

Central Barangaroo Early Works Stage 1 Construction Pedestrian and Traffic Management Plan



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Aqualand B Development Holding Pty Ltd

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1 Introduction

Stantec was commissioned by Aqualand to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) to support Stage 1 Early Works at Central Barangaroo, Sydney NSW 2000.

This report provides an overview of the expected construction works for the purpose of a CPTMP and assesses Condition C22.

C22: Construction Pedestrian and Traffic Management Plan Sub-Plan

Prior to the commencement of any earthwork or construction, the Applicant must submit to the satisfaction of the Secretary a final Construction Pedestrian and Traffic Management Plan Sub-Plan (CPTMP), prepared in consultation with the Sydney Coordination Office within TfNSW. The CPTMP needs to specify matters including, but not limited to, the following:

- (a) a description of the Development;*
- (b) location of any proposed work zone(s);*
- (c) details of crane arrangements including location of any crane(s) and crane movement plan;*
- (d) haulage routes;*
- (e) proposed construction hours;*
- (f) predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;*
- (g) construction vehicle access arrangements;*
- (h) construction program and construction methodology, including any construction staging;*
- (i) a detailed plan of any proposed hoarding and/or scaffolding;*
- (j) measures to avoid construction worker vehicle movements within the precinct;*
- (k) consultation strategy for liaison with surrounding stakeholders, including other Developments under construction;*
- (l) identify any potential impacts to general traffic, cyclists, pedestrians, bus services within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures must be clearly identified and included in the CPTMP; and*
- (m) identify the cumulative construction activities of the Development and other projects within or around the Development site. Proposed measures to minimise the cumulative impacts on the surrounding road network must be clearly identified and included in the CPTMP.*

This CPTMP examines the impacts of construction works on the surrounding transport network and details the proposed construction traffic management measures to ensure that Stage 1 Early Works can be accommodated by the surrounding road network.

This report has been reviewed by engineers who hold the SafeWork NSW Traffic Control Work – Prepare Work Zones Training Card. Details of the accredited engineers are provided below.

- Dave Salangsang – Authorisation No. (TCT1055006).



1.1 Relevant Legislation and Guidelines

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

- Traffic Control at Work Sites Technical Manual, TfNSW, February 2022
- Australian Standards AS1742.3:2019 'Manual of Uniform Traffic Control Devices – Traffic control for works on roads'
- Austroads Guide to Temporary Traffic Management Series (2021)
- Other documents and data as referenced in this report.

2 Existing Conditions

2.1 Site Description

The site is located in Central Barangaroo (Lot 52 of DP 1213772), which forms part of the wider Barangaroo Precinct comprising a total area of 22 ha. It is located in the north-western edge of Sydney CBD and falls within City of Sydney Local Government Area (LGA). Barangaroo Precinct interfaces with Hickson Road in the east, the foreshore in the west, Walsh Bay to the north and Darling Harbour in the south.

The construction works are for the early works associated with the future development of Central Barangaroo, which is approximately 5.2 hectares and located between Barangaroo South and Barangaroo Reserve. The early works proposed as part of this stage includes, archaeological investigations and site establishment. The location of the site in the surrounding context is illustrated in Figure 1 and Figure 2.

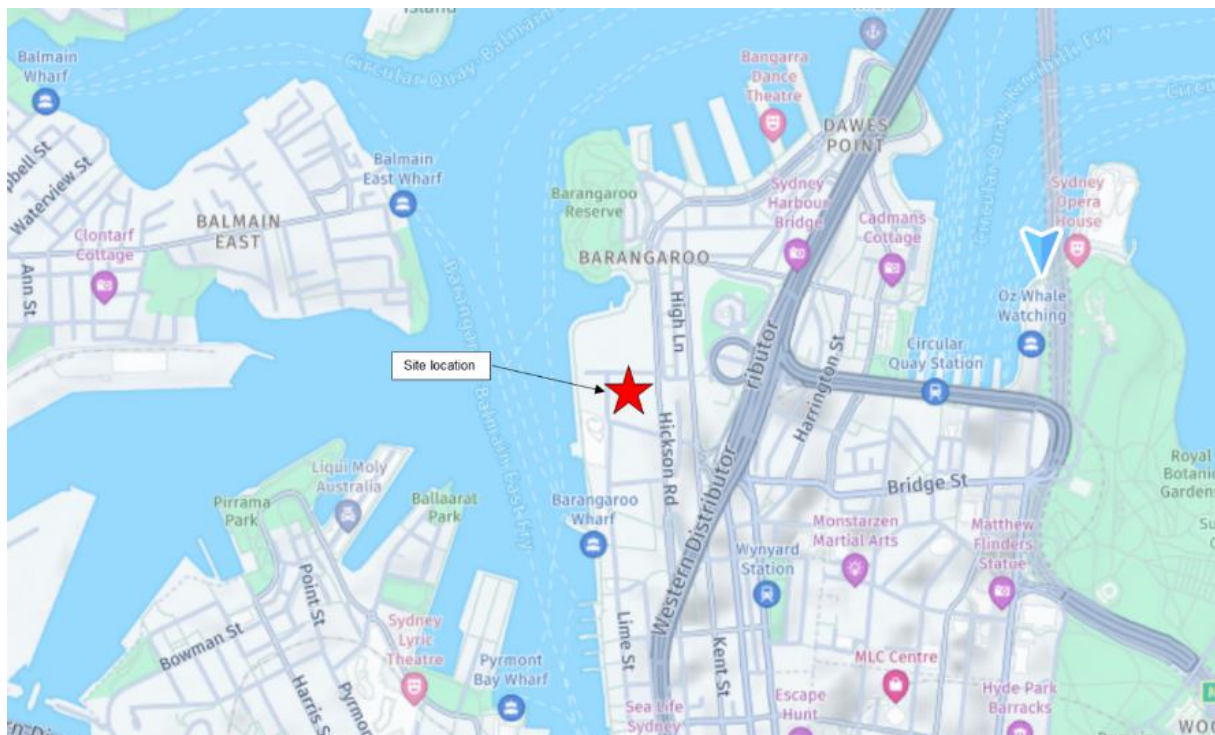


Figure 1: Subject site and its environs

Base image source: Nearmap



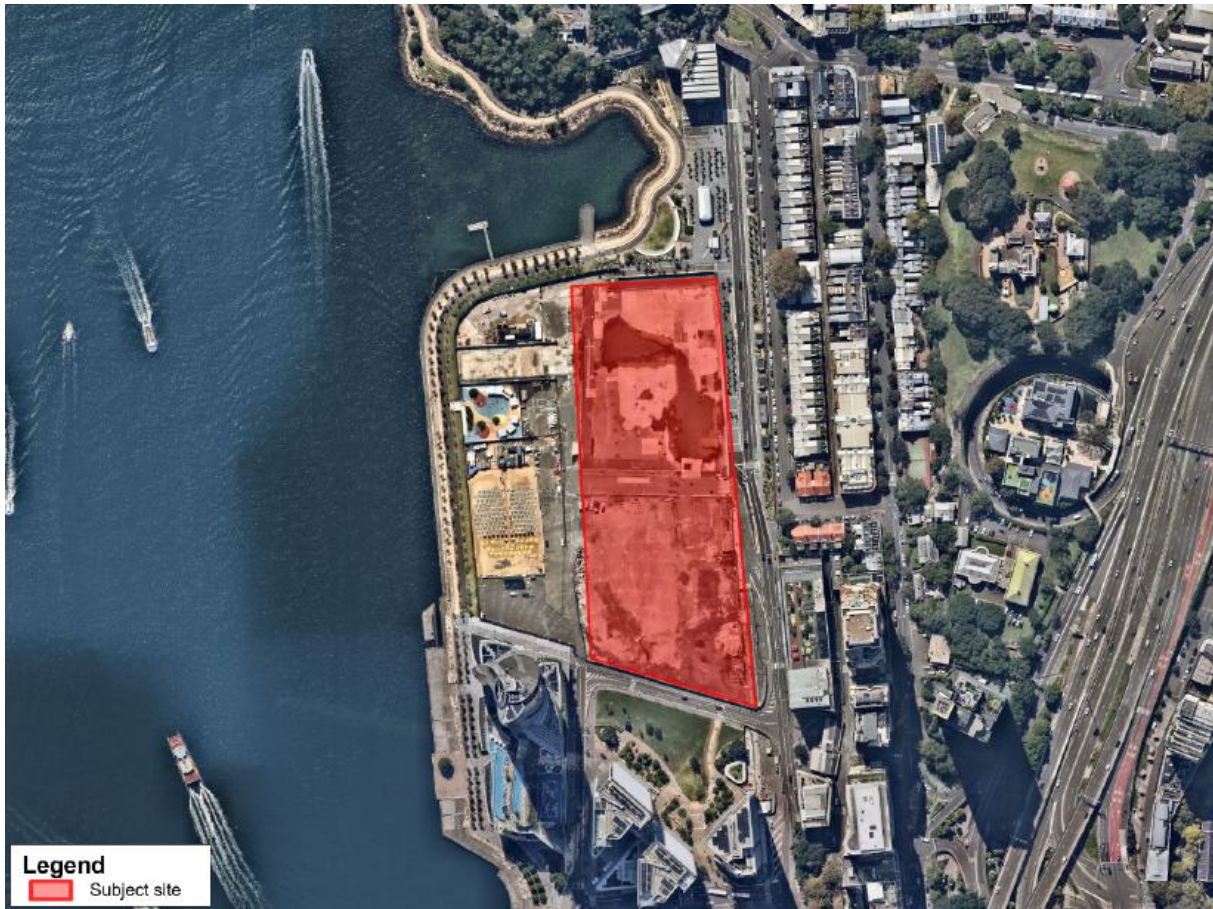


Figure 2: Aerial view

Base image source: Nearmap (image dated 3/4/2025)

