

10 October 2024

At 10.00 am

**Local Pedestrian, Cycling and Traffic
Calming Committee**

Disclaimer

The Local Pedestrian Cycling and Traffic Calming Committee is established under the Roads Act.

The Committee has no decision-making powers. It is primarily a technical review body required to advice on traffic related matters.

The views expressed in this document are those of the Committee members, not necessarily the views of the City of Sydney Council.

Table Of Contents

ITEM		PAGE NO.
1.	Confirmation of Minutes of Meeting 2024/08 held on 12 September 2024.....	1
2.	Item for Committee Information - Temporary Road Closure and Parking Changes - Hunter Street, Sydney.....	2 - 6
3.	Street Events - Temporary Road Closures - Sydney Zombie Walk 2024...	7 - 9
4.	Street Event - Temporary Road Closures - Wayside Chapel Christmas Lunch 2024.....	10 - 12
5.	Mobile Crane - Temporary Road Closure - Pitt Street, Sydney.....	13 - 15
6.	Mobile Crane - Temporary Road Closure - Pyrmont Street, Ultimo.....	16 - 19
7.	Mobile Crane - Temporary Road Closure - Cowper Street, Glebe.....	20 - 22
8.	Mobile Crane - Temporary Road Closure - Wentworth Street, Glebe.....	23 - 25
9.	Mobile Crane - Temporary Road Closure - Holt Street, Surry Hills.....	26 - 28
10.	Road Works - Temporary Road Closure - Windmill Street, Millers Point..	29 - 31
11.	Works Zone - Hunter Street, Sydney.....	32 - 34
12.	Works Zone - Windmill Street, Millers Point.....	35 - 37
13.	Works Zone - Hughes Street, Potts Point.....	38 - 40
14.	Works Zone - Cooper Street, Surry Hills.....	41 - 43
15.	Works Zone - Stewart Street, Paddington.....	44 - 46

Table Of Contents

ITEM		PAGE NO.
16.	Parking - No Stopping - Derwent Lane, Glebe.....	47 - 49
17.	Parking - No Stopping - Murray Street, Waterloo.....	50 - 52
18.	Parking - No Parking and Loading Zone - Gresham Street, Sydney.....	53 - 55
19.	Parking - Loading Zone - Gloucester Street, The Rocks.....	56 - 58
20.	Parking - Loading Zone - Boundary Street, Darlinghurst.....	59 - 61
21.	Parking - 2P Parking - McCauley Street, Alexandria.....	62 - 64
22.	Motorbike Parking - Roslyn Street, Rushcutters Bay.....	65 - 67
23.	Parking - Mail Zone - Rothschild Avenue, Rosebery.....	68 - 70
24.	Parking - Timed Mobility Parking - Bayswater Road, Rushcutters Bay.....	71 - 73
25.	Traffic Treatment – Proposed No Trucks or Buses Vehicles Over 9m – Boomerang Place and Yurong Parkway, Woolloomooloo.....	74 - 77
26.	Traffic Treatment - Give Way Sign and Linemarking - Crystal Street, Waterloo.....	78 - 80
27.	Schedule of Conditions.....	81 - 88

Structure and Operation of the Local Pedestrian Cycling and Traffic Calming Committee

- 1. The views expressed in this document are those of the Committee members, not necessarily the views of the City of Sydney Council.**
- 2. The Local Pedestrian Cycling and Traffic Calming Committee is not a committee of the City of Sydney Council, but a Committee of the Transport for NSW.**
3. Council has been delegated certain powers from the Transport for NSW with regards to traffic matters on local roads. A condition of this delegation is that Council must take into account the advice of the Local Pedestrian Cycling and Traffic Calming Committee.
- 4. The Local Pedestrian Cycling and Traffic Calming Committee has no decision- making powers. It is primarily a technical review body which is required to advise Council on traffic related matters.**
5. All proposals recommended by the Local Pedestrian Cycling and Traffic Calming Committee must still be formally approved by either the elected Council or authorised Council staff (depending on the nature of the proposal). This can only be done when the advice of the Committee is unanimous. Where the advice of the Committee is not unanimous, Council must separately notify and obtain endorsement from the Transport for NSW and the NSW Police.
6. There are four formal members of the Local Pedestrian Cycling and Traffic Calming Committee each with a single vote: the City of Sydney, Transport for NSW, the NSW Police and the local State Members of Parliament or their nominee (who can only vote on issues in their electorate). There are also informal (non-voting) advisors who may attend.
7. Members of the public are welcome to attend and speak to an item on the Local Pedestrian Cycling and Traffic Calming Committee agenda. Addresses to the Committee are limited to 3 minutes, but this can be extended at the discretion of the Chairperson. If a member of the public wishes to attend, it is requested that they inform the Committee Secretary in advance on 9265 9648.
8. The Local Pedestrian Cycling and Traffic Calming Committee meet every third Thursday of the month at 10am in the Council Chamber, Level 1, Town Hall, 483 George Street, Sydney.
9. Local Pedestrian Cycling and Traffic Calming Committee agendas, reports and minutes are available on the City's Website:
www.cityofsydney.nsw.gov.au/Council/MeetingsAndCommittees

Item 1.

Confirmation of Minutes of Meeting 2024/08 held on 12 September 2024

Decision

Item 2.**Item for Committee Information - Temporary Road Closure and Parking Changes - Hunter Street, Sydney**

TRIM Container No.: 2024/525315

Recommendations

It is recommended that the Committee note the following temporary traffic and parking changes in Sydney:

- (A) Introduction of a "No Entry Authorised Construction and Austpost Vehicles Excepted" restriction for westbound traffic on Hunter Street;
- (B) Road closure of Hunter Street between George Street and Hamilton Street to general traffic. Access will only be limited to authorised construction vehicles only.
- (C) Converting Hamilton Street to a one-way southbound road between Curtin Place and Hunter Street;
- (D) Introduction of a pedestrian (zebra) crossing in Hunter Street, just west of Hamilton Street;
- (E) Footpath closure on the southern side of Hunter Street, between Hamilton and George Streets.
- (F) Reallocation of parking on both sides of Hamilton Street, between Curtin Place and Hunter Street as "No Stopping";
- (G) Reallocation of parking on the northern side of Hunter Street between the points 10 metre and 24 metre (two car spaces), east of Hamilton Street as "No Parking 6pm-6am" and "1/4P All Other Times"
- (H) Reallocation of parking on the southern side of Hunter Street between the points 18 metre and 46 metre (four parking spaces), west of Pitt Street as "No Stopping".

The above recommendations were submitted and endorsed by the Committee as a late item at its meeting on the 12 September 2024.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]

NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The proposed Sydney Metro West runs between Hunter Street in the Sydney CBD and Westmead in Western Sydney. One of the metro stations for Sydney Metro West is proposed in the Sydney CBD on Hunter Street. Two construction sites, namely Hunter Street East and Hunter Street West are established to undertake the proposed construction works.

The Construction Traffic Management Plan for the Hunter Street West site has identified the need to temporarily close Hunter Street between George and Pitt Streets to general traffic. The closure is proposed to improve pedestrian safety and increase efficiency for construction activities associated with the Sydney Metro Hunter Street West station.

Comments

Vehicle access

Hunter Street between Hamilton and George Streets.

The section of Hunter Street, between Hamilton and George Streets will be closed to general traffic. Access will only be provided for authorised construction, emergency and Australia Post vehicles only.

With George Street closed to general traffic, site observations have shown that there are a high number of vehicles making U-turns at the end Hunter Street. This includes delivery vehicles, taxis and general vehicles wanting to pick up and drop off goods and passengers.

There are also a high number of pedestrians observed crossing across Hunter Street without a safe crossing point between Hamilton and George Streets.

The U-turn movements combined with the high number of pedestrians crossing creates an unsafe environment, increasing the risk of conflicts in the area.

The proposal will also include the introduction of a pedestrian (zebra) crossing in Hunter Street, just west of Hamilton Street.

The closure of Hunter Street, between Hamilton and George Streets will improve pedestrian safety significantly and increase efficiency for construction activities associated with the Sydney Metro station.

Hunter Street between Hamilton and Pitt Streets

Westbound traffic access will only be limited to authorised construction, emergency and Australia Post vehicles only.

Eastbound traffic access is open to all traffic. This is to provide access to vehicles that are picking up and dropping off goods and passengers to the businesses along Hunter Street. Access will be via Pitt Street, Curtin Place and Hamilton Street.

Hamilton Street

Hamilton Street between Curtin Place and Hunter Street is currently a two-way road. It is proposed to convert Hamilton Street into a one-way southbound road to improve traffic flow and support the efficient operation of the narrow road.

Parking restrictions

Parking along the northern side of Hunter Street, east of Hamilton Street is currently restricted as "No Stopping". To improve access for vehicles picking and dropping off goods and passengers to the businesses along Hunter Street, it is proposed to reallocate parking as "No Parking 6pm-6am" and "1/4P All Other Times".

"No Stopping" restrictions are proposed in Hamilton Street and the southern side of Hunter Street to improve traffic flow and enhance safety in the area.

Consultation

Sydney Metro consulted the proposal with local businesses and key stakeholders. There were 10 briefings undertaken, with one objection received from A by Adina Hotel located at 2 Hunter Street. The below summarises the feedback received for the proposal.

Comments	Response
<p>A by Adina raised the following concerns regarding the proposal:</p> <ul style="list-style-type: none"> • Hotel's inability to provide disability access; • Risk of emergency services access to the Hotel; • Denying taxi set down directly in front and in a convenient proximity to the Hotel; • Increased operating costs to provide full time concierge at hotel entrance; • Broader impacts to surrounding landowners which will result from the complete extinguishment of vehicular access in this section of Hunter St; and 	<p>The closure of Hunter Street, between Hamilton and George Streets will improve pedestrian safety significantly and increase efficiency for construction activities associated with the Sydney Metro station.</p> <p>The footpath on the northern side of Hunter Street will be widened to improve accessibility for pedestrians and mobility impaired users.</p> <p>People will be separated from the work zone with hoarding in place between the closed road and the public footpaths.</p> <p>The proposal will include the introduction of a pedestrian (zebra) crossing in Hunter Street, just west of Hamilton Street, which provides a safe crossing point across Hunter Street.</p>

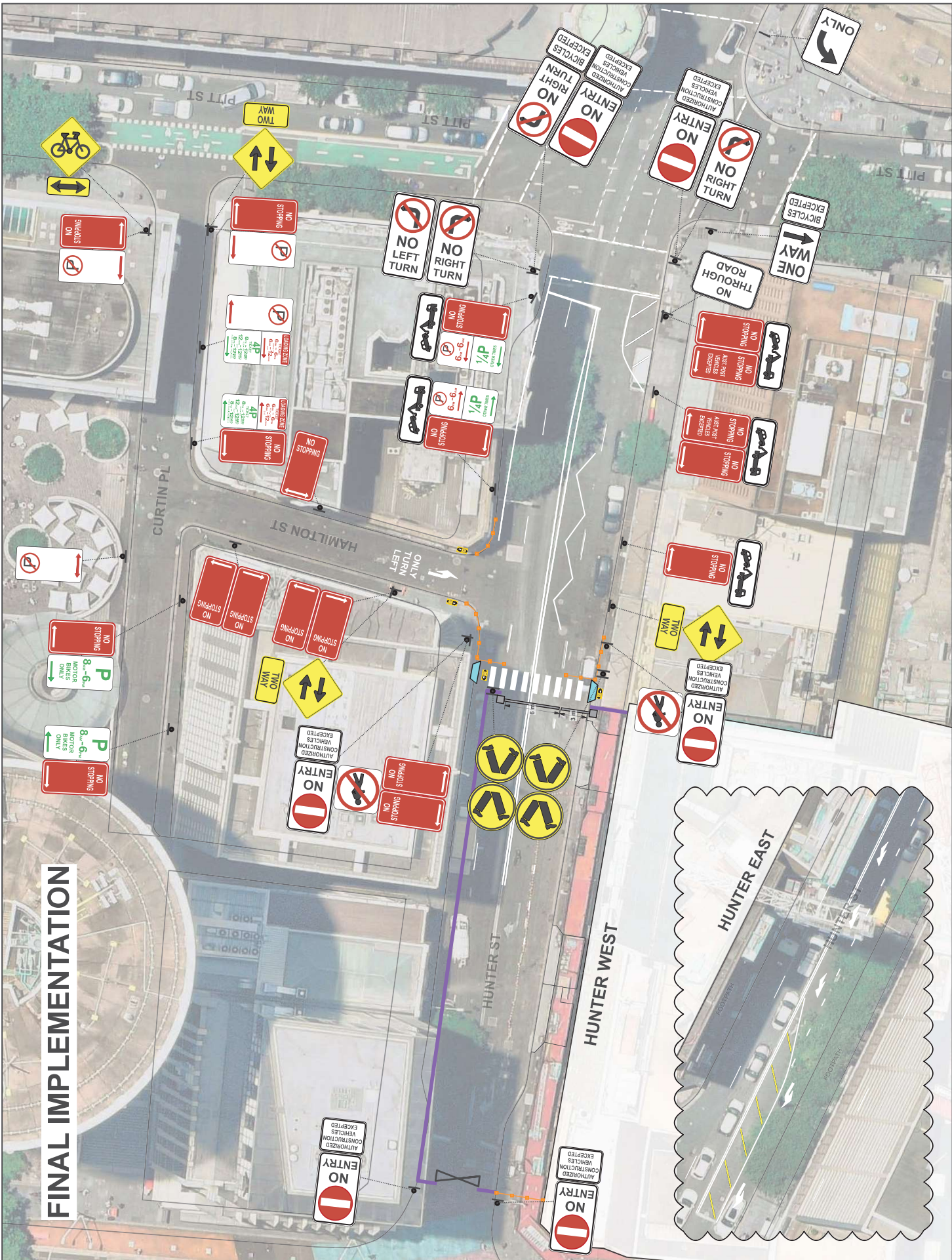
<ul style="list-style-type: none"> • Broader impacts to the public which will result from the severe restriction of pedestrian access in this section of Hunter St. 	<p>Parking restriction on the northern side of Hunter Street, east of Hamilton Street will be reallocated as "No Parking 6pm-6am" and "1/4P All Other Times" for taxis and other vehicles to pick up and drop off goods and passengers. The spaces are approximately 60 metres from the hotel entrance. It is acknowledged that the spaces are not directly outside the hotel. The proposal prioritises pedestrian safety over convenience while also aims to balance the parking needs for stakeholders in Hunter Street.</p> <p>Access will be maintained for emergency vehicles in the closed section of Hunter Street. There were no objections raised by NSW Police, Fire and Rescue NSW and the Ambulance NSW on the proposed closure.</p> <p>Opportunities to include wayfinding signage on the hoarding will be sought to enable pedestrians to easily navigate to and from businesses around the surrounding pedestrian network.</p>
<p>Taxi Council would like the new 15P parking area outside The Grand Hotel to become a mix of Taxi Zone or a No Parking area (Pick up drop off excepted).</p>	<p>The City do not have plans to introduce dedicated taxi parking in Hunter Street at this time. Taxi zones can sterilise parking in high demand areas like Hunter Street as it prevents other vehicles from parking in those spaces when is not used. The proposed "1/4P / No Parking" restrictions balance the needs of all road users to pick up and drop off goods and passengers.</p> <p>The City staff will monitor parking conditions upon implementation of the proposal and propose further changes where required.</p>

The proposed traffic and parking changes have been consulted with the Sydney Metro's Traffic Control Group (TCG) and Traffic and Transport Liaison Group (TTLG). No objections were raised by the TCG and TTLG.

Financial

All costs associated with the proposal will be borne by the Applicant.

CLEMENT LIM, TRAFFIC MANAGER - NORTH



Item 3.**Street Events - Temporary Road Closures - Sydney Zombie Walk 2024**

TRIM Container No.: 2024/497619

Recommendations

It is recommended that the Committee endorse the temporary road closures for the Sydney Zombie Walk 2024 on Saturday, 2 November 2024 from 8am to 7pm subject to the following conditions:-

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closures, the temporary relocation of bus stops and any additional staff required.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Sydney Zombie Walk Ltd has applied for the temporary road closures of the following streets in Sydney for the Sydney Zombie Walk 2024 on Saturday, 2 November 2024 from 8am to 7pm.

