

22 December 2020

Eric Hausfield
Suite 7, 76 Henry Street,
Penrith NSW 2751
Land Development Certificates

**IVANHOE ESTATE - DEVELOPMENT CONSENT SSSA 8903
CONDITION B41 – CONSTRUCTION PEDESTRIAN AND TRAFFIC MANAGEMENT PLAN**

CONSTRUCTION PEDESTRIAN AND TRAFFIC MANAGEMENT PLAN

B41. Prior to the commencement of any works, a **Construction Pedestrian and Traffic Management Plan (CPTMP)** prepared by a suitably qualified person shall be endorsed by TfNSW (Sydney Coordination Office) and submitted to the Certifier. The CPTMP must be prepared in consultation with Council, TfNSW (Sydney Coordination Office), and TfNSW (RMS). The CPTMP shall address (but not be limited to):

- a) location of the proposed work zone;
- b) haulage routes;
- c) construction vehicle access and traffic control arrangements;
- d) proposed construction hours;
- e) estimated number of construction vehicle movements;
- f) any changes required to on-street parking;
- g) construction program;
- h) any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction;
- i) cumulative construction impacts of projects considering any traffic and pedestrian management plans prepare for these projects to ensure that work activities are coordinated and managed to minimise impacts on the road network. Information relating to cumulative construction impacts to be sourced from TfNSW (Sydney Coordination Office);
- j) measures to ensure construction vehicles do not arrive at the site or surrounding areas outside approved hours;
- k) measures proposed to mitigate any associated general traffic, public transport, pedestrian access and cyclist impacts/conflicts;
- l) measures to encourage public transport use and other non-car travel options by construction workers.

Prior to the commencement of works, a copy of the CPTMP demonstrating compliance with the above must be submitted to TfNSW and the Planning Secretary.

Dear Eric,

In accordance with Development Consent SSSA 8903 Condition B41 please find attached the Construction Pedestrian Traffic Management Plan prepared by The Traffic Planner. Also attached is the email correspondence confirming consultation with City of Ryde Council and TfNSW with conditional endorsement from TfNSW subject to our response to their queries which has now been provided.

Kind Regards,



Tim Saviane | Project Manager | Mainland Civil

P 02 8566 1111 | M 0422 418 072 | F 02 8566 1100

Email | tim.saviane@mainlandcivil.com.au

Web | www.mainlandcivil.com.au

192-194 Railway Parade, Kogarah, NSW 2217 | PO Box 529, Kogarah NSW 2217

MAINLAND CIVIL PTY LTD
ABN 67 104 311 828

192-194 Railway Parade, Kogarah, NSW 2217
PO Box 529, Kogarah, NSW 2217
Tel (02) 8566 1111 Fax (02) 8566 1100



Tim Saviane

From: Tim Saviane
Sent: Tuesday, 22 December 2020 4:26 PM
To: 'Mitch Ryan'; Yafeng (Alex) Zhu
Cc: Peter Carruthers; Keith Peters; 'Adriana Malin'; Chris Koukoutaris; Peter Josevski; Peter Statham; Joe Avgoustis
Subject: RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP
Attachments: CTMP-LDA2017-0537 - Ivanhoe Estate, Macquarie Park NSW [R1.1]TS.pdf

Hi Mitch and Alex,

Please find attached our updated CPTMP addressing your previous comments throughout the report. More specifically I have provided our direct response to each of your comments below:

TfNSW Comments/Mainland Response:

Conditional endorsement of the CTMP is provided from TfNSW subject to:

1. Clearer detail be provided about expected truck movements broken down into truck size (as best as can be done);
Commencement Date: 14th December 2020
Breakdown of Expected Truck Movements:
14th Dec 2020 – 30th Jan 2021 – 2 x truck & trailer movements per hour (7am – 5pm)
30th Jan 2021 – 4th March 2021 – 10 x truck & trailer movements per hour (7am – 5pm)
4th March 2021 – 5th June 2021 – 4 x truck & trailer movements per hour (7am – 5pm)
5th June 2021 – 2nd August 2021 – 10 x truck & trailer movements per hour (7am – 5pm)
2nd August 2021 – 24th August 2021 – 2 x truck & trailer movements per hour (7am – 5pm)
2. An outline of measures the proponent will use to ensure that trucks do not layover on key road corridors;
Truck starting times will be staggered accordingly to avoid congestion in the morning. Ample space will be made available on the adjacent vacant lots within the Ivanhoe Estate precinct to marshal multiple trucks if required do to unexpected circumstances. Mainland Civil do not envisage any need to marshal trucks outside of the Ivanhoe Estate precinct.
3. Provision of detailed swept path analysis for ingress and egress to the site for the largest vehicle expected to use the roundabout on Herring Rd at Ivanhoe Pl. TfNSW is seeking to ensure the turns can be made without adverse impacts to the network;
Refer to revised CPTMP Appendix 1
4. Ongoing consultation with TfNSW's BPIP project team is mandatory to manage the cumulative impacts of the two concurrent works, and to ensure the viability of the CTMP is not impacted / this CTMP is adjusted to suit the changing conditions during construction;
Mainland Civil is aware of the Macquarie Park Bus Priority and Capacity Improvement Project due to commence along Herring Rd early 2021. Mainland Civil has commenced consultation with TfNSW's BPIP project team regarding the interface between the two concurrent works. Mainland Civil will continue to consult with TfNSW's BPIP project team throughout the project to manage the cumulative impacts of the two concurrent works along Herring Rd and ensure that the viability of the CTMP is not impacted. Mainland Civil will adjust this CTMP to suit the changing conditions during construction.
5. ROLs (if required) will also need to be submitted to the TMC due to their proximity to traffic signals. A minimum of 10 business days will need to be accounted for with all ROL applications made, and it is noted that TfNSW would not support any lane reductions during peak commuter periods.
An ROL will be submitted prior to any works required to be completed beyond the precinct boundary into Herring Rd. Mainland Civil understands that a minimum of 10 days should be accounted for with all ROL applications. Any works along Herring Rd which may impact or reduce the traffic lanes will be scheduled as night works. Mainland Civil understands that TfNSW will not support any lane reductions during peak commuter periods.
6. Access be maintained for emergency vehicles at all times;

Mainland Civil will ensure access is maintained at all times for emergency vehicles around our works on Herring Rd and into the Ivanhoe Estate precinct.

7. Any additional conditions that Council may require.

City of Ryde Council Comments/Mainland Response:

Ryde Council's Transport Department provides the following comments with respect to the submitted CTMP:

- Traffic congestion throughout Macquarie Park is heavy during peak commuter periods (being 8.00 - 9.30am and 4.30 - 6.00pm). In this regard, it is our preference for truck movements to be minimised during these periods to minimise the impact to the surrounding road network. In particular, the 19m long truck and trailer combination vehicle required as part of the construction works should be restricted to 2 movements (1 in and 1 out) during these peak commuter periods.
Mainland Civil will make a consideration for scheduling truck movements around the peak commuter periods and endeavour to minimise truck movements during these times. It must be understood however that it would not be practical on a project of this size and significance to restrict truck movements to 1 in and 1 out during these peak commuter periods.
- ~~Please be~~ **Mainland Civil are** aware of the following permits, which need to be obtained from Council should any construction work affect Council assets/property:
 - 1) **Work Zone Permit** – Where the applicant requires parking spaces to be reserved for deliveries.
 - 2) **Road Use Permit** – Where traffic or pedestrian diversions are required to facilitate deliveries or specific works.
 - 3) **Placement of an Elevated tower, Crane or Concrete Pump on Council Road/ Footpath** – Where the applicant is placing an Elevated Tower, Crane or Concrete Pump on Council roads/footpaths
 - 4) **Hoarding Permit** – Where the applicant is erecting hoarding/fencing within Council Land (i.e. on the footpath or road)
 - 5) **Road Opening Permit** – Where the applicant is required to dig into or adjust Council's Assets (Assets include all facilities within the Road Reserve)
 - 6) **Skip Bin On Naturestrip Permission** – Where the applicant is required to temporarily place a waste container/skip bin on the nature strip. Please note if it is physically possible to place the skip bin on private property it is unlikely approval will be granted.**Please be aware that Council's full list of Road Activity Permits can be viewed on Council's Website.**
- Section 9.1 of the CTMP: Please make the following amendments:
*All affected residents and businesses are to be notified of the impacts of the project fourteen (14) days prior to works commencing. A copy of the notification shall be submitted to Council with attention to the ~~Traffic~~ **Engineer named hereunder for approval prior to commencement of construction. Transport Department***

Regards,

Tim Saviane | Project Manager | Mainland Civil

P 02 8566 1111 | M 0422 418 072 | F 02 8566 1100

Email | tim_saviane@mainlandcivil.com.au

Web | www.mainlandcivil.com.au

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From: Mitch Ryan [mailto:mitchell.ryan@transport.nsw.gov.au]

Sent: Thursday, 10 December 2020 6:52 AM

To: Chris Koukoutaris <Chris.Koukoutaris@frasersproperty.com.au>; Tim Saviane <Tim_Saviane@mainlandcivil.com.au>

Cc: Peter Carruthers <Peter.CARRUTHERS@transport.nsw.gov.au>; Keith Peters <Keith.Peters@transport.nsw.gov.au>; 'Adriana Malin' <Adriana.Malin@fac.nsw.gov.au>; Yafeng (Alex) Zhu <YafengZ@ryde.nsw.gov.au>

Subject: RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Good morning Chris,

TfNSW seeks the following clarifications/additional information in order to assess the impact of the CTMP on the network:

1. A period of 40 weeks has been advised for the total duration of works, however a start date does not appear to have been specified. TfNSW requests clarification as to when the work is planned to commence;
2. CTMP makes reference to 10 truck movements per hour, with hours of operation between 7am-7pm. There is no more detail provided with respect to staging. Please provide detailed breakdown of the anticipated timeframes for works which breaks down the maximum number and type of vehicle movements per day during each phase. This will assist in determining if there is any fluctuation in this 10 month period or if it is 120 truck movements per day.
3. Swept paths is to be provided to demonstrate that the largest heavy/construction vehicle is able to undertake the following movements in a safe and efficient manner:
 - o Right turn from Herring Road into Ivanhoe Place; and
 - o Left turn from Ivanhoe Place into Herring Road

As Frasers would be aware, TfNSW will be delivering upgrades along Herring Road as part of the Macquarie Park Bus Priority and Capacity Improvement Project. Our concern will be managing the cumulative impact of the two concurrent works, and limiting the potential to impact on general traffic and bus operations in the area. It is also likely that the BPIP construction works on Herring Road may change the Ivanhoe Estates CTMP methodology. Accordingly it will be a condition that ongoing consultation occurs with the BPIP project team, to ensure that staging impacts are accommodated for. As an example, as construction of the BPIP upgrades progress the traffic management may impact on lane arrangements and viability of ingress / egress routes. Of particular note is the upgrade of the Herring Rd / Ivanhoe Pl roundabout to traffic signals. As this intersection is constructed, the intersection itself will need to shift around, and may impact on swept paths of larger vehicles to and from Ivanhoe Place. Upgrades are also planned at the intersection of Herring Road and Epping Road which is the main ingress / egress route to and from site. Additionally the signage in the TCP's is fine in isolation, however will need coordination once BPIP works commence to avoid clutter and conflict.

As a result of the above it is envisaged that this document may need to be continually reviewed and amended if required, due to development in the BPIP construction staging.

Conditional endorsement of the CTMP is provided from TfNSW subject to:

1. Clearer detail be provided about expected truck movements broken down into truck size (as best as can be done);
2. An outline of measures the proponent will use to ensure that trucks do not layover on key road corridors;
3. Provision of detailed swept path analysis for ingress and egress to the site for the largest vehicle expected to use the roundabout on Herring Rd at Ivanhoe Pl. TfNSW is seeking to ensure the turns can be made without adverse impacts to the network;
4. Ongoing consultation with TfNSW's BPIP project team is mandatory to manage the cumulative impacts of the two concurrent works, and to ensure the viability of the CTMP is not impacted / this CTMP is adjusted to suit the changing conditions during construction;
5. ROLs (if required) will also need to be submitted to the TMC due to their proximity to traffic signals. A minimum of 10 business days will need to be accounted for with all ROL applications made, and it is noted that TfNSW would not support any lane reductions during peak commuter periods.
6. Access be maintained for emergency vehicles at all times;
7. Any additional conditions that Council may require.

Alex – I am copying you in for council's reference. I am uncertain if this would have been looked at by yourself or someone else, but if you could please pass to the appropriate person.

Kind Regards,

Mitchell Ryan
Network & Safety Officer
Land Use, Networks & Development
Greater Sydney (Planning and Programs)
Transport for NSW

T 02 8849 2685
Level 5, 27 Argyle Street Parramatta NSW 2150



Transport
for NSW



Always Was,
Always Will Be.
8-15 NOV 2020

From: Chris Koukoutaris [<mailto:Chris.Koukoutaris@frasersproperty.com.au>]
Sent: Monday, 7 December 2020 10:34 AM
To: Mitch Ryan <mitchell.ryan@transport.nsw.gov.au>; tim_saviane@mainlandcivil.com.au
Cc: Peter Carruthers <Peter.CARRUTHERS@transport.nsw.gov.au>; Keith Peters <Keith.Peters@transport.nsw.gov.au>; 'Adriana Malin' <Adriana.Malin@fac.s.nsw.gov.au>
Subject: RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi Mitch,

I appreciate your email but please also note we are a government fast tracked project as well for Land & Housing Corporation (LAHC) and we are also been assisting Keith Peters from TfNSW who will be doing the intersection works on our site.

Without your quick approval our CC cant be issued via our private certifier.

Your earliest approval would be greatly appreciated and as have been quite responsive with info required for TfNSW to assist with your works on our site

Chris Koukoutaris
Senior Development Manager
Frasers Property Australia

T +61 2 9767 2223 M +61 434 034 371
E Chris.Koukoutaris@frasersproperty.com.au
Level 2, 1C Homebush Bay Drive, Rhodes NSW 2138 Australia
www.frasersproperty.com.au | [LinkedIn](#) | [YouTube](#)

We've changed the way we work to accommodate COVID-19. For details visit our [website](#).



From: Mitch Ryan <mitchell.ryan@transport.nsw.gov.au>
Sent: Monday, 7 December 2020 9:58 AM
To: tim_saviane@mainlandcivil.com.au; Chris Koukoutaris <Chris.Koukoutaris@frasersproperty.com.au>
Cc: Peter Carruthers <Peter.CARRUTHERS@transport.nsw.gov.au>
Subject: RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

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Good morning Tim and Chris,

The attached was received on Friday with respect to the CTMP for SSDA 8903.

This is a courteous note that the CTMP will be reviewed at our earliest, but that current workloads are high and importantly this developments delivery will overlap with TfNSW's BPIP project in the area.

I would envisage comments by close of business Wednesday, noting that additional input is required from our BPIP project team.

Kind Regards,

Mitchell Ryan
Network & Safety Officer
Land Use, Networks & Development
Greater Sydney (Planning and Programs)
Transport for NSW

T 02 8849 2685
Level 5, 27 Argyle Street Parramatta NSW 2150



From: George Mobayed
Sent: Friday, 4 December 2020 12:34 PM
To: Mitch Ryan <mitchell.ryan@transport.nsw.gov.au>
Cc: Peter Carruthers <Peter.CARRUTHERS@transport.nsw.gov.au>; Adam Tanner <Adam.Tanner@transport.nsw.gov.au>
Subject: RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi Mitch,

Would you be able to advise Tim Saviane and Chris Koukoutaris that you would be the contact for this CPTMP endorsement?

Chris sent me the attached email re the project being a NSW Government fast tracked project.

Regards,
George

George Mobayed
A/Senior Planning Manager, Sydney Region Planning
Operations
Greater Sydney
Transport for NSW

M 0466 495 135
231 Elizabeth Street, Sydney NSW 2000



From: Mitch Ryan
Sent: Friday, 4 December 2020 11:26 AM
To: Adam Tanner <Adam.Tanner@transport.nsw.gov.au>
Cc: Peter Carruthers <Peter.CARRUTHERS@transport.nsw.gov.au>; George Mobayed <George.Mobayed@transport.nsw.gov.au>
Subject: RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi Adam,

You've got the right area, I can review and provide comments / endorse when appropriate.

The workload is significant at this time and it will likely be late next week before I can provide comments back on this item.

I will touch base with them at my earliest.

Thanks for forwarding.

Kind Regards,

Mitchell Ryan
Network & Safety Officer
Land Use, Networks & Development
Greater Sydney (Planning and Programs)
Transport for NSW

T 02 8849 2685
Level 5, 27 Argyle Street Parramatta NSW 2150



From: Adam Tanner
Sent: Friday, 4 December 2020 11:21 AM

To: Mitch Ryan <mitchell.ryan@transport.nsw.gov.au>
Cc: Peter Carruthers <Peter.CARRUTHERS@transport.nsw.gov.au>; George Mobayed <George.Mobayed@transport.nsw.gov.au>
Subject: FW: SSSA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi Mitch,

We have received the attached CPTMP for endorsement for the Ivanhoe Estate. The condition is for TfNSW SCO which is a legacy condition from back when we were reviewing construction in the Mac park/North Ryde precinct and other LGA's in the context of impacts to StationLink during the ECRL closure for Metro construction.

We are not currently reviewing CPTMP's in this region, is this CPTMP something you are able to review/endorse?

Kind regards,

Adam Tanner
A/Principal Transport Planner
Customer Journey Planning
Operations
Greater Sydney
Transport for NSW

M 0403 787 375 | E adam.tanner@transport.nsw.gov.au
231 Elizabeth Street, Sydney, NSW 2000



From: Tim Saviane [mailto:Tim_Saviane@mainlandcivil.com.au]
Sent: Thursday, 3 December 2020 9:49 AM
To: George Mobayed <George.Mobayed@transport.nsw.gov.au>
Cc: David Collaguazo <David.Collaguazo@transport.nsw.gov.au>; Chris Koukoutaris <chris.koukoutaris@frasersproperty.com.au>; Joe Avgoustis <Joe.Avgoustis@frasersproperty.com.au>; Peter Statham <Peter.Statham@frasersproperty.com.au>; Peter Josevski <Peter_Josevski@Mainlandcivil.com.au>
Subject: RE: SSSA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Thanks David,

Hi George,

As explained in the email that David copied you into, I am writing to you with regards to the Development Consent SSSA 8903 for the Ivanhoe Estate project. In accordance with condition B41 of this development consent, please find attached the Construction Pedestrian Traffic Management Plan for your review and consultation. Could you please let me know once you have reviewed this plan if there are any amendments you require to be made.

Regards,

Tim Saviane | Project Manager | Mainland Civil
P 02 8566 1111 | M 0422 418 072 | F 02 8566 1100
Email | tim_saviane@mainlandcivil.com.au
Web | www.mainlandcivil.com.au
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From: David Collaguazo [<mailto:David.Collaguazo@transport.nsw.gov.au>]
Sent: Thursday, 3 December 2020 8:52 AM
To: Tim Saviane <Tim_Saviane@mainlandcivil.com.au>
Cc: George Mobayed <George.Mobayed@transport.nsw.gov.au>
Subject: RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi Tim,

Thanks for your email. I have recently changed roles within the organisation and no longer am the right contact person for this matter. However, I have CC'd a colleague George Mobayed who will be able to assist with your enquiry.

