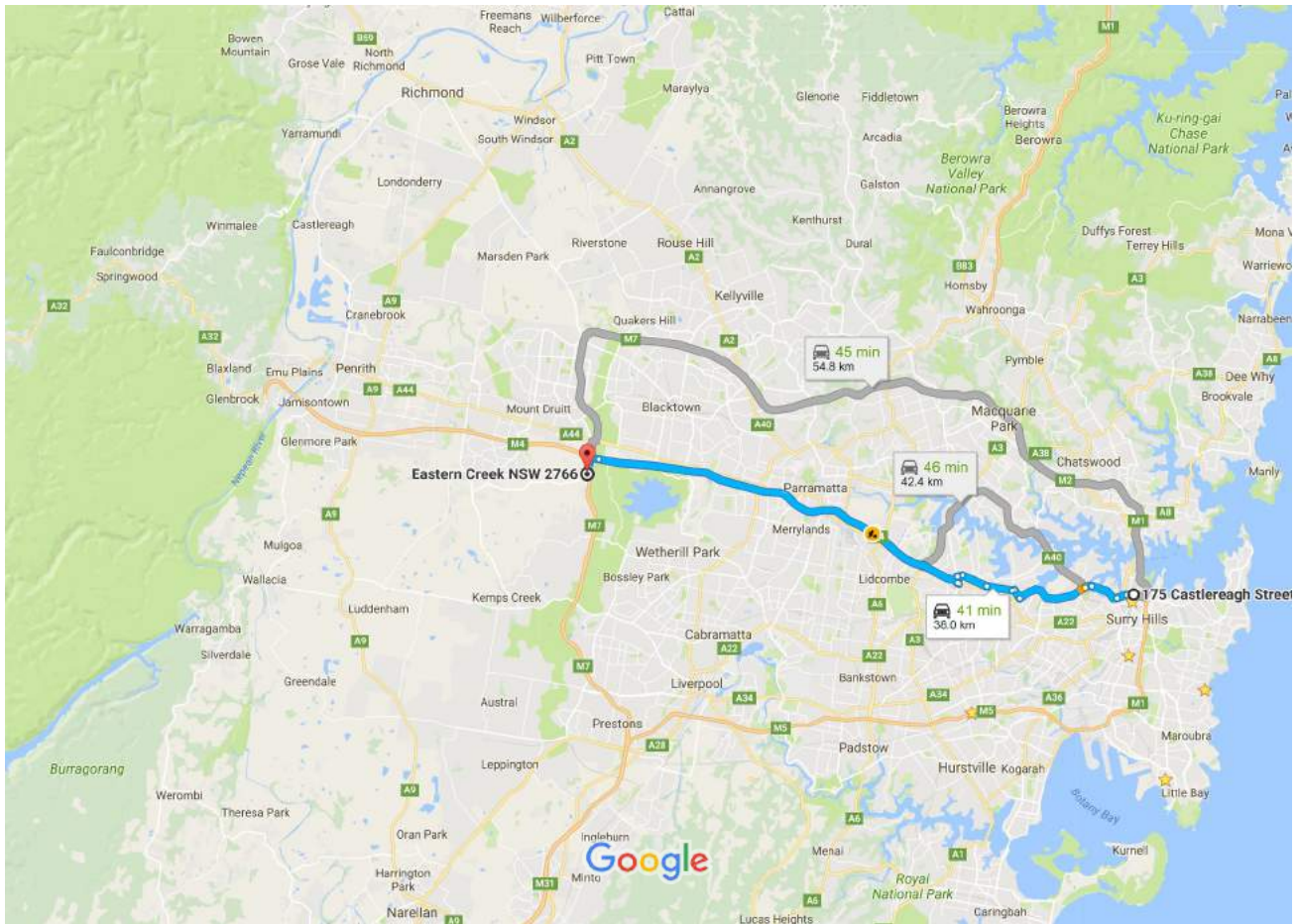
Take York St to Castlereagh St in Sydney

- ↗ 22. Slight right towards York St
6 min (1.4 km)
100 m
- ↑ 23. Continue onto York St
600 m
- ↩ 24. Use the left 2 lanes to turn left onto King St
350 m
- ↘ 25. Turn right onto Castlereagh St
📍 Destination will be on the right
400 m

175 Castlereagh St

Sydney NSW 2000

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Map data ©2017 Google 5 km



175 Castlereagh St


Sydney NSW 2000


Take Western Distributor, A4, Queens Rd and Gipps St to M4 in North Strathfield


- | | |
|--|------------------|
| | 24 min (12.7 km) |
| ↑ 1. Head south on Castlereagh St towards Park St | |
| | 48 m |
| ↗ 2. Turn right at the 1st cross street onto Park St | |
| | 200 m |
| ↑ 3. Continue onto DrUITT St | |
| | 220 m |
| ↑ 4. Continue onto Western Distributor | |
| | 57 m |
| ⤴ 5. Use any lane to take the A4 slip road to Anzac Bridge/Western Suburbs | |
| | 600 m |
| ⤴ 6. Merge onto Western Distributor | |
| | 1.8 km |


-  7. Continue onto Victoria Rd/A4


450 m
-  8. Use the left 2 lanes to turn slightly left onto The Crescent/A4
 Continue to follow A4