- College Street, between William and Macquarie Streets; and
- St Mary's Road, between College Street and Art Gallery Road.

Comments

The Sydney Zombie Walk is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

There are currently no other approved temporary road closures proposed to take place on the same day.

Consultation

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

Financial

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

TANZ ALAM, ENGINEERING TRAFFIC OFFICER

10.3 Road Closure Location



Item 4.**Street Event - Temporary Road Closures - Wayside Chapel Christmas Lunch 2024**

TRIM Container No.: 2024/522504

Recommendations

It is recommended that the Committee endorse the temporary road closures in Potts Point for the Westside Chapel Christmas Lunch on Wednesday 25 December 2024 from 5am to 5.30pm subject to the following conditions:-

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the Kings Cross PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The Wayside Chapel has applied for the temporary road closures of Hughes Street and Orwell Lane in Potts Point for the Wayside Chapel Christmas Lunch on Wednesday 25 December 2024 from 5am to 5.30pm.

Comments

The Wayside Chapel Christmas Lunch is an annual event that requires the temporary closure of City streets and traffic detours around the event route.

There are currently no other approved temporary road closures proposed to take place on the same day.

Consultation

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

Financial

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

SHAN SHANMUGALINGAM, TECHNICAL OFFICER



WAYSIDE CHAPEL

Wayside Christmas Lunch 2024



AGENCY	PRIMARY TASK	SECONDARY TASK	PERSONNEL	TIMES
UCA - WAYSIDE CHAPEL.	Oversee planning.	Provide staff for the closures.	x 3 as drawn.	05:00-17:00hrs.
ACESGroup.	Provide planning and staff.	Provide equipment as per this TGS.	x 1 for TGS set-up/pack-down.	04:00-05:30hrs and 16:30-18:00hrs.

'Wayside Christmas Lunch 2024'. TGS activation: WED 25 DEC 2024, 05:00-17:00hrs. UBD Map 4, Grid: 5E. Drawing NTS - for A3 or larger colour print only. © ACESGroup 2024. COMMERCIAL IN CONFIDENCE. TGS developed in reference with AS1742 (series) and Transport for NSW 'Traffic Control at Worksites' Technical Manual (V6.1, Feb 2022).
 Instructions and Notes:
 1. TGS to be set down following the sequence indicated with yellow numbered tags, and removed in reverse sequence only after careful check that the carriageway is clear of obstructions, debris, and pedestrians returned to footpaths;
 2. *700mm cones to be used to highlight advance warning signs.

EQUIPMENT

- CHANGED TRAFFIC CONDITIONS x 3
- SIDE ROAD CLOSED x 3
- ROAD CLOSED x 4
- Event staff to staff closures (x 3)
- Cones (x 12)
- Barriers (x 7)

AlBarrish

NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Montchil Vassilev VASSILEV

Card No: TCT0052764 D.O.B: 22/02/1976

Date of Issue: 02/11/2016

Type of traffic control work: IMP PWZ TCR

NEW SOUTH WALES

Item 5.**Mobile Crane - Temporary Road Closure - Pitt Street, Sydney**

TRIM Container No.: 2024/554439

Recommendations

It is recommended that the Committee endorse the temporary road closure of Pitt Street, Sydney, between Bathurst Street and Park Street, from 7am to 5pm on Sunday 17 November 2024, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 24 November and 1 December 2024 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC 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) 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.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]

Representative for the Member for Sydney	[Insert]	[Insert]
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Advice

Advice will be updated after the meeting.

Background

KPI Services (NSW) has applied for the temporary road closure of Pitt Street, Sydney, between Bathurst Street and Park Street, from 7am to 5pm on Sunday 17 November 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift air conditioning units to 270 Pitt Street, Sydney.

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

There are currently no other approved temporary road closures proposed to take place on the same day in this area.

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.

A Traffic Management Plan (TMP) for the temporary road closure was approved by Transport for NSW (TFNSW).

Consultation

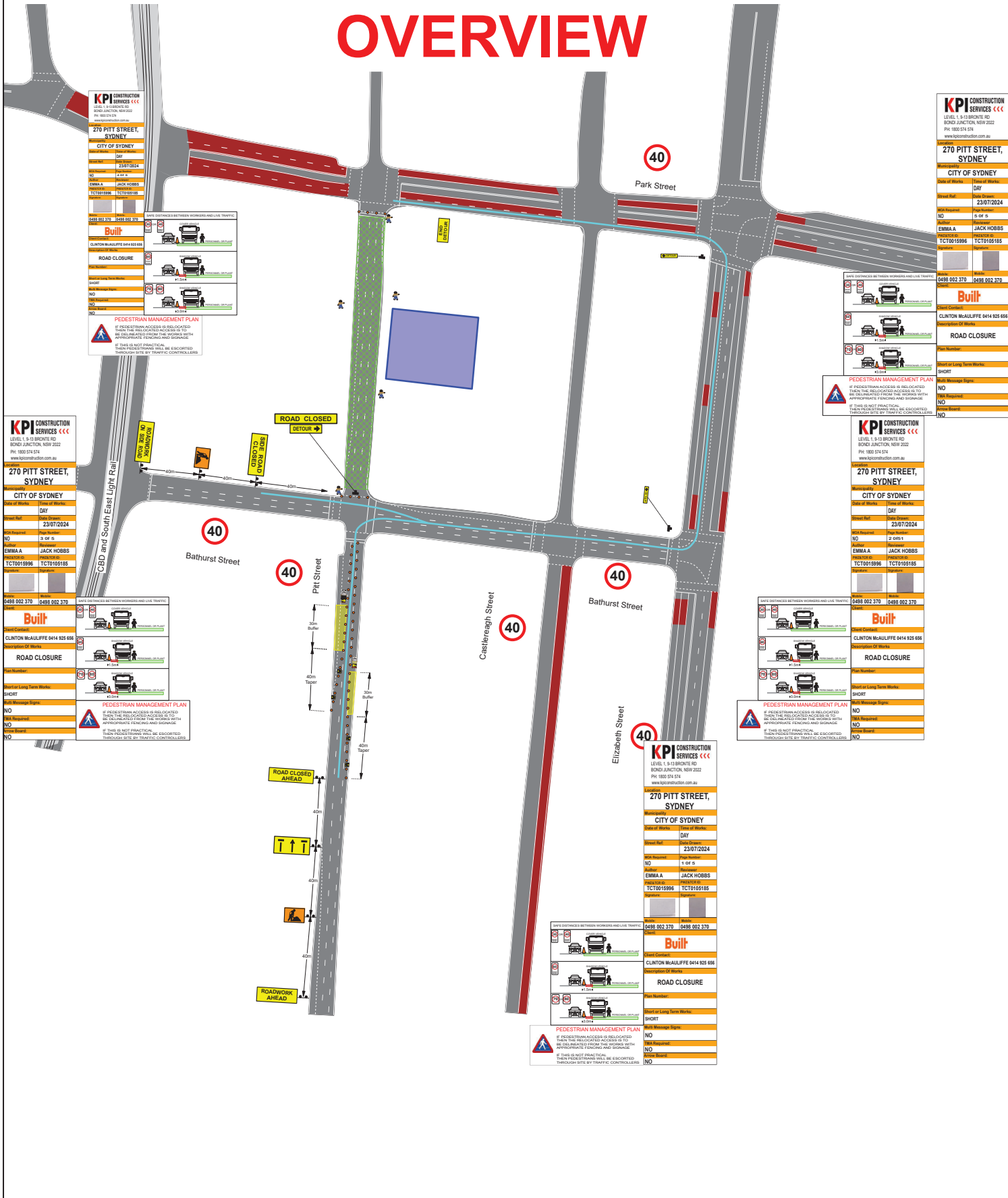
The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORINATOR

OVERVIEW



KPI CONSTRUCTION SERVICES
LEVEL 1 @ 270 PITT ST
BOND JUNCTION NSW 2022
PH: 1800 574 574
www.kpicor.com.au

270 PITT STREET, SYDNEY
CITY OF SYDNEY

Site No: 2307/2024
Day: DAY
Job Number: 1 of 5
Author: EMMA A JACK HOBBS
Project ID: TCT0015996 TCT0105185

0488 002 370 0488 002 370

Built
Client Contact: CLINTON MAULIFFE 0414 925 696

ROAD CLOSURE

Site No: 2307/2024
Day: DAY
Job Number: 1 of 5
Author: EMMA A JACK HOBBS
Project ID: TCT0015996 TCT0105185

PEDESTRIAN MANAGEMENT PLAN
IF PEDESTRIAN ACCESS IS DELICATED FROM THE ROADWORK ACCESS TO BE DELICATED FROM THE WORKS WITH APPROPRIATE FENCING AND SIGNAGE.
IF THIS IS NOT PRACTICAL, THEN PEDESTRIANS WILL BE ESCORTED THROUGH SITE BY TRAFFIC CONTROLLERS.

KPI CONSTRUCTION SERVICES
LEVEL 1 @ 270 PITT ST
BOND JUNCTION NSW 2022
PH: 1800 574 574
www.kpicor.com.au

270 PITT STREET, SYDNEY
CITY OF SYDNEY

Site No: 2307/2024
Day: DAY
Job Number: 5 of 5
Author: EMMA A JACK HOBBS
Project ID: TCT0015996 TCT0105185

0488 002 370 0488 002 370

Built
Client Contact: CLINTON MAULIFFE 0414 925 696

ROAD CLOSURE

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Item 6.**Mobile Crane - Temporary Road Closure - Pymont Street, Ultimo**

TRIM Container No.: 2024/503016

Recommendations

It is recommended that the Committee endorse the temporary road closure of Pymont Street, Ultimo, between Quarry Street and Fig Street, (three lanes), from 4pm on Friday 29 November 2024 to 9pm on Saturday 30 November 2024, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 7-8 and 14-15 December 2024, as contingency dates.
- (D) The Applicant must contact the Sydney City PAC 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) 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.
- (G) The Applicant must maintain local vehicular access to properties fronting Pymont Street between Allen and Fig Streets, as well as Pymont Street south of Quarry Street.
- (H) The Applicant must notify Ian Thorpe Aquatic Centre and the Goldsbrough Hotel about the works at least seven days prior to the temporary road closure.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]

NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Kane Constructions Pty Ltd has applied for the temporary road closure of Pyrmont Street, Ultimo, between Quarry Street and Fig Street, (three lanes), from 4pm on Friday 29 November 2024 to 9pm on Saturday 30 November 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the installation of the crane at 400 Harris Street, Ultimo.

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

There are currently no other approved temporary road closures proposed to take place on the same day in this area.

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.

A Traffic Management Plan (TMP) for the temporary road closure was approved by Transport for NSW (TFNSW).

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Date: 28/4/2023 **Author:** Kyle Fieg **Project:** Global Switch - 400 Harris St, Ultimo NSW 2007
TCP Expiry : 28/4/2024 **TMP Licence:** TC10041658 **TYPE:** PWZ
TCP ID: TC23430

Comments:
 Temporary Full Road Closure - Traffic Management
 Detour Plan to be implemented during these works

Legend

-  Cone
-  Traffic Controller



All approvals/comment documents shall be on site at all times. Traffic controller to wear correctly fitted PPE (personal protective equipment) to AS/NZS 4802 as assess in the site safe work method statements (SWMS), hazard risk assessment. Location of signs shown may be varied slightly during implementation preventing a tripping hazard, improve visibility, effectiveness & not impact on pedestrian walkways (1.2m+ clearance, 1.5m+ curved footpath), cyclists, parking or deliveries unless footpath is closed. Signage is to be class 1 retroreflective signage as per AS/NZS 1742.3-2019. Note that additional traffic controllers/signage may be required.

Traffic controller instructions: all traffic management items must be in place prior to the commencement of the works. Onsite traffic management must have their traffic controller ticket R10HS205A (use the stop-slow bat to control traffic), R10HS302A, (implement & monitor operational traffic management plans) as a minimum to implement this plan. Traffic controllers will assist local buses & emergency vehicles through the worksite where required. Traffic controllers to remain onsite at all times and ensure the pedestrian and the travelling public's safety at all times. If leaving the site for any reason, they must inform the site supervisor.


Pedestrians are to be physically separated from the worksite at all times with para-webbing or similar to ensure they do not walk into the work site with pedestrians watch your step signage placed on all approaches to work site. Where pedestrians are to come on/off the kerb a non-slip surface ramp per AS1428 be provided by the client. Minimum mounting height for all short term signage should be 200mm.

This document has been prepared solely as a guide only for traffic management purposes. The traffic planner (TTP) disclaims all responsibility & all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs. May incur as a result of the information being inaccurate or incomplete in any way, and for any reason. TTP does not accept any responsibility for compliance of this document if set up by others. Some distances not to code due to site constraints. The positions of the signs & equipment are only the suggested locations, as they may need to be revised onsite to improve visibility and/or effectiveness. Figured distances shall take precedence to signage locations. Any changes onsite are to be noted on this document, recorded on the appropriate worksite paperwork and signed off by the site supervisor prior to implementation. All traffic control plans & traffic management plans are copyright and property of TTP & is not transferable unless authorised by TTP.

Traffic Control Plan has been prepared in accordance with AS 1742.3-2019 "Traffic Control Devices for Works on Roads", Road Management Act 2004, Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Sites (TCAWS) Technical Manual V6.

Dim (Speed Limit)	Merge taper length	Lateral taper length	Buffer length
45 or less	15	15	30
46 to 55	30	15	30
56 to 65	60	30	30
66 to 75	115	70	30
76 to 85	130	80	40
86 to 95	145	90	40
96 to 105	160	100	50
Greater than 105	180	110	50

Based on AS 1742.3-2019



TRAFFIC

EXISTING POSTED SPEED LIMIT: **40**

PLAN SCALE: NTS
 SHEET SIZE: AS

Item 7.**Mobile Crane - Temporary Road Closure - Cowper Street, Glebe**

TRIM Container No.: 2024/502838

Recommendations

It is recommended that the Committee endorse the temporary road closure of Cowper Street, Glebe, between Wentworth Park Road and Wentworth Street, (four lanes), from 7.30am to 5.30pm on Friday 13 December 2024, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 17 and 31 January 2025, 14 and 28 February 2025 as contingency dates.
- (D) The Applicant must contact the Leichhardt PAC to discuss deployment of user pay police for the road closure.
- (E) 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.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Leichhardt PAC	[Insert]	[Insert]
Representative for the Member for Balmain	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Kane Construction has applied for the temporary road closure of Cowper Street, Glebe, between Wentworth Park Road and Wentworth Street, (four lanes), from 7.30am to 5.30pm on Friday 13 December 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the dismantling of a tower crane.

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

There are currently no other approved temporary road closures proposed to take place on the same day in this area.

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.

A Traffic Management Plan (TMP) for the temporary road closure was approved by Transport for NSW (TFNSW).

