Sydney Football Stadium
Stage 1 Demolition Works
Construction Pedestrian and Traffic Management Plan
Sydney Football Stadium

Stage 1 Demolition Works
Construction Pedestrian and Traffic Management Plan

Client: Lendlease
on 22/01/19
Reference: N154040
Issue #: D

Quality Record

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<th>Date</th>
<th>Description</th>
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<th>Checked By</th>
<th>Approved By</th>
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<td>A</td>
<td>19/12/18</td>
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<td>Dora Choi</td>
<td>John Kiriakidis</td>
<td>John Kiriakidis</td>
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<td></td>
<td></td>
<td>Wendy Zheng</td>
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<td>Dora Choi</td>
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<td>Dora Choi</td>
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1. INTRODUCTION
1.1. Introduction

1.1.1. Background

Lendlease has commissioned GTA Consultants (GTA) to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) to examine the impacts of the construction works on the surrounding road network and to detail the proposed construction traffic and pedestrian management measures.

This CPTMP has been prepared in accordance with the City of Sydney Standard Requirements for Construction Traffic and Pedestrian Management Plans and Leadlease proposes to undertake all works in accordance with this CPTMP. The standard requirements are attached in Appendix A.

1.1.2. Purpose of this Report

The overall principles of traffic management during the construction activity include:

- provide an appropriate and convenient environment for pedestrians
- minimise the impact on pedestrian movements
- minimise the impact on cyclists
- maintain appropriate capacity for pedestrians at all times on footpaths around the site
- maintain appropriate public transport access
- minimise the loss of parking
- maintain access to/from adjacent buildings
- restrict construction vehicle movements to designated routes to/from the site
- manage and control construction vehicle activity in the vicinity of the site
- carry out construction activity in accordance with Council’s approved hours of works.

This report has been prepared by engineers who hold the Roads and Maritime Services (Roads and Maritime) Prepare a Works Zone Traffic Management Plan certification. Details of the accredited engineers are provided below:

- Dora Choi – Certification No. 0051848825
- Wen Yan Zheng – Certification No. 0039450290
- Ingrid Bissaker – Certification No. 0051848757.

1.1.3. Authority Requirements

Table 1.1 lists relevant Development Consent SSD9249, Schedule 3 Conditions that relate to this Construction Pedestrian and Traffic Management Plan.

Table 1.1: Relevant Development Consent SSD9249 Conditions

<table>
<thead>
<tr>
<th>DA Reference</th>
<th>DA Condition</th>
<th>GTA Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schedule 3, B19</td>
<td>The Construction Pedestrian and Traffic Management Plan (CPTMP) must address, but not be limited to, the following:</td>
<td></td>
</tr>
<tr>
<td>B19 (a)</td>
<td>be prepared by a suitably qualified and experienced person(s);</td>
<td>See Section 1.1.2</td>
</tr>
</tbody>
</table>
### INTRODUCTION

<table>
<thead>
<tr>
<th>DA Reference</th>
<th>DA Condition</th>
<th>GTA Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>B19 (b)</td>
<td>• be prepared in consultation with Council, with the Sydney Coordination Office, Transport Management Centre and Sydney Light Rail team within TfNSW and Roads and Maritime Services;</td>
<td>See Section 4.8</td>
</tr>
<tr>
<td></td>
<td>The CTMP must specify:</td>
<td>Noted</td>
</tr>
<tr>
<td></td>
<td>• location of the proposed work zone;</td>
<td>See Section 2.1, 3.6, 3.7</td>
</tr>
<tr>
<td></td>
<td>• size and type of vehicle, including swept path analysis;</td>
<td>See Section 3.10, Appendix C</td>
</tr>
<tr>
<td></td>
<td>• details of any road closures;</td>
<td>See Section 3.8</td>
</tr>
<tr>
<td></td>
<td>• detail heavy vehicle routes, access and parking arrangements</td>
<td>See Section 3.5, 3.6, 3.11</td>
</tr>
<tr>
<td>B19 (c)</td>
<td>• proposed location of any cranes;</td>
<td>See Section 3.13</td>
</tr>
<tr>
<td></td>
<td>• proposed truck marshalling areas and operation;</td>
<td>See Section 3.6</td>
</tr>
<tr>
<td></td>
<td>• demolition vehicle access arrangements;</td>
<td>See Section 3.5, 3.11</td>
</tr>
<tr>
<td></td>
<td>• proposed construction hours;</td>
<td>See Section 3.2, 3.3</td>
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<tr>
<td></td>
<td>• estimated number of construction vehicle movements, including measures to reduce the number of movements during peak traffic periods</td>
<td>See Section 3.10, 4.5</td>
</tr>
<tr>
<td></td>
<td>• construction program; and</td>
<td>See Section 3.1</td>
</tr>
<tr>
<td></td>
<td>• consultation strategy for liaison with surrounding stakeholders</td>
<td>See Section 4.8</td>
</tr>
<tr>
<td>B19 (d)</td>
<td>• identify any potential 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;</td>
<td>See Section 3.3, 4.2, 4.3</td>
</tr>
<tr>
<td>B19 (e)</td>
<td>• identify cumulative impacts of projects including the Sydney Light Rail Project, including, but not be limited to, issues relating to traffic and road safety;</td>
<td>See Section 4.5</td>
</tr>
<tr>
<td>B19 (f)</td>
<td>• identify and reference any existing Construction Pedestrian and Traffic Management Plans (CPTMPs) for developments within or around the site to ensure coordination of work activities and minimising impacts on the road network;</td>
<td>See Section 4.5</td>
</tr>
<tr>
<td>B19 (g)</td>
<td>• include measures to identify, assess and avoid conflict with the timing and delivery of the Sydney Light Rail Project’s programme of work;</td>
<td>See Section 4.5</td>
</tr>
<tr>
<td>B19 (h)</td>
<td>• 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;</td>
<td>See Section 3.4</td>
</tr>
<tr>
<td>B19 (i)</td>
<td>• 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;</td>
<td>See Section 4.7</td>
</tr>
<tr>
<td>B19 (j)</td>
<td>• detail the 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;</td>
<td>See Section 4.7, 4.8</td>
</tr>
<tr>
<td></td>
<td>• include a Driver Code of Conduct to:</td>
<td>See Section 4.7, 4.8</td>
</tr>
<tr>
<td></td>
<td>o minimise the impacts of construction on the local and regional road network;</td>
<td>See Section 3.12</td>
</tr>
<tr>
<td></td>
<td>o minimise conflicts with other road users;</td>
<td>See Section 3.12</td>
</tr>
<tr>
<td></td>
<td>o minimise road traffic noise; and</td>
<td>See Section 3.12</td>
</tr>
<tr>
<td></td>
<td>o ensure truck drivers use specified routes;</td>
<td>See Section 3.12</td>
</tr>
<tr>
<td>B19 (k)</td>
<td>• include a program to monitor the effectiveness of these measures; and</td>
<td>See Section 4.7</td>
</tr>
<tr>
<td>B20</td>
<td>• 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</td>
<td>See Section 4.10</td>
</tr>
</tbody>
</table>
### INTRODUCTION

