

**ITEM 16. MOBILE CRANE – TEMPORARY ROAD CLOSURES – KING AND
PHILLIP STREETS SYDNEY**

TRIM RECORD NO: 2015/564464

RECOMMENDATION

It is recommended that the Committee endorse the temporary road closure of King Street, between Elizabeth and Phillip Streets and Phillip Street, between Elizabeth and Hunter Streets, Sydney, on Sundays 14 and 21 February 2016 from 7am to 7pm, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule C of this Agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated 28 February and 6 March 2016 as an alternative date for the above work as a contingency for inclement weather.
- (D) The Applicant must contact the Sydney City Police to obtain a separate police permit and to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) If the above closure dates conflict with any Light Rail works, other major works or special events, they may be changed to new dates in consultation with the Transport Management Centre and the Sydney City Police.
- (G) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.

DECISION

BACKGROUND

K and D Traffic Management has applied for the temporary road closure of King Street, between Elizabeth and Phillip Streets and Phillip Street, between Elizabeth and Hunter Streets, Sydney, on Sundays 14 and 21 February 2016 from 7am to 7pm.

COMMENTS

The proposed temporary road closure is required to allow a mobile crane to be used to lift building materials on the frontage of 174-180 Phillip Street.

The Applicant has provided a site-specific Traffic Control Plan that includes details of barricades, signs, flagmen and other traffic devices to implement the proposed road closure.

The proposed road closure may coincide with future works associated with the CBD and South Eastern Light Rail. As such, the Applicant must liaise, and obtain approval from the Transport Management Centre for the temporary road closure.

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

CONSULTATION

The Applicant will be required to notify affected stakeholders as stipulated in Schedule C.

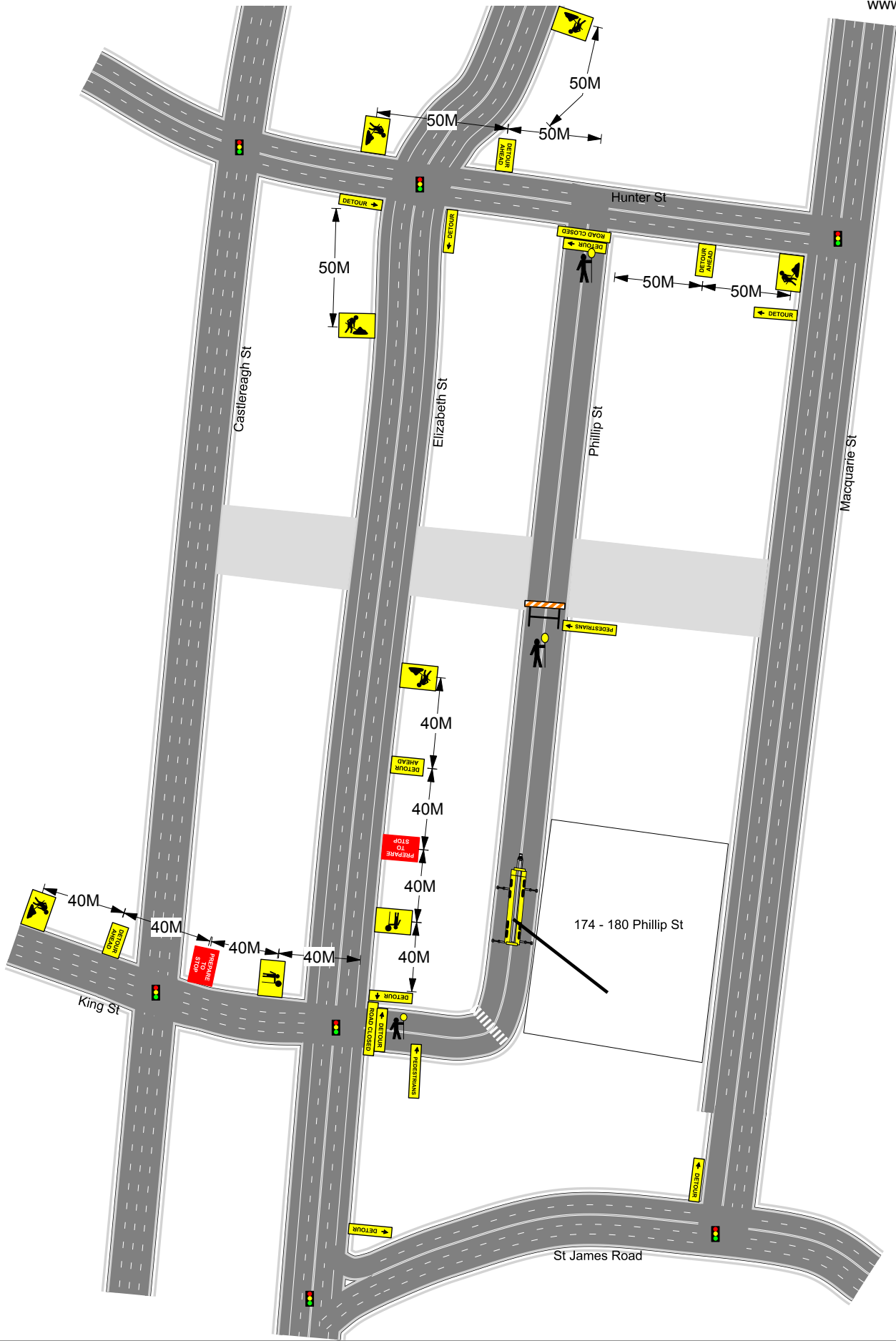
FINANCIAL

All costs associated with the proposed closure will be borne by the Applicant.

ATTACHMENTS

Mobile Crane – Temporary Road Closures – King and Phillip Streets Sydney

Ajay Nayyar, Traffic Works Coordinator



Plan drawn by: Corey Bolton
 RTA DES/Inspect No: 2133016745
 Expiry Date: 22nd Sept 2017
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Client:	Newlife Construction	Revision 1:	
Location:	Phillip St Sydney	Revision 2:	
UBD Number:		Revision 3:	
Plan Number:	2015/463	Revision 4:	
Date drawn:	09/06/15	Revision 5:	
TCP Authorised by:		Signature:	
		Date:	

THIS TRAFFIC CONTROL PLAN IS DRAWN AS PER THE AUSTRALIAN STANDARD AS1742.3 AND THE RMS WORKSITE MANUAL FOR TRAFFIC CONTROL AT WORK SITES AND IS TO BE IMPLEMENTED AS SUCH BY AN RMS ACCREDITED PERSON

Traffic control works shall be installed & maintained in accordance with Australian Standard 1742.3 (Traffic Control Devices for Work on Roads) &/or RTA Traffic Control at Work Sites Manual Version 4 June 2010.
 Local constraints may not allow sign and devices to be placed exactly in accordance with the TCP judgement, therefore it may be necessary to place sign and devices as close as possible to the spacing indicated.
 Signs spacing measurements may extend across some intersections, therefore warning signs may need to be placed in the side streets.
 Signs should generally be placed 1 metre clear of the travelled path for works exceeding longer than 2 weeks. Long term signs (truck turning signs) shall be mounted on poles 2.2 metres from the base of the sign to the ground.
 Signs are to be Class 1 retro-reflective (day/night), positioned adjacent to footpath or where vehicle parking occurs place signs in the parking lane or elevated on posts. They must be positioned so that they are in clear view of passing motorists.
 At the end of the work, or when traffic controllers are absent for an extended period, the T1-18 and T1-200 signs shall be removed.

NOT TO SCALE
 TGS BEST VIEWED WHEN PRINTED IN A3

