



Moore Park Precinct Village & Car Park

Construction Traffic and Pedestrian Management Plan

Rev 07.0 —17/05/2025

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1. Contact List

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2. Revision History

Version	Date	Revision Description	Project/Site Manager Sign off
01	20/02/24	Issued for review	Sabah Qayum
02	09/04/2024	Issued to Planning for Review	Ross Mann
03	02/05/2024	Updated to include comments from Planning	Ross Mann
04	14/05/2024	Updated to include comments from Transport	Ross Mann
05	17/06/2024	Updated to include comments from DPHI	Nicholas Papanikolaou
06	24/06/2024	Updated to include additional driveway entry	Nicholas Papanikolaou
07	17/05/2024	Update following Planning MOD-10 Approval	Cate Gehrig

3. PROJECT DETAILS

3.1 Project Overview

Stage 2 of the Sydney Football Stadium (SFS) Redevelopment (SSD 9835) was approved by the Minister for Planning and Public Spaces on 6 December 2019. SSD 9835 has been modified on ten previous occasions as summarized in Table 1 Modifications to SSD 9835.

Table 1 Modifications to SSD 9835

Modification	Approved	Description
Modification 1	3 April 2020	Amend Conditions B14 and B15 to enable the condition to be satisfied in accordance with the principles and framework prescribed by the Contaminated Land Management Act 1997.
Modification 2	14 December 2020	Reinstate fitness facilities that were previously available within the former SFS.
Modification 3	7 December 2020	Alter the approved mezzanine slabs at the eastern and western stands and relocate the approved administration facilities. Design amendments to the southwestern glazed façade. Inclusion of an additional stadium signage condition.
Modification 4	22 April 2021	Relocate the photovoltaic (PV) cells from the stadium's roof to Level 5 (above the eastern and western plant rooms) and a reduction in the amount of kilowatts peak (kWP) generated.
Modification 5	8 June 2021	Minor modification to correct plan revisions and dates.
Modification 6	29 September 2021	Fit out, use and operation of the eastern mezzanine of the stadium for the purpose of a dedicated training and administration facility for the Sydney Roosters NRL football club, known as the Sydney Roosters Centre of Excellence.
Modification 7	18 July 2022	Construction of a Precinct Village and 1,500 space multi-level carpark adjacent

Modification	Approved	Description
		to the new stadium, incorporating a single storey retail pavilion, four tennis courts, landscaping and the reconfiguration of stadium pedestrian and vehicular access.
Modification 8	15 December 2023	<p>This modification aims to achieve the following:</p> <ul style="list-style-type: none"> - Increase concert events within Sydney Football Stadium from 6 to 20 per year. - Increase concert lengths from 5 hours to 10 hours (twice per year). - Alter rehearsal and sound test finish time from 7pm to 10pm. - Curfew exemption from Mardi Gras.
Modification 9	21 May 2024	<p>This modification aims to achieve the following:</p> <ul style="list-style-type: none"> - temporarily remove 186 parking spaces within MP1. - update the stamped plans with a revised construction staging approach; and <p>commit to submission of a revised parking strategy pursuant to Condition D50, by way of an updated Event Car Parking Management Plan following the Modification Application's approval. .</p>
Modification 10	17 March 2025	Redesign of Precinct Village and Carpark to partially retain part of Busby's Bore Network and to make other design changes associated with operations of the Sydney Football Stadium.

SSD 9835 MOD 10 was determined by the Department of Planning, Housing and Infrastructure on 17 March 2025 which provided approval for the following changes to the Precinct Village and Carpark, including:

- removing car parking spaces from the mezzanine level on the eastern side and providing a double height 'boneyard' space to facilitate on site bump-in and bump-out requirements for events
- reconfiguring the basement car park structure by increasing the depth of excavation from RL 31.725 to RL 28.925 on the western side and constructing an additional level on the eastern side of the car park, resulting in an increase in the depth of excavation by 3m from existing level of RL 41.760 to 38.760
- revising Level B4 of the basement to partially retain a rock section of a shaft considered to form part of an spur of the Busby's Bore network

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- reconfiguring the Plaza to facilitate interpretation of the shaft, and facilitate compliance with the Everyone Can Play Guidelines and approved tree retention and planting regime.

In accordance with Conditions B31-B35 of the consent (as modified), a Construction Traffic Management Plan Management (CTPMP) must be prepared by a suitably qualified and experienced person(s) and in consultation with Council, the with Sydney Coordination Office, Transport Management Centre TFNSW and revised to incorporate arrangements for Precinct Village and multi-level carpark works, including updated consultation, when applicable.

The CTPMP and the revised version for the Precinct Village and multi-level carpark must be submitted to and endorsed by relevant personnel within TFNSW and a copy submitted to Council, and a copy submitted to the Planning Secretary for information, prior to the commencement of any relevant works. In addition, all mitigation and management measures identified in the CTPMP, must be installed, or implemented where reasonable and practical on the site prior to commencement of works on site.

3.2 Project Description

BESIX Watpac has been appointed by Venues NSW as Principal Contractor for the Precinct Village and Car Park (PV&C) which represents the next stage of development. The PV&C was approved via modification to SSD 9835 on 18 July 2022 by the Minister for Planning and Public Spaces' delegate. In approving the modification, approval was granted for:

- Up to a maximum of 1,500 space multilevel carpark below ground level with the following access arrangements:
 - 1 x egress point onto Moore Park Road to be used on event days only;
 - 1 x two-lane access point from Driver Ave to be used on event and non-event days; and
 - dedicated area within the car park for operation/servicing vehicles.
- Reconfiguration of the currently approved drop off requirements for the elderly and mobility impaired;
- Free flow level pedestrian access to and from the SFS concourse from Driver Ave and Moore Park Road;
- Electric car charging provision;
- A versatile and community public domain, comprising:
 - provision for 4 x north-south orientated tennis courts on non-event days with the potential to become an event platform on event days;
 - children's playground;
 - 1,500 m2 cafe / retail / restaurants with associated amenities in a single storey pavilion (6 metre) low level;
 - customer service office and ticket window; and
 - vertical transport provisions.
- Utilities provision augmentation.

3.3 Purpose

The purpose of the Construction Traffic and Pedestrian Management Plan (CTPMP) and Construction Worker Transportation Strategy (CWTS) is to assess the proposed access and operation of construction traffic associated with the proposed development with respect to safety and capacity. The document addresses the requirements listed in Condition B31-35 as set out in Table 2.

Table 2 Requirements for CTPMP

Requirements of Condition B31-B35 as per approval for SSD-9835 MOD10	Section Discussed
<i>A Construction Traffic and Pedestrian Management Plan (CTPMP) must be prepared by a suitably qualified and experienced person(s) and in consultation with Council, with Sydney Coordination Office, Transport Management Centre TFNSW and revised to incorporate arrangements for Precinct Village and multi-level carpark works, including updated consultation, when applicable.</i>	
(a) Specify	
a description of the development;	3.2
location of the proposed work zone;	4.4
size and type of vehicle, including swept path analysis;	4.5, 4.11
details of any road closures;	4.16
detail heavy vehicle haulage routes, access and parking arrangements;	4.14, 4.15
proposed location of any cranes and crane movement plans;	4.7
proposed truck marshalling areas and operation;	4.14
construction vehicle access arrangements including vehicle access / crane access and in or around the light rail;	4.12
proposed construction hours;	4.2
estimated number of construction vehicle movements and details of vehicle types including measures to reduce the number of movements during peak traffic periods;	4.5
construction program and construction methodology; and	4.3, 4.4
consultation strategy for liaison with surrounding stakeholders including other developments under construction and the Sydney Light Rail operator.	5.8
pedestrian and traffic management measures, including during events	5.5
details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on public roads	4.14
details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site; and	5.2
detailed plan of any proposed hoarding and/or scaffolding	4.5
(b) include details to demonstrate that the swept path of the longest vehicle entering and exiting the site in association with the new work, as well as maneuverability through the site, comply with the latest version of AS 2890.2;	2.6, 5

(c) include details to demonstrate that all construction vehicles and enter and exit the site in a forward direction;	4.6
Requirements of Condition B31-B34 as per approval for SSD-9835	Section Discussed
(d) identify any potential adverse impacts to general traffic, cyclists, pedestrians and light rail and bus services, including special event buses and passengers, within the vicinity of the site from construction vehicles and construction operations;	5
(e) identify and reference any existing CTPMPs for developments within or around the site to ensure coordination of work activities and minimising impacts on the road network;	5.10
(f) include measures to avoid construction worker vehicle movements within the vicinity of the precinct, including any off-site worker parking location/s away from the precinct;	5.9
(g) include a procedure for identifying additional impacts and recording the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts;	5.10
(h) detail the mitigation measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;	5.11
(i) Include a Driver Code of Conduct to: (i) minimize the impacts of construction on the local and regional road network; (ii) minimize conflicts with other road users; (iii) minimize road traffic noise's (iv) ensure truck drivers use specified routes; (v) include a program to monitor the effectiveness of these measures; and (vi) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	5.12
Requirements of Condition B33 as per approval for SSD-9835	Section Discussed
The contact details of the construction contractor (with details updated from time to time as needed) must be provided to the Sydney Coordination Office and Transport Management Centre within TFNSW and the Planning Secretary prior to the commencement of any works and must form a part of the CTPMP.	9
Requirements of Condition B35 as per approval for SSD-9835	Section Discussed
Prior to the commencement of any work, the Applicant must submit a Construction Worker Transportation Strategy to the satisfaction of the Certifying Authority. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers to minimize impacts on the available parking spaces in the locality and avoid parking on the surrounding parklands. A copy of the strategy must be submitted to the Planning Secretary for information, with the CTPMP.	Section 6 and Appendix D
Requirements of Condition B38 as per approval for SSD-9835	Section Discussed
Details of the proposed truck routes to be followed by trucks transporting waste material from the site, must be submitted to the Sydney Coordination Office and Transport Management Centre and the Planning Secretary, prior to the commencement of the removal of any waste material from the site.	4.13, 4.15, 4.16

3.4 Purpose of This CTPMP

The Precinct Village and Car Park is proposed to be constructed in four (4) stages to respond to the proposed design milestones, construction program and the conditions of approval, and as set out in the Staging Report that has been submitted to the Department of Planning, Housing, and Industry. The four stages are identified in Table 3.

Table 3 Construction Stages

Stage	Proposed Works	Status
Early Works – Completed by John Holland		
CC1	Early Works - Service Diversions and Stormwater Diversion	Complete
Main Works – Completed by BESIX Watpac		
CC1	Western Carpark - Bulk Excavation to the underside of B03 and retaining walls; enabling and temporary works (for example shoring); Eastern Carpark - Foundation Piles & Civil Works on-ground	Complete
CC2	Western Carpark - remainder of Bulk Excavation to B04; foundations, inground services and structure to underside of L0 Eastern Carpark - Bulk excavation, foundations, inground services and structure to underside of L0	Commenced
CC3	Above ground structure and services to all levels	Not Commenced
CC4	Balance of works (finishes, landscape, façade and public domain works)	Not Commenced

The purpose of this document is to address the requirements of Conditions B31-35 inclusive as they relate to the four proposed construction stages of construction.

Further reviews of this CTPMP may be undertaken through the construction period, as required, in response to revised methods and equipment, as well as in response to the monitoring and evaluation of actual impacts. Subsequent updates will accordingly only need to be made only if the construction methodology, impacts, or mitigation strategies are required to adopt a different approach. Should updates be required, the CTPMP will be submitted to TFNSW for endorsement.

3.5 Scope

The main design objective of the Precinct Village is to create an unrivalled active events platform which integrates the Precinct Village into the striking natural environment of its unique historic setting. Its sensitively crafted public domain strategy creates a year-round public precinct that can flexibly accommodate event day patrons and the wider community.

The design of the Carpark is to create efficient entry and exiting of vehicles, and efficient internal circulation without creating any pinch points and congestion (when a free flow state can be achieved in the network). The design of the internal car parking area shall align with the requirements of AS2890.1, including those identified in Table 3.3 of AS2890.1 (minimum queueing length at a car park with control points at entrances).

The car park will be designed such that it allows vehicles to clear efficiently with no pinch points and provide for multiple points of egress onto the surrounding road network.

Overall, the Precinct Village and Car Park has been designed in accordance with and to supplement the design guidelines addressed previously for the SFS.

3.6 Plan Objective

The key objectives of this CTPMP are:

- To satisfy the key legal requirements related to Traffic, Transport and Access to site so that the information can be applied to the planning and implementation of traffic control plans.
- To ensure the safety of its employees, contractors and public
- To maximise the value and outcomes of traffic monitoring activities
- To ensure no injuries or property damage to persons or their property on or surrounding the project.
- To actively monitor traffic impacts related to the demolition and construction works on surrounding areas.
- Minimise delays to traffic and consider the needs of all road users.
- Maintain satisfactory property access.
- Minimise disruption to businesses.
- Minimise disturbance to the environment.
- Minimise disturbance to emergency services located next to the site.
- To ensure compliance with relevant specifications and the RMS Traffic Control at Work Sites Handbook (TCAWS) Version 6.1.
- To guide drivers through changed conditions and guide them around the work site.

4. OVERVIEW OF CONSTRUCTION WORKS

4.1 Construction Activity

The construction activity is broken into four stages: CC1, CC2, CC3 and CC4.

Stage
CC1 - Western Carpark - Perimeter Piling / shoring - Western Carpark - Bulk Excavation to the underside of B03 - Eastern Carpark - Foundation Piles & Civil Works on-ground
CC2 - Western Carpark - remainder of Bulk Excavation to B04 - Western Carpark - foundations & inground services - Eastern Carpark - Bulk excavation, foundations & inground services - Eastern Carpark - Foundation Piles
CC3 West Carpark - Super Structure L0-Roof Level - Services all levels - Finishes and Facade all levels East Carpark - Structure L0-Roof - Services all levels - Finishes and facade all levels
CC4 - East and West Carpark - Finishes, Landscape, facade, public domain works

4.2 Site Working Hours

The PV&C project does not change the working hours for the project, which are specified in Condition C3 of SSD 9835 as follows:

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

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

4.3 PV&C Project Construction Staging

The Precinct Village and Car Park (PV&C) project is proposed to be delivered in several stages as shown below.

Table 3 Indicative Construction Staging – PV&C Project

Proposed Works	Expected Start Date	Expected Finish Date
Civil works, including services diversion and piling	May 2024	March 2025
Structural works	July 2024	December 2025
Landscape and public domain works	August 2025	Late 2026

4.4 Work/Loading Zones

For the PV&C project all construction vehicles will be unloaded within the approved project boundaries, with no vehicle loading / unloading to occur outside of the boundary on public streets. A sufficient maneuvering area has been provided within the site to ensure construction vehicles can enter and exit in a forward direction. Figure 1 below demonstrates the area that has been provided for site vehicles to enter and exit in a forward direction and allowing them to load or unload material in the loading zone. The existing vehicle rejection roundabout within the MP1 car park can be used to facilitate vehicle entry and exit in a forward direction.

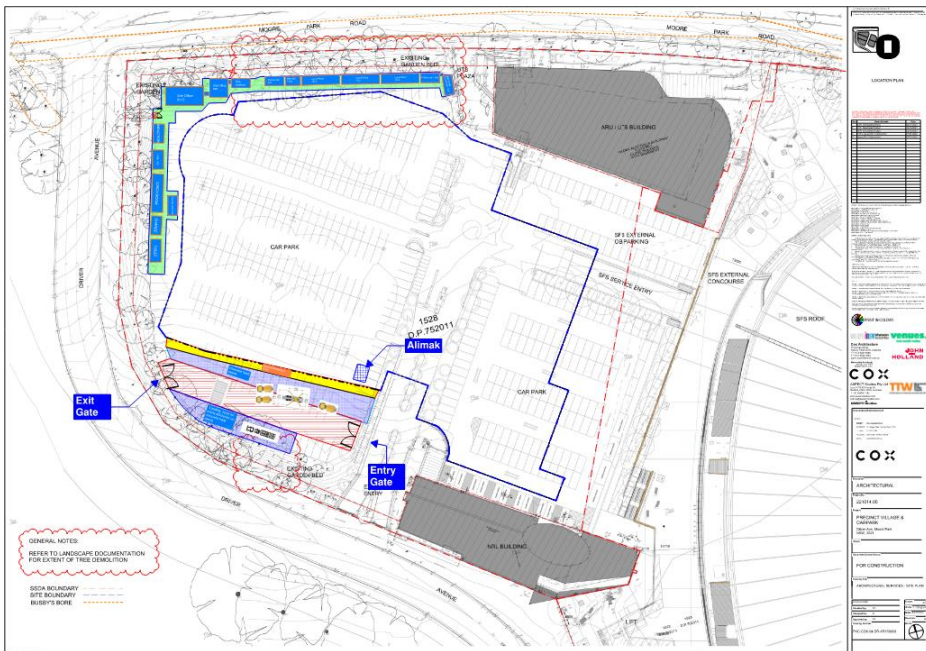


Figure 1 Work/Loading Zone Locations

4.5 Scaffolding and Hoardings

As the project is inset from the property boundary there is no proposed scaffolds or hoardings to be placed outside the property boundary, i.e. hoarding will be within the property boundary.

4.6 Construction Vehicles Movement

The site will provide for a material handling zone which enables the project to operate on multiple work fronts whilst maintaining separation between plant, equipment, the site workforce, and adjacent activities. A sufficient maneuvering area is provided to ensure construction vehicles can enter and exit in a forward direction.

All exiting trucks shall be:

- Loaded to their prescribed weight limits.
- All trucks will be covered by tarpaulin or like prior to leaving the site as required.
- All vehicles leaving the site must be free of mud or any other debris. Drivers of vehicles that exit the site must check their vehicles are clean prior to exiting. It is the responsibility of each driver to confirm their vehicles are clean prior to exiting site.

BESIX Watpac will ensure that:

- No vehicle shall make deliveries outside the approved hours except for oversized loads approved by relevant authorities.
- All delivery vehicles will arrive at pre-arranged times to site.
- No queuing or marshalling of trucks shall occur for this site. Any vehicles that arrive to the site that are unable to be accommodated as outlined shall be sent back to their origin.
- All vehicles arriving to the construction site shall strictly adhere to the speed limit.
- This CTMP and all relevant plans shall be given to all transport companies associated with the site and expected to pass relevant information to its personnel and truck drivers arriving at the site.

Construction vehicles required by the proposed construction activities include:

- Heavy Rigid Vehicles (12.5HR).
- Multi Combination Vehicles (Truck & Dog).
- infrequent use of semi-trailers for special deliveries.
- Concrete pumper and agitator vehicles during building works.
- Small to medium sized trucks for other deliveries.

It is proposed to have 6 truck movements per hour on the project.

4.7 Arrival & Departure of Vehicles

Adequate advanced warning and directional signage will be placed around the site. This will direct drivers to the construction site and inform other drivers and pedestrians of upcoming works on their route.

All truck movements shall be carried out taking into consideration the surrounding building and roads. Adequate measures to reduce severity/seriousness of incidents shall be put in place to improve conditions.

4.8 Tower Crane

One tower crane will be required to support the PV&C project, with the location of this crane presented in Figure 2. On occasion, mobile cranes will be required to supplement the tower crane. All vehicles will utilise the southern driveway/loading zone for cranes.