**Management Centre within TfNSW** prior to the commencement of any works and must form part of the CPTMP

- Prior to the commencement of any works, the Applicant must provide sufficient parking facilities on-site, including for heavy vehicles and for site personnel, to ensure that construction traffic associated with the development does not utilise public and residential streets, public parking facilities or any part of Moore Park

- Details of the proposed truck routes to be followed by trucks transporting waste material from the site, must be submitted to RMS, Sydney Coordination Office and Transport Management Centre and the Department, prior to the removal of any waste material from the site

- If necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.

**Construction works, including the delivery of materials to and from the site, may only be carried out between the following hours:**

- between 7 am and 6 pm, Mondays to Fridays inclusive;
- between 8 am and 1 pm, Saturdays; and

No construction work may be carried out on Sundays or public holidays.

Construction works on the days when events occur at SCG land must be undertaken in accordance with the following requirements unless prior approval is granted by the Sydney Coordination Office and Transport Management Centre within TfNSW and Roads and Maritime Services:

- 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.

**A Road Occupancy Licence** must be obtained from the relevant road authority for any works that impact on traffic flows during construction activities.

The following hoarding requirements must be complied with:

- no third-party advertising is permitted to be displayed on the subject hoarding/ fencing;
- the construction site manager must be responsible for the removal of all graffiti from any construction hoardings or the like within the construction area within 48 hours of its application; and

- the Applicant must submit a hoarding application to Council for the installation of any hoardings over Council footways or road reserve.

The public way (outside of any approved construction works zone) must not be obstructed by any materials, vehicles, refuse, skips or the like, under and circumstances. Non-compliance with this requirement will result in the issue of a notice by the relevant Authority to stop all works on site.

The Applicant must ensure all construction vehicles do not arrive at the site or surrounding residential precincts outside of the hours of work outlined under Schedule 3 condition C5, C6 and C7.

**1.1.4. References**

In preparing this report, reference has been made to the following:

- Inspections of the site and its surrounds
- City of Sydney Standard Requirements for Construction Traffic Management Plans
- Roads and Maritime Services Traffic Control at Work Sites Manual, Version 5.0 27 July 2018

This plan includes the following references:

- Sydney Football Stadium Redevelopment Transport Impact Assessment, ARUP, May 2018
- Other documents and data as referenced in this report.
2. EXISTING CONDITIONS
EXISTING CONDITIONS

2.1. Overview

The subject site is located at 40-44 Driver Avenue, Moore Park within the Moore Park Precinct. It is bound by Moore Park Road to the north, Paddington Road to the east, the existing Sydney Cricket Ground (SCG) to the south and Driver Avenue to the west. The site currently has a land use classification as RE1 Public Recreation and is occupied by the Sydney Football Stadium (SFS).

The location of the subject site and its surrounding environs is shown in Figure 2.1.

Figure 2.1: Subject site and its environs

2.2. Road Network

2.2.1. Adjoining Roads

Moore Park Road

Moore Park Road is classified as a Regional Road and in the vicinity of the site is aligned in an east-west direction. It is a two-way road configured with two-lanes in each direction, set within an approximately 22-metre-wide carriageway. The centre lanes near the Anzac Parade intersection provides direct access eastbound from the Eastern Distributor and westbound into the Eastern Distributor.

Kerbside parking is permitted, subject to time restrictions along the northern edge at the site frontage, and special event clearway times on the southern edge at the site frontage.

Moore Park Road is a key road to access the stadium from the north.

Driver Avenue

Driver Avenue functions as a local road within the SFS and SCG Precinct and in the vicinity of the site is aligned in a north south direction. It is a two-way road configured with one lane in each direction. Driver Avenue is under the control of Centennial Park and Moore Park Trust and provides access to the SFS and SCG major parking facilities.

Kerbside parking is permitted south of the site, subject to time restrictions. Driver Avenue is closed to through traffic after events to assist vehicles exiting the car parks and improve pedestrian safety.
 Paddington Lane

Paddington Lane is a private access road located along the eastern boundary of the site, providing access to the SFS and SCG for service, VIP and emergency vehicles only. This includes access to the SCG Basement and Fox Studios, located immediately south of the site.

Paddington Lane is accessed from Moore Park Road.

Anzac Parade

Anzac Parade is classified as a State Road and in the vicinity of the site is aligned in a north-south direction. It is a two-way road configured with three-lanes in each direction, set within an approximately 24-metre-wide carriageway. The centre lane traveling southbound near the Moore Park Road intersection provides direct access from the Eastern Distributor.

Kerbside parking is not permitted near the site.

Lang Road

Lang Road functions as a local road that runs along the southern and eastern edge of the Moore Park Precinct to connect Anzac Parade with Moore Park Road and Oxford Street. It is a two-way road with two lanes in each direction, set within a 13 metre-wide carriageway.

Lang Road is a key road to access the stadium from the south.

2.2.2. Vehicle Access to Moore Park Precinct

Vehicle access to the major car park/ drop off areas in the Moore Park Precinct are illustrated in Figure 2.2. This includes access from the northern end of Driver Avenue into the EP2 and MP1 car parking facilities, access from the southern end of Driver Avenue into the EP3 car park and access via Paddington Lane for service, VIP and emergency vehicles to the SFS and SCG.

Figure 2.2: Vehicle Access to Moore Park Precinct

Source: Sydney Football Stadium Redevelopment Transport Impact Assessment, ARUP, May 2018
2.2.3. Busby’s Bore

Busby’s Bore is a former water management facility, partially located beneath the site and along Moore Park Road, as illustrated in Figure 2.3. The bore is heritage listed and discussed further in Section 3.8.