4.6 km
-  9. Turn right onto Ramsay St


650 m
-  10. Turn left onto Fairlight St

170 m
-  11. Continue onto Queens Rd

1.6 km
-  12. Continue onto Gipps St


1.6 km
-  13. Continue onto Patterson St


300 m
-  14. Turn left onto Concord Rd


400 m
-  15. Turn left onto Great Western Hwy/Parramatta Rd/A44

98 m

Follow M4 to Wallgrove Rd in Eastern Creek. Take the Wallgrove Rd exit from M4

-  16. Turn left onto M4 (signs for Sydney Olympic Park/Parramatta)

19 min (24.5 km)
23.9 km
-  17. Exit onto Wallgrove Rd towards Horsley Park

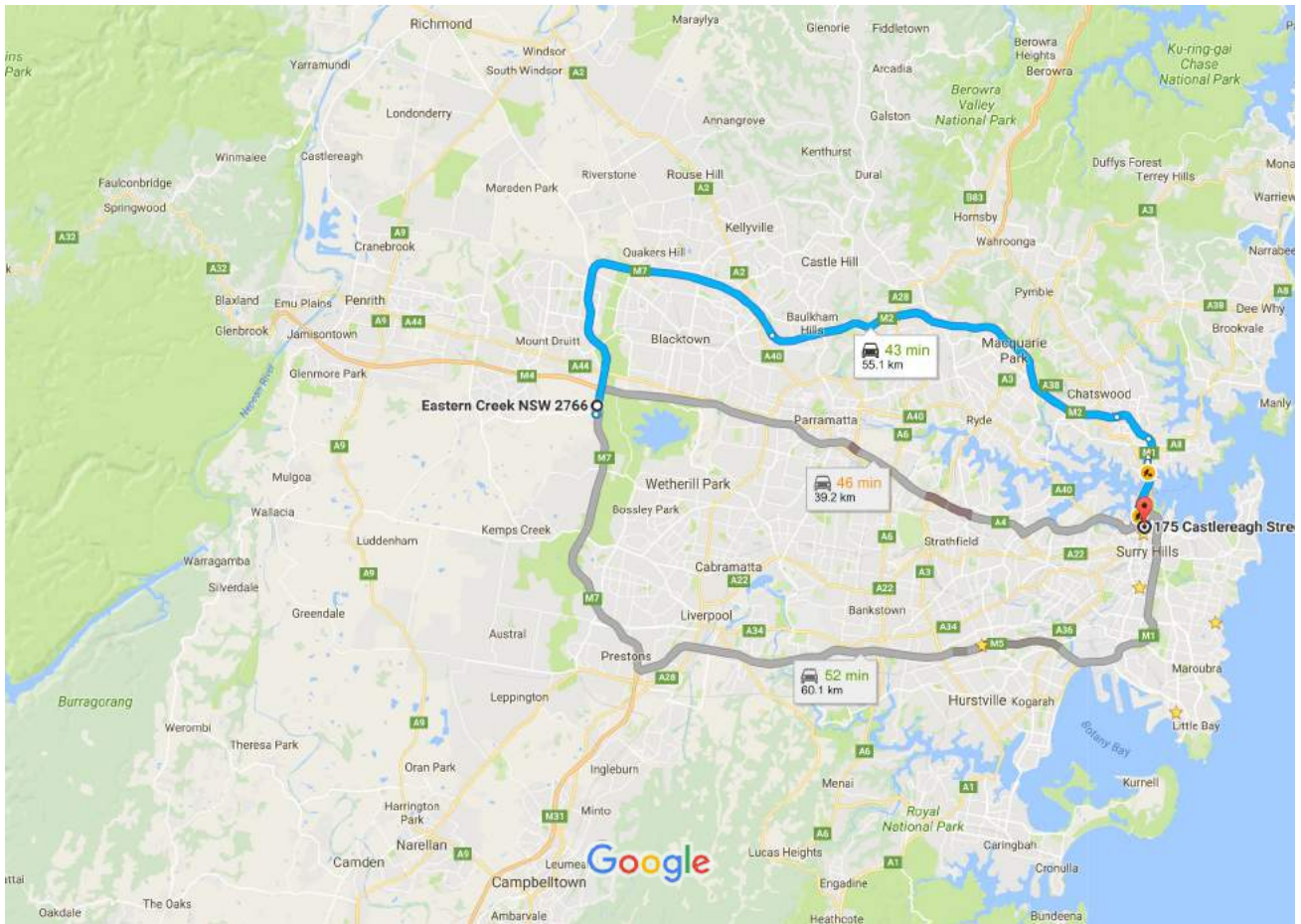
650 m
-  18. Merge onto Wallgrove Rd

58 s (750 m)

Eastern Creek

New South Wales 2766

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Map data ©2017 Google 5 km

Eastern Creek

New South Wales 2766

Get on M7

- ↑ 1. Head south on Wallgrove Rd 1 min (1.0 km)

- ↗ 2. Turn left to merge onto M7 towards Blacktown/NewCastle 550 m

 - ⚠ Toll road

- 450 m

Follow M7 and M2 to Warringah Fwy in North Sydney. Take the exit towards A4/Bridge/City/Western Suburbs from M1

- ↗ 3. Merge onto M7 32 min (49.5 km)

 - ⚠ Toll road

- 21.4 km

- ↑ 4. Continue onto M2
⚠ Toll road

24.2 km
- ↑ 5. Continue onto M1

2.6 km
- 6. Keep right to stay on M1

1.2 km
- ↘ 7. Take the exit towards A4/Bridge/City/Western Suburbs

67 m

Continue on Warringah Fwy. Take Bradfield Hwy and York St to Castlereagh St in Sydney

