



# **Atlassian Central Station**

## **Construction Pedestrian Traffic Management Plan**

Prepared for:

**Atlassian**

24 June 2022

### PROJECT INFORMATION

<b>Project Name:</b>	Atlassian Central Station
<b>Client:</b>	Atlassian
<b>Project Number:</b>	1902
<b>Prepared By:</b>	JMT Consulting

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# 1 Introduction

## 1.1 Background

The Atlassian Central Station project (SSD-10405) has been approved by the Minister for Planning and Public Spaces for a commercial and hotel development above the Former Inwards Parcel Shed at 8 – 10 Lee Street, Haymarket.

In accordance with Condition E17 of the project approval, a Construction Traffic and Pedestrian Management Plan (CTPMP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network. The plan is to be developed in consultation with Transport for NSW (TfNSW) and City of Sydney Council ('Council') prior to commencement of any works.

The CPTMP has been prepared in accordance with the City of Sydney Standard Requirements for Construction Traffic and Pedestrian Management Plans, with the standard requirements attached in Appendix A. The CPTMP should be read in conjunction with the broader Construction Management Plan (CMP) and sub-plans developed for the project by the contractor Built-Obayashi Joint Venture (BOJV).

## 1.2 Description of the site

The Site is known as 8-10 Lee Street, Haymarket. It is an irregular shaped allotment. The allotment has a small street frontage to Lee Street, however this frontage is limited to the width of the access handle.

The Site comprises multiple parcels of land which exist at various stratum levels. All the lots are in the freehold ownership of Transport for NSW, with different leasing arrangements:

- **Lot 116 in DP 1078271:** YHA is currently the long-term leaseholder of the Site which covers the areas shown in blue below.
- **Lot 117 in DP 1078271:** This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold on this land to provide for an optimised basement and servicing outcome for the Site.
- **Lot 118 in DP 1078271:** This is currently in the ownership of TfNSW and the applicant is seeking the transfer of the leasehold for part of the air-rights above part of this allotment to allow for an optimised building envelope for the project. The proposal also uses a part of Lot 118 in DP 1078271 within Ambulance Avenue for Day 1 bike access, secondary pedestrian access and fire service vehicle access.
- **Lot 13 in DP 1062447:** This is currently in the ownership of TfNSW but TOGA (who hold the lease for the Adina Hotel) have a long-term lease of this space in the lower ground area.

The Site has an area of approximately 3,764sqm which includes 277sqm of air rights that apply from RL40.

### 1.3 Site and surrounding context

The Site is directly adjacent to the Western Wing Extension of Central Station, and forms part of the 'Western Gateway Sub-precinct' of the Central Railway Station lands. It is situated between the existing CountryLink and Intercity railway platforms to the east and the Adina Hotel (former Parcel Post Office) to the west.

Current improvements on the Site include the Parcels Shed, which operated in association with the former Parcels Post Office (now the Adina Hotel). The Site is currently used as the Railway Square YHA. The Site also includes the western entryway to the Devonshire Street Pedestrian, which runs east-west through Central Station under the existing railway lines.

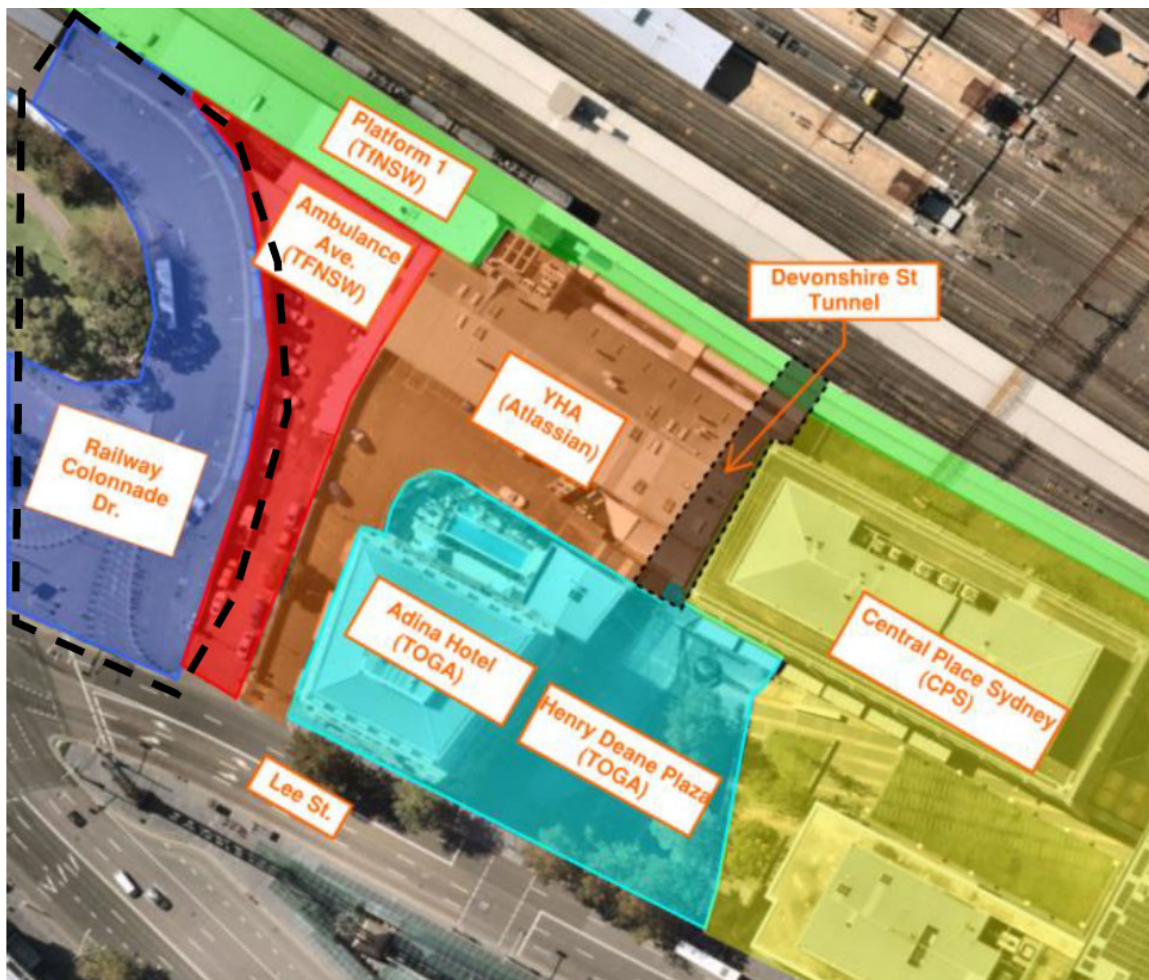


Figure 1 Site context

Source: BOJV

## 1.4 Document purpose

The purpose of the CTPMP is to assess the proposed access and operation of construction traffic associated with the works for the proposed development with respect to safety and capacity. The document addresses the requirements listed in relevant condition of approval (E17) as summarised in Table 1 below.

Table 1 Requirements for CTPMP

Requirements of Condition E17 of the project approval for SSD-10405	Section Discussed
<i>Prior to the commencement of any demolition, earthworks or construction, the Applicant shall submit to the satisfaction of the Certifier a Construction Pedestrian and Traffic Management Plan Sub-Plan (CPTMP), prepared in consultation with the Council and TfNSW. The CTPMP must include, but not be limited to, the following:</i>	
a description of the development;	2
location of any proposed work zone(s);	3.7
details of crane arrangements, including location of any crane(s)	3.6
haulage routes;	3.10
proposed construction hours;	3.2
predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods	3.11
details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on public roads	5.3
details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site	5.5
pedestrian and traffic management measures	5
construction program and construction methodology	3.1, refer to CMP for further details
a detailed plan of any proposed hoarding and/or scaffolding;	3.5
consultation strategy for liaison with surrounding stakeholders, including other developments under construction	4.12
any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works	4
cumulative construction impacts of projects including Sydney Metro City and South West. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMSP to ensure that coordination of work activities are managed to minimise impacts on the surrounding road network	4.12
proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP	5

## 1.5 Reference documents

This CTPMP should be read in conjunction with the following supporting documents:

- Construction Management Plan (BOJV)
- Railway Colonnade Drive Management Plan (BOJV)
- Devonshire Street Tunnel Demolition Management Plan (BOJV)
- Devonshire Street Tunnel Pedestrian Modelling (Arup)
- Devonshire Street Tunnel Pedestrian Management Plan (ESI)



## 2 Development Description

The approved project under SSD-10405 facilitates the development of a new mixed-use development comprising *'tourist and visitor accommodation'* (in the form of a 'backpackers') and commercial office space within the tower form. Retail, lobby and food and drink premises at the Lower Ground level and Upper Ground level.

Atlassian Central at 8-10 Lee Street will be the new gateway development at Central Station which will anchor the new Technology Precinct proposed by the NSW Government. The new building will be purpose-built to accommodate the Atlassian Headquarters, a new TfNSW Pedestrian Link Zone, and the new Railway Square YHA backpacker's accommodation, in addition to commercial floorspace to support Tech Start-ups.

The new development is to be built over the existing heritage former Inwards Parcels Shed (the Parcels Shed) located on the western boundary of Central Station with the Adina hotel to the west. The works includes a 38-storey mixed-use tower with basement loading dock facilities and end of trip (EOT) facilities accessed off Lee Street, 2 storey lobby utilising the Parcels Shed building, lower ground and upper ground retail, YHA hostel and commercial tower with staff amenities to the mid-level and roof top areas and a pedestrian Link Zone works for TfNSW.

The development comprises of:

- Two basement levels (B1 & B2), which includes service spaces, loading docks, and EOT facilities which will be accessed from Lee St following the completion of works to convert the existing Upper Carriage Lane into a shared ramp from Lee Street which will service both the Adina hotel and Atlassian development.
- Delivery of Transport for NSW assets (State Works) comprising Lower Ground and Upper Ground Floor through site link which is key pedestrian infrastructure for Central Station to connect the future metro Central Walk West.
- Retention of the existing Heritage Parcel Shed and adaptive reuse to form part of a new public realm strategy incorporating it into the new building's lobby
- Construction of a new high-rise tower including new YHA accommodation (lower levels)
- Commercial office levels (upper levels)

## 3 Description of Construction Activities

### 3.1 Construction program and methodology

It is currently envisaged site works will commence in August 2022 and take approximately four years to complete. As the project is in its preliminary stages, the following timeframes are approximate and may vary once further details are known. The various stages of construction are noted in Table 2 below. A detailed overview of the construction methodology is contained in the Construction Management Plan (CMP) prepared by BOJV.

Table 2 Construction program

Activity / Milestone	Forecast Date
Site commencement works	Aug 2022
Heritage shed removal complete	Nov 2022
Civil works commencement	Mar 2023
Substructure complete to upper ground floor	Apr 2024
Structural steel complete (Top-Out)	Nov 2025
Façade complete	Feb 2026
State works completion	Sep 2026
Building completion	Sep 2026

### 3.2 Construction hours

In accordance with the conditions of approval for the project work will be carried out between the following standard hours of construction:

- (a) between 7am and 7pm, Mondays to Fridays inclusive; and
- (b) between 7am and 3pm, Saturdays.

No work may be carried out on Sundays or public holidays unless prior approval has been provided.

Under Condition F6 of the project approval construction activities may be undertaken outside of these standard hours if required:

- (a) by TfNSW to prevent significant disruption to public transport, access to public transport or public safety; or
- (b) by the Police or a public authority for the delivery of vehicles, plant or materials; or

(c) in an emergency to avoid the loss of life, damage to property or to prevent environmental harm.

Notification of such construction activities must be given to affected residents before undertaking the activities or as soon as is practical afterwards.

Under Condition F8 of the project approval rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours:

- (a) 9am to 12pm, Monday to Friday;
- (b) 2pm to 5pm Monday to Friday; and
- (c) 9am to 12pm, Saturday.

### 3.3 Construction site boundary

The proposed site boundary for the construction works is illustrated in Figure 2 below, and largely encompasses the perimeter of the site. Fencing and hoarding will be installed by the contractor to establish this boundary and ensure appropriate separation of construction works with other users of the precinct.



Figure 2 Construction site boundary

### 3.4 Construction vehicle types

The site will have various types of construction vehicles accessing the site, including:

- 12.5m Heavy Rigid Vehicles (HRVs)
- 8.8m Medium Rigid Vehicles (MRVs)
- 6.5m Small Rigid Vehicles (SRVs);
- Utes/vans

Special permits and approval from the CRU will be required to bring in larger and oversize vehicles during the works if required including 19m semi-trailers and extendable trailers. These will be managed on a case by case basis in close consultation with City of Sydney Council.

All vehicle types accessing the site on a day to day basis will have the ability, either through manoeuvring areas or mechanical turntables, to enter and exit the site in a forwards direction.

All vehicle access will be restricted to left in – left out movements only, with no right turns permitted into or leaving the site.

Special permits will be required to bring in bespoke oversize vehicles throughout various phases of the construction project, these will be managed on a case by case basis in close consultation with relevant authorities. Pending on design outcomes, the project may use a 'restricted access low load trailer for structural steel components'. Separate approval from Council's Construction Regulation Unit and Transport for NSW will be required for each occurrence.

### 3.5 Fencing and hoardings

The hoardings & fencing on the proposed development consist of both A-Class and B-Class hoardings, with gates for vehicle and pedestrian access. The aim is to delineate the work front from public areas to reduce the risk of unauthorized site access. Modifications to these hoardings may be undertaken throughout the project to ensure the project is delivered in the safest manner. All B Class hoardings will be 10 kPa rated & provide overhead protection to footpath & public areas. All hoardings will be painted & signed as per City of Sydney & or TfNSW requirements.

B-Class hoardings consisting of a 10kPa rating supported off the pavement level will be provided in this area. The Devonshire Street tunnel will also require both A-Class and B-Class hoardings to ensure public safety whilst entering & exiting Central Station.

A secure hoarding will be necessary to mitigate the risk of the public entering through the rail corridor on the Eastern boundary along with non-authorized access from the site back to Platform 1. The Central Station (Eastern) hoarding will consist of an A-Class separating commuters on Platform 1 from site.

Proposed hoarding plans are indicated below.

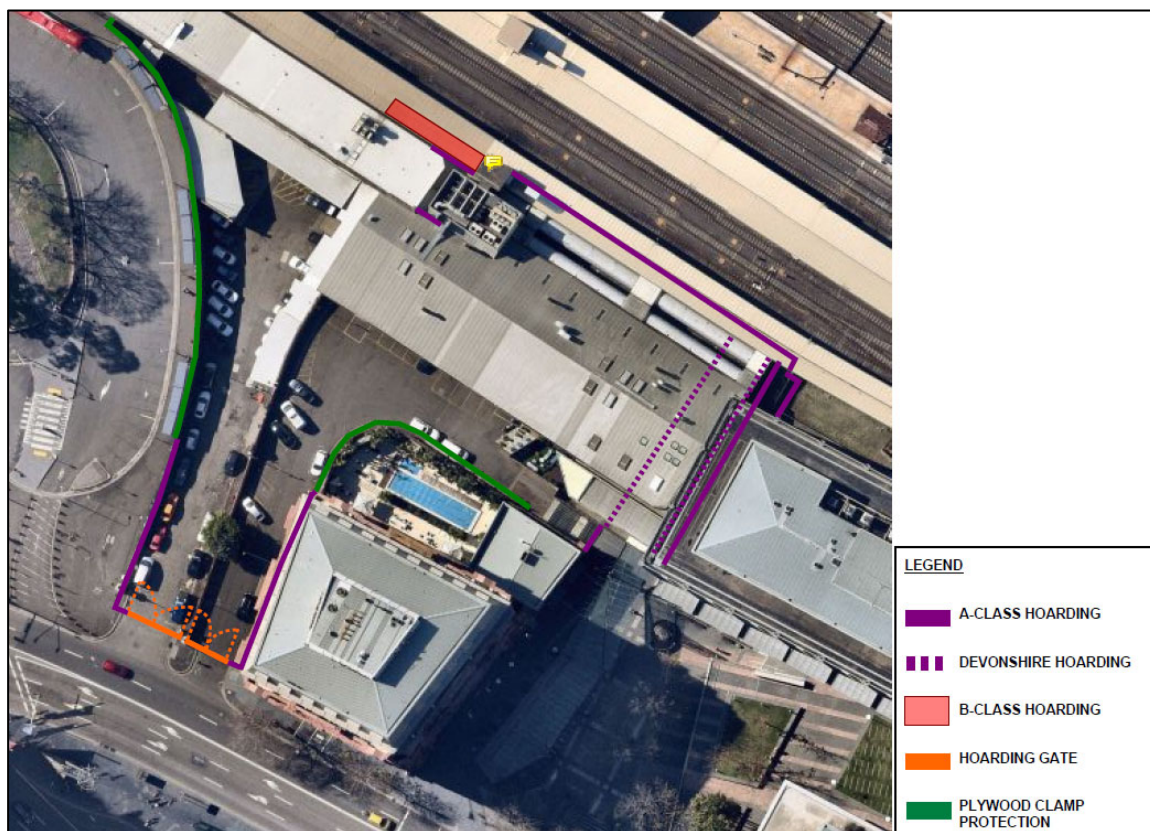


Figure 3 Proposed site hoardings

### 3.6 Crane locations

Two tower cranes will be utilised to facilitate the construction project with their location shown in Figure 4. Mobile cranes will be required generally prior to the tower cranes being available and after they have been removed. They may also be required to supplement the tower crane’s work at peak periods with additional cranninge.