Figure 2.3: Busby’s Bore Location

2.3. Previous Transport Study

ARUP prepared a transport assessment for the proposed SFS Redevelopment in 2018 to accompany the State Significant Development Application (SSDA). This included the preparation of a preliminary Construction Traffic Management Plan for the SFS Stage 1 demolition works.

As part of their assessment, ARUP completed vehicle, pedestrian and bicycle counts at key intersections near the SFS between 5:00pm-9:00pm on two event days (Saturday 24th and Sunday 25th February 2018) and one non-event day (Monday 26th February 2018), at the following intersections:

- Driver Avenue/ Moore Park Road
- Anzac Parade/ Moore Park Road
- Moore Park Road/ Regent Street
- Anzac Parade/ Lang Road
- Lang Road/ Driver Avenue
- Landing of Tibby Cotter Bridge.

The results of the surveys and broader transport assessment are discussed in the body of this report.
2.4. Traffic Volumes

2.4.1. Non-Event Mode

The results of the traffic intersection counts completed by ARUP during the road network PM peak hour for vehicles traveling towards and vehicles traveling away from the Moore Park Precinct are respectively illustrated in Figure 2.4 and Figure 2.5.

Figure 2.4: Non-event day peak hour 5:30-6:30pm traffic flows (towards stadium)

Source: Sydney Football Stadium Redevelopment Transport Impact Assessment, ARUP, May 2018
2.4.2. Event Mode

ARUP made the following key observations from the vehicle intersection counts:

- The main use of Driver Avenue is to access car parking and for drop off on event days, with double the amount of vehicle movements across the hour in an event day scenario then during a non-event day.
- The volume of vehicles arriving to the stadium prior to a game is comparative to the volumes experienced during a weekday PM peak.
### 2.5. Road Network Performance

ARUP assessed the operation of the key intersections near the site using SIDRA intersection, a computer based modelling package which calculates intersection performance.

Table 2.1 shows the criteria that SIDRA Intersection adopts in assessing the level of service. A level of service of D or better is generally considered acceptable operation.

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Average delay per vehicle (secs/veh)</th>
<th>Traffic signals, roundabout</th>
</tr>
</thead>
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<tr>
<td>A</td>
<td>Less than 14</td>
<td>Good operation</td>
</tr>
<tr>
<td>B</td>
<td>15 to 28</td>
<td>Good with acceptable delays and spare capacity</td>
</tr>
<tr>
<td>C</td>
<td>29 to 42</td>
<td>Satisfactory</td>
</tr>
<tr>
<td>D</td>
<td>43 to 56</td>
<td>Near capacity</td>
</tr>
<tr>
<td>E</td>
<td>57 to 70</td>
<td>At capacity, at signals incidents will cause excessive delays</td>
</tr>
<tr>
<td>F</td>
<td>Greater than 70</td>
<td>Extra capacity required</td>
</tr>
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</table>

Table 2.2 presents a summary of ARUP’s intersection modelling results over two event scenarios and one non-event scenario. It is noted that the event scenarios take place over a weekend when general traffic volumes on the road network are assumed to be lower.

<table>
<thead>
<tr>
<th>Intersection</th>
<th>24/02/18 (Event Day)</th>
<th>25/02/18 (Event Day)</th>
<th>26/02/18 (Non-Event Day)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Degree of Saturation</td>
<td>Level of Service</td>
<td>Degree of Saturation</td>
</tr>
<tr>
<td>Moore Park Road/ Driver Avenue</td>
<td>0.81</td>
<td>B</td>
<td>0.82</td>
</tr>
<tr>
<td>Moore Park Road/ Anzac Parade/ Fitzroy Street</td>
<td>0.76</td>
<td>B</td>
<td>0.74</td>
</tr>
<tr>
<td>Moore Park Road/ Regent Street</td>
<td>0.87</td>
<td>B</td>
<td>0.88</td>
</tr>
<tr>
<td>Lang Road/ Anzac Parade/ Cleveland Street</td>
<td>0.87</td>
<td>C</td>
<td>0.76</td>
</tr>
<tr>
<td>Lang Road/ Driver Avenue</td>
<td>0.78</td>
<td>B</td>
<td>0.8</td>
</tr>
</tbody>
</table>

ARUP has identified the following in their assessment:

- The intersections were found to generally perform acceptably during the surveyed periods. The Anzac Parade/ Lang Road intersection typically approaches capacity with queues of over 100m on both the Anzac Parade south and north legs. Certain legs of the intersection were found to be busy prior to the events, particularly the right turn from Anzac Parade into Lang Road which people use to access the event day car parks for the SFS.
- On standard weekdays the performance of these intersections can be significantly influenced by traffic conditions at downstream and upstream intersections –particularly the Alison Road/ Anzac Parade intersection. The modelled queue length on a normal weekday for Anzac Parade (northern leg) was found to be over 300m which is fairly typical for the area.
### 2.6. Public Transport

#### 2.6.1. Train Services

**Regular Services**

The site is located approximately 1.5 kilometres from the Central Railway Station (equivalent to a 30-minute walk). Central Railway Station serves as the key rail hub in Sydney for Sydney Trains services to destinations across the Sydney Metropolitan Area, the Illawarra, Blue Mountains and Central Coast. Central Station is also the hub for interstate rail services in Sydney. Central Station is also the main terminus for the Central to Lilyfield Light Rail Network.

**Event Mode**

Sydney Trains often provides additional services, particularly for intercity Services, for major events at Moore Park.

#### 2.6.2. Bus Services

**Regular Services**

The SFS is well serviced by the existing bus network, with several roads adjacent to the site operating frequent services, as illustrated in Figure 2.6. Key bus stops for visitors of the Moore Park Precinct are located along Anzac Parade, Lang Road and Oxford Street.

**Event Mode**

The SFS and SCG are serviced by special event buses operated by either TfNSW or charter services paid for by various codes, with a bus station located in Moore Park East for event shuttles. Special event buses link patrons to Central Station and the wider Sydney public transport network. This includes Route 1 shuttle buses, operated by TfNSW, that runs to/ from Central Station for the two hours before an event and one hour after the event.
2.7. Walking and Cycling Infrastructure

2.7.1. Walking Infrastructure

Given the function of the Moore Park Precinct and adjacent Sydney CBD as a primary pedestrian area, footpaths are provided along all corridors surrounding the site. Safe crossing points in vicinity of the site include the following:

- Signalised crossing on the southern leg of the Anzac Parade/Moore Park Road/Fitzroy Street intersection
- Signalised crossing on all legs of the Moore Park Road/Oatley Road intersection
- Signalised crossing on all legs of the Moore Park Road/Regent Street intersection
- Signalised pedestrian crossing midblock along Anzac Parade approximately 230 metres north of Lang Road
- Signalised crossing on all legs of the Anzac Parade/Lang Road/Cleveland Street intersection.