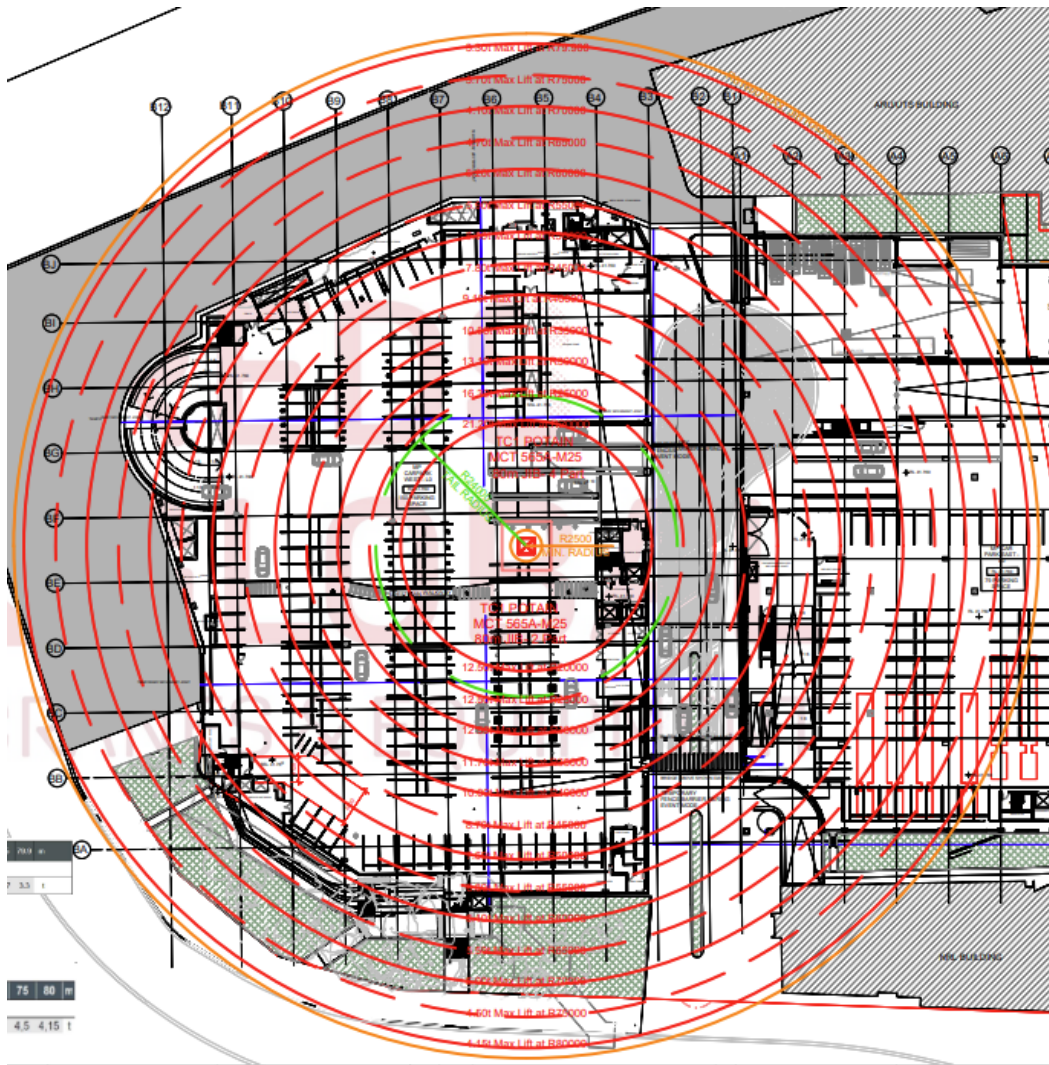


Figure 2 Crane Location

4.9 Site Access Points

An overview of the access and egress points for construction vehicles entering and exiting the site are shown in the Traffic Guidance Schemes in Appendix A.

Construction vehicles will access the site on Driver Avenue, with vehicles always entering and exiting the site in a forward's direction. The nominated location allows for continued operation of existing adjacent premises, existing road infrastructure and pedestrian movements and do not interface with the CBD and Southeast Light Rail route.

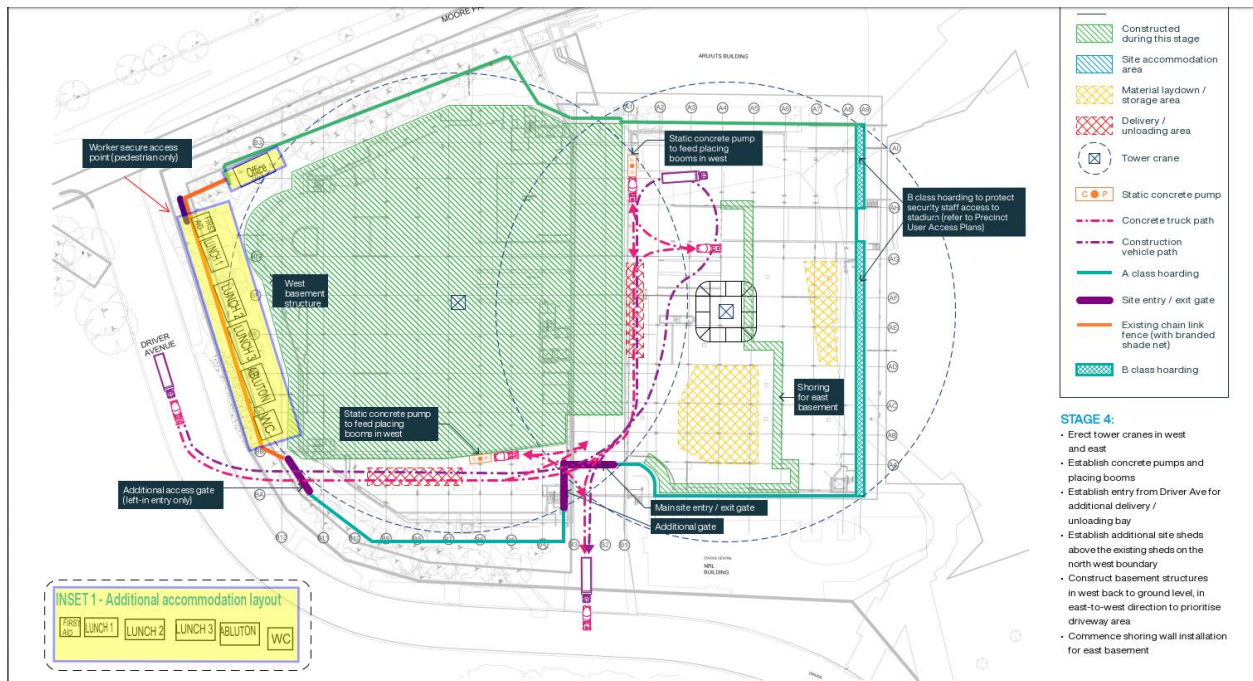


Figure 3 Site Access points for vehicles and pedestrians

4.10 Swept Path Analysis

The site is proposed to be accessed by various types of construction vehicles during construction, including:

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

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

Special permits are required to bring in large heavy plant during civil & piling phases, these are managed on a case by case basis in close consultation with relevant authorities. A similar approach was successfully adopted during the construction of the main stadium with minimal impacts to the surrounding road network and adjoining residents. Additional to the site access points BESIX Watpac have added in some swept paths for vehicles entering and exiting the site, these vehicles within the site will complete maneuvering in accordance with AS 2890.2. This is very important information for heavy rigid vehicles to give the builder a clear indication of how much space is required for a vehicle entering or exiting the site access points. See figure 4, 5 and 6 below for the swept paths for heavy rigid vehicles entering and exiting the site.

Moore Park – Precinct Village and Car Park
 Construction Traffic and Pedestrian Management Plan

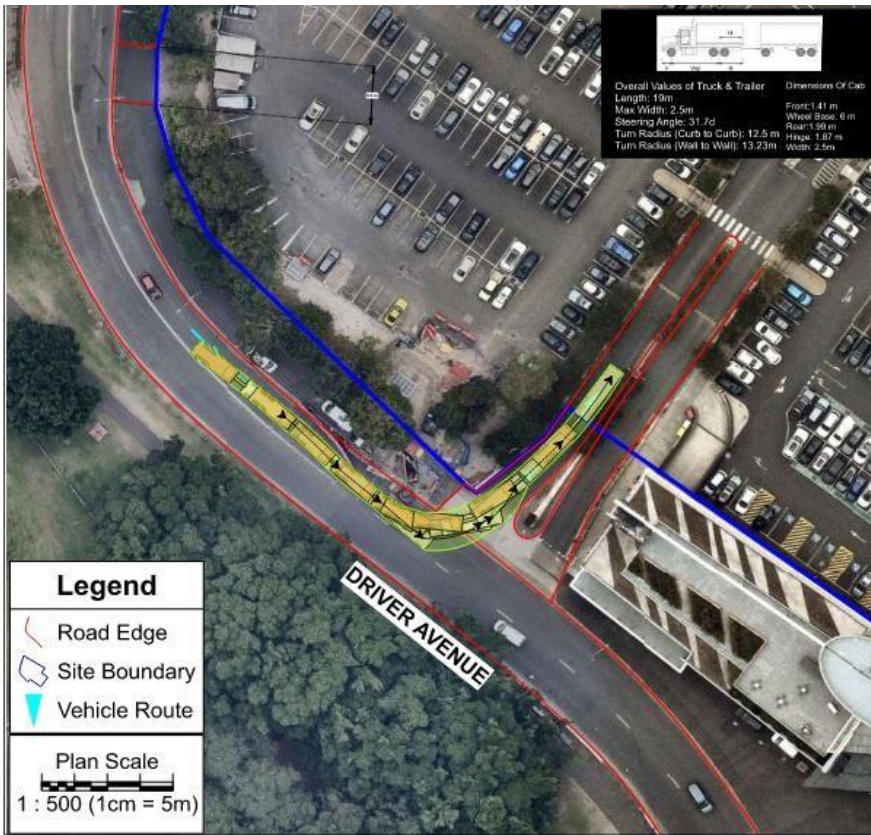


Figure 4 19m Truck and Dog Trailers

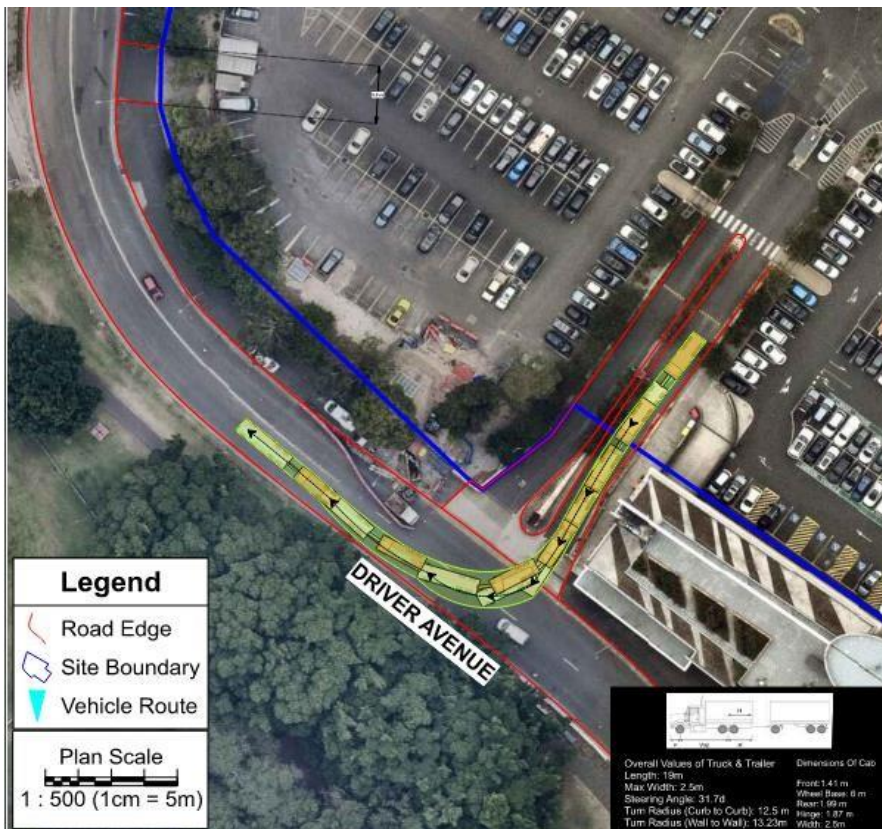


Figure 5 19m Truck and Dog Trailers



Figure 6 19m Single Articulated Vehicles (AVs)

4.11 Heavy Vehicle Route to and From Site

The PV&C project does not alter the construction vehicles routes that were previously in use for the SFS project, which have been selected to:

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

4.12 Vehicle Movement Plan

The entry/ exit off Driver Avenue will remain open to the public throughout the construction to access the car park under the NRL building under supervision of Traffic Controllers. Vehicle movements are as follows:

- Vehicles exiting from the temporary site exit gate on the Western Car park side exiting onto Driver Avenue
- Vehicles entering / exiting through the site gate between the east and west car park.
- Members of the public (vehicles) accessing the NRL carpark

4.13 Construction Vehicles and Plant

All loading and unloading of materials shall be done within the site. Trucks are not to queue on the maintenance gate driveway or on public roads; traffic controllers shall manage the ingress and egress. Trucks unable to immediately enter the site shall queue at a remote location. All drivers of trucks and construction vehicles shall be issued this CTPMP and shall be made aware of the truck and vehicle routes.

All plant and heavy machinery will be placed or parked within the site. No plant or machinery shall be placed on the street. No vehicles to be left on local roads unless approval has been obtained for a one-off occasion from Council. All vehicles, plant, and equipment shall be operated in accordance with NSW Road Rules 2014.

Truck marshalling areas and operations are not required for the project. Trucks will be called to site as required and will wait inside the site boundary. BESIX Watpac will use online logistic management software Veyor or similar to ensure vehicles do not come to site too early or queue on surrounding streets.

Primary Construction Vehicle Approach Routes

North:

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

South:

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

West:

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

Secondary Construction Vehicle Approach Routes

East:

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

Due to the location of the site to adjoining residential areas, the use of construction vehicles from Moore Park Road, east of Driver Avenue is to be limited. As indicated in red Figure 7 this route is deemed a secondary construction vehicle approach for the Project.

Due to the close proximity of the site to Eastern Distributor, it is expected that there will be minimal construction vehicle movements (approximately 10 movements a week) along Moore Park Road, east of Driver Avenue.

The use of Moore Park Road, east of Driver Avenue is to only occur on an as required basis, this will be communicated to the project stakeholders within site inductions and toolbox talks.

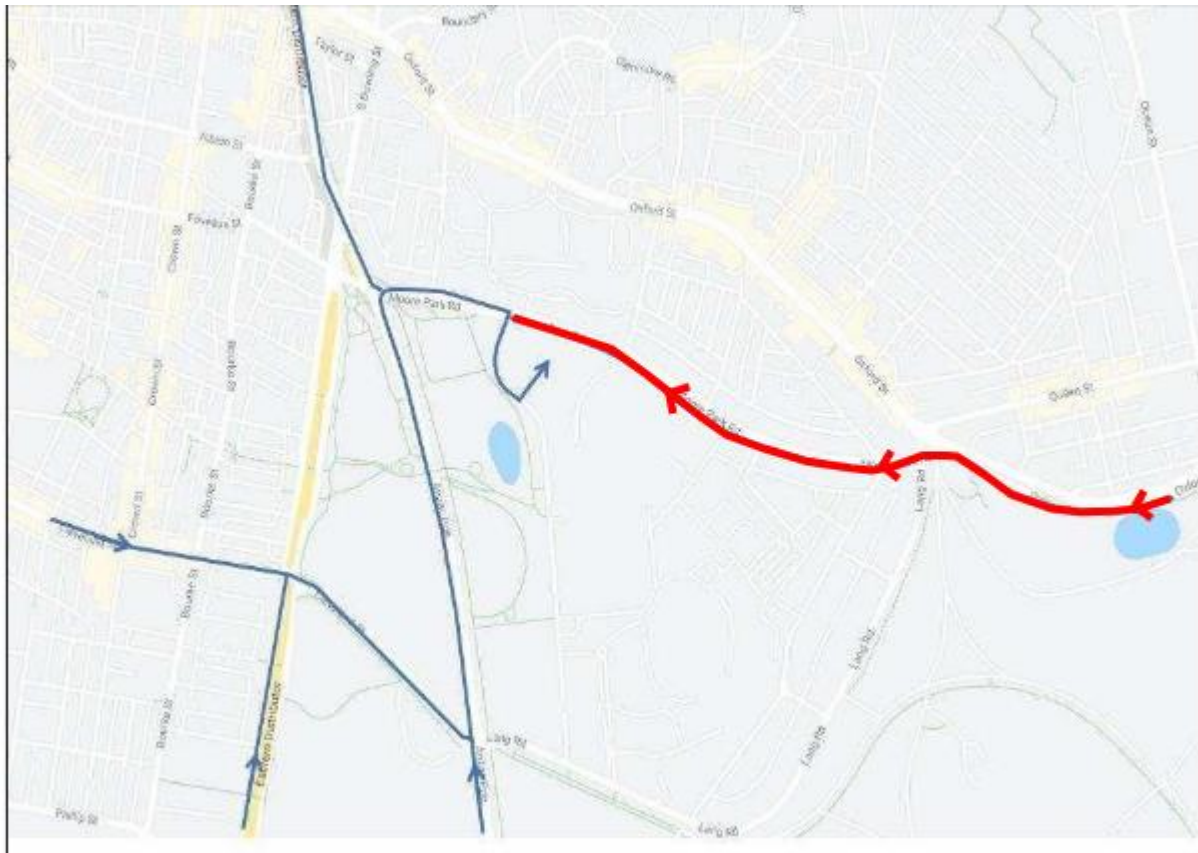


Figure 7 Construction Vehicle Approach Routes

Primary Construction Vehicle Departure Routes

North:

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

South:

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

East:

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

West:

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

Secondary Construction Vehicle Departure Routes

East:

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

Due to the location of the site to adjoining residential areas, the use of construction vehicles from Moore Park Road, east of Driver Avenue is to be limited. As indicated in blue in Figure 8 this route is deemed a secondary construction vehicle departure for the Project.

Due to the close proximity of the site to Eastern Distributor, it is expected that there will be minimal construction vehicle movements (approximately 10 movements a week) along Moore Park Road, east of Driver Avenue.

The use of Moore Park Road, east of Driver Avenue is to only occur on an as required basis, this

will be communicated to the project stakeholders within site inductions and toolbox talks.

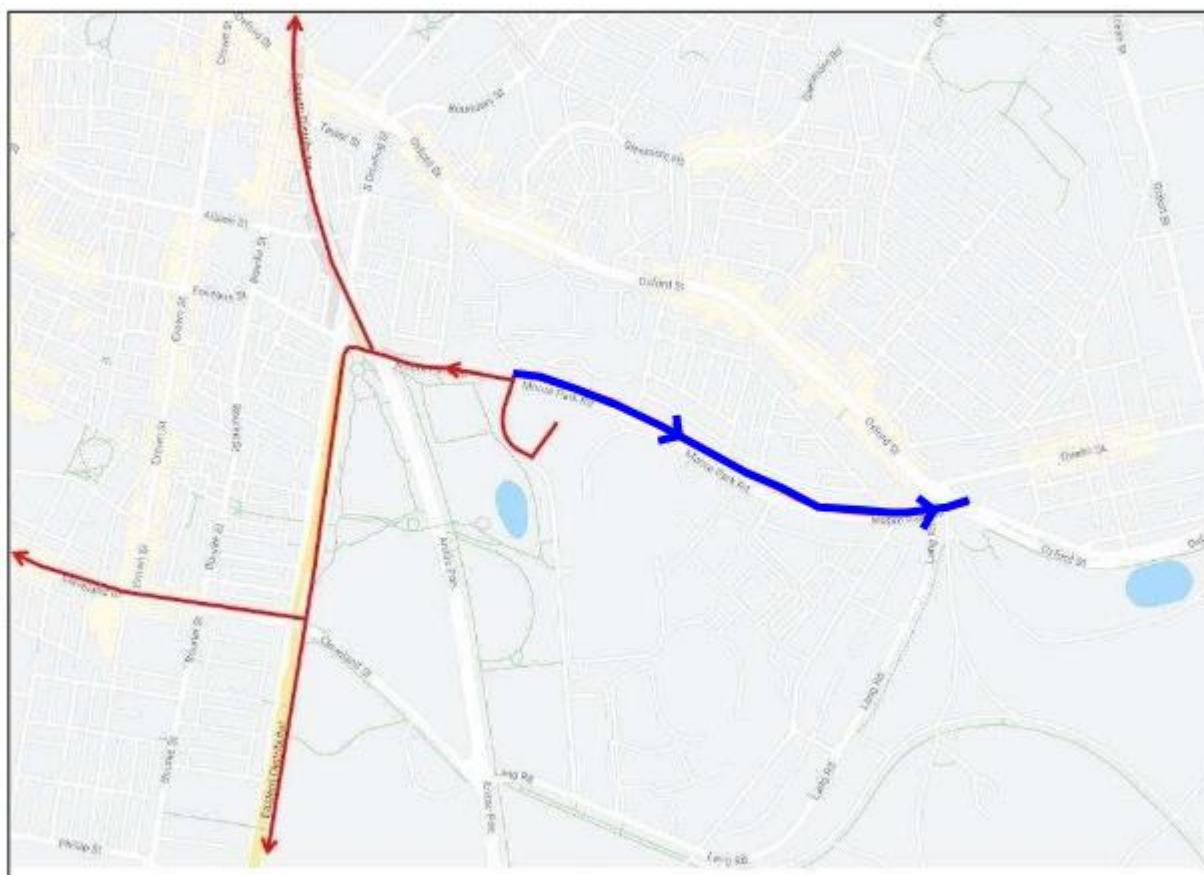


Figure 8 Construction Vehicle Departure Routes

4.14 Arrival and Departure Route to Site

It is illegal to park a truck exceeding 4.5 tonnes on a roadway for more than one hour unless signs are installed allowing such and illegal to barricade/reserve a section of roadway without the prior approval of Council. Vehicles shall leave site in a forward direction.

