

21 May 2026

At 10.00 am

Local Pedestrian, Cycling, Traffic Calming and Transport Forum

Disclaimer

The Local Pedestrian, Cycling, Traffic Calming and Transport Forum is established under the Roads Act.

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

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

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ITEM	Table Of Contents	PAGE NO.
1.	Confirmation of Minutes of Meeting 2026/03 held on 16 April 2026.....	1
2.	Item for Forum Information - Temporary Road Closure - Hunter Street, Sydney.....	2 - 5
3.	Item for Information - Transport Proposals Approved Through Direct Staff Delegation - May 2026.....	6 - 13
4.	Item for Information - Inroad Tree Planting Proposals Approved Through Direct Staff Delegation - Various Locations.....	14 - 50
5.	Street Event-Temporary Road Closure-Amplified Opening Night-Bourke Street Surry Hills.....	51 - 64
6.	Mobile Crane - Temporary Road Closure - Pitt Street Sydney.....	65 - 69
7.	Mobile Crane - Temporary Road Closure - Hunter Street, Sydney.....	70 - 74
8.	Mobile Crane - Temporary Road Closure - Clarence Street, Sydney.....	75 - 77
9.	Mobile Crane - Temporary Road Closure - York Street, Sydney.....	78 - 80
10.	Mobile Crane - Temporary Road Closure - Goulburn Street, Haymarket...	81 - 84
11.	Mobile Crane - Temporary Closure - Pitt Street Haymarket.....	85 - 88
12.	Mobile Crane - Temporary Road Closure - Nimrod Street, Darlinghurst...	89 - 91
13.	Road Works - Temporary Road Closure - Mitchell Road, Erskineville.....	92 - 96
14.	Parking - No Parking 8am-6pm Mon-Fri Stolen Generations Council NSW/ACT Inc. & Aboriginal Children's Service Vehicles Excepted - James Street, Redfern.....	97 - 107

Table Of Contents

ITEM		PAGE NO.
15.	Parking - On Street Bike Parking - LGA Wide - May 2026	108 - 143
16.	Traffic Treatment - Stop Control - Bennett Place and Fanny Place, Surry Hills	144 - 147
17.	Traffic Treatment and Parking - Proposed Parking Space Reallocation for Outdoor Dining - Various Locations	148 - 159
18.	Schedule of Conditions	160 - 167

Structure and Operation of Local Pedestrian, Cycling, Traffic Calming and Transport Forum

1. The views expressed in this document are those of the Forum members, not necessarily the views of the City of Sydney Council.
2. The Local Pedestrian, Cycling, Traffic Calming and Transport Forum not a Forum of the City of Sydney Council, but a Forum of the Transport for NSW.
3. Council has been delegated certain powers from the Transport for NSW with regards to traffic matters on local roads. A condition of this delegation is that Council must take into account the advice of the Local Pedestrian, Cycling, Traffic Calming and Transport Forum.
4. The Local Pedestrian, Cycling, Traffic Calming and Transport Forum has no decision- making powers. It is primarily a technical review body which is required to advise Council on traffic related matters.
5. All proposals recommended by the Local Pedestrian, Cycling, Traffic Calming and Transport Forum must still be formally approved by either the elected Council or authorised Council staff (depending on the nature of the proposal).
6. There are four formal members of the Local Pedestrian, Cycling, Traffic Calming and Transport Forum - the City of Sydney, the Transport for NSW, the NSW Police and the local State Members of Parliament or their nominee. There are also informal advisors who may attend.
7. On 10 October 2024, Council appointed Councillor Adam Worling as Chairperson and Councillor Jess Miller as Alternate Chairperson of the Local Pedestrian, Cycling, Traffic Calming and Transport Forum.
8. Members of the public are welcome to attend and speak to an item on the Local Pedestrian, Cycling, Traffic Calming and Transport Forum agenda. Addresses to the Forum are limited to 3 minutes, but this can be extended at the discretion of the Chairperson. If a member of the public wishes to attend, it is requested that they inform the Forum Secretary in advance on ccalabro@cityofsydney.nsw.gov.au.
9. The Local Pedestrian, Cycling, Traffic Calming and Transport Forum meet every third Thursday of the month at 10m in the Council Chamber, Level 1, Town Hall, 483 George Street, Sydney.
10. Local Pedestrian, Cycling, Traffic Calming and Transport Forum agendas, reports and minutes are available on the City's Website:
www.cityofsydney.nsw.gov.au/Council/MeetingsAndCommittees

Item 1.

Confirmation of Minutes of Meeting 2026/03 held on 16 April 2026

Decision

Item 2.**Item for Forum Information - Temporary Road Closure - Hunter Street, Sydney****TRIM Container No.:** 2026/249894**Recommendations**

It is recommended that the Forum note the temporary road closure of Hunter Street, Sydney between Phillip Street and Macquarie Street (four lanes), from 10pm on Monday 18 May 2026 to 5am on Tuesday 19 May 2026, contingency dates 19-20 and 20-21 May 2026.

The proposal was circulated to Forum members via email notification on 6 May 2026, and no comments were received.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Sydney City PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

Commercial TC has applied for the temporary road closure of Hunter Street, Sydney between Phillip Street and Macquarie Street (four lanes), from 10pm on Monday 18 May 2026 to 5am on Tuesday 19 May 2026, contingency dates 19-20 and 20-21 May 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the installation of four transformers into the site at 2 Chifley Square, Sydney.

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

Transport for NSW (TfNSW) raised no objections to the Traffic Management Plan (TMP).

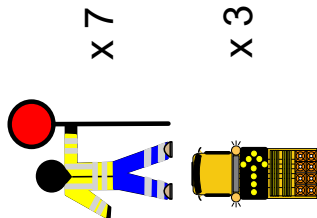
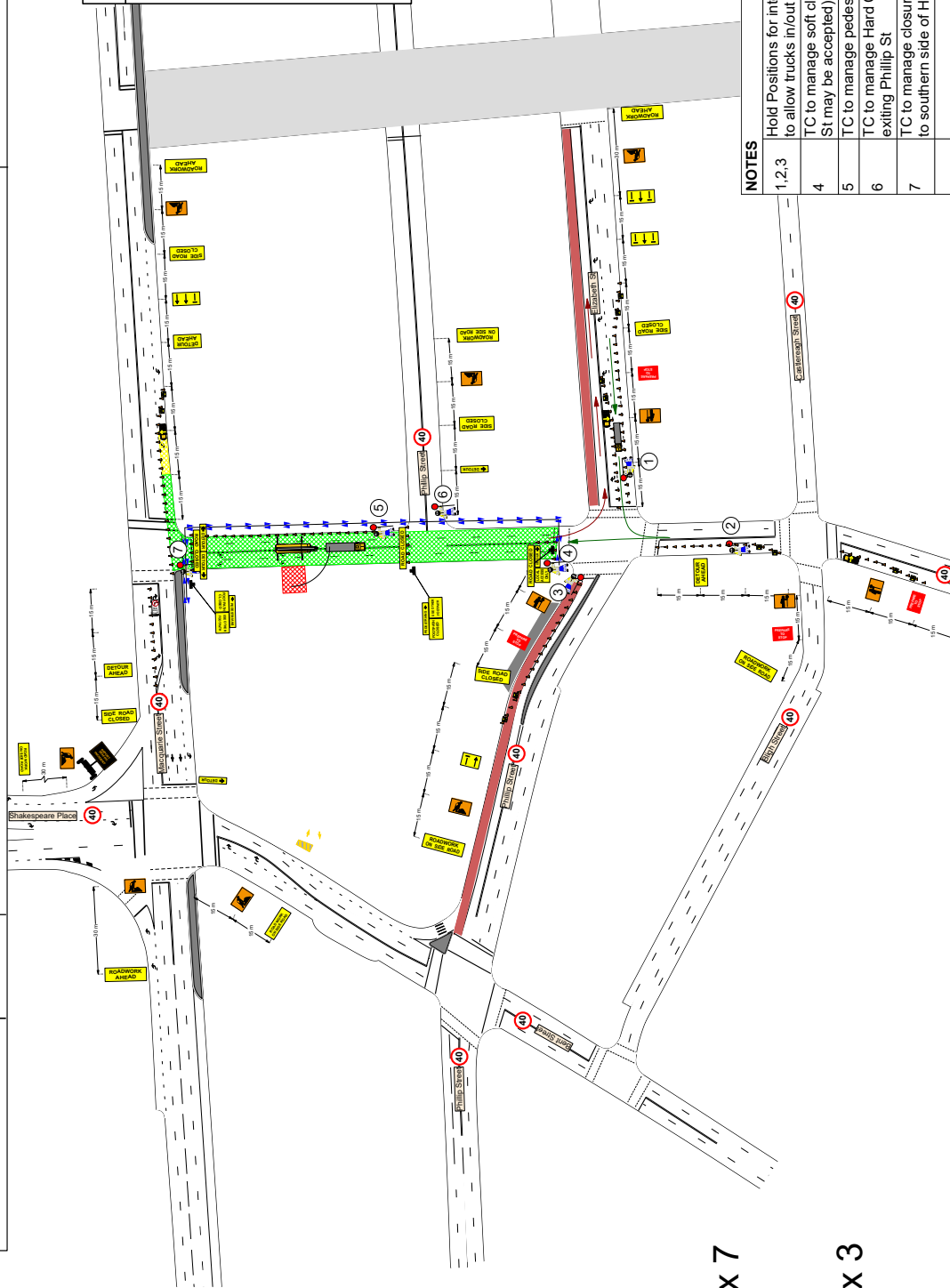
Consultation

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

Financial

All costs associated with the proposed closure were borne by the applicant.

CLAUDIA CALABRO, TRAFFIC WORKS COORINDATOR



NOTES	
1, 2, 3	Hold Positions for intermittent stops on Elizabeth St x Hunter St to allow trucks in/out of Closure
4	TC to manage soft closure (vehicles requiring access to Phillip St may be accepted)
5	TC to manage pedestrians/assist with Hard Closure
6	TC to manage Hard Closure/assist with directing vehicles exiting Phillip St
7	TC to manage closure at Macquarie St and direct pedestrians to southern side of Hunter St

TGS Name & Number: TGS 59 - HUNTER ST CLOSURE		TGS Designed By: Nik Kotzambasis			DIMENSION "D"			QUEUE MANAGEMENT		
Works Location: CHIFFLEY SQUARE		Signature: 								
Date: 23.04.2026		TGS Approved By: Alex Ritevski								
Drawing not to scale		PWZTMP: TCT0002787 Signature: 								
1. This Traffic Guidance Scheme (TGS) is to be used in conjunction with the Traffic Movement Plan (TMP) and associated signage and equipment to manage the movement of traffic through the proposed road closure, vehicle movement plan (VMP) and Pedestrian movement plan (PMP) where applicable. 2. This TGS has been produced by a Prepare Work Zone Traffic Management Plan (PWZTMP) qualified person in accordance with the requirements of the TNSW Traffic Control at Work Sites manual, Issue 6.1 dated February 2022 (TCAWS 6.1) and with reference to AST742.3 and AUSTRROADS Guide to temporary Traffic Management Parts 1-10, Version 1.1 dated September 2021 (AGTMM 6.1). 3. Commercial T-C-Pty Ltd does not accept responsibility for this TGS if it is implemented or modified by external parties.						SPEED OF TRAFFIC (KM/H)		AGTMM V1.1	TCAWS	
						45 OR LESS		15m	15m	
						46-55		15m	50m	
						56-65		45m	60m	
						GRATER THAN 65		EQUAL TO POSTED SPEED LIMIT		
Client: Star Group		Client Contact: Cameron Donald 0498.054.922								

TGS Name & Number: DP 59 - HUNTER ST CLOSURE		TGS Designed By: Nik Kotzambasis			DIMENSION "K"		QUEUE MANAGEMENT		
Works Location: CHIFFLEY SQUARE		PWZTMP: TCT1022480 Signature: 				SPEED OF TRAFFIC (KM/H)	AGTMM V1.1	TCAWS	AT ALL WORK TIMES DURING THE COURSE OF THE WORK, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS
Date: 24.04.2026		TGS Approved By: Alex Risteovski				45 OR LESS	15m	15m	
Drawing not to scale		PWZTMP: TCT0002787 Signature: 				46-55	15m	50m	
1. This Traffic Guidance Scheme (TGS) is to be used in conjunction with the Traffic Movement Plan (TMP) and associated road authority permits and management plans, including Road Occupancy Licence (ROL), vehicle movement plan (VMP) and Pedestrian movement plan (PMP) where applicable. 2. This TGS has been produced by a Prepare Work Zone Traffic Management Plan (PWZTMP) qualified person in accordance with the requirements of the TNSW Traffic Control at Work Sites manual, issue 6.1 dated February 2022 (TCAWS 6.1) and with reference to AS1742.3 and a AUSTRROADS Guide to temporary Traffic Management Parts 1-10, Version 1.1 dated September 2021 (AGITM). 3. Commercial TC Pty Ltd does not accept responsibility for this TGS if it is implemented or modified by external parties.					56-65	45m	60m	LANE WIDTHS THE MINIMUM LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE FOR VEHICLES SHALL BE 3.0m (3.5m DESIRABLE)	
Client: Star Group		Client Contact: Cameron Donald - 0498 054 922			GRATER THAN 65	EQUAL TO POSTED SPEED LIMIT			

Item 3.

Item for Information - Transport Proposals Approved Through Direct Staff Delegation - May 2026

TRIM Container No.: 2026/182827

For Information

It is recommended that the Forum note the following traffic and transport proposals approved under Delegation 72b) of the *Register of Delegations from CEO to directors and staff (18 December 2025)* and in accordance with the TfNSW 2025 Authorisation and Delegation Instrument.

Item	TRIM reference	Location	Proposal Type	Approval Date
1	2026/106045	Darling Street, Glebe	Works Zone	25 March 2026
2	2026/141311	George Street, Haymarket	Works Zone	16 April 2026
3	2026/153879	York Street, Sydney	Works Zone	30 April 2026
4	2026/108130	Ice Street, Darlinghurst	Mobility Parking	15 April 2026
5	2026/151588	Brougham, Dowling, McElhone and Nicholson Streets, Woolloomooloo	Pedestrian Treatments and Parking Changes	14 April 2026

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – All PACs

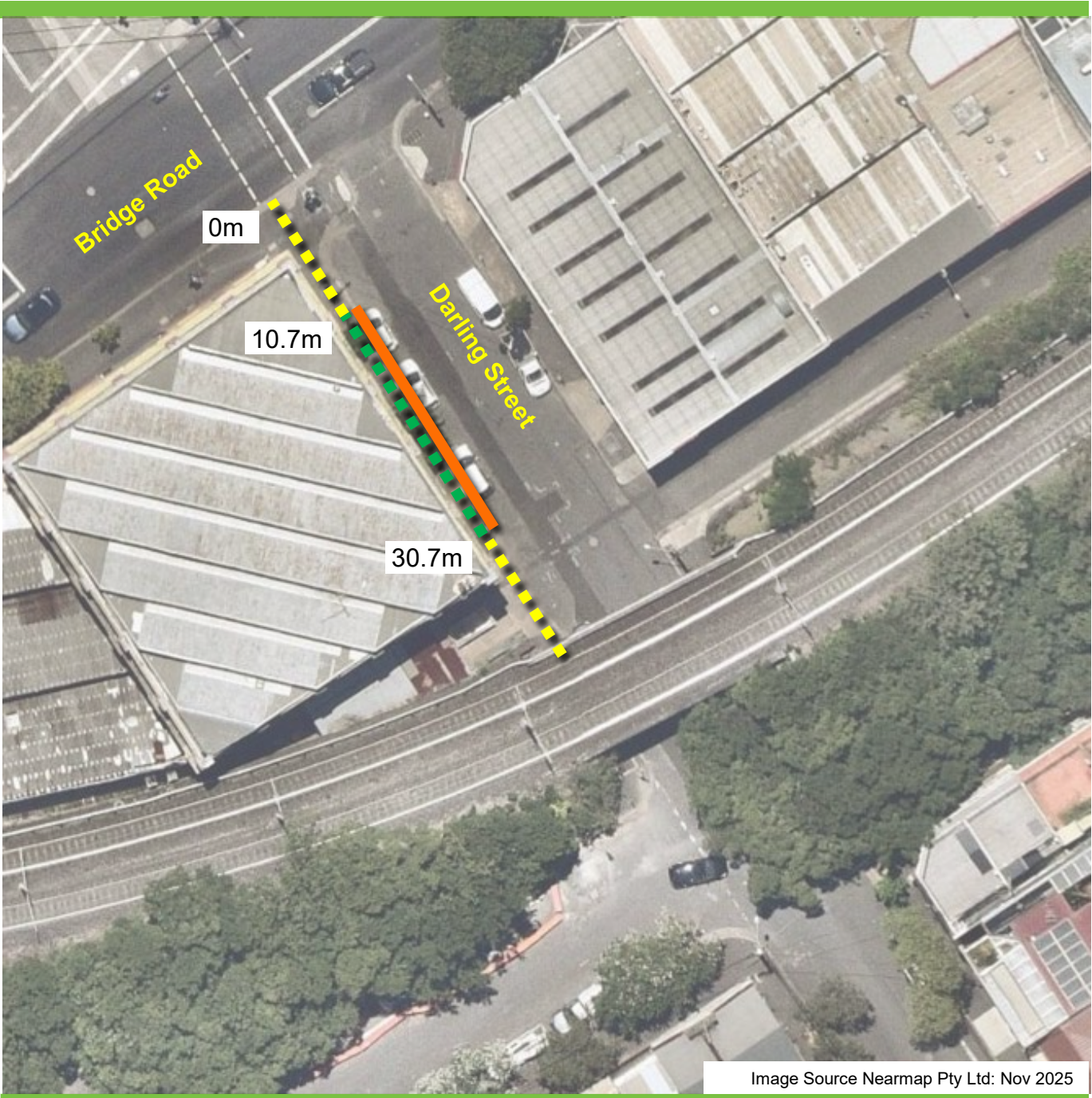
Representatives for the Member for Sydney, Heffron, Newtown and Balmain
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Consultation & Financial Impacts

Location	Proposal Type	Consultation	Financial Impacts
Darling Street, Glebe	Works Zone	Applicants must notify adjacent properties at least 14 days prior to the implementation of the Works Zone	All costs associated with implementing the proposal will be borne by the Applicant.
George Street, Haymarket	Works Zone		
York Street, Sydney	Works Zone		
Ice Street, Darlinghurst	Mobility Parking	Letters sent: 53 0 support/object	Funds are available in the current Traffic Operations New Signs and Lines budget.
Brougham, Dowling, McElhone and Nicholson Streets, Woolloomooloo	Pedestrian Treatments and Parking Changes	Letters sent: 687 9 support 2 object	Funding for the proposal will be secured once greater certainty on the construction timeline is reached

CLEMENT LIM, TRAFFIC MANAGER-NORTH

Darling Street, Glebe
Proposed parking changes



Existing

-  "No Stopping"
-  "2P 8.30am-6pm Mon-Fri"