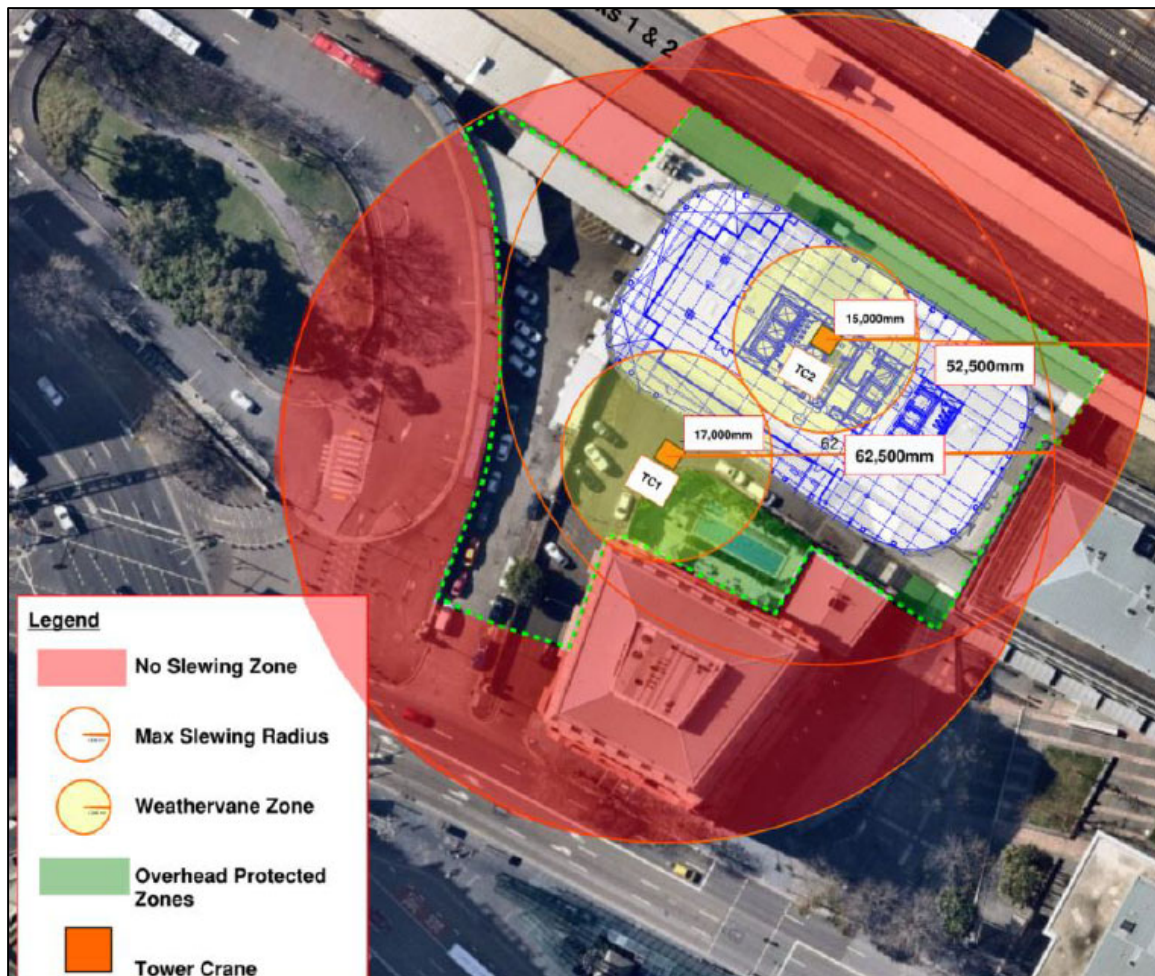


Figure 4 Proposed tower crane locations

Source: BOJV

### 3.7 Loading and lifting zones

The following loading and lifting zones will be utilised as part of the construction project.

- Ambulance Avenue which would be the primary arrival point for large construction vehicles.
- Upper Carriage Lane which would be used when available for rigid vehicles 8.8m in length or less.
- Along Railway Colonnade Drive. This would involve a 45m long works zone signposted for construction vehicles only. Railway Colonnade Drive will be required to be used intermittently for mobilisations and dismantles of key temporary works such as tower cranes and jumpforms. This works zone area would facilitate the arrival and departure of larger vehicles given the constrained environment on Ambulance Avenue and Upper Carriage Lane. This area is currently used for vehicles (buses & coaches) during track possessions and as such, this works zone will be subject to flexibility with key stakeholders.

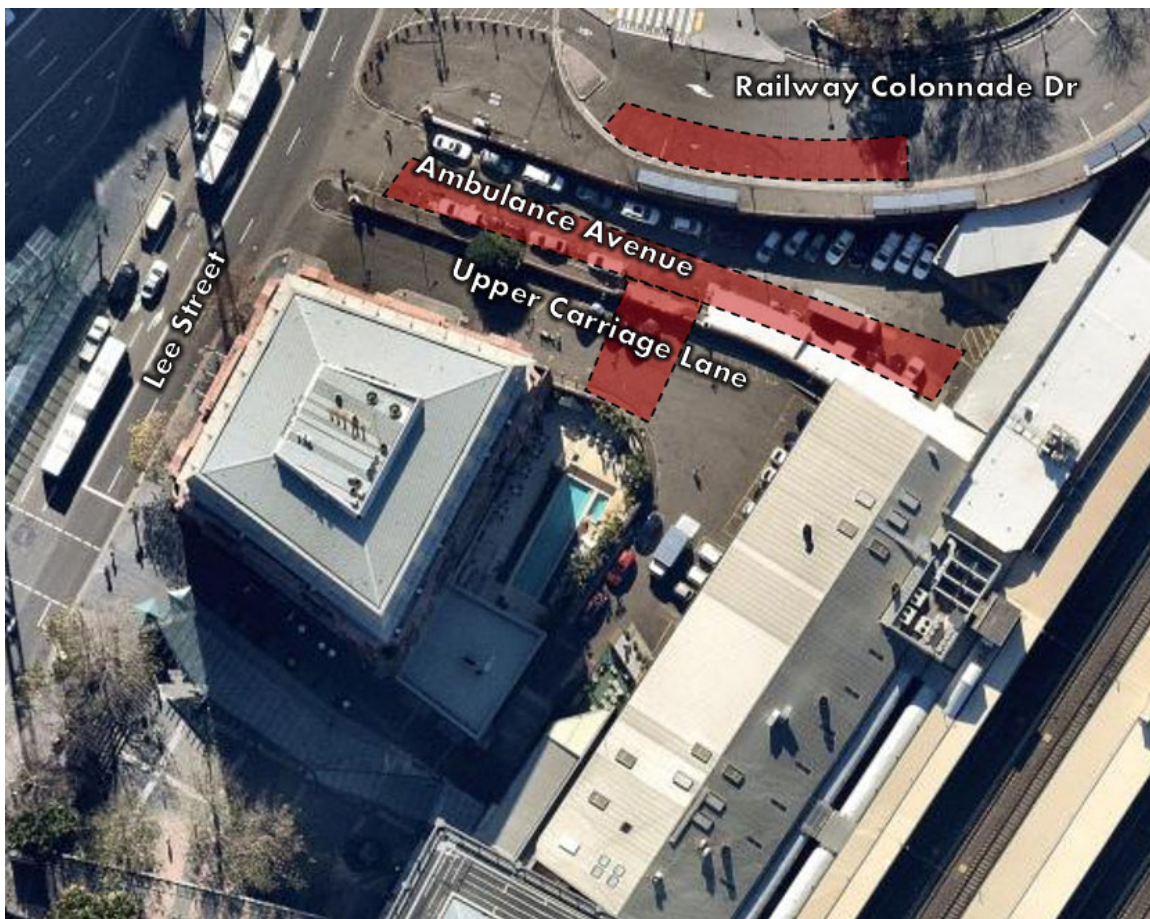


Figure 5 Proposed loading and lifting zones

### 3.8 Railway Colonnade Drive works zone

As previously noted Railway Colonnade Drive will be required to be used intermittently for mobilisations and dismantles of key temporary works such as tower cranes and jumpforms. A detailed management plan has been prepared by BOJV to demonstrate the necessity of a loading zone located within Railway Colonnade Drive and document how the loading zone can be managed in a way that minimises the impact on the normal day to day operations of the area.

The management plan identifies the anticipated dates and durations that the loading zone will be required (as indicated in Appendix C). This indicates that Railway Colonnade Drive would be used intermittently throughout the duration of the project.

The loading zone would be approximately 45 meters long, positioned towards the southern end of the ramp and is within the reach of the site's tower cranes as indicated in Figure 6. The location of the loading zone on RCD allows for articulated vehicles to approach and pull into a loading zone, be unloaded, and then exit in a forward direction onto Lee Street as indicated in the swept paths on the following page. To facilitate the works zone and safe manoeuvring of vehicles some existing signage and bollards will need to be removed or relocated.

The contractor will coordinate with TfNSW & Sydney Trains well in advance to avoid use of the loading zone during shut down weekends and special events when scheduling deliveries.

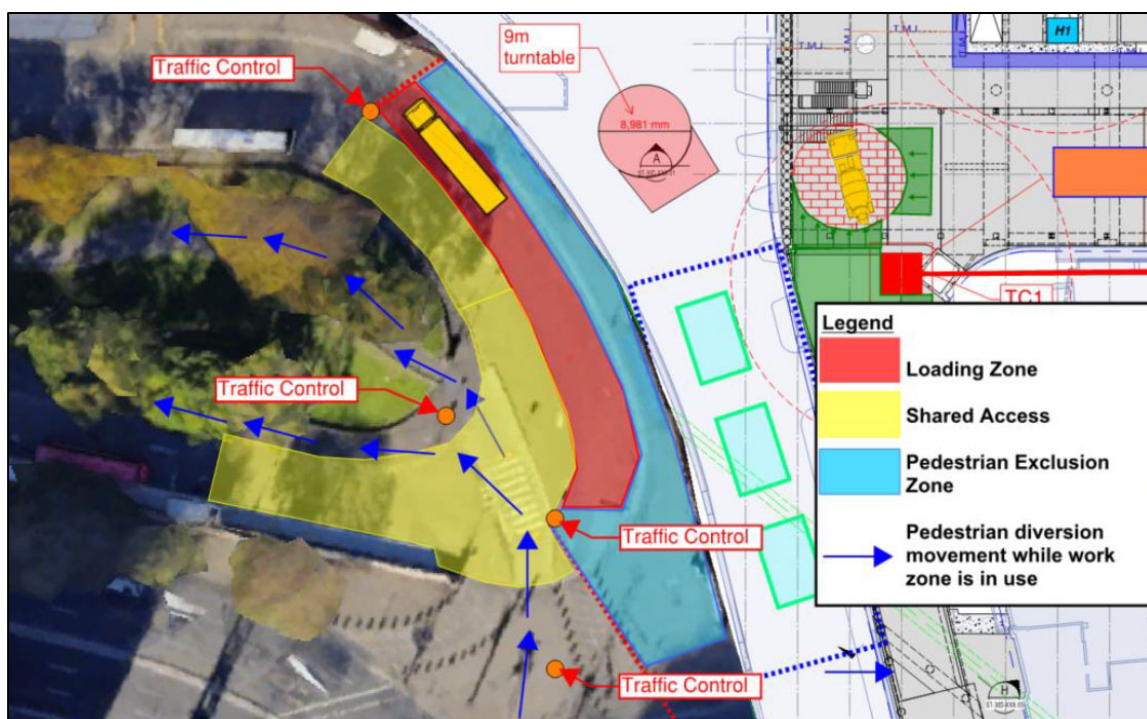


Figure 6 Railway Colonnade Drive works zone

Source: BOJV



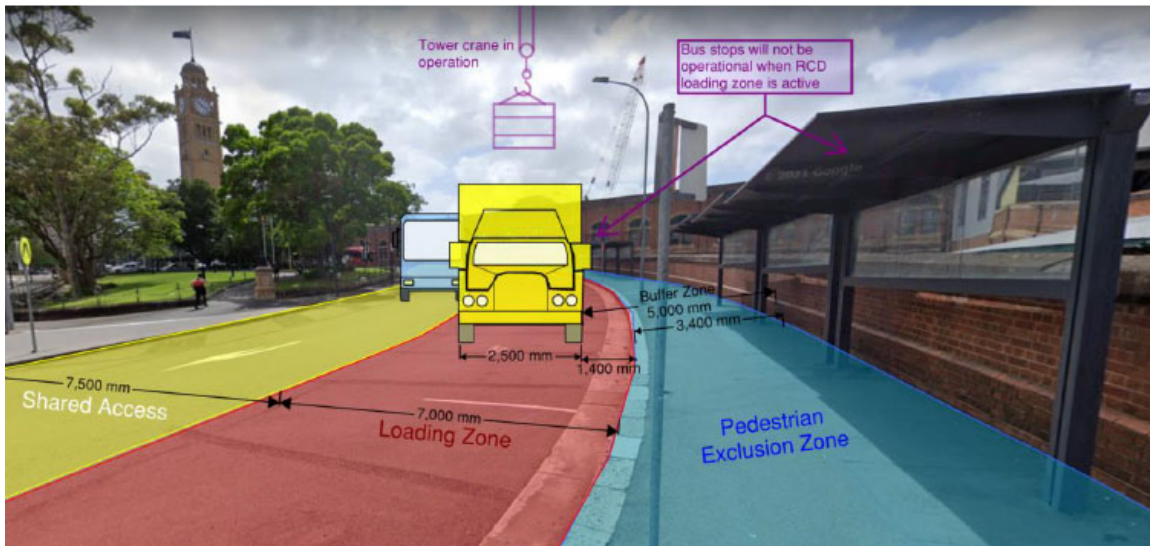


Figure 7 Railway Colonnade Drive works zone (elevation)

Source: BOJV

During the installation and decommissioning of the tower crane jib an exclusion zone will need to be in place on Railway Colonnade Drive as indicated in Figure 8. This exclusion zone is required for safety purposes – with no access to be granted for pedestrians or vehicles during this time (anticipated to be over a weekend). The only feasible location for this exclusion zone is Railway Colonnade Drive given the site bounds the railway corridor to the east and Lee Street to the west which can not be impacted.

BOJV will consult with TfNSW and their stakeholders to complete the works at times to reduce impacts to vehicle and pedestrian movements.

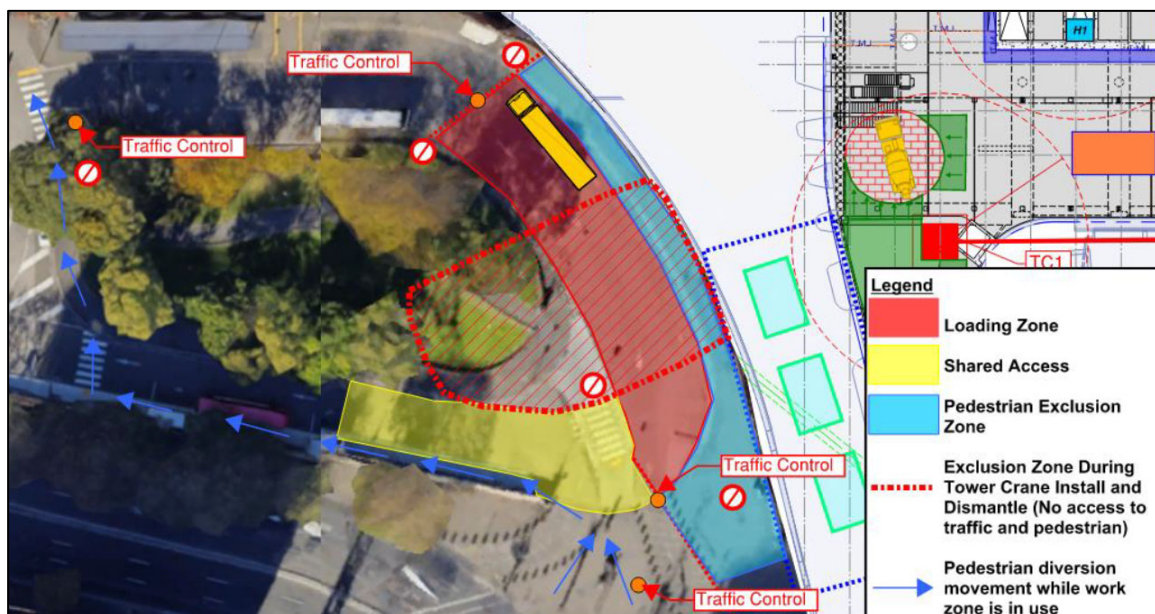


Figure 8 Railway Colonnade Drive works zone during tower crane erection

Source: BOJV

Swept paths for a 19m semi-trailer utilising Railway Colonnade Drive have been developed and are indicated in the figures below.

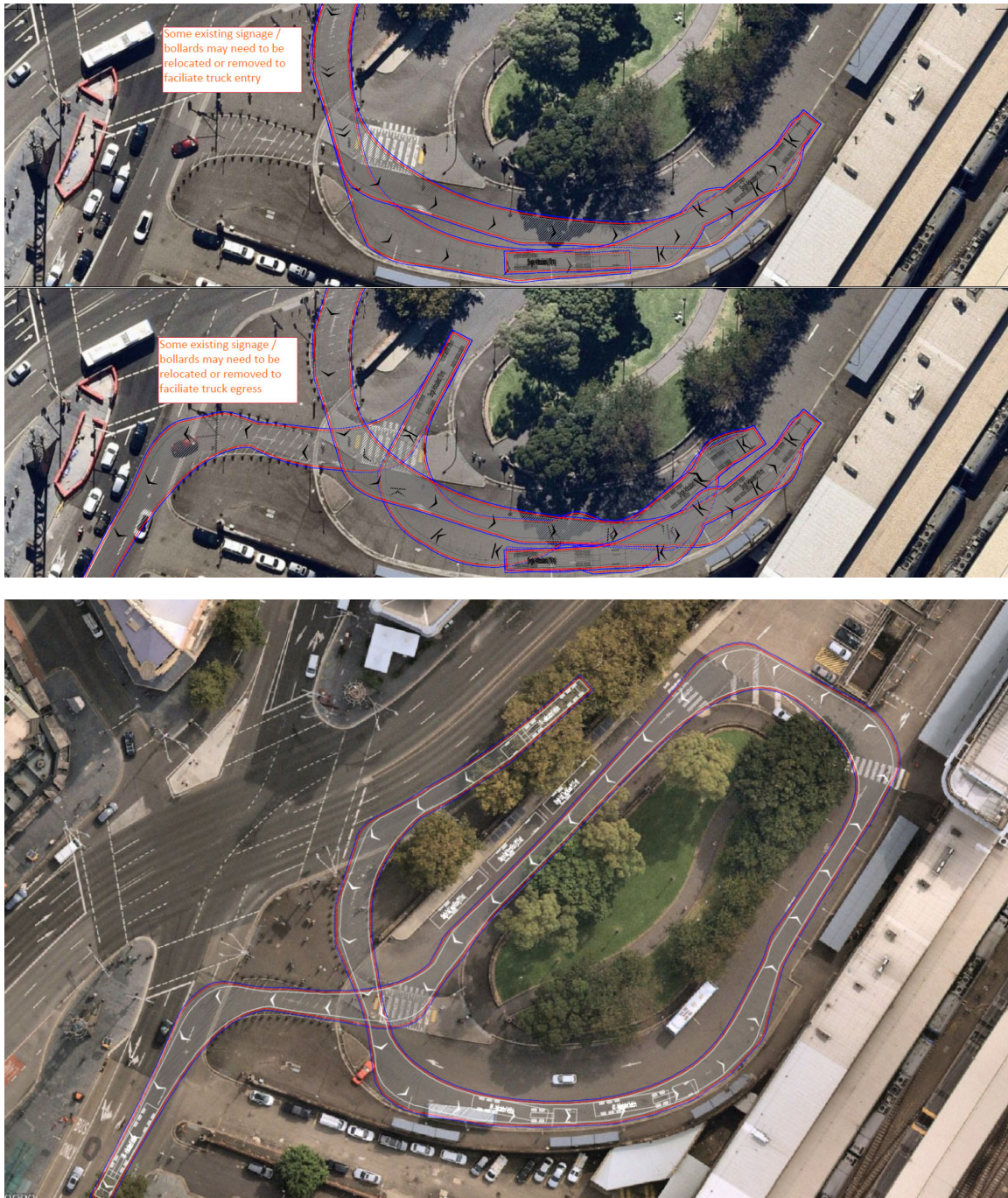


Figure 9 Swept path analysis – Railway Colonnade Drive

Alternate swept paths on Railway Colonnade Drive were investigated to avoid the vehicle having to reverse across the existing pedestrian crossing. These alternate paths, as shown below, were found not to be feasible due to the turning requirements of a 19m semi-trailer as well as the need to preserve the existing heritage wall adjacent the entry point on Pitt Street. An alternate access arrangement was investigated where trucks utilise the space between the Railway Colonnade Drive exit point and Ambulance Avenue, however this was not found to be viable to accommodate the turning requirements of the truck while also avoiding the heritage wall.