Thanks,

David Collaguazo

From: Tim Saviane [mailto:Tim_Saviane@mainlandcivil.com.au]
Sent: Thursday, 3 December 2020 8:15 AM
To: David Collaguazo <David.Collaguazo@transport.nsw.gov.au>
Cc: Andrew Johnson <andrew.johnson@asongroup.com.au>; Joe Avgoustis <Joe.Avgoustis@frasersproperty.com.au>; Peter Statham <Peter.Statham@frasersproperty.com.au>; Peter Josevski <Peter_Josevski@Mainlandcivil.com.au>
Subject: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi David,

I am writing to you with regards to the Development Consent SSDA 8903 for the Ivanhoe Estate project. In accordance with condition B41 of this development consent, please find attached the Construction Pedestrian Traffic Management Plan for your review and consultation. Could you please let me know once you have reviewed this plan if there are any amendments you require to be made.

Regards,

Tim Saviane | Project Manager | Mainland Civil

P 02 8566 1111 | M 0422 418 072 | F 02 8566 1100

Email | tim_saviane@mainlandcivil.com.au

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Tim Saviane

From: Yafeng (Alex) Zhu <YafengZ@ryde.nsw.gov.au>
Sent: Friday, 11 December 2020 11:46 AM
To: Chris Koukoutaris; Tim Saviane
Cc: Peter Carruthers; Keith Peters; 'Adriana Malin'; Tim Saviane; Mitch Ryan
Subject: RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi Chris/Tim,

Ryde Council's Transport Department provides the following comments with respect to the submitted CTMP:

- Traffic congestion throughout Macquarie Park is heavy during peak commuter periods (being 8.00 - 9.30am and 4.30 - 6.00pm). In this regard, it is our preference for truck movements to be minimised during these periods to minimise the impact to the surrounding road network. In particular, the 19m long truck and trailer combination vehicle required as part of the construction works should be restricted to 2 movements (1 in and 1 out) during these peak commuter periods.
- Please be aware of the following permits, which need to be obtained from Council should any construction work affect Council assets/property:
 - 1) **Work Zone Permit** – Where the applicant requires parking spaces to be reserved for deliveries.
 - 2) **Road Use Permit** – Where traffic or pedestrian diversions are required to facilitate deliveries or specific works.
 - 3) **Placement of an Elevated tower, Crane or Concrete Pump on Council Road/ Footpath** – Where the applicant is placing an Elevated Tower, Crane or Concrete Pump on Council roads/footpaths
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 - 6) **Skip Bin On Naturestrip Permission** – Where the applicant is required to temporarily place a waste container/skip bin on the nature strip. Please note if it is physically possible to place the skip bin on private property it is unlikely approval will be granted.

Please be aware that Council's full list of Road Activity Permits can be viewed on Council's Website.
- Section 9.1 of the CTMP: Please make the following amendments:
All affected residents and businesses are to be notified of the impacts of the project fourteen (14) days prior to works commencing. A copy of the notification shall be submitted to Council with attention to the ~~Traffic Engineer named hereunder for approval prior to commencement of construction.~~ Transport Department

Kind regards,

Alex

Yafeng (Alex) Zhu
Senior Coordinator - Transport Development
TRANSPORT
P 0299528383
M 0434 859 375
E YafengZ@ryde.nsw.gov.au
W www.ryde.nsw.gov.au





Customer Service Centre 1 Pope Street, Ryde (Within Top Ryde City shopping centre)
North Ryde Office Riverview Business Park, Building 0, Level 1, 3 Richardson Place, North Ryde

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From: Mitch Ryan <mitchell.ryan@transport.nsw.gov.au>
Sent: Thursday, 10 December 2020 6:52 AM
To: Chris Koukoutaris <chris.koukoutaris@frasersproperty.com.au>; tim_saviane@mainlandcivil.com.au
Cc: Peter Carruthers <Peter.CARRUTHERS@transport.nsw.gov.au>; Keith Peters <Keith.Peters@transport.nsw.gov.au>; 'Adriana Malin' <Adriana.Malin@facn.nsw.gov.au>; Yafeng (Alex) Zhu <YafengZ@ryde.nsw.gov.au>
Subject: [SUSPICIOUS MESSAGE] RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

This Message contains suspicious characteristics and has originated outside your organization.

Good morning Chris,

TfNSW seeks the following clarifications/additional information in order to assess the impact of the CTMP on the network:

1. A period of 40 weeks has been advised for the total duration of works, however a start date does not appear to have been specified. TfNSW requests clarification as to when the work is planned to commence;
2. CTMP makes reference to 10 truck movements per hour, with hours of operation between 7am-7pm. There is no more detail provided with respect to staging. Please provide detailed breakdown of the anticipated timeframes for works which breaks down the maximum number and type of vehicle movements per day during each phase. This will assist in determining if there is any fluctuation in this 10 month period or if it is 120 truck movements per day.
3. Swept paths is to be provided to demonstrate that the largest heavy/construction vehicle is able to undertake the following movements in a safe and efficient manner:
 - o Right turn from Herring Road into Ivanhoe Place; and
 - o Left turn from Ivanhoe Place into Herring Road

As Frasers would be aware, TfNSW will be delivering upgrades along Herring Road as part of the Macquarie Park Bus Priority and Capacity Improvement Project. Our concern will be managing the cumulative impact of the two concurrent works, and limiting the potential to impact on general traffic and bus operations in the area. It is also likely that the BPIP construction works on Herring Road may change the Ivanhoe Estates CTMP methodology. Accordingly it will be a condition that ongoing consultation occurs with the BPIP project team, to ensure that staging impacts are accommodated for. As an example, as construction of the BPIP upgrades progress the traffic management may impact on lane arrangements and viability of ingress / egress routes. Of particular note is the upgrade of the Herring Rd / Ivanhoe Pl roundabout to traffic signals. As this intersection is constructed, the intersection itself will need to shift around, and may impact on swept paths of larger vehicles to and from Ivanhoe Place. Upgrades are also planned at the intersection of Herring Road and Epping Road which is the main ingress / egress route to and from site. Additionally the signage in the TCP's is fine in isolation, however will need coordination once BPIP works commence to avoid clutter and conflict.

As a result of the above it is envisaged that this document may need to be continually reviewed and amended if required, due to development in the BPIP construction staging.

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1. Clearer detail be provided about expected truck movements broken down into truck size (as best as can be done);
2. An outline of measures the proponent will use to ensure that trucks do not layover on key road corridors;
3. Provision of detailed swept path analysis for ingress and egress to the site for the largest vehicle expected to use the roundabout on Herring Rd at Ivanhoe Pl. TfNSW is seeking to ensure the turns can be made without adverse impacts to the network;

4. Ongoing consultation with TfNSW's BPIP project team is mandatory to manage the cumulative impacts of the two concurrent works, and to ensure the viability of the CTMP is not impacted / this CTMP is adjusted to suit the changing conditions during construction;
5. ROLs (if required) will also need to be submitted to the TMC due to their proximity to traffic signals. A minimum of 10 business days will need to be accounted for with all ROL applications made, and it is noted that TfNSW would not support any lane reductions during peak commuter periods.
6. Access be maintained for emergency vehicles at all times;
7. Any additional conditions that Council may require.

Alex – I am copying you in for council's reference. I am uncertain if this would have been looked at by yourself or someone else, but if you could please pass to the appropriate person.

Kind Regards,

Mitchell Ryan
Network & Safety Officer
Land Use, Networks & Development
Greater Sydney (Planning and Programs)
Transport for NSW

T 02 8849 2685
Level 5, 27 Argyle Street Parramatta NSW 2150



From: Chris Koukoutaris [<mailto:Chris.Koukoutaris@frasersproperty.com.au>]
Sent: Monday, 7 December 2020 10:34 AM
To: Mitch Ryan <mitchell.ryan@transport.nsw.gov.au>; tim_saviane@mainlandcivil.com.au
Cc: Peter Carruthers <Peter.CARRUTHERS@transport.nsw.gov.au>; Keith Peters <Keith.Peters@transport.nsw.gov.au>; 'Adriana Malin' <Adriana.Malin@fac.s.nsw.gov.au>
Subject: RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi Mitch,

I appreciate your email but please also note we are a government fast tracked project as well for Land & Housing Corporation (LAHC) and we are also been assisting Keith Peters from TfNSW who will be doing the intersection works on our site.

Without your quick approval our CC cant be issued via our private certifier.

Your earliest approval would be greatly appreciated and as have been quite responsive with info required for TfNSW to assist with your works on our site

Chris Koukoutaris
Senior Development Manager
Frasers Property Australia

T +61 2 9767 2223 M +61 434 034 371
E Chris.Koukoutaris@frasersproperty.com.au
Level 2, 1C Homebush Bay Drive, Rhodes NSW 2138 Australia
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We've changed the way we work to accommodate COVID-19. For details visit our [website](#).



From: Mitch Ryan <mitchell.ryan@transport.nsw.gov.au>
Sent: Monday, 7 December 2020 9:58 AM
To: tim_saviane@mainlandcivil.com.au; Chris Koukoutaris <Chris.Koukoutaris@frasersproperty.com.au>
Cc: Peter Carruthers <Peter.CARRUTHERS@transport.nsw.gov.au>
Subject: RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

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Good morning Tim and Chris,

The attached was received on Friday with respect to the CTMP for SSDA 8903.

This is a courteous note that the CTMP will be reviewed at our earliest, but that current workloads are high and importantly this developments delivery will overlap with TfNSW's BPIP project in the area.