Proposed

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

George Street, Haymarket
Works Zone Proposal



Existing

No Parking Coaches
Excepted 15 Minute Limit

No Parking Wedding or
Funeral Vehicles
Excepted

No Parking Church
Vehicles Excepted

No Stopping

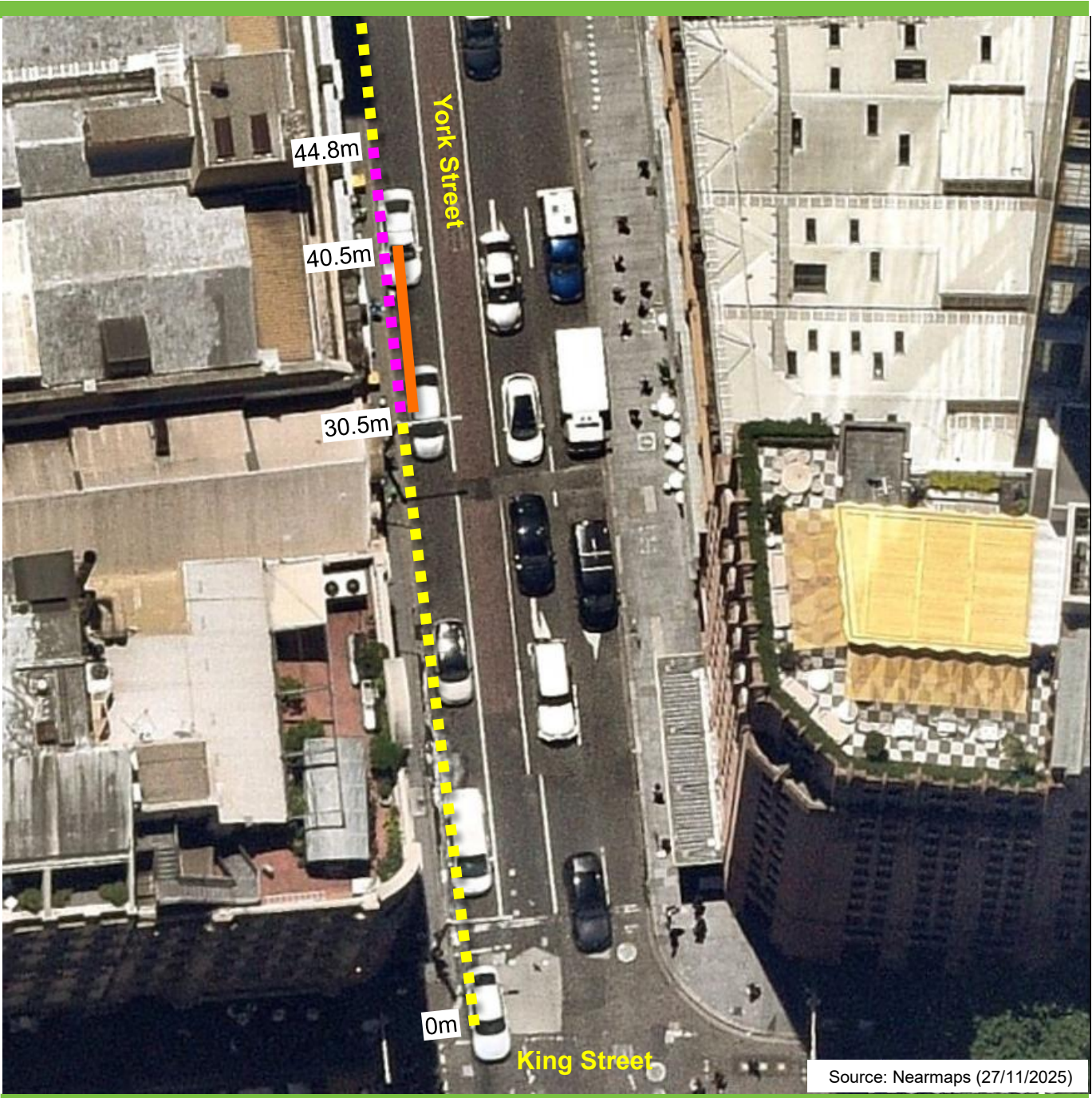
Loading Zone 6am-6pm
Mon-Fri 6am-10am Sat
4P Ticket 6pm-10pm Mon-Fri
10am-10pm Sat 8am-10pm
Sun & Public Holidays

Driveway

Proposed

Works Zone 7am-7pm
Mon-Fri, 7am-5pm Sat
No Parking Coaches
Excepted 15 Minute Limit
all other times

York Street, north of King Street Proposed Works Zone



Existing

- ■ ■ "No Stopping"
- ■ ■ "Loading Zone 9pm-6am Mon-Fri" and "No Stopping Other Times"

Proposed

- "Loading Zone 9pm-6am Mon-Fri", "Works Zone 10am-3pm Mon-Fri and 10am-1:30pm Sat" and "No Stopping Other Times"

Ice Street, Darlinghurst
Proposed Parking Changes

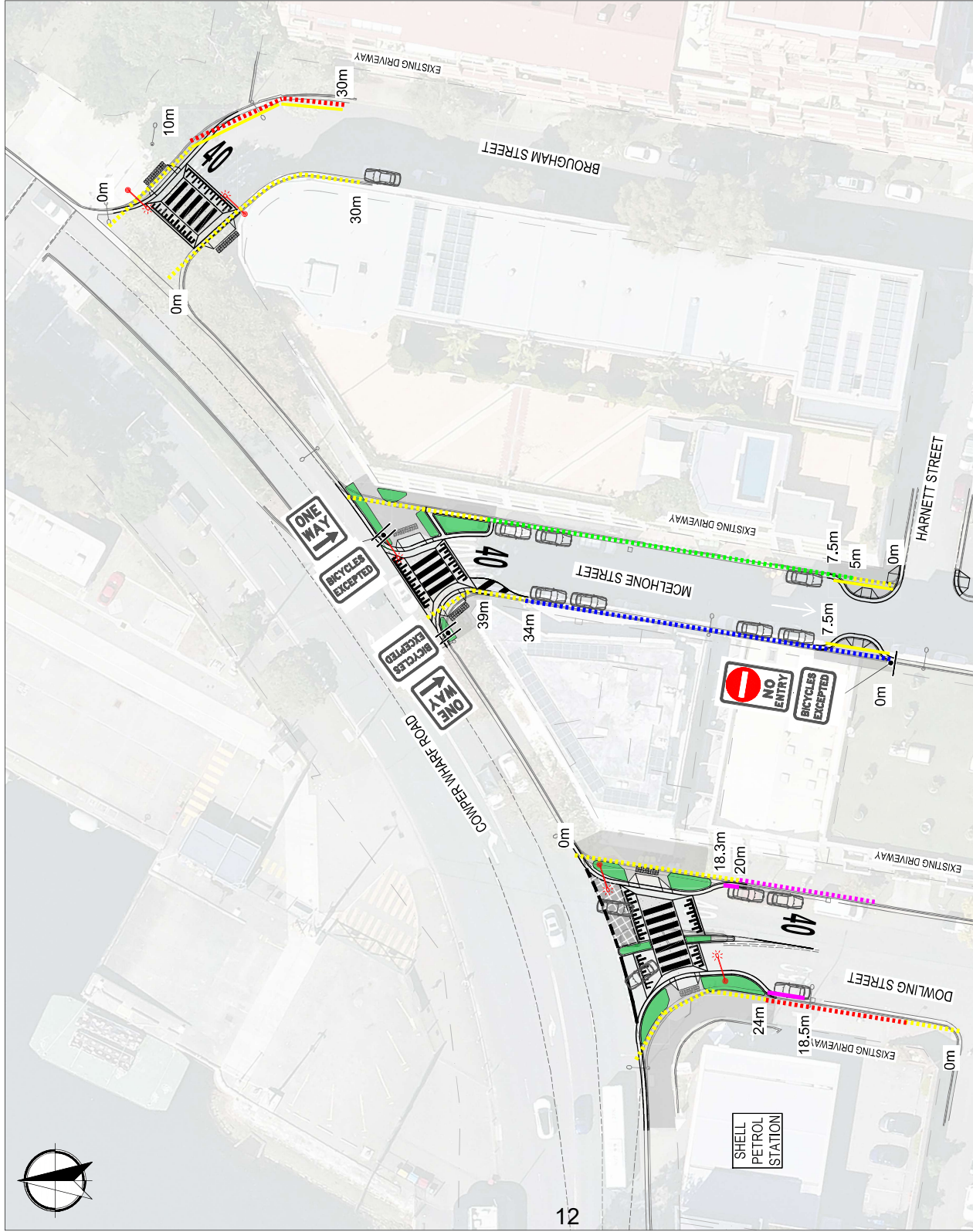


Existing

-  "No Stopping"
-  "1P 8AM-12MIDNIGHT PERMIT HOLDERS EXCEPTED – AREA 17"

Proposed

-  "4P Mobility Parking 8AM-10PM"
-  Proposed kerb ramp for disability space

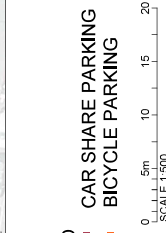


LEGEND

- EXISTING ROAD AND FEATURES
- PROPOSED ROAD AND FEATURES
- CADASTRAL BOUNDARY
- PROPOSED GARDEN BED
- PROPOSED TERRACED RAINGARDEN
- PROPOSED LINED RAINGARDEN
- PROPOSED CONCRETE FOOTPATH
- MILL AND RESHEET (ASPHALT)
- TGSI - TACTILE GROUND SURFACE INDICATORS
- PROPOSED STREET LIGHTING

- EXISTING / PROPOSED
- NO STOPPING
- UNRESTRICTED
- 2P/4P TICKET PERMIT HOLDERS EXCEPTED AREA 28
- 2P PERMIT HOLDERS EXCEPTED AREA 28
- NO PARKING

- EXISTING / PROPOSED
- CAR SHARE PARKING
- BICYCLE PARKING



PLAN 1
SCALE 1:500

DESIGNER:
ERM
ENVIRONMENTAL ENGINEERING

CLIENT:
SYDNEY CIVIL

PREPARED FOR:
CITY OF SYDNEY

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

INFORMATION DOC No.
9293-1069703-CR-SKT-1001

SHEET 1 OF 2
DATE 26/12/2015 REV 02

COWPER WHARF ROAD, WOOLLOOMOOLOO
RAISED CROSSINGS AND FOOTPATH TREATMENTS
TRAFFIC FORUM PLAN



LEGEND

- EXISTING ROAD AND FEATURES
- PROPOSED ROAD AND FEATURES
- CADASTRAL BOUNDARY
- PROPOSED GARDEN BED
- PROPOSED TERRACED RAINGARDEN
- PROPOSED LINED RAINGARDEN
- PROPOSED CONCRETE FOOTPATH
- MILL AND RESHEET (ASPHALT)
- TGSI - TACTILE GROUND SURFACE INDICATORS
- PROPOSED STREET LIGHTING

EXISTING / PROPOSED

NO STOPPING

UNRESTRICTED

1P PERMIT HOLDERS EXCEPTED AREA 28

2P 8am - 8pm Mon-Sun

NO PARKING - COUNCIL VEHICLES EXCEPTED

EXISTING / PROPOSED

NO STOPPING

UNRESTRICTED

1P PERMIT HOLDERS EXCEPTED AREA 28

2P 8am - 8pm Mon-Sun

NO PARKING - COUNCIL VEHICLES EXCEPTED

PLAN 2

SCALE 1:500

EXISTING / PROPOSED

SCALE 1:500

CAR SHARE PARKING

BICYCLE PARKING

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

FOR INFORMATION ONLY

NOT TO BE USED FOR CONSTRUCTION PURPOSES

INFORMATION DOC No.

9235-1069703-CR-SKT-1002

SHEET 2 OF 2

DATE 26/02/2025

REV 02

DESIGNER

ERM

ENVIRONMENTAL ENGINEERING

CLIENT

SYDNEY CIVIL

PREPARED FOR

CITY OF SYDNEY

COWPER WHARF ROAD, WOOLLOOMOOLOO

RAISED CROSSINGS AND FOOTPATH TREATMENTS

TRAFFIC FORUM PLAN

Item 4.**Item for Information - Inroad Tree Planting Proposals Approved Through Direct Staff Delegation - Various Locations**

TRIM Container No.: 2026/064101

For Information

It is recommended that the Forum note the following traffic treatments and parking changes approved under Delegation 72b) of the Register of Delegations from CEO to directors and staff (18 December 2025) and in accordance with the TfNSW Instrument of Delegation and Authorisation Traffic Management and Pedestrian Works Temporary Delegation to Councils No. 2.

These changes are proposed to support the inroad tree planting program at various locations in the LGA.

Table 1: Location of kerb blisters

Plan Ref.	Location	Proposed Traffic Treatment	Proposed Parking Changes
9366-11223999-SKT-013	Grafton Street, Chippendale	2x Kerb blisters	No parking losses
9366-11223999-SKT-020	Prospect Street, Erskineville	1 x kerb blister	Loss of 1 parking space
9366-11223999-SKT-041	Stirling Street, Redfern	1 x kerb blister	Loss of 1 parking space
9366-11223999-SKT-115	Oswald Lane, Darlinghurst	2x Kerb blisters	No parking losses
9366-11223999-SKT-128	Wattle Lane, Ultimo	1x Kerb blister	No parking losses
9366-11223999-SKT-138	Gowrie Street, Newtown	2x Kerb blisters	No parking losses
9366-11223999-SKT-143	Ada Street, Erskineville	1x Kerb blister	No parking losses
9366-11223999-SKT-178	Poplar Street, Surry Hills	1x Kerb blister	No parking losses

Plan Ref.	Location	Proposed Traffic Treatment	Proposed Parking Changes
9366-11223999-SKT-188	Wilshire Street, Surry Hills	3x Kerb blisters	No parking losses
9366-11223999-SKT-001	Cowper Street, Glebe	1x Kerb blisters, 1x in footway (not part of this approval)	No parking losses
9366-11223999-SKT-004	Greek Street, Glebe	3x Kerb blisters	No parking losses
9366-11223999-SKT-012	Dangar Place, Chippendale	1x Kerb blisters	No parking losses
9366-11223999-SKT-024	Devine Street, Erskineville	1x Kerb blisters	Loss of 1 parking space
9366-11223999-SKT-033	Campbell Street, Newtown	1x Kerb blisters (Reference 33-3 in this approval only)	No parking losses
9366-11223999-SKT-071	Goodchap Street, Surry Hills	1x Kerb blisters	No parking losses
9366-11223999-SKT-074	Ann Street, Surry Hills	1x Kerb blister	No parking losses
9366-11223999-SKT-080	Sparkes Street, Camperdown	1x Kerb blister	No parking losses
9366-11223999-SKT-109	Clement Street, Rushcutters Bay	1x Kerb blister	No parking losses
9366-11223999-SKT-118	Hargrave Street, Darlinghurst	1x Kerb blisters	No parking losses
9366-11223999-SKT-119	Robinson Street, Woolloomooloo	2x Kerb blisters	Loss of 1 parking space
9366-11223999-SKT-127	Hackett Street, Ultimo	2x Kerb blisters	No parking losses
9366-11223999-SKT-175	Arthur Street, Forest Lodge	1x Kerb blisters	No parking losses

Plan Ref.	Location	Proposed Traffic Treatment	Proposed Parking Changes
9366-11223999-SKT-191	Jones Lane, Rosebery	2x Kerb blisters	Loss of 1 parking space
9366-11223999-SKT-002	Cowper Street, Glebe	2x Kerb blisters	No parking losses
9366-11223999-SKT-067	Marlborough Street, Surry Hills	1x Kerb blisters	No parking losses
9366-11223999-SKT-125	Union Lane, Pyrmont	2x Kerb blisters	No parking losses

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – All PACs
Representative for the Members for Sydney, Newtown, Heffron and Balmain

Advice

Advice will be updated after the meeting.

Background

As part of the Inroad Tree Planting Program, the City proposes to install several kerb blisters throughout the LGA as referenced from Table 1 above.

To achieve our adopted target of 27% canopy cover across the City of Sydney area, the City has set the following targets for the three main land use types:

Streets - 34% canopy cover by 2050, (at 30.1% in 2024).

Parks - 46% canopy cover by 2050, (at 35% in 2024).

Private land - 20% canopy cover by 2050, (at 14.1% in 2024).

The canopy gap on our streets amounts to 24ha - the equivalent of 13.6 Sydney Cricket Grounds or around 3,000 trees. To fill this gap the city has been planting tree in streets through public domain upgrades and renewals, and the Inroad Planting Program.

The plans of the proposed works are attached.

Consultation

Plan ref	Location	Total No. letters sent	Support	Object	Total responses	Objection Rate
9366-11223999-SKT-013	Grafton Street, Chippendale	150	1	0	1	0%
9366-11223999-SKT-020	Prospect Street, Erskineville	62	1	0	1	0%
9366-11223999-SKT-041	Stirling Street, Redfern	61	1	0	1	0%
9366-11223999-SKT-115	Oswald Lane, Darlinghurst	26	0	0	0	0%
9366-11223999-SKT-128	Wattle Lane, Ultimo	53	0	0	0	0%
9366-11223999-SKT-138	Gowrie Street, Newtown	53	1	0	1	0%
9366-11223999-SKT-143	Ada Street, Erskineville	74	1	0	1	0%
9366-11223999-SKT-178	Poplar Street, Surry Hills	8	4	0	4	0%

Plan ref	Location	Total No. letters sent	Support	Object	Total responses	Objection Rate
9366-11223999-SKT-188	Wilshire Street, Surry Hills	144	1	0	1	0%
9366-11223999-SKT-001	Cowper Street, Glebe	136	0	0	0	0%
9366-11223999-SKT-004	Greek Street, Glebe	155	1	0	1	0%
9366-11223999-SKT-012	Dangar Place, Chippendale	340	4	0	4	0%
9366-11223999-SKT-024	Devine Street, Erskineville	62	3	0	3	0%
9366-11223999-SKT-033	Campbell Street, Newtown	66	0	0	0	0%
9366-11223999-SKT-071	Goodchap Street, Surry Hills	67	1	0	1	0%
9366-11223999-SKT-074	Ann Street, Surry Hills	95	0	0	0	0%
9366-11223999-SKT-080	Sparkes Street, Camperdown	159	0	2	2	1%
9366-11223999-SKT-109	Clement Street, Rushcutters Bay	125	1	0	2	1%
9366-11223999-SKT-118	Hargrave Street, Darlinghurst	213	0	0	0	0%

Plan ref	Location	Total No. letters sent	Support	Object	Total responses	Objection Rate
9366-11223999-SKT-119	Robinson Street, Woolloomooloo	45	2	0	2	0%
9366-11223999-SKT-127	Hackett Street, Ultimo	126	1	0	1	0%
9366-11223999-SKT-175	Arthur Street, Forest Lodge	20	1	0	1	0%
9366-11223999-SKT-191	Jones Lane, Rosebery	188	0	2	2	1%
9366-11223999-SKT-002	Cowper Street, Glebe	36	0	0	0	0%
9366-11223999-SKT-067	Marlborough Street, Surry Hills	28	1	0	1	0%
9366-11223999-SKT-125	Union Lane, Pyrmont	77	0	1	1	1%

The City consulted with residents and businesses about the proposed changes in each location. The responses are summarised in the table below.