10 min (4.7 km)

- ⤴ 8. Merge onto Warringah Fwy

280 m
- 9. Keep right to stay on Warringah Fwy
⚠ Partial toll road

650 m
- ↑ 10. Continue onto Bradfield Hwy
⚠ Partial toll road

2.0 km
- ⤴ 11. Use the left lane to take the Western Distributor slip road
⚠ Toll road

150 m
- ↶ 12. Use the middle lane to follow signs for Grosvenor St/York St/City N/City Centre
⚠ Toll road

130 m
- 13. Slight right towards York St

100 m
- ↑ 14. Continue onto York St

600 m
- ↶ 15. Use the left 2 lanes to turn left onto King St

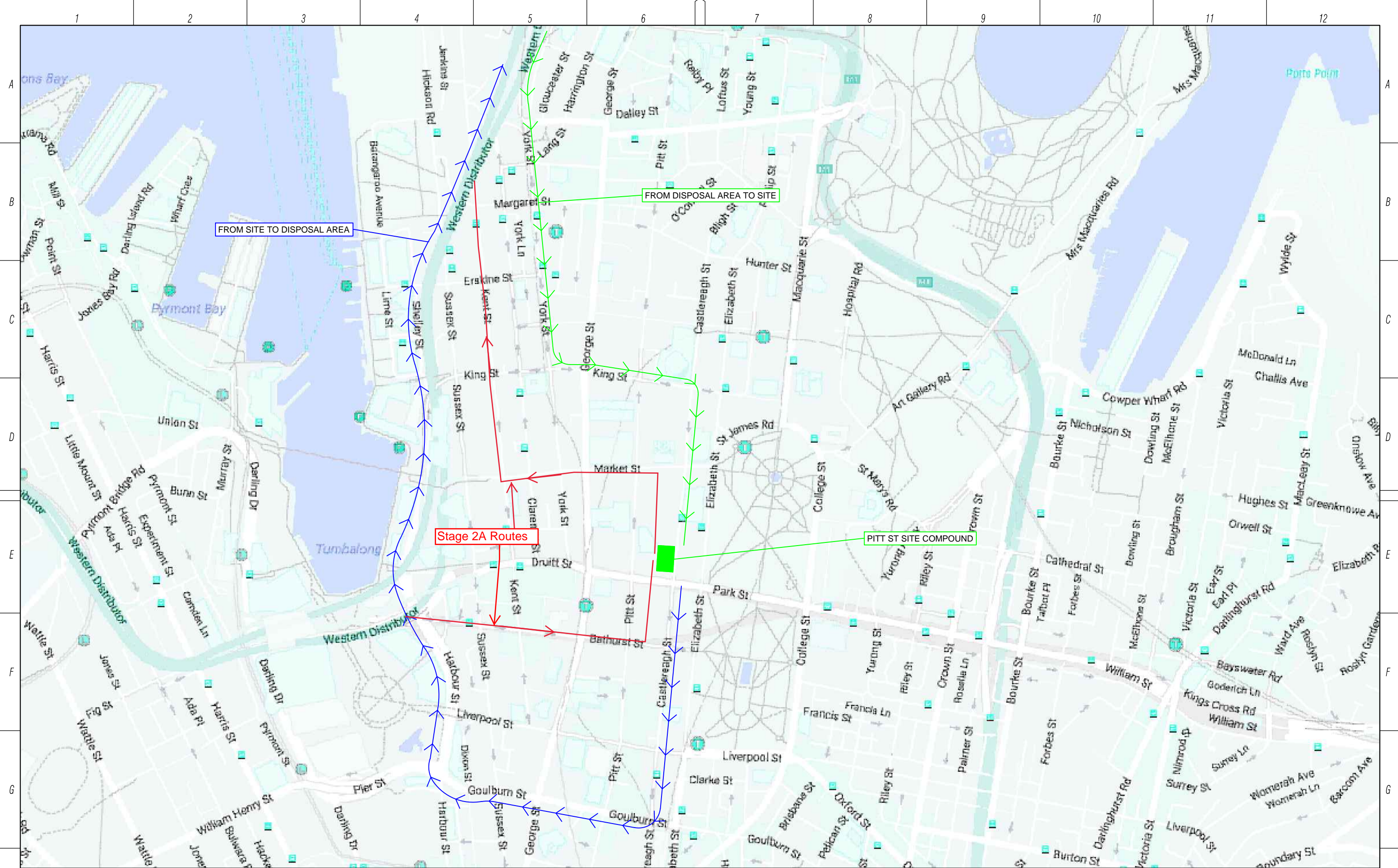
350 m
- 16. Turn right onto Castlereagh St
i Destination will be on the right

400 m

175 Castlereagh St

Sydney NSW 2000

These directions are for planning purposes only. You may find that construction projects, traffic, weather, or other events may cause conditions to differ from the map results, and you should plan your route accordingly. You must obey all signs or notices regarding your route.