I would envisage comments by close of business Wednesday, noting that additional input is required from our BPIP project team.

Kind Regards,

Mitchell Ryan
Network & Safety Officer
Land Use, Networks & Development
Greater Sydney (Planning and Programs)
Transport for NSW

T 02 8849 2685
Level 5, 27 Argyle Street Parramatta NSW 2150



From: George Mobayed
Sent: Friday, 4 December 2020 12:34 PM
To: Mitch Ryan <mitchell.ryan@transport.nsw.gov.au>
Cc: Peter Carruthers <Peter.CARRUTHERS@transport.nsw.gov.au>; Adam Tanner <Adam.Tanner@transport.nsw.gov.au>
Subject: RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi Mitch,

Would you be able to advise Tim Saviane and Chris Koukoutaris that you would be the contact for this CPTMP endorsement?

Chris sent me the attached email re the project being a NSW Government fast tracked project.

Regards,

George

George Mobayed
A/Senior Planning Manager, Sydney Region Planning
Operations
Greater Sydney
Transport for NSW

M 0466 495 135
231 Elizabeth Street, Sydney NSW 2000



From: Mitch Ryan
Sent: Friday, 4 December 2020 11:26 AM
To: Adam Tanner <Adam.Tanner@transport.nsw.gov.au>
Cc: Peter Carruthers <Peter.CARRUTHERS@transport.nsw.gov.au>; George Mobayed <George.Mobayed@transport.nsw.gov.au>
Subject: RE: SSSA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi Adam,

You've got the right area, I can review and provide comments / endorse when appropriate.

The workload is significant at this time and it will likely be late next week before I can provide comments back on this item.

I will touch base with them at my earliest.

Thanks for forwarding.

Kind Regards,

Mitchell Ryan
Network & Safety Officer
Land Use, Networks & Development
Greater Sydney (Planning and Programs)
Transport for NSW

T 02 8849 2685
Level 5, 27 Argyle Street Parramatta NSW 2150



From: Adam Tanner
Sent: Friday, 4 December 2020 11:21 AM
To: Mitch Ryan <mitchell.ryan@transport.nsw.gov.au>
Cc: Peter Carruthers <Peter.CARRUTHERS@transport.nsw.gov.au>; George Mobayed <George.Mobayed@transport.nsw.gov.au>
Subject: FW: SSSA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi Mitch,

We have received the attached CPTMP for endorsement for the Ivanhoe Estate. The condition is for TfNSW SCO which is a legacy condition from back when we were reviewing construction in the Mac park/North Ryde precinct and other LGA's in the context of impacts to StationLink during the ECRL closure for Metro construction.

We are not currently reviewing CPTMP's in this region, is this CPTMP something you are able to review/endorse?

Kind regards,

Adam Tanner
A/Principal Transport Planner
Customer Journey Planning
Operations
Greater Sydney
Transport for NSW

M 0403 787 375 | E adam.tanner@transport.nsw.gov.au
231 Elizabeth Street, Sydney, NSW 2000



From: Tim Saviane [mailto:Tim_Saviane@mainlandcivil.com.au]

Sent: Thursday, 3 December 2020 9:49 AM

To: George Mobayed <George.Mobayed@transport.nsw.gov.au>

Cc: David Collaguazo <David.Collaguazo@transport.nsw.gov.au>; Chris Koukoutaris <chris.koukoutaris@frasersproperty.com.au>; Joe Avgoustis <Joe.Avgoustis@frasersproperty.com.au>; Peter Satham <Peter.Satham@frasersproperty.com.au>; Peter Josevski <Peter_Josevski@Mainlandcivil.com.au>

Subject: RE: SSDA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Thanks David,

Hi George,

As explained in the email that David copied you into, I am writing to you with regards to the Development Consent SSDA 8903 for the Ivanhoe Estate project. In accordance with condition B41 of this development consent, please find attached the Construction Pedestrian Traffic Management Plan for your review and consultation. Could you please let me know once you have reviewed this plan if there are any amendments you require to be made.

Regards,

Tim Saviane | Project Manager | Mainland Civil

P 02 8566 1111 | M 0422 418 072 | F 02 8566 1100

Email | tim_saviane@mainlandcivil.com.au

Web | www.mainlandcivil.com.au

192-194 Railway Parade, Kogarah, NSW 2217 | PO Box 529, Kogarah NSW 2217



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From: David Collaguazo [<mailto:David.Collaguazo@transport.nsw.gov.au>]
Sent: Thursday, 3 December 2020 8:52 AM
To: Tim Saviane <Tim_Saviane@mainlandcivil.com.au>
Cc: George Mobayed <George.Mobayed@transport.nsw.gov.au>
Subject: RE: SSSA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi Tim,

Thanks for your email. I have recently changed roles within the organisation and no longer am the right contact person for this matter. However, I have CC'd a colleague George Mobayed who will be able to assist with your enquiry.

Thanks,

David Collaguazo

From: Tim Saviane [mailto:Tim_Saviane@mainlandcivil.com.au]
Sent: Thursday, 3 December 2020 8:15 AM
To: David Collaguazo <David.Collaguazo@transport.nsw.gov.au>
Cc: Andrew Johnson <andrew.johnson@asongroup.com.au>; Joe Avgoustis <Joe.Avgoustis@frasersproperty.com.au>; Peter Statham <Peter.Statham@frasersproperty.com.au>; Peter Josevski <Peter_Josevski@Mainlandcivil.com.au>
Subject: SSSA 8903 - Ivanhoe Estate - Condition B41 - CPTMP

Hi David,

I am writing to you with regards to the Development Consent SSSA 8903 for the Ivanhoe Estate project. In accordance with condition B41 of this development consent, please find attached the Construction Pedestrian Traffic Management Plan for your review and consultation. Could you please let me know once you have reviewed this plan if there are any amendments you require to be made.

Regards,

Tim Saviane | Project Manager | Mainland Civil

P 02 8566 1111 | M 0422 418 072 | F 02 8566 1100

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Web | www.mainlandcivil.com.au

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Construction Traffic Management Plan (CTMP)

Ivanhoe Estate, Macquarie Park NSW

Development Application: SSD8903

CTMP Version: 1.1

Date: 18 December 2020

CTMP Prepared for: Mainland Civil

CTMP Prepared by: Kyle Fieg

Accreditation: SafeWork NSW Prepare a Work Zone Traffic Management Plan

Certificate No. **TCT0041658**

Document Release	
Document Number:	SSD8903
Title:	Construction Traffic Management Plan (CTMP) - Ivanhoe Estate, Macquarie Park NSW
Author:	Kyle Fieg

Table of Modifications				
Revision	Date	Modifications to content	Author	Signature
1.0	27/11/2020	Initial Submission	Kyle Fieg	<i>K. Fieg</i>
1.1	14/12/2020	Document Review.	Kyle Fieg	<i>K. Fieg</i>

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1 Introduction

This Construction Traffic Management Plan (CTMP) and associated Traffic Control Plans (TCP) includes the provision for the safe movement of vehicular and pedestrian traffic, the protection of workers from passing traffic, the provision for access to properties located within the limits of the project, the provision of traffic controllers and traffic control measures, the installation of temporary signs and safety devices as required at Ivanhoe Estate, Macquarie Park NSW.

This Construction Traffic Management Plan (CTMP) & associated Traffic Control Plans (TCP) describes and illustrates the locations of proposed Ingress & Egress points for Construction Vehicles, standing of delivery vehicles, Standing of Plant (if required) and Traffic Control and Pedestrian Control measures for the site.

This Construction Traffic Management Plan (CTMP) & associated Traffic Control Plans (TCP) have been prepared to satisfy all conditions relating to a CTMP as set in the approved Development Application, SSD8903, relating to this project.

1.1 Purpose of this Plan

The purpose of this CTMP is to satisfy NSW Department of Planning, Industry and Environment consent conditions and describe how The Applicant proposes to manage construction vehicles, traffic and pedestrian movements safely whilst carrying out their respective activities.

The objectives with respect to the Construction Traffic Management Plan (“CTMP”) are to:

- Ensure the safety of staff, the general public, pedestrians, cyclists and traffic,
- To satisfy Council’s conditions related to Traffic, Transport and Access.
- To actively monitor traffic impacts related to the construction works so that information can be applied to the planning and implementation of traffic control plans
- Keep all site traffic delays to a minimum,
- Maintain satisfactory property access,
- Minimise disturbance to the environment and
- Meet the requirements of relevant Australian Standards (specifically AS1742.3), TfNSW G10 Traffic Management and the TfNSW Traffic Control at Worksites Manual V5.0.

1.2 Abbreviations and Terminology

The following terms, abbreviations and definition are used in this plan:

Terms	Explanation
CTMP	Construction Traffic Management Plan
VMP	Vehicle Movement Plan
TCP	Traffic Control Plan
TfNSW	Transport for New South Wales
ROL	Road Occupancy Licence

1.3 Legislative Requirements

This Construction Traffic Management Plan (CTMP) complies with Australian Standard 1742.3-2009 Manual of uniform traffic control devices, Part 3: Traffic control for works on roads. All TCP's have been drawn to the TFNSW Traffic Control at Worksites Manual V5.0 standards,

All personnel dealing with traffic control, being either contractors or sub-contractors are to have the following current accreditation, for the management of each item listed below:

- WHS&E general induction certificate
- TFNSW Traffic Controller (for traffic control, performing stop/slow control)
- TFNSW Implement Traffic Control Plans (for implementation of signage)
- TFNSW Prepare a Work Zone Traffic Management Plan (for the design of CTMP's and TCP's)
- All staff need to be inducted on site before the commencement of works
- Staff must carry current accreditation on them at all times while on site
- Appropriate PPE as outlined in the appropriate SWMS for the works.