Consultation

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

Financial

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

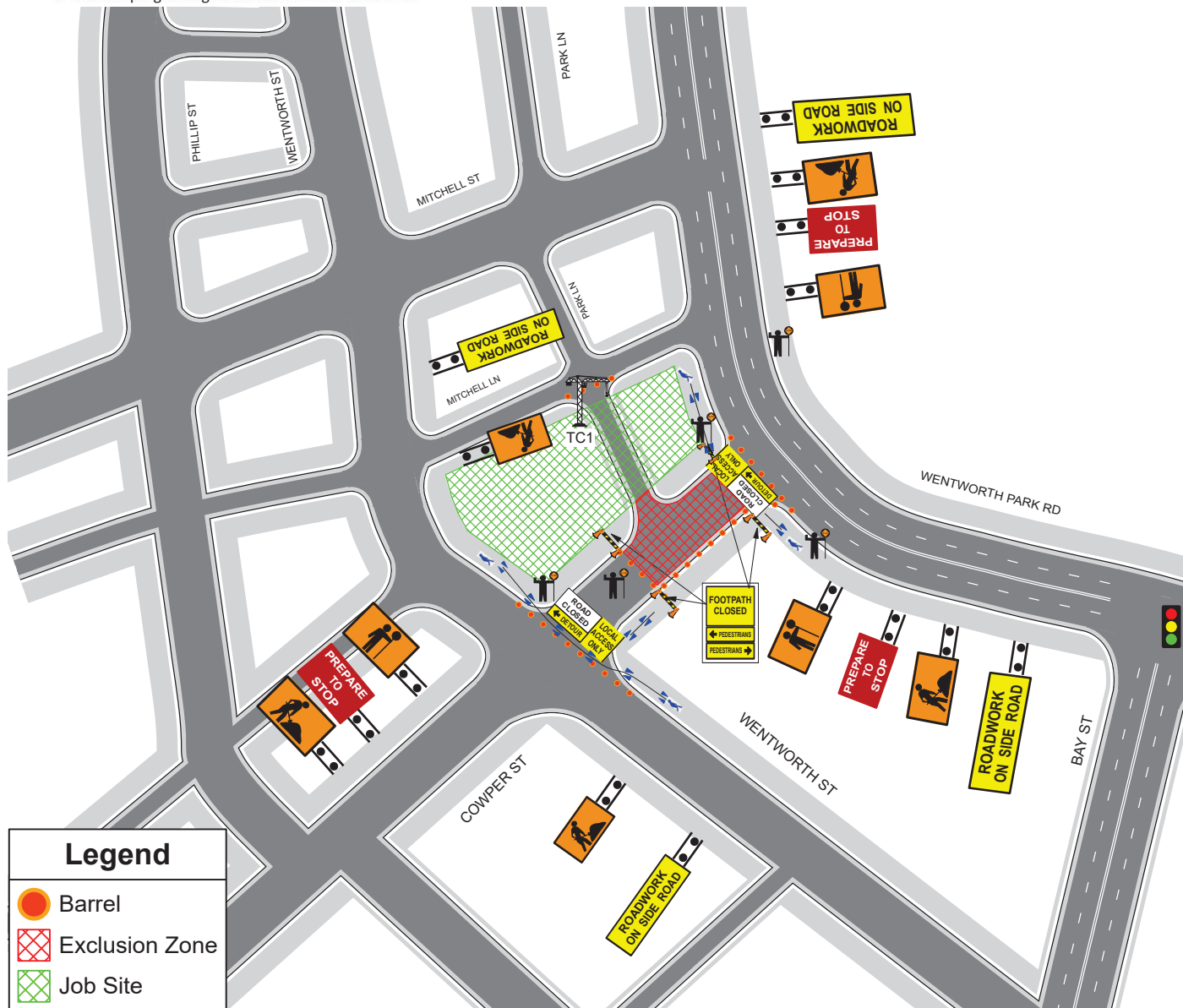
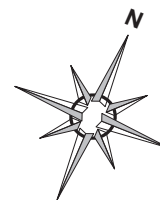
CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Wentworth Ave & Cowper St, Glebe

Tower Crane 1 Dismantle

Notes:

- Road Closure – Follow detour set up
- Parking Lane on Wentworth Park Rd to be occupied for 10m from corner to assist with truck reversing
- Trucks to reverse into Cowper St via Wentworth Pk Rd and drive out
- Cowper St to be closed before Mezzo Apartments garage to allow resident access
- Cowper St to be closed to pedestrians and vehicles, except for resident access
- Drawing not to scale.
- This drawing is to be read in conjunction with AS 1742.3.
- All signage distance shall comply with AS 1742.3 & TCAWS V6.1 2022.
- In accordance with TCAWS V6.1 2022 traffic controllers are to assist pedestrians with movement through and around the worksite as required.
- Signage shall be placed on the side of the road adjacent to the traffic flow.
- Removal of the delineation, tapers & signs should be undertaken in the reverse order of erection progressing outwards from the work area.



CLIENT: Kane Construction	ADDRESS: 2A Wentworth Park Rd, Glebe	WORK SCOPE: Crane Dismantle	ROAD LAYOUT: Residential
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PLAN NO: TGS2341	DATE DRAWN: 27/08/2024	This TGS is not drawn to scale.	ROAD SPEED: 50Km/h
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Speed (KM/H)	TC Taper(m)	Lateral Shift Taper(m)	Merge Taper(m)
45 or less	15	15	15
46 – 55	15	15	30
56 – 65	30	30	60
66 – 75	N/A	70	115
76 – 85	N/A	80	130
86 – 95	N/A	90	145
95 - 105	N/A	100	160
> 105	N/A	110	180

SIGN SPACINGS		
SPEED LIMIT	RMS TCAWS	AS 1742.3
40 km/h	40M	15M
50 km/h	50M	15M
60 km/h	60M	45M
70 km/h	70M	70M
80 km/h	80M	80M
90 km/h	90M	90M
100 km/h	100M	100M
110 km/h	110M	110M

NSW SafeWork NSW WORK HEALTH & SAFETY TRAFFIC CONTROL WORK

Tajdeedut RAHMAN

Card No: TCT10071458 D.O.B: 13/08/1999

Date of issue: 10/1/2018

Type of traffic control work: IMP TCR PWZ

safe work NSW

NEW SOUTH WALES

Item 8.**Mobile Crane - Temporary Road Closure - Wentworth Street, Glebe**

TRIM Container No.: 2024/502864

Recommendations

It is recommended that the Committee endorse the temporary road closure of Wentworth Street, Glebe, between Mitchell Street and Cowper Street, (four lanes), from 7.30am to 5.30pm on Friday 25 October 2024, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 28 October 2024, 1 and 4 November 2024 as contingency dates.
- (D) The Applicant must contact the Leichhardt PAC to discuss deployment of user pay police for the road closure.
- (E) 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.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Leichhardt PAC	[Insert]	[Insert]
Representative for the Member for Balmain	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Kane Constructions has applied for the temporary road closure of Wentworth Street, Glebe, between Mitchell Street and Cowper Street, (four lanes), from 7.30am to 5.30pm on Friday 25 October 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to dismantle a tower crane.

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

There are currently no other approved temporary road closures proposed to take place on the same day in this area.

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.

A Traffic Management Plan (TMP) for the temporary road closure was approved by Transport for NSW (TFNSW).

Consultation

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

Financial

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

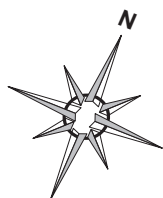
CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Wentworth Ave & Cowper St, Glebe

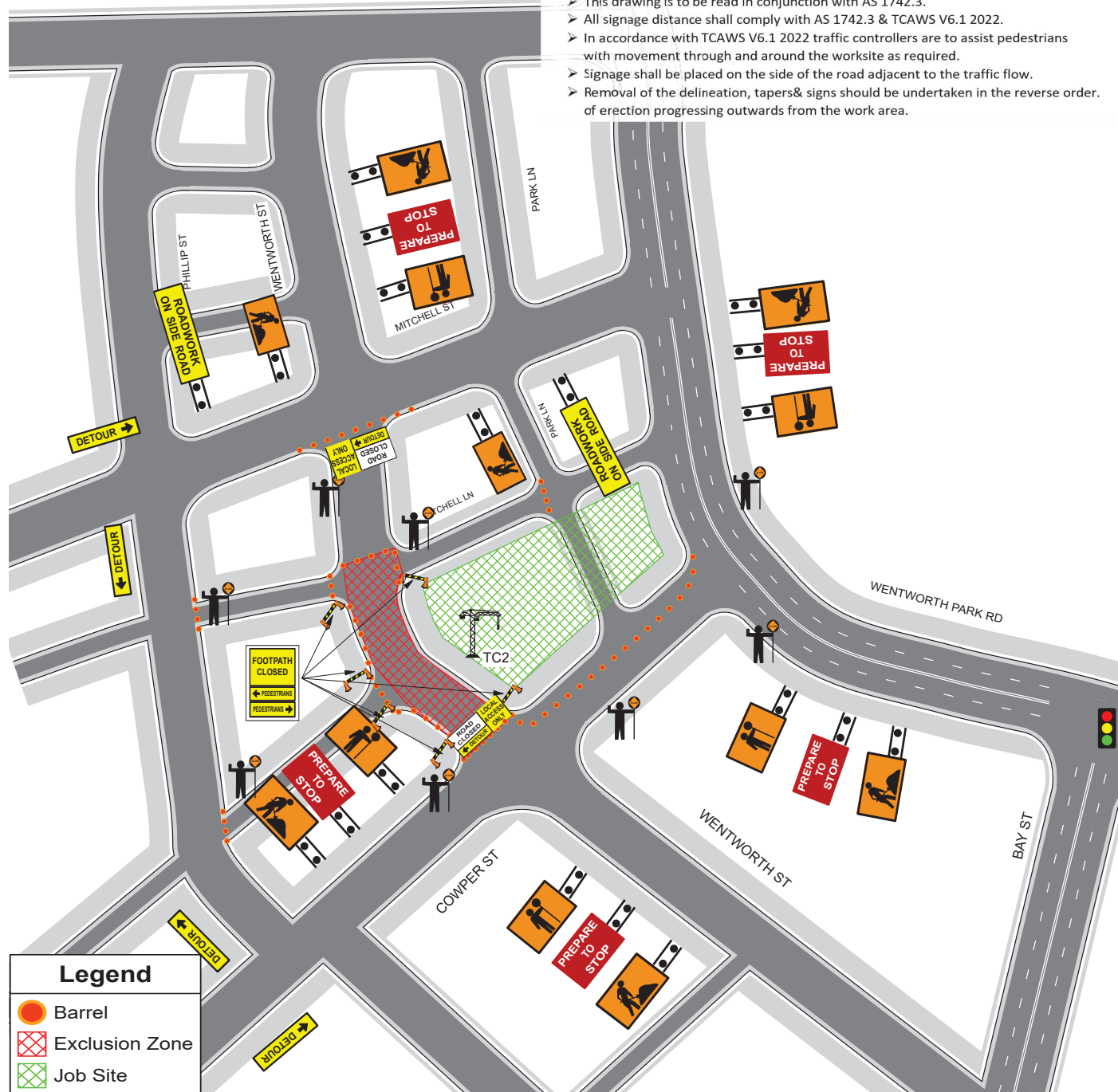
Tower Crane 2 Dismantle

Notes:

- Road Closure – Follow detour set up
- Mobile Crane established on Wentworth St
- All vehicle and pedestrian traffic into shaded area to be closed off
- Parking Lane on Cowper St to be occupied for truck parking
- Temp closure of Cowper intersection (max 30mins) required to attach fly to crane.
- Drawing not to scale.
- This drawing is to be read in conjunction with AS 1742.3.
- All signage distance shall comply with AS 1742.3 & TCAWS V6.1 2022.
- In accordance with TCAWS V6.1 2022 traffic controllers are to assist pedestrians with movement through and around the worksite as required.
- Signage shall be placed on the side of the road adjacent to the traffic flow.
- Removal of the delineation, tapers & signs should be undertaken in the reverse order of erection progressing outwards from the work area.



ST JOHNS RD



Legend

- Barrel
- Exclusion Zone
- Job Site

CLIENT: Kane Construction	ADDRESS: 2A Wentworth Park Rd, Glebe	WORK SCOPE: Crane Dismantle	ROAD LAYOUT: Residential																																																															
PLAN NO: TGS2342	DATE DRAWN: 27/08/2024	This TGS is not drawn to scale.	ROAD SPEED: 50km/h																																																															
	<table border="1"> <thead> <tr> <th>Speed (KM/H)</th> <th>TC Taper(m)</th> <th>Lateral Shift Taper(m)</th> <th>Merge Taper(m)</th> </tr> </thead> <tbody> <tr><td>45 or less</td><td>15</td><td>15</td><td>15</td></tr> <tr><td>46 – 55</td><td>15</td><td>15</td><td>30</td></tr> <tr><td>56 – 65</td><td>30</td><td>30</td><td>60</td></tr> <tr><td>66 – 75</td><td>N/A</td><td>70</td><td>115</td></tr> <tr><td>76 – 85</td><td>N/A</td><td>80</td><td>130</td></tr> <tr><td>86 – 95</td><td>N/A</td><td>90</td><td>145</td></tr> <tr><td>95 – 105</td><td>N/A</td><td>100</td><td>160</td></tr> <tr><td>> 105</td><td>N/A</td><td>110</td><td>180</td></tr> </tbody> </table>	Speed (KM/H)	TC Taper(m)	Lateral Shift Taper(m)	Merge Taper(m)	45 or less	15	15	15	46 – 55	15	15	30	56 – 65	30	30	60	66 – 75	N/A	70	115	76 – 85	N/A	80	130	86 – 95	N/A	90	145	95 – 105	N/A	100	160	> 105	N/A	110	180	<p>SIGN SPACINGS</p> <table border="1"> <thead> <tr> <th>SPEED LIMIT</th> <th>RMS TCAWS</th> <th>AS 1742.3</th> </tr> </thead> <tbody> <tr><td>40 km/h</td><td>40M</td><td>15M</td></tr> <tr><td>50 km/h</td><td>50M</td><td>15M</td></tr> <tr><td>60 km/h</td><td>60M</td><td>45M</td></tr> <tr><td>70 km/h</td><td>70M</td><td>70M</td></tr> <tr><td>80 km/h</td><td>80M</td><td>80M</td></tr> <tr><td>90 km/h</td><td>90M</td><td>90M</td></tr> <tr><td>100 km/h</td><td>100M</td><td>100M</td></tr> <tr><td>110 km/h</td><td>110M</td><td>110M</td></tr> </tbody> </table>	SPEED LIMIT	RMS TCAWS	AS 1742.3	40 km/h	40M	15M	50 km/h	50M	15M	60 km/h	60M	45M	70 km/h	70M	70M	80 km/h	80M	80M	90 km/h	90M	90M	100 km/h	100M	100M	110 km/h	110M	110M	
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Item 9.**Mobile Crane - Temporary Road Closure - Holt Street, Surry Hills**

TRIM Container No.: 2024/547289

Recommendations

It is recommended that the Committee endorse the temporary road closure of Holt Street, Surry Hills between Cooper Street and Gladstone Street, from 7am to 5pm on Saturday 26 October 2024, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 2 ,9 and 16 November 2024 as contingency dates.
- (D) The Applicant must contact the Surry Hills PAC to discuss deployment of user pay police for the road closure.
- (E) 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.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Rhino Traffic Control Services Pty Ltd has applied for the temporary road closure of Holt Street, Surry Hills between Cooper Street and Gladstone Street, from 7am to 5pm on Saturday 26 October 2024.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift air conditioning units to 50 Holt Street, Surry Hills.

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

There are currently no other approved temporary road closures proposed to take place on the same day in this area.

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.

A Traffic Management Plan (TMP) for the temporary road closure was approved by Transport for NSW (TFNSW).