REV	BY	DATE	DESCRIPTION	APPD.
A-00	LS	19/03/2017	INITIAL DRAFT	SL
COORDINATE SYSTEM:			HEIGHT DATUM:	SCALE:

DRAWN BY:	LS
DRW CHECK:	SS
APPROVED:	SL
IND REVIEW:	N/A

PROJECT CLIENT




SYDNEY METRO

DELTA GROUP AUSTRALIA WIDE PITT STREET CBD HAULAGE ROUTES

DRAWING No:	DD-SYDM-DWG-0004-11	
SHEET	1	OF 1
REVISION	B-00	

Appendix 5 Road safety audit

ROAD SAFETY AUDIT FINDINGS AND RECOMMENDATIONS

Audit Stage: Desktop Traffic Management (CTMP)

Title of package: Pitt Street Station Excavation Site

Description of works: Building Construction

Plans / documents: DD-SYDM-TMP-0007 Rev A-01

Client: Delta Group (Sue Lewis Consulting)

Audit company: Road Safety Audits P/L

Senior auditor/s: Peter Harris / Raj Muthusamy (Level 3 SRSA NSW)

Report date: 6/07/2017

RSA P/L reference: RSA-05916

Notes: - Nil.

Point No.	Issue	Suggestion	Delta Group (Sue Lewis Consulting) Response	
			Accept / Reject	Comment / Status
1.	No road safety issues are raised in relation to the proposed traffic management measures associated with the works for traffic as well as pedestrian control.	Note only.	Accept	Nil

Notes: -

Appendix 6 Review comments

SYDNEY METRO PROJECT - COMMENTS REGISTER

REPORT NAME:		<i>Sydney Metro City & South East – CTMP Pitt St Station Demolition Site, Stage 2: Demolition</i>		VERSION:		<i>B-00</i>		
TMP RECEIVED: <i>Thursday 6 July 2017</i>			PROPOSED START DATE: <i>August 2017</i>			BUSINESS DAYS:		
ITEM	SECTION	ISSUE	SCO COMMENTS	DATE: <i>11 July 2017</i>	DELTA GROUP RESPONSE	DATE:		
1	2.3.1, 2.3.4	STA Buses	<p>Consultation and approval from STA Buses is required prior to the commencement of works. A copy of the written approval should be provided to the SCO.</p> <p>Delta Group also need to work with STA to determine where buses will be relocated to when the kerb side lane along Park St is closed between Pitt St and Castlereagh St.</p>		Waiting for discussions to be held with Sydney Buses			
2	2.3.2	Pitt St	<p>There is a proposal to exit trucks onto Pitt St as part of Stage 2A, the EIS did not cater for exiting onto Pitt St due to the amount of pedestrian movements along Pitt St and at the Intersection with Market St. Hence trucks are to enter via Pitt St and exit onto Castlereagh St as part of Stage 2A as well.</p>		Not possible as explained within the document. There is a level difference of 4 floors on the 175 Castlereagh Street site and 1 basement level at the adjacent site to the south. To enable this excavation, we need to enter and exit via Pitt Street. Refer to Appendix 7 regarding approval pathways for haulage routes under MCoA and CTMF			
3	2.3.2	Truck movements and pedestrians	<p>An RMS accredited Traffic Controller is to assist trucks entering and exiting the site, and in holding pedestrians until it is safe for them to resume walking across the site access point.</p>		Yes – that is included on the pedestrian management plan within Appendix 3			
4	2.3.9	Special events	<p>Delta Group should note that work restrictions may apply during Class 1 and Class 2 events.</p>		Yes that is noted within this section			
5	4.3.1	Communications	<p>Through consultation with public transport providers, communications should also extend to applicable trip planning websites to notify customers of any service changes (e.g. transportnsw.info).</p>		Yes – that is dependent on the impact and will be developed in the communications plan (remote from this CTMP)			

6	4.3.2	Stakeholder consultation	A list of stakeholders to be consulted with needs to be provided – Table 3 has not been populated with this detail. The SCO emphasizes the need to know and effectively communicate with impacted stakeholders.	Yes – it will be now that the consultation has begun
7	3.4, Appendix 2	Dates	Indicative dates for Stage 2A and Stage 2B are required, and/or confirmation is required for dates listed on the site establishment plan drawing.	Document amended in Section 2 and DWG amended
8	Appendix 2	Drawings	Drawings DD-SYDM-DWG-0007-01 and DD-SYDM-DWG-0007-02 should include vehicle movements within the site.	Drawings amended. However, I note that the approval of a CTMP is for interface between the public and not internal site movements. DWG 0007-02 is in via Pitt Street and out via Castlereagh Street in a forward direction so internal site movement has not been provided.
9	Appendix 3	Pedestrian Management	Traffic controllers are not permitted to stop oncoming traffic and should wait for suitable gaps before allowing pedestrians to cross the road. Delta Group should note that vehicles must not be stopped for longer than 3 minutes at any given time. This applies to drawings DD-SYDM-DWG-0004-12 and DD-SYDM-DWG-0007-06.	DWGS amended to include notes
10	Appendix 3	TCP	TCP drawing DD-SYDM-DWG-0007-03 should be amended to include a 'road work on side road' sign on Pitt St approaching Park St, and a lane status (arrow board sign) on Park St approaching Pitt St to indicate the closure of the left lane. The drawing should also make clearer if Lane 1 or Lanes 1 and 2 (bus lane) are closed.	Lane status and arrow boards yes – but as far as Roadwork on side road TCAWS manual does not require these for short term works
11	2.3.8, 2.3.9, 3.1 and Appendix 4	Haulage routes	Delta Group should note that traffic conditions within the CBD and along its approaches are continuously changing to facilitate the construction of major transport infrastructure projects. They should remain in close consultation with project teams to ensure their proposed haulage routes are not adversely affected.	This is a Revised Environmental Measure allocated to TfNSW.