The Albert Tibby Cotter Bridge provides a fully accessible pedestrian link across Anzac Parade, bypassing the busy road crossings. Key pedestrian routes to the Moore Park precinct are highlighted in Figure 2.7.

Figure 2.7: Existing Key Pedestrian Routes

![Existing Key Pedestrian Routes](image)

Source: Sydney Football Stadium Redevelopment Transport Impact Assessment, ARUP, May 2018

2.7.2. Cycling Infrastructure

The Moore Park Road on-road cycleway (two-way) runs along Moore Park Road, connecting Oxford Street with Anzac Parade, Moore Park and along Fitzroy Street to the broader CBD. The cycleway has considerable cyclist activity during peak periods.
2.8. Pedestrian Volumes

2.8.1. During Events

The results of the pedestrian counts completed by ARUP during an event day on Sunday, 25 February 2018, in the hour prior to an event and the hour after the event, are respectively illustrated in Figure 2.8 and Figure 2.9.

Figure 2.8: Pedestrian flows in hour prior to start of event (towards stadium)

Source: Sydney Football Stadium Redevelopment Transport Impact Assessment, ARUP, May 2018
Figure 2.9: Pedestrian flows in hour following conclusion of event (away from stadium)

Based on these results, the directional proportion of pedestrians arriving to the SFS are illustrated in Figure 2.10.

Source: Sydney Football Stadium Redevelopment Transport Impact Assessment, ARUP, May 2018
Figure 2.10: Direction of Travel for People Walking to SFS

Source: Sydney Football Stadium Redevelopment Transport Impact Assessment, ARUP, May 2018

2.8.2. No Events

The results of the pedestrian counts completed by ARUP during a non-event day road network peak hour on Monday, 26 February 2018 are illustrated in Figure 2.11 and Figure 2.12.
ARUP noted that the volumes during a non-event day were significantly lower, indicating that the main pedestrian activity in the Moore Park precinct is generated by events within the precinct.
3. OVERVIEW OF CONSTRUCTION ACTIVITIES
3.1. Description of Construction Activities

The Stage 1 Demolition of the SFS Redevelopment involves the following works:

- demolition of the Sydney Football Stadium buildings and grand stand
- demolition of the existing Sheridan, Roosters, Waratahs, Cricket NSW Administration Buildings and Indoor Wickets buildings
- removal of 26 trees
- establishment of the existing MP1 car park as a site compound.

The expected duration of the works is 12 months, with the project expected to commence in January 2019 and be completed by January 2020. The key milestones for the project are shown in Table 3.1, with details of the main activities and duration for each stage.

Table 3.1: Proposed Demolition Works Program

<table>
<thead>
<tr>
<th>Stage</th>
<th>Start Date</th>
<th>End Date</th>
<th>Duration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Establishment</td>
<td>January 2019</td>
<td>January 2019</td>
<td>3-4 weeks</td>
</tr>
<tr>
<td>Demolition of ancillary buildings (exc. Cricket NSW)</td>
<td>February 2019</td>
<td>May 2019</td>
<td>4 months</td>
</tr>
<tr>
<td>Demolition of Cricket NSW building and indoor wickets</td>
<td>September 2019</td>
<td>October 2019</td>
<td>2 months</td>
</tr>
<tr>
<td>Demolition of Sydney Football Stadium Roof</td>
<td>January 2019</td>
<td>July 2019</td>
<td>7 months</td>
</tr>
<tr>
<td>Demolition of Sydney Football Stadium Structure</td>
<td>January 2019</td>
<td>December 2019</td>
<td>12 months</td>
</tr>
</tbody>
</table>

3.2. Work Hours

Work associated with the development will be carried out between the following hours of construction:

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

Lendlease will be 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 Council.

3.3. Event Mode

Given proximity to the SCG, event mode CPTMP will be implemented on site on scheduled SCG event days to ensure the safety and amenity of the patrons and staff travelling to/from the SCG. GTA has reviewed the published schedule of events planned at the SCG. It is noted that event dates have only been released up until September 2019.

Between 7 January 2019 and September 2019 there are a total of 26 events scheduled on a Monday through to Saturday, summarised in Table 3.2.
## Table 3.2: SCG Schedule of Events 2019