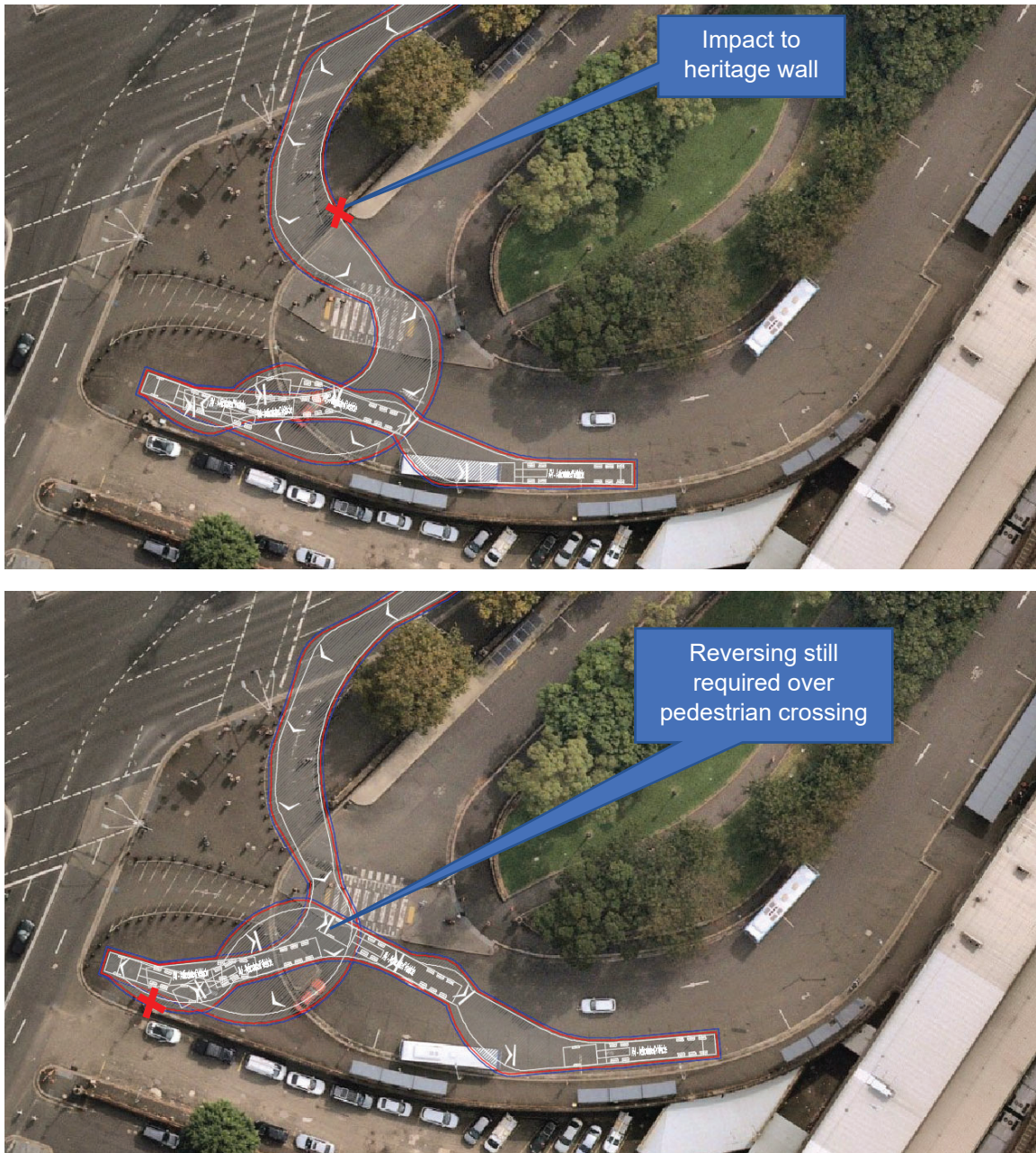


Figure 10 Alternate swept paths investigated on Railway Colonnade Drive

### 3.9 Construction vehicle site access

Three vehicular site access points are proposed to facilitate the construction works as shown in Figure 11 and detailed below:

- Ambulance Avenue (entry and exit via Lee Street)
- Upper Carriage Lane (entry and exit via Lee Street)
- Railway Colonnade Drive (entry via Pitt Street and exit via Lee Street).

All vehicle movements into each of the site access points will be restricted to left in – left out only, with all vehicles to enter and exit the site in a forwards direction. Traffic controllers will be present at all vehicle crossover points to manage interactions with pedestrians.

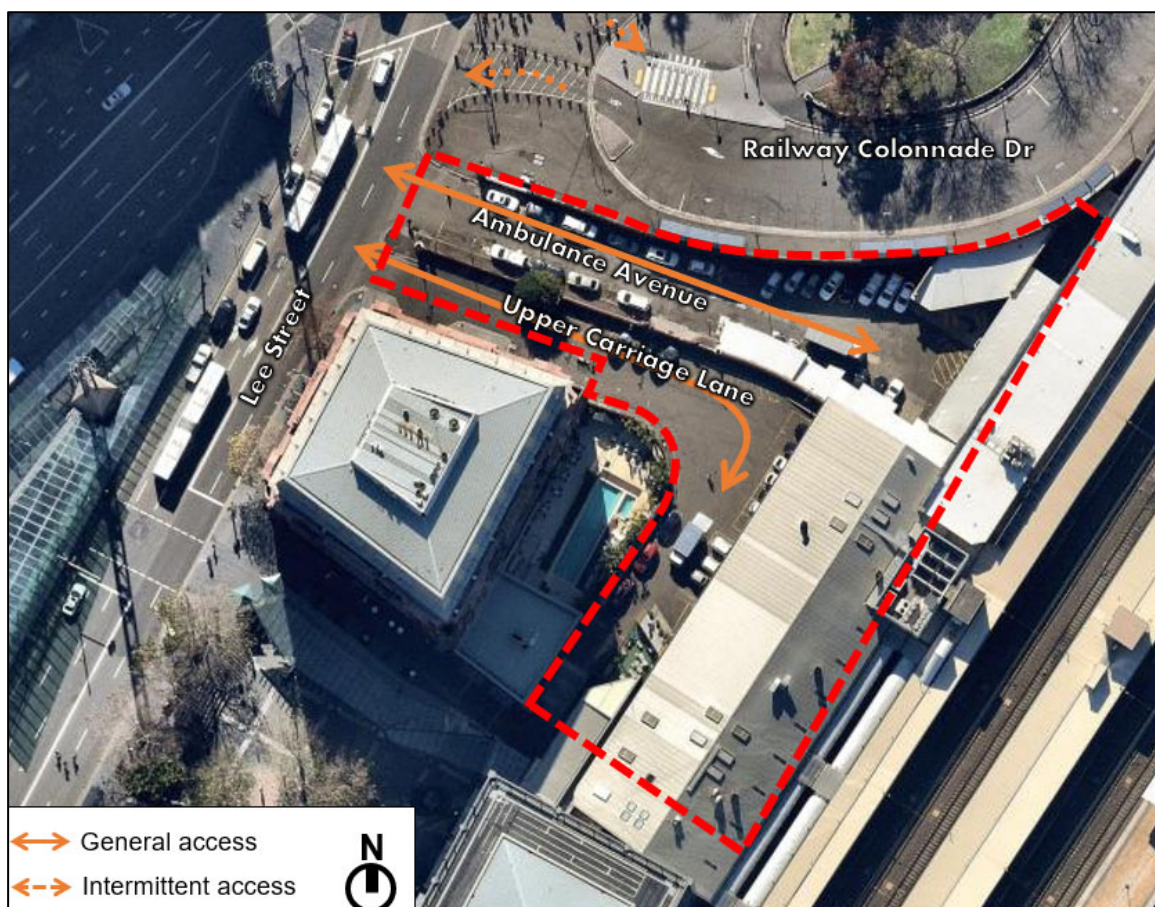
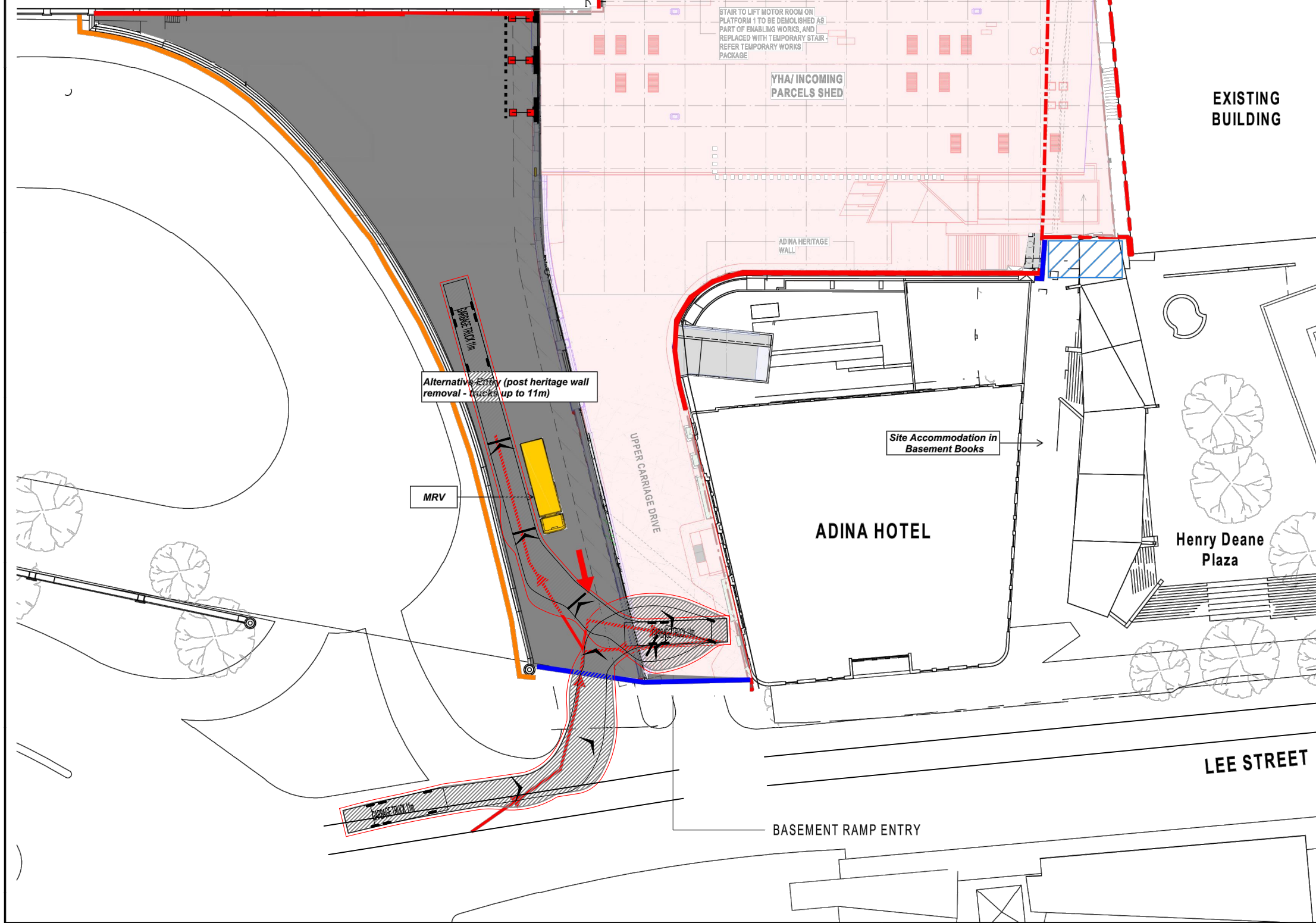


Figure 11 Construction vehicle access points

Swept path analysis indicating the movement of large vehicles into and out of each on-site loading is provided in the following pages of this document. All vehicles will have the ability to enter and exit the site in a forwards direction.



**Site Establishment Plan - Ambulance Avenue**  
**Stage 1 - Heritage Dismantle & Demolition**  
 Notes: *Alternative Entry Option (post heritage wall removal trucks up to 11m)*  
 Weeks . . . (to be updated from programme)

**KEY**

<span style="color: red;">■</span> A-Class	<span style="border: 1px solid orange; display: inline-block; width: 15px; height: 10px;"></span> Plywood Protection
<span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px;"></span> B-Class	<span style="color: red;">→</span> Direction of Travel



**Job Title**  
Atlassian Central Station

**Client**  
Atlassian / BOJV

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 PO Box 99, Kingsford NSW 2032

**Drawing Title**  
Turning Paths  
Construction Traffic Access

**Drawing No**  
STK09

**Date**  
10.05.22

**Legend**

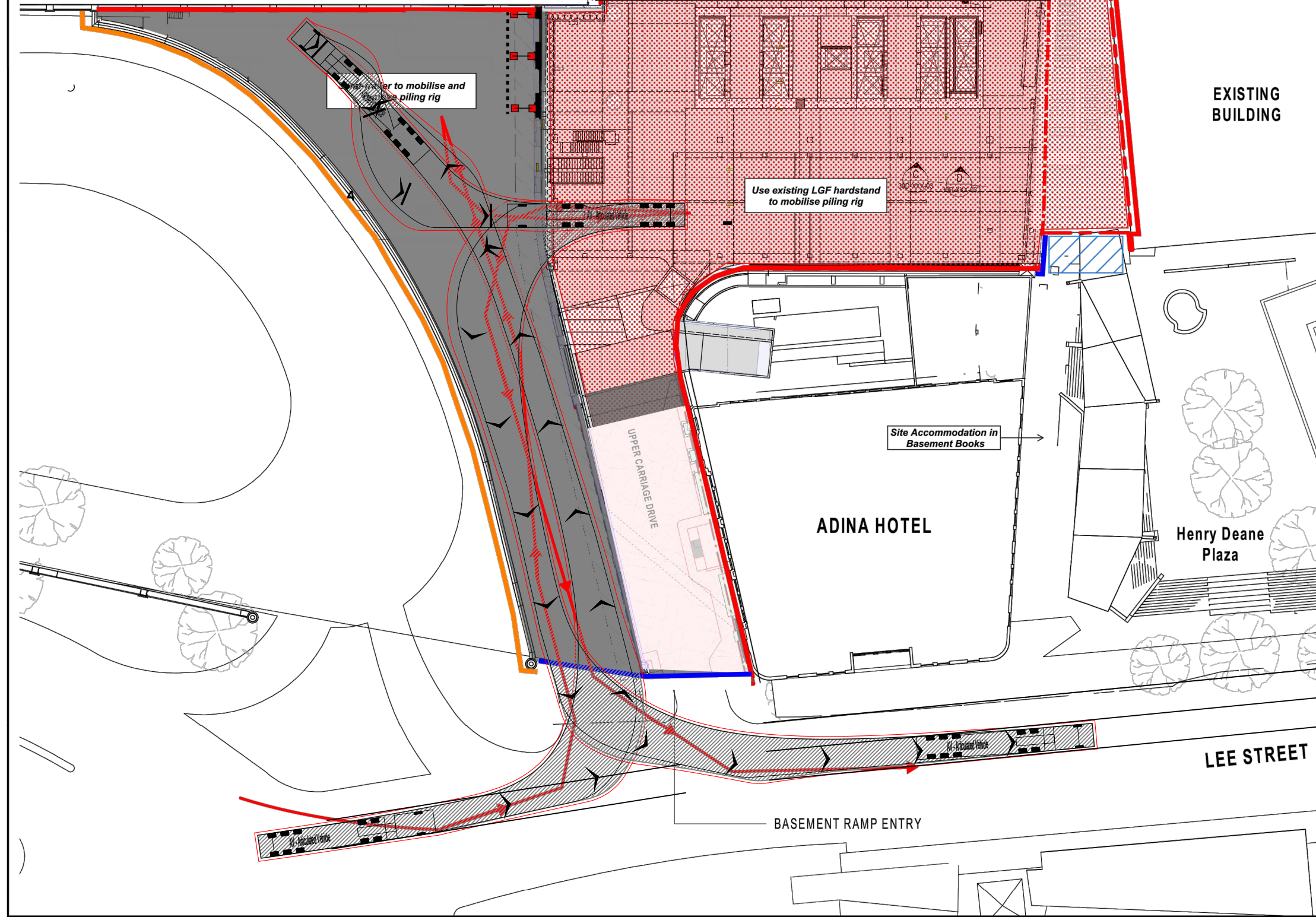
- Body Envelope
- 300mm Envelope
- Wheel Envelope

**Job No**  
1902

**Scale at A3**  
1:100

**Vehicle type(s)**

**GARBAGE TRUCK**  
 Overall Length 11.000m  
 Overall Width 2.500m  
 Overall Body Height 3.633m  
 Min Body Ground Clearance 0.428m  
 Track Width 2.500m  
 Lock to Lock Time 4.00 sec  
 Curb to Curb Turning Radius 10.000m



**Site Establishment Plan - Ambulance Avenue**  
**Stage 2 - Piling and Excavation**  
 Notes: Movement of semi trailer to mobile and remove piling rig

**KEY**

- A-Class
- B-Class
- Plywood Protection
- Direction of Travel



**Job Title**  
 Atlasian Central Station

**Client**  
 Atlasian / BOJV

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**Drawing Title**  
 Turning Paths  
 Construction Traffic Access