The number of construction vehicles associated with the PV&C construction works at its peak is relatively low—approximately 20 movements per hour. This is considered acceptable in the following context:

- The site benefits from excellent access via the arterial road network, in particular direct access via the Eastern Distributor (Bondi) off-ramp.
- Vehicles approach the site from several different directions, distributing the traffic load across a number of access routes.
- This volume of traffic is significantly lower than that previously generated by main SFS construction works.

BESIX Watpac will continue to collaborate with the TFNSW operations team and respond to requests from TFNSW as required through an approach of adaptive management' to manage the road network impacts of the project. An adaptive management process is applied where

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there is an occurrence of unplanned incidents within the surrounding road network that could temporarily restrict/disrupt construction activities. The management and response to unplanned incidents on the surrounding road network is managed by TFNSW.

Whilst works would not be impacted within the project boundary, impacts would be felt through vehicular movements to/from the site. Adaptive management processes involve:

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

4.15 Road Closures

No road closures are envisaged to facilitate the construction of the PV&C.

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

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

4.16 New Construction Driveway on Driver Avenue

Approval has been provided by Greater Sydney Park lands for the installation of a new temporary Construction Driveway off Drive Avenue to the Project.

The benefits of the inclusion of this new layback will be:

- Reduced traffic the interaction at existing members Carpark entry as the new layback will enable construction vehicles to enter separately to that Carpark location
- New layback will facilitate an accelerated construction process
- Provide additional safety for pedestrians in the area due to the reduction of vehicle movements at the one location
- Location of main logistics areas away from key sensitive receivers

As part of this work BESIX Watpac propose:

- Construction of the layback in accordance with City of Sydney guidelines (refer attached for your reference)
- Upon investigation works we will complete any protection of existing in ground services as required by the relevant services authority

Moore Park – Precinct Village and Car Park
Construction Traffic and Pedestrian Management Plan

- Reinstatement of footpath and Driver Avenue following completion to as a minimum align with current condition

During the construction of the driveway will be used to manage pedestrian movements as per the TCP provided in Appendix G.

The construction of the driveway is shown below:



5. IMPACTS AND MANAGEMENT OF CONSTRUCTION WORKS

5.1 Operations during events in Moore Park

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

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

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

Furthermore, there will be general access and egress to the SCG via Paddington Lane and Moore Park Road and to ensure emergency and evacuation plans are maintained.

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

For other major events in the Moore Park Precinct, BESIX Watpac will work with TFNSW to manage its construction activities to remove any potential impacts to pedestrians in the precinct and mitigate any potential impacts to public transport and general traffic.

It should also be noted that most events at the SCG and SFS occur after 6pm on weekdays, 1pm on Saturdays or on Sundays / Public Holidays (i.e. outside of approved working hours).

Therefore, there will only be limited conflicts between events and the construction project.

5.2 Public Transport

It is not expected that public transport services would be affected by the works, particularly given the reduced traffic movements of the PV&C project in comparison to the now completed SFS works, combined with the requirements in the consent conditions to cease construction works at least 2 hours prior to any scheduled events at the SFS. The small number of additional construction vehicles does not impact the operation of the public transport network in the vicinity of the site. Construction vehicle arrival and departure routes have been selected in order to minimise interactions with the CBD and South East light rail line.

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

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

The Moore Park Event Operations Group (MEOG) is chaired and coordinated by Transport for Commercial TC Pty Ltd • ABN 55 616 358 626 • t: 02 8732 8444 • f: 02 8732 8448

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NSW. MEOG member agencies include TfNSW (Sydney Trains, TMC, State Transit Authority), Venues NSW, NSW Police; Australian Turf Club (ATC); Randwick Council; City of Sydney Council; Fox Studios; Entertainment Quarter; Hordern Pavilion, Greater Sydney Parklands and the NSW Taxi Council;. MEOG develops operational plans to ensure the delivery of safe and successful events in the Moore Park sporting and entertainment Precinct and provides a forum for member agencies to work with event organisers on the effective traffic and parking operations in the precinct and its surrounds. MEOG is an additional forum through which construction impacts to public transport services can be discussed and managed.

5.3 Road network impacts

The number of construction vehicles associated with the PV&C construction works at it's peak is relatively low – approximately 20 movements per hour. This is considered acceptable in the following context:

- The site benefits from excellent access via the arterial road network, in particular direct access via the Eastern Distributor (Bondi) off-ramp;
- Vehicles approach the site from a number of different directions, distributing the traffic load across a number of access routes; and
- This volume of traffic is significantly lower than that previously generated by main SFS construction works.

BESIX Watpac will continue to collaborate with the TfNSW operations team and respond to requests from TfNSW as required through an approach of 'adaptive management' to manage the road network impacts of the project. As outlined above, the MEOG forum will provide an additional mechanism to discuss and mitigate impacts to the road network.

An adaptive management process will be applied where there is an occurrence of unplanned incidents within the surrounding road network that could temporarily restrict/disrupt construction activities. The management and response to unplanned incidents on the surrounding road network is, and will continue to be, managed by TfNSW.

Whilst works would not be impacted within the project boundary, impacts would be felt through vehicular movements to/from the site. Adaptive management processes will involve:

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

5.4 Pedestrian / Cyclist Management

Pedestrian movements are to be maintained through the provision of a mixture of construction site fencing and hoardings within the site boundary. The extent of hoardings proposed for all stages of construction are provided in Appendix F of this document.

In August 2020 a 'pop up' cycleway on the southern side of Moore Park Road was installed by the NSW Government in conjunction with City of Sydney Council. The works, with access for construction vehicles only via Driver Avenue, will not impact this cycleway.

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5.5 Heavy Vehicle Control

To minimise the impact of noise from truck transport, the following controls apply to truck operators at the site:

- Tailgates must be locked and secured to avoid noise and spillage.
- Always observe the posted speed on site and the local road network.
- No tail gaiting is permitted — a 3 second gap is to be observed always.
- The equipment to be used must be fit for purpose.
- Drivers shall obey the loading, dispatch, and product transportation times.

5.6 Speed of Heavy Vehicles

Drivers are to observe the posted speed limits on all public roads all drivers are advised to proceed near any school or school buses at 40km/h, with speed adjusted appropriately to suit the road environment and prevailing weather conditions to comply with the Australian Road Rules.

5.7 Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicles damage. All loaded vehicles entering or leaving the site are effectively covered for the duration of the trip. The load cover must be removed upon arriving at the site. All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site and again after unloading. Drivers must ensure that following the tipping that the tailgate is locked before leaving the site. BESIX Watpac management is to monitor loose material on the side of haulage route from the site and take appropriate action regularly.

Cleanliness

In accordance with Condition B38 of the project approvals, the proposed truck routes to be followed by trucks transporting waste material from the site have been identified. No local roads are used by trucks transporting waste from the site.

All loaded vehicles are to be inspected prior to leaving the site for cleanliness. Any materials that could fall on the road should be removed prior to leaving the site. In case of wet weather, tyres are to be hosed before leaving the site.

Drivers Code of Conduct

This drivers Code of Conduct for Heavy Vehicles is to ensure that drivers adhere to the designated transport routes, and outline procedures to ensure that drivers implement safe driving practices, particularly when entering/exiting truck routes.

Vehicle Departure and Arrival

BESIX Watpac to plan trucks arriving and departing from site to avoid peak traffic periods whenever reasonable and possible. To alleviate public concern and increase road safety, heavy vehicles leaving the site should be separated and it is important for all drivers to be aware of the requirement to avoid convoys leaving the site.

Dust Control

BESIX Watpac is responsible for the mitigation of all dust generated on site or as a result of undertaking the works.

5.8 Emergency Vehicle Access

Non-Event Mode

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

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

Event Mode

The project will not result in any changes to emergency vehicle access during event mode with access to both the SFS and SCG always maintained during the PV&C works.

5.9 Site Induction

All staff employed on the site by BESIX Watpac (including sub-contractors) are required to undergo a site induction. Delivery driver inductions take place to ensure truck drivers are aware of this document, and any changes that may occur on a case by case basis.

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

5.10 Cumulative Impacts

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

5.11 Mitigation Measures

Mitigation measures were adopted throughout the SFS construction project to ensure traffic movements have minimal impact on surrounding land uses and the community in general. These measures will continue to be in place for the PV&C project and would include:

- Trucks to not use any local streets for access to the construction site;
- Trucks to enter and exit the site in a forward direction;

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- Pedestrians near the ingress/egress points will not be held unnecessarily.
- At construction vehicle access/egress points, priority is to be given to trucks accessing the site over trucks egressing the site so as to have no impact to traffic flow on surrounding roads (unless exceptional circumstances do not permit)
- Trucks to not circulate on the road network to wait to enter the site
- Traffic controllers have the ability to radio in truck drivers as they approach the site and inform them of any cyclists that are in the vicinity of the area
- Restrict construction vehicle activity to designated routes which do not utilise any local roads;
- Truck drivers will be advised of the designated truck routes to/ from the site;
- Construction access from the external road network to mainly occur at signalised intersection;
- Pedestrian movements adjacent the construction site will be managed and controlled by site personnel where required;
- Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with WorkCover requirements;
- Construction activity to be carried out in accordance with approved hours of work;
- Truck loads would be covered during transportation off-site;
- Establishment and enforcement of appropriate on-site vehicle speed limits which would be reviewed depending on weather conditions or safety requirements;
- Activities related to the construction works would not impede traffic flow along adjacent roads;
- Materials would be delivered and spoil removed during standard construction hours;
- Construction vehicles not to queue on adjacent streets
- During site induction, workers will be informed of the existing bus, train and light rail network servicing the site;
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements; and
- Development and enforcement of driver charter

5.12 Driver code of conduct

BESIX Watpac include the following in all subcontract procurement packages:

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

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

5.13 Site Inspections and record keeping

In accordance with Condition A36 of the project approvals, prior to the commencement of

construction BESIX Watpac will make available a comprehensive summary of the monitoring results of the development and regular reporting on the environmental performance of the development.

The construction work will be monitored to ensure that it proceeds as set out in the broader Construction Management Plan separately developed by BESIX Watpac. A daily inspection before the start of the construction activity should take place to ensure that conditions accord with those stipulated in the plan and there are no potential hazards. Any possible adverse impacts would be recorded and dealt with if they arise.

5.14 Access to Properties and Noise Pollution

Mitigation measures were adopted throughout the SFS construction project to ensure traffic movements have minimal impact on surrounding land uses and the community in general. These measures will continue to be in place for the PV&C project and would include:

- Trucks to not use any local streets for access to the construction site.
- Trucks to enter and exit the site in a forward direction.
- Pedestrians near the ingress/egress points will not be held unnecessarily.
- At construction vehicle access/egress points, priority is to be given to trucks accessing the site over trucks egressing the site so as to have no impact to traffic flow on surrounding roads (unless exceptional circumstances do not permit).
- Trucks to not circulate on the road network to wait to enter the site.
- Traffic controllers have the ability to radio in truck drivers as they approach the site and inform them of any cyclists that are in the vicinity of the area.
- Restrict construction vehicle activity to designated routes which do not utilise any local roads.
- Truck drivers will be advised of the designated truck routes to/ from the site.
- Construction access from the external road network to mainly occur at signalised intersection.
- Pedestrian movements adjacent the construction site will be managed and controlled by site personnel where required.
- Pedestrian warning signs and construction safety signs/devices to be utilised in the vicinity of the site and to be provided in accordance with Work Cover requirements.
- Construction activity to be carried out in accordance with approved hours of work.
- Truck loads would be covered during transportation off-site.
- Establishment and enforcement of appropriate on-site vehicle speed limits which would be reviewed depending on weather conditions or safety requirements.
- Activities related to the construction works would not impede traffic flow along adjacent roads.
- Materials would be delivered, and spoil removed during standard construction hours.
- Construction vehicles not to queue on adjacent streets.
- During site induction, workers will be informed of the existing bus, train and light rail network servicing the site.
- To support construction workers in utilising public transport, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

5.15 Traffic Controllers

RMS/Safe Work NSW Accredited Traffic Controllers shall be on site when or if required.

5.16 Permits and Road Occupancy License

A road occupancy permit will not be required at this stage as all works are isolated and within site boundaries.

5.17 Community & Consultation Strategy

Details of BESIX Watpac commitment to community consultation are described in the Community Communications Strategy (CCS), which was endorsed by the Planning Secretary's delegate on 29 May 2024 and Stakeholder Management Plan.

Any required liaison with surrounding stakeholders including other developments under construction and the Sydney Light Rail operator will be completed in accordance with these Management Plans.

6. CONSTRUCTION WORKER TRANSPORT STRATEGY

6.1 Overview

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

6.2 Potential Parking Demand

To inform the CWTS a forecast of the level of parking demand generated by the construction works has been developed. It is anticipated the construction PV&C project will have a peak on-site workforce of approximately 200 people. Based on the travel behaviors of workers for similar construction in and around the Sydney CBD, it could be expected that:

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

Based on these assumptions the project may generate demand for up to 115 parking spaces at any one time.

6.3 Parking for Site Workers

Overview

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

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

The closest off-street parking area that staff are directed to park in is the Entertainment Quarter (EQ) car park. EQ has a 1700-space multi-story car park and is open from 6.00am to 2.00am, 7 days a week which services the needs of construction workers for the SFS redevelopment project. The car park is approximately 650m (7-minute walk) away from the construction site.

It is recommended that an onsite tool drop off and storage facility is included in the construction site management such that construction personnel can drop tools to the site by

vehicle and then store them on site for the duration of works, thus enabling them to travel on public transport without needing to transport heavy tools each day.

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

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

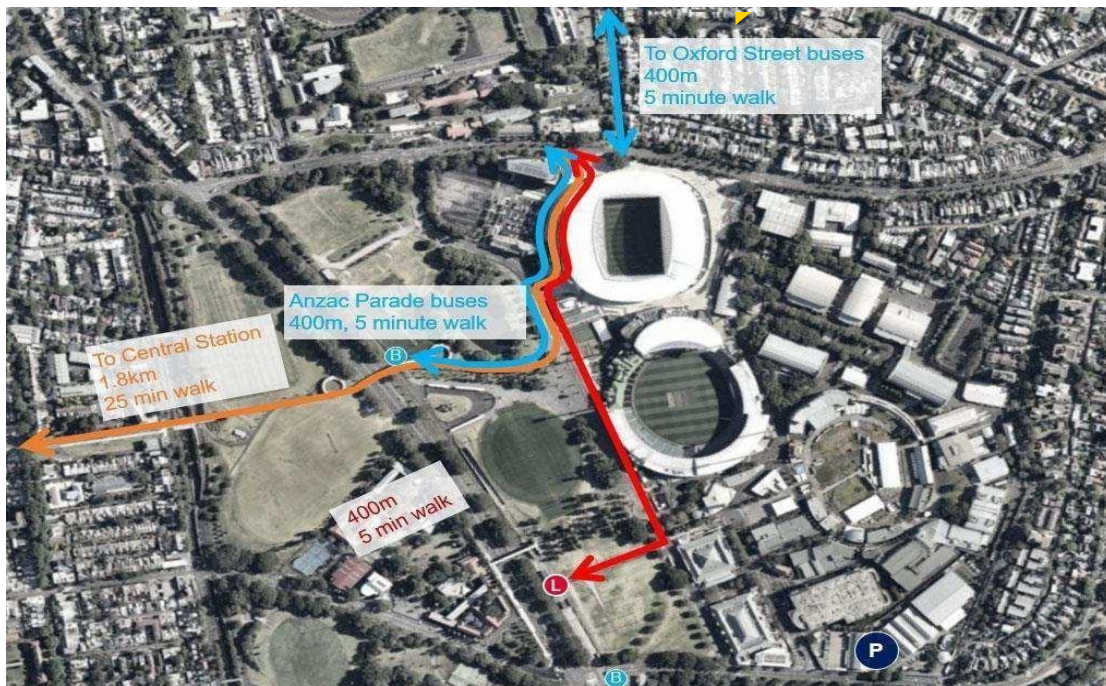


Figure 9 Construction Workers Transportation (Near Maps)

Public Transport

It is not expected that public transport services would be affected by the works, particularly given the reduced traffic movements of the PV&C project in comparison to the now completed SFS works. The small number of additional construction vehicles does not impact the operation of the public transport network in the vicinity of the site.

Construction vehicle arrival and departure routes have been selected to minimise interactions with the CBD and Southeast light rail line.

The relative proximity of public transport servicing the site via the light rail and bus network enables construction personnel to easily access the site via public transport, minimising the road traffic impact around the site. Alternate trucks routes are also in place during peak periods to avoid the Oxford Street bus corridor following feedback from Transport for NSW.

Light Rail

The L2 (Randwick) and L3 (Kingsford) light rail lines have a light rail stop at Moore Park which is located approximately 400m away from the site and provides a convenient mode of access

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for construction workers. The light rail operates between 5am and 1am every day at frequencies of every four to ten minutes. These operating times coincide with the approved construction hours of 7am — 6pm.

Bus

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

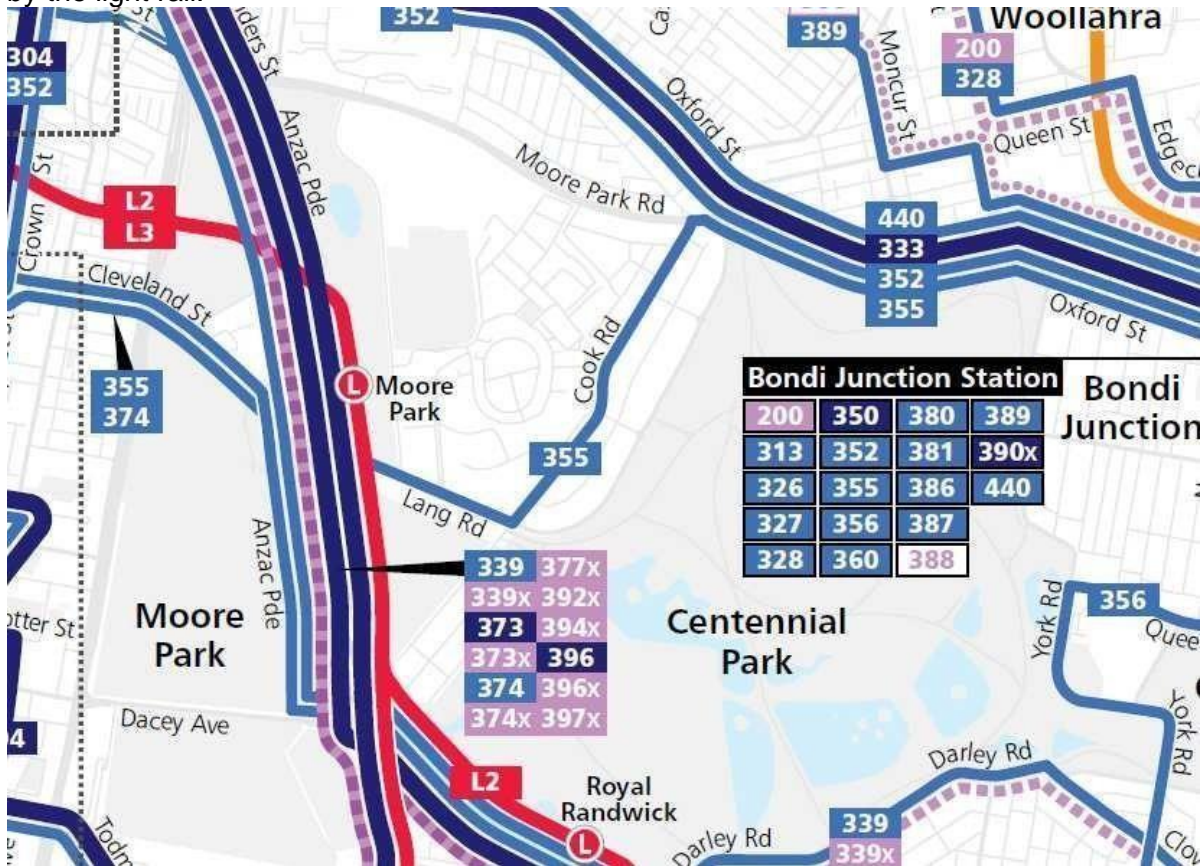


Figure 10 Existing Bus Routes to/from SFS (Transport NSW)

Heavy Rail

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

Cycling

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

- A ‘pop up’ bi-directional cycleway for Moore Park Road which separates cyclists from passing traffic.