In accordance with NSW Department of Planning, Industry and Environment all traffic control work, excavation, demolition and construction activities must be undertaken in accordance with the approved conditions of consent.

The CTMP needs to specify, but not limited to, the following:

- Location of the proposed work zone;
- Proposed crane location;
- Vehicle movement plan (haulage routes);
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number of construction vehicle movements;
- Construction Program;
- Consultation strategy for liaison with surrounding stakeholders;
- Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;

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 conditions of consent for the project.

1.4 Requirements for Construction Traffic Management Plan (CTMP)

CONSTRUCTION PEDESTRIAN AND TRAFFIC MANAGEMENT PLAN.

B41. Prior to the commencement of any works, a Construction Pedestrian and Traffic Management Plan (CPTMP) prepared by a suitably qualified person shall be endorsed by TfNSW (Sydney Coordination Office) and submitted to the Certifier. The CPTMP must be prepared in consultation with Council, TfNSW (Sydney Coordination Office), and TfNSW (RMS). The CPTMP shall address (but not be limited to):

- a) location of the proposed work zone;
- b) haulage routes;
- c) construction vehicle access and traffic control arrangements;
- d) proposed construction hours;
- e) estimated number of construction vehicle movements;
- f) any changes required to on-street parking;
- g) construction program;
- h) any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction;
- i) cumulative construction impacts of projects considering any traffic and pedestrian management plans prepare for these projects to ensure that work activities are coordinated and managed to minimise impacts on the road network. Information relating to cumulative construction impacts to be sourced from TfNSW (Sydney Coordination Office);
- j) measures to ensure construction vehicles do not arrive at the site or surrounding areas outside approved hours;
- k) measures proposed to mitigate any associated general traffic, public transport, pedestrian access and cyclist impacts/conflicts;
- l) measures to encourage public transport use and other non-car travel options by construction workers.

Prior to the commencement of works, a copy of the CPTMP demonstrating compliance with the above must be submitted to TfNSW and the Planning Secretary.

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at Ivanhoe Estate, Macquarie Park NSW SSD8903.

2 Project Overview

NOTICE OF DETERMINATION - APPROVAL

Issued under Section 4.16(1)(a) of the Environmental Planning and Assessment Act, 1979

Development Application No.

SSD8903

Land to be developed

145b Herring Road, Macquarie Park NSW

Approved development

Stage 1 Civil Works and Building A1

Basement Bulk Excavation

Project Plans and Diagrams are located in Appendix 3 – Project Plans and Diagrams.

2.1 Scope of Work

The project consists of civil subdivision works for stage 1A, bulk earthworks (Building A1 basement) and services reticulation in accordance with the tender plans. The works to be constructed under this Contract include, but are not necessarily limited to the construction, testing and maintenance of the following: -

1. The Contractor shall produce an accurate contract program for the works for incorporation into the contract documents;
2. All works are to be undertaken in accordance with the drawings, specifications and relevant Authorities standards.
3. Carry out commissioning and testing of the works and provide test reports as required by the documents.
4. If required, the Contractor shall engage a qualified geotechnical and/or civil engineer to undertake all necessary inspections and reports to complete the WUC.
5. Allow for all set out and surveys.
6. Allow for all lighting as required to complete the WUC and to maintain adequate public lighting for the duration of the works.
7. All materials handling shall be included by the Contractor including but not limited to scaffold, cranes, scissor lifts, boom lifts and the like.
8. The Contractor shall allow for ALL traffic control and traffic management required to complete the works.
9. The Contractor shall be responsible for seeking approvals and paying of all necessary fees and bonds to the Council and other Authorities (as applicable).
10. Protection of existing structures affected by the WUC
11. Carry out all services investigations and coordinate with the WUC and protection of existing services including liaison with the appropriate Authorities, prior to commencement of the works.
12. Submission of As-Built Drawings and documents to the standards required by the Principal, Ausgrid, Council, and all other affected authorities.
13. Provide Site Amenities including temporary power and water (if required) for the WUC.
14. The Contractor shall identify the affected work zones, road and footpath allocations etc affected by the WUC
15. The Contractor shall allow for all excavation in material as found, all shoring and temporary protection, including road plates and the like
16. The Contractor shall allow for the removal and disposal of all spoil material (up to and including GSW, noting that the current Geotech report notes ENM to majority of site) and associated costs – a schedule of rates shall be provided by the Contractor for all disposal rates over and above GSW.
17. The Contractor shall allow for the provision of all temporary power/generators (as required)
18. The Contractor in the role of Principal Contractor shall allow for all requirements associated with that role (including Site Inductions) to complete the works.
19. The Contractor is responsible for installing and maintaining hoardings, temporary fences, traffic barriers and the like as required complete the works, and to protect the public, the Frasers Sales Suite site and the works at all times.

2.2 Hours of Work

The nominated working hours have been established in the project Development Consent. The local government authority has stipulated the following Working Hours:

- a) 7am to 7pm Mondays to Fridays (inclusive)
- b) 8am to 4pm on Saturdays
- c) Work on Sundays and Public Holidays is prohibited

Construction programme duration is expected to be 40 weeks.

2.3 Dust Control

Where operations involve excavation, filling or grading of land, or removal of vegetation, including ground cover, dust is to be suppressed, until such time as the soil is stabilised.

2.4 Noise and Vibration

Works on site shall only occur during approved hours;

- The Contractor shall implement appropriate noise control measures
- The Contractor shall be responsible for scheduling activities that generate high noise to short term durations wherever possible;
- The Contractor shall establish direct communications with affected Parties.
- The Contractor shall notify the surrounding community of the construction activities and the approved work hours. In planning the works consideration must be given to minimize the noisy activities so that they occur at times which least impact on the surrounding community. Noise emissions must be minimized where possible and work is to be carried out in accordance with Ryde City Council policies and guidelines.

2.5 Daily Workforce

Average daily workforce of approximately 20-30 people during different stages of the development.

2.6 Existing Conditions

At the time of developing this CTMP, there are no existing works or events that have been identified in the area that will affect the plans detailed in this CTMP. During the course of the project, this may change. Consultation will occur between all parties and any conditions outlined in any Council and or TfNSW approval must be implemented and adhered to.

Ongoing consultation with TfNSW's BPIP project team is mandatory to manage the cumulative impacts of the two concurrent works, and to ensure the viability of the CTMP is not impacted / this CTMP is adjusted to suit the changing conditions during construction;

Mainland Civil is aware of the Macquarie Park Bus Priority and Capacity Improvement Project due to commence along Herring Rd early 2021. Mainland Civil has commenced consultation with TfNSW's BPIP project team regarding the interface between the two concurrent works.

Mainland Civil will continue to consult with TfNSW’s BPIP project team throughout the project to manage the cumulative impacts of the two concurrent works along Herring Rd and ensure that the viability of the CTMP is not impacted. Mainland Civil will adjust this CTMP to suit the changing conditions during construction.

2.7 Surrounding Road Classifications

Road Name	Road Type	Authority
Herring Road	7486 – Unclassified Regional Road	NSW Department of Planning, Industry and Environment
Epping Road	Unclassified Regional Road	TfNSW
Lyonpark Road	Unclassified Regional Road	NSW Department of Planning, Industry and Environment

2.8 Site Overview



The Communities Plus Ivanhoe Estate site is located within the NSW Department of Planning, Industry and Environment Council Local Government Area. Specifics of the site:

- It is approximately 18km to the North West of Sydney’s CBD and 750m from Macquarie University Station.
- The Site is approximately 8.2 Hectares in area.
- The site is comprised of 17 individual lot areas owned and managed by Land and Housing Corporation.

- The site is bordered by Epping Road which runs along the south-western boundary of the site and by Shrimptons Creek (an area of Public open space) which runs along the south-eastern boundary.
- Vehicle access to the site is via a roundabout on Herring Road.
- The civil works are critical to the completion of Ivanhoe Estate and are to be staged in line with the staging plans produced by ADW Johnson.

3 Construction Work Areas

The maximum size vehicle accessing the site will be a **Truck and Trailer (19m)**. Refer to Appendix 1 for site specific Traffic Control Plans and Appendix 2 for Vehicle Movement Routes.

No queuing or marshalling of trucks is permitted on any public road. If there is not adequate space on-site or in the approved Work Zone, trucks must be turned away and must not queue in the surrounding areas.

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 in entering or exiting the site. The Roads Act does not give any special treatment to trucks leaving a construction site - the vehicles already on the road have the right-of-way.

3.1 Location of Proposed Hoardings

No A or B-Class hoardings will be installed on this project, solid timber C class hoarding will be used as per Australian Standards 4867-2007 and will be no lower than 1.8m high. Site fencing will be used to secure the construction site from unauthorised access.

3.2 Construction Work Zones

All works will be contained within the construction site boundary and not from the public road reserve.

3.3 Concrete Pour Work Zones

Concrete Pours will occur from within the construction site boundary and not from the public road reserve.

3.4 Loading / Unloading Zones

All loading and unloading will be within the development site.

4 Location of Excavations

Refer to Appendix 3 for site plans and diagrams.

5 Site Accommodations

All site accommodations will be located wholly within the site compound on not on public lands or the road reserve.

6 Material, Plant and Spoil Bin Storage Areas

These areas will be allocated within the construction site boundary. Skip bins will be contained wholly within the site boundary. No storage of materials, plant or spoil will be allowed on public land or public roads. All waste/material will be collected on site in a position for easy access for both use on site and removal by trucks. All removal trucks will have the load covered by tarpaulin or other means to secure the load and will adhere to the approved travel routes as described in this CTMP.

7 Project Impacts on Traffic & Transport

7.1 TfNSW Road Occupancy Approvals

Any works requiring authorisation by the TfNSW network such as full road closures, works on a state road or works within 100m of traffic signals require an ROL and will need to be approved by the TfNSW prior to works starting.