**Drawing No**  
 STK10

**Date**  
 10.05.22

**Legend**

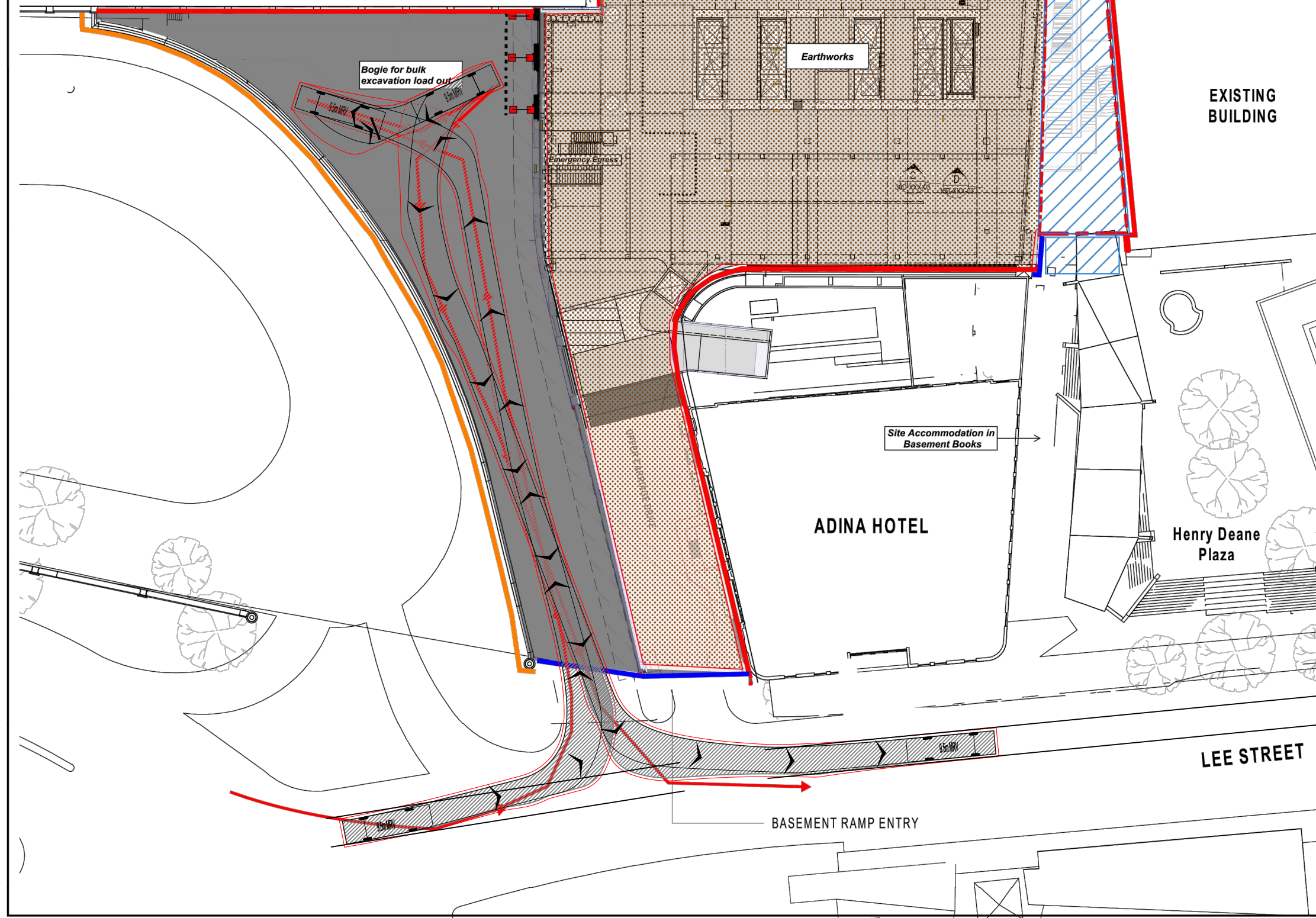
- Body Envelope
- 300mm Envelope
- Wheel Envelope

**Job No**  
 1902

**Scale at A3**  
 1:100

**Vehicle type(s)**

AV - Articulated Vehicle  
 Overall Length 19.000m  
 Overall Width 2.500m  
 Overall Body Height 4.301m  
 Min Body Ground Clearance 0.418m  
 Track Width 2.500m  
 Lock to Lock Time 6.00 sec  
 Curb to Curb Turning Radius 12.500m



**Site Establishment Plan - Ambulance Avenue**  
**Stage 2 - Excavation**  
 Notes: Movement of bogie for bulk excavation load out

**KEY**

- A-Class
- B-Class
- Plywood Protection
- Direction of Travel

**Job Title**  
 Atlassian Central Station

**Client**  
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**Drawing Title**  
 Turning Paths  
 Construction Traffic Access

**Drawing No**  
 STK11

**Date**  
 10.05.22

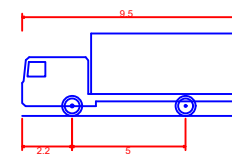
**Legend**

- Body Envelope
- 300mm Envelope
- Wheel Envelope

**Job No**  
 1902

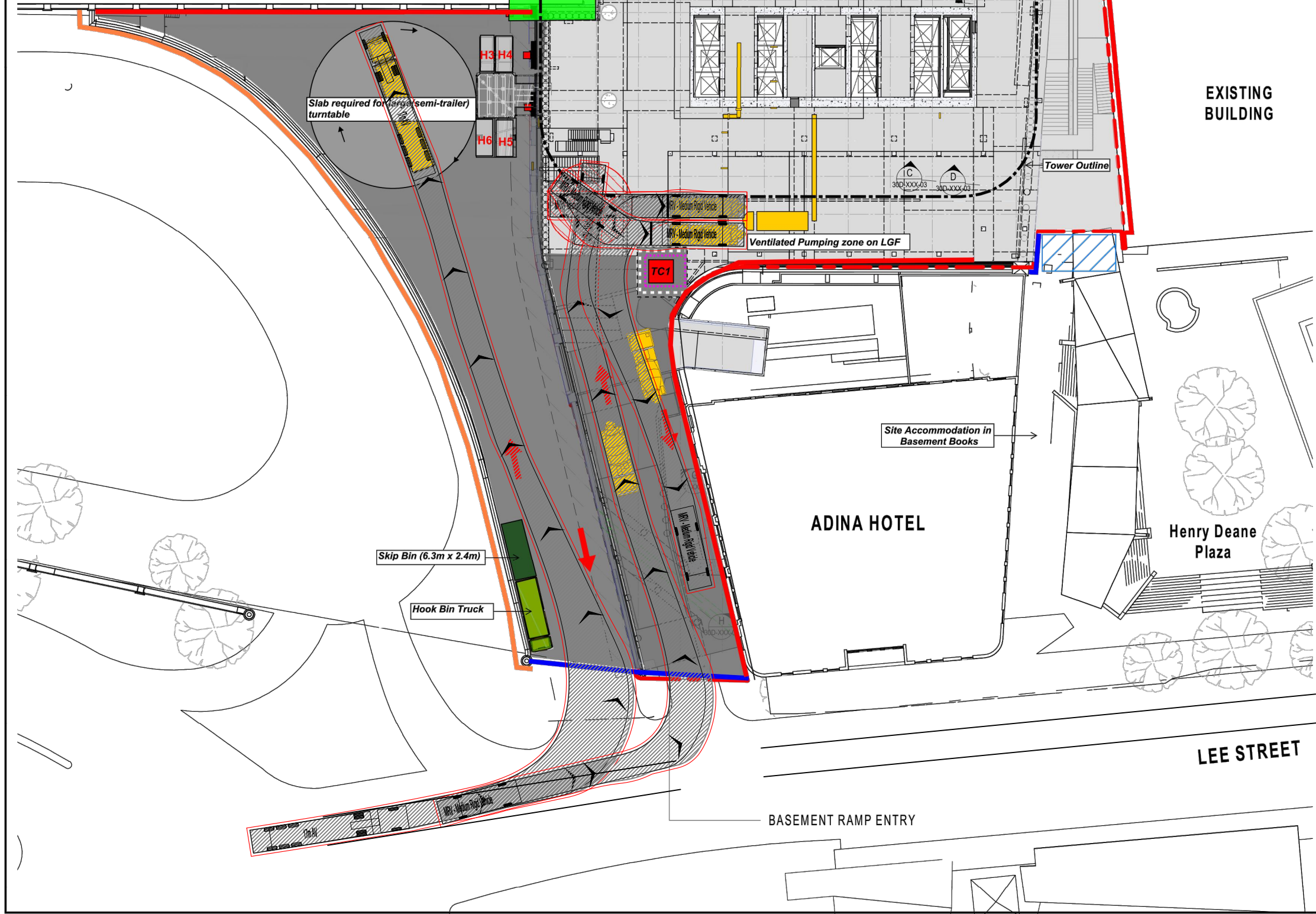
**Scale at A3**  
 1:100

**Vehicle type(s)**



9.5m MRV  
 Overall Length 9.500m  
 Overall Width 2.500m  
 Overall Body Height 3.633m  
 Min Body Ground Clearance 0.428m  
 Track Width 2.500m  
 Lock-to-lock time 4.00s  
 Curb to Curb Turning Radius 10.000m





**Site Establishment Plan - Ambulance Avenue  
Stage 4 - Podium Structure / Level 1**

Notes:

**KEY**

- A-Class
- Plywood Protection
- Hoist
- B-Class
- ➔ Direction of Travel
- Turn Table

**Job Title**  
Atlassian Central Station

**Client**  
Atlassian / BOJV

JMT Consulting  
ABN: 32 6358 30054  
www.jmtconsulting.com.au  
PO Box 99, Kingsford NSW 2032

**Drawing Title**  
Turning Paths  
Construction Traffic Access

**Drawing No**  
STK13

**Date**  
10.05.22

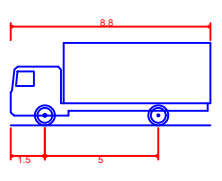
**Legend**

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- 300mm Envelope
- Wheel Envelope

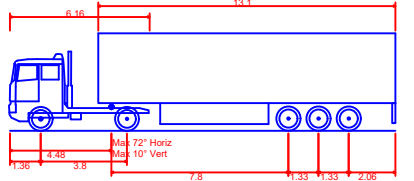
**Job No**  
1902

**Scale at A3**  
1:100

**Vehicle type(s)**



MRV - Medium Rigid Vehicle  
Overall Length 8.800m  
Overall Width 2.500m  
Overall Body Height 3.633m  
Min Body Ground Clearance 0.428m  
Track Width 2.500m  
Lock to Lock Time 4.00 sec  
Curb to Curb Turning Radius 10.000m



17m AV  
Overall Length 17.000m  
Overall Width 2.500m  
Overall Body Height 4.300m  
Min Body Ground Clearance 0.300m  
Track Width 2.500m  
Lock to Lock Time 6.00 sec  
Wall to Wall Turning Radius 12.500m





### 3.10 Construction vehicle routes

Given the current road access arrangements around the Central Station precinct, including the left in – left out site access restrictions for construction vehicles, there are a limited number of access and egress routes to the construction site. The proposed routes are shown in Figure 13 (approach routes) and Figure 14 (departure routes), and have been selected to avoid any local streets around Haymarket or Chippendale.

Generally the approach routes are focused along Foveaux Street and Pitt Street corridors, with the departure routes via Lee Street and Regent Street. More broadly other major roads facilitating access to the site will include Cleveland Street, Elizabeth Street, Chalmers Street and Botany Road.

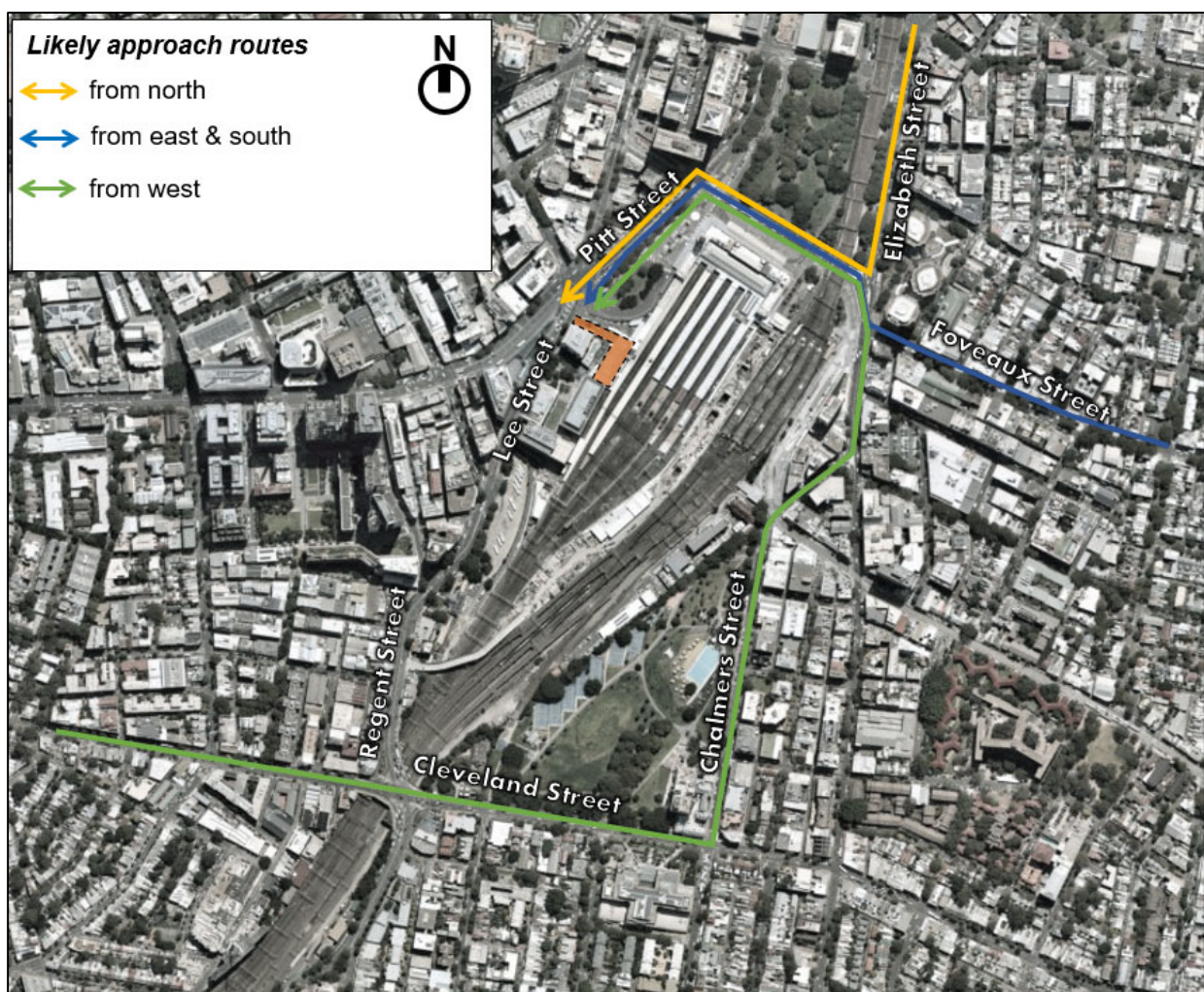


Figure 13 Construction access routes from broader road network

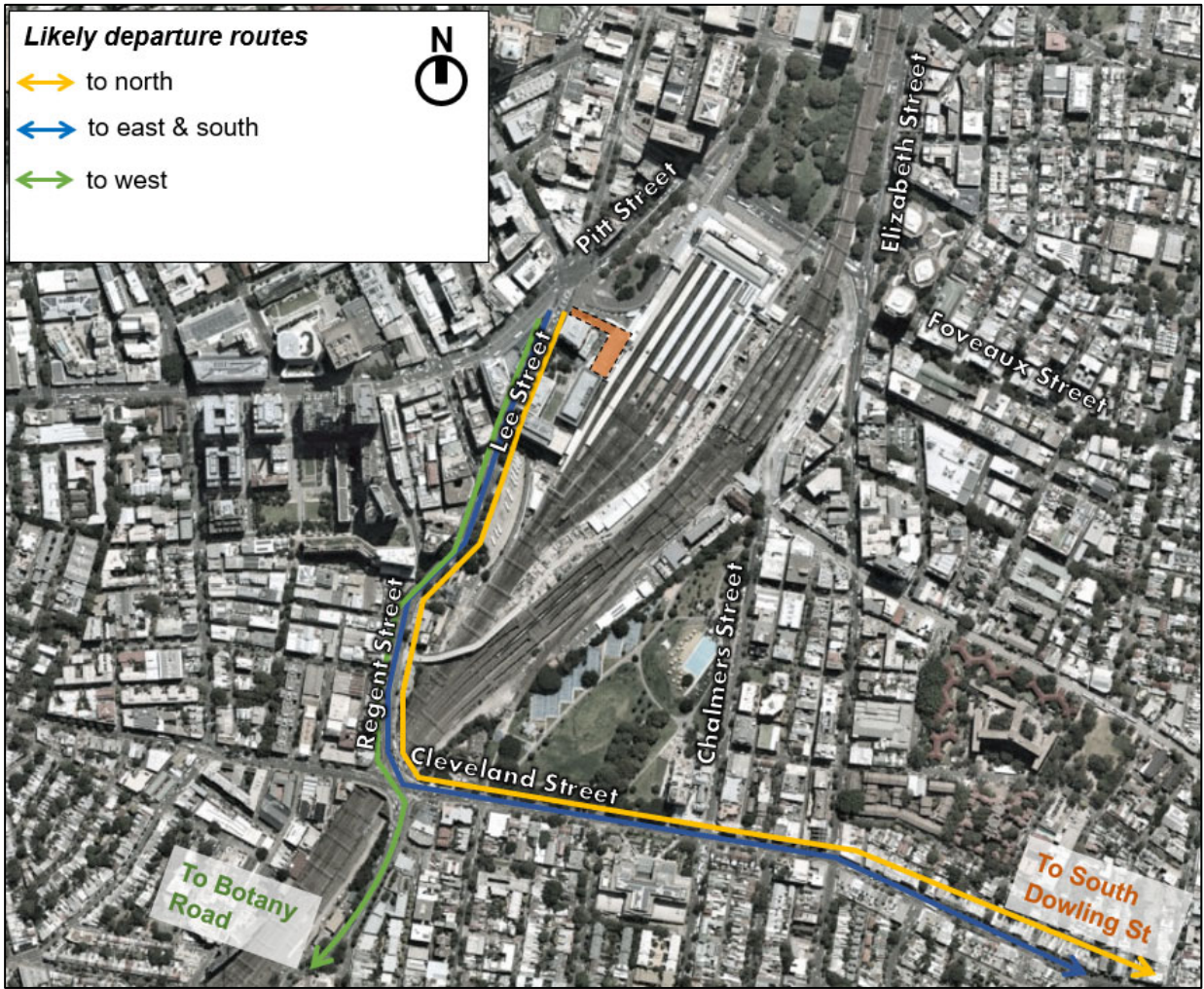


Figure 14 Construction egress routes to the broader road network

### 3.11 Construction traffic volumes

#### 3.11.1 Heavy vehicles

The number of daily heavy vehicles accessing the site is forecast to peak at approximately 80 vehicles per day during the tower construction phase. During other phases of the project the level of heavy vehicle activity will be lower at between 40-60 per day. The expected profile of truck numbers accessing the site over the course of a busy weekday (80 vehicles per day) is illustrated in Figure 15. It is important to note however that the numbers shown are indicative only and subject to change on a daily basis.