Several matters were raised through the community engagement process. The objections primarily related to the following concerns: potential parking impacts and perceived loss of amenity; the function of laneways as critical access and service corridors; questions regarding the effectiveness of the proposed traffic calming and safety benefits; and concerns about tree species selection, ongoing maintenance, and long-term management.

In response, each objector was provided with individual correspondence addressing their specific concerns.

In response to concerns regarding access, safety and servicing, in-road tree planting proposals are designed to maintain clear and functional travel lanes capable of accommodating emergency services, waste collection vehicles, delivery vehicles and other standard service movements. Where required, swept-path assessments are undertaken prior to construction to confirm that vehicle movements remain achievable. Existing

approved driveway access is retained in all designs, and layouts are prepared to allow residents, service providers and waste collection vehicles to continue to safely access properties.

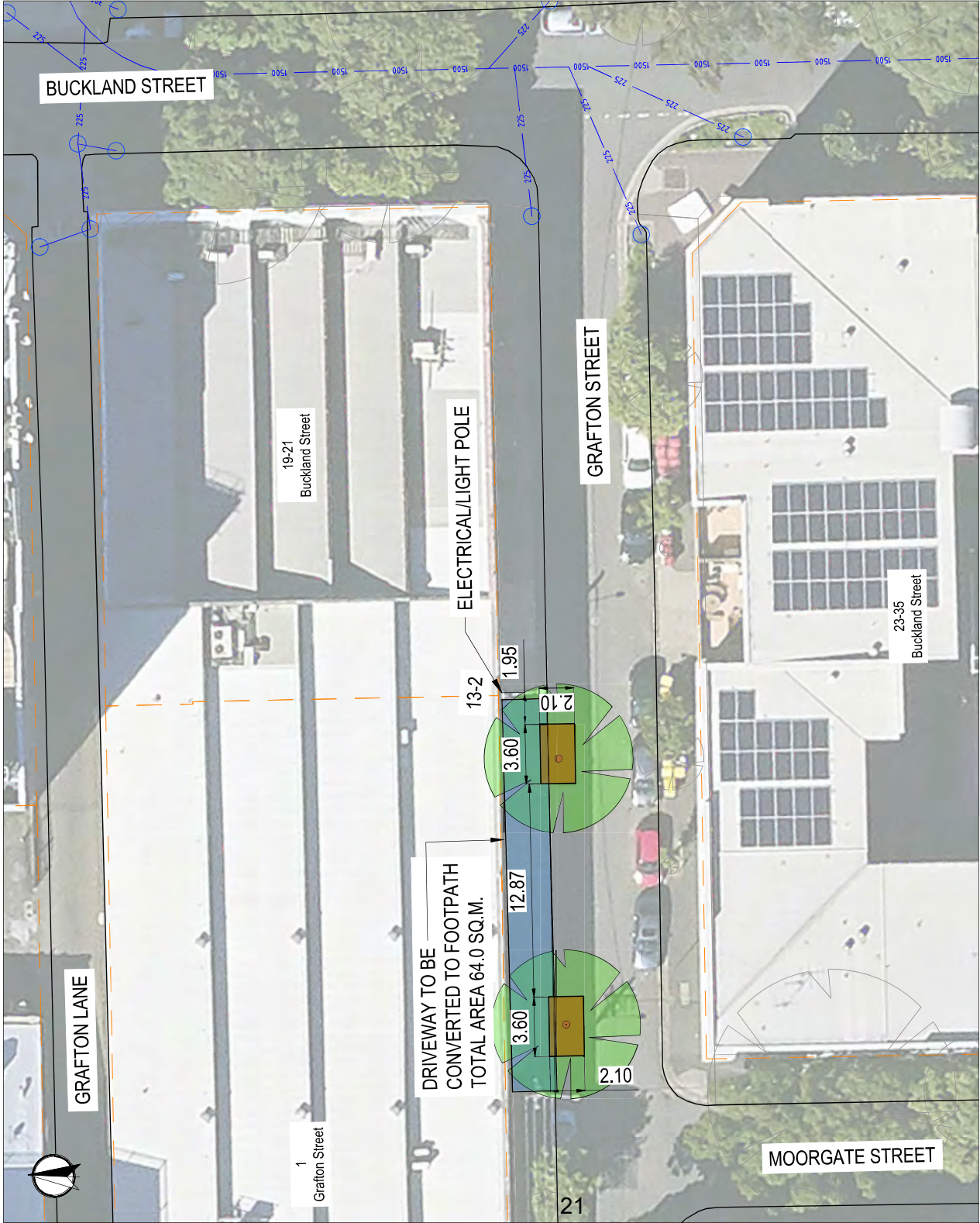
The City also recognises the importance of maintaining sightlines, passive surveillance and safe environments within laneways. Planting locations and tree forms are selected to minimise impacts on visibility, with ongoing pruning and canopy lifting undertaken where required in accordance with Crime Prevention Through Environmental Design (CPTED) principles. It is noted the trees proposed within the intersection “No Stopping” zones will have trunk diameters of 200 mm or less and are not expected to affect intersection sight lines. Austroads guidelines indicate that tree trunks less than 200 mm in diameter are considered minor obstructions and do not adversely impact sight lines.

All tree species proposed as part of the program are selected in accordance with the City’s Street Tree Master Plan (2023), subject to tree supply availability. This plan was developed following technical assessment and extensive community consultation and considers factors such as root behaviour, canopy form, infrastructure constraints and long-term maintenance requirements.

Financial

Funds are available in the current Inroad Tree Planting budget

NICHOLAS JONES, PROGRAM MANAGER



LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

1. THE DATA PROVIDED IS BASED ON THE CITY OF SYDNEY GIS (GEOGRAPHIC INFORMATION SYSTEM), AND IT MAY BE OUTDATED WHEN COMPARED TO THE AERIAL PHOTO.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

PLAN
SCALE 1:250

DESIGNER: **ERM**
PREPARED FOR: **CITY OF SYDNEY**

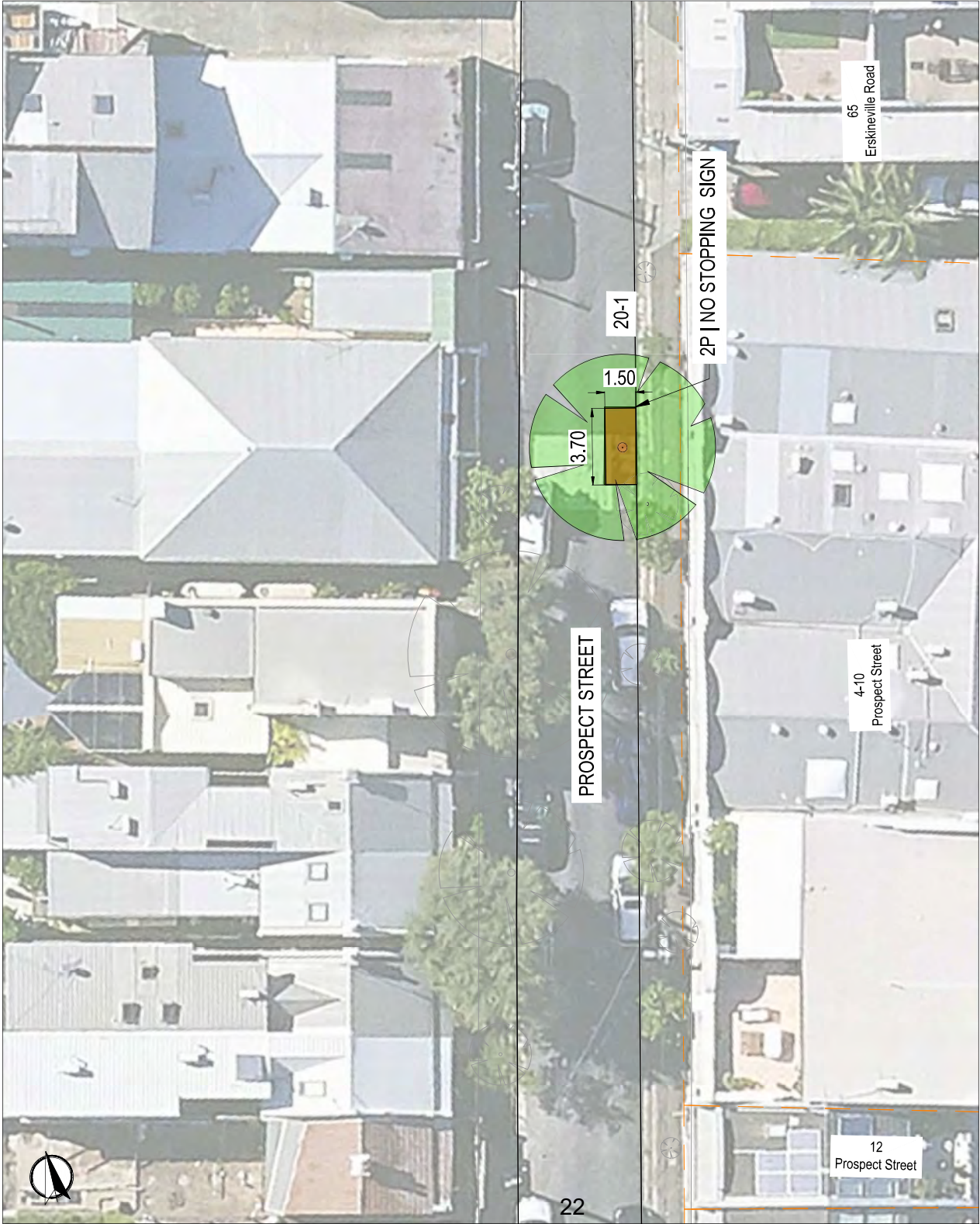
CLIENT: **SYDNEY CIVIL**
PREPARED FOR: **CITY OF SYDNEY**

GRAFTON STREET, CHIPPENDALE
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

INFORMATION DOC No.	9066-11229999-SKT-013
SHEET 1	
DATE 20/10/2025	REV 01

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LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

1. THE DATA PROVIDED IS BASED ON THE CITY OF SYDNEY GIS (GEOGRAPHIC INFORMATION SYSTEM), AND IT MAY BE OUTDATED WHEN COMPARED TO THE AERIAL PHOTO.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

PLAN
SCALE 1:200

DESIGNER: **ERM**
Prepared for: **CITY OF SYDNEY**

CLIENT: **SYDNEY CIVIL**
Prepared for: **CITY OF SYDNEY**

FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES	
INFORMATION DOC No.	
9066-1223999-SKT-420	
DATE: 20/10/2025	REV: 01

PROSPECT STREET, ERSKINEVILLE
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR



LEGEND

- KERB STRIP
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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PLAN
SCALE 1:200



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INFORMATION DOC No.	9066-1223999-SKT-041
SHEET 1	
DATE 20/10/2025	REV 01

STIRLING STREET, REDFERN
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR



LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADAstral BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

PLAN
SCALE 1:200



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INFORMATION DOC No.
9066-1122999-SKT-115
SHEET 1
DATE: 20/10/2025
REV: 01

DESIGNER:
ERM
Environmental & Resource Management

CLIENT:
SYDNEY CIVIL
PREPARED FOR:
CITY OF SYDNEY

OSWALD LANE, DARLINGHURST
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR



LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADAstral BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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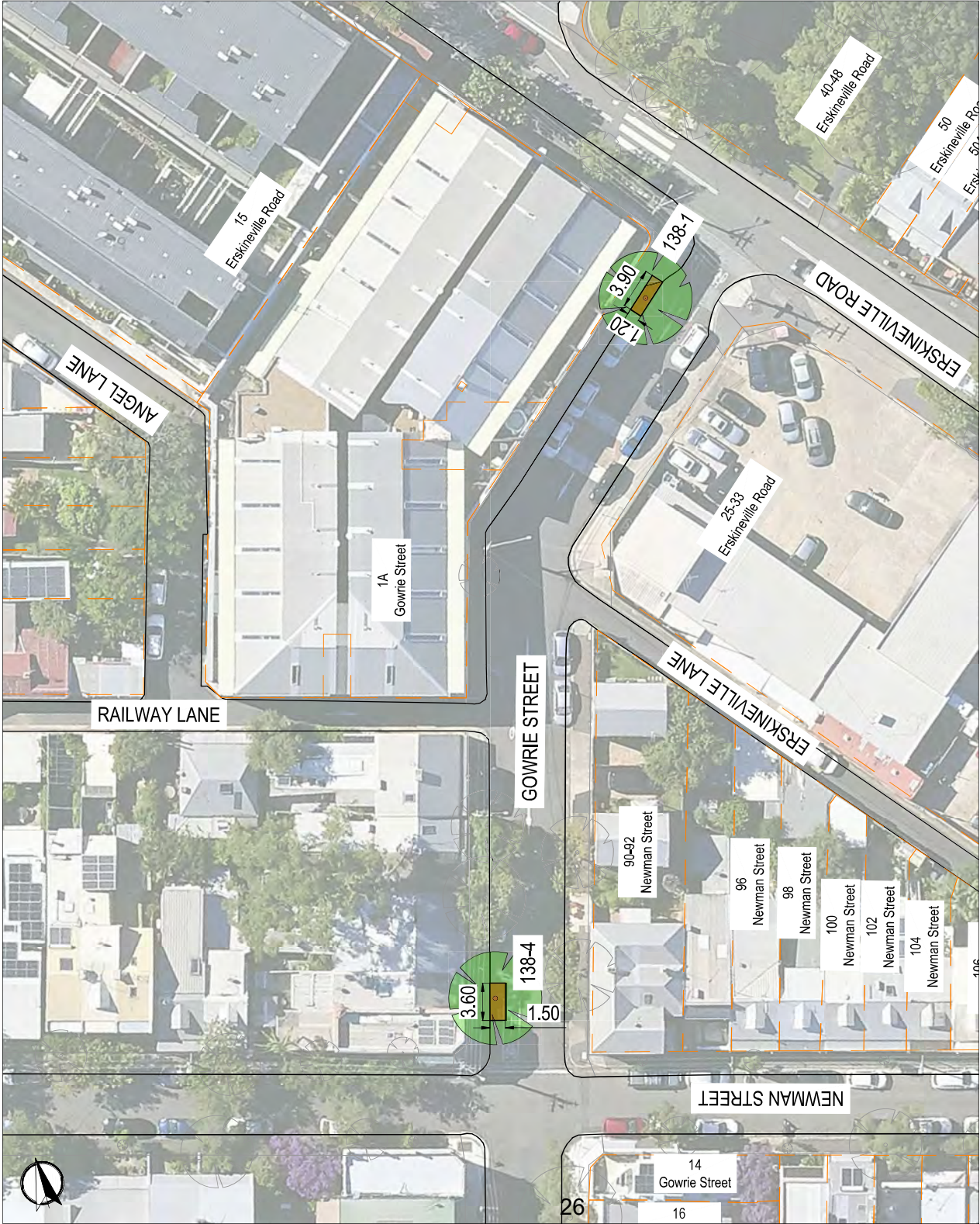
PLAN
SCALE 1:250

DESIGNER: **ERM**
SYDNEY CIVIL
PREPARED FOR: **CITY OF SYDNEY**

WATTLE LANE, ULTIMO
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES	
INFORMATION DOC No.	9066-11223999-SKT-128
SHEET 1	
DATE 20/10/2025	REV 01

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LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

PLAN
SCALE 1:400



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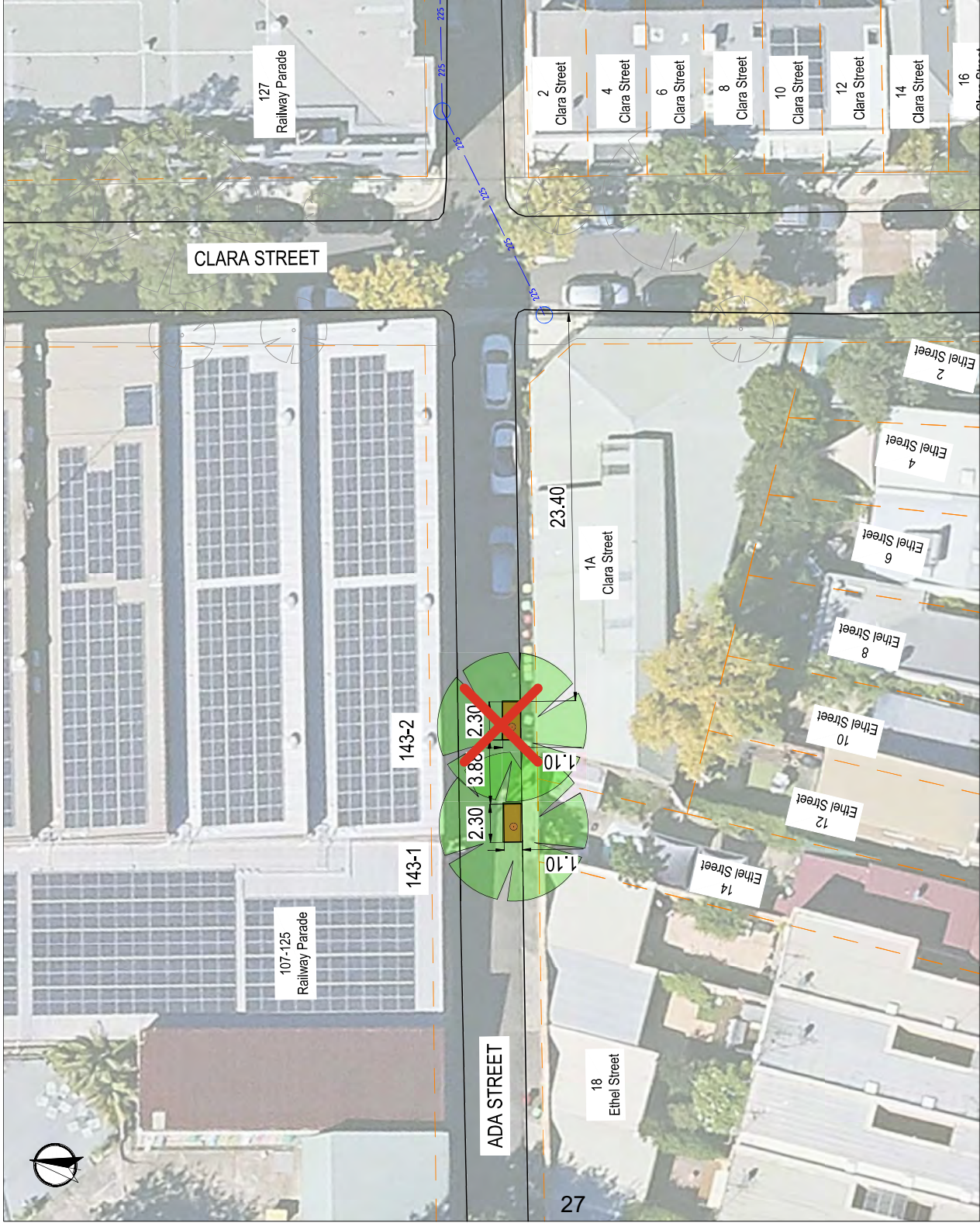
FOR INFORMATION ONLY
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INFORMATION DOC No.
9066-1223999-SKT-138
SHEET 1
DATE: 20/10/2025
REV: 01

DESIGNER:
ERM
Environmental & Resource Management

CLIENT:
SYDNEY CIVIL
PREPARED FOR
CITY OF SYDNEY

GOWRIE STREET, NEWTOWN
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT



LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADAstral BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

PLAN
SCALE 1:250

DESIGNER: **ERM**
SYDNEY CIVIL
PREPARED FOR: **CITY OF SYDNEY**

CLIENT: **SYDNEY CIVIL**
PROJECT: **ADA STREET, ERSKINEVILLE**
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES
INFORMATION DOC No.