<table>
<thead>
<tr>
<th>Day</th>
<th>Month</th>
<th>Event Name</th>
<th>Time of Event (if known)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday, 7th</td>
<td>January</td>
<td>Cricket Day 5: Australia v India</td>
<td>10:30 AM</td>
</tr>
<tr>
<td>Saturday, 12th</td>
<td>February</td>
<td>Cricket One Day International: Australia v India</td>
<td>1:20 PM</td>
</tr>
<tr>
<td>Wednesday, 16th</td>
<td>March</td>
<td>Big Bash League: Sydney v Melbourne</td>
<td>7:15 PM</td>
</tr>
<tr>
<td>Wednesday, 23rd</td>
<td>March</td>
<td>Big Bash League: Sydney v Hobart</td>
<td>7:15 PM</td>
</tr>
<tr>
<td>Tuesday, 29th</td>
<td>March</td>
<td>Big Bash League: Sydney v Adelaide</td>
<td>7:00 PM</td>
</tr>
<tr>
<td>Saturday, 2nd</td>
<td>March</td>
<td>Big Bash League: Sydney v Melbourne</td>
<td>7:00 PM</td>
</tr>
<tr>
<td>Saturday, 9th</td>
<td>March</td>
<td>Super Rugby: NSW v QLD</td>
<td>7:30 PM</td>
</tr>
<tr>
<td>Friday, 15th</td>
<td>March</td>
<td>NRL: Sydney Roosters v South Sydney Rabbitohs</td>
<td>7:55 PM</td>
</tr>
<tr>
<td>Saturday, 16th</td>
<td>November</td>
<td>A-League: Sydney FC v Melbourne City FC</td>
<td>7:50 PM</td>
</tr>
<tr>
<td>Saturday, 23rd</td>
<td>November</td>
<td>Super Rugby: NSW Waratahs v Crusaders</td>
<td>7:30 PM</td>
</tr>
<tr>
<td>Friday, 29th</td>
<td>November</td>
<td>AFL: Sydney Swans v Adelaide Crows</td>
<td>7:50 PM</td>
</tr>
<tr>
<td>Thursday, 4th</td>
<td>November</td>
<td>NRL: Sydney Roosters v Brisbane Broncos</td>
<td>n/a</td>
</tr>
<tr>
<td>Saturday, 6th</td>
<td>November</td>
<td>A-League: Sydney FC v Melbourne Victory FC</td>
<td>n/a</td>
</tr>
<tr>
<td>Thursday, 11th</td>
<td>November</td>
<td>AFL: Sydney Swans v Melbourne Demons</td>
<td>n/a</td>
</tr>
<tr>
<td>Thursday, 18th</td>
<td>November</td>
<td>A-League: Sydney FC v Perth Glory</td>
<td>n/a</td>
</tr>
<tr>
<td>Saturday, 20th</td>
<td>November</td>
<td>Super Rugby: NSW v Melbourne Rebels</td>
<td>n/a</td>
</tr>
<tr>
<td>Thursday, 25th</td>
<td>November</td>
<td>NRL Anzac Day: Sydney Roosters v St Geo Illa Dragons</td>
<td>n/a</td>
</tr>
<tr>
<td>Saturday, 27th</td>
<td>November</td>
<td>AFL: Sydney Swans v Greater Western Sydney Giants</td>
<td>n/a</td>
</tr>
<tr>
<td>Saturday, 4th</td>
<td>November</td>
<td>NRL Anzac Day: Sydney Roosters v West Tigers</td>
<td>n/a</td>
</tr>
<tr>
<td>Friday, 10th</td>
<td>November</td>
<td>AFL: Sydney Swans v Essendon Bombers</td>
<td>n/a</td>
</tr>
<tr>
<td>Friday, 24th</td>
<td>November</td>
<td>AFL: Sydney Swans v Collingwood Magpies</td>
<td>n/a</td>
</tr>
<tr>
<td>Friday, 21st</td>
<td>November</td>
<td>AFL: Sydney Swans v Hawthorn Hawks</td>
<td>n/a</td>
</tr>
<tr>
<td>Saturday, 29th</td>
<td>November</td>
<td>AFL: Sydney Swans v Gold Coast Suns</td>
<td>n/a</td>
</tr>
<tr>
<td>Saturday, 13th</td>
<td>November</td>
<td>AFL: Sydney Swans v Carlton Blues</td>
<td>n/a</td>
</tr>
<tr>
<td>Saturday, 20th</td>
<td>November</td>
<td>NRL: Sydney Swans v Newcastle Knights</td>
<td>n/a</td>
</tr>
<tr>
<td>Saturday, 31st</td>
<td>November</td>
<td>NRL: Sydney Swans v Penrith Panthers</td>
<td>n/a</td>
</tr>
</tbody>
</table>
Lendlease will be responsible for staying up to date with all planned events at the SCG, including events not currently scheduled prior to or after September 2019.

During event mode, construction works must be undertaken in accordance with the following requirements unless prior approval is granted by the Sydney Coordination Office and Transport Management Centre within TfNSW and Roads and Maritime Services:

- 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, Lendlease will close all site gates, and cover construction traffic management signage during event mode to allow general access and egress to the SCG via Paddington Lane and Moore Park Road and to ensure emergency and evacuation plans are maintained.

### 3.4. Construction Worker Parking

It is anticipated that there will be on average up to 30 workers on-site at any given time during construction activities.

Sufficient on-site parking will be provided for construction workers. Workers will not be permitted to park on the surrounding roads. Given the site's proximity to high frequency and wide-ranging public transport services, workers will be encouraged to use public transport to access the site where practical. During site induction, workers will be informed of the existing bus and train network servicing the site. Appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

Any construction worker arrivals and departures by vehicle would be outside of road network peak hours and as such is unlikely to impact the surrounding road network.

### 3.5. Construction Site Access

Site access is proposed via the existing stadium access points along Moore Park Road and Driver Avenue. This primarily includes:

- Paddington Lane, accessed via Moore Park Road
- Driver Avenue access points
- The existing driveway adjacent to Gate 4 along Moore Park Road.

Due to the median in the middle of Moore Park Road, the Paddington Lane and Gate 4 access points are limited to left in/ left out movements only. The primary site access locations are shown in Figure 3.1.
Construction vehicle access to the site will be limited to vehicles up to a 19m Articulated Vehicle (AV), and Truck and Dog Trailers. Swept paths of the largest vehicle to access the site are included in Appendix C.

Accredited traffic controllers will be positioned at all site accesses to manage pedestrian movements when construction vehicles are entering/ exiting the site. The accredited traffic controller will not stop through traffic on Moore Park Road at any time.

Queuing or marshalling of construction vehicles will not be permitted on the road network, with call-up procedures to be put in place to manage arrivals.

### 3.6. Materials Handling and Loading Zones

All demolition construction vehicles will be unloaded within the project boundaries. A truck marshalling area for up to six HRVs is proposed between the stockpile areas within the existing stadium. A sufficient manoeuvring area has been provided within the demolition construction site, to ensure construction vehicles can enter and exit in a forward direction.

### 3.7. On-Street Works Zone

No on-street works zones are proposed.

### 3.8. Road Closure

No road closures are proposed. If required, Lendlease will apply to Transport Management Centre for a Road Occupancy License, in consultation with Sydney Coordination Office and City of Sydney Council.

### 3.9. Busby Bore Protection

As discussed in Section 2.2.3, the Busby Bore is partially located beneath the site and Moore Park Road. During construction, Lendlease will test where the Busby Bore is located to make sure construction works, including vehicle movements along Moore Park Road, do not damage it. This may involve the installation of protective material.
3.10. Construction Vehicle Volumes

The site will have various types of construction vehicles accessing the site. The largest construction vehicles will include 19m Articulated Vehicle and Truck and Dog Trailers. Should use of larger vehicles be required, separate approval from the Roads and Maritime Services, and the City of Sydney’s Construction Regulation Unit will be required for each occurrence.

The estimated number of construction vehicles per day are detailed in Table 3.3.