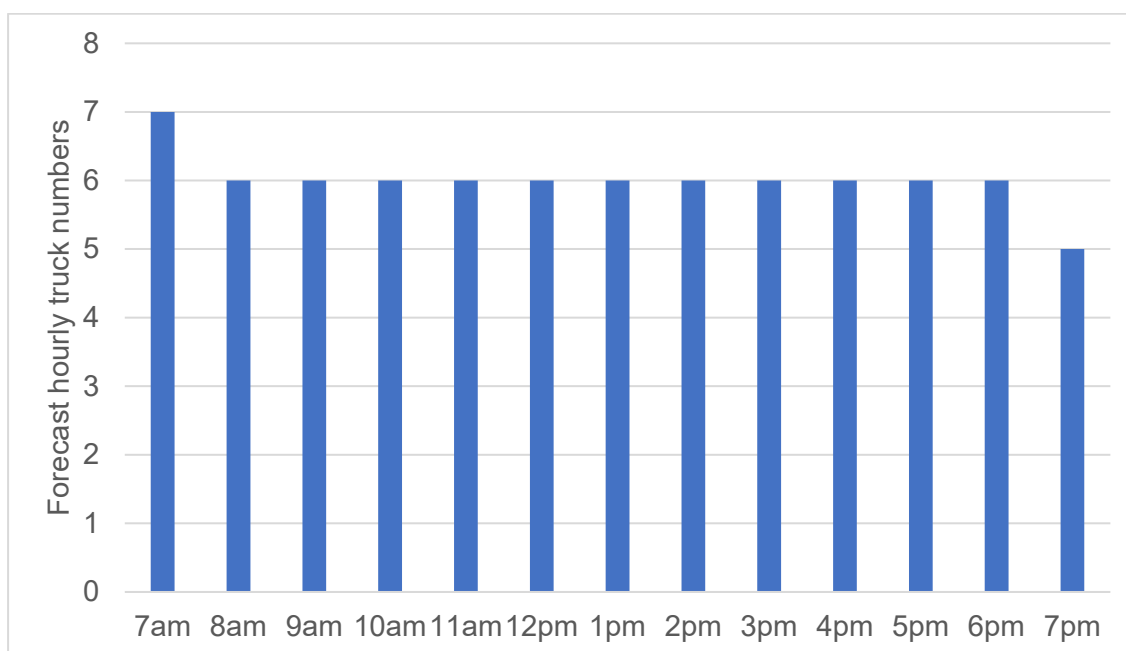


Figure 15 Typical daily profile of truck activity (weekday)

#### 3.11.2 Light vehicles

Workers will generate some additional traffic to the site. At peak times there may be up to 500 people on site during the construction phase. Typically construction workers have a high vehicle occupancy of between 2-3 people per vehicle, however a conservative vehicle occupancy of 1.5 people / car has been assumed for this project. Further, given the site’s proximity to nearby public transport services and limited parking availability it is expected only 20% workers will arrive by car, which is considered a conservative assumption. This would generate approximately 50 vehicles which is not expected to result in any undue impacts on the surrounding road network.

**No vehicles are to park on surrounding streets, with those driving to only park in off street car parks.**

### 3.12 Parking

Given the location of the site, workers will be encouraged to use public transport as a means of access. There will be no on-site parking for the Contractor, employees of relevant subcontractors or visitors to the job site.

**No vehicles are to park on surrounding streets, with those driving to only park in off street car parks.**

The Contractor may permit site personnel to park in the completed basement levels during the latter stages of the project. This potential opportunity is subject to the Contractor's safety and construction methodology review and assessment.

### 3.13 Road closures

Road Occupancy Licence/Permits will be sought as required by the Contractor when and if required. Temporary road closures of Lee Street and Pitt Street are anticipated during;

- Infrastructure services works along Lee Street;
- Erection and dismantling of cranes and hoists; and
- Delivery of large plant, equipment or materials.

Should road closures be required these will be scheduled well in advance, take place outside of busy periods and would be subject to approval from Transport for NSW and City of Sydney Council. It is noted that full road closures of these roads may be challenging however TfNSW may facilitate lane closures. The extent of any road or lane closures will be discussed well in advance with the relevant TfNSW team.

## 4 Impacts of Construction Activities

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### 4.1 General pedestrian and cyclist movements

There will be no public access onto the site, which will be restricted through fencing and hoardings established around the site boundary. Pedestrians will be able to continue to use the public footpath along Lee Street. Traffic controllers with appropriate accreditation will hold construction vehicles at cross-over points and allow pedestrians to cross these work areas. Traffic guidance schemes for the site access points on Lee Street have been developed and are provided in Appendix B of this document.

Should footpath closures out of daytime hours be required, these will be scheduled in advance with appropriate detour routes provided (with associated traffic controllers). The Contractor will at all times, be required to obtain Authority Approvals prior to the closure of any footpaths and the commencement of works.

At times where truck reversing manoeuvres are required on Railway Colonnade Drive (which would not occur during peak periods) pedestrians wanting to use the existing pedestrian crossing may face delays of between one and two minutes as they are held by traffic controllers. An alternate pedestrian route will be available as indicated in Figure 16 for pedestrians wanting to travel between the Central Station entry point and Lee Street. Complementing the traffic controllers will be signage and barriers to manage pedestrian movements as indicated in the Traffic guidance schemes prepared for this area (see Appendix B).

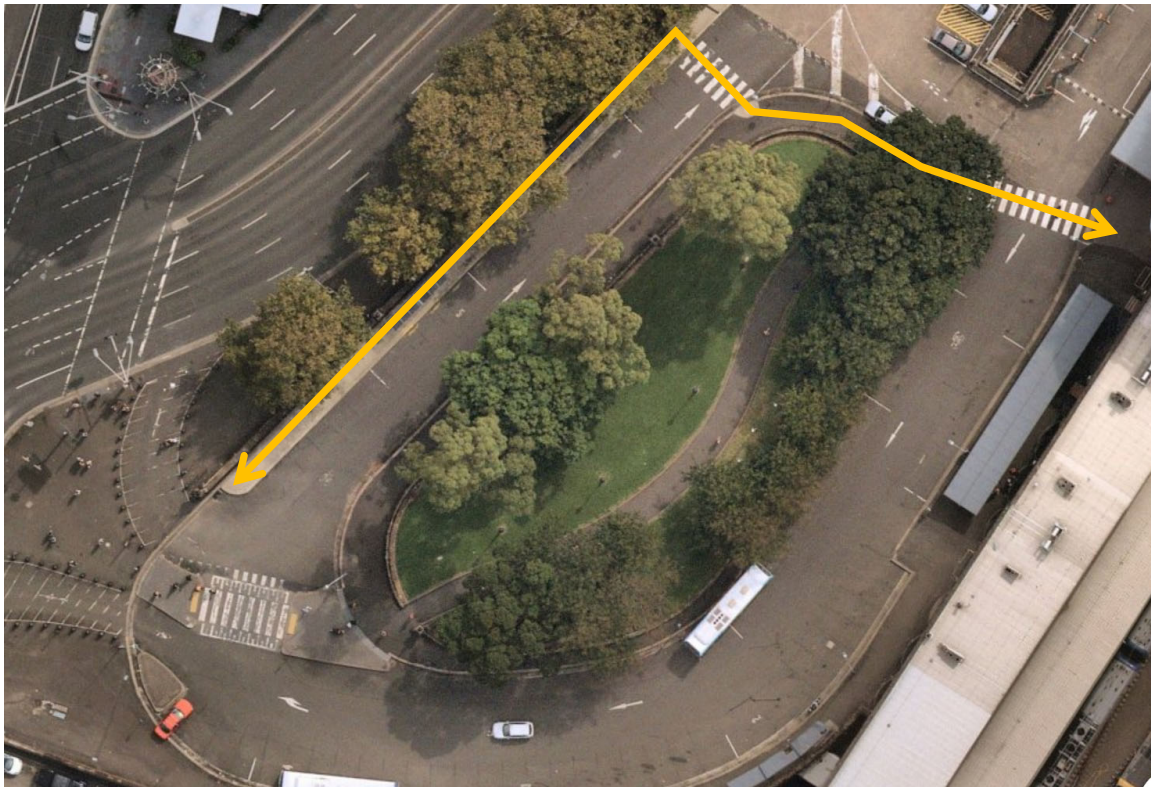


Figure 16 Alternate pedestrian route during use of Railway Colonnade Drive

## 4.2 Adina Hotel access

At all times throughout the construction works pedestrian access into the Adina Hotel will be maintained via Lee Street. There is the potential for the hotel to be closed for part, or all of, the construction period to facilitate the development of the site by TOGA (Block C within the Western Gateway precinct). The current intention is to utilise part of the hotel as a site office for the Atlassian construction project.

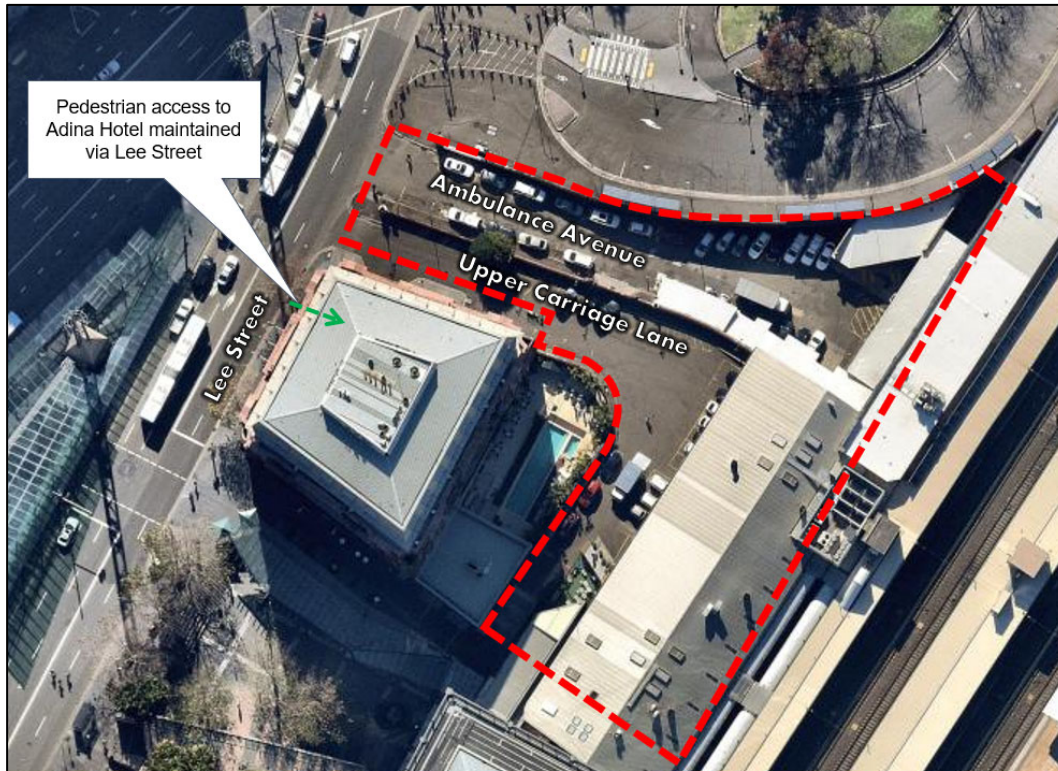


Figure 17 Pedestrian access to Adina Hotel during construction works

### 4.3 Devonshire Street tunnel pedestrian movements

To facilitate the construction of the project works will need to be undertaken within the Devonshire Street tunnel (DST). Pedestrian modelling is being undertaken to determine the necessary arrangements to be in place during the works to be undertaken within the DST. This analysis will cover two scenarios:

1. During demolition of suspended structures while pedestrian diversions are in place and the DST remains open to the general public.
2. During demolition of in-ground structures when the closure of the DST to the general public is required.

Detailed pedestrian modelling, supported by a suite of traffic and pedestrian control plans, have been developed to minimise impacts to the general public using the DST when works are being undertaken.

The closure of the DST would only take place between the hours of 8pm Friday through to 5am Monday – therefore occurring outside of the busy weekday commuter peak periods. Closure of the DST would be scheduled well in advance and coordinated with TfNSW, with weekend periods currently identified between August 2022 and May 2024 when the closure would take place. Diversion signs and traffic control would be in place throughout the period of the closure. The alternate pedestrian route during the period of the DST closure is shown in Figure 18.

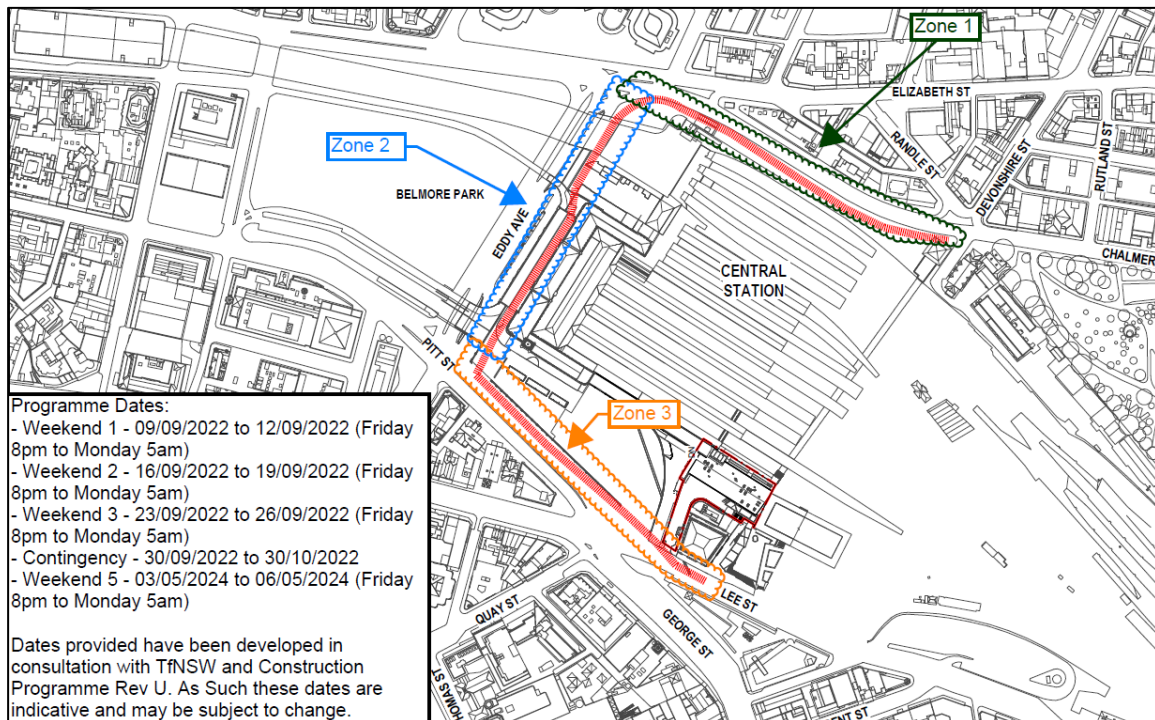


Figure 18 DST closure alternative pedestrian route

Pedestrians will be redirected via a mixture of static wayfinding signs (both within Central Station and on surrounding streets), variable message signs (VMS) as well as through on-site personnel (pink shirts). This strategy is detailed in the Devonshire Street Tunnel Pedestrian Management Plan prepared by ESI.

Further details in relation to the DST works is provided in the DST Management Plan prepared by BOJV which supports the overall CMP for the project.

#### 4.4 Railway Colonnade Drive impacts

As previously noted Railway Colonnade Drive will be used intermittently throughout the construction project as a works zone. During the time that the loading zone is being used, bus stops 3 and 4 on Railway Colonnade Drive (currently used for train / light rail replacement buses) will not be operational.





Figure 19 Existing bus stops on Railway Colonnade Drive

The contractor will coordinate with TfNSW & Sydney Trains well in advance to avoid use of the loading zone during shut down weekends and special events when scheduling deliveries. Backup dates for the use of the works zone have been nominated in the BOJV management plan in the event the bus stops on Railway Colonnade Drive are required at late notice should TfNSW or Sydney Trains require. TfNSW and their stakeholders including Sydney Trains, NSW Trains and the Customer Journey Planning Operations team have been consulted with and agreed to coordinate with the project team to assist in arranging alternative bus arrangements where possible during the use of Railway Colonnade Drive.

When the construction zone is not required (all times outside the anticipated dates/durations as noted in BOJV's management plan) it would be relinquished and become available for regular TfNSW operation, including the re-opening of Bus Stop 3 and 4.

All construction vehicles and pedestrian movements on Railway Colonnade Drive will be controlled by authorised traffic controllers while the loading zone is in use. A traffic guidance scheme for the use of Railway Colonnade Drive has been developed and is provided in Appendix B of this document. All vehicle arrivals to be scheduled to ensure no queuing outside the area of the loading zone.

Vehicle movements on Railway Colonnade Drive will be limited to reduce impacts at peak times (7am to 10am & 3pm to 7pm). Oversized vehicle movements will avoid these periods as these can only occur in accordance with City of Sydney requirements – those being off all Council roads by 5am and not returning to Council roads prior to 10pm. During this times vehicles will only move in a forwards direction on Railway Colonnade Drive. Reversing movements will only occur at times when a forward direction is not feasible outside of peak periods.

Traffic controllers on site will also have the ability to communicate with drivers (via radio) as they approach Railway Colonnade Drive to inform them of site

conditions and advise of any changes to access arrangements. At times when conditions are unfavourable (e.g. inclement weather, high winds etc) traffic controllers will have the ability to communicate to drivers not to enter Railway Colonnade Drive and instead wait until conditions have improved.

As indicated in delivery schedule provided in Appendix C of this document, vehicle movements on Railway Colonnade Drive are expected to be relatively low at 1 vehicle per hour or 12 vehicles per day during busy periods. On other occasions usage will be reduced to 6 vehicles or less per day.

As indicated in the TGS plans in Appendix B of this document, and reproduced in Figure 20 below, a range of traffic management devices will be in place to support safe operations on Railway Colonnade Drive. This includes placement of hard lines barriers to control and channel pedestrian movements in the area, complemented by on-site traffic controllers.