9066-1223999-SKT-143
SHEET 1
DATE: 20/10/2025
REV: 01

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LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
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NOTES

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PLAN
SCALE 1:250

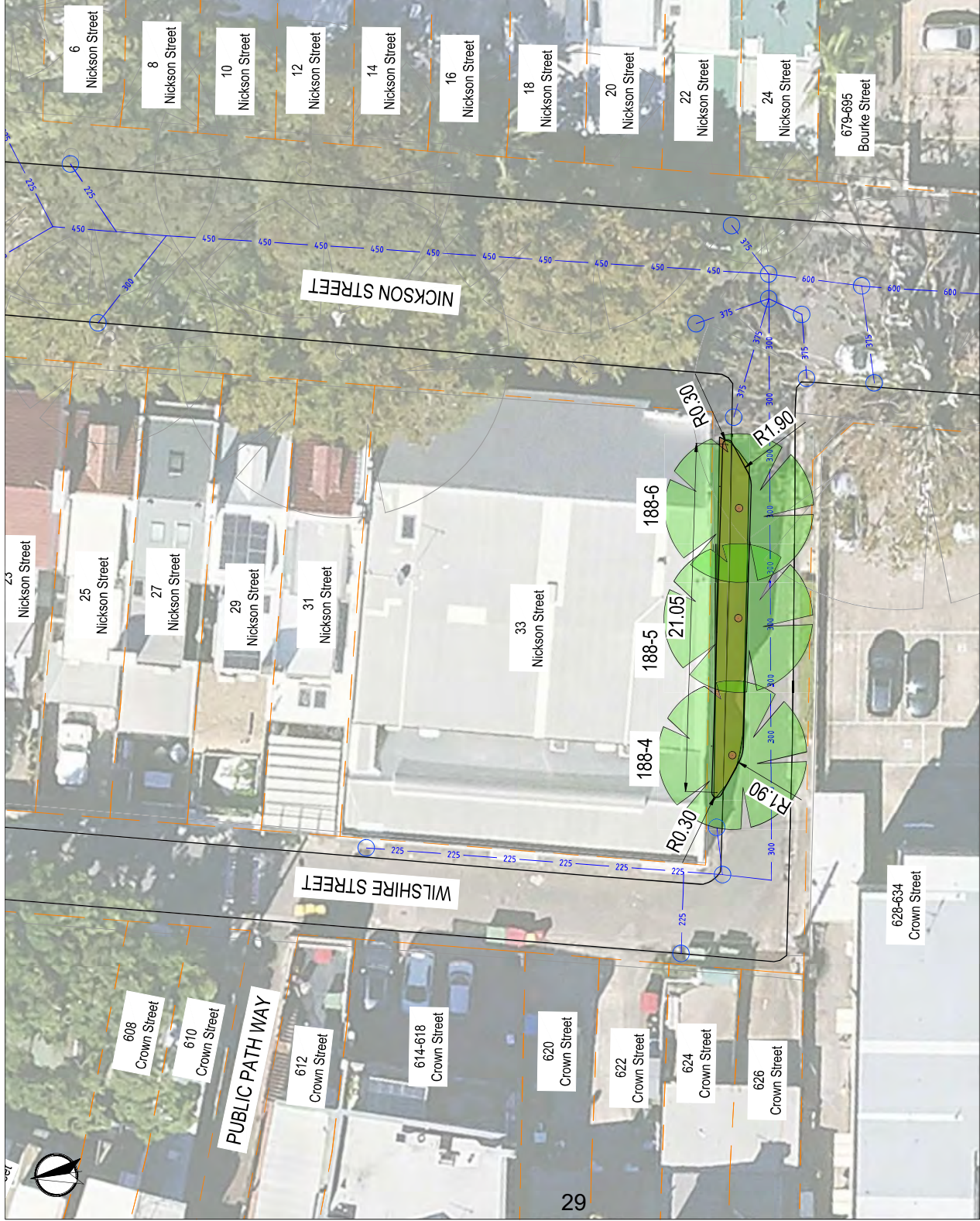
DESIGNER: **ERM**
Prepared for: **CITY OF SYDNEY**

CLIENT: **SYDNEY CIVIL**
PREPARED FOR: **CITY OF SYDNEY**

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INFORMATION DOC No.		
9066-1122999-SKT-178		
SHEET 1		
DATE: 20/10/2025		
REV: 01		

POPLAR STREET, SURRY HILLS
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

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LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADAstral BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

PLAN
SCALE 1:250

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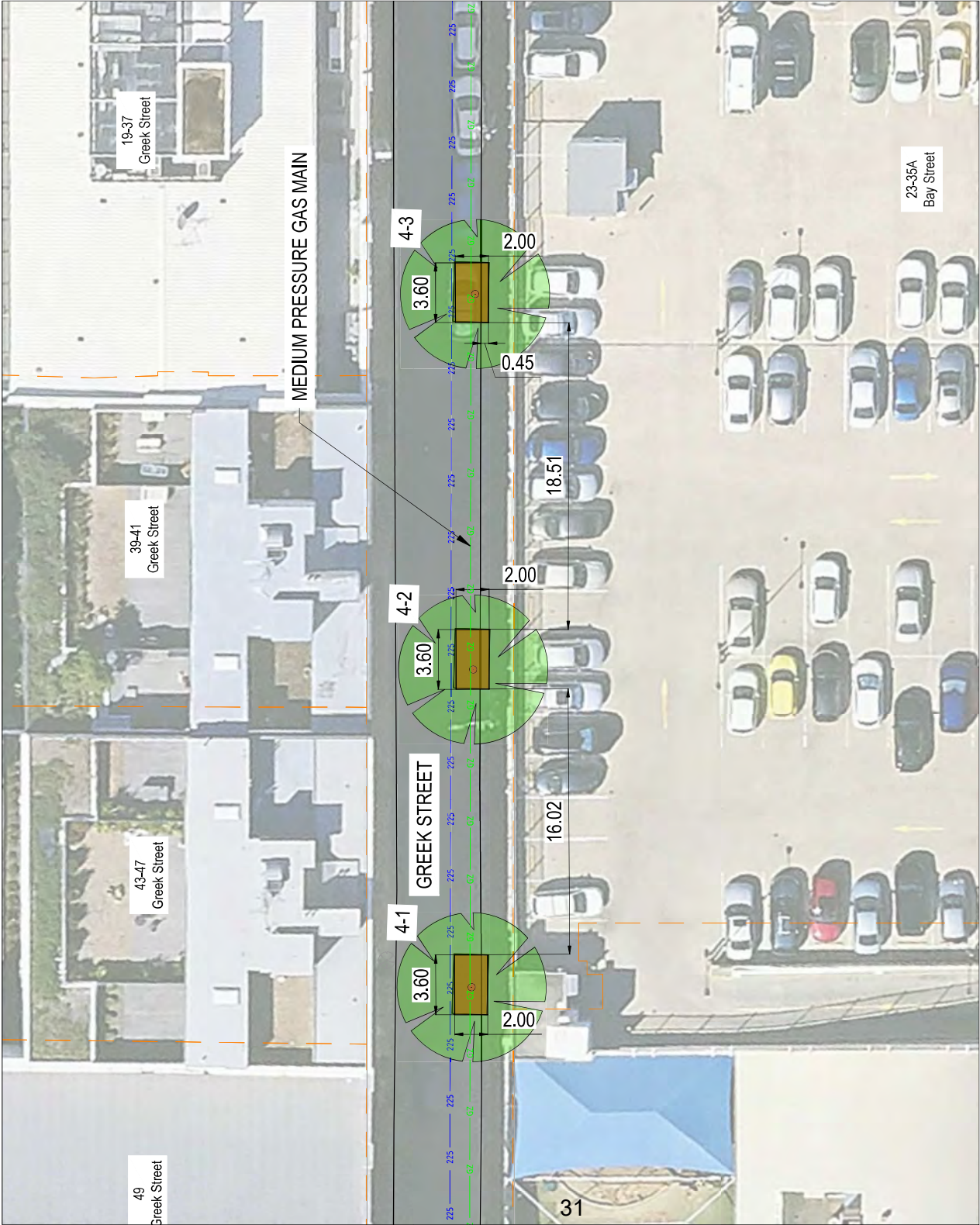
INFORMATION DOC No.
9066-11229999-SKT-188
SHEET 1
DATE: 20/10/2025 REV: 01

CLIENT:
SYDNEY CIVIL
PREPARED FOR:
CITY OF SYDNEY

DESIGNER:
ERM
Environmental Resource Management

WILSHIRE STREET, SURRY HILLS
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

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LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

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PLAN 1
SCALE 1:250

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NOT TO BE USED FOR CONSTRUCTION PURPOSES

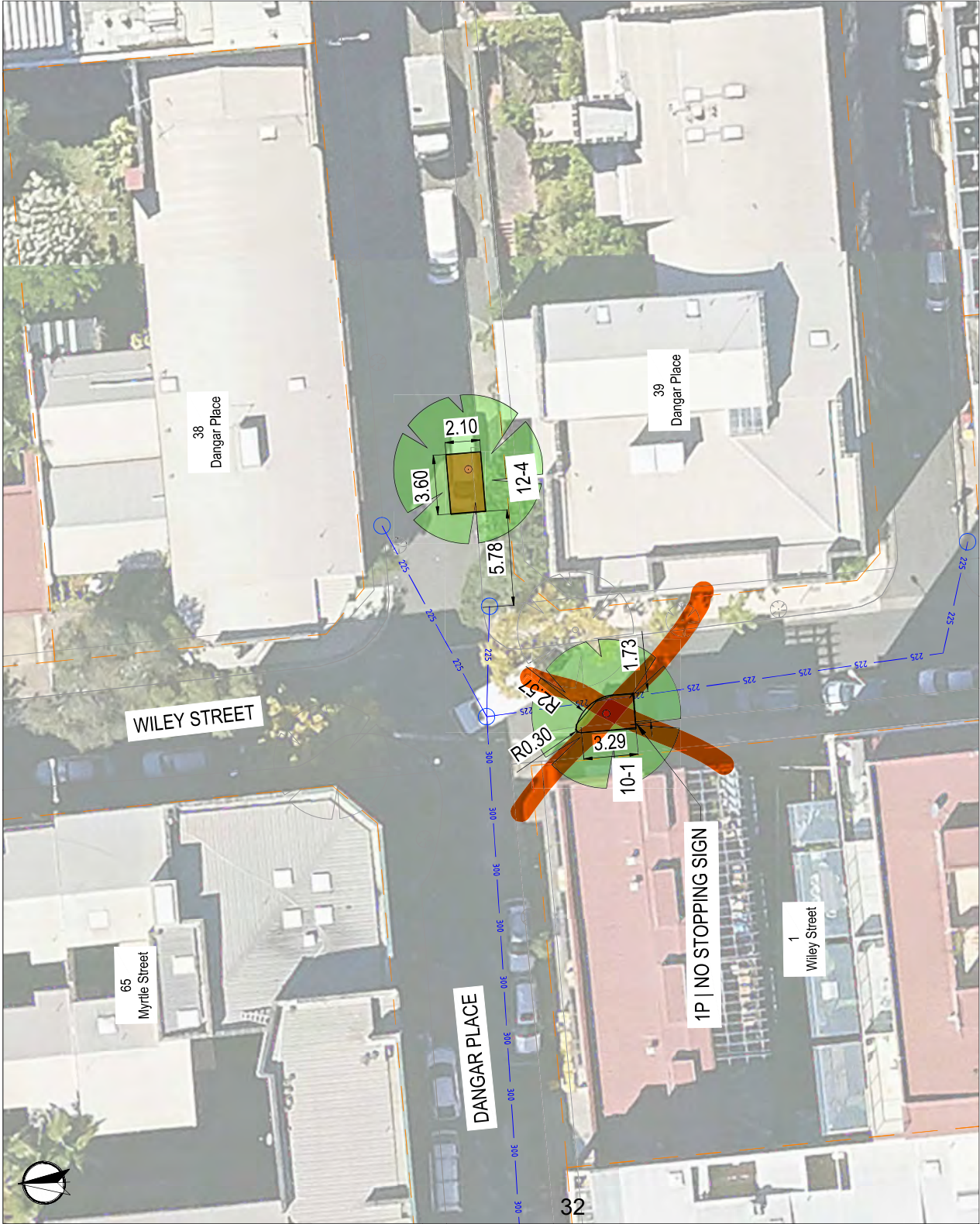
INFORMATION DOC No.
9399-1122999-SKT-004
SHEET 1
DATE 20/1/2025
REV:01

DESIGNER:
ERM
Engineering & Construction Solutions

CLIENT:
SYDNEY CIVIL
PREPARED FOR:
CITY OF SYDNEY

GREEK STREET, GLEBE
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

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LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

PLAN
SCALE 1:250

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

DESIGNER:
ERM
Engineering & Technical Services

CLIENT:
SYDNEY CIVIL
PREPARED FOR:
CITY OF SYDNEY

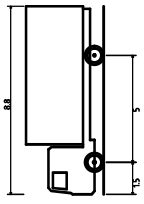
DANGAR PLACE, CHIPPENDALE
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

9366-112366-CKT-012
SHEET 1
DATE 20.01.2025 | REV.01

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PLAN
SCALE 1:250



- MRTV - 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 4.00s
- Curb to curb turning Radius 10.000m

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INFORMATION DOC No.

9385-11223895-SKT-012-1P

SHEET 1

DATE: 20.01.2025 | REV: 01

DESIGNER:
ERM
Environmental & Resource Management

CLIENT:
SYDNEY CIVIL
PREPARED FOR
CITY OF SYDNEY

DANGAR PLACE, CHIPPENDALE
IN-ROAD TREE PLANTING
TURNPATHS

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LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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PLAN
SCALE 1:200

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INFORMATION DOC No.	9399-11223959-SKT-424
VALUE	
DATE 20/1/2025	REV:01

DEVINE STREET, ERSKINEVILLE
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

DESIGNER: **ERM**
ENGINEERING & CONSULTANTS

CLIENT: **SYDNEY CIVIL**
PREPARED FOR: **CITY OF SYDNEY**



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LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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PLAN
SCALE 1:200

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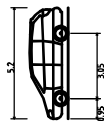
INFORMATION DOC No.
9999-11229999-SKT-071
SHEET 1
DATE 20/1/2025
REV:01

DESIGNER:
ERM
Environmental & Infrastructure
Engineering & Construction

CLIENT:
SYDNEY CIVIL
PREPARED FOR:
CITY OF SYDNEY

GOODCHAP STREET, SURRY HILLS
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

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Passenger vehicle (5.2 m)
Overall Length
5.200m
Overall Width
1.800m
Overall Height
1.800m
Min Body Height
0.295m
Min Body Ground Clearance
1.840m
Track Width
1.840m
Lock-to-lock time
4.00s
Curb to Curb Turning Radius
6.300m



PLAN
SCALE 1:250



FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

INFORMATION DOC No.

9385-1123898-SKT-071-IP

SHEET 1

DATE 20/10/2025 REV 01

GOODCHAP STREET, SURRY HILLS
IN-ROAD TREE PLANTING
TURNPATHS

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LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADAstral BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

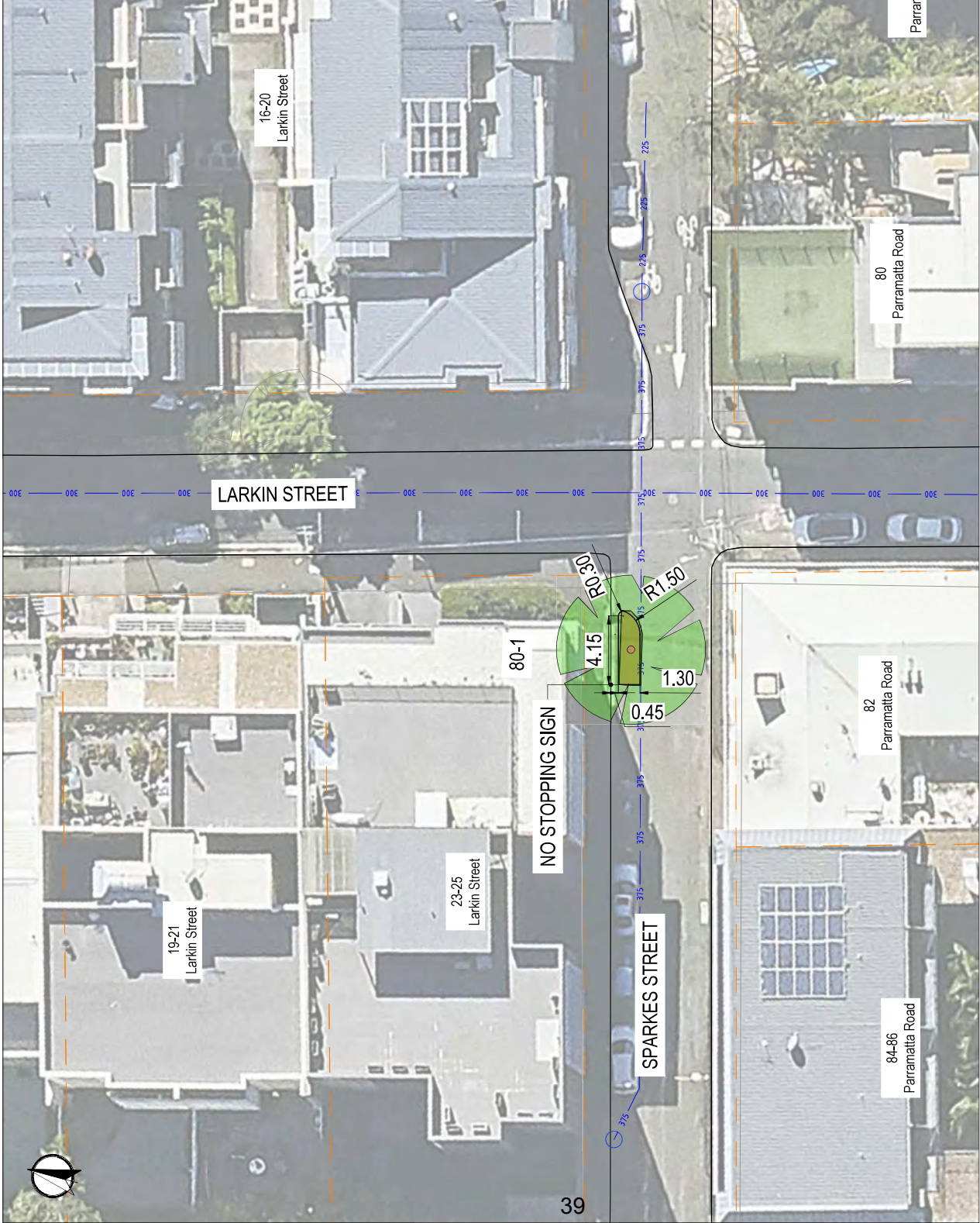
NOTES

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PLAN
SCALE 1:250

FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES		ANN STREET, SURRY HILLS IN-ROAD TREE PLANTING GENERAL ARRANGEMENT	
DESIGNER:	CLIENT:	INFORMATION DOC No.	
ERM Engineering & Construction Management	SYDNEY CIVIL PREPARED FOR: CITY OF SYDNEY	9398-1123959-SKT-074	
		SHEET 1	
		DATE 20/1/2025	
		REV:01	

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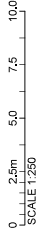
LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADAstral BOUNDARY (INDICATIVE)
- PLANTING AREA
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PLAN
SCALE 1:250



FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES		SPARKES STREET, CAMPERDOWN IN-ROAD TREE PLANTING GENERAL ARRANGEMENT	
DESIGNER:	CLIENT:	INFORMATION DOC No.	
ERM Engineering - Planning - Design	SYDNEY CIVIL PREPARED FOR: CITY OF SYDNEY	9999-1122999-SKT-080	
		SHEET 1	REV 01
		DATE 20/1/2025	

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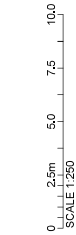
LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

PLAN
SCALE 1:250



CLIENT:
SYDNEY CIVIL
PREPARED FOR
CITY OF SYDNEY

CLEMENT STREET, RUSHCUTTERS BAY
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

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INFORMATION DOC No.
9066-11229999-SKT-109
SHEET 1
DATE 20/10/2025
REV 01

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LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
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PLAN
SCALE 1:200

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INFORMATION DOC No.