2.2 Surrounding Road Network

2.2.1 Road Hierarchy

Roads are classified according to the functions they perform. The main purpose of defining a road's functional class is to provide a basis for establishing the policies which guide the management of the road according to their intended service or qualities.

In terms of functional road classification, State roads are strategically important as they form the primary network used for the movement of people and goods between regions, and throughout the State. Transport for NSW (TfNSW) is responsible for funding, prioritising and carrying out works on State roads. State roads generally include roads classified as freeways, state highways, and main roads under the Roads Act 1993, and the regulation to manage the road system is stated in the Australian Road Rules.

TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility to high accessibility and low mobility. These road classes are:

- Arterial Roads – Controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.

- Sub-Arterial Roads – Managed by either Council or TfNSW under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a sub region or provide connectivity from arterial road routes (regional links).
- Collector Roads – Provide connectivity between local sites and the sub-arterial road network and typically carry between 2,000 and 10,000 vehicles per day.
- Local Roads – Provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

2.2.2 Surrounding Road Network

The surrounding road network includes Hickson Road to the east, and Barton Street and Barangaroo Avenue to the south with characteristics of each summarised in Table 1.

Table 1: Surrounding Road Network

Road	Classification	Description
Hickson Road	Sub-Arterial Road	• Orientated in a north-south direction • One travel lane in each direction set within an 8 to 19-metre-wide carriageway • Kerbside parking is generally not permitted • Posted speed limit of 40 kilometres per hour
Sussex Street	Sub-Arterial Road	• Orientated in a north-south direction, becoming Hickson Road north of Napoleon Street • One or two travel lanes in each direction set within a 11-metre-wide carriageway • Kerbside parking generally not permitted • Posted speed limit of 40 kilometres per hour
Napoleon Street/ Margaret Street	Local Road	• Generally orientated in an east-west direction intersecting with Hickson Road/Sussex Street to the west • One or two travel lanes in each direction set within a 9 to 10-metre-wide carriageway • Kerbside parking not permitted • Posted speed limit of 40 kilometres per hour
Kent Street	Local Road	• Orientated in a north-south direction intersecting with Margaret Street and provides northbound access to Sydney Harbour Bridge • One or two travel lanes in each direction set within a 9 to 10-metre-wide carriageway • Kerbside parking is permitted north of Napoleon Street/Margaret Street • Posted speed limit of 40 kilometres per hour
York Street	Local Road	• Orientated in a north-south direction intersecting with Margaret Street and a key southbound exit into the CBD from Sydney Harbour Bridge • Up to five travel lanes in the southbound direction only set within a up to 18-metre-wide carriageway • Kerbside parking not permitted • Posted speed limit of 40 kilometres per hour



Road	Classification	Description
Barton Street	Local Road	- Orientated in an east-west direction intersecting with Hickson Road to the east and Barangaroo Avenue to the west - One travel lane in each direction set within a 6.5-metre-wide carriageway - Kerbside parking not permitted - Posted speed limit of 40 kilometres per hour
Barangaroo Avenue	Local Road	- Orientated in a north-south direction intersecting with Barton Street to the north - One travel lane in each direction set within a 6.5-metre-wide carriageway - Kerbside parking not permitted - Posted speed limit of 40 kilometres per hour

2.3 Public Transport

The site is extremely well-positioned with access to a variety of existing public transport services including ferry, heavy rail train and metro, light rail and bus services.

The surrounding public transport network is summarised in Table 2 and shown in Figure 3.

Table 2: Surrounding public transport services

Service	Route (s)	Stops	Frequency
Train	- T1 – North Shore and Western Line - T2 – Inner West and Leppington Line - T3 – Bankstown Line - T4 – Eastern Suburbs and Illawarra Line - T8 – Airport Line - T9 – Northern Line - CCN – Central Coast and Newcastle Line - SCO – South Coast Line	Greater Sydney, Inner West, Northern Sydney, Western Sydney, North Shore, South West Sydney, Eastern Suburbs, Central Sydney, Central Coast, Newcastle, South Coast	Frequent services
Bus	100, 120, 194, 243, 246, 249, 251, 252, 253, 261, 270, 271, 273, 274, 285, 288, 290, 292, 293, 294, 297, 311, 320, 324, 325, 594, 165X, 168X, 170X, 171X, 172X, 173X, 174X, 176X, 177X, 180X, 181X, 190X, 194X, 270X, 607X, 610X, 613X, 614X, 615X, 616X, 620X, 642X, 652X, B1, BN1, N90, N91, N92, 12T1, 15T1, 16T1, 20T1, 21T1, 22T1, 23T1, 75T1, 78T1	Greater Sydney, Inner West, Northern Sydney, Western Sydney, North Shore, South West Sydney, Eastern Suburbs, Central Sydney	Frequent services
Ferry	- F3 – Parramatta River - F4 – Pyrmont Bay - F10 – Blackwattle Bay	Parramatta, Meadowbank, Drummoyne, Barangaroo, Circular Quay, Balmain East, Milsons Point, Black Wattle Bay	30 minutes
Light Rail	- L2 – Randwick Line - L3 – Kingsford Line	Randwick, Circular Quay, QBV, Town Hall, Surry Hills, Moore Park, UNSW, Kingsford, Chinatown	8-15 minutes
Metro	M1 Metro Northwest and City & Southwest Line	Crows Nest, Victoria Cross Station, Barangaroo, Martin Place, Gadigal, Central Station	4 minutes (peak hour), 5 or 10 minutes (non-peak hour)