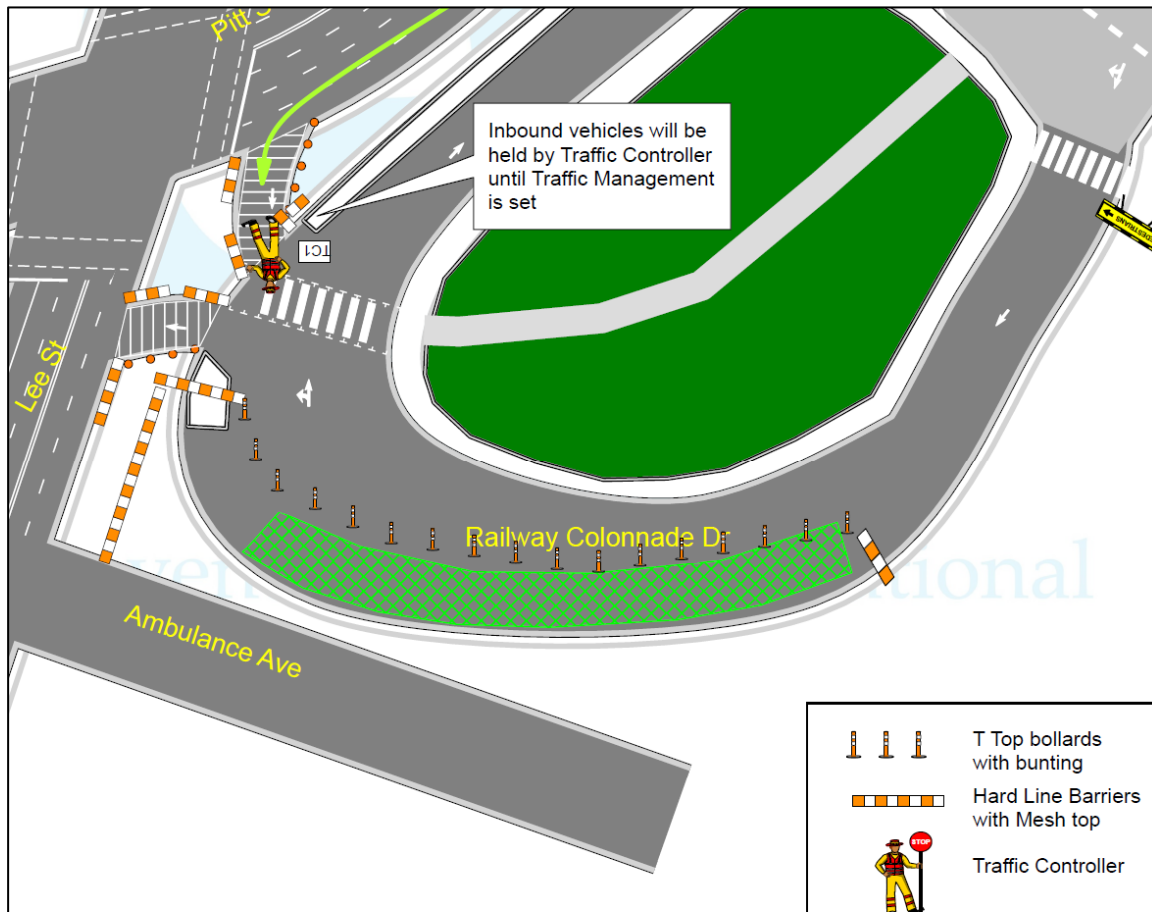


Figure 20 Traffic management to be in place on Railway Colonnade Drive

Source: Event Services International

## 4.5 Central Station platform 1

To support the construction of the project hoardings are to be installed on Platform 1 within Central Station. The proposed hoarding line will be located west of the existing central columns and goods lift which act as the existing constraints to pedestrian movements on the platform. These existing pinch points remain unimpacted by the proposed hoarding line.

Pedestrian movement is restricted to the west of the central columns through the location of an existing staircase as shown in Figure 21. This results in all pedestrian movements (south of the goods lift) taking place to the east of the existing central columns in a zone approximately 1.85m wide (between the yellow tactile line and the face of the existing column).



Figure 21 Central Station platform 1 (looking north)

A pedestrian clearance of 3300mm will be provided from the edge of the platform which is in accordance with Figure 3.2.6 in TN 001:2016. During the installation of the hoarding a 300mm zone for temporary fencing will be included. The installation process would occur outside of busy periods in consultation with TfNSW and Sydney Trains. The fencing will be positioned to have no significant impact on pedestrians.

The indicative hoarding line location is illustratively shown in Figure 22, demonstrating that the hoarding will not reduce the width of the existing pedestrian pinch points on Platform 1.



Figure 22 Indicative hoarding location

A Fruin Level of Service Assessment has been undertaken for both the Indian Pacific service and an XPT service stopping on Platform 1. The pedestrian analysis has concluded that the proposed extent of hoardings on Platform 1 will result in acceptable impacts to pedestrian flow following the arrival of either the Indian Pacific or XPT train services. A clear width of 1.85m will be provided along the narrowest point along the platform, consistent with existing conditions, which provides sufficient space for pedestrians alighting their train and walking south towards the main concourse area.

Analysis indicates a worst case scenario Fruin Level of Service Low C / High D which is considered acceptable given the site conditions and infrequency of the event (being once per week for the Indian Pacific service). Importantly pedestrian flow will be in a single direction towards the Central Station concourse area with minimal bi-directional flow expected.

In this context the capacity of Platform 1 to accommodate pedestrian movements with the proposed hoarding line in place is not likely to differ significantly from current operations. As the construction project takes place further discussions can be held with TfNSW & Sydney Trains regarding specific management measures that may need to be in place in certain circumstances.

## 4.6 Site establishment works

An overview of the proposed site establishment works for the project is illustrated in Figure 23 below. These works include the installation of hoardings/fencing, protection systems and hoisting zones. In accordance with the TfNSW State Works return brief, all significant works relative to site establishment are expected to occur outside of peak vehicular, railway and other public transport periods. This approach is to reduce the risk of interference with bus, rail and vehicular operations .

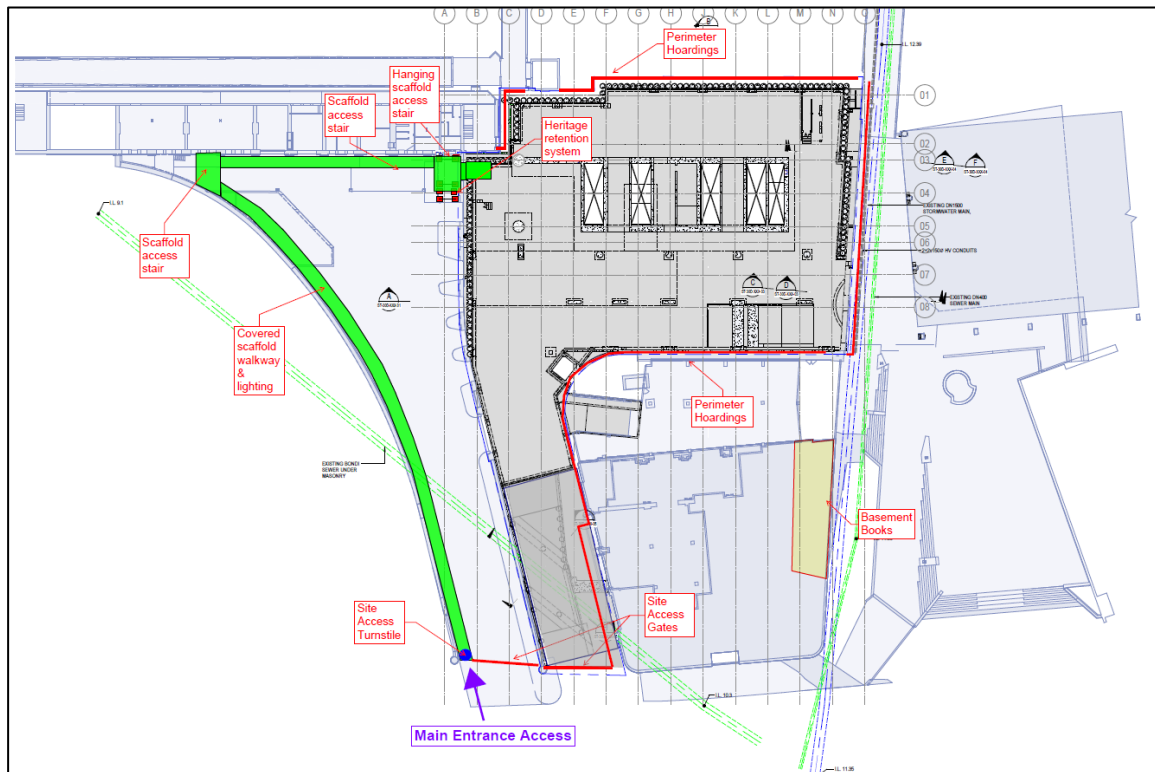


Figure 23 Site establishment works

## 4.7 Impacts to general public transport services

It is not expected that public transport services would be affected by the works. The small number of additional construction vehicles using public transport corridors such as Foveaux Street and Pitt Street is unlikely to materially 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 avoid major public transport corridors.

The close proximity of public transport servicing the site via heavy rail and the adjacent bus network will enable construction personnel to easily access the site via public transport, minimising the road traffic impact around the site.

The proposed use of Railway Colonnade Drive intermittently throughout the project as a works zone will, when in use, impact the operation of some bus and coach services. BOJV will coordinate with TfNSW & Sydney Trains well in advance to avoid use of the loading zone during shut down weekends and special events when scheduling deliveries to minimise impacts on the public transport network.

Traffic controllers will be in contact with subcontractors and delivery drivers at all times to ensure real time management. Deliveries will only be permitted to approach site when they have been given approval from traffic control. In this way the number of traffic movements during peak hours can be managed and therefore minimise impacts to the surrounding public transport network.

## 4.8 Car parking impacts

### 4.8.1 Worker car parking

No on-site car parking is proposed for construction staff, with public transport to be promoted as the primary form of access to the site.

To support construction workers in utilising public transport and reduce dependency on private vehicle as a mode of access to the site, appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

### 4.8.2 Public car parking

To facilitate the proposed work zones within the site boundary on Ambulance Avenue and Upper Carriage Lane approximately 40 parking spaces will be removed. These parking spaces are currently used by authorised TfNSW vehicles, YHA staff/visitors and Adina Hotel staff/visitors. Discussions are ongoing between Atlassian, TfNSW and other stakeholders in relation to this loss of car parking, which is required to facilitate the development of the broader Central Station precinct.

## 4.9 Retail servicing

Currently vehicles servicing the retailers in the precinct, including within Henry Dean Plaza, park in Ambulance Avenue and trolley goods through an existing service corridor. During the construction of the Atlassian site Ambulance Avenue will be unavailable for general vehicle access and therefore alternate servicing arrangements will be required. The agreed arrangements to temporarily accommodate loading/servicing for the existing retailers, as well as a pick up / drop off point for the Adina Hotel, is illustrated in Figure 24 below. This involves the creation of a 20m long zone on Lee Street outside the Adina Hotel, comprising of:

- A 6.5m long accessible drop off / pick up bay for the Adina Hotel
- A 13.1m loading zone which can be used by either one large vehicle or two vans at a time
- A 10m 'no stopping zone' offset to the traffic lights as required by TfNSW

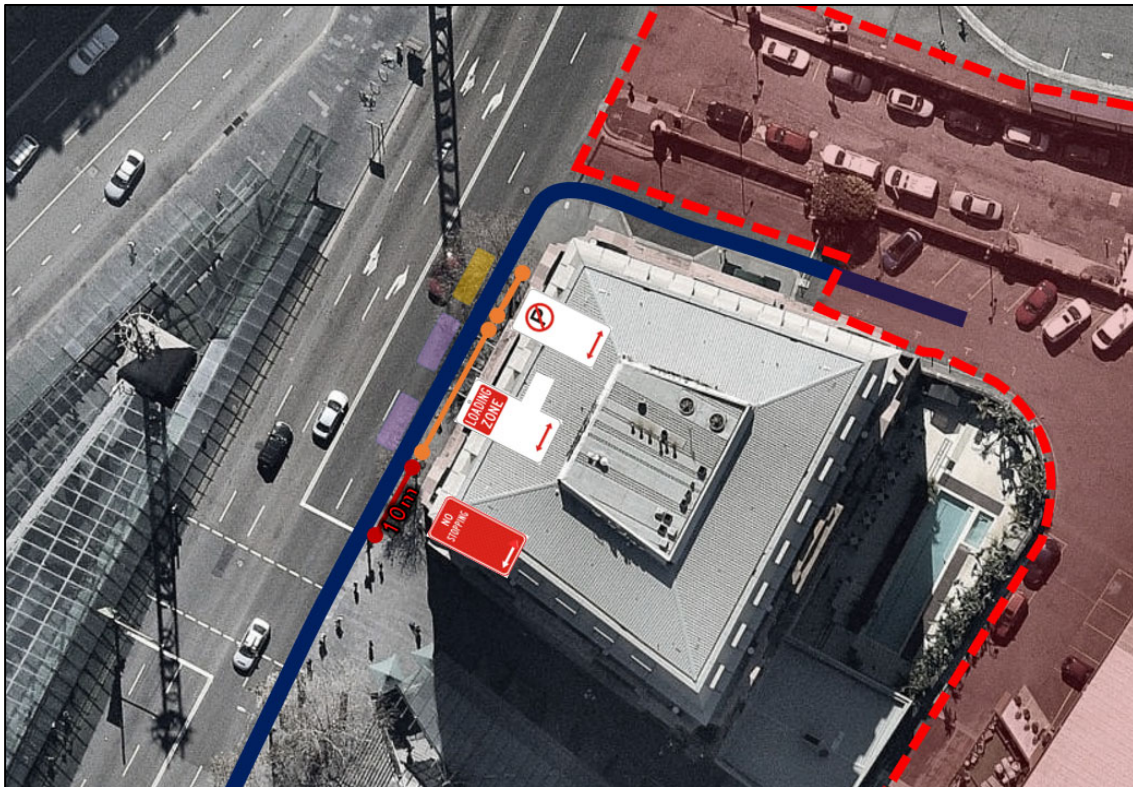
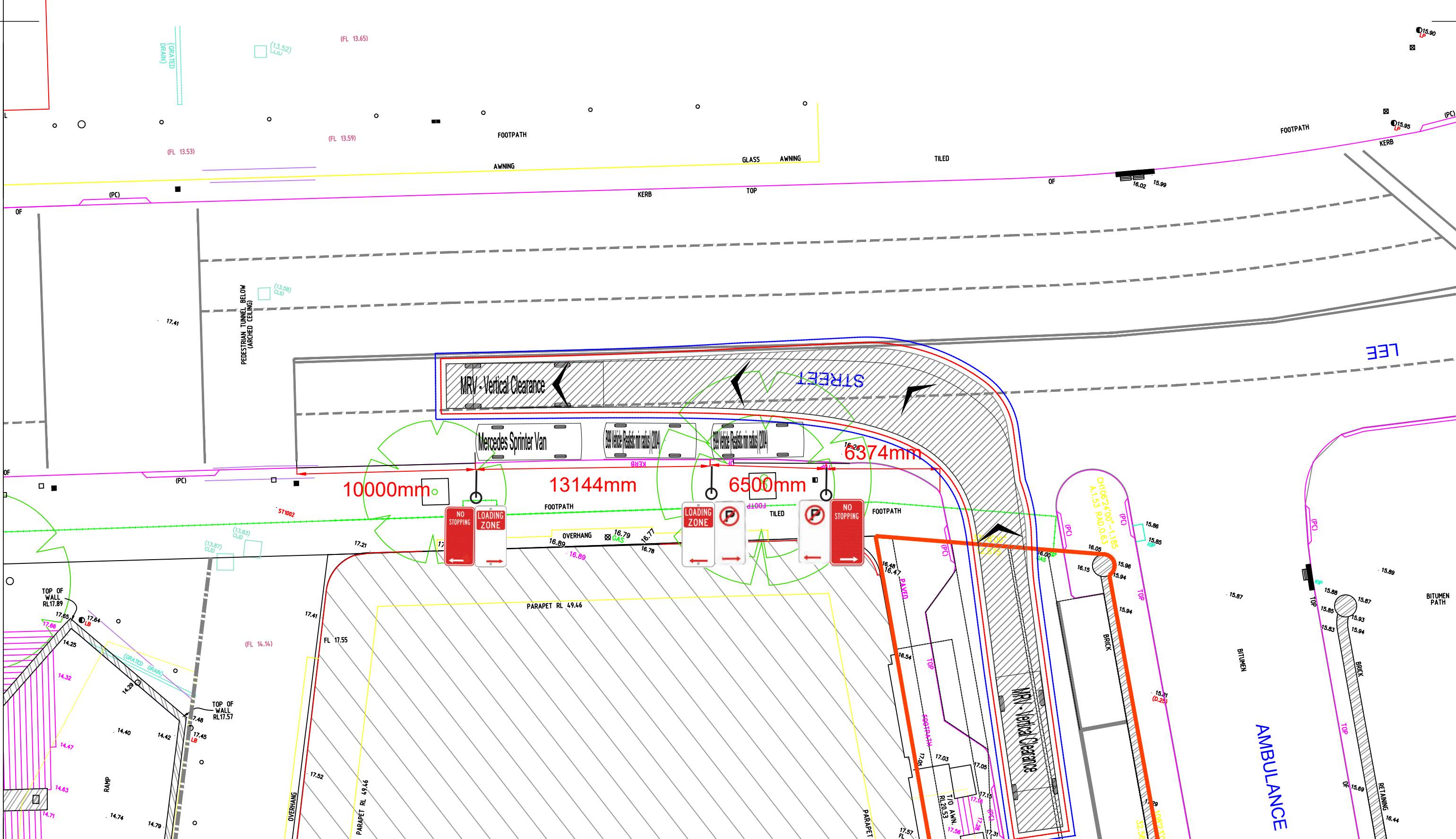


Figure 24 Temporary loading and drop off / pick up

A scaled plan indicating these arrangements is provided on the following page. This plan includes the swept path of a Medium Rigid Vehicle (MRV) exiting the Atlassian worksite and turning left onto Lee Street, demonstrating this would not conflict with vehicles using the drop off / pick up space. This arrangement has received formal approval from the TfNSW Network and Safety Services team in November 2021 and will be implemented prior to the commencement of construction.