9399-1123959-SKT-118

VALUE

DATE 20/1/2025

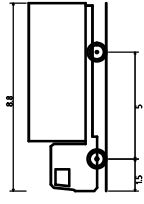
REV 01

DESIGNER:
ERM
Environmental & Infrastructure Consultants

CLIENT:
SYDNEY CIVIL
PREPARED FOR:
CITY OF SYDNEY

HARGRAVE STREET, DARLINGHURST
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR



MRV - Medium Rigid Vehicle
Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Max Body Height
Lock-to-lock time
Curb to Curb Turning Radius

8.800m
2.500m
3.633m
2.500m
4.000m
10.000m

PLAN
SCALE 1:250



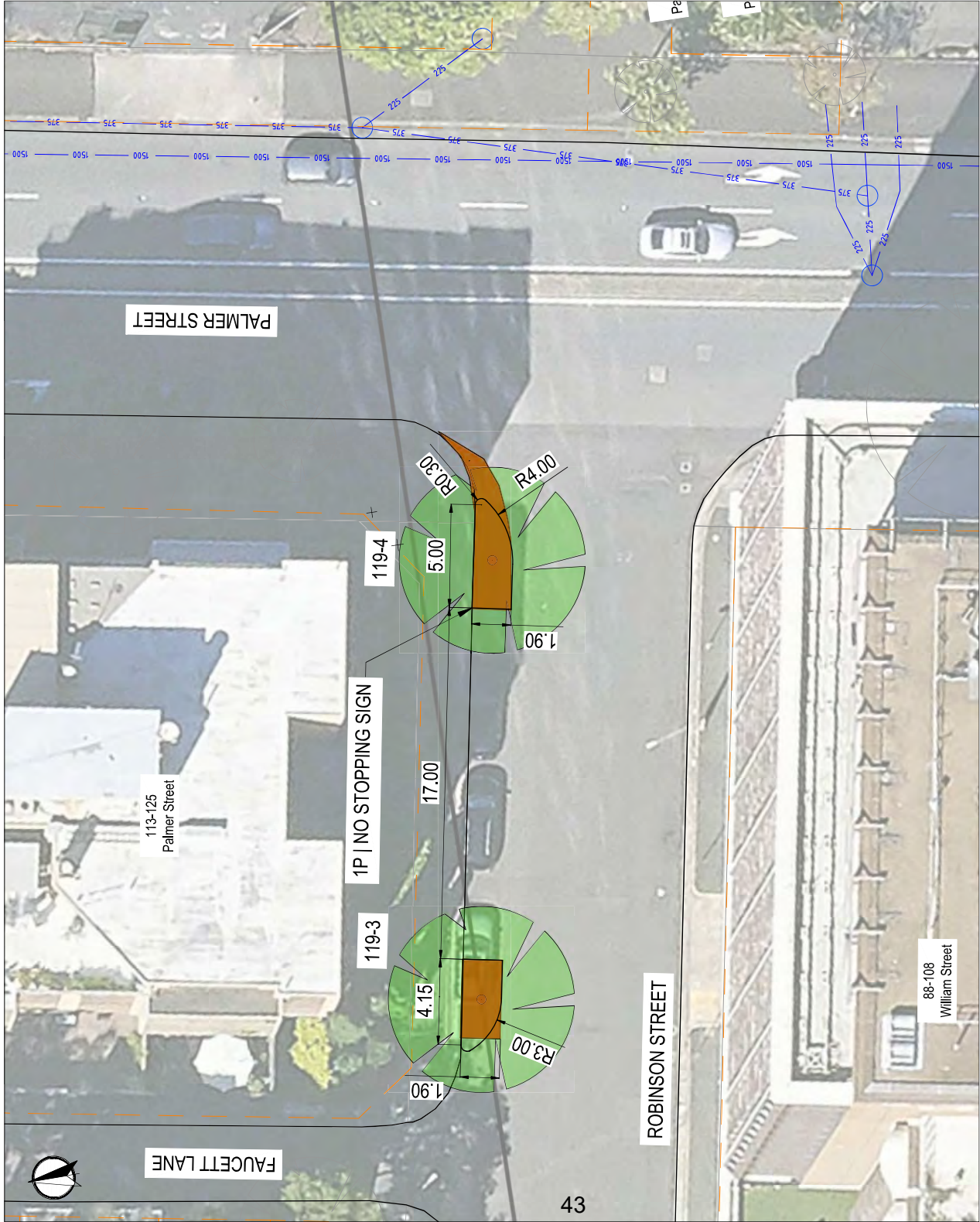
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INFORMATION DOC No. 9385-1122369-SKT-118-1P
SHEET 1
DATE 20/10/2025 REV 01

DESIGNER: ERM
PREPARED FOR: SYDNEY CIVIL
CITY OF SYDNEY

HARGRAVE STREET, DARLINGHURST
IN-ROAD TREE PLANTING
TURNPATHS

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR



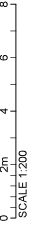
LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADAstral BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

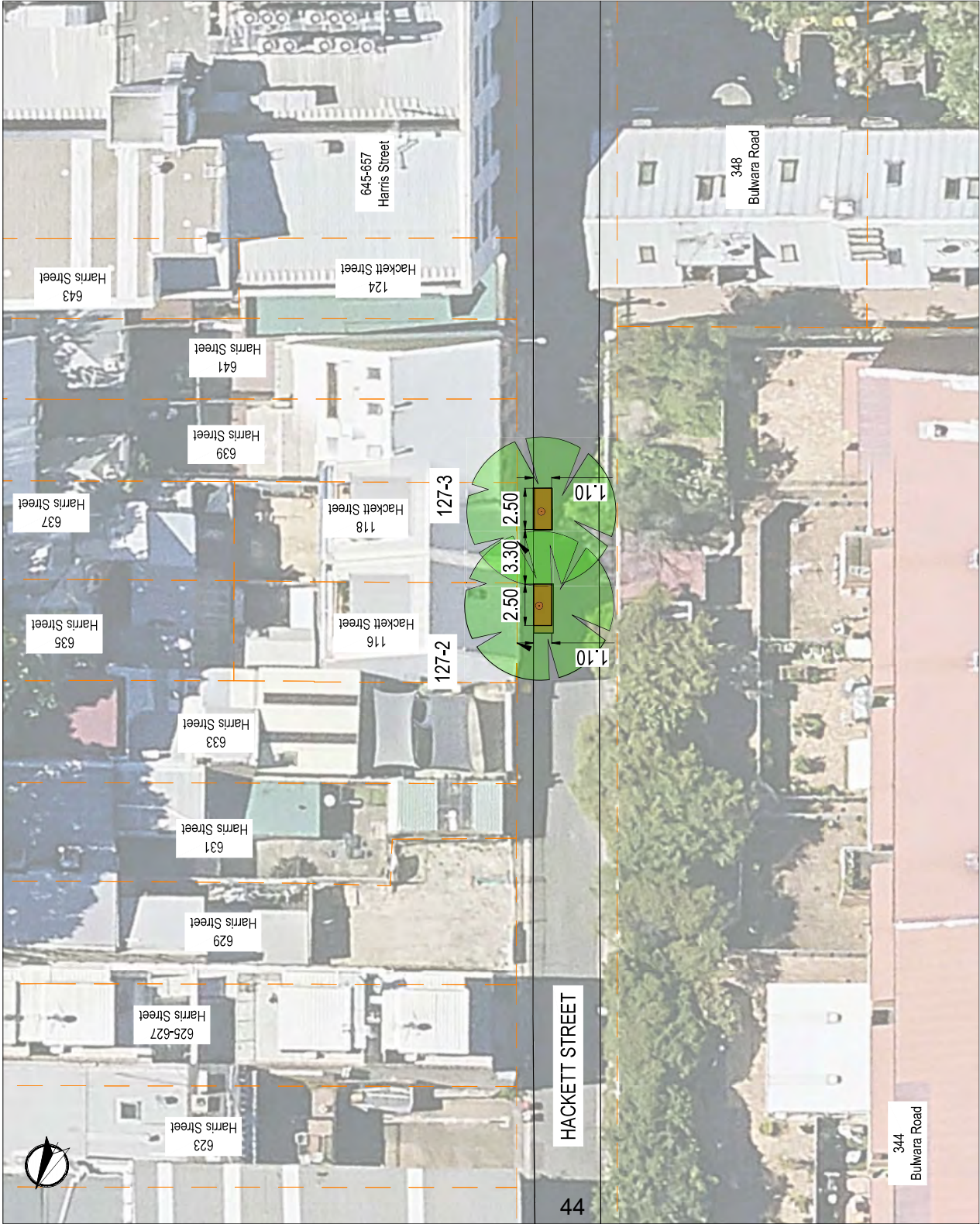
1. THE DATA PROVIDED IS BASED ON THE CITY OF SYDNEY GIS (GEOGRAPHIC INFORMATION SYSTEM), AND IT MAY BE OUTDATED WHEN COMPARED TO THE AERIAL PHOTO.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

PLAN
SCALE 1:200



FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES		ROBINSON STREET, WOOLLOOMOO	
INFORMATION DOC No.		9898-11229899-SKT-119	
DATE 20/1/2025		SHEET 1	
REV 01		GENERAL ARRANGEMENT	
DESIGNER: ERM		CLIENT: SYDNEY CIVIL	
PREPARED FOR: CITY OF SYDNEY		IN-ROAD TREE PLANTING	

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LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
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2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

PLAN
SCALE 1:250

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

INFORMATION DOC No.

9366-1122366-SKT-127

SHEET 1

DATE 20/1/2025

REV:01

DESIGNER:
ERM
Engineering & Construction Management

CLIENT:
SYDNEY CIVIL
PREPARED FOR:
CITY OF SYDNEY

HACKETT STREET, ULTIMO
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR



LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

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2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

PLAN
SCALE 1:400

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INFORMATION DOC No.
9366-1123666-SKT-175
SHEET 1
DATE 20/1/2025
REV:01

DESIGNER:
ERM
Environmental & Infrastructure Management

CLIENT:
SYDNEY CIVIL
PREPARED FOR:
CITY OF SYDNEY

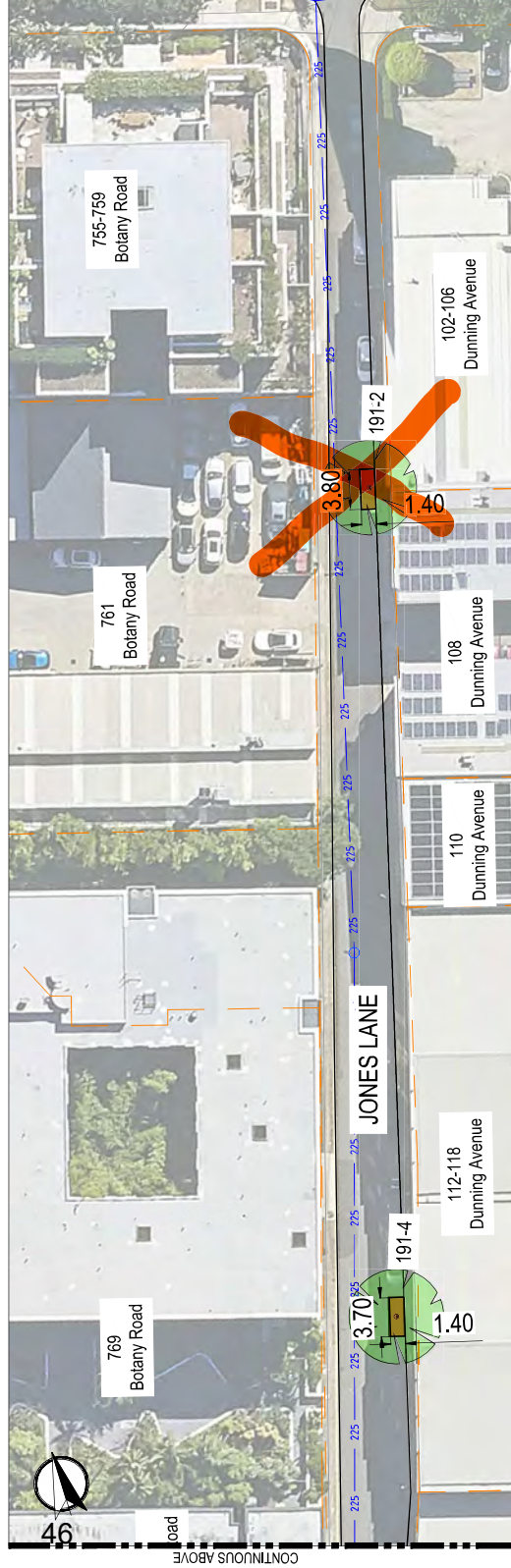
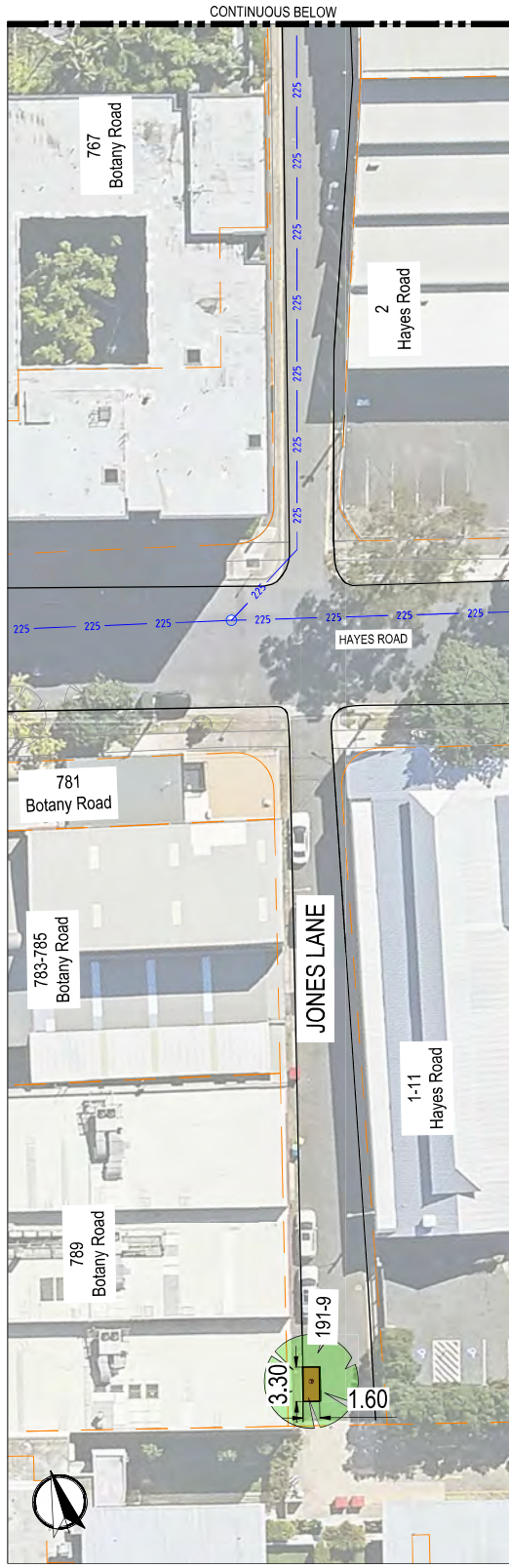
ARTHUR STREET, FOREST LODGE
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

1. THE DATA PROVIDED IS BASED ON THE CITY OF SYDNEY GIS (GEOGRAPHIC INFORMATION SYSTEM), AND IT MAY BE OUTDATED WHEN COMPARED TO THE AERIAL PHOTO.
2. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.