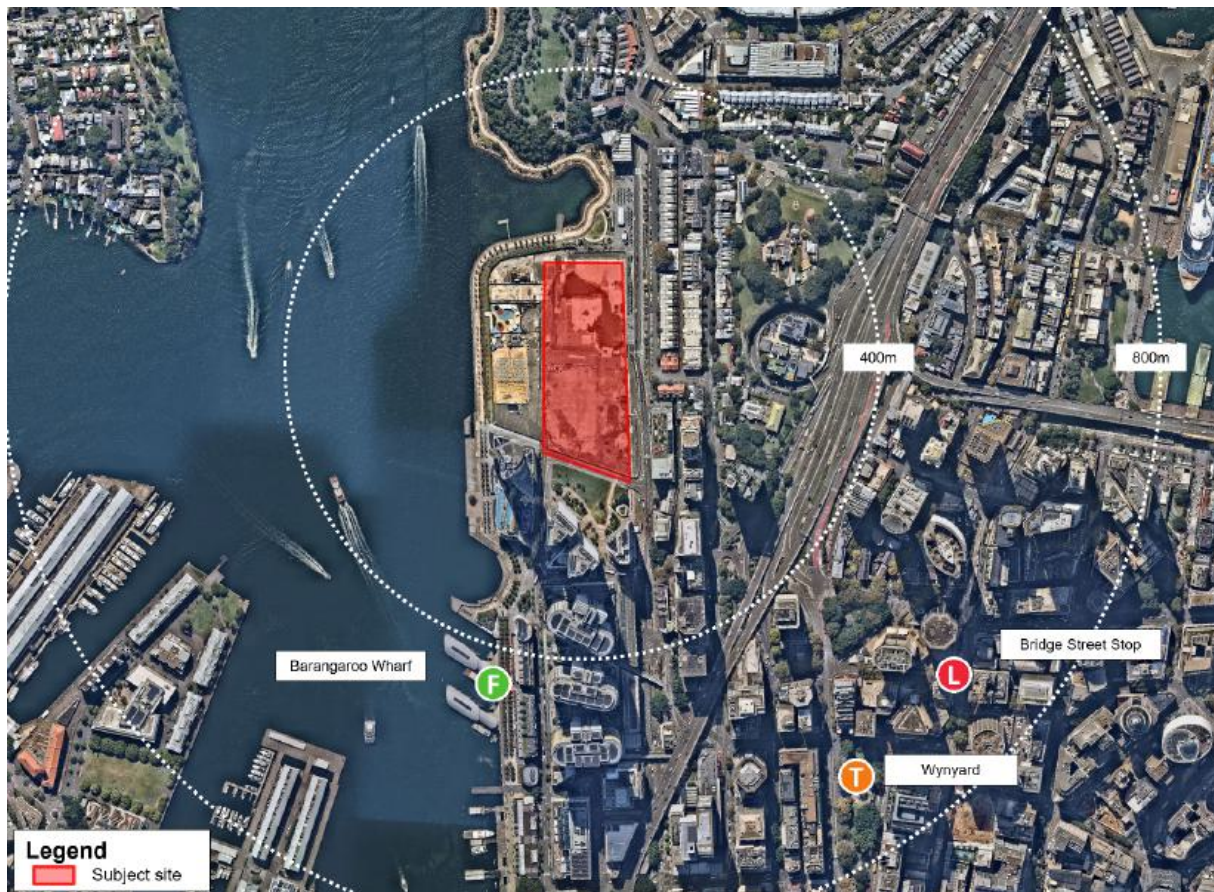


Figure 3: Surrounding public network map

Base image source: Nearmap (image dated 3/4/2025)

2.4 Cycling and Pedestrian Infrastructure

The site is well-connected in terms of active transport infrastructure. Pedestrian footpaths are located on both sides of Barangaroo Avenue, Barton Street, Hickson Road and all surrounding roads. In addition, there is a continuous foreshore path between Barangaroo Reserve and Darling Harbour. Additionally, there are several midblock and signalised crossing points near the site. there is also a dedicated bicycle lane running along Hickson Road on the northern side.

Off-road shared paths exist adjacent to the site along the Darling Harbour foreshore. Other separated off-road paths are provided near the site as shown in Figure 4.

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Figure 4: Surrounding Bicycle Network Map

Base image source: Sydney cycling map - City of Sydney, Published 30 June 2025

3 City of Sydney Standard Requirements

The City of Sydney's standard requirements for Construction Traffic Management Plan can be seen in Appendix A.

This Construction Pedestrian and Traffic Management Plan has been prepared to align with the standard requirements, and the applicant/contractor will follow and adhere to these standard requirements at all times during the demolition and excavation works, along with the activities outlined in the following sections.



4 Overview of Construction Activities

4.1 Project Overview & Programme

This section provides an overview of the Stage 1 Early Works associated with the future mixed-use development within Central Barangaroo (refer to Barangaroo Concept Plan approval MP06_0162). Specifically, the works are associated with site establishment and associated remediation and archaeological excavations.

The duration of the construction works, as it pertains to the Early Works, is expected to be approximately 6.5 months, commencing in early April 2026 and completion in October 2026. A detailed construction programme is included in Appendix B.

The Stage 1 Early Works site layout provided by Aqualand is illustrated in Figure 5. A detailed construction methodology and proposed staging is included in Appendix B.

Central Barangaroo - Heritage and Salvage Works - Site Layout

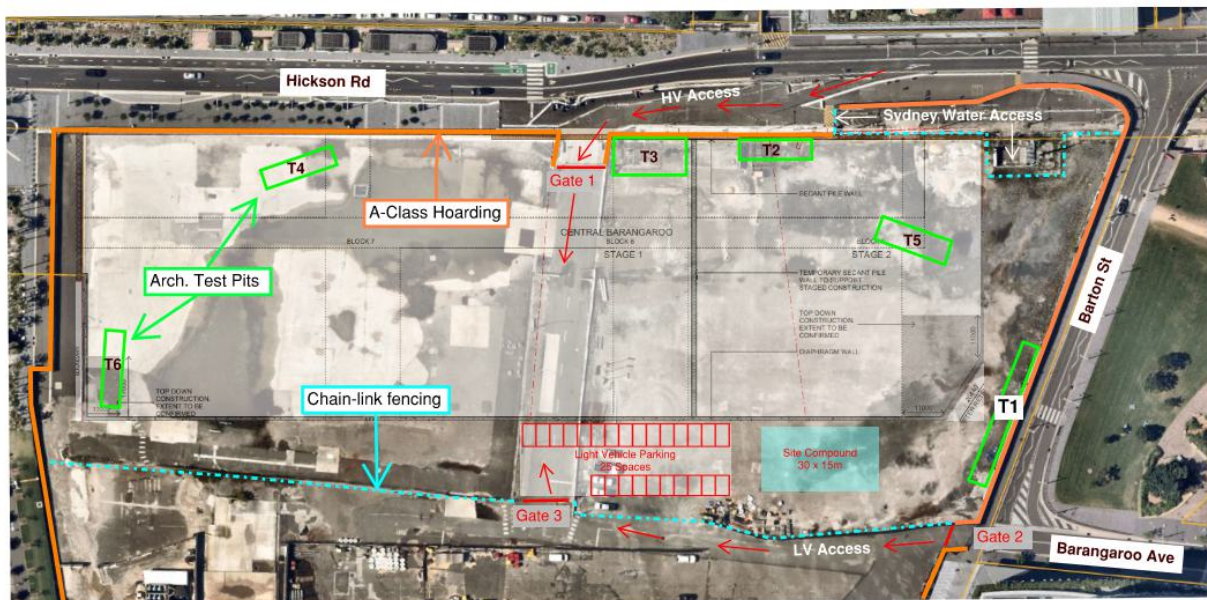


Figure 5: Central Barangaroo – Heritage and Salvage Works – Site Layout

Image source: Aqualand, Construction Programme

4.2 Site Contact Details

The nominated site contact details will be provided prior to the commencement of construction.

4.3 Work Hours

It is expected that the early works will be carried out between the following hours:

- Monday to Friday: 7:00am and 6:00pm
- Saturday: 7:00am and 5:00pm
- Sunday and Public Holidays: no work.



The appointed contractor will be responsible for instructing and controlling all subcontractors regarding the hours of work. Any work outside the approved construction hours would be subject to specific prior approvals.

4.4 Number of Construction Workers

The expected number of construction workers on site for the Stage 1 Early Works is expected to be up to 30 workers on-site at any given time during these construction activities, with appropriate on-site offices/facilities to be provided and capable of accommodating up to 50 workers.

4.5 Construction Site Access

Heavy Vehicle access to the site during the Stage 1 Early Works will be via Gate 1 located along Hickson Road. This gate operates as the central entrance and exit for the site. Noting that all loading will occur on-site. Gate 1 will allow left-turn movements from Hickson Road onto the Site and right-turn movements to Hickson Road from the Site.

Light vehicle access to the site will be via Gate 2 located on Barton Street and Gate 3 along Barangaroo Avenue. The vehicle access arrangements are shown in Figure 6.

It should be noted that the access points shown in Figure 6 are specific to the Stage 1 Early Works (archaeological and site establishment) only and are subject to change for future construction stages. Those stages will be documented through a separate CTMP and submission.

An indicative Traffic Guidance Scheme is detailed in Appendix C and reflects the appropriate on-street signage.

Appendix D details the construction vehicle swept path assessments for the proposed site establishment.