CTMP Review Comments Sheet

Project Title	Sydney Metro City & south west – Demolition Contract
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CTMP Title: Pitt Street Station Demolition Site Stage 2

Document Number:

DD SYDM CTMP 0007 B 00

Reviewer: City of Sydney

Responder: S Lewis

Date: 13th July 2017 (received by Delta Group 17th July)Date: 31st July 2017

Item	Section/ Page	Comments	Response
1	2	Reword the sentence “The Pitt Street Station Demolition site is bounded by Pitt Street to the west, Castlereagh Street to the east and Park Street to the south”	Document amended but northern site boundary still maintained in document
2	2.1.1	Reword the sentence “Castlereagh Street is a local road which connects Hunter Street to Hay Street . Remove reference to Belmore Park	This statement is exactly as it appeared on the Stage 1 CTMP. I have amended the document but consider this comment inconsistent with the previously approved CTMP by Council
3	2.3.1	The City’s construction Regulations Unit has allowed the driveway layback to be 6m wide with 2m wings “Similar to the driveway installed to the south of the site” please clarify as there are no driveways south of the site	Document amended
4	2.3.2	Include in the CTMP that Traffic Controllers must not stop vehicles on Castlereagh Street to allow construction vehicles to exit the site. Traffic controllers must wait for a suitable gap in traffic and assist the construction vehicles to exit the site Identify exactly the location, number of parking spaces and its parking restrictions that need to be removed to install the temporary driveway to site The AM Peak (7am-10am) and PM Peak (3pm-7pm) periods	This paragraph is exactly as it appeared on the Stage 1 CTMP. I have amended the document but consider this comment inconsistent with the previously approved CTMP by Council Parking restrictions were included in document reviewed by CoS. Parking spaces removed now confirmed This paragraph is exactly as it appeared on the Stage 1 CTMP. I have

Item	Section/ Page	Comments	Response
		must be clearly stated in the CTMP	amended the document but consider this comment inconsistent with the previously approved CTMP by Council
5	2.3.3	Remove the statement “the operation of the site will have minimal impact on existing traffic conditions as the traffic generation is typically low” Albeit that the site will generate ten vehicle movements per day without any modelling or analysis completed it is unfeasible to conclude that the traffic generated from site will not impact on traffic flows in the area especially along Pitt and Market Streets	Disagree – This paragraph is exactly as it appeared on the Stage 1 CTMP. I have amended the document but consider this comment inconsistent with the previously approved CTMP by Council.
6	2.3.4	There is a bus stop along the Park Street site frontage. What are the associated impacts	The intent of this section of the CTMP is to talk about long term impacts not short term. I have amended the document to state that this is to do with long term impacts only.
7	2.3.5	Further information on pedestrian impacts given that TCPs show closure of pedestrian footpath	This paragraph is exactly as it appeared on the Stage 1 CTMP which contained short term detours which were discussed in Appendix 3. The intent of this section of the CTMP is to talk about long term impacts not short term. I have amended the document to state that this is to do with long term impacts only.
8	2.3.11	Approvals are also required for oversize and over mass vehicle travel permits and temporary works permit for various works such as machinery deliveries and scaffold installation	As noted in Section 3.2 there is no requirement for over mass/ oversize vehicles at this site. I note that this paragraph is exactly as it appeared on the Stage 1 CTMP.
9	3	Quad axle semi vehicles are not permitted on City roads. As per the City’s TMP requirements, articulated vehicles are not permitted on local roads. Reference to quad axle semi-vehicles must be removed from the CTMP	As noted in Section 3: “A combination of truck types will be used during the demolition works. These trucks will range in size from 5.5m to 12.5m. It is noted in Appendix 2 that the swept paths provided are for a quad axle semi as this is the closest vehicle type for a 8 wheel vehicle” We have now changed the drawings to a single unit truck swept path.
10	3.2	The RMS does not issue Oversize and Over mass vehicle permits for travel on City of Sydney local roads. All oversize and over mass vehicle travel to the site must be submitted to the City for approval.	As noted in Section 3.2 there is no requirement for over mass/ oversize vehicles at this site. I note that this paragraph is exactly as it appeared on the Stage 1 CTMP.

Item	Section/ Page	Comments	Response
		The City can approve access for oversize and/or over mass vehicles on the City's roads following the submission of <i>Oversize & Over Mass Vehicle Permit Application</i> and payment of associated fees - http://www.cityofsydney.nsw.gov.au/data/assets/pdf_file/0007/238075/Oversize-And-over-mass-vehicle-permit-application.pdf	
11	4.1	Include the road safety audit report in the CTMP	It was and is- refer to Appendix 5
12	4.3.2	Complete Table 3	It will be now that consultation has been undertaken
13	Appendix 2	<p><u>Drawing DD-SYDM-DWG-0007-01</u></p> <ul style="list-style-type: none"> The plan shows the swept paths for articulated vehicles. Articulated vehicles are not allowed on local roads. Reference to quad axle semi vehicles must be removed from the CTMP. Complete the swept path analysis for rigid vehicles only. Driveway layback on Pitt Street ingress must be shown on the plan. Describe in the CTMP how construction vehicles will turn around within the site. <p><u>Drawing DD-SYDM-DWG-0007-02</u></p> <ul style="list-style-type: none"> The plan shows the swept paths for articulated vehicles. Articulated vehicles are not allowed on local roads. Reference to quad axle semi vehicles must be removed from the CTMP. Complete the swept path analysis for rigid vehicles only. The driveway layback on Castlereagh Street egress must be shown on the plan <p><u>Drawing DD-SYDM-DWG-0004-02</u></p> <p>The B class hoarding must extend past the cantilevered scaffold.</p>	<p>Refer to my previous response to your Item 9.</p> <p>Drawing amended Document amended</p> <p>Refer to response to Item 9</p> <p>Hoarding design is indicative only within the CTMP. Siting of the hoarding to be provided with the hoarding permit.</p>