Moore Park – Precinct Village and Car Park
Construction Traffic and Pedestrian Management Plan

- An off-road shared path along Anzac Parade which provides a key connection to the precinct from both the Sydney CBD and the south-east.
- An off-road shared path on the southern side of Lang Road, providing a connection into Centennial Park.
- An off-road shared path on the southern side of Cleveland Street, which provides a connection across South Dowling Street into Surry Hills and Redfern.
- An off-road shared path on the southern side of Fitzroy Street, providing a connection from Surry Hills.
- An on-road cycle lane on Greens Road, providing a connection from the SFS through to Paddington and Darlinghurst.

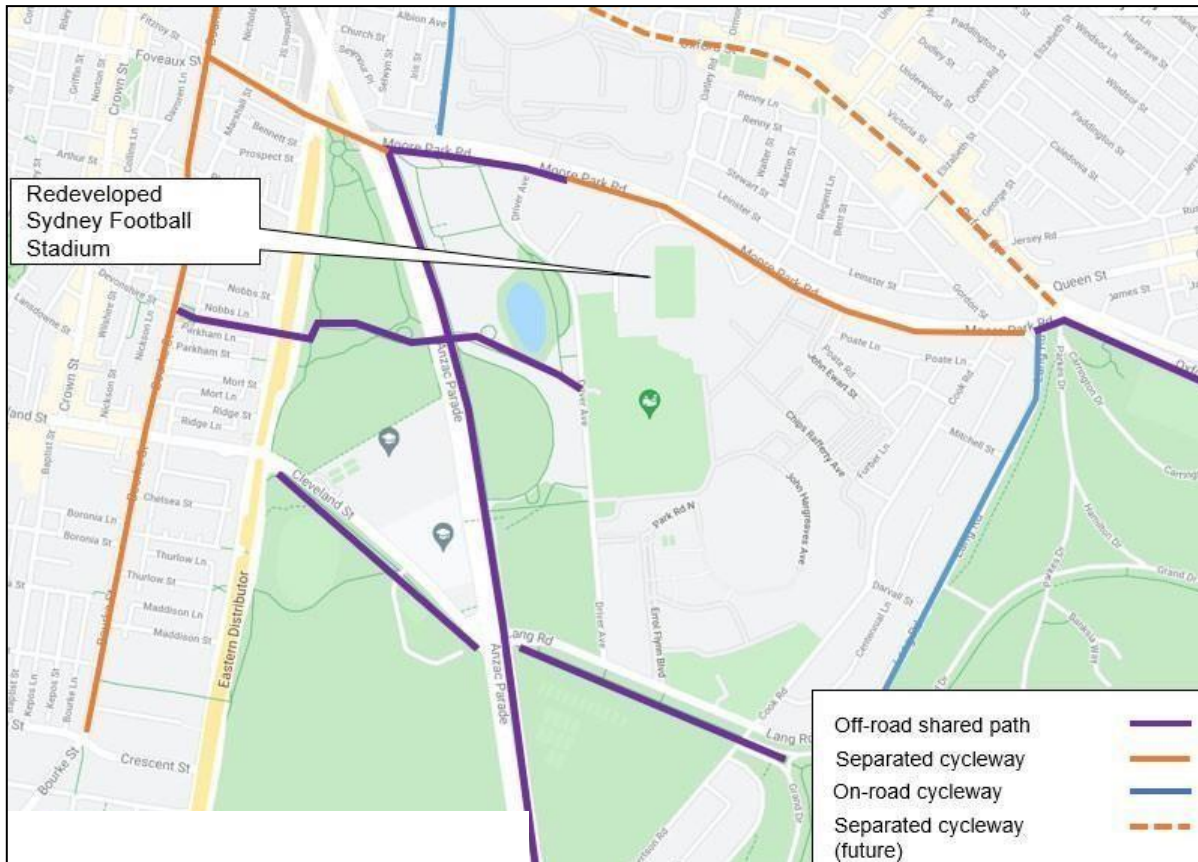


Figure 11 Cycle Network Around the Site (Transport NSW)

7. TRAFFIC CONTROL PLANS

Traffic Control Plans, Vehicle Movement Plan or Pedestrian Movement Plans for this project can be added or included in this document. The Traffic Guidance Scheme (TGS) is a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary, through the work site or temporary hazard. The TGS diagram is found in appendix A. BESIX Watpac will ensure authorised traffic controllers will be present on site to assist access of trucks in and out of the site, ensuring the safety of pedestrians, cyclists, and all other vehicles. The land uses surrounding the site are educational and residential.

The TCPs are designed to address the following issues where applicable:

- Use of traffic control devices.
- Speed limit requirements.
- Provisions for pedestrian traffic and their safety.
- Provision for vehicle and plan movement.
- Parking restrictions and parking facilities
- Provision for trade vehicles and plant movement.
- Informing all site personnel of any high-risk areas, and
- Providing adequate signage within the Construction site for access and egress of vehicles.

8. MONITORING AND REVIEW

Monitoring and reviewing throughout the CTPMP process is important (both preparation and implementation) to ensure that the CTPMP remains current and addresses all risks at the worksite. After the CTPMP has been implemented, a review should be undertaken to ensure that it is operating as expected. Further reviews should be scheduled as the program progresses, to ensure that the plan continues to operate as expected.

8.1 CTPMP Review & Improvement

- Outline a process to facilitate continuous improvement which may include debrief meetings to discuss any issues or risks associated with the plan.
- Ensure the CTPMP is kept up to date, considering changes in traffic volumes, vehicle types, the road environment, work practices, standards, and jurisdictionally specific legislation.
- Review of the CTPMP will be required if any on-site changes occur except for repositioning of traffic control devices) by a person appropriately qualified in the relevant jurisdiction.
- A copy of all documentation relating to the endorsement of the changes must be held on-site by the person managing the works.
- Where there are non-compliances identified the procedure should have a mechanism for the issuing of a formal corrective action. Corrective actions should be closed out and a registered as such in accordance with the organisations normal practice.

9. OUT OF WORKING HOURS CONTACTS

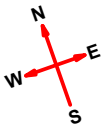
Project Manager: Nicholas Papanikolaou – 0408 932 188

Construction Traffic Management Plan by Sabah Qayum - 0498 282 282 RMS license
type: Prepare a Work Zone Traffic Management Plan
RMS license No.: TCT0002510

10. APPENDIX A – Traffic Control Plans

10.1 Stage 1 Entry / Exit Route

	DATE: 13/02/2024		TRAFFIC GUIDANCE SCHEME		<small>THIS TRAFFIC GUIDANCE SCHEME IS BASED ON THE NSW RMS TCAWS MANUAL V6.1 & AS1742.3-2019 APPROVALS / PERMITS TO BE ONSITE AT 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</small>
	Drawn By : Sabah Qayum Licence Num: TCT0002510	LOCATION CUSTOMER	DRIVER AVENUE - MOORE PARK	NAME: Sabah Qayum Licence No: TCT0002510	
	TGS No 06.	STAGE 2 - ENTRY/EXIT ROUTE			

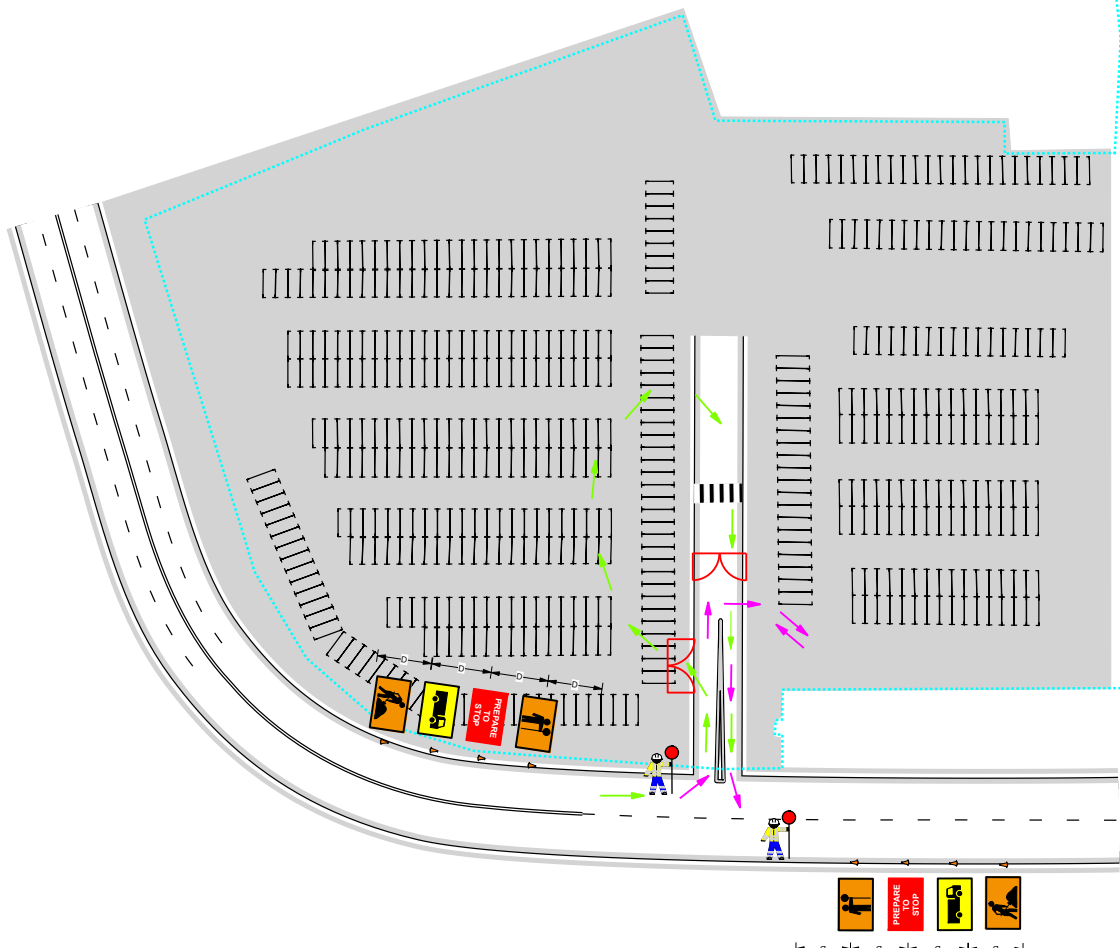


WATPAC SITE

SITE ACCESS/EXIT ROUTE

PRIVATE CAR PARK ACCESS/EXIT ROUTE

GATES



AMENDED BY		
CERT #		
TIME		
DATE		

Date: 13/02/2024 **Author:** Sabah Qayum **Project:** DRIVER AVENUE, MOORE PARK

Comments:
 Drawn: Sabah Qayum
 PWZTMP : 0051855538

INTERMITTENT STOP/SLOW

commercial TC PTY LTD

DRAWING NOT TO SCALE
 IF THIS TCP IS IMPLEMENTED BY A TRAFFIC CONTROL COMPANY OTHER THAN COMMERCIAL TC,
 COMMERCIAL TC BEARS NO LIABILITY FOR THE SET UP AND ACCURACY OF THIS TCP.

RMS Accredited Traffic Controllers will adhere to this TCP according to TCW Manual V6 and relevant SWMS.
 Signs and Devices are to be placed in accordance with this TCP, Modification may be made by persons holding a RMS "Design and Audit" Qualification only.
 All signs and devices used must comply with Australian Standards AS1742.3
 This document is copyright/property of Commercial TC PTY LTD. This drawing shall only be used for the purpose for which it is intended.

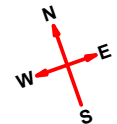
TABLE 4.2
VALUE OF DIMENSION D

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



10.2 Stage 2 Entry / Exit

	DATE: 13/02/2024		TRAFFIC GUIDANCE SCHEME		<small>THIS TRAFFIC GUIDANCE SCHEME IS BASED ON THE NSW RMS TCAWS MANUAL V6.1 & AS1742.3-2019 APPROVALS / PERMITS TO BE ONSITE AT 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</small>
	LOCATION	CUSTOMER	NAME: Sabah Qayum	Licence No: TCT0002510	
	Drawn By : Sabah Qayum Licence Num: TCT0002510	DRIVER AVENUE - MOORE PARK	TGS No 07.	STAGE 3 - ENTRY/EXIT ROUTE	

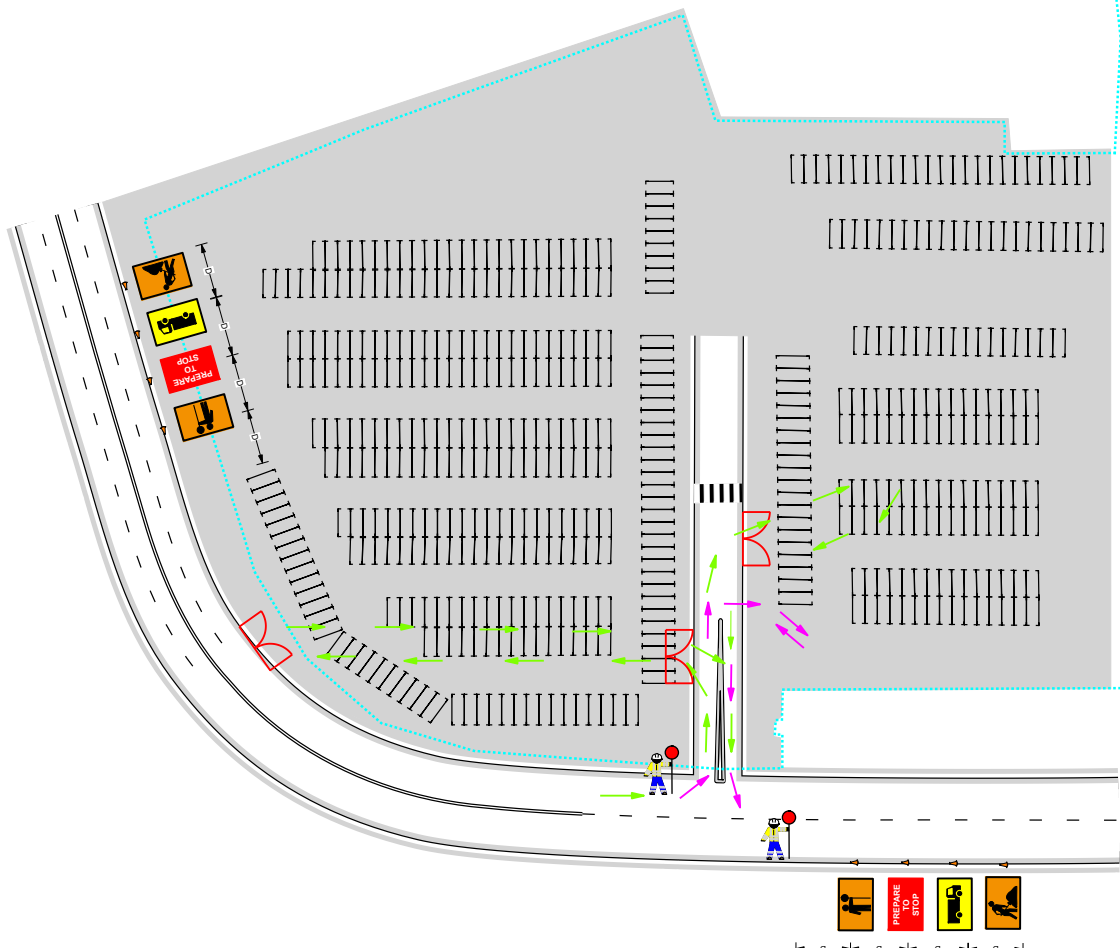


WATPAC SITE

SITE ACCESS/EXIT ROUTE

PRIVATE CAR PARK ACCESS/EXIT ROUTE

GATES



AMENDED BY		
CERT #		
TIME		
DATE		

Date: 13/02/2024 **Author:** Sabah Qayum **Project:** DRIVER AVENUE, MOORE PARK

Comments:
 Drawn: Sabah Qayum
 PWZTMP : 0051855538

INTERMITTENT STOP/SLOW

commercial TC PTY LTD

DRAWING NOT TO SCALE
 IF THIS TCP IS IMPLEMENTED BY A TRAFFIC CONTROL COMPANY OTHER THAN COMMERCIAL TC,
 COMMERCIAL TC BEARS NO LIABILITY FOR THE SET UP AND ACCURACY OF THIS TCP.

RMS Accredited Traffic Controllers will adhere to this TCP according to TCW Manual V6 and relevant SWMS.
 Signs and Devices are to be placed in accordance with this TCP. Modification may be made by persons holding a RMS "Design and Audit" Qualification only.
 All signs and devices used must comply with Australian Standards AS1742.3
 This document is copyright/property of Commercial TC PTY LTD. This drawing shall only be used for the purpose for which it is intended.

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



11. APPENDIX B – CV of Author of CTPMP

Sabah Qayum

Highly communicative individual with the ability to effectively work in team environments and work under pressure. Motivated by challenges and ensure work is completed with honesty and integrity.

Contact

Phone

0499 911 235

Email

sabahqayum@hotmail.com

Address

Guildford

Education

2017

Graduated High School

99.35 ATAR

2018 - Current

Bachelor of Science/Doctor of Medicine

The University of Sydney

Expertise

- TGS, TMP, CTMP, Swept Path Diagrams
- Permits
- ROL's
- Allocating
- Payroll

Language

English

Pashto

Farsi

Experience

2023 - Current

Commercial TC | Bella Vista, Sydney

Traffic Co-Ordinator/Operations Manager

Currently hold the position of Operations Manager for this EBA company. Have a hands on role in all aspects of the office. I am responsible for allocating full-time, part-time and casual traffic controllers, ensuring all contracted traffic controllers fulfil their hours. I oversee approximately 200 traffic controllers. In addition, I am also responsible for drawing TGS', TMP's CTMP's and Swept Path Diagrams. I have a very comprehensive and thorough understanding of plans with a turn around of less than an hour for TGS', 1 day for TMP's and 2-3 days for CTMP's. Moreover, I am also responsible for all permits and ROLs. Furthermore, I am also responsible for daily client liasing and site visits. Within my time in the office, I am additionally responsible to complete payroll duties weekly.