**Client**  
Atlassian

**Job Title**  
Atlassian Central Station

**Drawing Title**  
Lee Street Loading Zone  
(construction state)

- Legend**
- Body Envelope
  - 300mm Envelope
  - 600mm Envelope
  - Wheel Envelope

**Date**  
14.09.21

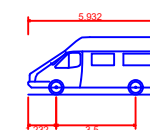
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**Drawing No**  
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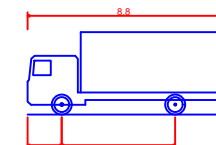
**Drawing Status**  
For Information

**Scale at A3**  
1:200

**Vehicle type(s)**



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Overall Width 2.020m  
Overall Body Height 2.539m  
Min Body Ground Clearance 0.312m  
Track Width 1.840m  
Lock-to-lock time 4.00s  
Curb to Curb Turning Radius 6.400m



MRV - Medium Rigid Vehicle  
Overall Length 8.800m  
Overall Width 2.500m  
Overall Body Height 3.633m  
Min Body Ground Clearance 0.428m  
Track Width 2.500m  
Lock to Lock Time 4.00 sec  
Curb to Curb Turning Radius 10.000m



## 4.10 Emergency vehicles

Emergency vehicle access will be maintained at all times along Lee Street, or if necessary site personnel will grant access to emergency vehicles entering the site at either Ambulance Avenue or Upper Carriage Lane.

The contractor will liaise with the NSW Police, Fire Brigade and emergency services agencies throughout construction and a 24-hour contact would be made available for 'out of hours' emergencies and access. The emergency services will be briefed through the appropriate forum.

## 4.11 Road safety

The construction works are not anticipated to impact road user safety for the following reasons:

- The vehicle site access points will be under the control and management of accredited traffic controllers, who will prevent vehicles from leaving the site until it is safe to do so;
- Hoardings and perimeter fencing will be established so as to restrict pedestrian access into the construction site
- Construction traffic vehicle flows are relatively low – in the order of 80 vehicles per day at peak times during the construction project. This is considered minimal in the context of existing traffic movements in the precinct and therefore would not impact road user safety; and
- All footpaths and bicycle paths will generally remain open and unaffected during normal daytime hours throughout the construction period. Any closures, including the closure of the Devonshire Street Tunnel, would be scheduled well in advance and be managed by authorised traffic controllers.

## 4.12 Cumulative construction activities

There will be a number of construction projects occurring at the same as the construction of the future Atlassian building. These projects include:

- Central Station redevelopment including Sydney Metro City and Southwest
- Central Station Western Gateway Precinct

Ongoing review of cumulative heavy vehicle traffic generation and coordination of heavy vehicle routes used by these projects will be undertaken on a regular basis between the BOJV and Transport for NSW (particularly within Sydney Coordination Office) to minimise impacts on the road network. Regular coordination meetings are held through the Central Precinct Western Gateway Integrated Delivery Coordination Group which contains members of the respective project teams.

Atlassian and BOJV have held discussions with representatives from the adjoining landholders in the Western Gateway precinct (i.e. TOGA, CPS and TfNSW) to inform the overall construction management strategy. Figure 26 below illustrates the proposed arrangements when all three construction projects are underway. This indicates how each stakeholder will need to continue to liaise closely (through the Integrated Delivery Coordination Group) to ensure their construction activities do not impact the ability for other projects in the precinct to be delivered. It is important to note that the delivery of the adjacent construction projects will be the responsibility of the relevant parties however Atlassian will continue to participate in discussions to ensure the transport network will be managed in a satisfactory manner.

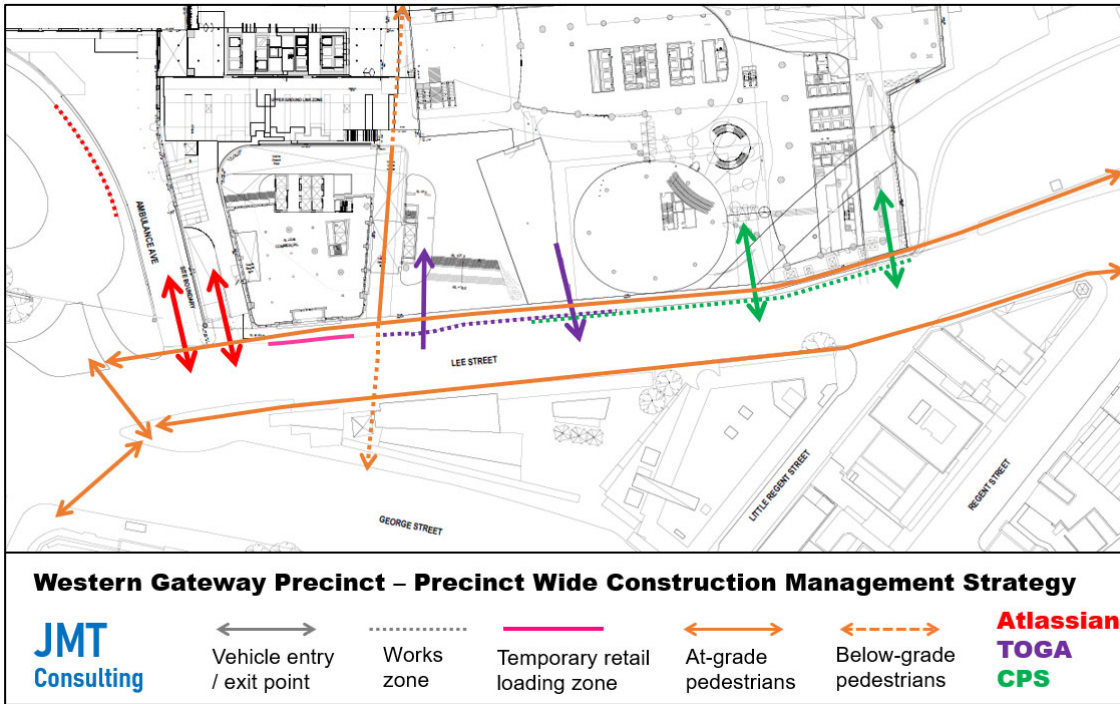


Figure 26 Precinct wide construction traffic management strategy

## 5 Management of Construction Activities

### 5.1 Mitigation measures

Mitigation measures will be adopted during construction to ensure traffic movements have minimal impact on surrounding land uses and the community in general, and would include the following:

- Trucks to not use any local streets for access to the construction site;
- Trucks to enter and exit the site in a forward direction;
- In accordance with Condition F10, all construction vehicles are to be contained wholly within the site and Ambulance Avenue, except if located in an approved on-street work zone, and vehicles must enter the site or an approved on-street work zone before stopping;
- 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;
- All vehicles approaching the site to communicate with traffic controllers and use beacon lights (or similar) prior to entering;
- Restrict construction vehicle activity to designated routes which the minimise the use of local roads for site access;
- Pedestrian movements adjacent the construction site to 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;
- Works impacting public transport services or through the Devonshire Street tunnel to be scheduled well in advance through discussions with TfNSW / Sydney Trains;
- Any road / lane closures to be scheduled well in advance, outside of busy periods (where practical) and carried out in consultation with TfNSW and Council;
- Construction activity to be carried out in accordance with approved hours of work;
- Truck loads would be covered or adequately secured 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;
- During site induction, workers will be informed of the public transport 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 code of conduct.

## 5.2 Driver code of conduct

BOJV will 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.

BOJV will be responsible for managing all site access points and monitoring subcontractor behaviour and subcontractor truck access arrangements to ensure compliance with conditions of contract. BOJV will be responsible for managing for all the site gate access to ensure there is no access to or from the site before or after approved construction hours. Within the site, a speed limit of 10km/hr will apply and will be signed. Vehicles entering, exiting and driving around the site will be 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 will be pre-booked and are to check in at the site office on arrival. No construction vehicles are park or dwell in bus zones surrounding the site or along any of the approved haulage routes.

## 5.3 Management of vehicle movements

In accordance with the conditions of the project approval no vehicle queueing is to occur on public roads and instead be contained wholly within the site. To following measures will be in place to support this requirement:

- Site deliveries to be pre-booked and allocated time-slots to ensure vehicle movements are distributed across the day and not concentrated in a certain period of time.
- BOJV to undertake pre-planning works to determine the required schedule of deliveries on a daily basis to ensure there is sufficient holding capacity on-site for all vehicles based on arrival time and anticipated length of stay.
- Traffic controllers to be in place at all site access points to manage vehicle movements into and out of the site.

## 5.4 Site induction

All staff employed by BOJV (including sub-contractors) would be required to undergo a site induction. Inductions will take place to ensure staff are aware of approved CPTMP, and any changes that may occur on a case by case basis.

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

## 5.5 Management of bus movements

As part of the CPTMP condition (E17) of the project approval details are to be provided of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site.

The recently finalised South East Sydney bus strategy notes that only a single bus route (310) directly passes the construction site access points on Lee Street. The bus stop on Lee Street servicing the 310 route is located approximately 40m north of the site access point and is therefore the site access arrangements are not anticipated to restrict the movement of buses on Lee Street. Traffic controllers will be in place at both the site entry points on Lee Street and will have the ability to direct drivers away from the site if they anticipate there to be concerns in relation to the movement of buses. BOJV will also continue to coordinate with TfNSW (via the Central Precinct Western Gateway Integrated Delivery Coordination Group) to understand whether the simultaneous operation of buses and construction vehicles on roads surrounding the site is resulting in any issues of significance, and if required make changes to mitigate the identified issues.

## 5.6 Communication and stakeholder management

Atlassian and BOVJ will continue to hold discussions with representatives from the adjoining landholders in the Western Gateway precinct (i.e. TOGA, CPS and TfNSW) to inform the overall construction management strategy. Constant communication will take place through the Integrated Delivery Coordination Group to ensure construction activities do not impact the ability for other projects in the precinct to be delivered.

An experienced staff member from BOJV will hold the role of interface manager to communicate relevant construction activities to authorities and other key stakeholders.

## 6 Summary

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This Construction Traffic and Pedestrian Management Plan (CPTMP) has been prepared to support the construction of the Atlassian building at Central Station in accordance with Condition E17 of the project approval.

The assessment describes the arrangements that the appointed contractor will follow such that the works can be carried out safely, with impacts to pedestrians and other road users appropriately managed through the measures described in this report. Overall, the impacts of the works are considered to be manageable with the provision of appropriate safety and mitigation measures as described in this document.

## **Appendix A: City of Sydney CTMP Standard Requirements**

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## The City of Sydney Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at **(Please Insert site address and DA No here)**

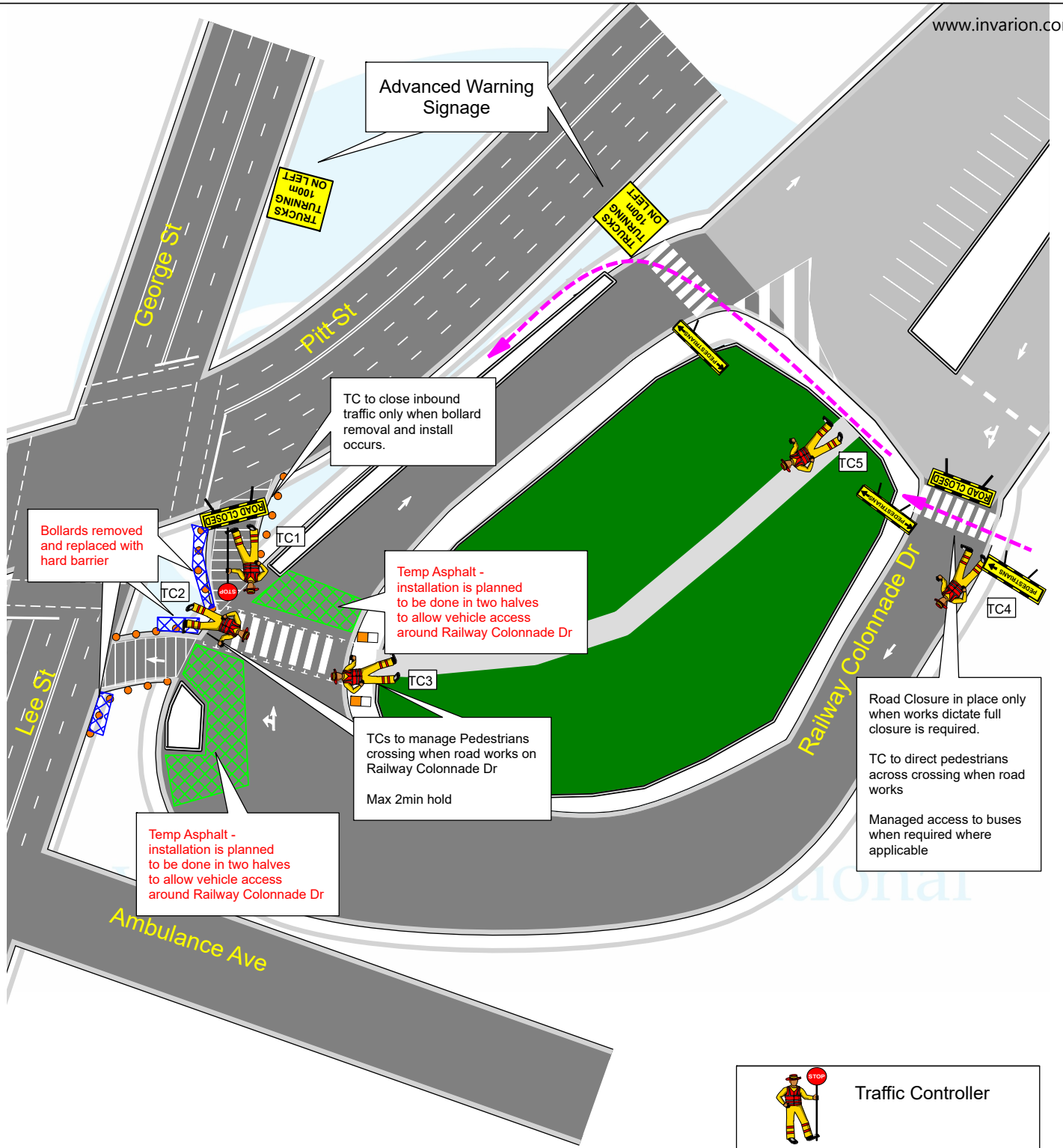
1. Details of routes to and from site and entry and exit points from site – site specific
2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific
3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.  
**NOTE:** No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the 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](http://www.nhvr.gov.au).
8. No queuing or marshalling of trucks is permitted on any public road.
9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from 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 related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.
11. All loading and unloading must be within the development site or at an approved "Works Zone".

12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.
13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.
14. The Applicant must apply to TfNSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.
15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.
16. The Applicant must comply with development consent for hours of construction.
17. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and TfNSW's Traffic Control At Work Sites Guidelines.
18. Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - **the vehicles already on the road have right-of-way.**
19. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e. **at all times the pedestrians have right-of-way on the footpath not the trucks.**
20. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.
21. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.
22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.
23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or TfNSW for consideration. Also WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under TfNSW regulations).
24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.

## **Appendix B: Traffic Guidance Scheme**

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*Proposed TGS, subject to engagement and consultation with Traffic Control subcontractor*

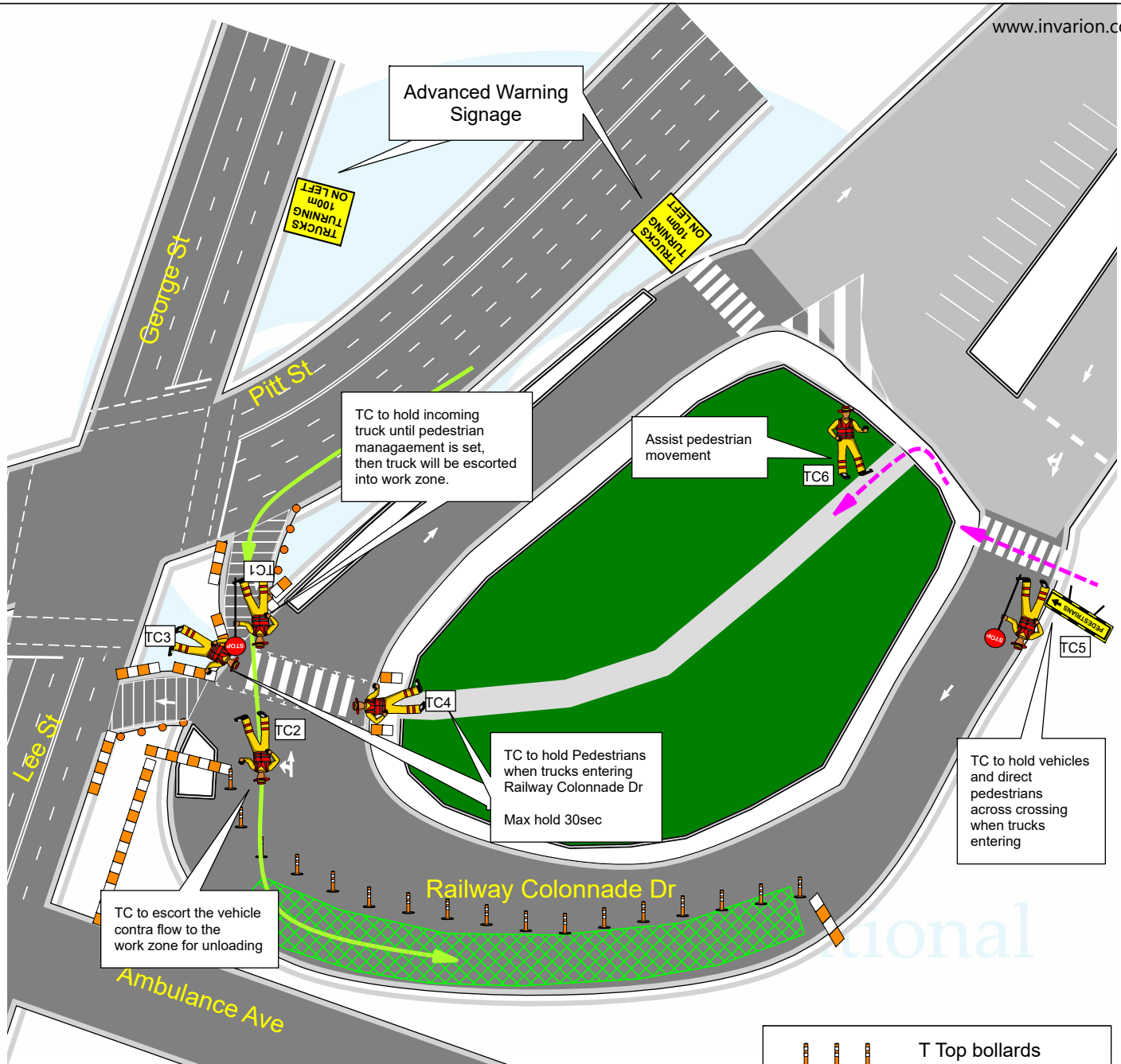


Made Ready Works

Proposed TGS

	Traffic Controller
	Pedestrian Crossing
	Work Zone
	Work Zone

<p>esi event services international</p>	<b>Railway Colonnade Drive Work Zone - Configuration N.B. NOT TO SCALE</b>						<b>TGS 1</b>						
	<table border="1"> <thead> <tr> <th>Agency</th> <th>Primary Task</th> <th>Secondary Task</th> <th>No. Staff</th> <th>Date</th> <th>Times</th> </tr> </thead> <tbody> <tr> <td>esi</td> <td>Supply Signs, Implement Infrastructure</td> <td></td> <td>5</td> <td>TBC</td> <td>TBC</td> </tr> </tbody> </table>	Agency	Primary Task	Secondary Task	No. Staff	Date		Times	esi	Supply Signs, Implement Infrastructure		5	TBC
Agency	Primary Task	Secondary Task	No. Staff	Date	Times								
esi	Supply Signs, Implement Infrastructure		5	TBC	TBC								
Atlassian Central Station Drawn By: Matt Giles Work Health & Safety Traffic Control Work – Card No. TCT 0048323						Version 4 - 23/6/22							
				Standard TGS Reference: N/A Custom TGS Implemented By:									