Item	Section/ Page	Comments	Response
14	Appendix 2	<p>Additional swept paths for the largest rigid vehicles are required for the following turning movements:</p> <ul style="list-style-type: none"> • Left turn movement from Pitt Street to Market Street • Right turn movement from Market Street to Kent Street • Left turn movement from Bathurst Street to Pitt Street • Right turn movement from Castlereagh Street to Goulburn Street 	<p>New drawings included – I note that Council had previously provided approval for the movement from Castlereagh Street to Goulburn Street and the request for this drawing now is seen as superfluous to the approval of this CTMP</p>
15	Appendix 3	<p><u>Drawing DD-SYDM-DWG-0004-12</u></p> <ul style="list-style-type: none"> • The purpose of the detour signs is unclear. Detour signs are to be used only to direct vehicles and should not be used to direct pedestrians. Explain the purpose of the detour signs. <p><u>Drawing DD-SYDM-DWG-0007-03</u></p> <ul style="list-style-type: none"> • A bus stop is located on the Park Street where the kerbside lane closure is proposed. Where will the bus stop be relocated during the lane closures. 	<p>TCP amended I note that Council had previously provided approval for the TCP and the request for this drawing change now is seen as superfluous to the approval of this CTMP</p> <p>That is dependent on discussions with Sydney Buses – which are yet to be had</p>
16	Appendix 4	<p>Egress routes from Castlereagh Street have not been included in the CTMP.</p> <p>Haulage routes for Stage 2B must be provided in the CTMP.</p>	<p>Routes for Stage 2B (Stage 1 CTMP haulage routes) now included</p>
17	Appendix 5	<p>Attach road safety audit report which states that no issues were identified</p>	<p>It was and is – included in Appendix 5</p>

CTMP Review Comments Sheet

Project Title	Sydney Metro City & south west – Demolition Contract
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CTMP Title: Pitt Street Station Demolition Site Stage 2

Document Number:

DD SYDM CTMP 0007 B 00

Reviewer: TfNSW

Responder: S Lewis

Date: 18th July 2017 (received by Delta Group 17th July)Date: 31st July 2017

Item	Section/ Page	Comments	Response
1	2.3.4	Public transport – Needs to identify that there will be some minor disruption to existing bus stops on Park Street during awning removal and hoarding erections, even though it will be minor an during periods of low bus volumes at night. Also needs to indicate what measures will be taken for any affected bus routes for picking up passengers	Document amended
2	2.3.9	In relation to special Events this indicates that works are not planned on any Sunday, however, section 2.3.1 indicates that works will be undertaken on a Sunday for the awning removal. This needs clarification or words to the effect that “any works planned for the site will not occur during planned special events”	Document amended
3	4.3.2	The stakeholder consultation table needs to be completed	It will now that consultation has been undertaken
4	Plan 0007-03	Should include information in Pitt Street on the approach to the intersection with Park Street that roadworks are occurring on the side road and there are lane closures. The current signposting on Pitt Street only indicates roadworks ahead	Drawing amended

Appendix 7 Haulage route approval pathway

authority. In some instances post boxes may be able to be relocated however, there will be instances where the post box, for heritage requirements, will not be able to be relocated. These post boxes will need to be protected to ensure that they are not damaged during construction works.

Adjustments or relocation of other roadside furniture or modifications to signposting such as advisory signs or regulatory signs will require consultation and approval of the owner. In most cases this will be the local Council. Changes to regulatory signposting on local roads will require the approval of the Local Traffic Committee.

3.6.12 Council traffic committees

Each Council is delegated authority by RMS on certain aspects for the control of traffic on regional and local roads, including regulatory signposting. The delegation requires Council to seek the advice of the NSW Police and RMS prior to exercising these delegated functions. This is usually done through the establishment and consultation with the Local Traffic Committee.

Councils can sub-delegate the approval of certain traffic control measures e.g. Works Zones, to an appropriate staff member. These further delegations are determined by each individual Council. Contractors will need to consult with Council on the extent of the delegations.

Where possible, the Contractor should endeavour to secure all necessary Council approvals under delegation so as to avoid the need for approvals to be secured through the Local Traffic Committee and Council meetings.

The Local Traffic Committee is a technical committee which considers matters related to prescribed traffic control devices and traffic control facilities for which the Council has delegated authority. It is made up of four formal, or voting, members:

- One representative of Council (may be a Councillor or council officer)
- One representative of the NSW Police
- One representative of RMS
- The local State Member of Parliament or their nominee

Matters that may need to be considered by the Local Traffic Committee include:

- Establishment of a kerbside 'Work Zone' on a local or regional road.
- CTMP's
- Other changes to parking restrictions
- Road closures

3.7 Management of Construction Traffic

3.7.1 Haulage routes

Designated access routes for heavy vehicle movements during demolition, construction and spoil removal will be along the arterial (State) road network as much as practically possible. Condition E85 requires that heavy vehicles must not use local roads unless no feasible alternatives are available.

Details of any proposed routes for heavy vehicle access will be developed in consultation with the relevant state or local government authority and detailed in the appropriate section of the site specific CTMP (Condition E88).