2021-2023

Planet Civil | Arncliffe, Sydney

Operations Manager

Held the position of Operations Manager. Worked directly with all Project Engineers and the Director himself. Allocated traffic controllers and vehicles, ensured fleet management and conducted daily audits and site visits. Also was the individual who created all TGS' on RapidPlan to send directly to council and applied for all ROLs and permits myself. In addition, I was involved every week in confirming and processing all traffic controller invoices. Set up Assignar myself for all staff and traffic controllers to use

2020-2021

Aus Traffic Control | Bankstown, Sydney

Allocator/Day Shift Supervisor

I was responsible for allocating 50- 70 traffic controllers daily as well as assets. During this period I was responsible for conducting daily site visits and audits. Was introduced to business development in this role as I was given the responsibility to build a name to develop this companu,

Reference

Aleksandra Byrne

Operations Manger, Commercial TC

Phone: 0415 300 689

12. APPENDIX C – Consultation with City of Sydney Council

Stephanie Ballango

From: Vicki Calleja <VCalleja@cityofsydney.nsw.gov.au>
Sent: Tuesday, 14 May 2024 11:06 AM
To: Stephanie Ballango
Subject: CTMP - Sydney Football Stadium - 2024/280142

[EXTERNAL EMAIL] This email was sent from outside your organisation - be cautious when opening attachments or clicking links.

Hi Jessica

My comments for the CTMP- Sydney Football Stadium:

- How much traffic is coming from Moore Park Road, east of Driver Avenue?
- As this part is a residential section, this route will impact the residents.
- If there needs to be less usage of that section of road, please reassess / add alternate route.

Please amend CTMP or send me back comments,

Regards

Vicki Calleja
Engineering Traffic Officer
City Infrastructure & Traffic Operations (CITO)



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



The City of Sydney acknowledges the Gadigal of the Eora nation as the Traditional Custodians of our local area.

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Stephanie Ballango

From: Stephanie Ballango
Sent: Tuesday, 28 May 2024 1:13 PM
To: 'Jessica Symons'
Cc: Aleks Kukolj; Nicholas Papanikolaou
Subject: RE: SSD 9835 Sydney Football Stadium | Updated Construction Soil and Water Management Plan
Attachments: FW: SSD 9835 Sydney Football Stadium | Updated Construction Pedestrian and Traffic Management Plan

Hello Jessica,

Hope you are well.

Confirming Transport for NSW endorsed the CTPMP as attached.

Please note Transport for NSW endorsed Revision 03 of the document, not Revision 4 which the City of Sydney confirmed acceptance of. Notwithstanding this, BESIXWatpac has confirmed that it is committed to carrying out activities in accordance with Rev 04 of the CPTMP.

Stephanie Ballango
National Director
Property Consultancy - Sydney
Savills Australia

Mobile No: [+61 412 775 365](tel:+61412775365)



From: Jessica Symons <jsymons@cityofsydney.nsw.gov.au>
Sent: Tuesday, May 21, 2024 11:14 AM
To: Stephanie Ballango <sballango@savills.com.au>
Subject: RE: SSD 9835 Sydney Football Stadium | Updated Construction Soil and Water Management Plan

[EXTERNAL EMAIL] This email was sent from outside your organisation - be cautious when opening attachments or clicking links.

Hi Stephanie

Please see attached letter regarding the CPTMP. I will get back to you shortly about the construction soil and water management plan.

Kind Regards

Jessica Symons
Senior Planner
Planning Assessments



Telephone: +612 9246 7729
cityofsydney.nsw.gov.au



The City of Sydney acknowledges the Gadigal of the Eora nation as the Traditional Custodians of our local area.

From: Stephanie Ballango <sballango@savills.com.au>
Sent: Tuesday, May 21, 2024 10:01 AM
To: Jessica Symons <jsymons@cityofsydney.nsw.gov.au>; Christopher Corradi <ccorradi@cityofsydney.nsw.gov.au>
Cc: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>; Deirdre Oneill <deirdre.oneill@venuesnsw.com>; Nicholas Papanikolaou <npapanikolaou@besixwatpac.com>
Subject: RE: SSD 9835 Sydney Football Stadium | Updated Construction Soil and Water Management Plan

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Hello Jessica,

Hope you are well.

Just following up on the below please.

Steph.

Stephanie Ballango
National Director
Property Consultancy - Sydney
Savills Australia

Mobile No: [+61 412 775 365](tel:+61412775365)



From: Jessica Symons <jsymons@cityofsydney.nsw.gov.au>
Sent: Wednesday, May 15, 2024 10:09 AM
To: Stephanie Ballango <sballango@savills.com.au>; Christopher Corradi <ccorradi@cityofsydney.nsw.gov.au>
Cc: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>; Deirdre Oneill <deirdre.oneill@venuesnsw.com>; Nicholas Papanikolaou <npapanikolaou@besixwatpac.com>
Subject: RE: SSD 9835 Sydney Football Stadium | Updated Construction Soil and Water Management Plan

[EXTERNAL EMAIL] This email was sent from outside your organisation - be cautious when opening attachments or clicking links.

Hi Stephanie

I have received confirmation for the CTPMP and will prepare the letter for you today. I will follow up on the construction soil and water management plan and will let you know as soon as possible.

Kind Regards

Jessica Symons
Senior Planner
Planning Assessments



Telephone: +612 9246 7729
cityofsydney.nsw.gov.au



The City of Sydney acknowledges the Gadigal of the Eora nation as the Traditional Custodians of our local area.

From: Stephanie Ballango <sballango@savills.com.au>
Sent: Wednesday, May 15, 2024 8:03 AM
To: Jessica Symons <jsymons@cityofsydney.nsw.gov.au>; Christopher Corradi <ccorradi@cityofsydney.nsw.gov.au>
Cc: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>; Deirdre Oneill <deirdre.oneill@venuesnsw.com>; Nicholas Papanikolaou <npapanikolaou@besixwatpac.com>
Subject: RE: SSD 9835 Sydney Football Stadium | Updated Construction Soil and Water Management Plan

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Hello Jessica

Hope you are well.

I am just following up on the below and the status of the City's comments on the CTPMP and CSWMP please. Could you please provide an indication of likely timing?

Steph.

Stephanie Ballango
National Director
Property Consultancy - Sydney
Savills Australia

Mobile No: [+61 412 775 365](tel:+61412775365)



From: Jessica Symons <jsymons@cityofsydney.nsw.gov.au>
Sent: Wednesday, May 8, 2024 1:47 PM
To: Stephanie Ballango <sballango@savills.com.au>; Christopher Corradi <ccorradi@cityofsydney.nsw.gov.au>
Cc: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>; Deirdre Oneill <deirdre.oneill@venuesnsw.com>; Nicholas Papanikolaou <npapanikolaou@besixwatpac.com>
Subject: RE: SSD 9835 Sydney Football Stadium | Updated Construction Soil and Water Management Plan

[EXTERNAL EMAIL] This email was sent from outside your organisation - be cautious when opening attachments or clicking links.

Hi Stephanie

Thank you for sending the appendices through. I have also received the CTPMP and referred both to relevant units within Council.

Kind Regards

Jessica Symons
Senior Planner
Planning Assessments



Telephone: +612 9246 7729
cityofsydney.nsw.gov.au



The City of Sydney acknowledges the Gadigal of the Eora nation as the Traditional Custodians of our local area.

From: Stephanie Ballango <sballango@savills.com.au>
Sent: Wednesday, May 8, 2024 1:32 PM
To: Jessica Symons <jsymons@cityofsydney.nsw.gov.au>; Christopher Corradi <ccorradi@cityofsydney.nsw.gov.au>
Cc: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>; Deirdre Oneill <deirdre.oneill@venuesnsw.com>; Nicholas Papanikolaou <npapanikolaou@besixwatpac.com>
Subject: RE: SSD 9835 Sydney Football Stadium | Updated Construction Soil and Water Management Plan

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Hello Jessica and Chris

Further to the below, I am forwarding you the appendices that support the Construction Soil and Water Management Plan (CSWMP) for your records.

My apologies that the appendices were not sent issued with the CSWMP earlier in the week.

Stephanie Ballango
National Director
Property Consultancy - Sydney
Savills Australia

Mobile No: [+61 412 775 365](tel:+61412775365)



From: Stephanie Ballango
Sent: Monday, May 6, 2024 1:24 PM
To: Jessica Symons <jsymons@cityofsydney.nsw.gov.au>; Christopher Corradi <ccorradi@cityofsydney.nsw.gov.au>
Cc: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>; Deirdre Oneill <deirdre.oneill@venuesnsw.com>; Nicholas Papanikolaou <npapanikolaou@besixwatpac.com>
Subject: SSD 9835 Sydney Football Stadium | Updated Construction Soil and Water Management Plan

Dear Jessica and Christopher,

I hope this email finds you both well.

On behalf of Venues NSW, please find attached an updated Construction Soil and Water Management Plan to support the Sydney Football Stadium project and specifically the construction of Precinct Village & Car Park (PV&C) project.

The document has been updated to satisfy conditions B25 of SSD 9835 (as modified), and specifically in relation to MOD 9 which is currently in the final stages of assessment by the Department of Planning, Housing and Industry (DPHI). Pursuant to Condition B25, the CSWMP is required to be prepared in consultation with the City of Sydney.

Please note that this CSWMP is generally in alignment with previously submitted and endorsed plans for the construction of the SFS.

Please do not hesitate to contact me with any questions.

Kind regards,

Steph.

Stephanie Ballango
National Director
Property Consultancy - Sydney
Savills Australia

Level 25, Governor Phillip Tower 1 Farrer Place, Sydney, NSW 2000
Mobile No: [+61 412 775 365](tel:+61412775365)
Email: sballango@savills.com.au
Website: savills.com.au

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15 May 2024

VENUES NSW

**CONDITION SATISFIED FOR 44 DRIVER AVENUE , MOORE PARK NSW 2021 –
SSD-9835 (AS MODIFIED) - R/2019/2**

I refer to the above mentioned SSD consent (as modified) for the Sydney Football Stadium Stage 2 Design and Construction, granted by the Department of Planning, Housing and Infrastructure.

Please be advised that the 'Moore Park Precinct Village & Car Park Construction Traffic and Pedestrian Management Plan', Rev 04.0, prepared by Commercial TC Pty Ltd and dated 14 May 2024, has been reviewed by the City of Sydney and is acceptable.

As per Condition B31-B34, the Construction Traffic and Pedestrian Management Plan has been prepared in consultation with Council.

If you require any further information please contact **Jessica Symons** at jsymons@cityofsydney.nsw.gov.au.

Yours faithfully



CHRISTOPHER CORRADI
Area Planning Manager

13. APPENDIX D - Consultation with TfNSW and endorsement

Stephanie Ballango

From: Stephanie Ballango
Sent: Monday, 6 May 2024 10:28 AM
To: Lisa McGill
Cc: Katherine McCray; Andrew Sturday; Development CTMP CJP; Deirdre Oneill; Aleks Kukulj; Nicholas Papanikolaou
Subject: SSD 9835 Sydney Football Stadium | Updated Construction Pedestrian and Traffic Management Plan
Attachments: 20240502 CPTMP 10.2 Template - STAGE 1 ENTRY_EXIT ROUTE.pdf; 20240506 CPTMP 10.1 Template - STAGE 2 ENTRY_EXIT ROUTE.pdf; 20240506 CPTMP Driver Avenue Moore Park ISSUED TO TNSW & CoS.pdf

Dear Lisa,

I hope this email finds you well.

On behalf of Venues NSW, please find attached an updated CPTMP to support the Sydney Football Stadium project and specifically the construction of Precinct Village & Car Park (PV&C) project.

The document has been updated to satisfy conditions B31 - B35 of the consent of SSD 9835 (as modified), and specifically in relation to MOD 9 which is currently in the final stages of assessment by the Department of Planning, Housing and Industry (DPHI). Pursuant to Condition B34, the CPTMP requires the endorsement of relevant personnel within Transport for NSW.

Please note that this CPTMP is generally in alignment with previously submitted and endorsed plans for the construction of the SFS.

The CPTMP has also been issued to the City of Sydney for feedback as required by the consent.

Please do not hesitate to contact me with any questions.

Kind regards,

Steph.

Stephanie Ballango
National Director
Property Consultancy - Sydney
Savills Australia

Level 25, Governor Phillip Tower 1 Farrer Place, Sydney, NSW 2000
Mobile No: [+61 412 775 365](tel:+61412775365)
Email: sballango@savills.com.au
Website: savills.com.au

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Stephanie Ballango

From: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Sent: Monday, 6 May 2024 10:30 AM
To: Stephanie Ballango
Subject: Automatic reply: SSD 9835 Sydney Football Stadium | Updated Construction Pedestrian and Traffic Management Plan

[EXTERNAL EMAIL] This email was sent from outside your organisation - be cautious when opening attachments or clicking links.

Thank you for your email. The Transport for NSW (TfNSW) CJP team has received your email. It will be forwarded to the appropriate officer for attention.

TfNSW remains committed to a positive customer experience. Please note that we have a minimum two week turn around. There are times where we are focused on TfNSW Major Projects and unable to respond within this timeframe. However, we will work to get our comments or endorsement to you in a timely manner.

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Stephanie Ballango

From: Development Applications <Developments.CJP@transport.nsw.gov.au>
Sent: Friday, 24 May 2024 9:54 AM
To: Stephanie Ballango
Subject: FW: SSD 9835 Sydney Football Stadium | Updated Construction Pedestrian and Traffic Management Plan
Attachments: 20240502 CPTMP 10.2 Template - STAGE 1 ENTRY_EXIT ROUTE.pdf; 20240506 CPTMP 10.1 Template - STAGE 2 ENTRY_EXIT ROUTE.pdf; 20240506 CPTMP Driver Avenue Moore Park ISSUED TO TNSW & CoS.pdf

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Good Morning,

Transport for NSW (TfNSW), Greater Sydney Division has reviewed the CTMP and endorse the proposed temporary construction arrangements, subject to the following conditions:

- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that impact the state road network or is within 100m of traffic signals.
- Access to be maintained for local residents, businesses and emergency vehicles at all times.
- No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available.
- When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area
- Should TfNSW Network and Asset Management, Network Operations, CJP Operations, Network and Safety or other TfNSW business area determine that that more information is to be provided for review and acceptance, including other TCS locations, this information must be submitted prior to the CTMP being implemented, or otherwise agreed upon.
- Bus operators are to be consulted when works are likely to impede bus routes or bus stops.
- Bus movements are to be prioritised at all times.

Endorsement of the CTMP is not an approval to the type of traffic management or delineation devices used, nor is it an approval to any traffic guidance schemes depicted within the CTMP. It is assumed that the proponent has used type approved devices and has developed its traffic guidance schemes in accordance with the relevant Australian Standards and Guidelines.

The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected area as well as emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.

Please ensure this CTMP is shared and adhered to by all contractors. If the CTMP changes, please forward a copy to Developments.CJP@transport.nsw.gov.au or further review and endorsement.

Regards,

Development Applications
Project & Service Changes | Customer Journey Planning | Greater Sydney
25 Garden Street Eveleigh NSW 2015
Transport for NSW



OFFICIAL

From: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Sent: Tuesday, May 21, 2024 9:43 AM
To: Development Applications <Developments.CJP@transport.nsw.gov.au>
Cc: Peter Keyes <Peter.KEYES@transport.nsw.gov.au>; Lisa McGill <Lisa.McGill@transport.nsw.gov.au>; Katherine McCray <Katherine.McCray@transport.nsw.gov.au>
Subject: FW: SSD 9835 Sydney Football Stadium | Updated Construction Pedestrian and Traffic Management Plan

Hi team,

Please see attached an updated CPTMP to support the Sydney Football Stadium project and specifically the construction of Precinct Village & Car Park (PV&C) project for review and endorsement.
Confirming that this has been reviewed by our team and we don't have any comments on it.

Regards,
Maryam

Maryam Yadak

Precinct Manager Operational Improvement Planning Harbour
Customer Journey Planning
Greater Sydney
Transport for NSW

231 Elizabeth Street, Sydney 2000



OFFICIAL

OFFICIAL

From: Stephanie Ballango <sballango@savills.com.au>
Sent: Monday, May 6, 2024 10:28 AM
To: Lisa McGill <Lisa.McGill@transport.nsw.gov.au>
Cc: Katherine McCray <Katherine.McCray@transport.nsw.gov.au>; Andrew Sturday <Andrew.STURDAY@transport.nsw.gov.au>; Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>; Deirdre Oneill <deirdre.oneill@venuesnsw.com>; Aleks Kukulj <Aleks.Kukulj@venuesnsw.com>; Nicholas Papanikolaou <npapanikolaou@besixwatpac.com>
Subject: SSD 9835 Sydney Football Stadium | Updated Construction Pedestrian and Traffic Management Plan

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Dear Lisa,

I hope this email finds you well.

On behalf of Venues NSW, please find attached an updated CPTMP to support the Sydney Football Stadium project and specifically the construction of Precinct Village & Car Park (PV&C) project.

The document has been updated to satisfy conditions B31 - B35 of the consent of SSD 9835 (as modified), and specifically in relation to MOD 9 which is currently in the final stages of assessment by the Department of Planning, Housing and industry (DPHI). Pursuant to Condition B34, the CPTMP requires the endorsement of relevant personnel within Transport for NSW.

Please note that this CPTMP is generally in alignment with previously submitted and endorsed plans for the construction of the SFS.

The CPTMP has also been issued to the City of Sydney for feedback as required by the consent.

Please do not hesitate to contact me with any questions.

Kind regards,

Steph.

Stephanie Ballango
National Director
Property Consultancy - Sydney
Savills Australia

Level 25, Governor Phillip Tower 1 Farrer Place, Sydney, NSW 2000

Mobile No: [+61 412 775 365](tel:+61412775365)
Email: sballango@savills.com.au
Website: savills.com.au

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15. APPENDIX E – Certifying Authority Approval of the Construction Worker Transportation Strategy

Nick Papanik
BESIX WATPAC

Condition B35 | Construction Worker Transportation Str...
TRANSMITTAL 24/06/2024
BWTP-TRANSMIT-000069

Nick Papanik
BESIX WATPAC

Re: Condition B35 | Construction Worker Transportatio...
GENERAL CORRESPONDEN... 28/06/2024
BWTP-GCOR-000557

Michael Potts
BLACKETT MAGUIRE + GOLDSMITH PTY LTD

Re: Condition B35 | Construction Worker Transportatio...
GENERAL CORRESPONDEN... 28/06/2024
BM+G-GCOR-000015

Moore Park PV&C
Driver Avenue, Allianz Stadium
Moore Park
NSW 2000 Australia



MAIL TYPE	MAIL NUMBER	REFERENCE NUMBER
General Correspondence	BM+G-GCOR-000015	BWTP-TRANSMIT-000069

Re: Condition B35 | Construction Worker Transportation Strategy (CWTS)

From Mr Michael Potts - Blackett Maguire + Goldsmith Pty Ltd

To (3) Nick Papanik - BESIX Watpac (+2 more...)

Cc (3) Loredana Hibberd - BESIX Watpac (+2 more...)

Sent Friday, 28 June 2024 2:58:56 PM AEST (GMT +10:00)

Status N/A

MESSAGE

Nick,
Confirming we have accepted the documentation provided for SSD condition B35 as a part of our Crown Certificate #1 documentation relied upon.



Michael Potts | Director
m 0400 819 326
w bplusg.com.au
e michael@bplusg.com.au

in Industry Leaders in Building Compliance + Certification
Sydney - 02 9211 7777 + Suite 2.01, 22-36 Mountain St. Ultimo NSW 2007
Newcastle - 02 4047 4955 + Lvl 1, 138-140 Beaumont St. Hamilton NSW 2303
Liability limited by a scheme approved under Professional Standards Legislation.
S240077

From: N Papanik
Sent: 28/06/2024 11:05:24 AM AEST (GMT +10:00)
To: Nick Papanik, Jack Gunning, Michael Potts, Niky Stoubidis
Cc: India Hearne, Loredana Hibberd, Aleks Kukolj
Mail Number: BWTP-GCOR-000557

Subject: Re: Condition B35 | Construction Worker Transportation Strategy (CWTS)

Hi Michael,

Apologies getting pressured by the department on the status of this.

Regards,



Nicholas Papanikolaou

Project Manager

M 0408 932 188

25 Hickson Road, Barangaroo
Sydney NSW 2000



From: N Papanik

Sent: 24/06/2024 9:29:34 AM AEST (GMT +10:00)

To: Jack Gunning, Michael Potts, Niky Stoubidis

Cc: India Hearne, Loredana Hibberd, Aleks Kukolj

Mail Number: BWTP-TRANSMIT-000069

Subject: Condition B35 | Construction Worker Transportation Strategy (CWTS)

Michael,

In accordance with Condition B35 of SSD-9835, which states prior to the commencement of any work, the Applicant must submit a **Construction Worker Transportation Strategy (CWTS)** to the satisfaction of the Certifying Authority.