ROL's will be approved by TfNSW to specify TCP requirements. All works under an ROL approval are to be undertaken in accordance with all TfNSW conditions of approval outlined on the ROL.

This includes approval for times and days when each TCP can be operated. Approved ROLs will accompany the TCP to which it applies to during the operation of each TCP.

An ROL will be submitted prior to any works required to be completed beyond the precinct boundary into Herring Rd. Mainland Civil understands that a minimum of 10 days should be accounted for with all ROL applications. Any works along Herring Rd which may impact or reduce the traffic lanes will be scheduled as night works. Mainland Civil understands that TfNSW will not support any lane reductions during peak commuter periods.

7.2 Local Council Permit Approvals

Any use of Council property for construction purposes shall require the appropriate approvals prior to such work commencing. This includes occupying Council property for storage or other non-construction activities.

Permit approvals must be obtained from the NSW Department of Planning, Industry and Environment and need to be lodged and approved prior to works proceeding. Any proposed road closures or occupation will need to be referred to the NSW Department of Planning, Industry and Environment and TfNSW. Additional approvals may be required for authorities such as Transport for NSW and the State Transit Authority. Emergency services will also need to be notified.

Applications will generally require up to 15 working days to secure approvals from all relevant authorities. Road Closures will require submission to the Local Traffic Calming Committee for approval. Any proposed road closures or occupation will need to be referred to the NSW Department of Planning, Industry and Environment and TfNSW. Refer to the Road Closure Application for meeting dates, as required.

Mainland Civil are aware of the following permits, which need to be obtained from Council should any construction work affect Council assets/property:

- 1) Work Zone Permit – Where the applicant requires parking spaces to be reserved for deliveries.
- 2) Road Use Permit – Where traffic or pedestrian diversions are required to facilitate deliveries or specific works.
- 3) Placement of an Elevated tower, Crane or Concrete Pump on Council Road/ Footpath – Where the applicant is placing an Elevated Tower, Crane or Concrete Pump on Council roads/footpaths
- 4) Hoarding Permit – Where the applicant is erecting hoarding/fencing within Council Land (I.e., on the footpath or road)
- 5) Road Opening Permit – Where the applicant is required to dig into or adjust Council's Assets (Assets include all facilities within the Road Reserve)
- 6) Skip Bin on Nature strip Permission – Where the applicant is required to temporarily place a waste container/skip bin on the nature strip. Please note if it is physically possible to place the skip bin on private property it is unlikely approval will be granted.

Council's full list of Road Activity Permits can be viewed on Council's Website.

8 Access Management Arrangements

Dedicated temporary construction site driveway entrances and exits will be signposted. This will remain in place to safely manage pedestrians and construction-related vehicles to the Site frontage's roadways and footpaths. All Contractor vehicles, plant, and deliveries must enter the site via Ivanhoe Place. The Contractor must maintain access within the site to the existing Frasers Ivanhoe Sales Suite at all times.

The use of public roads, the points of access to and crossings of public roads shall be minimised. Where public roads are used, the Contractor shall obtain all necessary permits and maintain these roads free of any earth, rock or any other construction materials. Should such material be dropped on to public roads, it shall be promptly removed, the roads cleaned, and any damage caused made good to the satisfaction of the Superintendent and the Authorities concerned with costs borne by the Contractor.

If required, Authorised Traffic Controllers will be in place to assist with vehicle and pedestrian access.

8.1 Vehicle Movement Plan

A vehicle movement plan has been developed for this project and is located in Appendix 2.

9 Impact to Residents, Businesses and the Public

This project is not expected to have any significant impact on local residents, businesses or public transport and cyclists. Existing access arrangements and services to other transport modes will be maintained comparable to the existing situation.

Adequate provision for pedestrians and cyclists will be made for current movements along all frontages and intersecting streets.

9.1 Neighbouring Properties

All affected residents and businesses are to be notified of the impacts of the project fourteen (14) days prior to works commencing. A copy of the notification shall be submitted to Council with attention to the Ryde Council Transport Department.

9.2 Transport Management for Service, Delivery, and Garbage Vehicles

No impact on existing services is expected during the works. Stakeholder consultation will occur throughout the project should this change.

9.3 Impacts on Public Transport

This project is not expected to have any significant impact on public transport timetables.

Existing access arrangements and services will be maintained comparable to the existing conditions.

The continual consultation will occur throughout the project. Notification of these changes will be made to the public and stakeholders with the use of notification signage and Roads and Maritime accredited traffic controllers.

9.4 Site Parking

All site staff, workers and contractors related to the project are to park in a designated off-street parking or encouraged to use public transport.

All staff and workers relating to the development must not park on the public roadway at any time during the project.

No truck pooling/parking will be permitted at any time during the project at any frontage to the project or any other roadway within the NSW Department of Planning, Industry and Environment Local Government Area.

9.5 Emergency Services

Police will be notified of any works on the road reserve that block or change the direction of travel of the road reserve, such as full road closures.

A 3m isle is to be maintained at all times during any road works to ensure emergency vehicle can pass if required. If a full road closure is in place, alternative routes will be used. Mainland Civil will ensure access is maintained at all times for emergency vehicles around our works on Herring Rd and into the Ivanhoe Estate precinct.

9.6 Pedestrians

A permit application and approval will be obtained from NSW Department of Planning, Industry and Environment prior to any occupation of the footway or any footway closures. Consideration will be taken when planning for disabled persons, and in general, routes should be as short of a distance as possible. Pedestrian Ramps may be required where a smooth transition from the kerb is not available.

The proposed signage for pedestrian management will comply with AS1742.3 and AS1742.10, inclusive of pram ramps.

It is noted that 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 the right-of-way on the footpath, not the trucks.

9.7 Cyclists

Cyclists will be subject to the same Traffic Management Controls as registered road users and will always have the right of way over construction works and vehicles accessing the site.

10 Construction Traffic and Heavy Vehicles

Typically, the most high-risk movement for construction vehicles occurs when vehicles are entering or exiting the construction site too and from the external road network. The management of construction access will include the following:

- Installation of truck warning signs on temporary construction access road;
- Where practicable, heavy vehicles will avoid using local roads;
- Authorised Traffic Controllers will be utilised to assist with safe access and egress of public vehicles around the work area where required.
- All vehicles must enter and exit the site in a forward direction.
- Trucks are not allowed to reverse into the site from the road.
- Vehicles exiting the site must be free of mud and debris. Machine operated street sweepers shall be used as required to ensure spoil and debris does not get tracked onto Council or RMS Roads.
- The applicant is to keep all public roads and footpaths in a serviceable state for the duration of the project. At the direction of Council, the applicant may be required to

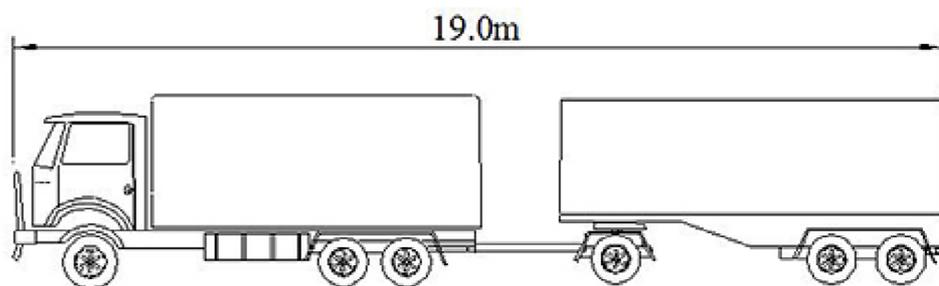
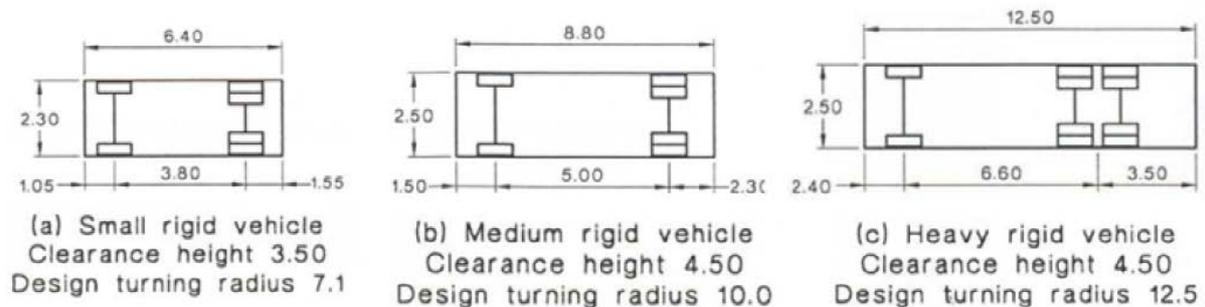
undertake remedial treatments, such as patching. This is to be undertaken by the applicant at no cost to Council.

- No traffic controller on Herring Road is permitted unless otherwise approved by Council and/or TMC.

10.1 Types of Trucks Approaching Site

There will be a combination of small rigid vehicles (SRV's 6.4m), medium rigid vehicles (MRV's 8.8m), heavy rigid vehicles (HRV's 12.5m) and Truck and Trailer vehicles (19m) accessing and egressing from the site.