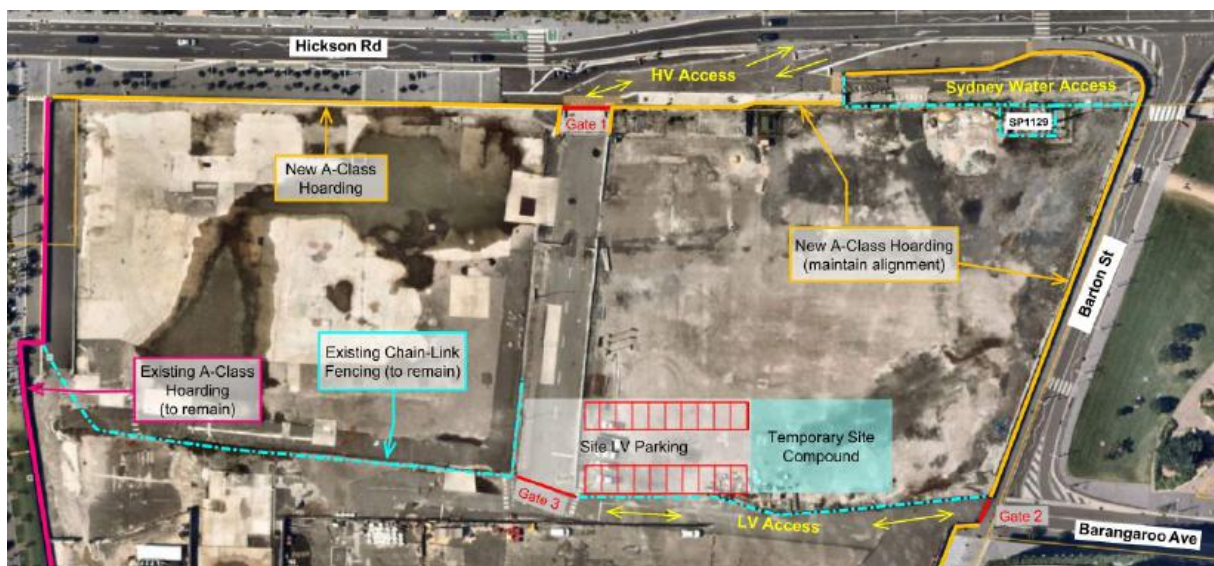


Figure 6: Construction Site Access Arrangements

Image source: Aqualand (file: Central Barangaroo – Early Works Staging (*Preliminary Works – Site Establishment*))

Accredited traffic controllers will be positioned at all active site accesses to manage traffic and pedestrian movements when construction vehicles are entering/exiting the site. The traffic controller will not stop through traffic on the adjacent public roads to make way for exiting construction vehicles. Construction vehicles will wait for an appropriate gap in through traffic when exiting the site.

Queuing or marshalling of construction vehicles is not permitted on public streets, noting there is expected to be sufficient marshalling area within the site or Hickson Road compound to accommodate any such demand. A booking and call-up procedure would also be put in place to manage arrivals.

4.6 On-Street Works Zone

No on-street work zones are required or proposed during the Stage 1 (archaeological and site establishment) Early Works phase.

4.7 Crane Arrangements

The use of cranes in the initial Stage 1 (archaeological and site establishment) Early Works Phase will be limited to vehicle mounted cranes only, no tower crane(s) are required or proposed during this stage. The vehicle mounted cranes will be used to lift and place the portable site accommodation buildings and for other miscellaneous equipment and material deliveries.

4.8 Construction Staff Parking

There will be limited on-site temporary parking provided. As far as practical, the limited on-site parking will cater for workers with equipment / tools that need to be transported. On-street parking will also be discouraged. Given the site's proximity to high frequency and wide-ranging public transport services, workers will be encouraged to use public transport to access the site where practical. During site induction, workers will be informed of the available public transport services. Appropriate arrangements will be made for any equipment/tool storage and drop-off requirements.

4.9 Construction Vehicle Types and Traffic Volumes

For Stage 1 (archaeological and site establishment) Early Works phase, the largest construction vehicle anticipated to access the site will be up to 8.8m MRVs.

Depending on the stage of the project, the daily peak number of construction vehicles may vary. The estimated peak vehicle volume for this phase is as approximately 15 vehicles per day, which if evenly spread out across a 10-hour day, will amount to approximately 1-2 construction vehicles every hour.

In reference to the current traffic volumes expected on Hickson Road, the peak hourly construction traffic is relatively minimal as compared to the peak hourly background traffic. Construction vehicle volumes will be minimised/avoided during peak hours where possible. Furthermore, given the expected low construction traffic volumes, the construction traffic is not anticipated to adversely impact the operation of the surrounding road network.



4.10 Construction Vehicle Routes

Truck movements will be restricted to designated routes and confined to the State and Regional roads where possible. Truck routes to/from the site have been identified with the aim of minimising the impact of construction traffic on surrounding sites near the Central Barangaroo site. Truck drivers will be advised of the designated routes during the site induction. The directional distribution and assignment of traffic generated by the construction works will be influenced by several factors, particularly the origin/destination of materials, configuration of access points to the site and the surrounding arterial road network.

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. It is anticipated that concrete would be delivered from batching plants located in Artarmon (north of the site), Blackwattle Bay (west of the site), and/or St Peters (south of the site).

Noting any vehicles over 12.5 metre HRVs will be restricted to using Hickson Road/ Sussex Street to/from the Western Distributor on and off ramps at Market Street and King Street respectively. Permits must be sought from the City of Sydney for any one-off deliveries with these larger vehicles if the use of any other roads in the CBD area is required.

The construction vehicle routes are detailed below and shown in Figure 7 and Figure 8. These are proven routes used for all other construction activities in the Barangaroo precinct to-date.

Approach Routes

- North: Harbour Bridge, Western Distributor, York Street, Margaret Street, Napoleon Street, Sussex Street, Hickson Road.
- South/West: Victoria Road, Western Distributor, Sussex Street, Hickson Road.
- South/East: Eastern Distributor, Cross City Tunnel, Wheat Road, Shelley Street, Erskine Street, Sussex Street, Hickson Road.

Departure Routes

- North: Hickson Road, Napoleon Street, Kent Street, Western Distributor, Harbour Bridge.
- West: Hickson Road, Sussex Street, Western Distributor, Victoria Road.
- South: Hickson Road, Sussex Street, King Street, Elizabeth Street, St James Road, Macquarie Street, Eastern Distributor.



Central Barangaroo Early Works Stage 1, Construction Pedestrian and Traffic Management Plan

4 Overview of Construction Activities



Figure 7: Construction vehicle approach routes

Base image source: Metromap

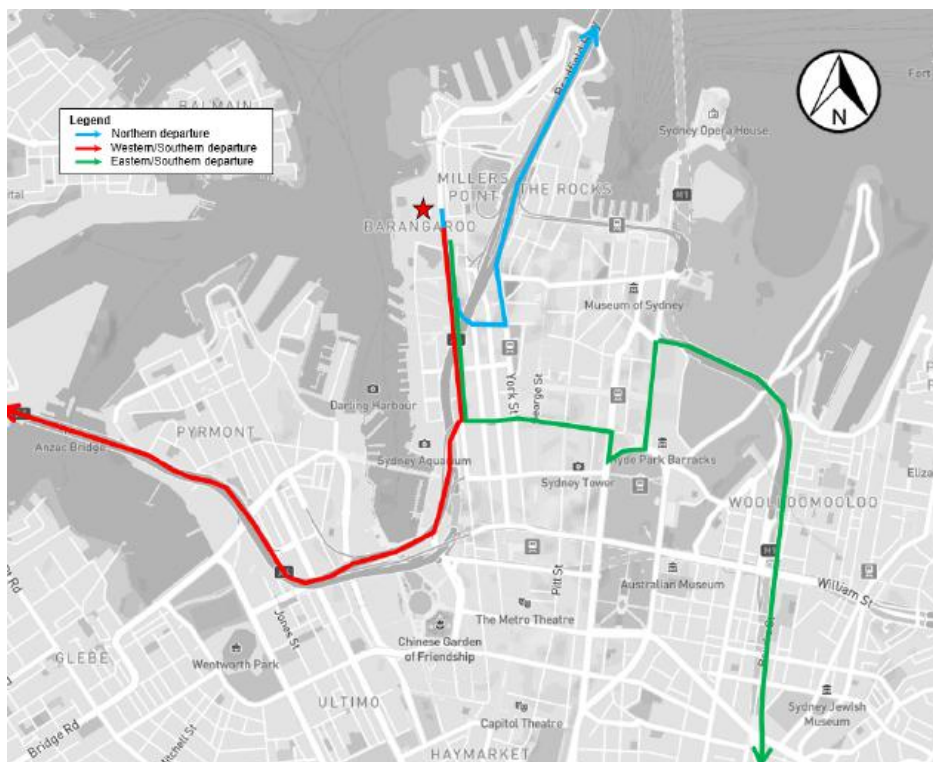


Figure 8: Construction vehicle departure routes

Base image source: MetroMap



5 Construction Traffic Management

5.1 Traffic Guidance Schemes

Detailed information for work site operations is contained in the Traffic Control at Work Sites Technical Manual (TfNSW, 2022). The control of traffic at work sites must be undertaken with reference to SafeWork requirements and any other relevant Workplace Health and Safety manuals.

Traffic Guidance Schemes (TGS) (also known as Traffic Control Plans), should include the following considerations:

- Construction vehicle activity, including the loading/unloading of trucks to be conducted within the work site
- Accredited traffic controllers positioned at all active site access points
- Pedestrians and all passing vehicles will maintain priority
- Clear definition of the work site boundary to be provided by erection of Class A/B hoardings around the site boundaries including the frontage on Hickson Road, with addition of Jersey Kerbs where necessary.
 - o The proposed hoarding location around the site is illustrated in Figure 5.
- All signage will be clean, clearly visible and not obscured
- All construction vehicle activity will be minimised during peak periods, where possible.