Table 3.3: Construction Traffic

<table>
<thead>
<tr>
<th>Stage</th>
<th>Duration</th>
<th>Vehicles per day</th>
<th>Max number of vehicles per hour</th>
<th>Largest Vehicle Type/ Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Establishment</td>
<td>3 to 4 weeks</td>
<td>5</td>
<td>3</td>
<td>19m AV and Truck and Dog Trailers</td>
</tr>
<tr>
<td>Demolition works</td>
<td>8 to 9 months</td>
<td>30 to 40</td>
<td>6 to 7</td>
<td>19m AV and Truck and Dog Trailers</td>
</tr>
</tbody>
</table>

Based on Table 3.3, there would be a maximum of 30 to 40 vehicles per day through any stage of construction. This represents less than 7 trucks in any peak hour. Such low volumes are not expected to present adverse impacts on the surrounding road network.

3.11. Construction Vehicle Routes

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the State and Regional Road network where practicable.

As such, dedicated construction vehicle routes have been developed with the aim to provide the shortest distances to/from the arterial road network whilst minimising the impact of construction traffic on Sydney CBD and local streets.

No vehicles larger than 12.5m heavy rigid vehicles are to be used on local roads (unless specific separate approval is obtained from the City’s Construction Regulation Unit). Truck drivers will be advised of the designated truck routes to/from the site. The construction vehicle routes are detailed below and shown in Figure 3.2. No queuing or marshalling of construction vehicle will be permitted on public roads.

**Approach Routes**

- **North:**
  - Eastern Distributor, Moore Park Road, right into Driver Avenue
  - Oxford Street, Moore Park Road, left into Paddington Lane
  - Oxford Street, Moore Park Road, left into Driver Avenue.

- **South:**
  - South Dowling Street, Oxford Street, Moore Park Road, left into Paddington Lane
  - South Dowling Street, Oxford Street, Moore Park Road, left into Driver Avenue.

- **East:**
  - Oxford Street, Moore Park Road, left into Paddington Lane
  - Oxford Street, Moore Park Road, left into Driver Avenue

- **West:**
  - City Road, Cleveland Street, Anzac Parade, Moore Park Road, right into Driver Avenue
  - City Road, Cleveland Street, South Dowling Street, Oxford Street, Moore Park Road, left into Paddington Lane
OVERVIEW OF CONSTRUCTION ACTIVITIES

- City Road, Cleveland Street, South Dowling Street, Oxford Street, Moore Park Road, left into Driver Avenue.

Departure Routes

- **North:**
  - Left out of Driver Avenue, Moore Park Road, Eastern Distributor.
  - Left out of Paddington Lane, Moore Park Road, Eastern Distributor.

- **South:**
  - Left out of Driver Avenue, Moore Park Road, Fitzroy Street, South Dowling Street.
  - Left out of Paddington Lane, Moore Park Road, Fitzroy Street, South Dowling Street.

- **East:**
  - Left out of Driver Avenue, Moore Park Road, Fitzroy Street, South Dowling Street, Oxford Street.
  - Left out of Paddington Lane, Moore Park Road, Fitzroy Street, South Dowling Street, Oxford Street.
  - Right out of Driver Avenue, Moore Park Road, Oxford Street.

- **West:**
  - Left out of Driver Avenue, Moore Park Road, South Dowling Street, Cleveland Street.
  - Left out of Paddington Lane, Moore Park Road, South Dowling Street, Cleveland Street.

Figure 3.2: Construction vehicle approach routes
3.12. Driver Code of Conduct

Lendlease will include the following in all subcontract procurement packages:

- a copy of the approved truck routes as detailed in Figure 3.2
- the approved maximum truck size
- any other entry restrictions, or site access restrictions as agreed to by the authorities.

Lendlease will be responsible for managing all site access points and monitoring subcontractor behaviour and subcontractor truck access arrangements to ensure compliance with conditions of contract. Lendlease will be 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 Lendlease. Vehicles entering, exiting and driving around the site will be required to give way to pedestrians. Drivers are to be 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 will be pre-booked and are to check in at the site office on arrival.

3.13. Special Deliveries

If any vehicle larger than 19m in length is required to access the site, access will only be granted following an approval from the relevant authorities (Roads and Maritime Services, City of Sydney).

3.14. Cranes

No tower cranes are required throughout the duration of demolition works. It is anticipated that mobile cranes will be required from time to time to support part of the demolition works.

Liaison and consultation with relevant stakeholders will be carried out to determine suitable times for the delivery of mobile cranes, if required, noting that any mobile cranes used are likely to operate from within the site. Movement of cranes to/from the site is not expected to impact on the surrounding road network.
4.1. Traffic Control Plan

Detailed information for work site operations is contained in the Traffic Control at Work Sites manual (Roads and Maritime, 2018) and Australian Standard 1742.3, Manual of uniform traffic control devices – Traffic control for works on roads. The control of traffic at work sites must be undertaken with reference to WorkCover requirements and any other Workplace Health and Safety manuals.

The proposed traffic control plans, provided in Appendix B, includes 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 B Class 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.

The traffic control plan has been prepared by engineers who hold the Roads and Maritime Services (Roads and Maritime) Prepare a Works Zone Traffic Management Plan certification. Details of the accredited engineers are provided below:

- Wen Yan Zheng – Certification No. 0039450290
- Dora Choi – Certification No. 0051848825.

A copy of the traffic control plan is to be held on site at all times throughout the construction period by the responsible traffic controllers.

4.2. Pedestrian Management

Pedestrian movements will be maintained through the provision of a mixture of construction site fencing and Class B hoarding along the perimeter of the site. Pedestrian and cyclist movements are not expected to be impacted along the site frontage.

The proposed location of Class B hoarding is shown in Figure 4.1. It is noted that construction site fencing will be positioned about the remaining perimeter of the site.

Design and approval of the Class B hoarding is subject to approval by Council.

Figure 4.1: Class B Hoarding Location

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CONSTRUCTION TRAFFIC MANAGEMENT

N154040 // 22/01/19
Construction Pedestrian and Traffic Management Plan // Issue: D
Sydney Football Stadium, Stage 1 Demolition Works
4.3. **Public Transport**

The demolition activities are not expected to impact existing public transport services near the site as the work is confined to off street works.

4.4. **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 would 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 would 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**

As discussed in Section 3.3, during event mode Lendlease will alter site gate along Paddington Lane to allow general access and egress to the SCG and to ensure emergency and evacuation plans are maintained.

4.5. **Existing and Future Developments**

There are several other active or planned construction sites within the broader CBD that would likely be active during construction. Notable projects include the City and South East Light Rail (CSELR) project.