Consultation

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

Financial

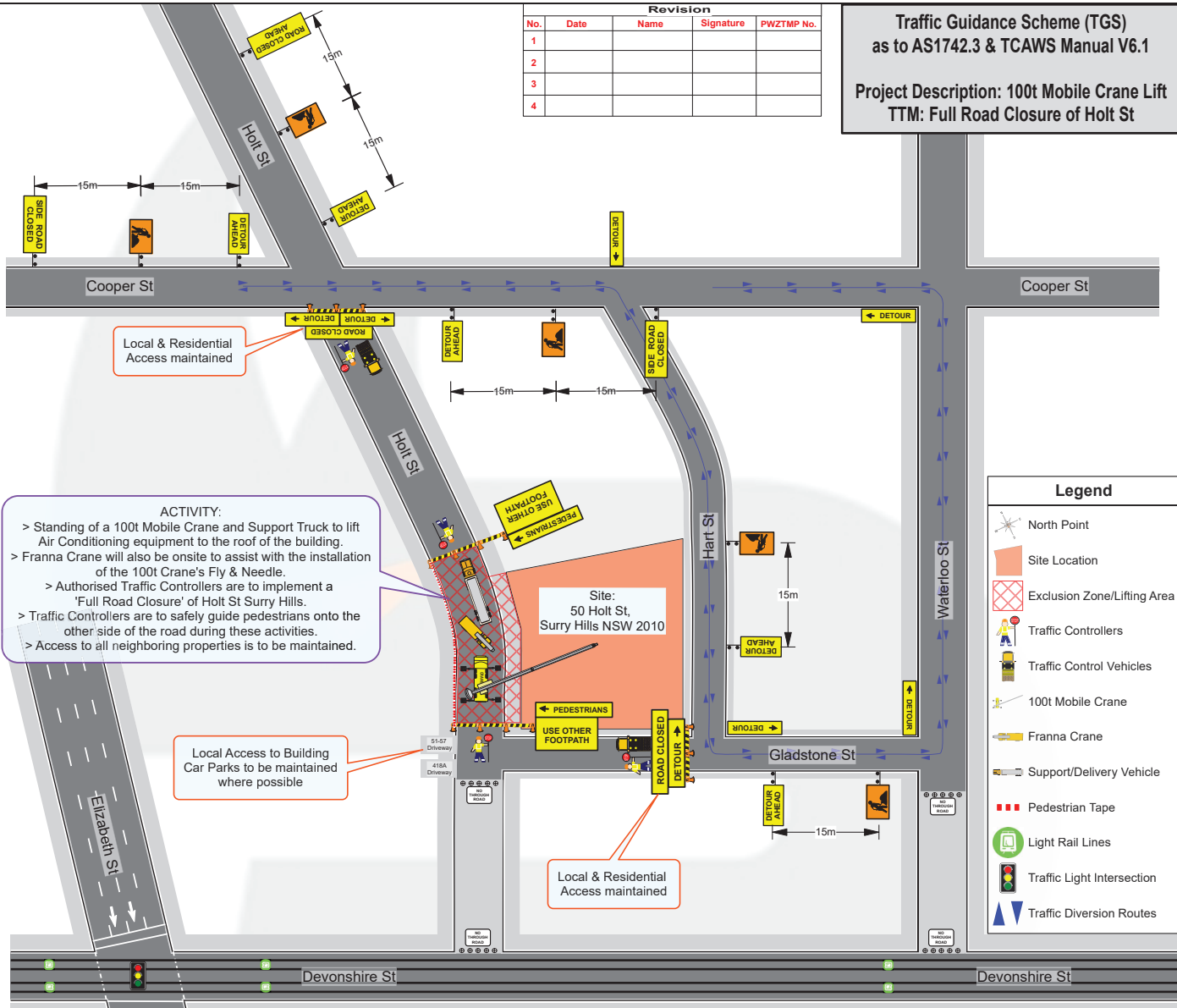
All costs associated with the proposed closure will be borne by the applicant.

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Revision				
No.	Date	Name	Signature	PWZTMP No.
1				
2				
3				
4				

Traffic Guidance Scheme (TGS)
as to AS1742.3 & TCAWS Manual V6.1

Project Description: 100t Mobile Crane Lift
TTM: Full Road Closure of Holt St



ACTIVITY:

- > Standing of a 100t Mobile Crane and Support Truck to lift Air Conditioning equipment to the roof of the building.
- > Franna Crane will also be onsite to assist with the installation of the 100t Crane's Fly & Needle.
- > Authorised Traffic Controllers are to implement a 'Full Road Closure' of Holt St Surry Hills.
- > Traffic Controllers are to safely guide pedestrians onto the other side of the road during these activities.
- > Access to all neighboring properties is to be maintained.

Legend

- North Point
- Site Location
- Exclusion Zone/Lifting Area
- Traffic Controllers
- Traffic Control Vehicles
- 100t Mobile Crane
- Franna Crane
- Support/Delivery Vehicle
- Pedestrian Tape
- Light Rail Lines
- Traffic Light Intersection
- Traffic Diversion Routes

GENERAL NOTES:

- > This TGS is to be read in conjunction with AS1742.3 & RMS TCAWS Manual V6.1.
- > TGS is for Short Term Implementation only.
- > This TGS has been prepared NOT TO SCALE from either site specific details or archived details and may not accurately reflect the exact layout of the site. Details are indicative only.
- > Work environment and site conditions may alter the correct signs and devices locations and distances stated in this plan.
- > Safe Work NSW Authorised Traffic Controllers are to be on site at all times to implement this TGS.
- > Traffic Control Team Leader must inspect the site and carry out a mandatory Risk Assessment before commencement of works. Any changes necessary must be marked on this TGS before being implemented.
- > All PPE must be worn at all times whilst on site.
- > All existing street signage that is contradictory to this worksite, must be covered prior to works.
- > All Advance Warning Signage shall comply to AS1742.3 & RMS TCAWS Manual V6.1.
- > All Advance Warning Signage is to be erected on the side of the road adjacent to the traffic flow.
- > Authorised Traffic Controllers are to assist with Pedestrian movements around, past or through the Work Site.
- > Removal of Traffic Control Signs and Devices is to be undertaken in the reverse order of erection, progressing away from the Work Site.

LANE WIDTHS

The minimum lane widths to be provided for all live traffic lanes around, past or through a Work Site shall be 3.0m. 3.5m lane widths are desirable.

VEHICLE MOVEMENT PLAN

All vehicles associated with these works are to enter and exit the worksite in a forward facing motion at all times, under the direction and guidance of Authorised Traffic Controllers and with the existing traffic flow conditions.

50 = Posted Speed Limit
15m Sign Spacings

A.O.R. cranes & rigging (02) 9913 1792 0414 441 667

50 = Posted Speed Limit
15m Sign Spacings

LANE WIDTHS

The minimum lane widths to be provided for all live traffic lanes around, past or through a Work Site shall be 3.0m. 3.5m lane widths are desirable.

VEHICLE MOVEMENT PLAN

All vehicles associated with these works are to enter and exit the worksite in a forward facing motion at all times, under the direction and guidance of Authorised Traffic Controllers and with the existing traffic flow conditions.

SIGN SPACINGS - DIMENSION "D"

Speed of Traffic Km/Hr	Dimension D = Approach Speeds AS1742.3	TCAWS
45km/hr or less	15m	D
46km/hr - 55km/hr	15m	D
56km/hr - 65km/hr	45m	D
Greater than 65km/hr	Equal to posted Speed Limit	D or 2D One Sign Only

Sign Positioning Tolerances:
Minimum 10% less than the distance or lengths given.
Maximum 25% more than the distance or lengths given.

RECOMMENDED TAPER LENGTHS (m)

Approximate Speed of Traffic (Km/Hr)	Traffic Control at beginning of Taper	Lateral Shift Taper	Merge Taper
45 or less	15	0	15m
46 - 55	15	15	30m
56 - 65	30	30	60m
66 - 75	N/A	70	115m
76 - 85	N/A	80	130m
86 - 95	N/A	90	145m
96 - 105	N/A	100	160m
Greater than 105	N/A	110	180m

	Date:	19 September 2024	LGA:	City of Sydney Council	TGS Developed By:	Shaun O'Neill	PWZ No. TCT 0067950	TGS NOT TO SCALE
	Client:	AOR Cranes	Road Name:	Holt St	TGS Approved By:	Phil Blair (APPROVED)	PWZ No. TCT 0059241	
	Type of Work:	100t Mobile Crane Lift	Location of Work:	50 Holt St	Plan No.:	RTC/24-12941		
	TC's Req	4 0	Suburb:	Surry Hills NSW 2010	TfNSW ROL Required:	No		
	Utes / TMA's	2 0	Road Class:	Local Road (Council)				

Item 10.**Road Works - Temporary Road Closure - Windmill Street, Millers Point**

TRIM Container No.: 2024/505710

Recommendations

It is recommended that the Committee endorse the temporary road closure of Windmill Street, between Windmill Street and Argyle Place from 14 October 2024 for 8 months until 14 June 2025 subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (D) 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.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Commercial TC has applied for the temporary road closure of Windmill Street, between Windmill Street and Argyle Place, Millers Point, from 14 October 2024 for 8 months until 14 June 2025.

Comments

The proposed temporary road closure is required to facilitate a hoarding compound and enable material handling for the redevelopment of 1 Kent Street.

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

The temporary road closure will not affect any other properties, as alternative access routes are available nearby.

A Traffic Management Plan (TMP) for the temporary road closure was approved by Transport for NSW (TFNSW).

Consultation

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

Financial

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

TERRY XU, SENIOR TRAFFIC ENGINEER



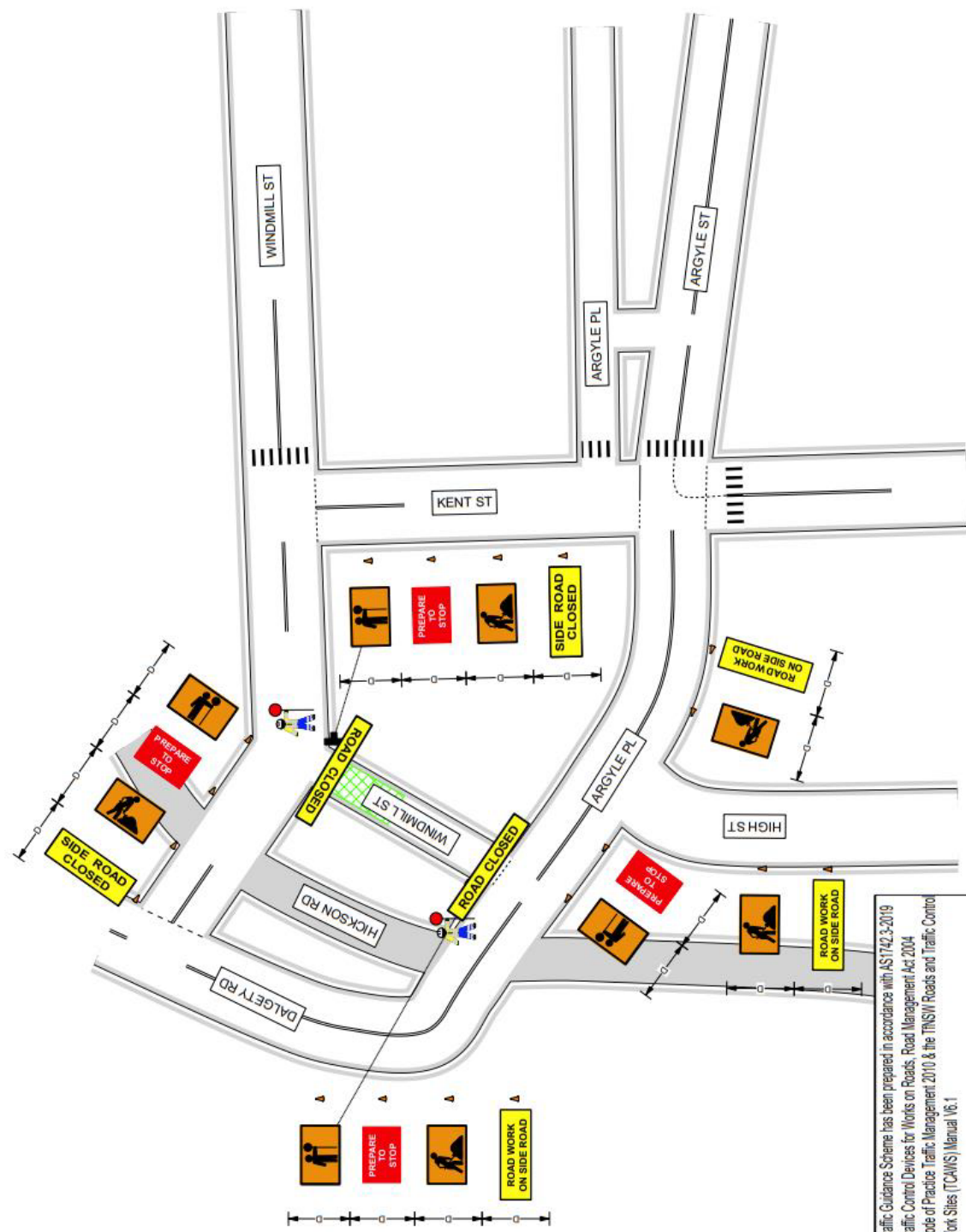
THIS TRAFFIC GUIDANCE SCHEME IS BASED ON THE NSW TRAFFIC MANAGEMENT MANUAL V6.1 PART 23.2019 AND THE ON-SITE AT APPROVALS. ALL TIMES ARE ESTIMATED. ALL TIMES.

Traffic Guidance Scheme has been prepared in accordance with AS1742.3-2019 Traffic Control Devices for Works on Roads, Road Management Act 2004, Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Sites (TCAWS) Manual V6.1

DATE: 28/08/2024
LOCATION: BUILD CORP - KENT ST
CUSTOMER: BUILD CORP - KENT ST
TGS No 02: HOARDING COMPOUND

NAME: Steven sStefanofski
Licence No: TCT0104283

commercial
 TC PTY LTD
Drawn By : Steven Stefanofski
Licence Num: TCT0104283



AMENDED BY
 CERT #
 TIME
 DATE

Traffic Guidance Scheme has been prepared in accordance with AS1742.3-2019 Traffic Control Devices for Works on Roads, Road Management Act 2004, Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Sites (TCAWS) Manual V6.1

TABLE 4.2

VALUE OF DIMENSION D	
Speed of traffic km/h	Dimension D m
45 or less	0 to 5
46 to 55	15
56 to 65	45
Greater than 65	Equal to speed of traffic, in km/h

commercial
 TC PTY LTD

Buildcorp

Date: 28/08/2024 Author: Steven Stefanofski Project: 1 KENT ST, SYDNEY
 Comm: Steven Stefanofski
 PwZTMP: TCT0104283

DRAWINGS MUST TO SCALE
 This document has been prepared solely as a guide only for traffic management purposes. Commercial TC disclaims all responsibility & all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs.
 Commercial TC does not accept any responsibility for compliance of this document if set up by others.

All traffic control plans and traffic management plans are copyright and property of Commercial TC and is not transferable unless authorized by Commercial TC.

Traffic Guidance Scheme has been prepared in accordance with AS1742.3-2019 Code of Practice Traffic Management 2010 & the TNSW Roads and Traffic Control Work Sites (TCAWS) Manual V6.1

Item 11.**Works Zone - Hunter Street, Sydney**

TRIM Container No.: 2024/513561

Recommendations

It is recommended that the Committee endorse the reallocation of the following kerb space on the northern side of Hunter Street, Sydney, west of Macquarie Street:

- (A) Between the points 10 metres and 30 metres as "No Stopping"; and
- (B) Between the points 30 metres and 92 metres as "Works Zone 7am-7pm Mon-Fri 7am-5pm Sat" and "No Parking All Other Times".

Subject to the following conditions:

- (C) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (D) The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (E) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (F) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (G) The Applicant must advise if the Construction Traffic Management Plan (CTMP) has been approved and ensure all conditions within the CTMP are adhered to.
- (H) The Works Zone is subject to approval of the queue analysis report by TfNSW.
- (I) The Works Zone is limited to construction vehicles up to 12.5m in length.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]

Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Built Pty Ltd has requested a 62 metre long Works Zone in Hunter Street, Sydney.

The Works Zone is to facilitate construction works at 2 Chifley Square, Sydney.

Comments

The kerb space on the northern side of Hunter Street, Sydney between Macquarie and Phillip Streets is currently signposted as "No Parking".

The Works Zone is intended to operate from 7am to 7pm Monday to Friday and 7am to 5pm Saturday in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to "No Parking All Other Times".

The applicant has applied for a 62 metre long works zone. However, the exact length and location of the works zone will be determined prior to installation based on the construction site requirements and queue analysis report by TfNSW..

The street is wide enough to allow the Works Zone to be installed without affecting traffic flow or property access.