PLAN
SCALE 1:500

FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES		JONES LANE ROSEBERY IN-ROAD TREE PLANTING GENERAL ARRANGEMENT	
INFORMATION DOC No.		9399-1122999-SKT-191	
DATE: 20/01/2025		SHEET 1	
REV: 01		DATE: 20/01/2025	
DESIGNER:  Engineering & Construction Services		CLIENT:  PREPARED FOR: 	
DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR			

SCALE 1:500





LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADAstral BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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IN THE FOOTPATH (NOT PART OF THIS APPROVAL)

PLAN
SCALE 1:200



CLIENT:
SYDNEY CIVIL
PREPARED FOR:
CITY OF SYDNEY

FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES	
INFORMATION DOC No.	9066-11223999-SKT-402
SHEET 1	
DATE 20/10/2025	REV 01

COWPER STREET, GLEBE
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR



LEGEND

- KERB STRIP
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADASTRAL BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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PLAN
SCALE 1:200

FOR INFORMATION ONLY
NOT TO BE USED FOR CONSTRUCTION PURPOSES

INFORMATION DOC No.
9066-1223999-SKT-467
SHEET 1
DATE: 20/10/2025
REV: 01

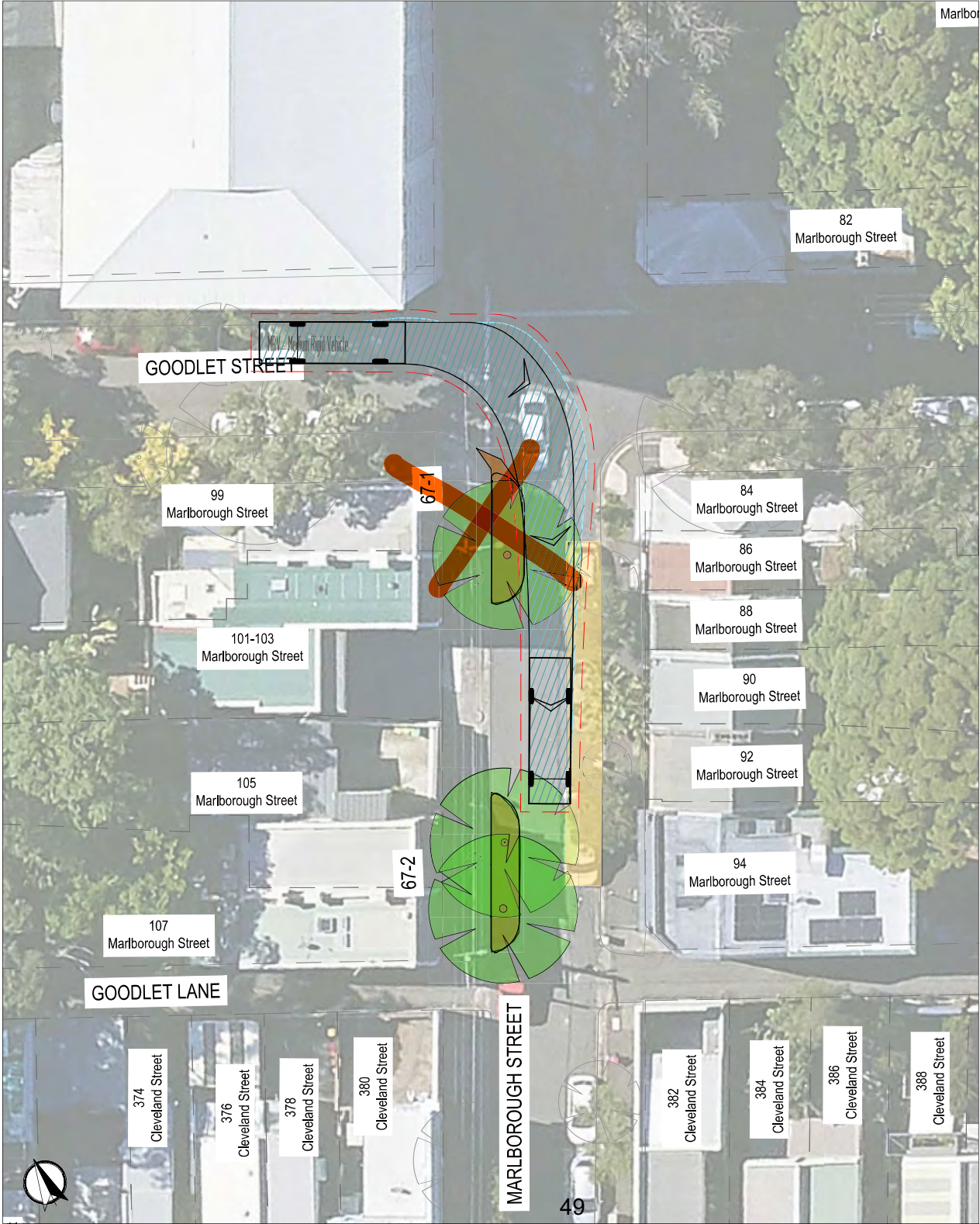
DESIGNER:
ERM
Environmental & Resource Management

CLIENT:
SYDNEY CIVIL
PREPARED FOR
CITY OF SYDNEY

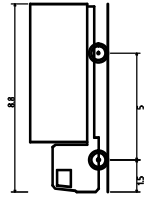
MARLBOROUGH STREET, SURRY HILLS
IN-ROAD TREE PLANTING
GENERAL ARRANGEMENT

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

0 2m 4 6 8
SCALE 1:200



- MRV - Medium Rigid Vehicle
- Overall Length 8,800m
- Overall Width 2,500m
- Overall Height 3,633m
- Min Body Ground Clearance 9,428m
- Track Width 2,400m
- Lock Time 4,00s
- Curb to Curb Turning Radius 10,000m

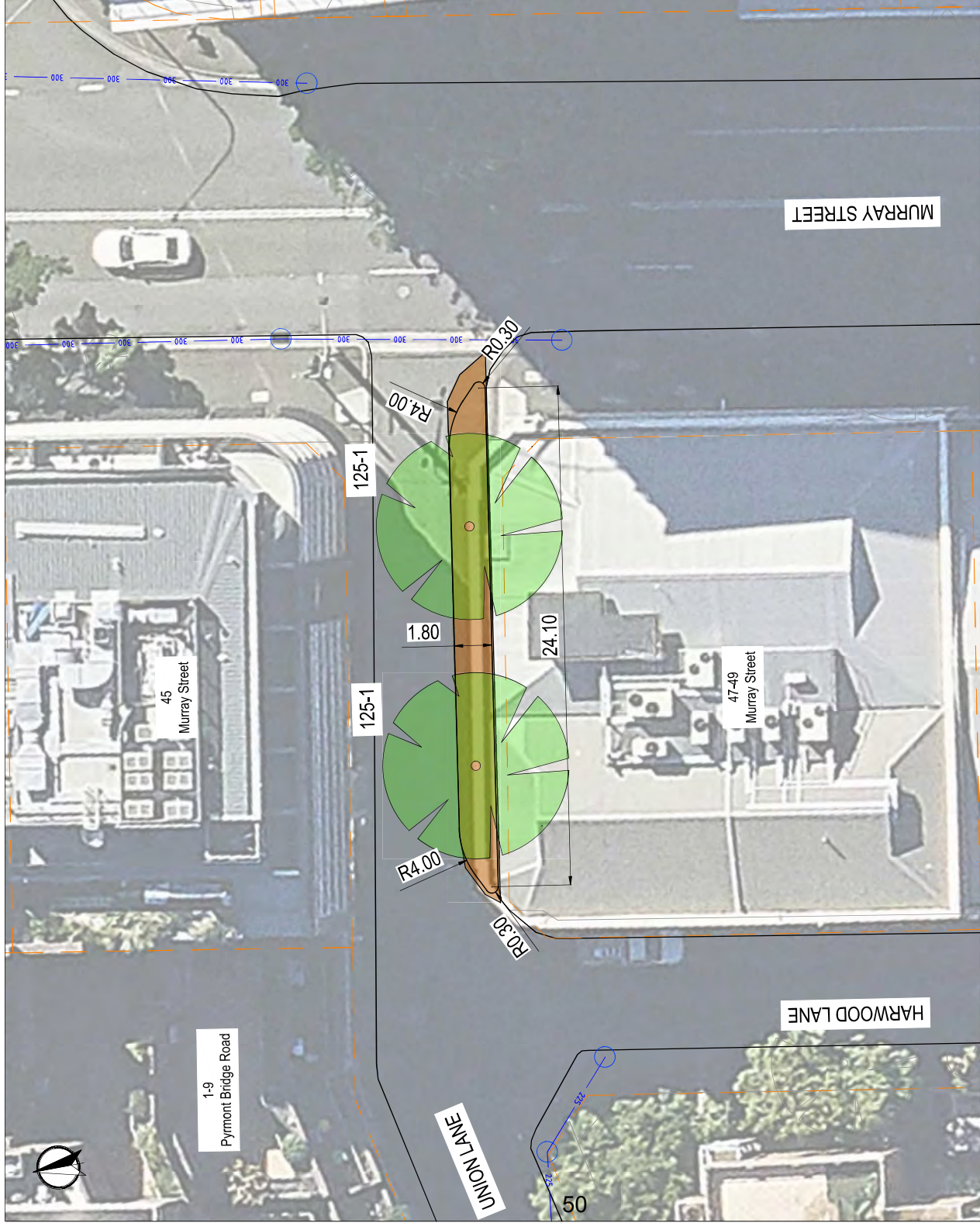


PLAN
SCALE 1:250



FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES		INFORMATION DOC No.	
DESIGNER: ERM Environmental & Resource Management		CLIENT: SYDNEY CIVIL PREPARED FOR: CITY OF SYDNEY	
MARBOROUGH STREET, SURRY HILLS IN-ROAD TREE PLANTING TURNPATHS		9385-11223696-SKT-067-TP SHEET 1 DATE: 20/10/2025 REV: 01	

[DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR]



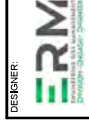
LEGEND

- KERB STRING
- EXISTING FOOTPATH BOUNDARY
- EXISTING DRAINAGE NETWORK DATA
- EXISTING DRAINAGE PIT NETWORK DATA
- CADAstral BOUNDARY (INDICATIVE)
- PLANTING AREA
- NEW TREE
- EXISTING TREE

NOTES

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PLAN
SCALE 1:200



CLIENT:
SYDNEY CIVIL
PREPARED FOR
CITY OF SYDNEY

FOR INFORMATION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES	UNION LANE, PYRMONT IN-ROAD TREE PLANTING GENERAL ARRANGEMENT	
	9066-1223999-SKT-125	SHEET 1
	DATE: 20/10/2025	REV: 01

DRAWING COLOUR CODED - PRINT ALL COPIES IN COLOUR

Item 5.**Street Event-Temporary Road Closure-Amplified Opening Night-Bourke Street
Surry Hills****TRIM Container No.: 2026/122218****Recommendations**

It is recommended that the Forum review the temporary road closures for the Amplified Opening Night on Friday, 23 October 2026 from 12pm to 1am Saturday 24 October 2026 subject to the following conditions: -

- (A) The Applicant must comply with the temporary road closure conditions as stipulated in Schedule A of this agenda.
- (B) The Applicant must contact the Surry Hills PAC to discuss deployment of user pay police for the event.
- (C) The Applicant must contact the City's Venue Management Unit to discuss the event.
- (D) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (E) The Applicant must provide a telephone number of the supervisor responsible for the proposed event and include contact details in the notification letters to be distributed to affected stakeholders.
- (F) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Surry Hills PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

Vigilant Group Australia on behalf of City of Sydney has applied for the temporary road closures for the Amplified Opening Night on Friday, 23 October 2026 from 12pm to 1am Saturday 24 October 2026

Comments

The Amplified Opening Night is a new event that requires the temporary closure of City streets and traffic detours around the event route.

Road Closures

Friday, 23 October 2026 from 12pm to 1am Saturday 24 October 2026

- Campbell Street, between Little Bourke and Bourke Streets
- Bourke Street, between Campbell and Short Streets
- Church Lane, between Bourke and Little Bourke Streets
- Patterson Lane, between Bourke and Flinders Streets
- Campbell Street, between Crown and Little Bourke Streets
- Bourke Street, between Short and Albion Streets
- Short Street, between Bourke and Flinders Streets
- Linden Street, between Bourke and Flinders Streets
- Denham Street, between Bloomfield and Little Oxford Streets

Consultation

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

Financial

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

MICHAEL RIMAC, ENGINEERING TRAFFIC OFFICER

TGS 1

DATES AND TIMES

SETUP START	1030
INSTALL CLOSURE	1200
EVENT COMMENCE	1700
EVENT CONCLUDE	2200
REMOVE CLOSURE	0030
PACKDOWN FINISH	0045

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	4
BARRIERS	7
SIGNS	10
CONES	22
BOLLARDS	4
VEHICLES	0

GENERAL NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAMS 20.346 Version No. 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No. 6.1
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022
5. IN ACCORDANCE WITH TCAMS V6.1 2022 TRAFFIC CONTROLLERS TO ADVISE WITH MOVEMENT AS REQUIRED AROUND THE EVENT AREA
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL MERGE SHIFT TAPER
45 OR LESS	15	0
46 - 55	15	15
56 - 65	30	30
66 - 75	N/A	30
76 - 85	N/A	70
86 - 95	N/A	80
96 - 105	N/A	145
> 105	N/A	180

DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION D=M
45 OR LESS	AS 1742.3 TC&WS
46 - 55	15m
56 - 65	15m
66 - 75	15m
76 - 85	15m
86 - 95	15m
96 - 105	15m
> 105	15m

TOLERANCES

- POSITIONING OF SIGNS
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE SPACING GIVEN
NO MINIMUM

LANE WIDTHS

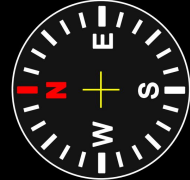
- THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m)

QUEUE MANAGEMENT PLAN

- AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGNS

VEHICLE MANAGEMENT PLAN

- ALL EVENT VEHICLES TO ENTER AND EXIT EVENT LOCATION UNDER THE DIRECTION OF EVENT MANAGEMENT AND TRAFFIC CONTROLLERS. ALL VEHICLES WALKING PACE WITH HAZARD LIGHTS ON.



Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

CITY OF SYDNEY

CAMPBELL ST

SURRY HILLS

X 4

X 0

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure / Detour Type

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No:

Nearest Cross St:

YES

NO

COUNCIL / STATE

0687

CROWN ST

Date Prepared:

Reference No:

TGS No:

Version No:

Plan Type:

23/02/2026

30111

1

1

A

Designed By:

Accreditation:

Approved By:

Accreditation:

Expiry (Both):

23/02/2026

30111

1

1

A

Designed By:

Accreditation:

Approved By:

Accreditation:

Expiry (Both):

23/02/2026

30111

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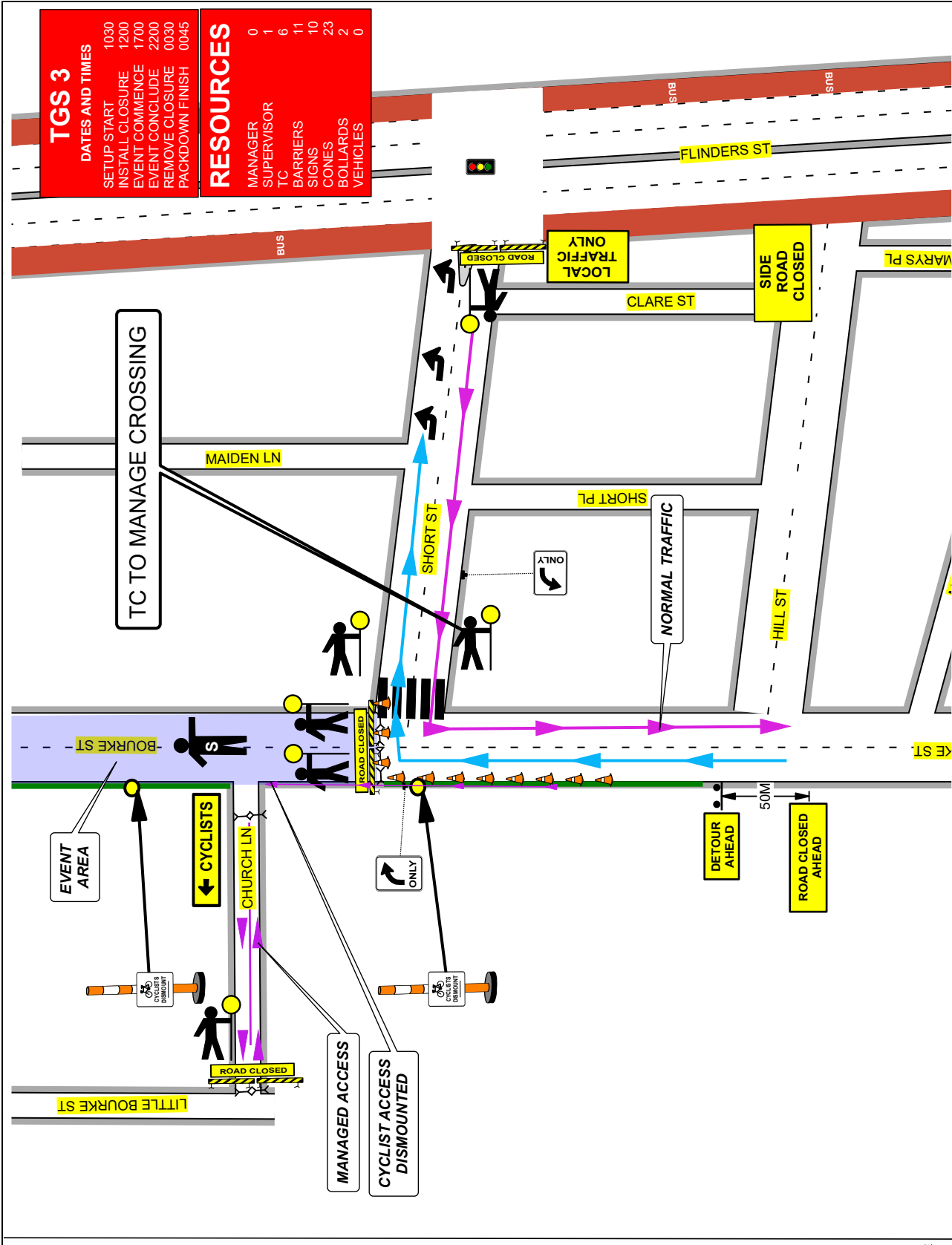
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Designed By:

Accreditation:

Approved By:

Accreditation:



GENERAL NOTES

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5. IN ACCORDANCE WITH TCAMS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST WITH THE MOVEMENT OF TRAFFIC THROUGH THE EVENT AREA

6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW

7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	MERGE LATERAL SHIFT TAPER
45 OR LESS	15	0
46 - 55	15	15
56 - 65	30	30
66 - 75	N/A	70
76 - 85	N/A	115
86 - 95	N/A	130
96 - 105	N/A	145
106 - 115	N/A	160
116 - 125	N/A	175
126 - 135	N/A	190

DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION D=M AS 1742.3 TC@WS
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 - 75	15m
76 - 85	15m
86 - 95	15m
96 - 105	15m
106 - 115	15m
116 - 125	15m
126 - 135	15m

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE SPACING GIVEN
NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGNS

VEHICLE MANAGEMENT PLAN

ALL EVENT VEHICLES TO ENTER AND EXIT EVENT LOCATION UNDER THE DIRECTION OF EVENT MANAGEMENT AND TRAFFIC CONTROLLERS. ALL VEHICLES WALKING PACE WITH HAZARD LIGHTS ON.