GTA has contacted the City of Sydney on 17 January 2019 and was advised that the cycleway project proposed along Moore Park Road is on hold pending State Government funding.

As part of the Concept Proposal State Significant Development Application Transport Assessment, ARUP assessed the cumulative traffic impact of concurrent construction projects and concluded the following:

- the low number of construction vehicles associated with the SFS works (6-7 movements per hour) is not significant enough to warrant any modifications or upgrades to the road network

- the construction vehicle routes of the CSELR project, shown in Figure 4.2, focus on Anzac Parade and Eastern Distributor (Randwick) entry/exit and therefore do not significantly overlap with the SFS routes, outlined in Section 3.11, that will generally be via South Dowling Street and Moore Park Road.

Based on these conclusions, it is not expected that the combined construction sites will present a significant impact to traffic congestion or road safety within the local and broader road network.

Where possible, construction vehicle movements will be minimised during road network peak periods.
4.6. Traffic Movements in Adjoining Council Areas

No adverse effects are expected from the movement of heavy vehicles through adjacent council areas.

4.7. Site Inspections and Record Keeping

The construction work would be monitored to ensure that it proceeds as set out in the Construction Management Plan provided by Lendlease. A daily inspection before the start of the construction activity should take place by the traffic management supervisor and Site Manager 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.

As per the requirements outlined in the Roads and Maritime Services Traffic Control at Works Sites Manual, it is the obligation of the Site Manager to ensure records are adequately kept and maintained, and relevant authorities notified to seek guidance/advice where required.

A record of all incoming vehicles will be kept at each access gate, with records kept for a minimum of 30 days. Lendlease will install a security camera or CCTV system at each access gate to record all vehicle movements. Site Induction

All staff employed on the site by Lendlease (including sub-contractors) would be required to undergo a site induction. The induction would include 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 must be included as part of this induction.

4.8. Stakeholder Engagement Plan

4.8.1. Authority Consultation

Lendlease will liaise with relevant stakeholders regarding construction schedules and truck routes and will raise any potential conflict with authorities at the earliest time.

Authority consultation actions required by Lendlease are detailed in Table 4.1.
Table 4.1: Authority Consultation Actions

<table>
<thead>
<tr>
<th>Stakeholder</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>TfNSW/ Sydney Coordination Office (SCO)</td>
<td>Lendlease to submit CPTMP to stakeholder.</td>
</tr>
<tr>
<td></td>
<td>Lendlease to liaise with stakeholder to address comments and re-submit final CPTMP.</td>
</tr>
<tr>
<td>City of Sydney</td>
<td>Lendlease to submit CPTMP to stakeholder.</td>
</tr>
<tr>
<td></td>
<td>Lendlease to liaise with stakeholder to address comments and re-submit final CPTMP.</td>
</tr>
<tr>
<td>Transport Management Centre (TMC)</td>
<td>Lendlease to submit CPTMP to stakeholder.</td>
</tr>
<tr>
<td></td>
<td>SCO to coordinate with TMC.</td>
</tr>
<tr>
<td>Sydney Cricket Ground Trust</td>
<td>Lendlease to submit CPTMP to stakeholder.</td>
</tr>
<tr>
<td></td>
<td>Lendlease to liaise with stakeholder to address comments and re-submit final CPTMP.</td>
</tr>
<tr>
<td></td>
<td>Lendlease to maintain regular contact with stakeholder for coordination purpose throughout demolition works.</td>
</tr>
<tr>
<td>Centennial Park Trust</td>
<td>Lendlease to submit CPTMP to stakeholder.</td>
</tr>
<tr>
<td></td>
<td>Lendlease to liaise with stakeholder to address comments and re-submit final CPTMP.</td>
</tr>
<tr>
<td></td>
<td>Lendlease to maintain regular contact with stakeholder for coordination purpose throughout demolition works.</td>
</tr>
<tr>
<td>NSW Police</td>
<td>Lendlease to submit CPTMP to stakeholder.</td>
</tr>
<tr>
<td></td>
<td>Lendlease to liaise with stakeholder to address comments and re-submit final CPTMP.</td>
</tr>
<tr>
<td>City and South East Light Rail Team</td>
<td>Lendlease to submit CPTMP to stakeholder.</td>
</tr>
<tr>
<td></td>
<td>Lendlease to liaise with stakeholder to address comments and re-submit final CPTMP.</td>
</tr>
<tr>
<td></td>
<td>Lendlease to maintain regular contact with stakeholder for coordination purpose throughout demolition works.</td>
</tr>
<tr>
<td>Emergency Services</td>
<td>Lendlease to attend fortnightly meeting with SCO and Emergency Services.</td>
</tr>
</tbody>
</table>

4.8.2. Public Notification

Public notification actions to be undertaken by Lendlease are detailed in Table 4.2.

Table 4.2: Public Notification Actions

<table>
<thead>
<tr>
<th>Public</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sydney Boys High School</td>
<td>Lendlease to liaise with the Sydney Boys and Sydney Girls High Schools prior to commencement of Term 1 of 2019.</td>
</tr>
<tr>
<td>Sydney Girls High School</td>
<td>Lendlease to establish agreement with the Schools on the level of notification required and the information to distribute to the Schools and the School Community.</td>
</tr>
<tr>
<td>Nearby Residents</td>
<td>Lendlease to letter drop to all residents along Moore Park Road between Anzac Parade and Oxford Street prior to the commencement of demolition works.</td>
</tr>
<tr>
<td>Broader Road Network</td>
<td>Variable Message Signs (VMS) are used as prior warning to the public of future construction works in the area.</td>
</tr>
<tr>
<td></td>
<td>Three VMS’s are to be erected by Lendlease at least one week before the start of works.</td>
</tr>
<tr>
<td></td>
<td>The location and wording of each VMS, illustrated in Appendix B, has been design in accordance with Roads and Maritime Supplement to Austroads Guide to Traffic Management Part 10 version 3.0 (Roads and Maritime, February 2015) and Roads and Maritime TDT 2010/07.</td>
</tr>
<tr>
<td></td>
<td>The VMS signs will need to remain in place for a total of three weeks.</td>
</tr>
</tbody>
</table>
4.9. Revision of CPTMP

Roads and Maritime Services reserves the right to alter the CPTMP conditions at any time to maintain safe and efficient traffic and pedestrian movements in the area.