The final CWTS was submitted and unchanged from Revision 4 however wish for formal acceptance of it prior to issue to the Planning Secretary.

Regards,



Nicholas Papanikolaou

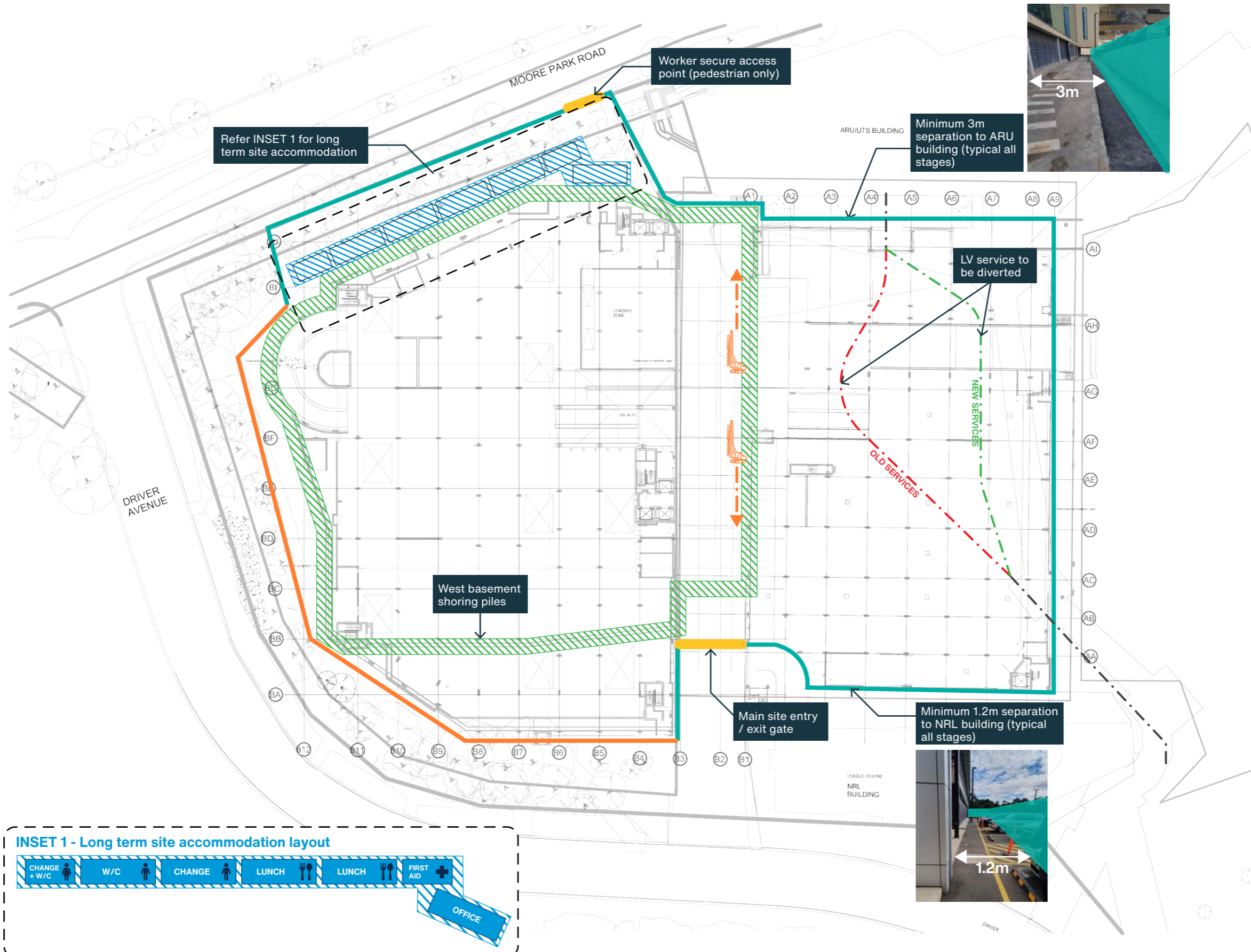
Project Manager

M 0408 932 188

25 Hickson Road, Barangaroo
Sydney NSW 2000



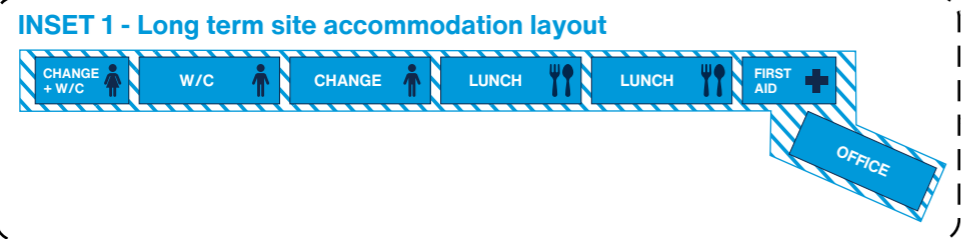
16. APPENDIX F – Site Hoardings



LEGEND

- Constructed during this stage
- Site accommodation area
- Piling rig and direction of works
- A class hoarding
- Site entry / exit gate
- Existing chain link fence (with branded shade net)

- STAGE 1:**
- Implement boundary hoarding / fencing and site gates
 - Establish site accommodation along northern boundary
 - Commence shoring piles in west
 - Divert LV service in east to avoid east basement structure



Moore Park PV&C Project

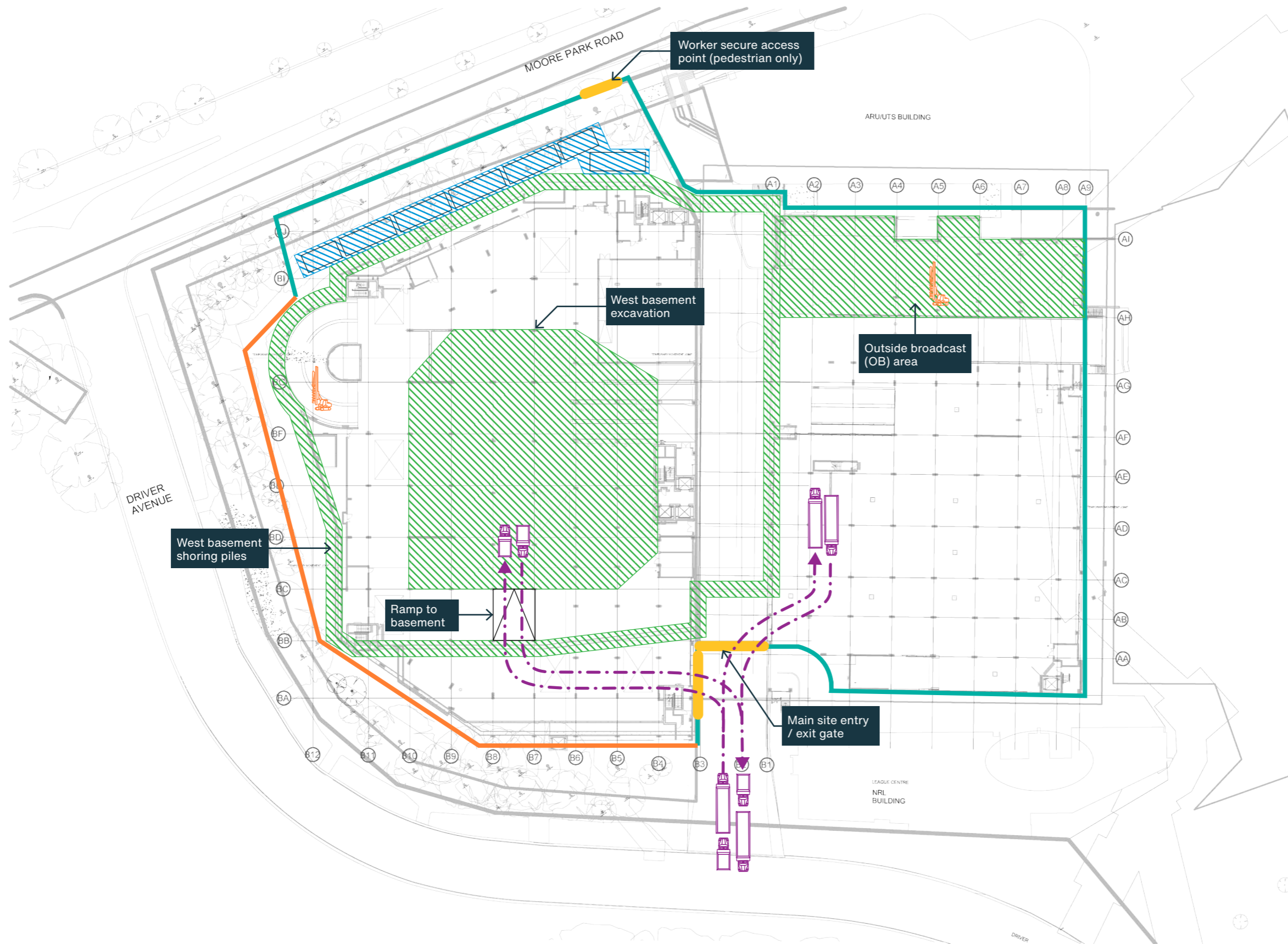
NOT TO SCALE |










DRAWING NAME:
ALTERNATE DESIGN (OPTION 3B)

DWG #: A50 111 (1)





LEGEND

-  Constructed during this stage
-  Site accommodation area
-  Piling rig
-  Construction vehicle path
-  A class hoarding
-  Site entry / exit gate
-  Existing chain link fence (with branded shade net)

- STAGE 2:**
- Complete shoring piles in west
 - Commence excavation in west
 - Construct piles in OB area (NE)

Moore Park PV&C Project

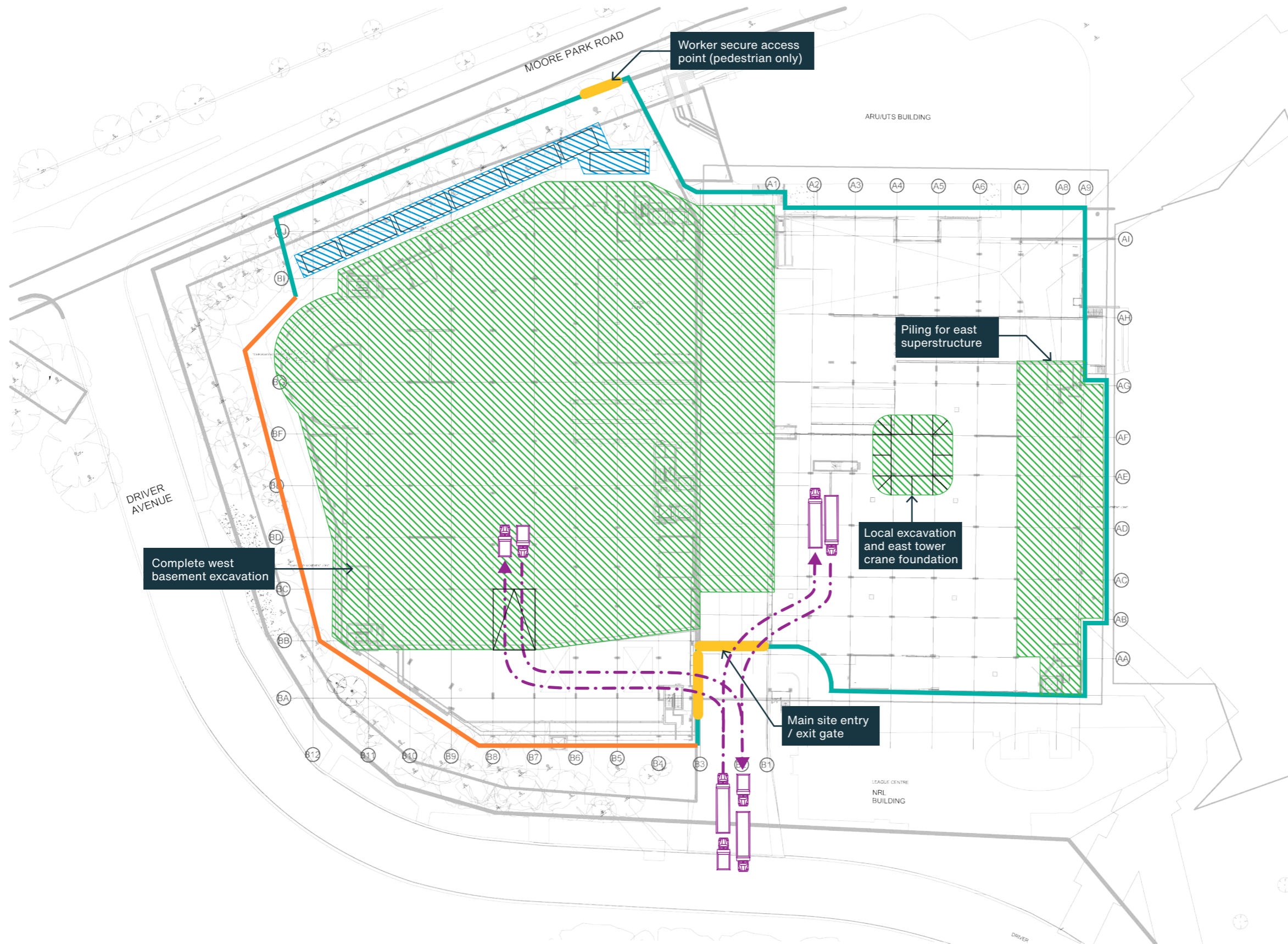
NOT TO SCALE |









DRAWING NAME:
ALTERNATE DESIGN (OPTION 3B)

DWG #: A50 111 (2)





LEGEND

-  Constructed during this stage
-  Site accommodation area
-  Construction vehicle path
-  A class hoarding
-  Site entry / exit gate
-  Existing chain link fence (with branded shade net)

- STAGE 3:**
- Complete excavation in west
 - Construct piles for superstructure in east (east of grid A7)
 - Excavate locally and construct foundation for east tower crane

Moore Park PV&C Project

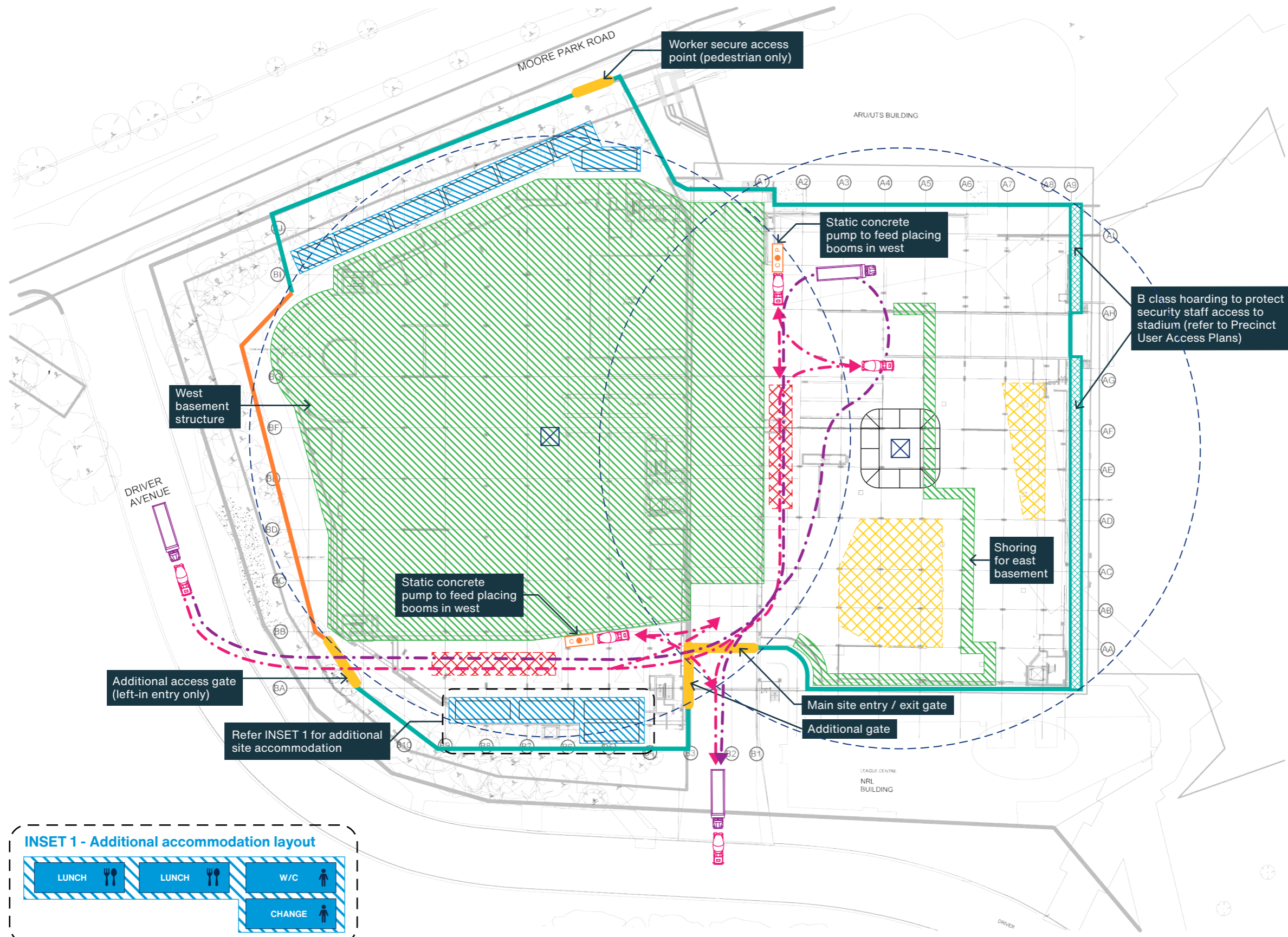
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DRAWING NAME:
ALTERNATE DESIGN (OPTION 3B)

DWG #: A50 112 (1)

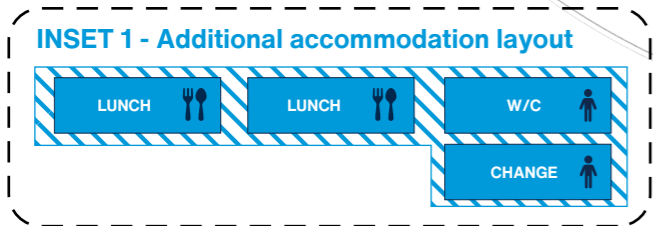




LEGEND

- Constructed during this stage
- Site accommodation area
- Material laydown / storage area
- Delivery / unloading area
- Tower crane
- Static concrete pump
- Concrete truck path
- Construction vehicle path
- A class hoarding
- Site entry / exit gate
- Existing chain link fence (with branded shade net)
- B class hoarding

- Erect tower cranes in west and east
- Establish concrete pumps and placing booms
- Establish entry from Driver Ave for additional delivery / unloading bay
- Establish additional site sheds in south near main entry
- Construct basement structures in west back to ground level, in east-to-west direction to prioritise driveway area
- Commence shoring wall installation for east basement