Where haulage routes differ from the primary and secondary routes shown in the EIS/Submissions Report/PIR, the Contractor will need to document these in the contract wide and site specific CTMPs and undertake a consistency assessment of the proposed variations.

In addition, measures should be in place to avoid heavy vehicles queuing on the road network near the worksite. In general, the sites for this project have a very constrained road network

- (k) heavy vehicle management, the restriction (unless otherwise approved) of heavy vehicles to certain routes and the minimisation of heavy vehicle traffic in peak traffic periods;
 - (l) special event management;
 - (m) the retention and reinstatement of emergency and property access;
 - (n) the retention of user and passenger safety, including pedestrians, cyclists, public transport users, including at stops and related facilities;
 - (o) incident response planning around construction worksites; and
 - (p) monitoring of transport and access related impacts attributable to the CSSI.
- E82 Construction Traffic Management Plans (CTMPs), consistent with the CTMF required in Condition E81, must be prepared for each construction site in consultation with the TTLG(s), and submitted to the RMS for approval following Sydney Coordination Office endorsement before construction commences at the relevant construction site.
- E83 Where construction results in a worsening of the matters identified in Condition E81(a)-(o), the Proponent must review the measures identified in the CTMPs in consultation with the TTLG(s), as relevant. Any changes to the CTMPs must be submitted to the RMS for approval following Sydney Coordination Office endorsement and implemented.
- E84 Notwithstanding the above, the Proponent must investigate opportunities to maximise spoil removal by non-road methods and schedule final track laying as soon as practicable following completion of tunnelling with a view to transporting materials and equipment for station fit-out, systems and commissioning by rail to minimise truck movements in town centres and the Sydney CBD. The findings of the investigation must be reported to the Secretary before commencement and before completion of tunnel spoil generation as relevant. A decision to not adopt spoil haulage or materials delivery by non-road methods must be demonstrated to the satisfaction of the Secretary.
- E85 Heavy vehicle haulage must not use local roads unless no feasible alternatives are available.
- E86 During construction, measures must be implemented to maintain pedestrian and vehicular access to, and parking in the vicinity of, businesses and affected properties. Alternative pedestrian and vehicular access, and parking arrangements must be developed in consultation with affected businesses. Such arrangements must be outlined in the **Business Management Plan** required in Condition E64 and implemented as required. Adequate signage and directions to businesses must be provided before, and for the duration of, any disruption.
- E87 Permanent road works, including vehicular access, signalised intersection works, and works relating to pedestrians, cyclists and public transport users will be subject to safety audits demonstrating consistency with relevant design, engineering and safety standards and guidelines. Safety audits must be included within each relevant CTMP and carried out in consultation with the TTLG before the completion and use of the subject infrastructure and must be made available to the Secretary on request.
- E88 Details of haulage routes and heavy vehicle sizes to transport material to and from any construction site must be specified in the **Construction Traffic Management Plan(s)** and be approved by the RMS following endorsement by Sydney Coordination Office and the Relevant Roads Authority.
- E89 The Proponent must implement traffic and transport management measures with the aid of a truck marshalling and logistics facility located within close proximity to the Sydney and North Sydney CBDs. The facility must be operational in advance of tunnel spoil generation. Details of the facility must be documented in the **Ancillary Facilities Management Plan** required by Condition A16.

Tummers, Pamela

From: Tummers, Pamela
Sent: Thursday, 2 November 2017 11:44 AM
To: Tummers, Pamela
Subject: FW: CTMP - Rev C - Pitt Street Station Demolition Site Stage 2

From: RAMIREZ Giovanni
Sent: Monday, 4 September 2017 4:59 PM
To: 'Sue Lewis'; 'Sue Lewis'; Ben Shum; KEYES Peter A
Cc: ISSA Steven C; MCNEILL Paul A
Subject: FW: CTMP - Rev C - Pitt Street Station Demolition Site Stage 2

Ben / Sue / Peter

In accordance with clause 2.3 (c) of the General Conditions, Schedule E3-Project Planning Approval and Conditions & the SMR E – Sydney Metro City and Southwest Demolition Contract the Roads and Maritime Service of NSW and the Sydney Coordination Office approve the Sydney Metro City & South West Construction Traffic Management Plan Demolition of Pitt Street Station Demolition Site Stage 2: Demolition August 2017 Rev C-01 for demolition and related removal works for the Pitt Street Site (buildings at 252 and 256 Pitt St and 40, 42, 44 and 48 Park Street) subject to the following requirements:

- Obtaining Road Occupancy Licences (ROLs) from the Transport Management Centre for as required;
- Obtaining an approved hoarding installation certificate from the City of Sydney Council
- Complying with haulage routes as approved by SCO/RMS and described in Appendix 4 of the CTMP
- Addressing any safety issues identified within the Road safety Audit review of the Construction Traffic Management Plan;
- Addressing any issues raised by Council, STA, Taxi Council, residents/business and/or Emergency Services in the CTMP approval process;
- The Construction Traffic Management Plan being updated as required prior to construction commencing to ensure consistency with the final Construction Traffic Management Framework when it is approved
- Promptly addressing any CBD Taskforce and/or TMC and/or RMS issue that eventuates during the works

Regards

Giovanny Ramirez
Associate Director Operations CBD & East
CBD Transport Taskforce | Sydney Coordination Office
Transport for NSW
T 02 8396 1460 M 0403 098 060
www.transport.nsw.gov.au

Transport for NSW
Sydney Coordination Office
25 Garden St | Bio Medical Bldg | Eveleigh 2015

From: Sue Lewis [<mailto:siouxzie.lewis@gmail.com>]
Sent: Sunday, 6 August 2017 2:14 PM
To: RAMIREZ Giovanni
Cc: McNamara, Alan; Ben Shum; Fiegel, Naomi
Subject: Re: CTMP - Rev C - Pitt Street Station Demolition Site Stage 2

thanks Gio

Please see below responses to your comments

On Sun, Aug 6, 2017 at 10:54 AM, RAMIREZ Giovanni
<Giovanny.RAMIREZ@tmc.transport.nsw.gov.au> wrote:

Sue

Thankyou for the 'final' version of the TMP. A couple of things:

- Section 3 Fleet Management Table 1 advises of the MATERIAL (TONNES) ESTIMATE FOR VICTORIA CROSS (VC2) SITE". This is the Pitt St site.