From a road safety perspective, it is expected that 'Trucks', 'Workers', 'Prepare to Stop' and Traffic Controller signs will be installed on approach to the active access points along Hickson Road. Given all construction movements will be along Hickson Road near the site and other intersections leading up to the arterial road network are signalised, warning signs are not necessary at these locations, consistent with historical conditions as Barangaroo has been developed.

5.2 Traffic and Parking Impact

Given the expected low construction traffic volumes, it is anticipated that the construction traffic due to the Stage 1 Early Works (archaeological and site establishment) will have a minor impact on the surrounding road network. As discussed in Section 4.8 there will be limited parking for construction workers, generally reserved for workers transporting equipment and tools. Construction workers will also be discouraged to park on the surrounding roads. Workers will be encouraged to use alternative modes of transport to travel to/from the site with a tool storage area to be provided on-site to allow workers to travel with ease via public transport. During the site induction, workers will be notified not to travel to site via private vehicles, as far as practical. As such the construction activities are expected to have minimal impact on on-street parking.

5.2.1 Cumulative Traffic Impact

Active construction sites near the subject site include the following projects:

- Barangaroo Metro Station – completed in 2024
- One Sydney Harbour – completed early 2025
- Hickson Road Restoration and Renewal
- Walsh Bay Arts Precinct



- Cutaway fit-out for an art venue.

The cumulative impacts of the Stage 1 Early Works (archaeological and site establishment) and the surrounding development construction is expected to have a minor impact on the surrounding road network. As shown above, the major construction projects surrounding the site have now been completed, including Barangaroo Metro Station and One Sydney Harbour. The cumulative impact would also be managed to ensure that the additional 15 vehicles per day generated by the early works would not materially impact the surrounding road network.

5.2.2 Traffic Movements in Adjoining Council Areas

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

5.3 Emergency Vehicle Access

The construction works are not expected to have any adverse impact on access to the wider precinct/buildings. Therefore, access to the subject site and adjacent buildings by emergency vehicles would not be affected by the works as road frontages would not be constrained or delayed. Emergency protocols on the site would include a requirement for suitably accredited site personnel to assist with emergency access from the street.

Consequently, any potential impacts on emergency access would be managed throughout the works.

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

5.4 Public Transport Impact

The construction activities are not expected to impact existing public transport services near the site. All works will be contained within the site boundary or Hickson Road compound. There are existing bus routes that service Hickson Road. However, construction vehicles turning to/from Hickson Road will do so under normal road rules, giving way to through traffic (including buses) and cyclists.

5.5 Pedestrian and Cyclist Impact

The works for Sydney Metro has been completed in 2024. As such, it is important to maintain pedestrian movement along Hickson Road, while maintaining site security and safety for the general public. The site will be fenced off to restrict access for construction vehicles and staff only. Type A hoarding will be used to enclose the site along the frontage on Hickson Road. Accredited traffic controllers will manage interaction of pedestrians with construction vehicles if necessary.

The bicycle path along the eastern side of Hickson Road will be unaffected and maintained throughout the duration of construction.

The impact on pedestrian and cycling activity on the south side is anticipated to be minimal with the proposed arrangements as noted above.



5.6 Other Considerations

5.6.1 Truck Operations

All construction heavy vehicle drivers will be made aware of the following rules:

- All drivers are to follow NSW road rules at all times.
- All loose materials are to be covered entirely and secured.
- Any emergencies (i.e. road deposits caused by site vehicles) shall be communicated to the lead contractors.
- Any road deposits caused by site vehicles shall be removed at the expense of the contractor.
- Drivers are to follow the proposed haulage routes.
- Drivers must ensure that the vehicles do not create unreasonable noise or vibration.

5.6.2 Site Induction

All workers will be required to undertake a site induction before commencing work. The induction will include, but is not limited to:

- General policies and procedures
- Approved Work Hours
- Emergency procedures
- OH&S policies and requirements
- Driver protocols
- Permitted construction vehicle routes
- Key personnel contact details
- Limited parking arrangements
- Travel options.

5.7 Site Inspections and Record Keeping

The construction work would be monitored to ensure that it proceeds as set out in the Construction Management Plan prepared by the appointed contractor. 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.



5.8 Work Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and covered by adequate and appropriate insurances. All traffic control personnel will be required to hold SafeWork NSW accreditation in accordance with the 'Traffic Control at Work Sites' manual.

5.9 Consultation Strategy

A consultation strategy for liaison with surrounding stakeholders will be undertaken by the appointed contractor and representatives and will consist of:

- Letter drop 14 days prior to any implementation of temporary traffic control measures.
- Direct consultation with Council, TfNSW, NSW Police, Fire and Rescue NSW and Ambulance NSW.

Appendices



Appendix A City of Sydney Standard Requirements



City of Sydney Council

Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at **(Headland Park and Barangaroo Central, Hickson Road, Barangaroo (Lot 52 of DP 1213772), SSD-39587022)**

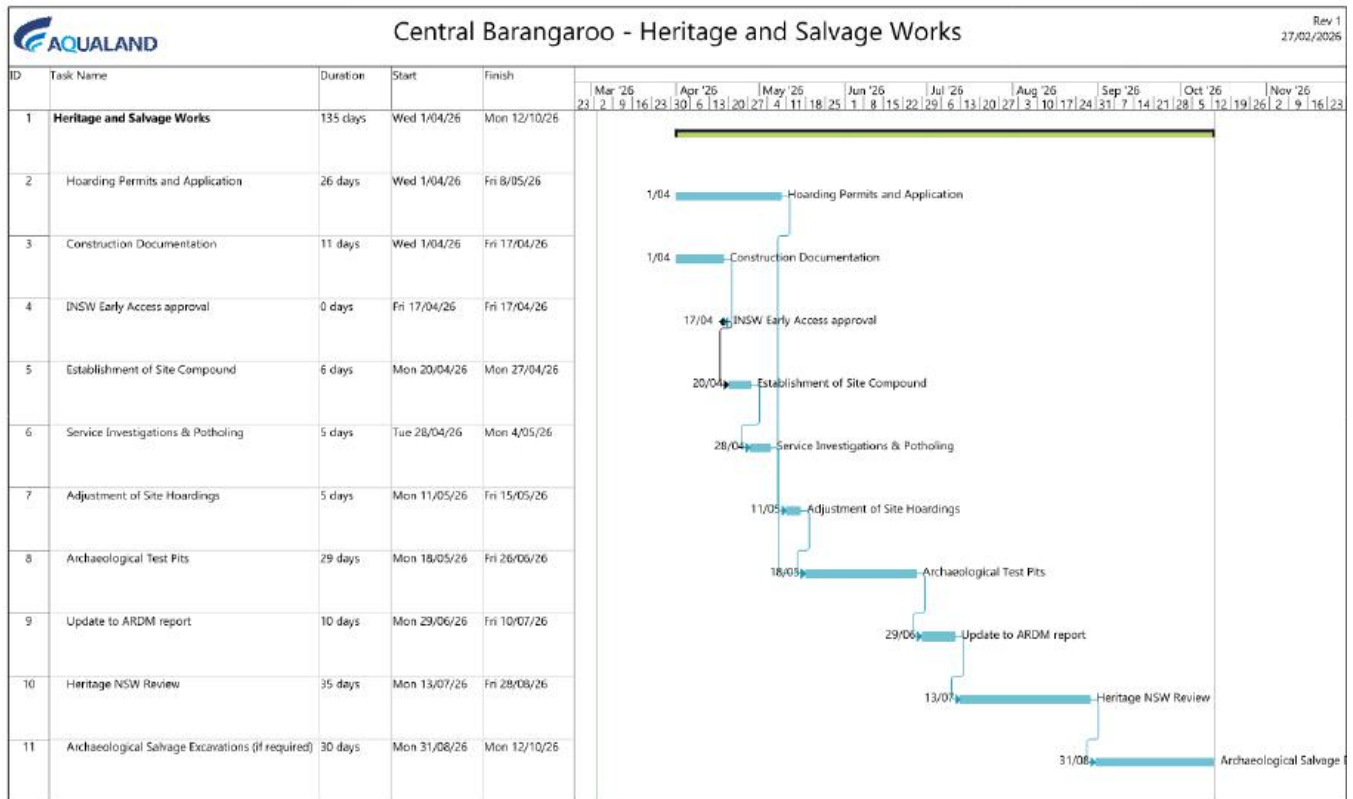
1. Details of routes to and from site and entry and exit points from site – site specific
Refer to Section 4.10 of the CPTMP for haulage routes
2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific.
Refer to Section 4.10 of the CPTMP for haulage routes. Approach and departure roads is limited.
3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Team).
5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Team).
6. The Applicant must provide to the City details of the largest truck that will be used during the demolition, excavation and construction works.
NOTE: The use of dog trailers or articulated vehicles (AV) is not permitted (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Team).
7. Oversize and over-mass vehicles are not allowed to travel on local roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the National Heavy Vehicle Regulator (NHVR) 28 days prior to the vehicle's scheduled travel date. For more information, please contact the NHVR on 1300 696 487 or www.nhvr.gov.au.
8. The queuing or marshalling of trucks is not permitted on any public road.
9. Any temporary adjustment to bus stops or traffic signals will require the Applicant to obtain approval from Transport for NSW (TfNSW) prior to commencement of works.
10. All vehicles associated with the development shall be parked wholly within the site. All site staff associated with the works are to park in a designated off-street area or be encouraged to use public transport and not park on the public road.
11. All loading and unloading must be within the development site or at an approved "Works Zone".