Consultation

The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

All costs associated with the Works Zone will be borne by the Applicant.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Proposal

Hunter Street, Sydney Proposed Works Zone



Source: nearmap 7 Dec 2023



Item 12.**Works Zone - Windmill Street, Millers Point**

TRIM Container No.: 2024/501504

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Windmill Street, Millers Point between the points 10 metres and 35 metres west of Kent Street, Sydney as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (C) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (D) The Applicant must advise if the Construction Traffic Management Plan (CTMP) has been approved and ensure all conditions within the CTMP are adhered to.
- (E) The Works Zone is limited to construction vehicles up to 12.5 metres long only.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Buildcorp Group Pty Ltd has requested a 25 metre long Works Zone in Windmill Street, Millers Point.

The Works Zone is to facilitate construction works at 1 Kent Street, Millers Point.

Comments

The kerb space on the southern side of Windmill Street, Millers Point west of Kent Street is currently signposted as "Loading Zone 8am-6pm Mon-Sat".

The Works Zone is intended to operate from 7.30am to 5.30pm Monday to Friday and 7.30am to 3.30pm in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to unrestricted parking.

The street is wide enough to allow the Works Zone to be installed without affecting traffic flow or property access.

Consultation

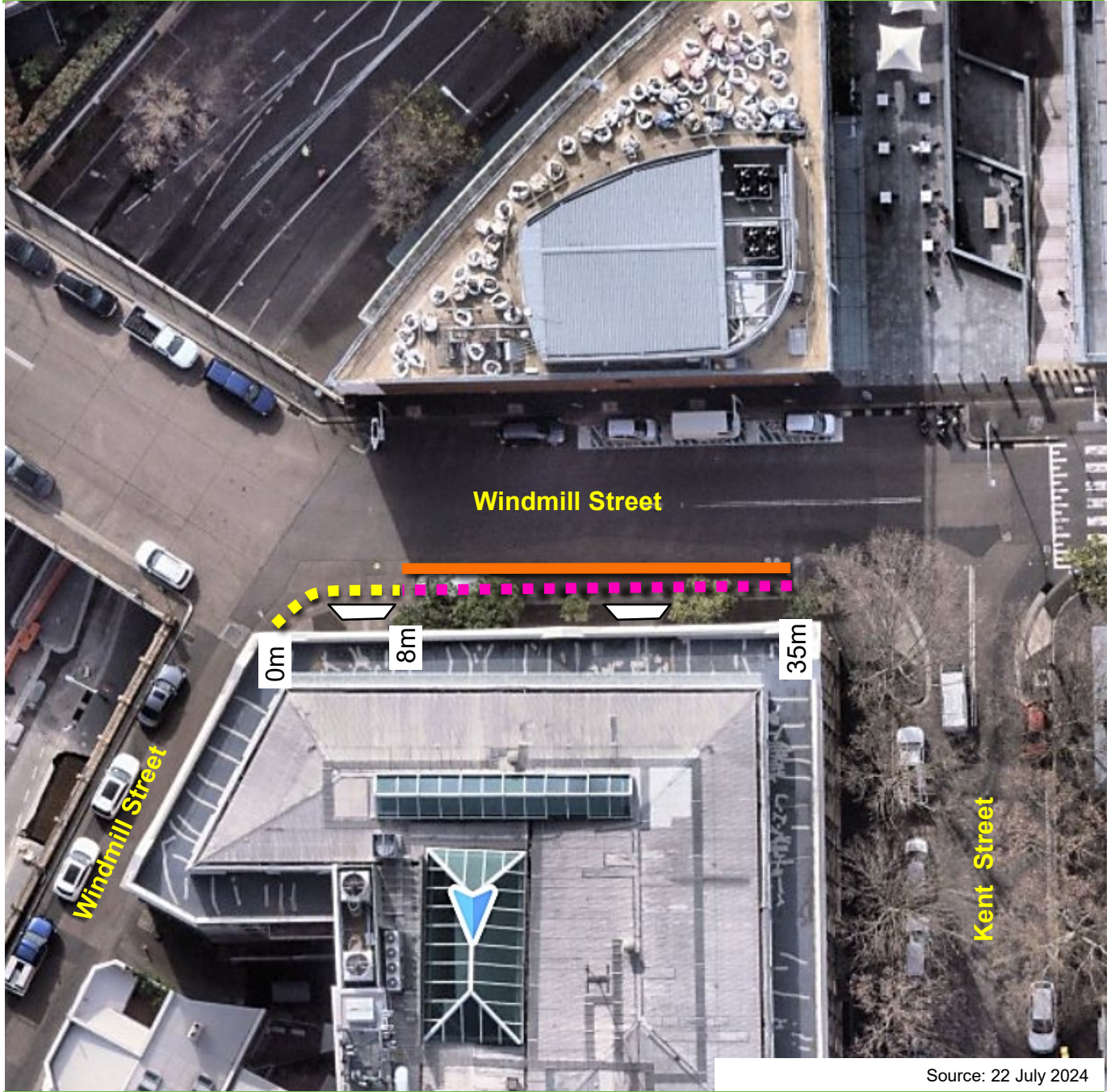
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial



All costs associated with the Works Zone will be borne by the Applicant.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER


Windmill Street, Millers Point Proposed parking changes



Existing

-  No Stopping
-  Loading Zone
8am-6pm Mon-Sat

Proposed

-  Works Zone
7.30am-5.30pm Mon-Fri
7.30am-3.30pm Sat

Item 13.**Works Zone - Hughes Street, Potts Point**

TRIM Container No.: 2024/504567

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Hughes Street, Potts Point between the points 10 metres and 39.5 metres west of Macleay Street as "Works Zone 7.30am-5.30pm Mon-Fri 7.30am-3.30pm Sat", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (C) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (D) The Applicant must advise if the Construction Traffic Management Plan (CTMP) has been approved and ensure all conditions within the CTMP are adhered to.
- (E) The Works Zone is limited to construction vehicles up to 12.5m long only.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The Trustee for 95 Macleay Street Unit Trust has requested a 29.5 metre long Works Zone in Hughes Street, Potts Point.

The Works Zone is to facilitate construction works at 95 Macleay Street, Potts Point.

Comments

The kerb space on the northern side of Hughes Street, Potts Point between Macleay and Tusculum Streets where the works zone is proposed is currently signposted as "Loading Zone 8.30am-6pm Mon-Fri", "1/2P 8.30am-12.30pm Sat and "No Stopping" (outdoor dining). The outdoor dining is no longer required as the business is closing down.

The Works Zone is intended to operate from 7.30am to 5.30pm Monday to Friday and 7.30am to 3.30pm on Saturdays in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to unrestricted parking.

The street is wide enough to allow the Works Zone to be installed without affecting traffic flow or property access.

Consultation

The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

All costs associated with the Works Zone will be borne by the Applicant.



GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER


Hughes Street, Potts Point Proposed parking changes




Source: 22 July 2024

Existing

-  No Stopping
-  Loading Zone
8.30am-6pm Mon-Fri
1/2P
8.30am-12.30pm Sat

-  1P
8.30am-6pm Mon-Fri
8.30am-12.30pm Sat

Proposed

-  Works Zone
7.30am-5.30pm Mon-Fri
7.30am-3.30pm Sat

-  No Stopping (Outdoor Dining)

Item 14.**Works Zone - Cooper Street, Surry Hills**

TRIM Container No: 2024/497527

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the northern side of Cooper Street, Surry Hills, between the points 33.1 metres and 48.1 metres west of Holt Street as "Works Zone 7.30am-6pm Mon-Fri, 7.30am-3.30pm Sat, 4P Ticket 6pm-10pm Mon-Fri, 3.30pm-10pm Sat 8am-10pm Sun & Public Holidays", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (C) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.
- (D) The Applicant must provide appropriate traffic control measures and use Transport for New South Wales (TFNSW) Accredited Traffic Controllers to maintain local vehicular access and manage pedestrian accessibility adjacent to the Works Zone during the hours of operation.
- (E) The Applicant must obtain separate approval from the City's Tree Management Team prior to the implementation of the Works Zone.
- (F) The Works Zone is limited to a Medium Rigid Vehicle (MRV) up to 8.8 metres in length.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]

NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Renfay Projects PTY LTD has requested a 15 metre long Works Zone in Cooper Street, Surry Hills.

The Works Zone is to facilitate construction works at 10-14 Cooper Street, Surry Hills.

Comments

The kerb space on the northern side of Cooper Street, west of Holt Street is currently signposted as “2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri, 8am-10pm Sat-Sun & Public Holidays”.

The Works Zone is intended to operate from 7.30am to 6pm Monday to Friday and 7.30am to 3.30pm on Saturday in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to 4P Ticket 6pm to 10pm Monday to Friday, 3.30pm to 10pm Saturday and 8am to 10pm Sunday and Public Holidays.

The street is wide enough to allow the Works Zone to be installed without affecting traffic flow or property access.

Consultation

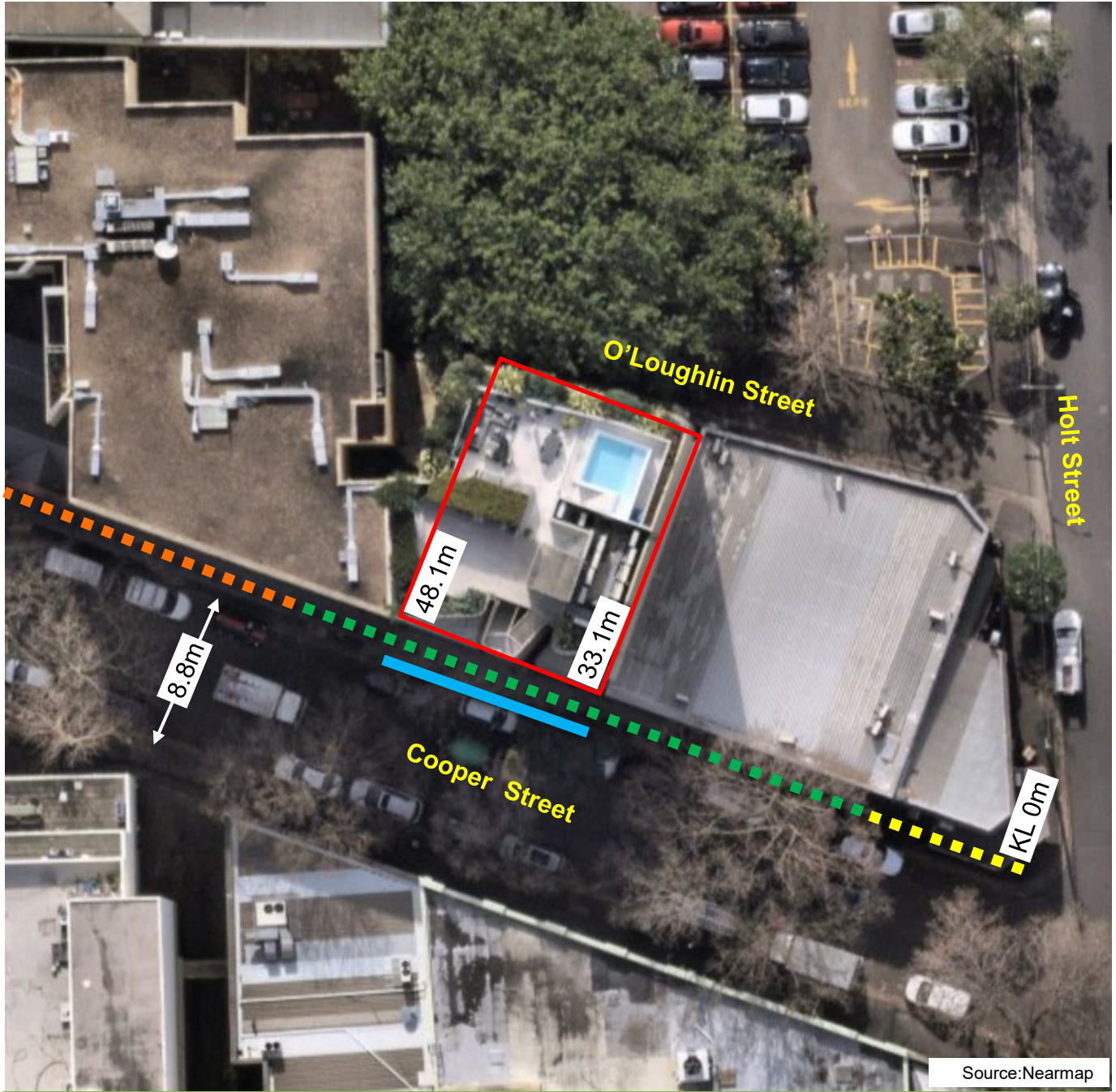
The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

All costs associated with the Works Zone will be borne by the Applicant.

VICKI CALLEJA, ENGINEERING TRAFFIC OFFICER

Cooper Street, Surry Hills Proposed Works Zone



Existing

- ■ ■ "No Stopping"
- ■ ■ "2P Ticket 8am-6pm Mon-Fri,
4P Ticket 6pm-10pm Mon-Fri
8am-10pm Sat-Sun & Public Holidays"
- ■ ■ "4P Ticket 6pm-10pm Mon-Fri,
8am-10pm Sat-Sun & Public Holidays"
"Loading Zone 6am-6pm Mon-Fri"

Proposed

- "Works Zone 7.30am-6pm Mon-Fri
7.30am-3.30pm Sat"
"4P Ticket 6pm-10pm Mon-Fri,
3.30pm-10pm Sat
8am-10pm Sun & Public Holidays"

Item 15.**Works Zone - Stewart Street, Paddington**

TRIM Container No.: 2024/500406

Recommendations

It is recommended that the Committee endorse the reallocation of the kerb space on the southern side of Stewart Street, Paddington between the points 107.9 metres and 117.9 metres east of Oatley Road as "Works Zone 7.3am-5.3pm Mon-Fri, 7.3am-3.3pm Sat" and "1P 5.3am-10pm Mon- Fri, 3.3-10pm Sat, 8am-10pm Sun and Public Holidays Permit Holders Excepted Area 13", subject to the following conditions:

- (A) The Applicant must comply with the Works Zone conditions as stipulated in Schedule C of this agenda.
- (B) The Applicant must obtain separate approval from the City's Tree Management Team prior to implementation of the Works Zone.
- (C) The Applicant is not permitted to operate any part of a crane over a public road or hoist/swing goods from a Works Zone across or over any part of a public road by means of a lift, hoist or crane unless a separate approval has been obtained from the City's Construction and Building Certification Services Unit as required under Section 68 of the Local Government Act 1993 and Section 138 of the Roads Act 1993.
- (D) The Applicant must notify adjacent properties of the Works Zone at least 14 days prior to installation and must provide a telephone number of the supervisor responsible for the proposed Works Zone and include contact details in the notification letter to be distributed to affected stakeholders.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Surry Hills PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Hammond Building Pty Ltd has requested a 10 metre long Works Zone in Stewart Street, Paddington.

The Works Zone is to facilitate construction works at 39-41 Stewart Street, Paddington.

Comments

The kerb space on the southern side of Stewart Street, Paddington between Oatley Road and Regent Street is currently signposted as "1P 8am-10pm Permit Holders Excepted Area 13"

The Works Zone is intended to operate from 7.3am-5.3pm Mon-Fri, 7.3am-3.3pm Sat in accordance with the Development Consent Conditions. After the Works Zone hours the kerb space will revert to 1P Permit Parking.

The street is wide enough to allow the Works Zone to be installed without affecting traffic flow or property access.

Consultation

The applicant must notify adjacent properties at least 14 days prior to the implementation of the Works Zone.

Financial

All costs associated with the Works Zone will be borne by the Applicant.