Vehicle Sizes by Type



10.2 Estimated Daily Volume:

Commencement Date: 14th December 2020

Breakdown of Expected Truck Movements:

- 14th Dec 2020 – 30th Jan 2021 – 2 x truck & trailer movements per hour (7am – 5pm)
- 30th Jan 2021 – 4th March 2021 – 10 x truck & trailer movements per hour (7am – 5pm)
- 4th March 2021 – 5th June 2021 – 4 x truck & trailer movements per hour (7am – 5pm)
- 5th June 2021 – 2nd August 2021 – 10 x truck & trailer movements per hour (7am – 5pm)
- 2nd August 2021 – 24th August 2021 – 2 x truck & trailer movements per hour (7am – 5pm)

Traffic congestion throughout Macquarie Park is heavy during peak commuter periods (being 8.00 - 9.30am and 4.30 - 6.00pm). In this regard, it is our preference for truck movements to be minimised during these periods to minimise the impact to the surrounding road network. In particular, the 19m long truck and trailer combination vehicle required as part of the construction works should be restricted to 2 movements (1 in and 1 out) during these peak commuter periods.

Mainland Civil will make a consideration for scheduling truck movements around the peak commuter periods and endeavour to minimise truck movements during these times. It must be understood however that it would not be practical on a project of this size and significance to restrict truck movements to 1 in and 1 out during these peak commuter periods.

10.3 Vehicle Queueing

No queuing or marshalling of trucks is permitted on any public road. If there is not adequate space on-site or in the approved Work Zone. All construction vehicles should be coordinated to site only when sufficient space is available. Circulating construction vehicles on the network will not be tolerated.

Truck starting times will be staggered accordingly to avoid congestion in the morning. Ample space will be made available on the adjacent vacant lots within the Ivanhoe Estate precinct to marshal multiple trucks if required to do so in unexpected circumstances. Mainland Civil does not envisage any need to marshal trucks outside of the Ivanhoe Estate precinct.

10.4 Swept Path Diagrams

Swept path analysis has been requested for this project and are located in Appendix 1.

11 Abnormal and Oversize/Overmass Loads

Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a one-off occasion is obtained from the NSW Department of Planning, Industry and Environment Traffic Operations Unit).

Requests to use these vehicles must be submitted to the City of Ryde 7 days prior to the vehicle's scheduled travel date. Specific Traffic Management Plans will be developed for each abnormal movement and will be submitted for assessment to the relevant local and regulatory authorities on a case by case basis.

For more information, please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.

12 Traffic Management

12.1 Traffic Control Signs and Devices

Traffic control devices are an important tool for influencing the safety of road users, in particular where temporary traffic controls are implemented at work sites.

The following traffic control details shall be strictly adhered to during this project:

- Advance Warning Signs shall be erected accordingly on each approach to the job site.
- Work for the shift shall be discussed with the team during the toolbox talk and SWMS Induction prior to commencement.
- All signs shall be of a size appropriate for residential streets with approach speeds of no more than 60km/hr.
- Sign spacing shall be within -10% to +25%.
- Contradictory signs to be covered.
- Do not cross open lanes to set out signs.
- Cones to be 700mm in height and reflective.

- Stop traffic at times when there is not enough lateral clearance.
- Allow for cyclists and parked cars in setting out T/C equipment.
- Need an escape route for traffic controllers.
- Prevent other vehicles following when Construction Vehicles are turning into site.
- All personnel, plant and equipment to keep a minimum of 1.2m from traffic.
- Record and initial any changes to TCP.
- Complete TCP checklist prior to implementation of TCP

All signposting installed throughout the project will comply with the requirements outlined in the TFNSW's TCWS Manual Version 5, AUSTRROADS Guide to Traffic Engineering Practice, Part 8 – Traffic Control Devices and the Relevant parts of Australian Standard 1742.3-2009.

Temporary signposting will be implemented as per the detailed traffic plans. As documented in Appendix 1 – Traffic Control Plans.

12.2 Sequence for erection and removal of signs and devices (AS1742.3 Cl 2.5.3)

Sequence of erection

Before work commences, signs and devices at the work site shall be erected in an order that is safe and efficient, in accordance with the approved TCP. The order of installation should be outlined in the TMP, and generally in the following order:

- Advance warning and regulatory signs
- All intermediate advance warning and regulatory signs and devices required in advance of the taper or start of the work area
- All delineating devices required to form a taper including flashing arrow signs or temporary hazard markers where required
- Delineation of the work area or side track
- All other warning and regulatory signs, including termination and end of temporary speed zone signs.

Delineation devices such as cones and bollards shall be placed in the same sequence ie those furthest in advance of the work placed first.

Where a work area is moving progressively along the road, relocation of the signs ahead should take place in the above sequence. Those behind should be relocated in the reverse sequence.

Signs and devices erected before they are required shall be covered by a suitable, opaque material and, if necessary, inspected at night (Refer Appendix E Inspection checklists and forms) to ensure they do not give conflicting messages. The cover shall be removed immediately prior to the commencement of work.

Erection of signs and devices

Always travel in the direction of normal traffic flow.

A work vehicle with a flashing arrow or rotating or flashing light(s) shall be positioned between the workers and approaching traffic during placement of traffic control devices.

Workers shall not cross roads or carriageways on foot when erecting or removing signs.

Long-term or recurring short-term sites:

- Consider marking the desired location of each sign or device on the road for easy placement.

Multi-lane roads:

- The placement of traffic control signs and devices on central medians or concrete barriers on multi-lane roads requires special consideration ie a site-specific TCP or use of a mobile convoy etc.

Removal of signs and devices

Removal of traffic control signs and devices should be undertaken in the reverse order of erection, progressing from the work area out toward the approaches.

Workers shall not cross roads or carriageways on foot when erecting or removing signs.

Lane closures delineated by cones and bollards:

- A work vehicle shall be positioned between the workers and approaching traffic and should generally slowly reverse along the closed roadway allowing workers to remove the traffic control devices. However, subject to the approval of the works supervisor, the work vehicle may proceed in a forward direction towards approaching traffic along the closed roadway, provided that this does not create motorist confusion or distraction, such as headlight glare at night.

Lane closures using barrier boards:

- An 'advanced warning vehicle' placed between the workers and approaching traffic should be considered as an option when removing barrier boards from lane and road closures.

Once the lane closure traffic control devices have been removed, the work vehicle should return to the approaches to the work area and, subject to the vehicle being able to move clear of the travel lane, remove all signs in the reverse sequence they were erected before the commencement of work. Special consideration shall be given for the removal of signs on central medians and barriers on multi-lane divided carriageways.

12.3 Site Traffic Control

Traffic Management measures will be implemented on site to ensure the safe use of the roadway and surrounding areas; these will include but not be limited to;

- Authorised Traffic Controllers will be posted at the entry and exit points on the site boundary as required.
- Advanced Warning Signs will be erected and or mounted as required. Refer to Appendix 1 for relevant TCP and associated signage requirements.
- All works associated with control or redirection of traffic must have an approved TCP associated with the works, and any relevant permits must be in place and available for view on site at all times.
- All construction vehicles must follow the instruction of the Authorised Traffic Controllers. This will be outlined in the site safety induction. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.

- Authorised Traffic Controllers must be inducted into the site prior to the start of the shift. Authorised Traffic Controllers must be trained on the conditions outlined in this CTMP and associated planning documents.
- This CTMP and all associated planning documents must be available for view on site at all times.

13 Risk Assessment

A detailed risk assessment and control method must be documented for each stage of the works. A Safe Work Method Statement is to be developed in consultation with all stakeholders and signed off by all workers prior to commencement of work.

14 Communications Strategy

14.1 Worksite Communications

There will be two-way communications throughout the worksite to assist with traffic management of vehicles travelling into, through and/or around the worksite.

14.2 Stakeholder Works Notifications

Notifications will be provided to all impacted stakeholders. Local community notification and consultation processes will be undertaken with all stakeholders prior to any changes to or impact on the road network. The builder's direct contact number will be provided to businesses adjoining or impacted by the construction work and the Transport Management Centre and Sydney Coordination Office within Transport for NSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

14.3 Emergency Services Notifications

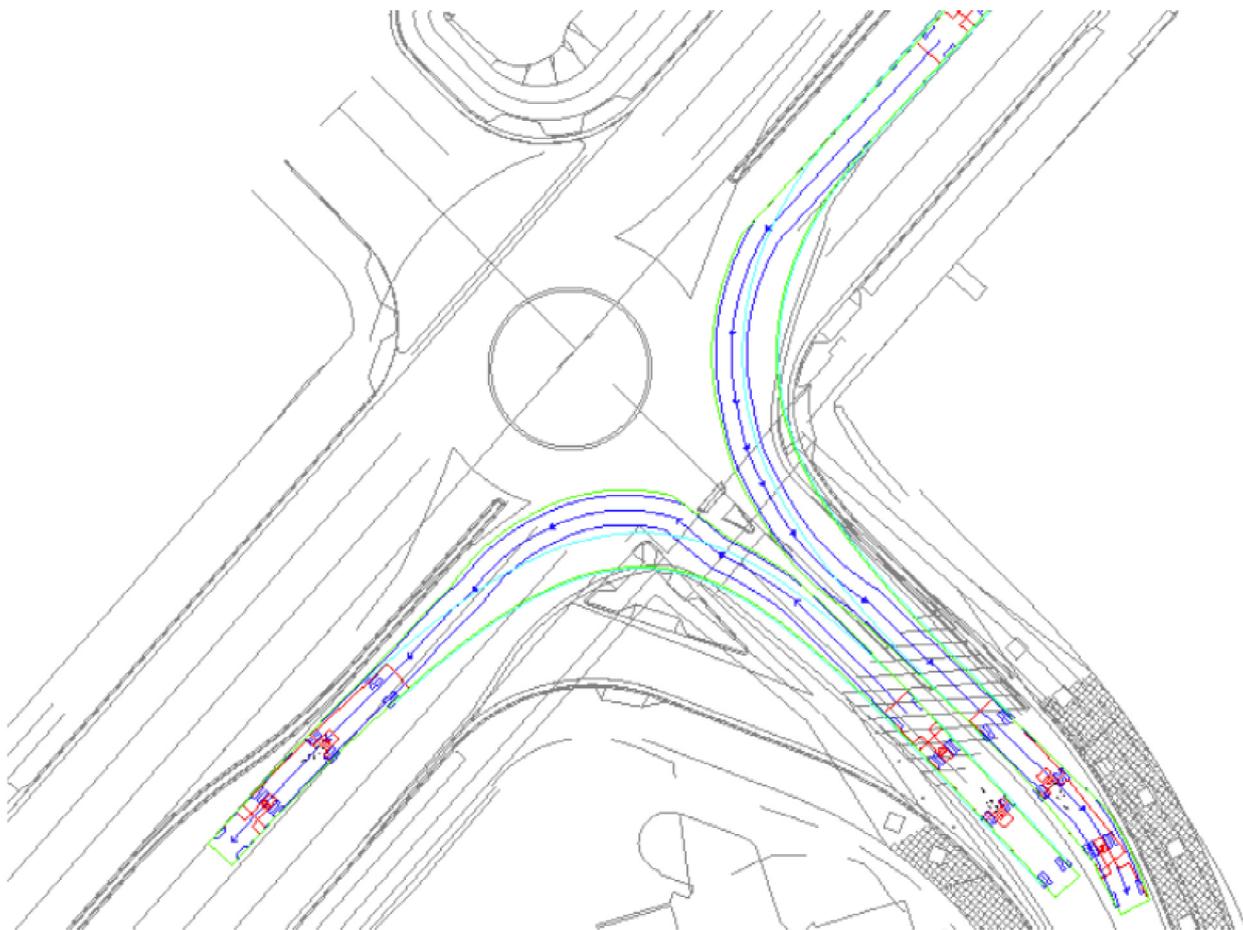
Emergency Services will be informed in a timely manner of relevant activities proposed within this CPTMP that affect the use of the roadway. Regular updates will be provided to emergency services, including changes to road network configurations, changes to road conditions and worksite access locations.