Moore Park PV&C Project

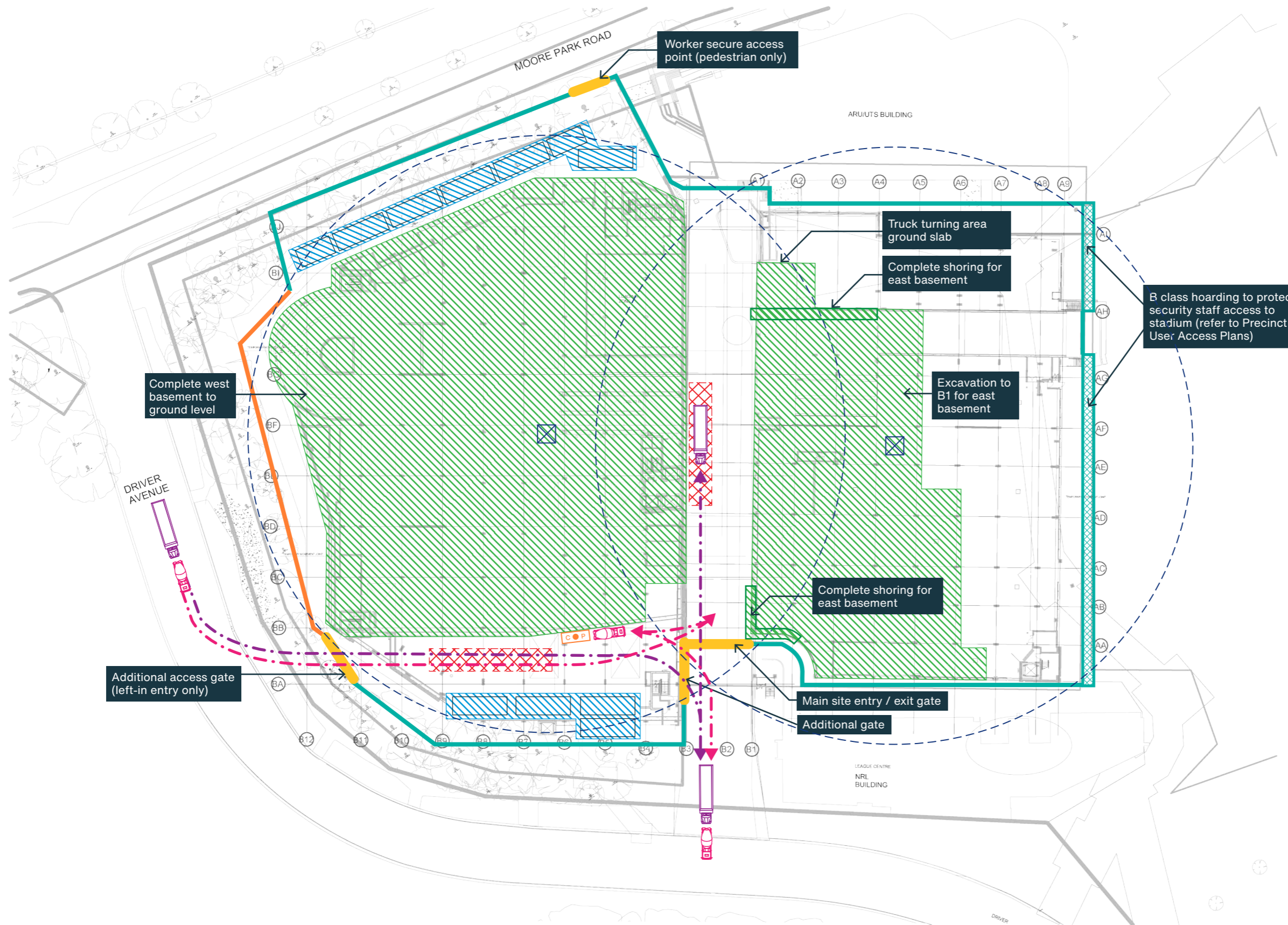
NOT TO SCALE |















DRAWING NAME:
ALTERNATE DESIGN (OPTION 3B)

DWG #: A50 112 (2)





LEGEND

-  Constructed during this stage
-  Site accommodation area
-  Material laydown / storage area
-  Delivery / unloading area
-  Tower crane
-  Static concrete pump
-  Concrete truck path
-  Construction vehicle path
-  A class hoarding
-  Site entry / exit gate
-  Existing chain link fence (with branded shade net)
-  B class hoarding

- Utilise completed driveway for deliveries and access
- Complete basement structures to ground level in west
- Complete shoring wall installation for east basement
- Excavate east basement to underside of B1
- Construct slab on ground portion of truck turning area (near OB area)

Moore Park PV&C Project

NOT TO SCALE |



DRAWING NAME:
ALTERNATE DESIGN (OPTION 3B)

DWG #: A50 113 (1)



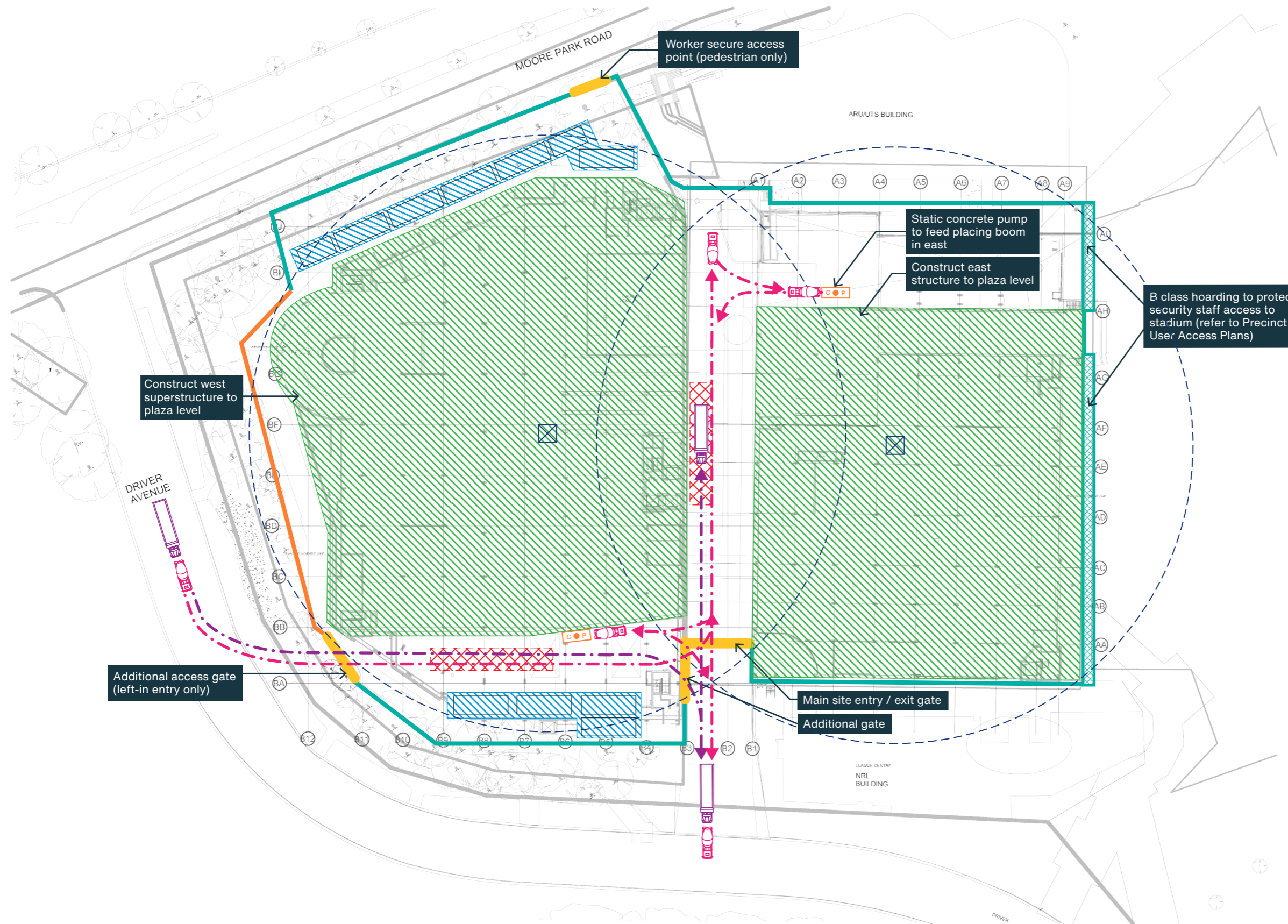
Moore Park PV&C Project

NOT TO SCALE |



DRAWING NAME:
ALTERNATE DESIGN (OPTION 3B)

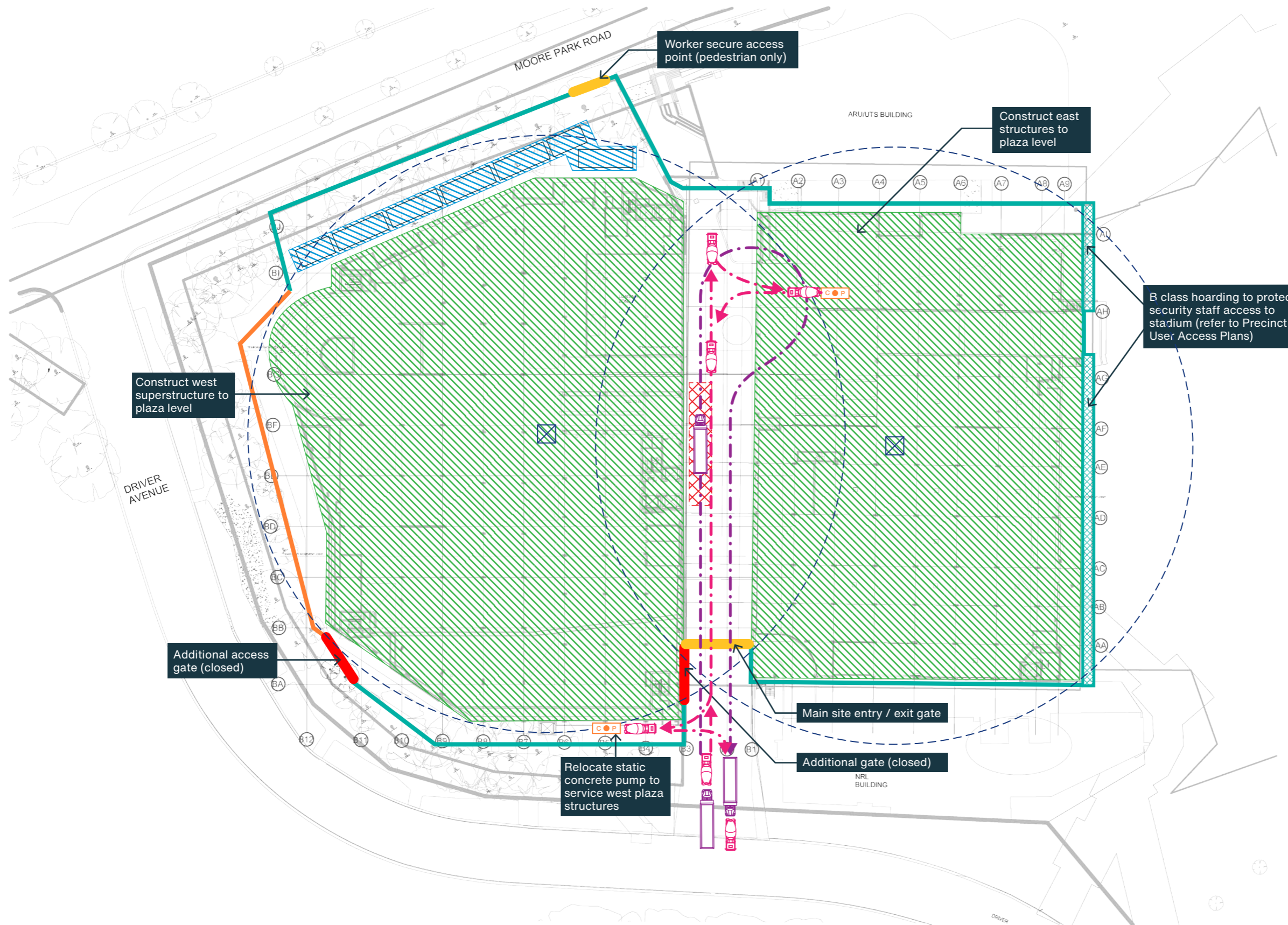
DWG #: A50 113 (2)



LEGEND

- Constructed during this stage
- Site accommodation area
- Material laydown / storage area
- Delivery / unloading area
- Tower crane
- Static concrete pump
- Concrete truck path
- Construction vehicle path
- A class hoarding
- Site entry / exit gate
- Existing chain link fence (with branded shade net)
- B class hoarding

- Commence superstructure to plaza level in west
- Commence east structure to plaza level



LEGEND

- Constructed during this stage
- Site accommodation area
- Material laydown / storage area
- Delivery / unloading area
- ⊠ Tower crane
- C O P Static concrete pump
- Concrete truck path
- Construction vehicle path
- A class hoarding
- Site entry / exit gate
- Existing chain link fence (with branded shade net)
- B class hoarding

- Complete superstructure to plaza level in west
- Demobilise site sheds in south to construct west plaza above
- Complete east structure to plaza level

Construct west superstructure to plaza level

Worker secure access point (pedestrian only)

Construct east structures to plaza level

B class hoarding to protect security staff access to stadium (refer to Precinct User Access Plans)

Additional access gate (closed)

Main site entry / exit gate

Relocate static concrete pump to service west plaza structures

Additional gate (closed)

Moore Park PV&C Project

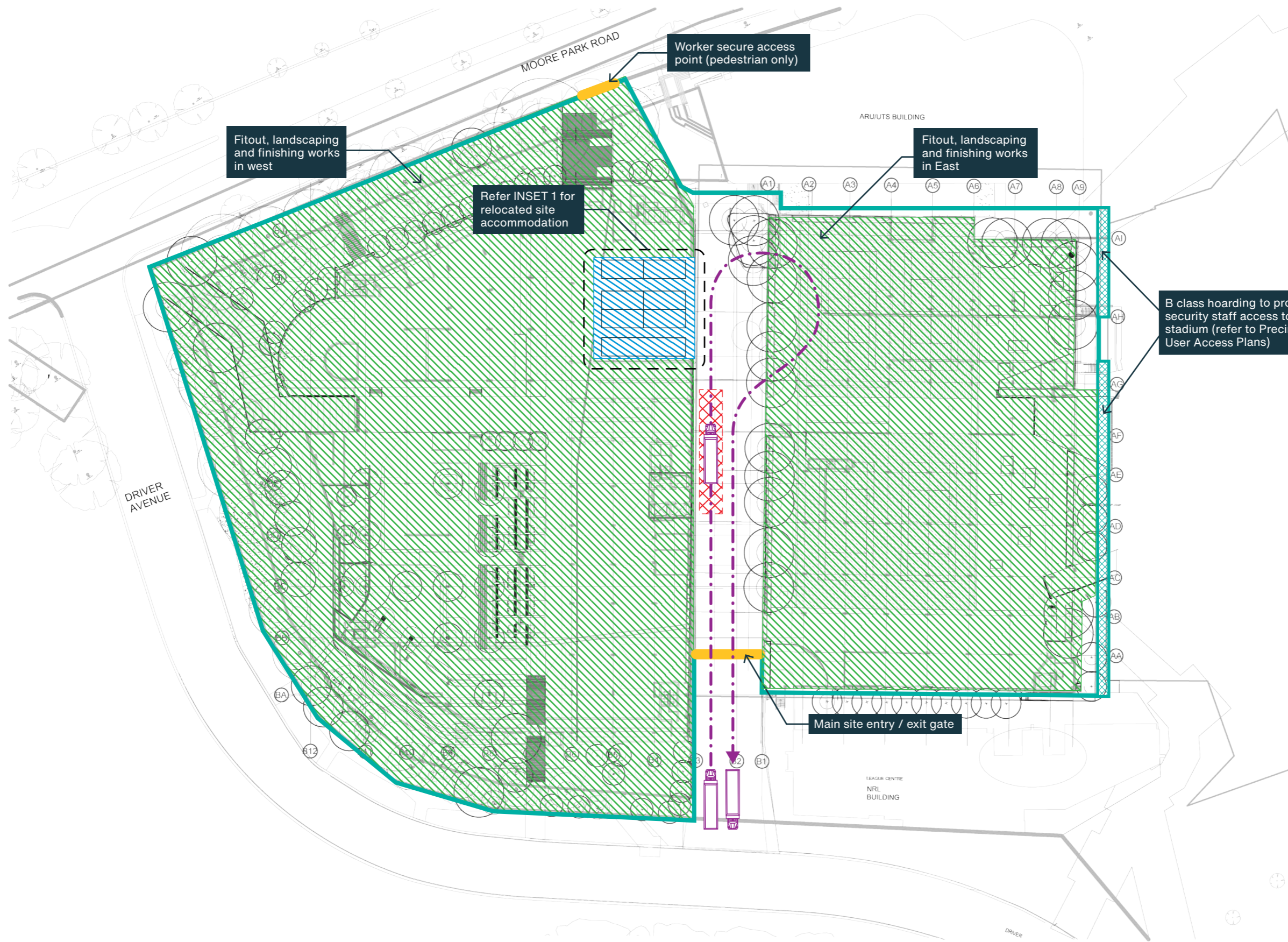
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DRAWING NAME:
ALTERNATE DESIGN (OPTION 3B)

DWG #: A50 114 (1)

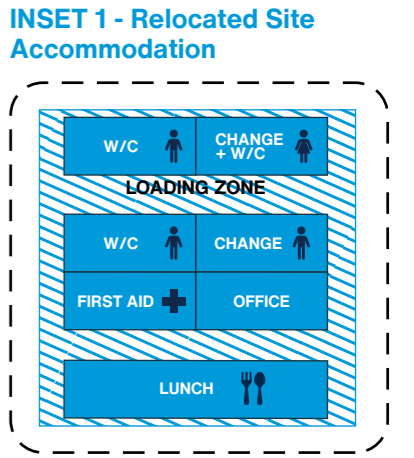




LEGEND

-  Constructed during this stage
-  Site accommodation area
-  Material laydown / storage area
-  Delivery / unloading area
-  Construction vehicle path
-  A class hoarding
-  Site entry / exit gate
-  Existing chain link fence (with branded shade net)
-  B class hoarding

- Demobilise tower crane
- Relocate site accommodation to completed loading bay area in west
- Complete fitout, landscaping and finishing works in west
- Complete fitout, landscaping and finishing works in east



Moore Park PV&C Project

NOT TO SCALE |



DRAWING NAME:
ALTERNATE DESIGN (OPTION 3B)

DWG #: A50 114 (2)



17. APPENDIX G – TGS For Driver Avenue Driveway Installation approval from Greater Sydney Parklands



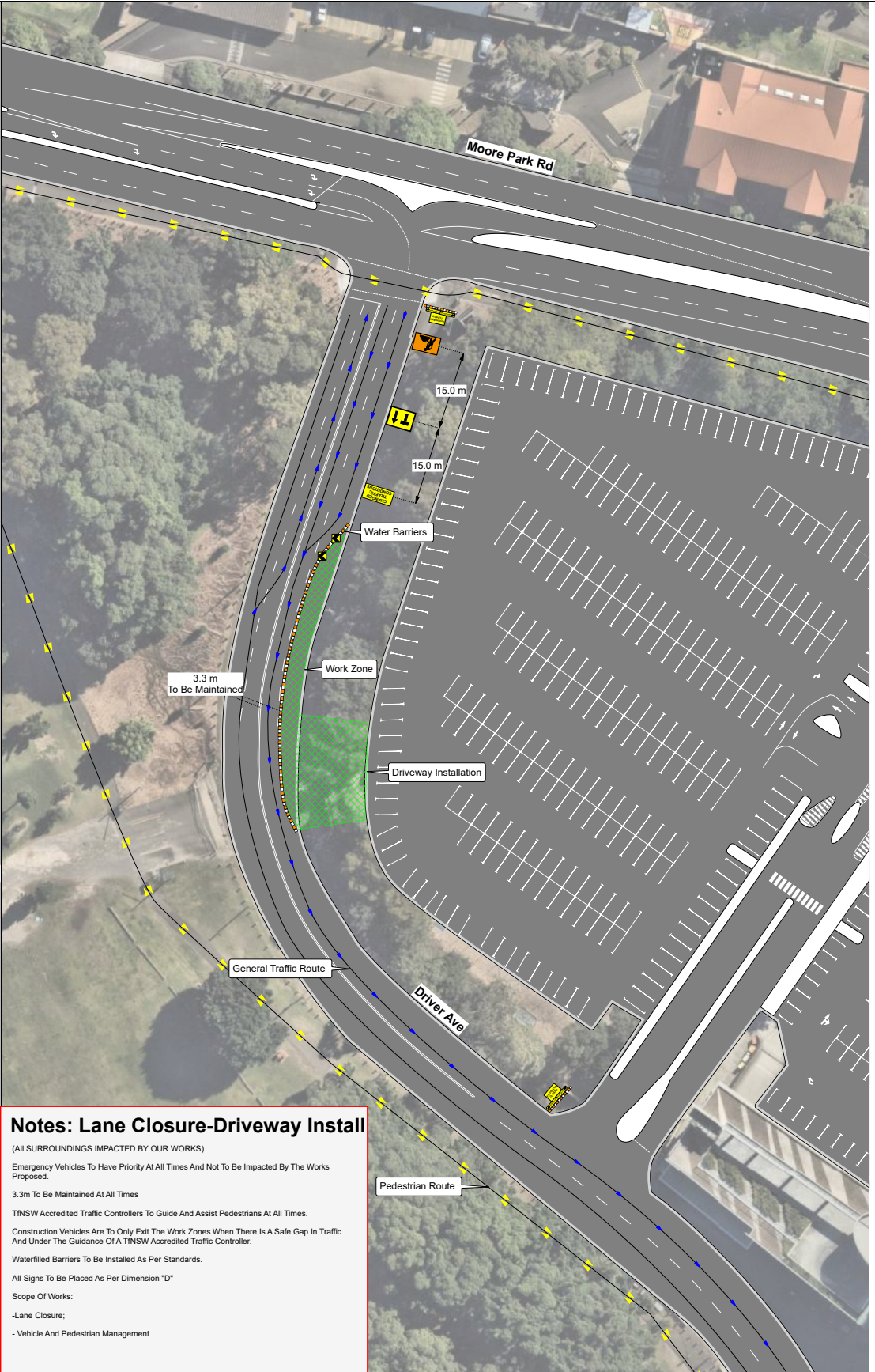
QUALITY • COMPETENCE • COMPLIANCE

1300 008 274
Traffic@varigroup.com.au

Client:	Mainland Civil
Road Name:	Driver Rd
Suburb:	Sydney
Road Type:	2 Lane 2 Way
Operation:	Lane Merge
Term:	Long
Speed Limit:	40km/h
Speed Reduction:	N/A
ROL Number:	TBC
ROL Classification:	TBC
Date Prepared:	21/06/2024
Date Approved:	21/06/2024
Date Revised:	
TC@WS REFERENCE BASED ON TCP #92	PWZTMP
N.C.S.:	Moore Park Rd
Designed By:	Caoimhe Scullion #0012122
Approved By:	Denise Cremin #1023610
Size:	A3
Plan Reference Number:	00MCDR001
TCs Required:	TBC