CHIN GUPTA, ENGINEERING TRAFFIC OFFICER

Stewart Street, Paddington Proposed Works Zone



Nearmaps

Existing

- ■ ■ "No Stopping"
- ■ ■ "1P 8am-10pm Permit Holders Excepted Area 13"

Proposed

- ■ ■ "Works Zone 7:3am-5:3pm Mon-Fri 7:3am-3:3pm Sat"
- "1P 5.3am-10pm Mon- Fri, 3.3- 10pm Sat, 8am-10pm Sun and Public Holidays Permit Holders Excepted Area 13"

Item 16.**Parking - No Stopping - Derwent Lane, Glebe**

TRIM Container No.: 2024/456952

Recommendations

It is recommended that the Committee endorse the reallocation of parking on both sides of Derwent Lane, Glebe between the points 10 metre and 105 metre north of Parramatta Road as "No Stopping" (signs and line markings).

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Leichhardt PAC	[Insert]	[Insert]
Representative for the Member for Balmain	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

A resident has requested consideration of "No Stopping" in Derwent Lane to improve laneway access.

Comments

Both sides of Derwent Lane, between Parramatta Road and Derby Place, where the changes are proposed, is currently signposted as "No Parking".

Derwent Lane is a one-way road and 4 metres wide. In narrow streets like Derwent Lane, cars parking in the laneway obstructs or prevent vehicles from passing through. To improve access to the laneway, it is proposed to introduce “No Stopping” restrictions in Derwent Lane.

The City will install "No Stopping" signage and yellow line markings in Derwent Lane to improve driver awareness of the laneway restrictions.

Consultation

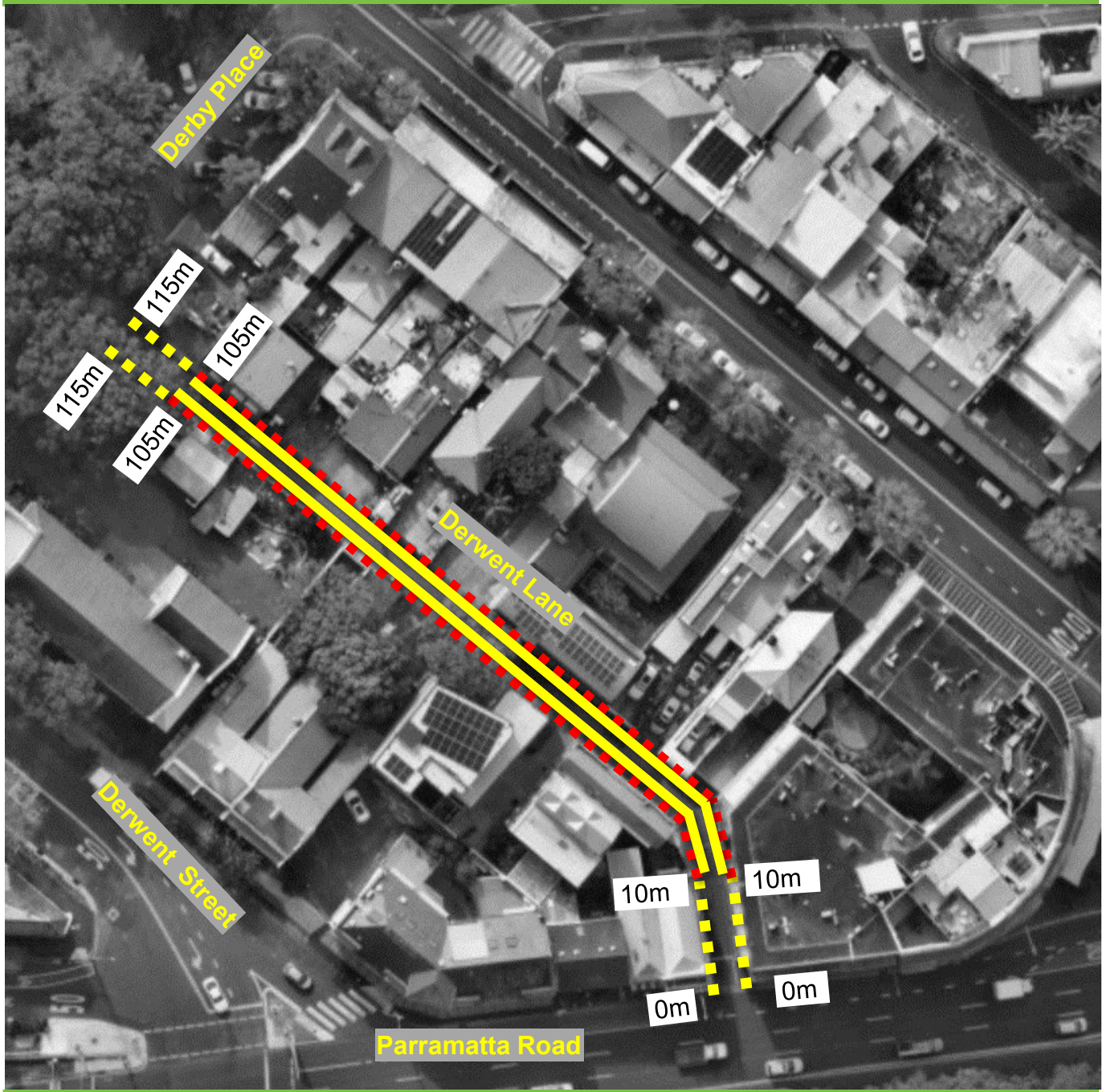
The City consulted local residents and businesses in the area. There were 26 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

TANZ ALAM, ENGINEERING TRAFFIC OFFICER


Derwent Lane, Glebe Proposed parking changes



Existing

-  No Stopping
-  No Parking

Proposed

-  No Stopping (signs and line markings)

Item 17.**Parking - No Stopping - Murray Street, Waterloo**

TRIM Container No.: 2024/489189

Recommendations

It is recommended that the Committee endorse the allocation of parking on the southern side of Murray Street, Waterloo between the points 10 metres and 16 metres (one car space) west of South Dowling Street as "No Stopping".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City is considering installing "No Stopping" in Murray Street, Waterloo to improve traffic flow and allow vehicles to safely access Murray Street.

Comments

The kerb space on the southern side of Murray Street west of South Dowling Street, where the changes are proposed, is currently unrestricted for parking.

On-site inspection shows there is a need to provide a "No Stopping" restriction to allow additional space for vehicles turning left into the street to safely access Murray Street and improve traffic flow.

Consultation

The City notified local residents and businesses in the area. There were 158 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

Murray Street, Waterloo Proposed parking changes



Existing

- ■ ■ "No Stopping"
- ■ ■ Unrestricted Parking

Proposed

- ■ ■ "No Stopping"

Item 18.**Parking - No Parking and Loading Zone - Gresham Street, Sydney**

TRIM Container No.: 2024/551535

Recommendations

It is recommended that the Committee endorse the following reallocation of parking on the eastern side of Gresham Street, Sydney south of Bridge Street:

- (A) Between the points 40.4 metre and 53.4 metre (two car spaces) as "Loading Zone 6am-6pm" and "Bus Zone All Other Times"; and
- (B) Between the points 53.4 metre and 61.4 metre (one car space) as "No Parking 6am-12 Midnight" and "Bus Zone All Other Times".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Pontiac Land Group (PLG) has requested consideration for a loading zone and a "No Parking" zone in Gresham Street to support hotel operations for the Lands Building.

Comments

Parking restrictions along the kerb space on the eastern side of Gresham Street between Bridge Street and Bent Street is currently a mix of Bus Zone and Works Zone.

Construction activities are currently in progress to develop the Lands Building into a hotel containing retail, co-working, function space, bars and restaurants. The new development is expected to open in December 2025.

PLG has requested on-street parking changes in Gresham Street to facilitate hotel deliveries and to pick up and drop off hotel guests. The Lands Building does not have a loading dock, and the new facility will require loading at different times throughout the day.

The loading zone and "No Parking" zone can be used by all vehicles and are not reserved exclusively for the hotel.

If the parking changes are endorsed, the new parking signs will be installed when the existing Works Zone is no longer required.

Consultation

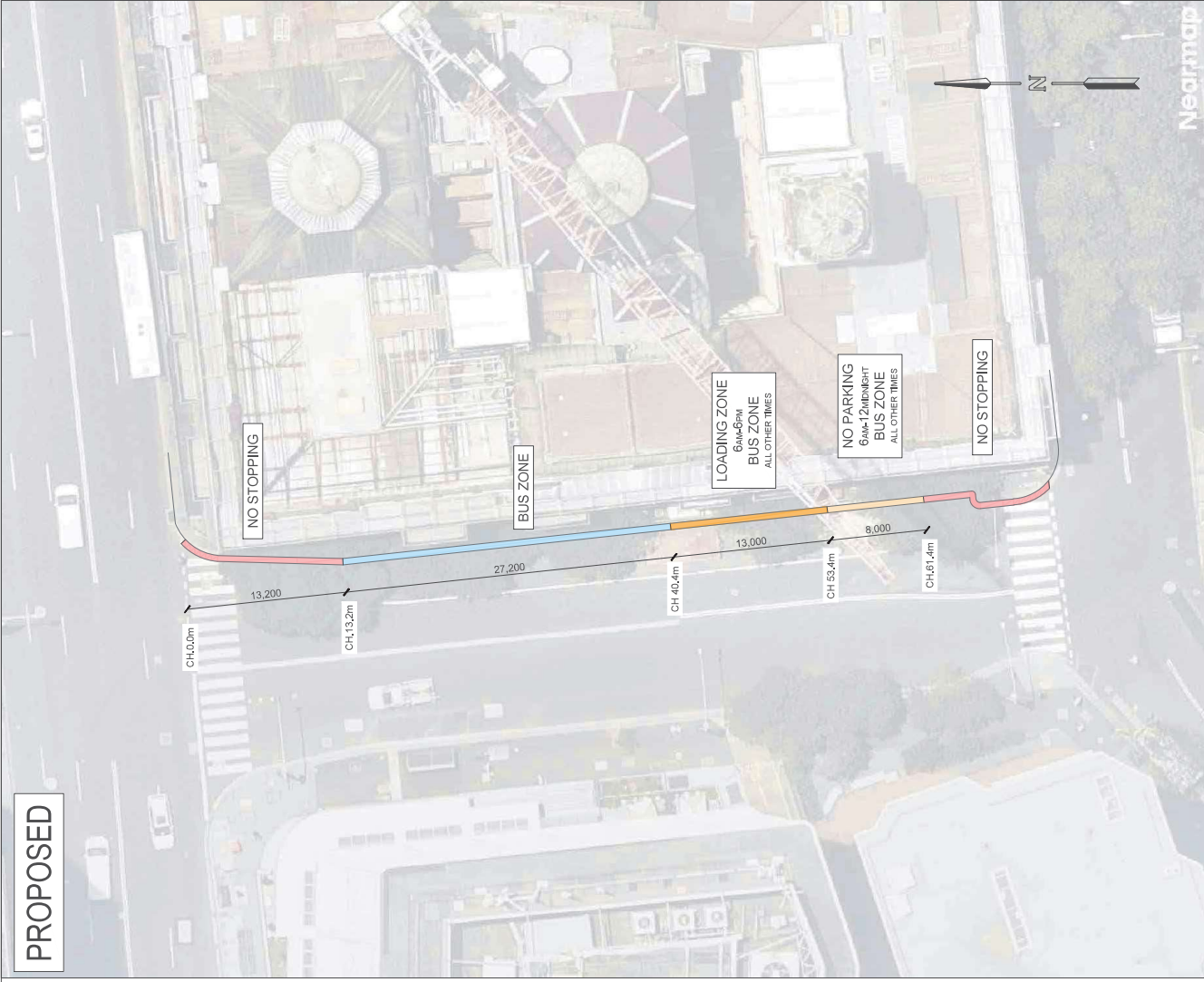
The proposal was consulted with Transport for NSW (TfNSW) who raised no objections. TfNSW commented that it is important that the Lands Building has an event management plan during special event dates such as Vivid, Australia Day, New Year's Eve where many streets around the city will become clearways.

Financial

All costs associated with parking changes will be borne by the Applicant

CLEMENT LIM, TRAFFIC MANAGER - NORTH

PROPOSED



EXISTING



DOCUMENT INFORMATION

PROPOSED LOADING ZONE AND NO PARKING ZONE
GRESHAM STREET T, SYDNEY
FILE NAME P2388/03 Gresham Street - Loading Zone & No Parking Zone.dwg
SHEET AG01

CLIENT Portic Land Group
PROJECT P2388 Levels Building

DESIGNED Kedar Ballurkar	PAPER SIZE A3
APPROVED BY Kedar Ballurkar	DATE 24.06.2024
SCALE 1:400	SCALE BAR 0 4 8

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.

Special Event Clearways apply on Gresham Street.

FILE DATE: 24/06/2024 11:25:24 AM | FILED BY: Kedar Ballurkar | PROJECT: P2388/03 Gresham Street - Loading Zone & No Parking Zone.dwg | SHEET: AG01

Item 19.**Parking - Loading Zone - Gloucester Street, The Rocks**

TRIM Container No.: 2024/388881

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the western side of Gloucester Street, The Rocks between the points 49.7 metres and 57.7 metres (one car space) south of Essex Street as "Loading Zone Ticket 6am-6pm Mon-Fri 6am-10am Sat" and "4P Ticket 6pm-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Currently, in Gloucester Street, The Rocks there are no on-street loading zones. A strata management company located in Gloucester Street has requested consideration for on-street loading zones in the area to assist residents and businesses with their deliveries.

Comments

On-site inspection shows there is a need for a loading zone in Gloucester Street to assist residents and businesses with their deliveries.

The kerb space on the western side of Gloucester Street, The Rocks south of Essex Street, where the changes are proposed, is currently signposted as "2P Ticket 8am-6pm" and "4P Ticket 6pm-10pm". It is proposed to reallocate one ticket parking space to "Loading Zone Ticket 6am-6pm Mon-Fri 6am-10am Sat" and "4P Ticket 6pm-10pm Mon-Fri 10am-10pm Sat 8am-10pm Sun & Public Holidays".

The loading zone would allow delivery drivers to safely park whilst completing deliveries in the area.

Consultation

The City consulted local residents and businesses in the area. There were 637 letters sent out with no responses received either supporting or opposing the proposal.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Gloucester Street, The Rocks Proposed parking changes



Source: Nearmap, July 2024

Existing

- ■ ■ No Stopping
- ■ ■ 2P Ticket 8am-6pm
- ■ ■ 4P Ticket 6pm-10pm
- ■ ■ No Parking
- Driveway

Proposed

- Loading Zone Ticket
6am-6pm Mon-Fri
6am-10am Sat
- 4P Ticket
6pm-10pm Mon-Fri
10am-10pm Sat
8am-10pm Sun & Public Holidays

Item 20.**Parking - Loading Zone - Boundary Street, Darlinghurst**

TRIM Container No.: 2024/448050

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Boundary Street, Darlinghurst between the points 10 metres and 18 metres (one car space) east of Lindsay Lane as "Loading Zone 7am-5pm Mon-Sat".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

Currently, in Boundary Street, Darlinghurst near Lindsay Lane, there is only one on-street loading zone to assist businesses and residents with their deliveries. Businesses have requested consideration for additional on-street loading zones in the area to assist businesses and residents with their deliveries.

Comments

On-site inspection shows there is a need for additional loading zones in Boundary Street near Lindsay Lane to assist businesses and residents with their deliveries.

The kerb space on the northern side of Boundary Street, Darlinghurst east of Lindsay Lane where the parking changes are proposed, is currently signposted as "1/4P 9am-5pm Mon-Fri" (two parking spaces). It is proposed to reallocate one 1/4P parking space to "Loading Zone 7am-5pm Mon-Fri".

The loading zone would allow delivery drivers to safely park whilst completing deliveries in the area.