15 Contact Details

15.1 Key Contacts

Name	Position	Contact #
Tim Saviane	Project Manager	0422 418 072
Peter Josevski	Project Engineer	0450 609 464
Sal Panto	Site Manager	0415 544 805

16 APPENDIX 1 – TRAFFIC CONTROL PLANS/SWEPT PATH



SEE OVER PAGE

17 APPENDIX 2 – VEHICLE MOVEMENT ROUTES

SEE OVER PAGE

INGRESS ROUTE 1

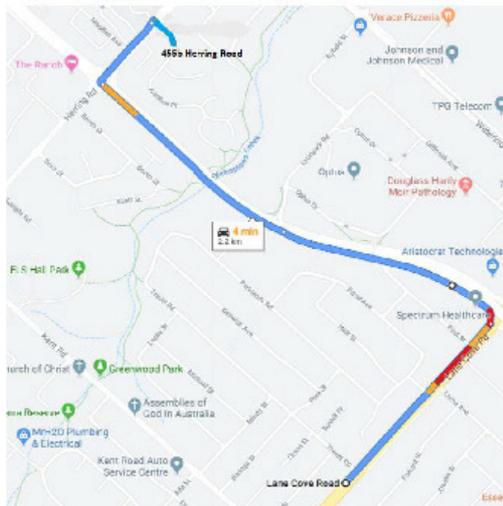
Lane Cove Rd

Sydney NSW

- ↑ Head north-east on Lane Cove Rd/A3 towards Trevitt Rd
600 m
- ↶ Turn left
650 m
- ↑ Continue straight onto Epping Rd
650 m
- ↷ Use the right lane to turn right onto Herring Rd
230 m
- 📍 At the roundabout, take the 2nd exit onto Ivanhoe Pl
46 m
- ↑ Continue along Ivanhoe Pl to the job site on the left
90m

145b Herring Road

Macquarie Park



Ingress Route 1

INGRESS ROUTE 2

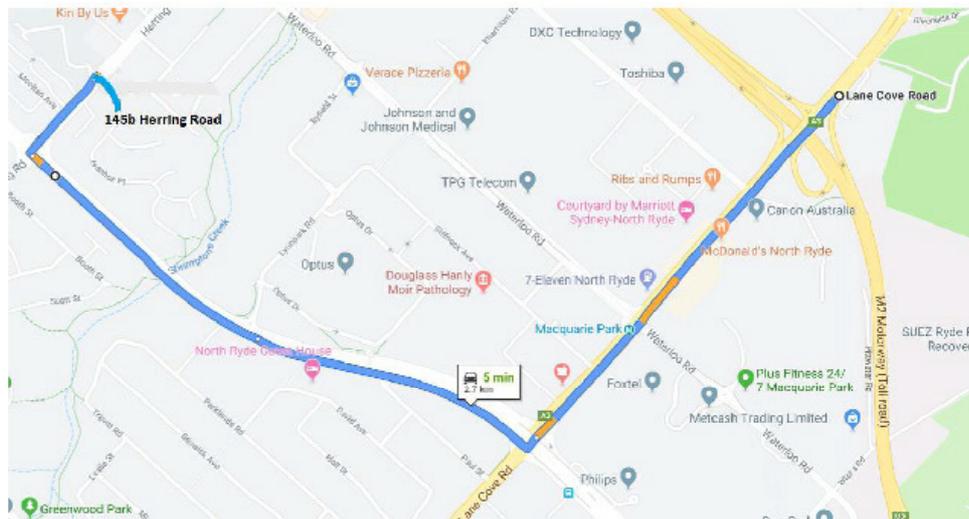
Lane Cove Rd

Macquarie Park NSW 2113

- ↑ Head south-west on Lane Cove Rd/A3
1.0 km
- Use the right 2 lanes to turn right
700 m
- ↑ Continue straight onto Epping Rd
650 m
- Use the right lane to turn right onto Herring Rd
230 m
- 📍 At the roundabout, take the 2nd exit onto Ivanhoe Pl
90 m

145b Herring Road

Macquarie Park NSW 2113



Ingress Route 2

EGRESS ROUTE 1

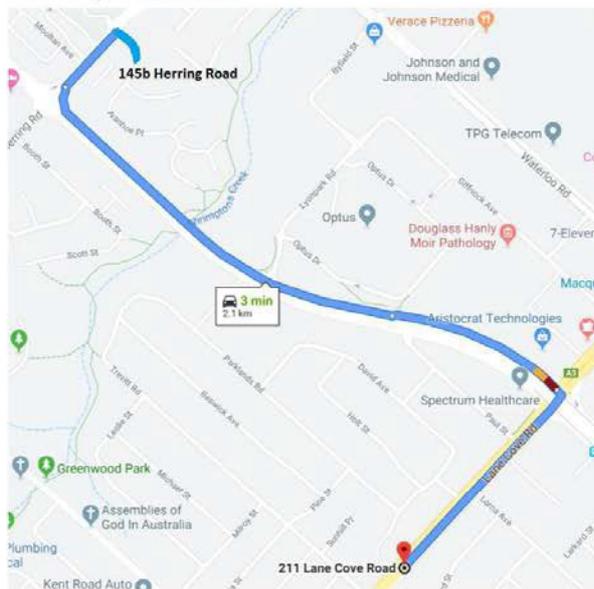
145b Herring Road

Macquarie Park NSW 2113

-  Head north-west on Ivanhoe Pl towards Herring Rd
90 m
-  Turn left onto Herring Rd
170 m
-  Turn left onto Epping Rd
950 m
-  Slight left
400 m
-  Use the right 2 lanes to turn right onto Lane Cove Rd/A3
550 m

Lane Cove Road

North Ryde NSW 2113



Egress Route 1

EGRESS ROUTE 2

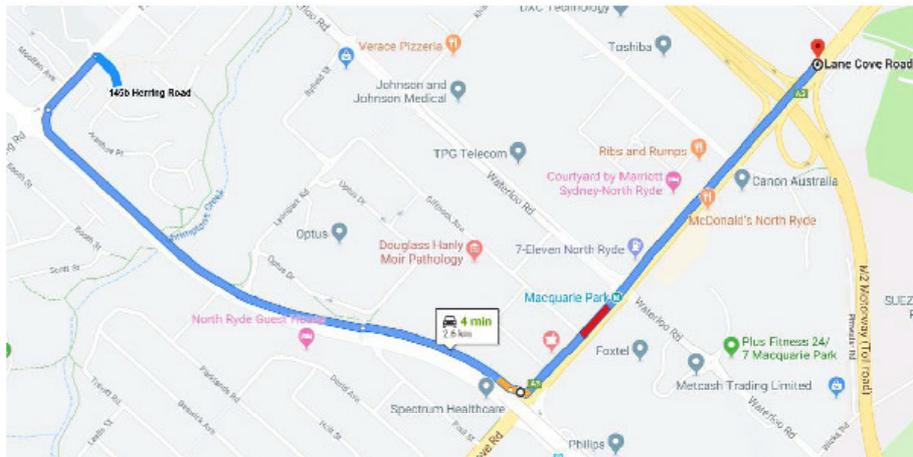
145b Herring Road

Macquarie Park NSW 2113

- ↑ Head north-west on Ivanhoe Pl towards Herring Rd
90 m
- ↶ Turn left onto Herring Rd
170 m
- ↶ Turn left onto Epping Rd
950 m
- ↷ Slight left
400 m
- ↶ Turn left onto Lane Cove Rd/A3
1.1 km

Lane Cove Rd

Macquarie Park NSW 2113



Egress Route 2

18 APPENDIX 3 – PROJECT PLANS AND DIAGRAMS

SEE OVER PAGE

19 APPENDIX 4 – ADDITIONAL INFORMATION FOLLOWING TfNSW CONSULTATION