4.10. Contact Details of the Site Manager(s)

The contact details of the relevant site personnel are detailed in Table 4.3.

Table 4.3: Site Contacts

<table>
<thead>
<tr>
<th>Name</th>
<th>Role</th>
<th>Contact Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angus Morten (Lendlease)</td>
<td>Senior Project Manager</td>
<td>0423 024 534</td>
</tr>
<tr>
<td>Dane Morrison (Lendlease)</td>
<td>Senior Construction Manager</td>
<td>0423 244 044</td>
</tr>
</tbody>
</table>
A. CITY OF SYDNEY CTMP STANDARD REQUIREMENTS
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.
B. TRAFFIC GUIDANCE SCHEME
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE MARKED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE CLEAR AND PERMANENT.
4. ALL SIGNS TO BE CLASS 1 RETROREFLECTIVE.
5. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE RMS TRAFFIC CONTROL AT WORK SITES MANUAL AND AUSTRALIAN STANDARDS AS1742.3:2009.
6. TRAFFIC CONTROLLER/S ARE NOT TO MANAGE CONSTRUCTION AND PEDESTRIAN TRAFFIC.
7. RMS ACCREDITED TRAFFIC CONTROLLERS TO MANAGE CONSTRUCTION AND PEDESTRIAN TRAFFIC.
8. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
9. IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS.
10. TRAFFIC CONTROLLERS ARE NOT TO STOP GENERAL TRAFFIC AT ANY TIME.
11. ALL BOXES TO BE COMPLETELY CLOSED OR COVERED AND BLACKED OUT.
12. WORKZONES TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
13. ROADWORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
15. ROADWORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
16. ROADWORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
1. The dimensions and radii are to the face of kerb and channel.
2. All dimensions and radii are in metres and are to the face of kerb and channel.
3. Services should be verified on site. Prior to commencement of construction, the existing conditions including underground conditions (aerial photography) on which the setout detail is based. GTA Consultants does not take any responsibility for the accuracy of the existing base information obtained from Nearmap aerial photography database dated 17 July 2018 and feature and level survey provided by Lend Lease received 20 August 2018.
4. Services given that all existing services are shown. Should be proven on site. No guarantee is provided that the locations of underground services are approximate only and their exact position cannot be guaranteed. Given that all existing services are shown, the locations of underground services are approximate only and their exact position cannot be guaranteed.
C. SWEPT PATH ASSESSMENT
SWEPT PATH KEY

VEHICLE CENTRE LINE
VEHICLE Tyre PATH
VEHICLE BODY PATH
VEHICLE CLEARANCE FROM VEHICLE BODY
ASSUMED SPEED 10km/h

TRUCK MIGHT BLOCK THE OXFORD STREET WESTBOUND TRAFFIC, WHEN WAITING FOR THE MORE PARK ROAD AND LANG ROAD TRAFFIC SIGNAL.

ASSUMED SPEED 10km/h
FROM VEHICLE BODY
500mm CLEARANCE
VEHICLE BODY PATH
VEHICLE TYRE PATH
VEHICLE CENTRE LINE

18.1m LONG TRUCK & DOG

SWEPT PATH ASSESSMENT
CONSTRUCTION VEHICLE ACCESS / EGRESS ROUTE
APPROACH

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T R U C K  &  D O G  18 .1
18 JANUARY 2019

W.ZHENG
C.YOU / H. STEVENSON
J.KIRIAKIDIS

DESIGNED
APPROVED BY
DATE ISSUED

SCALE
1:500

DESIGN CHECK
PLOTTED BY:
AT 1:48:50 PM

SFS REDEVELOPMENT STAGE 1 - DEMOLITION WORKS
PRELIMINARY PLAN
 WITHOUT NOTIFICATION
ONLY SUBJECT TO CHANGE
FOR DISCUSSION PURPOSES

SHEET 06 OF 37

CAD FILE NO.
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1:48:50 PM
SYDNEY FOOTBALL STADIUM

SWEPT PATH KEY
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- ZONE SEPARATION FROM VEHICLE BODY
ASSUMED SPEED (km/h)

18m LONG TRUCK & DOG

SYDNEY FOOTBALL STADIUM

PLOTTED BY: chen long.you
ON

ELECTRICAL
www.gta.com.au

500mm CLEARANCE
VEHICLE BODY PATH

DEPARTURE
SWEPT PATH ASSESSMENT
MARCH 2017 12 OF 37
SWEPT PATH KEY

- Vehicle Centre Line
- Vehicle Tyre Path
- Vehicle Body Path
- Issued Clearance From Vehicle Body
- Assumed Speed 10km/h

PM S 19M

Tractor Width: 2.50
Trailer Width: 2.50
Tractor Track: 2.50
Trailer Track: 2.50

Steering Angle: 6.0
Articulating Angle: 27.8

Lock to Lock Time: 13.70

500mm Clearance

VEHICLE BODY PATH
VEHICLE CENTRE LINE

SWEPT PATH ASSESSMENT
CONSTRUCTION VEHICLE ACCESS / EGRESS ROUTE
APPROACH

ENCROACH INTO ADJACENT THROUGH LANE
POTENTIAL CONFLICT WITH KERB OR...

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SCALE 1:500
TRUCK FLEW ACROSS THE MCREGO STREET WHELPING TRAFFIC WHEN WAITING FOR THE MORPARK ROAD AND LANG ROAD TRAFFIC TO CLEAR.

PM S 19m

ASUMED SPEED 10km/h

FROM VEHICLE BODY 500mm CLEARANCE

VEHICLE BODY PATH

VEHICLE TYRE PATH

VEHICLE CENTRE LINE

LOCK TO LOCK TIME

STEERING ANGLE

ARTICULATING ANGLE

2.50

2.50

2.50

6.0

27.8

70.0

metres

0.20

1.40

4.20

13.70

5.30

18 JANUARY 2019

W.ZHENG

5

10

1:500

SFS REDEVELOPMENT STAGE 1 - DEMOLITION WORKS

CONSTRUCTION VEHICLE ACCESS / EGRESS ROUTE

APPROACH

N154040-02-24

0

SCALE

0.2

PRELIMINARY PLAN

DESIGN CHECK

DRAWING NO.

SHEET

ISSUE

OF

CAD FILE NO.

APPROVED BY

DESIGN CHECK

APPROVED BY

DATE ISSUED

SWEPT PATH ASSESSMENT

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APPROACH

SWEPT PATH ASSESSMENT

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