Standard Loading Zone  
Configuration RCD #1  
Vehicle Entry

Proposed TGS

- T Top bollards with bunting
- Hard Line Barriers with Mesh top
- Traffic Controller
- Pedestrian Crossing
- Inbound vehicles
- Work Zone

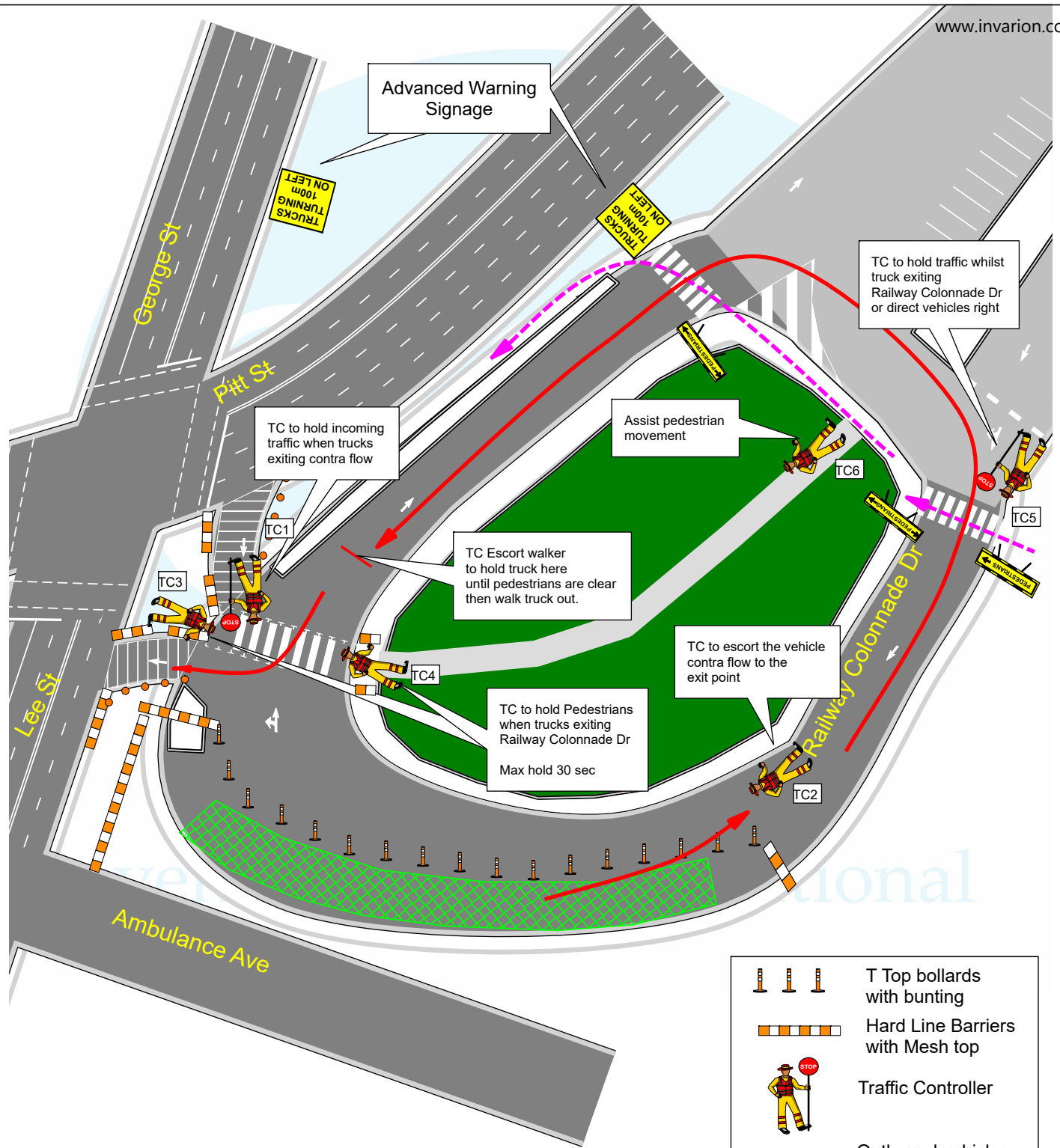


Railway Colonnade Drive Work Zone - Truck Arrival **N.B. NOT TO SCALE**

Agency	Primary Task	Secondary Task	No. Staff	Date	Times	TGS 2
esi	Supply Signs, Implement Infrastructure		6	TBC	TBC	

Atlassian Central Station  
 Drawn By: Matt Giles  
 Work Health & Safety Traffic Control Work – Card No. TCT 0048323  
 Standard TGS Reference: N/A Custom TGS  
 Implemented By:  
 Version 4 - 23/6/22





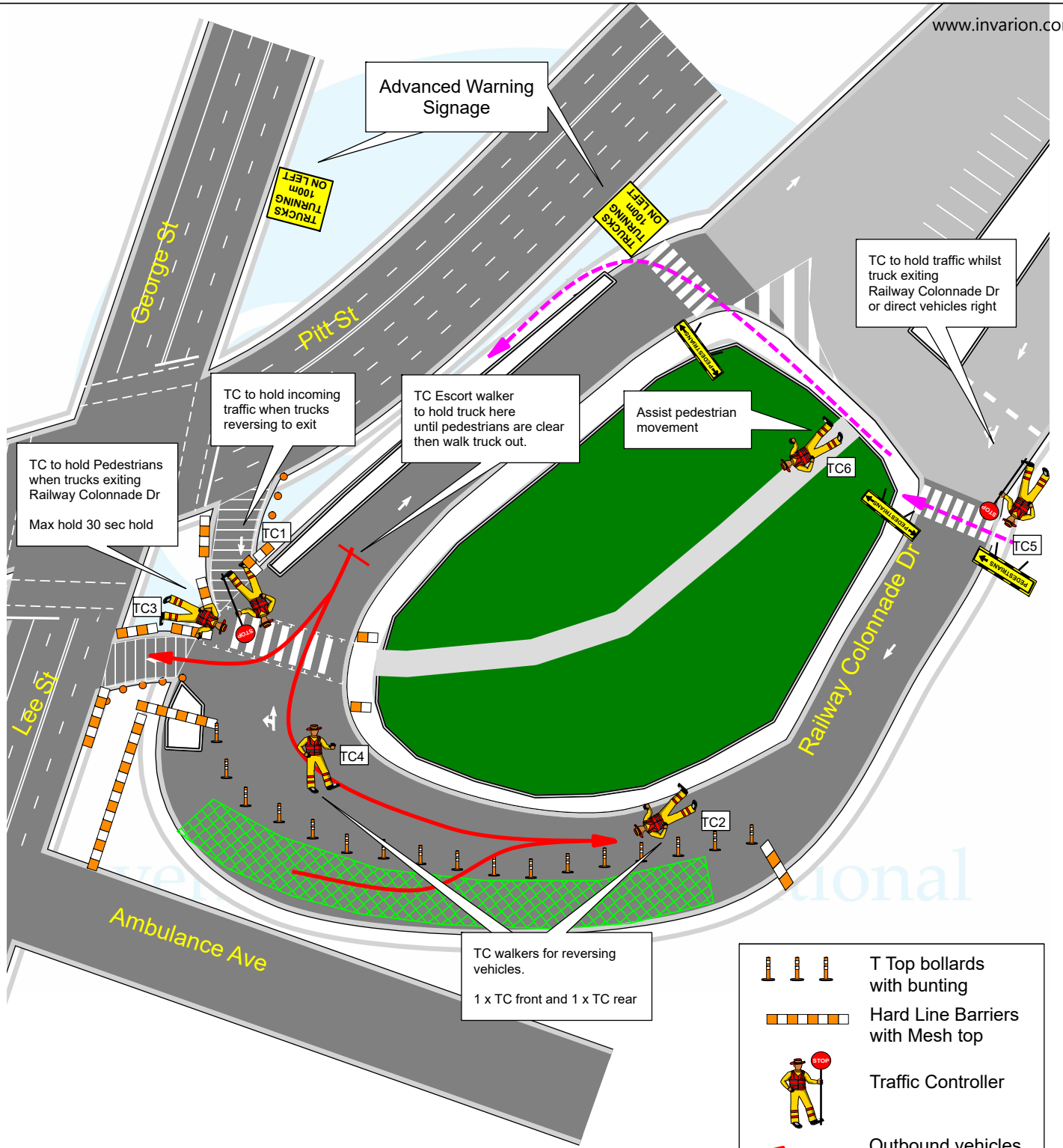
Standard Loading Zone  
 Configuration RCD #1  
 Exit Type 1 - Forward direction

Proposed TGS

	T Top bollards with bunting
	Hard Line Barriers with Mesh top
	Traffic Controller
	Outbound vehicles
	Pedestrian Crossing
	Work Zone

<p>esi event services international</p>	Railway Colonnade Drive Work Zone - Exit forward <b>N.B. NOT TO SCALE</b>					<b>TGS 3</b>	
	Agency esi	Primary Task Supply Signs, Implement Infrastructure	Secondary Task	No. Staff 6	Date TBC		Times TBC
	Atlassian Central Station Drawn By: Matt Giles Work Health & Safety Traffic Control Work – Card No. TCT 0048323						Standard TGS Reference: N/A Custom TGS Implemented By:





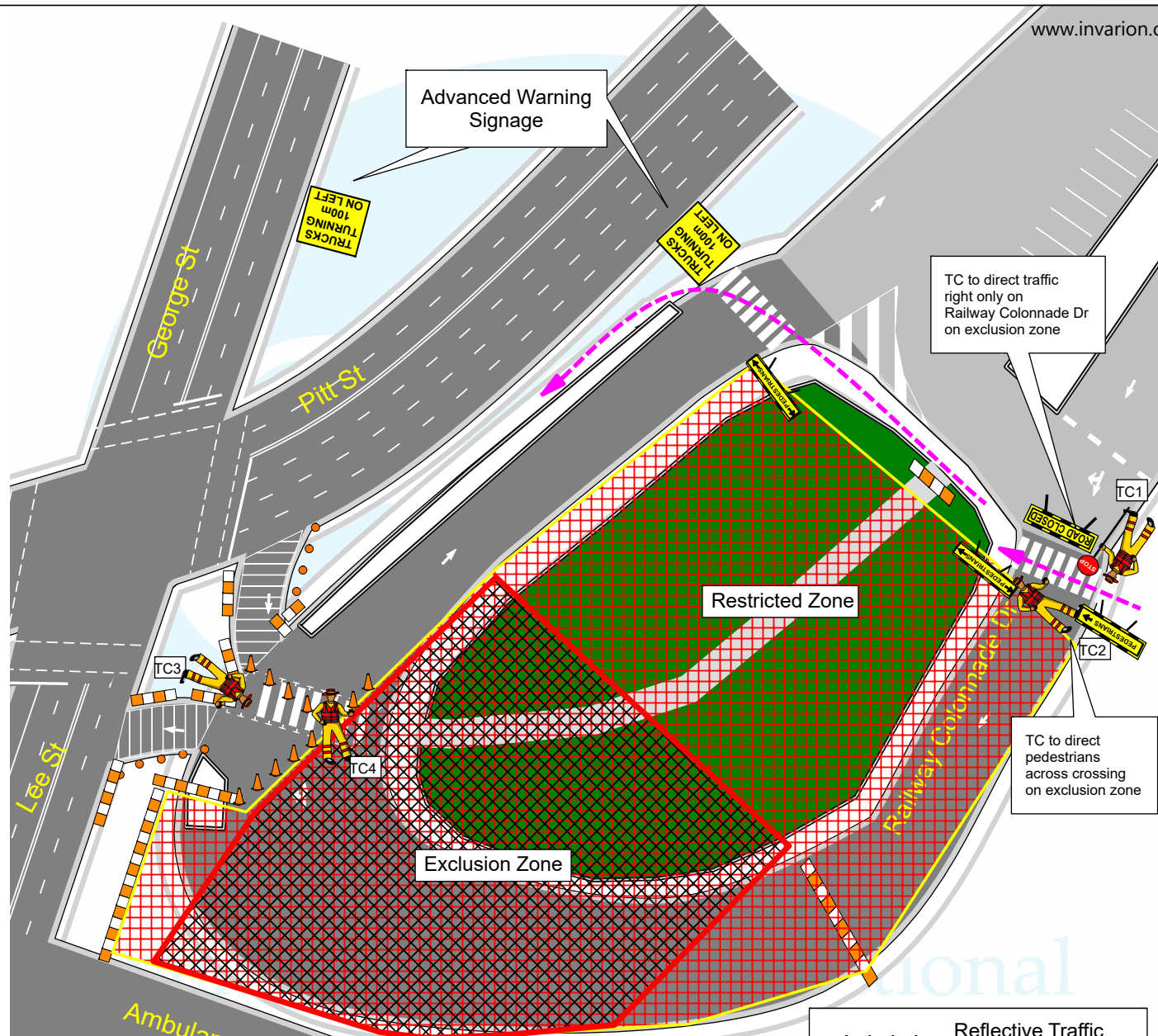
Standard Loading Zone  
Configuration RCD #  
Exit Type 1 -reversing

Proposed TGS

- T Top bollards with bunting
- Hard Line Barriers with Mesh top
- Traffic Controller
- Outbound vehicles
- Pedestrian Crossing
- Work Zone

	Railway Colonnade Drive Work Zone - Reversing					<b>N.B. NOT TO SCALE</b>	
	Agency	Primary Task	Secondary Task	No. Staff	Date	Times	
esi	Supply Signs, Implement Infrastructure		6	TBC	TBC		<b>TGS</b> <b>4</b>
Atlassian Central Station Drawn By: Matt Giles Work Health & Safety Traffic Control Work – Card No. TCT 0048323							

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This will be coordinated with ST & TfNSW in the event of unplanned conditions  
 Standard Loading Zone  
 Configuration RCD #2  
 Crane Exclusion Zone

**Proposed TGS**

- Reflective Traffic Cones
- Hard Line Barriers with Mesh top
- Traffic Controller
- Pedestrian Crossing
- Exclusion Zone
- Restricted Zone



**Railway Colonnade Drive - Exclusion Zone** **N.B. NOT TO SCALE**

Agency	Primary Task	Secondary Task	No. Staff	Date	Times	<b>TGS 5</b>
esi	Supply Signs, Implement Infrastructure		4	TBC	TBC	

Atlassian Central Station Version 4 - 23/6/22  
 Drawn By: Matt Giles Standard TGS Reference: N/A Custom TGS  
 Work Health & Safety Traffic Control Work – Card No. TCT 0048323 Implemented By:





## Appendix C: Railway Colonnade Drive Delivery Schedule

Activity	Anticipated Date Commencing	Anticipated Duration	Back-up Date	Notes	Loading Zone Configuration	Approx. Number of Trucks
Make ready works	Mar-23	10 days	Q2 2023	Night works	RCD 1	12
Tower Crane 1 Install	Sep-23	4 days	Oct-23	Tower crane installation from Friday to Monday	Typically RCD 1, RCD 2 during jib install activities	Total: 44 Daily: Up to 12 per day (1 per hour)
Jump Form Establishment	Nov-23	18 working days*	Dec-23	*intermittent use over 6-week period	RCD 1	Total: 20 Daily: Up to 6 per day
Platform 1 overhead protection deck install	Apr-23	10 working days*	Nov-23	*intermittent use date range is subject to coordination with forecast possessions required for install of protection deck	RCD 1	Total: 26 Daily: Up to 6 per day
Tower Crane 2 Install	Jan-24	4 days	Feb-24	Tower crane installation from Friday to Monday	Typically RCD 1, RCD 2 during jib install activities	Total: 44 Daily: Up to 12 per day (1 per hour)
Mega Column Installation CFT's (Basement 2 – UGF)	Dec-23	6 working days*	Q1 2024	*intermittent use	RCD 1	6 oversized deliveries
Various oversized deliveries for the establishment of T01	Feb-24	Daily	Q2 2024	*intermittent use throughout the completion of Tower L1 and associated activities	RCD 1	Total: 70 Daily: Up to 6 per day
Hoist/Common Tower establishment	May-24	12 working days*	Jun-24	Number of deliveries required subject to further design	RCD 1	Total: 12 Daily: Up to 2 per day
L1 Tower Supports/Columns Removal	Aug-24	12 working days*	Q4-2024	Number of deliveries required subject to further design	RCD 1	Total: 40 Daily: Up to 2 per day

Activity	Anticipated Date Commencing	Anticipated Duration	Back-up Date	Notes	Loading Zone Configuration	Approx. Number of Trucks
Hoist/Common Tower dismantle	Q1 2026	12 working days*	Q2 2026	Number of deliveries required subject to further design	RCD 1	Total: 12 Daily: Up to 4 per day
Tower Crane 2 Dismantle	Q2 2026 (forecast Jun-26)	4 days	Q3 2026	Tower crane dismantle to occur from Friday to Monday	Typically RCD 1, RCD 2 during jib install activities	Total: 44 Daily: Up to 12 per day (1 per hour)
Jump Form Modifications	Jan-25	18 working days*	Q1 2025	*intermittent use over 6-week period	RCD 1	Total: 10 Daily: 2 per day
Tower Crane 3 Install	Feb-25	4 days	Q2 2025	Tower crane installation from Friday to Monday	Typically RCD 1, RCD 2 during jib install activities	Total: 44 Daily: Up to 12 per day (1 per hour)
Jump Form Dismantle	Apr-25	18 working days*	Q3 2025	*intermittent use over 6-week period	RCD 1	Total: 20 Daily: Up to 6 per day
Tower Crane 3 Dismantle	Q3 2026 (forecast July-26)	4 days	Q3 2026	Tower crane dismantle to occur from Friday to Monday	Typically RCD 1, RCD 2 during jib install activities	Total: 44 Daily: Up to 12 per day (1 per hour)
Tower Crane 1 Dismantle	Q3 2026 (forecast July-26)	4 days	Q3 2026	Tower crane dismantle to occur from Friday to Monday	Typically RCD 1, RCD 2 during jib install activities	Total: 44 Daily: Up to 12 per day (1 per hour)