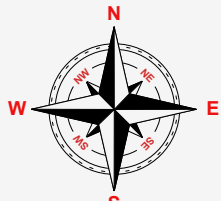
RECOMMENDED TAPER LENGTH

Traffic Speed (Km/H)	Traffic Control at beginning of Taper	Later shift taper	Merge Taper
45 or less	15	0	15
45 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180



Notes: Lane Closure-Driveway Install

(All SURROUNDINGS IMPACTED BY OUR WORKS)
 Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.
 3.3m To Be Maintained At All Times
 TINSW Accredited Traffic Controllers To Guide And Assist Pedestrians At All Times.
 Construction Vehicles Are To Only Exit The Work Zones When There Is A Safe Gap In Traffic And Under The Guidance Of A TINSW Accredited Traffic Controller.
 Waterfilled Barriers To Be Installed As Per Standards.
 All Signs To Be Placed As Per Dimension "D"
 Scope Of Works:
 - Lane Closure;
 - Vehicle And Pedestrian Management.



Dimension "D"		GENERAL NOTES	QUEUE MANAGEMENT	VEHICLE MOVEMENT PLAN	LANE WIDTHS
SPEED OF TRAFFIC (KM/H)	AS.1742.3 TC@WS	1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS1742.3 & TC@WS v6.1 2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH THE TC@WS v6.1. 3. NON APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE 4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TC@WS v6.1 5. IN ACCORDANCE WITH TC@WS v6.1 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE. 6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW. 7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA OUT TOWARD THE APPROACHES.	AT ALL TIMES DURING THE COURSE OF THE WORK, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS.	ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL.	THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE FOR VEHICLES SHALL BE 3.0m (3.5m DESIRABLE).
45 OR LESS	15m 15m				
46 - 55	15m 50m				
56 - 65	45m 60m				
GREATER THAN 65	EQUAL TO POSTED SPEED LIMIT		TOLERANCES POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN NO MINIMUM.	TGS IMPLEMENTATION VARI GROUP DOES NOT ACCEPT LIABILITY FOR OR ENDORSE THE USE OF THE TGS UNLESS IMPLEMENTED DIRECTLY BY AN AUTHORIZED REPRESENTATIVE OF VARI GROUP, HOLDING VALID QUALIFICATIONS TO CARRY OUT SUCH WORKS.	Emergency Vehicles To Have Priority At All Times And Not To Be Impacted By The Works Proposed.

Nicholas Papanikolaou

From: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>
Sent: Friday, 28 June 2024 10:11 AM
To: Nicholas Papanikolaou
Subject: FW: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Caution: This email originated from outside the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Nick,

GSP have approved the secondary driveway into the west carpark from Driver Ave. See below email confirmation.

Please note that they have requested that you advise on when works are to commence so that they are aware of any impacts.

Regards,
Aleks

Aleks Kukolj
Superintendent

M 0400 364 744 | E Aleks.Kukolj@venuesnsw.com

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From: Darren Handley <darren.handley@gsp.nsw.gov.au>
Sent: Friday, June 28, 2024 9:59 AM
To: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>
Cc: Tony Gander <tony.gander@gsp.nsw.gov.au>; Doug Cotton <Doug.Cotton@gsp.nsw.gov.au>
Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Morning Aleks

Thanks you for the further information from Watpac and also the dilapidation report. Doug and I have reviewed and are happy with the contents. Please proceed as supported by the documents.

Please advise when works are to commence so that we are aware of any impacts.

Thanks Darren

Darren Handley
Senior Operations Manager East
[Centennial Parklands](#) | [Greater Sydney Parklands](#)

T 02 9339 6617 0414 967 774
E darren.handley@gsp.nsw.gov.au

Locked Bag 15, Paddington, NSW 2021, Australia

*Greater Sydney Parklands acknowledges the Traditional Custodians of the Lands, Waters and Sky of Greater Sydney and pay our respect to all Elders past, present and emerging.
We extend that respect to all Aboriginal and Torres Strait Islander peoples living in Greater Sydney today.*



From: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>

Sent: Monday, 24 June 2024 3:03 PM

To: Darren Handley <darren.handley@gsp.nsw.gov.au>

Cc: Tony Gander <tony.gander@gsp.nsw.gov.au>; Doug Cotton <Doug.Cotton@gsp.nsw.gov.au>

Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Hi Darren,

Further to the below, and in response to the first point of your below email, find below link to Dilapidation Report that has been prepared by BESIX Watpac.

 [PVC-TDS-04-RP-DI70XX01 - Dilapidation Moore Park Road & Driver Avenue.pdf](#)

Please let me know if you have any questions.

Thanks & Regards,
Aleks

Aleks Kukolj
Superintendent

M 0400 364 744 | E Aleks.Kukolj@venuesnsw.com

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From: Aleks Kukolj

Sent: Monday, June 24, 2024 11:20 AM

To: Darren Handley <darren.handley@gsp.nsw.gov.au>

Cc: Tony Gander <tony.gander@gsp.nsw.gov.au>; Doug Cotton <Doug.Cotton@gsp.nsw.gov.au>

Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Hi Darren,

Hope you have been well.

Watpac have finalised their plans for the proposed temporary driveway entry into the west of MP1 from Driver Ave (as per below discussions).

Find attached copy of:

1. Proposed temporary driveway design incl section completed on existing services showing that depth of services are well below the required cover for these assets.
2. Finalised CTPMP, incorporating the temporary driveway (and addressing some of the queries in your email below).

Find also below in **RED** responses to the approval conditions noted in your email (incl references to the CTPMP document for convenience).

For your review, advice and approval.

Happy to discuss further if you have any questions or to meet on site to review if needed.

Thanks & Regards,
Aleks

From: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>
Sent: Wednesday, May 1, 2024 3:06 PM
To: Darren Handley <darren.handley@gsp.nsw.gov.au>
Cc: Tony Gander <tony.gander@gsp.nsw.gov.au>; Doug Cotton <Doug.Cotton@gsp.nsw.gov.au>
Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Hi Darren,

thankyou for passing on the favourable news. Very much appreciate your and Tony's assistance with this.

Confirming that we have no issues with being able to comply with the conditions that are listed in your email below.

I will pass on the advice to Watpac (contract signed today, and they are due to make a soft start early next week) and have them update and finalise their TMP and other necessary documentation. Once updated, we will issue to you (and staff as listed) for your review.

Thanks again for your assistance. Will be in touch shortly.

Kind Regards,
Aleks

From: Darren Handley <darren.handley@gsp.nsw.gov.au>
Sent: Wednesday, May 1, 2024 11:33 AM
To: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>
Cc: Tony Gander <tony.gander@gsp.nsw.gov.au>; Doug Cotton <Doug.Cotton@gsp.nsw.gov.au>
Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Hi Aleks

I am pleased to provide the approval for the installation of the temporary driveway on Driver Avenue with the following conditions listed below;

- Pre work dilapidation report of the area. – dilapidation survey complete and issued to VNSW via **BWTP-TRANSMIT-000067**
- Communication Plan to be shared with Greater Sydney Parklands Team. – refer to attached **CTPMP capturing**

- Construction vehicles ingress and egress routes should have Moore Park Road as the nominated access point. We do not want construction vehicles entering or exiting from the southern end of Driver Avenue. (include in TMP). – refer to 4.12, 4.14
- Suitable signage needs to be included to make stakeholders aware (include in TMP). – refer to appendix 10.2 showing traffic control plans
- Real value in separating construction traffic from other vehicles. - noted
- Make sure the TMP addresses sufficient sight lines as it is situated on the bend. Safety of vehicles along Driver encountering construction vehicles entering/ exiting. – refer to appendix 10.2 showing traffic control plans
- Construction staff supporting the works are not to park in the areas assigned to gold members car parking as agreed with GSP. – refer to section 6.3 of the CTPMP and also it is included in the contractor's site induction

Please include points above in your plans going forward and once developed please share back with GSP staff included in this email.

Thanks Darren

Darren Handley
 Senior Operations Manager East
[Centennial Parklands](#) | [Greater Sydney Parklands](#)

T 02 9339 6617 0414 967 774

E darren.handley@gsp.nsw.gov.au

Locked Bag 15, Paddington, NSW 2021, Australia

Greater Sydney Parklands acknowledges the Traditional Custodians of the Lands, Waters and Sky of Greater Sydney and pay our respect to all Elders past, present and emerging.

We extend that respect to all Aboriginal and Torres Strait Islander peoples living in Greater Sydney today.



From: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>

Sent: Tuesday, 23 April 2024 10:14 AM

To: Darren Handley <darren.handley@gsp.nsw.gov.au>

Cc: Tony Gander <tony.gander@gsp.nsw.gov.au>

Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Hi Darren,

Thankyou for the update and for following up. Much appreciated.

Regards,
 Aleks

Aleks Kukolj
 Superintendent

M 0400 364 744 | E Aleks.Kukolj@venuesnsw.com

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From: Darren Handley <darren.handley@gsp.nsw.gov.au>
Sent: Tuesday, April 23, 2024 8:20 AM
To: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>
Cc: Tony Gander <tony.gander@gsp.nsw.gov.au>
Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Hi Aleks

Just confirming this has now been added to the papers for Exco meeting on Wednesday 1 May. I will have an answer for you on the day. Apologies for the delay we missed the last meeting by a day.

Thanks Darren

Darren Handley
Senior Operations Manager East
[Centennial Parklands](#) | [Greater Sydney Parklands](#)

T 02 9339 6617 0414 967 774

E darren.handley@gsp.nsw.gov.au

Locked Bag 15, Paddington, NSW 2021, Australia

Greater Sydney Parklands acknowledges the Traditional Custodians of the Lands, Waters and Sky of Greater Sydney and pay our respect to all Elders past, present and emerging.

We extend that respect to all Aboriginal and Torres Strait Islander peoples living in Greater Sydney today.



From: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>
Sent: Friday, 19 April 2024 8:54 AM
To: Darren Handley <darren.handley@gsp.nsw.gov.au>
Cc: Tony Gander <tony.gander@gsp.nsw.gov.au>
Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Hi Darren,

Much appreciated, thanks.

Regards,
Aleks

Aleks Kukolj
Superintendent

M 0400 364 744 | E Aleks.Kukolj@venuesnsw.com

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From: Darren Handley <darren.handley@gsp.nsw.gov.au>
Sent: Friday, April 19, 2024 8:48 AM
To: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>
Cc: Tony Gander <tony.gander@gsp.nsw.gov.au>
Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Morning Aleks

Just an update before the weekend, the proposal has been through our Planning and Property Teams and has now progressed to our Executive Team for the final approval. I am hoping to come back to you early next week. I am working at Parramatta Monday and Tuesday and my time will be limited but when I get an answer back I will advise.

Thanks Darren

Darren Handley
Senior Operations Manager East
[Centennial Parklands](#) | [Greater Sydney Parklands](#)

T 02 9339 6617 0414 967 774

E darren.handley@gsp.nsw.gov.au

Locked Bag 15, Paddington, NSW 2021, Australia

Greater Sydney Parklands acknowledges the Traditional Custodians of the Lands, Waters and Sky of Greater Sydney and pay our respect to all Elders past, present and emerging.

We extend that respect to all Aboriginal and Torres Strait Islander peoples living in Greater Sydney today.



From: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>
Sent: Tuesday, 16 April 2024 2:57 PM
To: Darren Handley <darren.handley@gsp.nsw.gov.au>
Cc: Tony Gander <tony.gander@gsp.nsw.gov.au>
Subject: Re: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Thanks Darren, much appreciated.

Please reach out if you have any questions.

Kind Regards,
Aleks

Regards,
Aleks

Aleks Kukolj
Superintendent

M 0400 364 744 | E Aleks.Kukolj@venuesnsw.com

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From: Darren Handley <darren.handley@gsp.nsw.gov.au>
Sent: Tuesday, April 16, 2024 11:57:00 AM
To: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>
Cc: Tony Gander <tony.gander@gsp.nsw.gov.au>
Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Thanks Aleks

I will progress internally and come back to you.

Thanks Darren

Darren Handley
Senior Operations Manager East
[Centennial Parklands](#) | [Greater Sydney Parklands](#)

T 02 9339 6617 0414 967 774

E darren.handley@gsp.nsw.gov.au

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From: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>
Sent: Monday, 15 April 2024 5:28 PM
To: Darren Handley <darren.handley@gsp.nsw.gov.au>
Cc: Tony Gander <tony.gander@gsp.nsw.gov.au>
Subject: FW: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Hi Darren,

Apologies, it has been a while since we last communicated in relation to the carpark project. Unfortunately, there was a delay with the execution of the contract with Watpac – to align with having the alternative members carparking solution agreed (which has now been agreed). As a result I have held off from submitting formally the below proposal.

I am reaching out as a follow up to our last meeting on site where we suggested that we would be proposing to introduce a temporary second driveway into the western side of MP1 from Driver Avenue for the period of construction of the carpark project.

I am preparing this proposal on our & Watpac's behalf. Our proposal requests the approval to introduce a temporary vehicle driveway on Driver Ave, to the left of the existing billboard. See attached mark-up. The temporary driveway is proposed for construction vehicles to enter the site only, with egress remaining at the existing driveway entry further around Driver Ave (adjacent to the NRL building). We anticipate the temporary driveway width to be 6m.

The additional entry point will benefit the project by providing faster vehicle movement in and out of the site, meaning faster disposal of spoil and rock excavation, and ultimately, a faster project completion. In addition, for the period in time in which the east carpark remains as member parking (ie until June 2024), the temporary construction driveway will assist in alleviating the interface safety concerns previously communicated.

Venues NSW would obviously be paying for all costs associated with creating the layback in the kerb, driveway across the footpath to Venues NSW land, temporary adjustment to any services / utilities, and then subsequently reinstating the existing condition upon completion of the carpark project works. We have already had discussions with the project Arborist and have ascertained that the location as per the attached mark-up is appropriate considering the adjoining trees and tree roots.

We are seeking Greater Sydney parklands review and comment on our proposal – with the aim eventually to seek endorsement / approval. Should the proposal be acceptable to GSP, we would be preparing a formal Traffic Management Plan, as well as detailed design of the temporary driveway.

Happy to meet to discuss further, provide you with any other additional information you may need to complete your review, and to discuss next steps should the conclusion of your review provide a successful outcome for the proposal.

Thanks again,
Aleks

Aleks Kukolj
Superintendent

M 0400 364 744 | E Aleks.Kukolj@venuesnsw.com

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From: Nicholas Papanikolaou <npapanikolaou@besixwatpac.com>

Sent: Tuesday, February 27, 2024 7:41 AM

To: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>

Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Aleks,

Please see attached mark up to go with the submission to GSP.

Please let me know if you need anything else for this submission.



Nicholas Papanikolaou

Project Manager

M 0408 932 188

25 Hickson Road, Barangaroo
Sydney NSW 2000



From: Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>

Sent: Friday, February 23, 2024 10:21 AM

To: Darren Handley <darren.handley@gsp.nsw.gov.au>; Nicholas Papanikolaou <npapanikolaou@besixwatpac.com>

Cc: Shane Helson <shelson@besixwatpac.com>; Tony Gander <tony.gander@gsp.nsw.gov.au>

Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Caution: This email originated from outside the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Darren,

Of course, I'll prepare something and issue shortly.

Regards,
Aleks

Aleks Kukolj
Superintendent

M 0400 364 744 | E Aleks.Kukolj@venuesnsw.com

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From: Darren Handley <darren.handley@gsp.nsw.gov.au>

Sent: Friday, February 23, 2024 7:58 AM

To: Nicholas Papanikolaou <npapanikolaou@besixwatpac.com>; Aleks Kukolj <Aleks.Kukolj@venuesnsw.com>

Cc: Shane Helson <shelson@besixwatpac.com>; Tony Gander <tony.gander@gsp.nsw.gov.au>

Subject: RE: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Hi Nicholas

Thank you for the detail.

[@Aleks Kukolj](#) could I please ask that you detail the email back to myself to present a clearer picture. When I present this to our Executive I want it to be clear that I am dealing directly with Venues and not their principal contractor. The information is all very clear but I want to share it with our Security and Ranger Team so please send as a Venues request.

Thanks Darren

Darren Handley
Senior Operations Manager East
[Centennial Parklands](#) | [Greater Sydney Parklands](#)

T 02 9339 6617 0414 967 774

E darren.handley@gsp.nsw.gov.au

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From: Nicholas Papanikolaou <npapanikolaou@besixwatpac.com>

Sent: Thursday, 22 February 2024 3:10 PM

To: Darren Handley <darren.handley@gsp.nsw.gov.au>; Tony Gander <tony.gander@gsp.nsw.gov.au>

Cc: Shane Helson <shelson@besixwatpac.com>

Subject: Introduction of Precinct Village & Carpark Main Works Contractor (Watpac) to GSP - Proposed Construction Vehicle Crossing

Darren / Tony,

Thanks for your time yesterday was lovely to meet you and looking forward to working with you as we deliver the new Carpark at Moore Park.

As discussed we seek to obtain Greater Sydney Park Lands approval for the construction of a new construction driveway / layback on Driver Avenue as per the attached location.

The benefits of the inclusion of this new layback will be:

- Reduced traffic the interaction at existing members Carpark entry as the new layback will enable construction vehicles to enter separately to that Carpark location
- New layback will facilitate an accelerated construction process
- Provide additional safety for pedestrians in the area due to the reduction of vehicle movements at the one location
- Location of main logistics areas away from key sensitive receivers

As part of this work BesixWatpac propose:

- Construction of the layback in accordance with City of Sydney guidelines (refer attached for your reference)
- Upon investigation works we will complete any protection of existing in ground services as required by the relevant services authority

- Reinstatement of footpath and Driver Avenue following completion to as a minimum align with current condition

Additionally as requested please see attached renders for your information.

If there is anything else you need at the moment in your review of our proposed new layback please let me know.

Thanks,
Nick



Nicholas Papanikolaou

Project Manager

M 0408 932 188

25 Hickson Road, Barangaroo
Sydney NSW 2000



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