Consultation

The City consulted local residents and businesses in the area. There were 211 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Boundary Street, Darlinghurst Proposed parking changes



Source: Wednesday, 2 August 2024

Existing

- ■ ■ No Stopping
- ■ ■ 1/4P 9am-5pm Mon-Fri
- ■ ■ Loading Zone
7am-5pm Mon-Sat
- ■ ■ Outdoor Dining

- ■ ■ Unrestricted Parking
- Existing Driveway

Proposed

- Loading Zone
7am-5pm Mon-Sat

Item 21.**Parking - 2P Parking - McCauley Street, Alexandria**

TRIM Container No.: 2024/498419

Recommendations

It is recommended that the Committee endorse the allocation of parking on the eastern side of McCauley Street, Alexandria between the points 81.5 metres and 102.6 metres (three car spaces) south of McEvoy Street as "2P 6am-6pm Mon-Fri".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

A business in McCauley Street, Alexandria has requested consideration of "2P 6am-6pm, Mon-Fri" along their frontage to increase turnover for parking for customers and discourage all day commuter parking.

Comments

The kerb space on the eastern side of McCauley Street south of McEvoy Street, where the changes are proposed, is currently unrestricted for parking.

To address businesses concerns in McCauley Street, it is proposed to install "2P 6am-6pm Mon-Fri". The two-hour parking would limit any vehicle to two hour of parking and increase parking turnover for customers and visitors to the area, where the signs are installed. The early start is required to match the operating hours of the adjacent business.

Consultation

The City consulted local residents and businesses in the area. There were 24 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget.

TERRY XU, SENIOR TRAFFIC ENGINEER

McCauley Street, Alexandria Proposed parking changes



Existing

- ■ ■ Unrestricted Parking
- ▭ Existing Driveway

Proposed

- ▬ "2P 6am-6pm Mon-Fri"

Item 22.**Motorbike Parking - Roslyn Street, Rushcutters Bay**

TRIM Container No.: 2024/494488

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the eastern side of Roslyn Street, Rushcutters Bay between the points 45.7 metres and 49 metres three motorbike spaces) south of Roslyn Gardens as "P Motor Bikes Only".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The City has received a submission from a resident of Roslyn Street, Rushcutters Bay for more motor bike parking spaces in the vicinity of Roslyn Street and Roslyn Gardens.

Comments

Parking on the eastern side of Roslyn Street south of Roslyn Gardens where the parking changes are proposed is currently signposted as “1P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat” (one car parking space) and “P Motor Bikes Only” (six motorbike parking spaces).

In April 2024, we removed four motorbike parking spaces in Roslyn Gardens east of Roslyn Street to accommodate a new raised pedestrian crossing. Residents who ride motorbikes have requested that we explore the possibility of providing additional motorbike parking spaces in the area to mitigate the impact of the spaces that were removed.

The existing 1P timed parking space next to the motorbike spaces is 9.3m long (one parking space). On-site inspection showed that it is feasible to reduce the length of the 1P timed parking to 6 metres long (one parking space) and extend the motorbike parking space. The parking changes would increase the length of motorbike parking from 7.7m (six motorbike spaces) to 11m (nine motorbike spaces), an increase of three motorbike parking spaces.

There will be no loss to the 1P timed parking space.

Consultation

The City consulted local residents and businesses in the area. There were 530 letters sent out with one response received supporting the proposal and one response received opposing the proposal.

The response opposing the proposal objected to the reduction in length of the 1P timed parking space to accommodate motorbike parking. However, since the reduction does not result in a loss of parking, there is no impact on on-street parking in the area.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, SENIOR TRAFFIC ENGINEER

Roslyn Street, Rushcutters Bay Proposed parking changes



Existing

■ ■ ■ No Stopping

■ ■ ■ P Motor Bikes Only

No Parking

■ ■ ■ Wedding or Funeral
Vehicles Excepted

1P

■ ■ ■ 8.30am-6pm Mon-Fri
8.30am-12.30pm Sat

Proposed

■ P Motor Bikes Only

Item 23.**Parking - Mail Zone - Rothschild Avenue, Rosebery**

TRIM Container No.: 2024/484886

Recommendations

It is recommended that the Committee endorse the allocation of parking on the western side of Rothschild Avenue, Rosebery between the points 50.9 metres and 57.9 metres south of Hayes Road as "Mail Zone 11am-3pm Mon-Fri".

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The western side of Rothschild Avenue, Rosebery between Hayes Road and Harcourt Parade is currently unrestricted parking in front of the existing mailbox.

Comments

The kerb space on the western side of Rothschild Avenue between Hayes Road and Harcourt Parade, where the changes are proposed, is currently unrestricted for parking.

The existing mailbox located on the western kerbside of Rothschild Avenue, requires timed Mail Zone signage to be installed, as vehicles are frequently parking illegally in front of the mailbox and hindering access for Australia Post vehicles.

As required in the NSW Road Rules 2014, a driver must not stop on a road within 3 metres of a public mailbox. The parking change will restrict vehicles from parking illegally and improve the collection of mail by allowing Australia Post vehicles to stop near the mailbox. I enclose a sketch showing the proposed changes.

Consultation

The City notified local residents and businesses in the area. There were 8 letters sent out with no responses supporting or opposing the proposal.

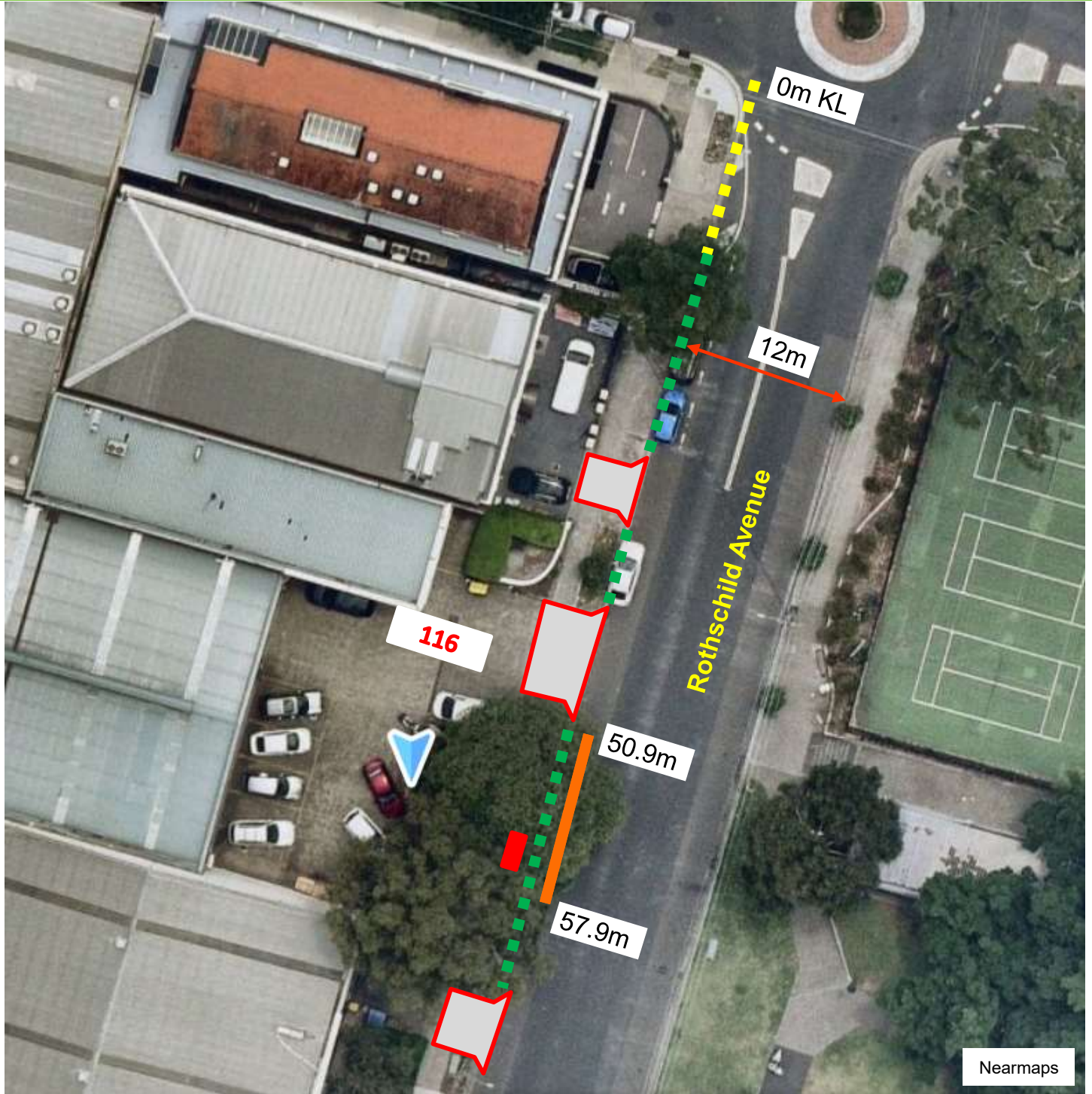
Australia Post has been consulted and raised no objections to the proposal.

Financial

Funds are available in the current budget.

CHIN GUPTA, ENGINEERING TRAFFIC OFFICER

Rothschild Avenue, Rosebery Proposed Parking Changes



Existing

- "No Stopping"
- "Unrestricted Parking"
- "Driveway"
- "Mailbox"

Proposed

- "Mail Zone 11am-3pm Mon-Fri"

Item 24.**Parking - Timed Mobility Parking - Bayswater Road, Rushcutters Bay**

TRIM Container No.: 2024/520458

Recommendations

It is recommended that the Committee endorse the reallocation of parking on the northern side of Bayswater Road, Rushcutters Bay west of Roslyn Street:

- (A) Between the points 0 metre and 3 metre as "4P Mobility Parking Only" angled parking space; and
- (B) Between the points 3 metre and 6.1 metre as an angled mobility parking shared area.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police –Kings Cross PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting

Background

A business owner has requested a mobility parking space in Bayswater Road to improve on-street mobility parking access for patrons and visitors to the local area.

Comments

Angled parking along the kerb space, where the changes are proposed, is currently signposted as "2P 8.30am-6pm Mon-Fri 8.30am-12.30pm Sat".

The proposed parking changes would limit parking to only vehicles with a valid Australian Mobility Parking Scheme permit, up to four hours where the signs are installed. The proposal includes the reallocation of one parking space as a shared area to provide extra space for users to safely get in and out of the vehicle and for accessing ramps to the footpaths.

The Australian Standard for on-street mobility parking (AS 2890.5 – 2020) require angled parking spaces and shared area to be a minimum of 2.4 metres wide with the provision of a kerb ramp. The proposed mobility parking space and shared area is 3 metre wide, which meets the criteria set out in AS 2890.5-2020.

Although the proposal will result in a net loss of two "2P" parking spaces, the change will significantly enhance safety and accessibility for mobility impaired users, ensuring they can access facilities more efficiently.

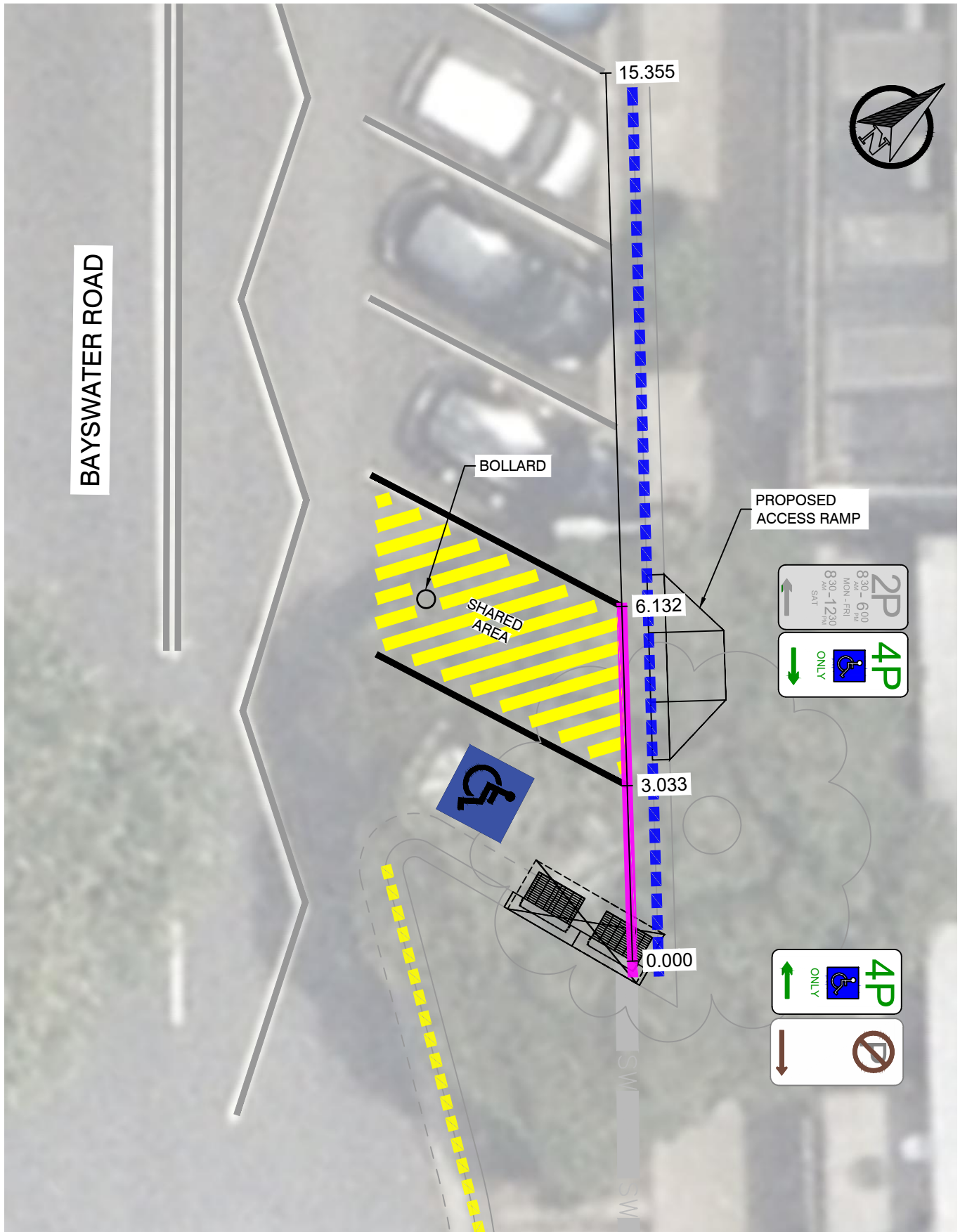
Consultation

The City consulted local residents and businesses in the area. There were 186 letters sent out with no responses supporting or opposing the proposal.

Financial

Appropriate funding for the proposal will be secured once greater certainty on the implementation timeline is reached. The City will install the kerb ramp, new parking signs and line markings as soon as funding becomes available.


CLEMENT LIM, TRAFFIC MANAGER - NORTH




Existing

Proposed

 NO PARKING

 Mobility Parking Only

 2P 8:30am-6pm, Mon- Fri
8:30am-12:30pm, Sat

MOBILITY PARKING, BAYSWATER ROAD, DARLINGHURST
NOT TO SCALE

Item 25.**Traffic Treatment – Proposed No Trucks or Buses Vehicles Over 9m –
Boomerang Place and Yurong Parkway, Woolloomooloo**

TRIM Container No.: 2023/534410

Recommendations

It is recommended that the Committee endorse the following traffic restrictions in Boomerang Place and Yurong Parkway, Woolloomooloo:

- (A) Installation of “No Trucks or Buses (symbolic) Vehicles Over 9m” road restrictions for Boomerang Place and Yurong Parkway between William Street and St Marys Road
- (B) The proposal is subject to approval of the Traffic Management Plan by TfNSW.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – Sydney City PAC	[Insert]	[Insert]
Representative for the Member for Sydney	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

The proposal is in response to residents’ concerns about heavy vehicles, including articulated buses, using Boomerang Place and Yurong Parkway as a short cut route to St Mary’s Road.

The bus movements are occurring during both day and night times and impacts on the safety and local amenity for road users and local residents in Boomerang Place and Yurong Parkway.

The buses, as confirmed by Transport for NSW (TfNSW), should be using Riley Street as part of their service route to layover at St Mary's Road.