14. The Applicant must apply to the TfNSW Transport Management Centre for approval of any road works on State Roads or within 100m of traffic signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.
15. The Applicant must apply to the City's Construction Regulation Team to seek appropriate approvals for any proposed temporary driveways, cranes (hoisting activities) and barricades etc.
16. The Applicant must comply with development consent hours of construction.
17. All traffic control plans associated with the CTMP must comply with the Australian Standards and the TfNSW '*Traffic Control at Work Sites - Technical Manual*'.
18. Traffic controllers must NOT stop traffic on the public road/s to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special allowance for trucks leaving a construction site - **the vehicles already on the road have right-of-way.**
19. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering sites BUT must NOT be stopped in anticipation of truck movement i.e., **at all times pedestrians have right-of-way on the footway, not the trucks.**
20. The use of physical barriers to control pedestrian or traffic movements must be considered by the City's Construction Regulation Team prior to commencement of work (refer to the City's '*Code of Practice: Hoisting and Construction Activities On and Above Roads*' for further details).
21. The Applicant must obtain a permit from the City's Construction Regulation Team regarding the placement of any plant/equipment on public ways.
22. The Applicant must apply to the City's Building Certification Team to obtain appropriate approvals for any proposed construction-related temporary structures on or above roadways/footways prior to commencement of works (refer to the City's '*Code of Practice: Construction-related Temporary Structures On and Above Roads*' for further details).
23. A CTMP relates to excavation, demolition and construction activities on private land; not for road works (if required) associated with the development. Any proposed road works will require the Applicant or contractor/s to separately seek consideration and approval from the City and/or TfNSW. Additionally, SafeWork NSW requires that traffic control plans comply with Australian Standard 1742.3 and be prepared by a person holding a Training Card issued by SafeWork NSW.
24. It must be noted that the provision of any information in the CTMP and the standards requirements set out above does not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent applying to the subject site.

Appendix B Central Barangaroo Construction Programme



Construction Programme



Methodology

Preliminary Site Establishment (Short-term)

This includes installation of new or adjustment of the existing perimeter hoardings and gates, establishment of the temporary site compound, services and welfare facilities, and installation of the environmental controls required to conduct the early works.

Archaeological Investigations

The Archaeological Investigation scope element includes two separate stages. Firstly, a series of test trenches will be excavated in targeted locations nominated by the Archaeological consultant to explore whether evidence of historic maritime or industrial structures or relics remain, after which a report will be produced detailing the findings and the recommendations. Secondly, after the initial report is reviewed and final endorsement is granted by Heritage NSW, additional excavation for further investigation or salvage of known items of interest may be required. All excavations will be backfilled on completion.

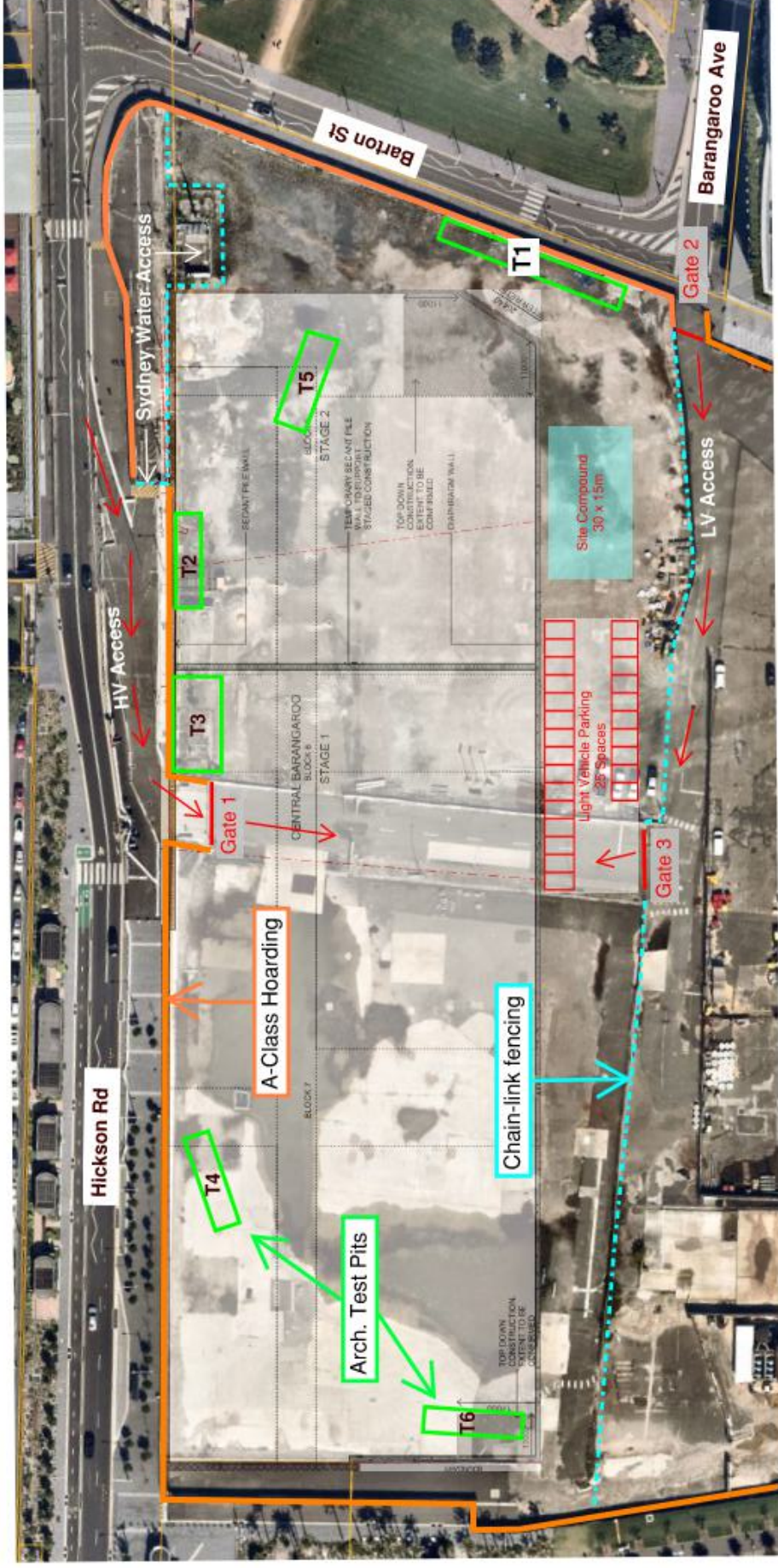
Construction Staging

The initial phase of construction is limited to the Site Establishment and Archaeological Investigation works only. Subsequent staging will involve diversion of the existing stormwater pipe that crosses the site, installation of the temporary construction power substations, demolition of the existing slabs and installation of a working platform across the site. A separate CPTMP will be produced to cover these works.

The below diagram shows the site layout for the initial stage of the works.