CITY OF SYDNEY

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

Term:

Road Type:

Speed Limit:

Travelled Path:

Closure / Detour Type:

ROL Required:

Other agency approval:

Road Classification:

Traffic Light No:

Nearest Cross St:

YES

NO

COUNCIL / STATE

0687

SHORT ST

DESIGNED BY:

ACCREDITED BY:

APPROVED BY:

ACCREDITED BY:

EXPIRY (BOTH):

23/02/2026

30/11

3

2

A

DATE PREPARED:

REFERENCE NO:

TGS NO:

VERSION NO:

PLAN TYPE:

RAMIE ABOU CHAKRA

PWZTMP / TCT 0103748

ABDEL HAMID

PWZTMP TCT 0000430

N/A - PERPETUAL

THIS PLAN IS NOT TO SCALE

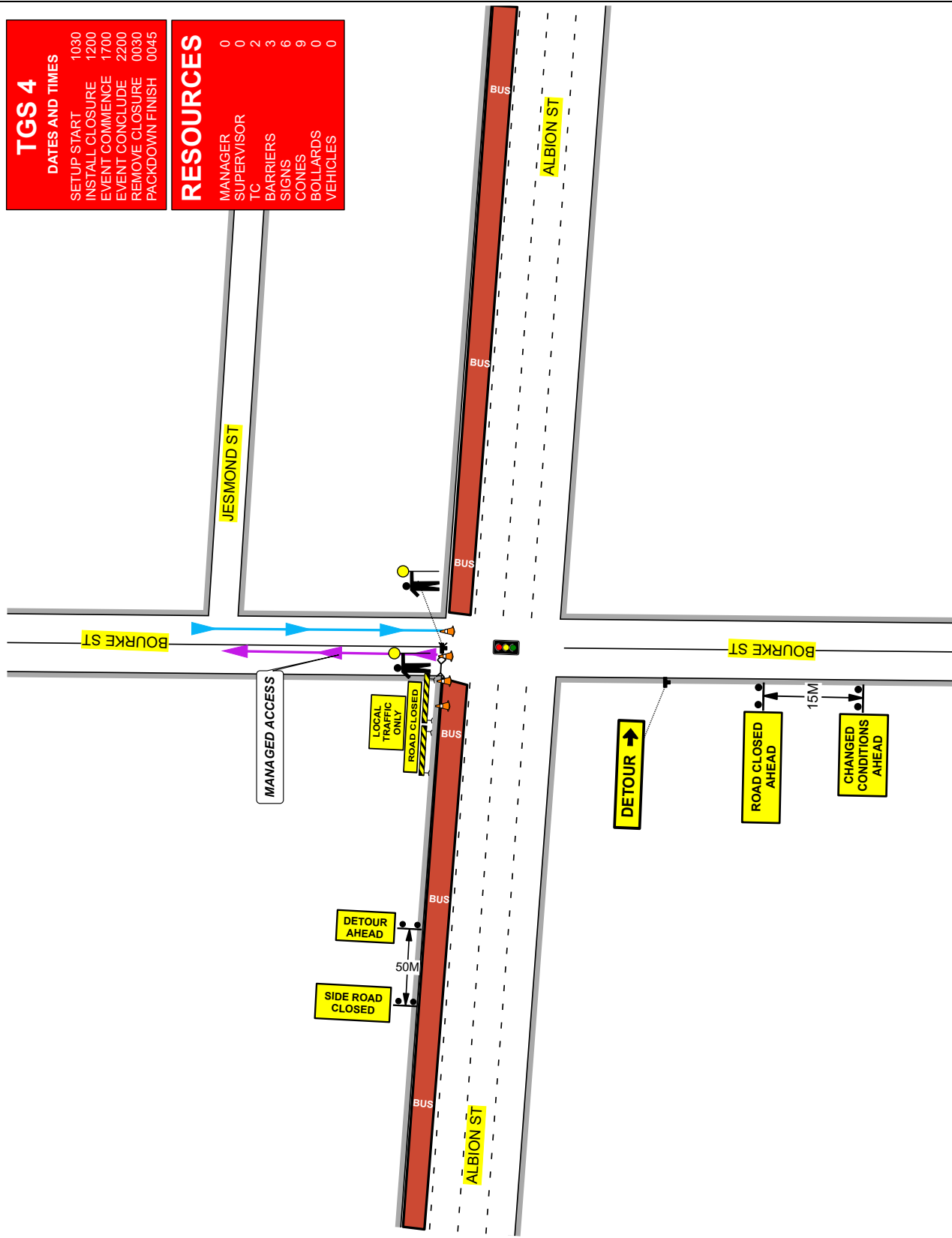
TGS 4

DATES AND TIMES

SETUP START	1030
INSTALL CLOSURE	1200
EVENT COMMENCE	1700
EVENT CONCLUDE	2200
REMOVE CLOSURE	0030
PACKDOWN FINISH	0045

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	2
BARRIERS	3
SIGNS	6
CONES	9
BOLLARDS	0
VEHICLES	0



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4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022
5. IN ACCORDANCE WITH TCAMS V6.1 2022

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC K/MH	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT TAPER	MERGE TAPER
45 OR LESS	15	0	15
46-55	15	15	30
56-65	30	30	30
66-75	N/A	70	115
76-85	N/A	80	130
86-95	N/A	90	145
96-105	N/A	100	160
> 105	N/A	110	180

DIMENSION "D"

SPEED OF TRAFFIC KMH	DIMENSION D=M	
	AS 1742.3	TG@WS
45 OR LESS	15m	15m
46 - 55	15m	50m
56 - 65	15m	60m
66 OR GREATER	EQUAL TO POSTED SPEED	

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN
THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN
THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE
SPACING GIVEN
NO MINIMUM

LANE WIDTHS

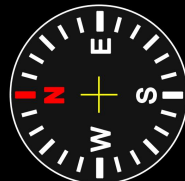
THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8 min)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGN

VEHICLE MANAGEMENT PLAN

ALL EVENT VEHICLES TO ENTER AND EXIT
EVENT LOCATION UNDER THE DIRECTION OF
EVENT MANAGEMENT AND TRAFFIC
CONTROLLERS. ALL VEHICLES WALKING PACE
WITH HAZARD LIGHTS ON.



CITY OF SYDNEY	Term:		ROL Required:	YES	Date Prepared:	23/02/2026	Designed By:
BOURKE ST	Road Type:	MULTI LANE	Other agency approval:	NO	Reference No:	30111	PWZTMP / TCT 0103748
SURRY HILLS	Speed Limit:	40 KM/H	Road Classification:	COUNCIL / STATE	TGS No:	4	ABDEL HAMID
X 4	Travelled Path:	PAST	Traffic Light No:	0026	Version No:	1	PWZTMP TCT 0000430
X 0	Closure Type	CLOSURE / DETOUR	Nearest Cross St:	ALBION ST	Plan Type:	A	N/A - PERPETUAL



THIS PLAN IS NOT TO SCALE

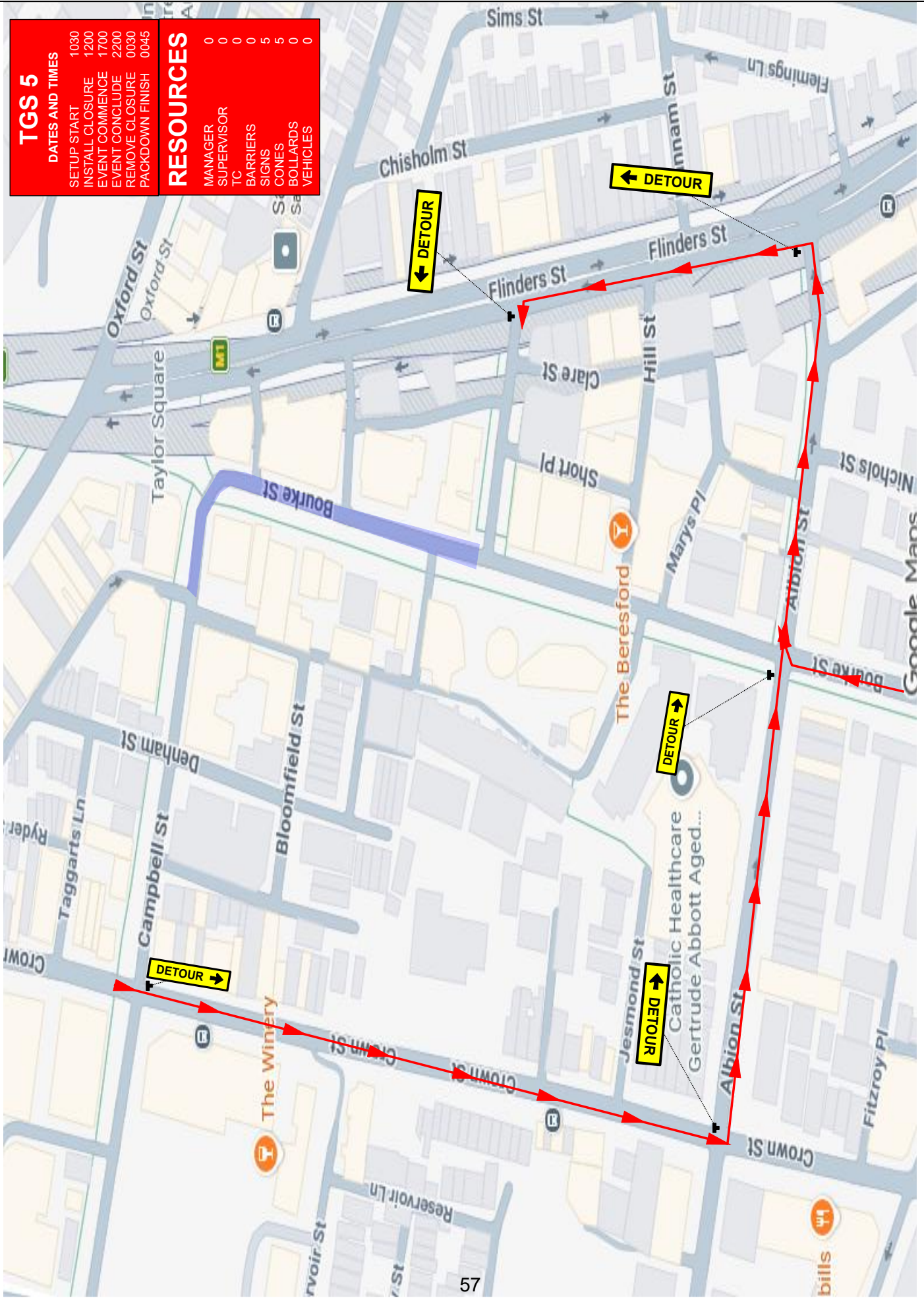
TGS 5

DATES AND TIMES

SETUP START	1030
INSTALL CLOSURE	1200
EVENT COMMENCE	1700
EVENT CONCLUDE	2200
REMOVE CLOSURE	0030
PACKDOWN FINISH	0045

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	0
BARRIERS	0
SIGNS	5
CONES	5
BOLLARDS	0
VEHICLES	0



TGS 6

DATES AND TIMES

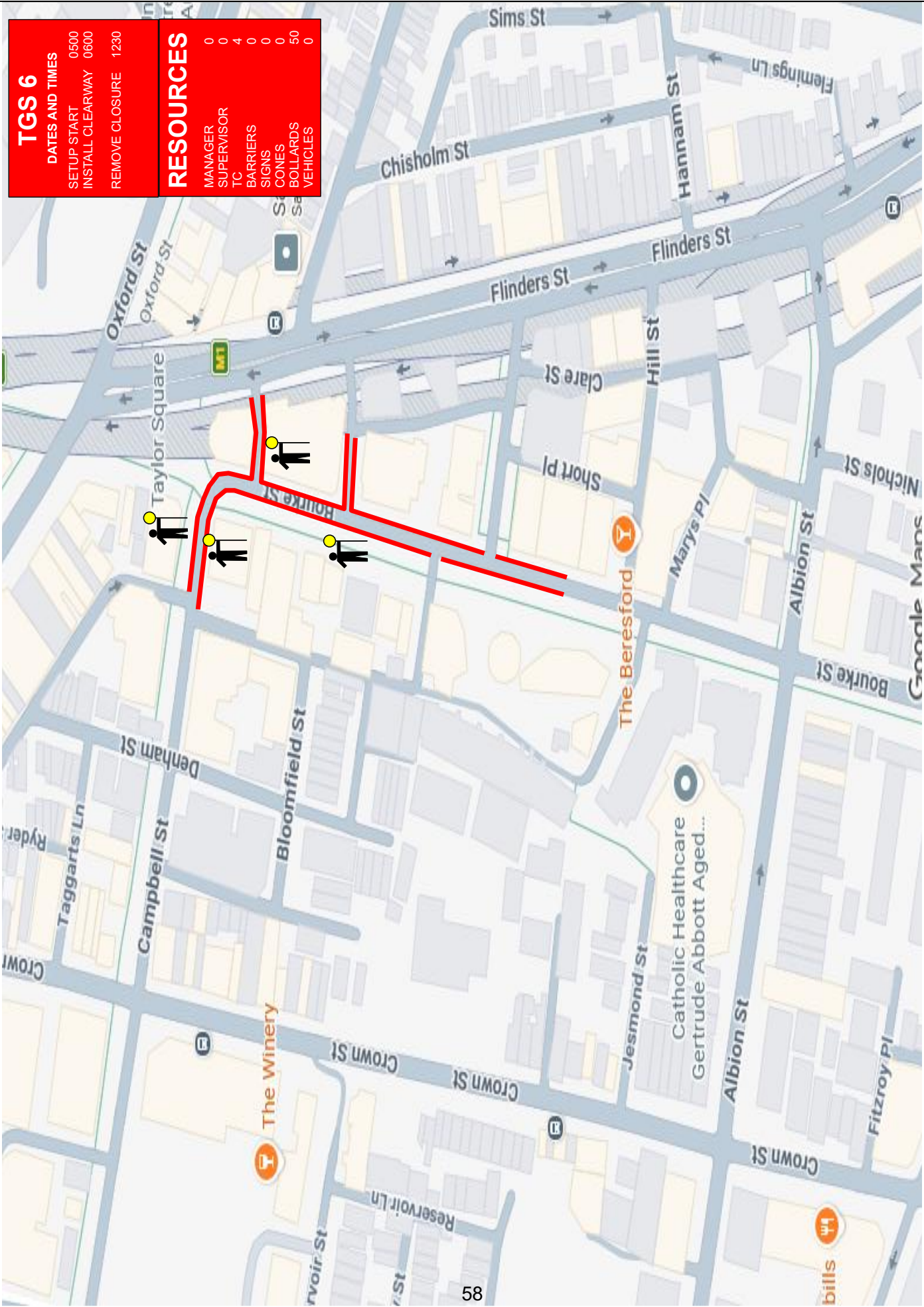
SETUP START 0500

INSTALL CLEARWAY 0600

REMOVE CLOSURE 1230

RESOURCES

MANAGER	0
SUPERVISOR	0
TC	4
BARRIERS	0
SIGNS	0
CONES	0
BOLLARDS	50
VEHICLES	0

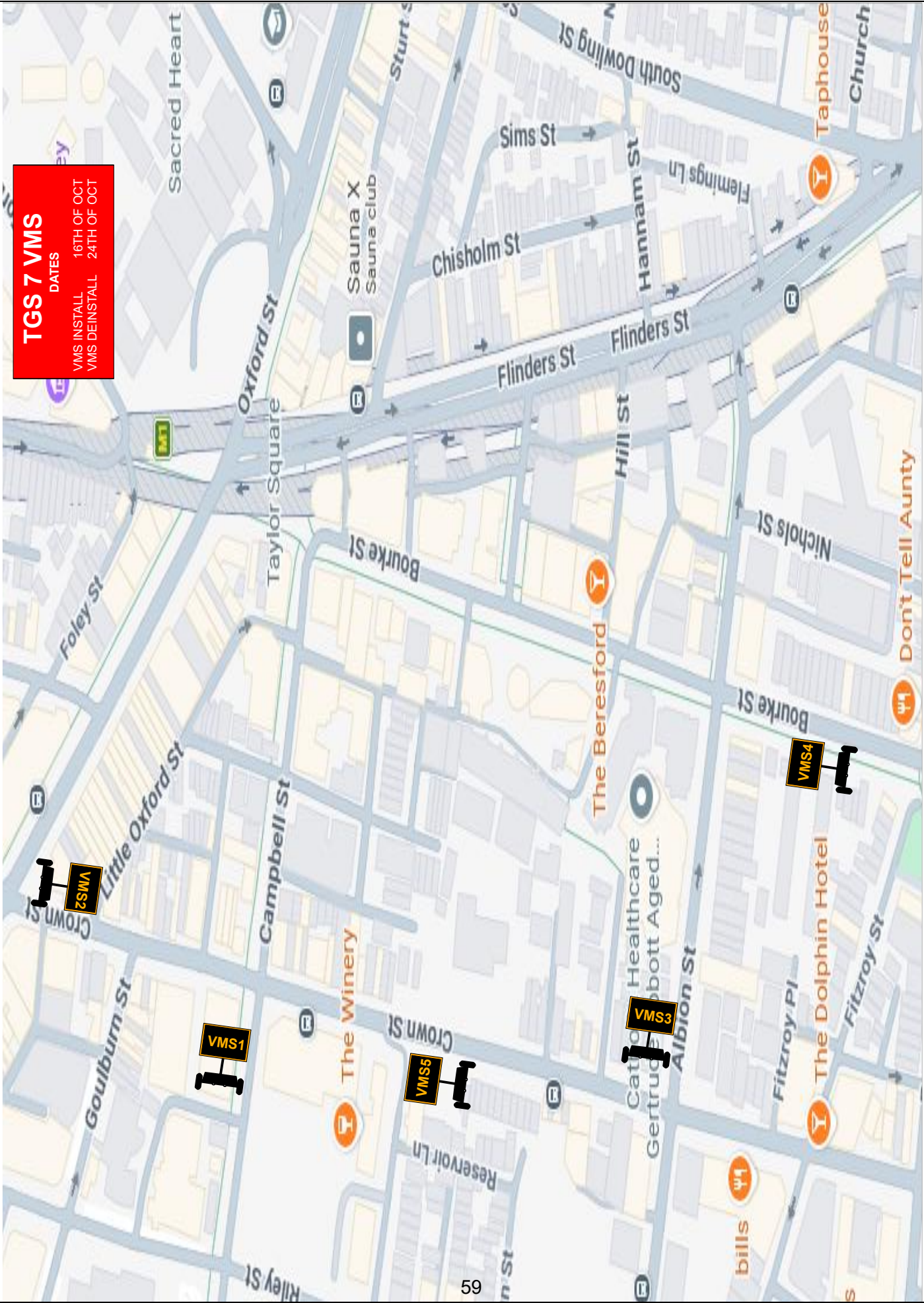


TGS 7 VMS

DATES

VMS INSTALL 16TH OF OCT

VMS DEINSTALL 24TH OF OCT





GENERAL NOTES

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2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No. 6.1
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022
5. IN ACCORDANCE WITH TCAMS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST WITH THE MOVEMENT OF VEHICLES AROUND THE EVENT AREA
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KMH	TRAFFIC CONTROL AT BEGINNING OF TAPER	MERGE SHIFT TAPER	LATERAL MERGE TAPER
45 OR LESS	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

DIMENSION 'D'

SPEED OF TRAFFIC KMH	DIMENSION D=M
AS 1742.3 TCAMS	
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 - 75	15m
76 - 85	15m
86 - 95	15m
96 - 105	15m
> 105	15m

TOLERANCES

- POSITIONING OF SIGNS MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN
- SPACING OF DELINEATING DEVICES MAXIMUM 10% MORE THAN THE SPACING GIVEN NO MINIMUM

LANE WIDTHS

- THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m)

QUEUE MANAGEMENT PLAN

- AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGNS

VEHICLE MANAGEMENT PLAN

- ALL EVENT VEHICLES TO ENTER AND EXIT EVENT LOCATION UNDER THE DIRECTION OF EVENT MANAGEMENT AND TRAFFIC CONTROLLERS. ALL VEHICLES WALKING PACE WITH HAZARD LIGHTS ON.