The objective of this proposal is to prohibit the utilisation of Boomerang Place and Yurong Parkway as a throughfare for heavy vehicles longer than 9 metres, thereby preventing it from being used as a shortcut route.

Comments

Traffic data collected from 10 November to 16 of November 2022 indicated that the seven-day Average Daily Traffic Volume for vehicles over 9 metres long on Boomerang Place and Yurong Parkway was 118 vehicles/day northbound and 16 vehicles/day southbound.

Buses and heavy vehicles over 9 meters long would detour along Riley Street. The proposal is not expected to have a significant impact on Riley Street, which is a dedicated bus route, and is expected to be able to accommodate the additional 134 vehicles/day or 6 vehicles per hour.

The proposed heavy vehicle restriction will improve road safety and local amenity for residents, park users and people who attend the childcare facility located in Boomerang Place and Yurong Parkway.

Consultation

The City advertised the proposed traffic changes in the Sydney Morning Herald on the 1 August 2024 for a period of 28 days. 732 letters were mailed out to request feedback from local residents and businesses.

The City consulted local residents and businesses in the area. There were 732 letters sent out with 49 responses supporting the proposal and 36 responses opposing the proposal.

The opposing submissions were concerned about the increase in buses and heavy vehicle traffic using Riley Street. They are concerned that the diverted traffic will add onto the congestion issues in Riley Street and deteriorate pedestrian amenity and safety levels. The submissions consider that properties locations in Yurong Parkway and Riley Street should share the vehicular impacts as part of inner city living.

Given that Riley Street is a dedicated bus route, the proposed restriction will discourage buses from using Yurong Parkway as a short cut route. Traffic surveys have shown the redirected traffic would only be a maximum 14 vehicles per hour and the low volumes are not expected to have a significant impact on existing conditions in Riley Street.

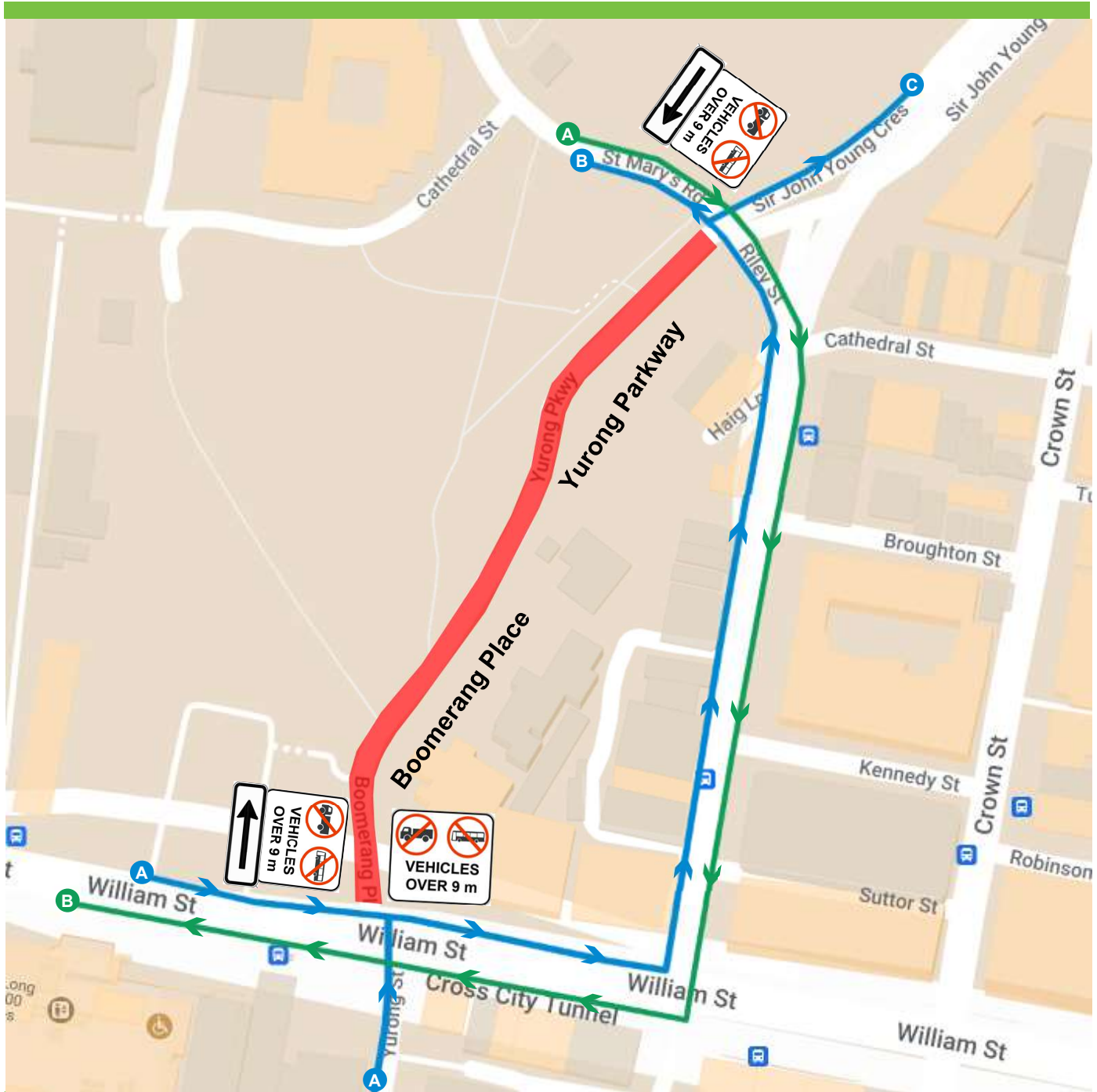
Financial

Funds are available in the current budget.

TANZ ALAM, ENGINEERING TRAFFIC OFFICER

Proposed road restriction

Boomerang Place and Yurong Parkway, Woolloomooloo
No Trucks or Buses (symbolic) Vehicles Over 9m



Proposed
— "No Trucks or Buses (symbolic) Vehicles Over 9m"

Heavy Vehicle Alternative Route

→ A to B and A to C

→ A to B

Item 26.**Traffic Treatment - Give Way Sign and Linemarking - Crystal Street, Waterloo**

TRIM Container No.: 2024/489189

Recommendations

It is recommended that the Committee endorse the installation of Give-Way control sign and associated line marking in Crystal Street, Waterloo, at the intersection with Potter Street.

Voting Members for this Item

Voting Members	Support	Object
City of Sydney	[Insert]	[Insert]
Transport for NSW	[Insert]	[Insert]
NSW Police – South Sydney PAC	[Insert]	[Insert]
Representative for the Member for Heffron	[Insert]	[Insert]

Advice

Advice will be updated after the meeting.

Background

A resident has requested consideration of a Give Way control to improve road safety in Crystal Street, Waterloo, at the intersection with Potter Street.

Comments

Currently, there are no Give Way signs or line markings installed at the intersection. To reduce confusion and improve general safety at the intersection, it is proposed to formalise the give way control with signs and line markings.

Consultation

The City notified local residents and businesses in the area. There were 896 letters sent out with no responses supporting or opposing the proposal.

Financial

Funds are available in the current budget

TERRY XU, SENIOR TRAFFIC ENGINEER

Crystal Street, Waterloo Proposed traffic treatment



Proposed

-  Proposed "Give Way" Linemarking

Item 27.

Schedule of Conditions

Attachments

Schedule of Conditions:-

- (A) On Street Event Conditions
- (B) Temporary Road Closure Conditions
- (C) Works Zone Conditions

Schedule A On Street Event Conditions

1. The Applicant must carryout letterbox drops to all affected properties at least seven days prior to the start of road closures, and resolve any issues that may arise and all representations made by the affected properties.
2. The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include these contact details in the notification letters to affected properties.
3. All costs associated with the event are to be borne by the Applicant.
4. The Applicant shall indemnify and keep indemnified The City of Sydney against all claims, demands, suits, actions, damages and costs incurred by or charges made against The City of Sydney in respect to death or injury to any person or damage in any way arising from this event.
5. The Applicant will be required to reimburse The City of Sydney for the cost of repair of any damage caused to the public way as a result of the activities associated with this event.
6. A public liability insurance policy for an amount not less than \$20,000,000 for any one occurrence must be held in joint names including The City of Sydney as an interested party – the Applicant of this event must inform its liability insurers of the terms of this Condition.
7. The Applicant must close roads in accordance with Roads and Maritime Services (RMS) Traffic Control at Worksites Manual (AS1742.3) and the approved Traffic Management Plan unless otherwise directed by Police, RMS or authorised City officers.
8. The Applicant must at all times provide a 4-metre wide emergency lane along the road to be closed.
9. The Applicant must not occupy the road or footway until the road closure and associated Traffic Management Plan has been implemented.
10. The Applicant must use RMS Accredited Traffic Controllers to manage pedestrian and traffic safety during the event.
11. Where possible local access to properties shall be provided and an Accredited Traffic Controller be provided to manage the traffic ingress and egress at the location to ensure pedestrian and traffic safety.
12. The Applicant must notify emergency services (namely NSW Police Service, Fire and Rescue and NSW Ambulance Service) of the proposed temporary road closure at least seven days prior to the event.
13. The Applicant must remove all barriers and signs associated with the road closure at the times nominated to reopen the street to traffic.
14. The Applicant must place an advertisement in a Sydney metropolitan newspaper at least seven days before the closure.
15. The Applicant must contact the Transport Management Centre to confirm if a Road Occupancy Licence (ROL) is required.

16. The Applicant must where practical make alternate parking arrangements for affected properties during the event.
17. The Applicant must advise car share operators of the approved closure seven days before the road is closed if a car share vehicle parking bay is located in the street.
18. The City reserves the right to revoke this road closure approval at any time without any compensation to the Applicant.

Schedule B

Temporary Road Closure Conditions

The Applicant and their representatives:

1. Must carry out letterbox drops to affected tenants, occupants, building managements and emergency services at least 14 days prior to the commencement of the road closure and include contact details for the supervisor. The Applicant must resolve, to the satisfaction of the City, any issues that may arise and all representations made by affected tenants and occupants.
2. The Applicant must provide local access, where practical, for nearby affected properties.
3. Roads must be closed in accordance with AS1742.3 and the approved Traffic Management Plan, unless otherwise directed by Police or authorised City officers.
4. Before the road closure is implemented the Applicant **MUST** contact the City's Construction Regulations Unit on 9265 9333 to obtain the relevant permits.
5. Must not occupy the carriageway or footway of the road until the road closure has been implemented.
6. Must at all times provide a 4-metre wide emergency lane along the closed road. If the emergency lane cannot be provided, then the Applicant must discuss it with Emergency Services (namely Police, Fire Brigade and NSW Ambulance) and provide an alternative emergency access arrangement to their satisfaction. All services (fire hydrants etc) must be kept free of any obstructions.
7. Must provide and maintain appropriate and adequate traffic measures (including detour signs and flagmen) for the safe movement of traffic and pedestrians.
8. Must remove all barriers and signs associated with the road closure at the times nominated to reopen the road to traffic.
9. Must indemnify the City against all claims for damage or injury that may result from the activity or occupation of part of the road or footpath during the activity. The applicant must provide documentary evidence of public liability insurance indemnifying Council for a minimum of \$20,000,000
10. Must reimburse the City for the cost of repair to any damage caused to the road or footpath as a result of the Applicant carrying out their activities
11. Must comply with any reasonable directive of the City Rangers, Police or Roads and Maritime Services.
12. Must comply with the City's Code of Practice for Construction Hours and Noise within the City Centre.
13. Must place an advertisement in a Sydney metropolitan newspaper at least 7 days before the road closure.
14. Must meet all costs associated with the closure and shall pay all fees in accordance with the Council's current Fees and Charges.
15. The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.

16. The Applicant must contact the Sydney Coordination Office to discuss the event and its impacts on works associated with the CBD and South East Light Rail (CSELR) project or other major works in the CBD
17. Must ensure a suitable Occupational Health & Safety Plan is in place for all personnel working at the site.
18. Any variation on the approved date and conditions will require the Applicant to submit a Deferred Date Application for consideration
19. Note that in the event of a traffic incident or emergency, the Police will take control of all traffic and pedestrian arrangements.
20. Must advise car share operators of the approved closure 14 days before the road is closed if a car share parking bay is located in the street.
21. Failure to comply with these Conditions may result in the approval being revoked and not reinstated.

Schedule C

Works Zone Conditions

1. The applicant must notify adjacent properties of the Works Zone at least 14 days before the installation of the Works Zone and include contact details for the supervisor responsible for the Works Zone. A copy of the notification letter and distribution map must be provided to the City.
2. The applicant must pay all fees associated with the Works Zone.
3. The applicant must maintain public liability insurance for at least \$20 million during the period of use of the Works Zone. Evidence of this insurance must be provided to the City and the Applicant must:
 - 3.1. effect the insurance policies with an insurer approved by us;
 - 3.2. effect the insurance policies showing the City of Sydney as an interested party; and
 - 3.3. produce to us a Certificate of Currency for the public liability insurance policy
4. The applicant must comply with all relevant legislation, including Rule 181 of the New South Wales Road Rules 2014. The Works Zone is not to be used for commuting or private kerbside parking by builders, tradesperson or visitors to the site.
5. It is an offence under Section 667 of the Local Government Act 1993 to willfully remove, destroy, deface, damage or otherwise interfere with notices or signs erected by the City. The applicant must immediately notify the City's Traffic Works Coordinator of any lost or damaged signs adjoining the building site.
6. The applicant must provide safe pedestrian access adjacent to the Works Zone during the hours of operation. All traffic and pedestrian control must be in accordance with the current version of AS1742.3 and its associated handbook and RMS' Traffic Control at Work Sites Manual.
7. The City may require the applicant to enter into a separate deed if pedestrian access through private land is required.
8. The Applicant must give the City at least 2 weeks written notice if it wishes to suspend the Works Zone. Suspension of a Works Zone is at the City's discretion. The minimum suspension period is two weeks.
9. The Applicant must give the City at least 2 weeks written notice if the Works Zone is no longer required. The applicant must notify the City's Traffic Works Coordinator on ccalabro@cityofsydney.nsw.gov.au for the Works Zone to be removed.
10. The Applicant must continue to pay the Kerbside Usage Fees until the Works Zone is completely removed.
11. Works for major transport projects, such as the Sydney Light Rail Project and the Sydney City Centre Access Strategy, are currently being undertaken in the City's Local Government Area and have priority access and use rights over City owned or controlled land including roads and footpaths. The City may at any time, and with at least 1 business days' notice to the applicant, suspend or restrict the Works Zone if the Works Zone:
 - is required for a major transport project; or
 - is impracticable due to changes arising from a major transport project, such as traffic diversions; or
 - is otherwise unsuitable due to a major transport project.

The applicant must make its own enquiries, on a regular basis, about the potential impact of major transport projects on the Works Zone and the construction program for its development site.
12. The City may offset any fees owing by the applicant against the Deposit. The balance of the Deposit will be returned to the applicant when the Works Zone has been removed, all damages are rectified and all outstanding fees are paid in full.

13. The City may suspend or restrict the operation of a Works Zone for major events. Special traffic arrangements may be required during the Christmas and New Year period (generally from 1 December to 2 January) and other major event days. The applicant must make its own enquiries, on a regular basis, about any major events near their development site.
14. The applicant uses the Works Zone at its own risk. The City is not responsible for any loss, damage, injury or death relating to the applicant's use of the Works Zone. The applicant releases the City from and indemnifies and keeps the City indemnified against all liability, claims, action or demand associated with the Works Zone.
15. The Applicant shall indemnify and keep indemnified The City of Sydney against all loss (including financial loss), damage, expenses, claims, and liability suffered or incurred by us or our employees, consultants, agents, arising from the Applicant's activities including:
 - 15.1. Loss of or damage to our property and any other property; and
 - 15.2. Damage, expense, loss or liability for personal injury
16. The City is not responsible if the applicant is not able to gain access to the Works Zone.
17. Failure to comply with these Conditions may result in the Works Zone being revoked and not reinstated.