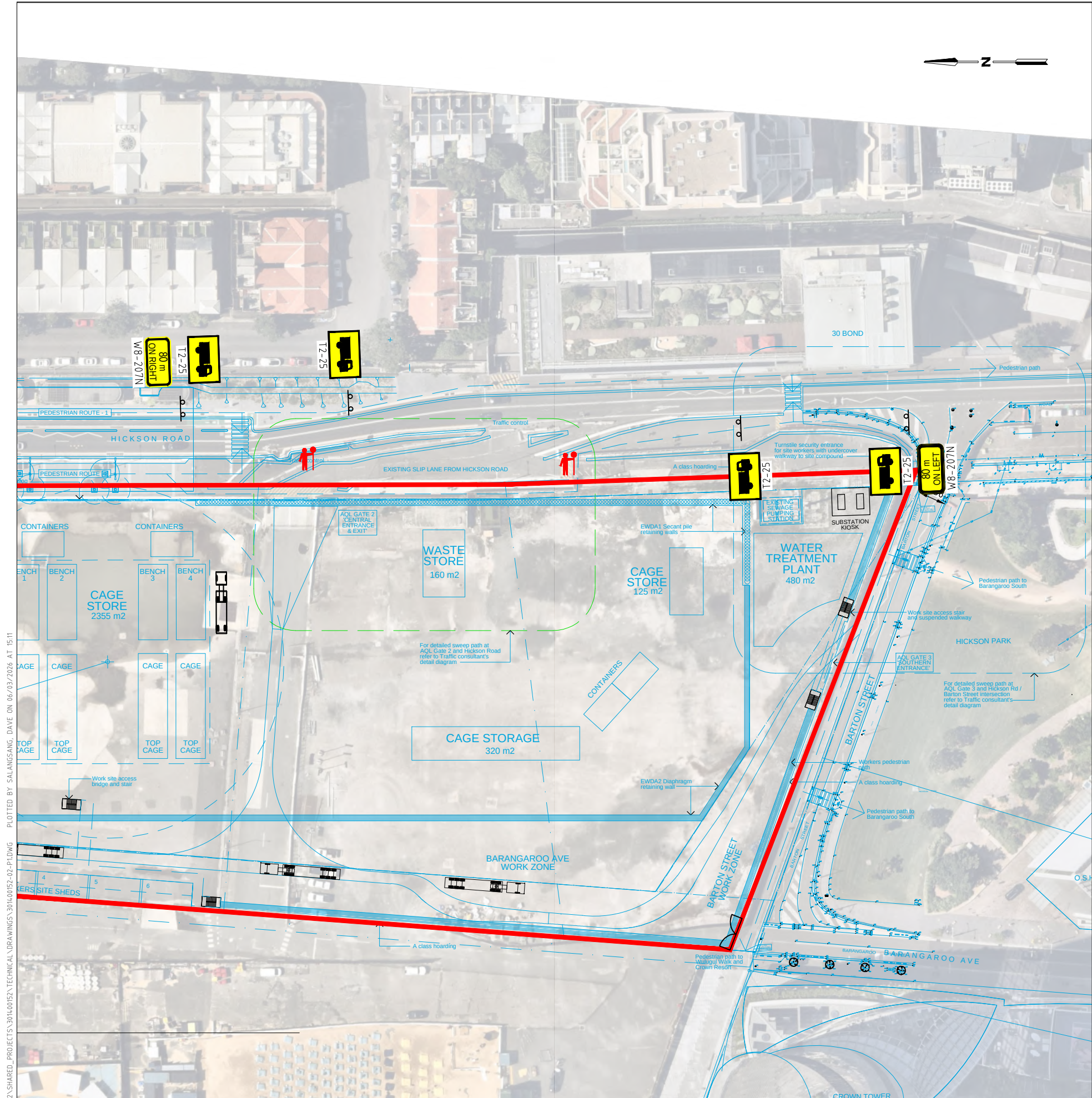
The aerial site plan for the Central Barangaroo development shows the following details:

- Boundaries and Roads:** The site is bounded by Barton St to the north, Barangaroo Ave to the east, and Hickson Rd to the west.
- Access Points:**
 - Sydney Water Access:** Located at the northern end of the site.
 - Gate 1:** Located on the western boundary near Hickson Rd.
 - Gate 2:** Located on the eastern boundary near Barangaroo Ave.
 - Gate 3:** Located on the eastern boundary near Barangaroo Ave.
- Construction Stages:**
 - STAGE 1:** The central area of the site, including the 'CENTRAL BARANGAROO' section.
 - STAGE 2:** The northern area of the site, including the 'STAGE 2' section.
- Key Features and Infrastructure:**
 - T1, T2, T3, T4, T5, T6:** Temporary structures or test pits located throughout the site.
 - A-Class Hoarding:** Located along the western boundary.
 - Chain-link fencing:** Indicated by a blue line along the eastern boundary.
 - Light Vehicle Parking:** A designated area with 25 spaces near Gate 3.
 - Site Compound:** A 30 x 15m area near Gate 2.
 - Arch. Test Pits:** Indicated by green arrows pointing to T4 and T6.
 - Top Down Construction:** Indicated by text labels in the southern and northern sections.
 - Top Down Construction:** Indicated by text labels in the southern and northern sections.
 - Top Down Construction:** Indicated by text labels in the southern and northern sections.
- Other Labels:** 'Block 7', 'Block 8', 'Block 9', 'Block 10', 'Block 11', 'Block 12', 'Block 13', 'Block 14', 'Block 15', 'Block 16', 'Block 17', 'Block 18', 'Block 19', 'Block 20', 'Block 21', 'Block 22', 'Block 23', 'Block 24', 'Block 25', 'Block 26', 'Block 27', 'Block 28', 'Block 29', 'Block 30', 'Block 31', 'Block 32', 'Block 33', 'Block 34', 'Block 35', 'Block 36', 'Block 37', 'Block 38', 'Block 39', 'Block 40', 'Block 41', 'Block 42', 'Block 43', 'Block 44', 'Block 45', 'Block 46', 'Block 47', 'Block 48', 'Block 49', 'Block 50', 'Block 51', 'Block 52', 'Block 53', 'Block 54', 'Block 55', 'Block 56', 'Block 57', 'Block 58', 'Block 59', 'Block 60', 'Block 61', 'Block 62', 'Block 63', 'Block 64', 'Block 65', 'Block 66', 'Block 67', 'Block 68', 'Block 69', 'Block 70', 'Block 71', 'Block 72', 'Block 73', 'Block 74', 'Block 75', 'Block 76', 'Block 77', 'Block 78', 'Block 79', 'Block 80', 'Block 81', 'Block 82', 'Block 83', 'Block 84', 'Block 85', 'Block 86', 'Block 87', 'Block 88', 'Block 89', 'Block 90', 'Block 91', 'Block 92', 'Block 93', 'Block 94', 'Block 95', 'Block 96', 'Block 97', 'Block 98', 'Block 99', 'Block 100'.



Appendix C Traffic Guidance Scheme (TGS)





- NOTES:
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 3. ALL SIGNS TO BE MINIMUM SIZE A.
 4. ALL SIGNS TO BE CLASS 1 RETROREFLECTIVE.
 5. ALL TRAFFIC GUIDANCE SCHEMES ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (TfNSW 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
 6. THIS TRAFFIC GUIDANCE SCHEME MUST BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
 7. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TGS BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TGS IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TGS HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALLED BY THE ACCREDITED PERSONNEL.
 8. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSON WITH A 'PREPARE WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
 - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
 9. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 10. IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS.
 11. ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
 12. ROADWORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
 13. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE
 14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019.
 15. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 4.3.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