Apologies title changed

- Section 3 Fleet Management Table 2 advises of average vehicle movement per hour. Can you please confirm whether the average vehicle movement per hour in this table is for this site ? The question is raised as the table advises of around just under 40 heavy vehicle movements per day which is contrary to the written document that advises that in average it is 10 trucks per day (20 movements).

The table with 40 vehicle movements is what is proposed from the EIS - Delta figures are 16 vehicle movements over the day

- The stakeholder consultation table is empty. There is need for RMS and the SCO to know who Delta consulted in the making of this document and what their issues are. Can you pleased fill in this table and include any other comments apart from the City of Sydney if appropriate

Completed

Regards / Gio

From: Sue Lewis [<mailto:siouxzie.lewis@gmail.com>]
Sent: Thursday, 3 August 2017 11:07 AM
To: RAMIREZ Giovanni; Ben Shum; McNamara, Alan
Subject: Fwd: CTMP - Rev C - Pitt Street Station Demolition Site Stage 2

----- Forwarded message -----

From: **Ganesh Vengadasalam** <GVengadasalam@cityofsydney.nsw.gov.au>

Date: Thu, Aug 3, 2017 at 9:34 AM

Subject: CTMP - Rev C - Pitt Street Station Demolition Site Stage 2

To: "siouxzie.lewis@gmail.com" <siouxzie.lewis@gmail.com>

Cc: Clement Lim <CLim@cityofsydney.nsw.gov.au>, Van Le <vle@cityofsydney.nsw.gov.au>, Mark Hannan <mhannan@cityofsydney.nsw.gov.au>

Hi Sue

The attached CTMP, Pitt Street Demolition Site Stage 2, August 2017 Rev C, is acceptable to the City of Sydney.

Regards,

Ganesh

Ganesh Vengadasalam
Senior Traffic Engineer
City Infrastructure & Traffic Operations



Telephone: 02 9265 9333
cityofsydney.nsw.gov.au

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Mr Stuart Hodgson
Director
Program Sustainability Environment & Planning
Sydney Metro
Transport for NSW
PO Box K659
HAYMARKET NSW 1240

4 November 2017

Ref: 170108_CTMP PS 2

Dear Stuart

RE: Endorsement of Construction Traffic Management Plan - Pitt Street Station Demolition Site, Stage 2: Demolition, Sydney Metro City & Southwest

Thank you for providing the following documents for Environmental Representative (ER) review and endorsement as required by the Condition of Approval E82 of the Sydney Metro City & Southwest project (SSI – 15_7400 January 9 2017).

- Construction Traffic Management Plan - Pitt Street Station Demolition Site, Stage 2: Demolition, (Revision C-01 dated 6 August 2017).
- Email dated 4 September 2017 (provided by Sydney Metro on 2 November) stating *“In accordance with clause 2.3 (c) of the General Conditions, Schedule E3-Project Planning Approval and Conditions & the SMR E – Sydney Metro City and Southwest Demolition Contract the Roads and Maritime Service of NSW and the Sydney Coordination Office approve the Sydney Metro City & South West Construction Traffic Management Plan Demolition of Pitt Street Station Demolition Site Stage 2: Demolition August 2017 Rev C-01 for demolition and related removal works for the Pitt Street Site (buildings at 252 and 256 Pitt St and 40, 42, 44 and 48 Park Street)”*.

The Roads and Maritime Service of NSW and the Sydney Coordination Office approval above is conditional on the following:


- Obtaining Road Occupancy Licences (ROLs) from the Transport Management Centre for as required;
- Obtaining an approved hoarding installation certificate from the City of Sydney Council
- Complying with haulage routes as approved by SCO/RMS and described in Appendix 4 of the CTMP
- Addressing any safety issues identified within the Road safety Audit review of the Construction Traffic Management Plan;
- Addressing any issues raised by Council, STA, Taxi Council, residents/business and/or Emergency Services in the CTMP approval process;

- The Construction Traffic Management Plan being updated as required prior to construction
- commencing to ensure consistency with the final Construction Traffic Management Framework when it is approved
- Promptly addressing any CBD Taskforce and/or TMC and/or RMS issue that eventuates during the works

As an approved ER for the Sydney Metro City & Southwest project, I have reviewed the above documents. The review did not comprise a technical review, as the ERs are not traffic experts. It is noted the document has had significant consultation as described in Table 3 and includes review comments and responses.

It is considered that the plan is consistent with Condition E82 and the Sydney Metro Construction Traffic Management Framework (CTMF) as referenced in Condition E81 of the Project Approval (subject to the above conditions being complied with).

Yours sincerely



Michael Woolley
Environmental Representative – Sydney Metro – City and South West