- LEGEND
- WORK SITE
 - SIGN POST
 - TRAFFIC CONTROLLER

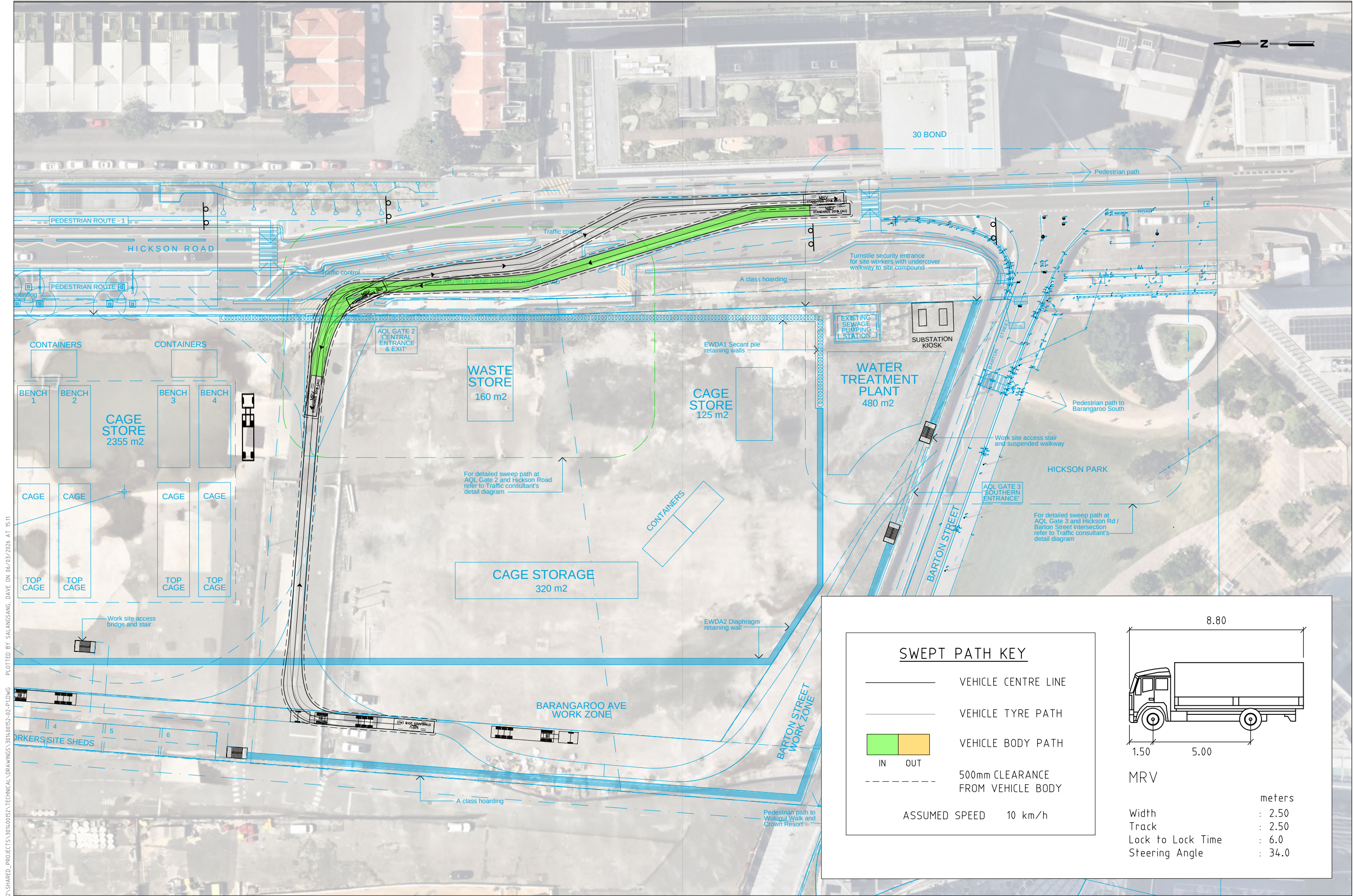
CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED A PREPARE A WORK TRAFFIC MANAGEMENT PLAN AND IS SUITABLY EXPERIENCED TO DESIGN, SELECT AND MODIFY TRAFFIC CONTROL PLANS.

CERTIFICATE NO. TCT1055006 PREPARE A WORK ZONE TMP CARD
DAVE SALANGSANG

Appendix D Construction Access Swept Paths





\\AU2012-NTAP01_CIF502_SHARED_PROJECTS\301400152\TECHNICAL\DRAWINGS\301400152-02-P1.DWG PLOTTED BY SALANGSANG, DAVE ON 06/03/2026 AT 15:11



PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT
NOTIFICATION

WARNING
BEWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE
APPROXIMATE ONLY AND THEIR EXACT POSITION
SHOULD BE PROVEN ON SITE. NO GUARANTEE IS
GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

DESIGNED
D. CHENG

APPROVED BY
D. SALANGSANG

DESIGN CHECK
D. SALANGSANG

DATE ISSUED
5 MARCH 2026

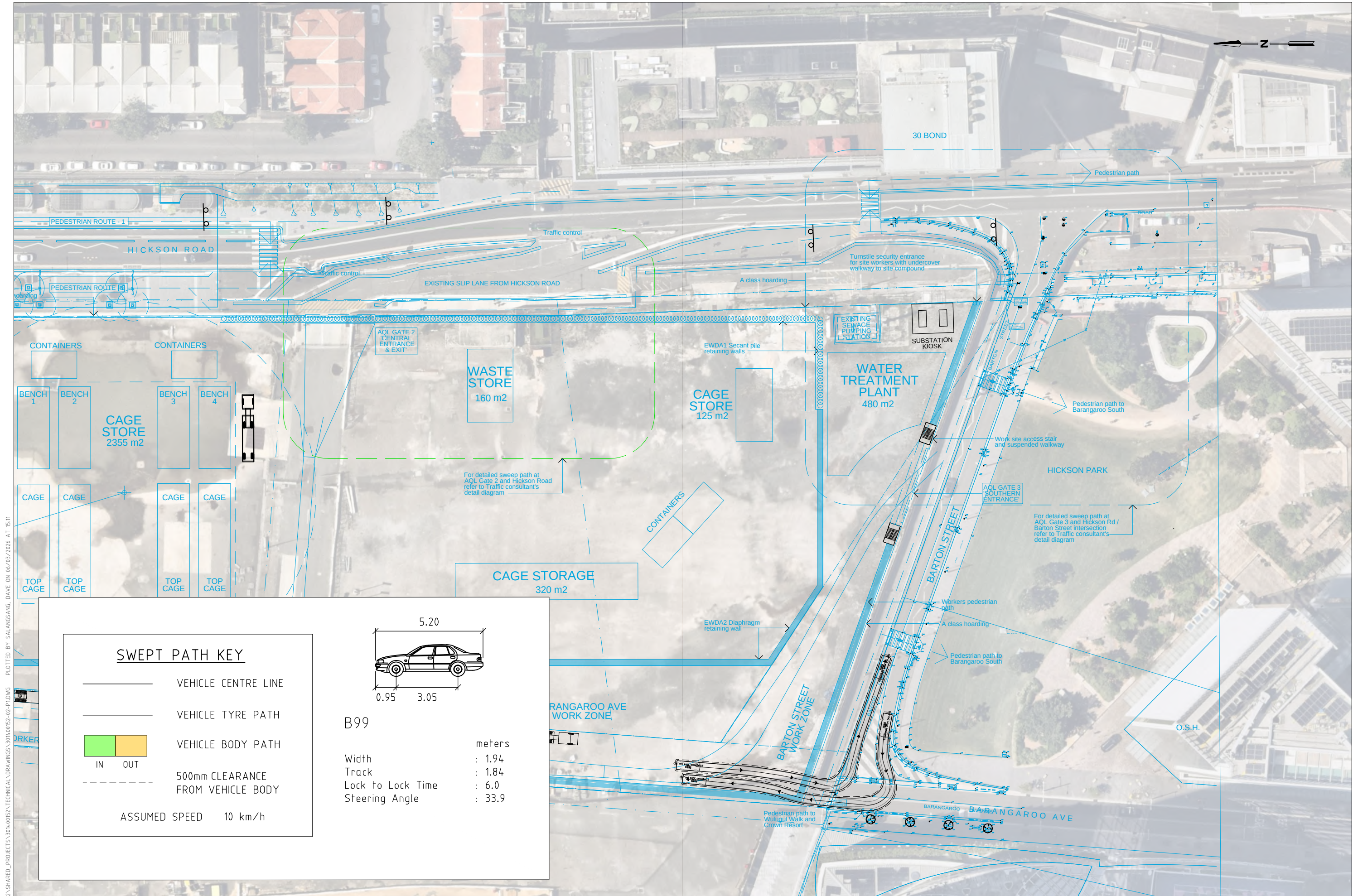
SCALE
A3 - N/A

CAD FILE NO.
301400152-02-P1.DWG

CENTRAL BARANGAROO EARLY WORKS DA-2
STAGE 1

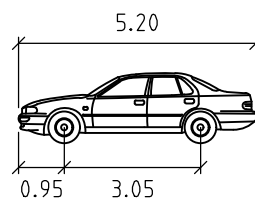
MRV SWEEP PATH ASSESSMENT

DRAWING NO. 301400152-02-02 SHEET 02 OF 03 ISSUE P1



SWEPT PATH KEY

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



B99

Width : 1.94
Track : 1.84
Lock to Lock Time : 6.0
Steering Angle : 33.9

meters



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DESIGNED
D. CHENG

APPROVED BY
D. SALANGSANG

DESIGN CHECK
D. SALANGSANG

DATE ISSUED
5 MARCH 2026

SCALE
A3 - N/A

CAD FILE NO.
301400152-02-P1.DWG

CENTRAL BARANGAROO EARLY WORKS DA-2
STAGE 1

MRV SWEPT PATH ASSESSMENT

DRAWING NO. 301400152-02-03 SHEET 03 OF 03 ISSUE P1

\\AU2012-NTAP01_CIF502_SHARED_PROJECTS\301400152\TECHNICAL DRAWINGS\301400152-02-P1.DWG PLOTTED BY SALANGSANG, DAVE ON 06/03/2026 AT 15:11

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