CYCLE	PRIOR TO EVENT	EVENT DAY
FROM	FRI 16TH OF OCTOBER 2026	12PM FRI 23RD OF OCTOBER 2026
TO	FRI 23RD OF OCTOBER 2026	0001 SAT 24TH OF OCTOBER 2026
FRAME 1	BOURKE ST CLOSED FRI 23RD OF OCTOBER 12PM TO 12AM	BOURKE ST CLOSED UNTIL MIDNIGHT
FRAME 2	BOURKE ST CLOSED 12PM TO 12AM	DETOUR VIA CROWN ST

Client:

Road Name:

Suburb:

TCs Required:

Vehicles Required:

CAMPBELL ST	Term:	ROL Required:	Date Prepared:	Designed By:	RAMIE ABOU CHAKRA
SURRYHILLS	Road Type:	Other agency approval:	Reference No:	Accreditation:	PWZTMP / TCT 0103748
X 0	Speed Limit:	Road Classification:	TGS No:	Approved By:	ABDEL HAMID
X 0	Travelled Path:	Traffic Light No:	Version No:	Accreditation:	PWZTMP TCT 0000430
X 0	Closure Type:	Nearest Cross St:	Plan Type:	Expiry (Both):	N/A - PERPETUAL



THIS PLAN IS NOT TO SCALE

GENERAL NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAMS 20.346 Version No. 6.1

2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No. 6.1

3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE

4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022

5. IN ACCORDANCE WITH TCAMS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST WITH THE MOVEMENT THROUGH & AROUND THE EVENT AREA

6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW

7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC BEGINNING OF TAPER	LATERAL MERGE SHIFT TAPER
45 OR LESS	15	0
46 - 55	15	15
56 - 65	30	30
66 - 75	N/A	30
76 - 85	N/A	70
86 - 95	N/A	115
96 - 105	N/A	130
106 - 115	N/A	145
116 - 125	N/A	160
> 105	N/A	180

DIMENSION 'D'

SPEED OF TRAFFIC KM/H	DIMENSION D=M
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 - 75	15m
76 - 85	15m
86 - 95	15m
96 - 105	15m
> 105	15m

TOLERANCES

POSITIONING OF SIGNS

MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN

MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN

SPACING OF DELINEATING DEVICES

MAXIMUM 10% MORE THAN THE SPACING GIVEN

NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8 min)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGNS

VEHICLE MANAGEMENT PLAN

ALL EVENT VEHICLES TO ENTER AND EXIT EVENT LOCATION UNDER THE DIRECTION OF EVENT MANAGEMENT AND TRAFFIC CONTROLLERS. ALL VEHICLES WALKING PACE WITH HAZARD LIGHTS ON.

CYCLE	PRIOR TO EVENT	EVENT DAY
FROM	FRI 16TH OF OCTOBER 2026	12PM FRI 23RD OF OCTOBER 2026
TO	FRI 23RD OF OCTOBER 2026	0001 SAT 24TH OF OCTOBER 2026
FRAME 1	BOURKE ST CLOSED FRI 23RD OF OCTOBER	BOURKE ST CLOSED UNTIL MIDNIGHT
FRAME 2	BOURKE ST CLOSED 12PM TO 12AM	DETOUR VIA CROWN ST

Client:

CROWN ST

SURRYHILLS

X 0

X 0

Road Name:

Suburb:

TCs Required:

Vehicles Required:

N

E

S

W

Term:	ROL Required:	Date Prepared:	Designed By:	RAMIE ABOU CHAKRA
Road Type:	Other agency approval:	Reference No:	Accreditation:	PWZTMP /TCT 0103748
Speed Limit:	Road Classification:	TGS No:	Approved By:	ABDEL HAMID
Travelled Path:	Traffic Light No:	Version No:	Accreditation:	PWZTMP TCT 0000430
Closure Type:	Nearest Cross St:	Plan Type:	Expiry (Both):	N/A - PERPETUAL

THIS PLAN IS NOT TO SCALE

GENERAL NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH AS1742.3 & TCAMS 20.346 Version No. 6.1
2. ALL TRAFFIC CONTROL DIAGRAMS TO BE READ IN CONJUNCTION WITH TCAMS 20.346 Version No. 6.1
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED E.G SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE
4. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 & TCAMS V6.1 2022
5. IN ACCORDANCE WITH TCAMS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST WITH TRAFFIC MOVEMENT THROUGH & AROUND THE EVENT AREA
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL MERGE SHIFT TAPER
45 OR LESS	15	0
46 - 55	15	15
56 - 65	30	30
66 - 75	N/A	30
76 - 85	N/A	70
86 - 95	N/A	115
96 - 105	N/A	130
106 - 115	N/A	145
116 - 125	N/A	160
> 105	N/A	180

DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION D=M
AS 1742.3 TC&WS	
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 - 75	15m
76 - 85	15m
86 - 95	15m
96 - 105	15m
> 105	15m

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN
THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN
THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE
SPACING GIVEN
NO MINIMUM

LANE WIDTHS

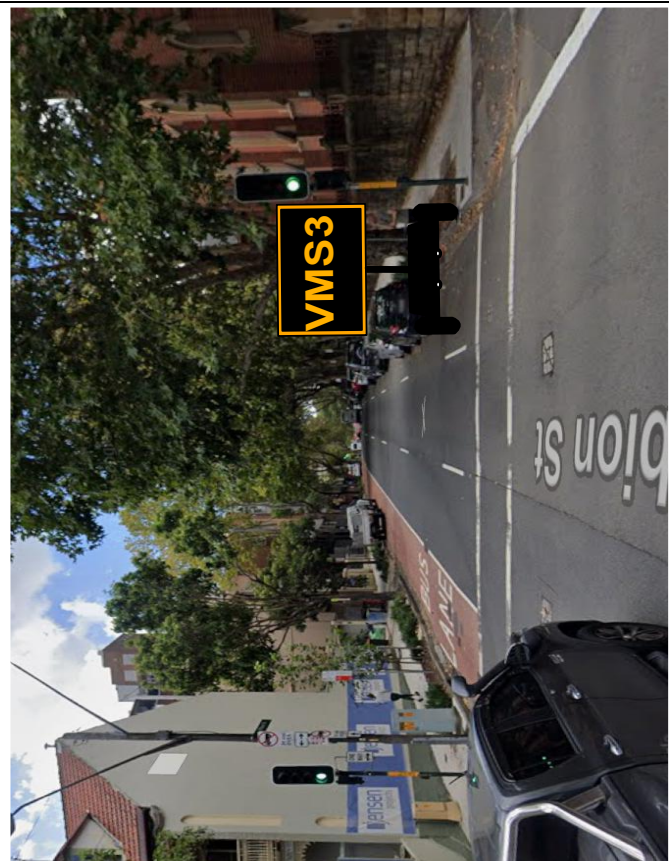
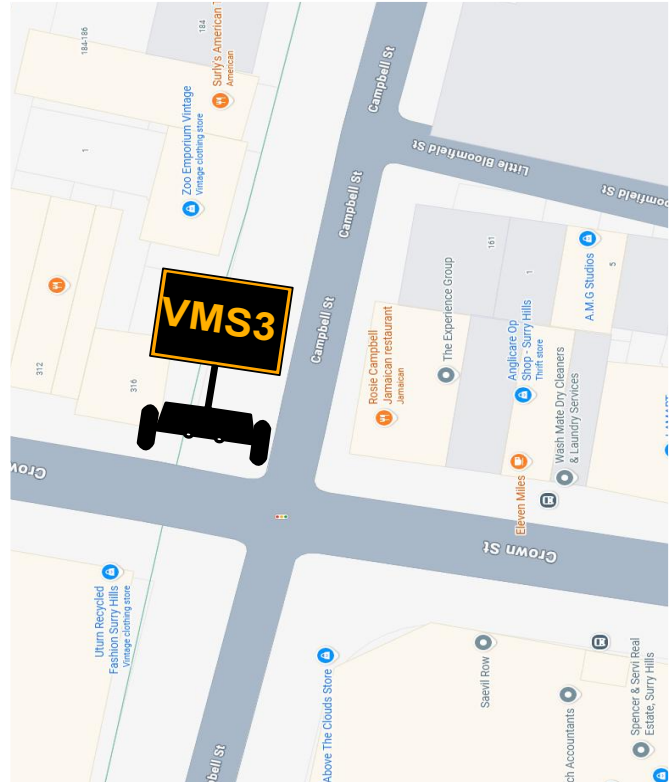
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QUEUE MANAGEMENT PLAN

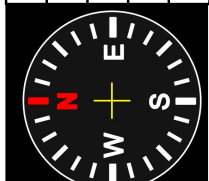
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THE LIMITS OF ADVANCE WARNING SIGNS

VEHICLE MANAGEMENT PLAN

ALL EVENT VEHICLES TO ENTER AND EXIT
EVENT LOCATION UNDER THE DIRECTION OF
EVENT MANAGEMENT AND TRAFFIC
CONTROLLERS. ALL VEHICLES WALKING PACE
WITH HAZARD LIGHTS ON.



CYCLE	PRIOR TO EVENT	EVENT DAY
FROM	FRI 16TH OF OCTOBER 2026	12PM FRI 23RD OF OCTOBER 2026
TO	FRI 23RD OF OCTOBER 2026	0001 SAT 24TH OF OCTOBER 2026
FRAME 1	BOURKE ST CLOSED FRI 23RD OF OCTOBER	BOURKE ST CLOSED UNTIL MIDNIGHT
FRAME 2	BOURKE ST CLOSED 12PM TO 12AM	DETOUR VIA FLINDERS ST



Client:	Term:	ROL Required:	Date Prepared:	Designed By:	RAMIE ABOU CHAKRA
Road Name:	Road Type:	Other agency approval:	Reference No:	Accreditation:	PWZTMP /TCT 0103748
Suburb:	Speed Limit:	Road Classification:	TGS No:	Approved By:	ABDEL HAMID
TCs Required:	Travelled Path:	Traffic Light No:	Version No:	Accreditation:	PWZTMP TCT 0000430
Vehicles Required:	Closure Type:	Nearest Cross St:	Plan Type:	Expiry (Both):	N/A - PERPETUAL



THIS PLAN IS NOT TO SCALE

GENERAL NOTES

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5. IN ACCORDANCE WITH TCAMS V6.1 2022 TRAFFIC CONTROLLERS TO ASSIST WITH THE MOVEMENT OF VEHICLES THROUGH THE EVENT AREA
6. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW
7. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION PROGRESSING FROM THE WORK AREA OUT TOWARDS THE APPROACHES.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL MERGE SHIFT TAPER
45 OR LESS	15	0
46 - 55	15	15
56 - 65	30	30
66 - 75	N/A	30
76 - 85	N/A	70
86 - 95	N/A	80
96 - 105	N/A	90
> 105	N/A	110

DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION D-M
AS 1742.3 TC&WS	
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 - 75	15m
76 - 85	15m
86 - 95	15m
96 - 105	15m
> 105	15m

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE SPACING GIVEN
NO MINIMUM

LANE WIDTHS

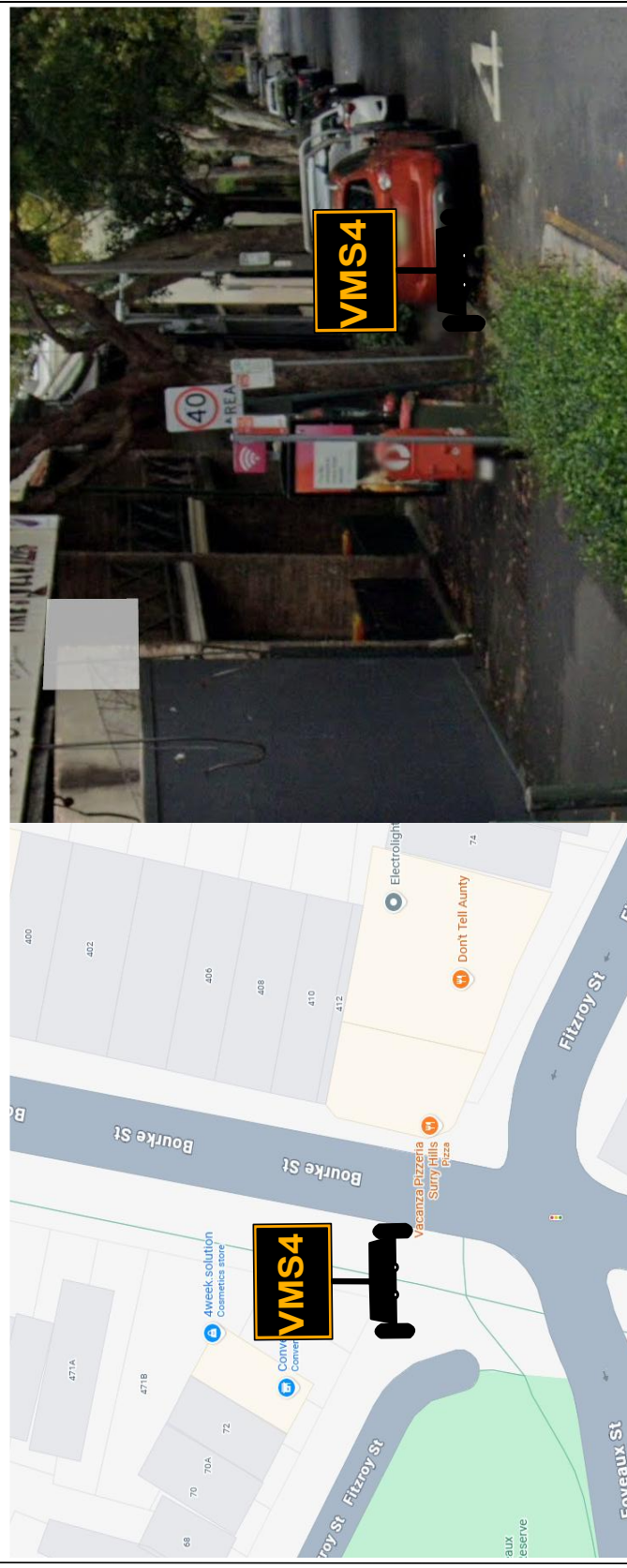
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VEHICLE MANAGEMENT PLAN

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TO	FRI 23RD OF OCTOBER 2026	0001 SAT 24TH OF OCTOBER 2026
FRAME 1	BOURKE ST CLOSED FRI 23RD OF OCTOBER	BOURKE ST CLOSED UNTIL MIDNIGHT
FRAME 2	BOURKE ST CLOSED 12PM TO 12AM	DETOUR VIA ALBION ST



Client:	Term:	ROL Required:	Date Prepared:	Designed By:	RAMIE ABOU CHAKRA
Road Name:	Road Type:	Other agency approval:	Reference No:	Accreditation:	PWZTMP /TCT 0103748
Suburb:	Speed Limit:	Road Classification:	TGS No:	Approved By:	ABDEL HAMID
TCs Required:	Travelled Path:	Traffic Light No:	Version No:	Accreditation:	PWZTMP TCT 0000430
Vehicles Required:	Closure Type:	Nearest Cross St:	Plan Type:	Expiry (Both):	N/A - PERPETUAL



GENERAL NOTES

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RECOMMENDED TAPER LENGTHS

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45 OR LESS	15	0
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76 - 85	N/A	70
86 - 95	N/A	80
96 - 105	N/A	90
> 105	N/A	110

DIMENSION "D"

SPEED OF TRAFFIC KM/H	DIMENSION D=M
AS 1742.3 TC&WS	
45 OR LESS	15m
46 - 55	15m
56 - 65	15m
66 - 75	30m
76 - 85	30m
86 - 95	60m
> 105	60m

TOLERANCES

POSITIONING OF SIGNS
MINIMUM 10% LESS THAN THE DISTANCE OR LENGTHS GIVEN
MAXIMUM 25% MORE THAN THE DISTANCE OR LENGTHS GIVEN
SPACING OF DELINEATING DEVICES
MAXIMUM 10% MORE THAN THE SPACING GIVEN
NO MINIMUM

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8 min)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCE WARNING SIGNS

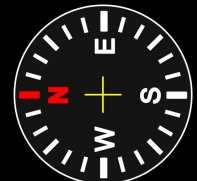
VEHICLE MANAGEMENT PLAN

ALL EVENT VEHICLES TO ENTER AND EXIT EVENT LOCATION UNDER THE DIRECTION OF EVENT MANAGEMENT AND TRAFFIC CONTROLLERS. ALL VEHICLES WALKING PACE WITH HAZARD LIGHTS ON.



CYCLE	PRIOR TO EVENT	EVENT DAY
FROM	FRI 16TH OF OCTOBER 2026	12PM FRI 23RD OF OCTOBER 2026
TO	FRI 23RD OF OCTOBER 2026	0001 SAT 24TH OF OCTOBER 2026
FRAME 1	BOURKE ST CLOSED FRI 23RD OF OCTOBER 12PM TO 12AM	BOURKE ST CLOSED UNTIL MIDNIGHT
FRAME 2	BOURKE ST CLOSED 12PM TO 12AM	DETOUR VIA CROWN ST

Client:



Road Name:	CROWN ST
Suburb:	SURRYHILLS
TCs Required:	X 0
Vehicles Required:	X 0

Term:	Multi Lane	ROL Required:	Date Prepared:	Designed By:	RAMIE ABOU CHAKRA
Road Type:	40 KM/H	Other agency approval:	Reference No:	Accreditation:	PWZTMP / TCT 0103748
Speed Limit:	PAST	Road Classification:	TGS No:	Approved By:	ABDEL HAMID
Travelled Path:	VMS	Traffic Light No:	Version No:	Accreditation:	PWZTMP TCT 0000430
Closure Type:		Nearest Cross St:	Plan Type:	Expiry (Both):	N/A - PERPETUAL



THIS PLAN IS NOT TO SCALE

Item 6.**Mobile Crane - Temporary Road Closure - Pitt Street Sydney****TRIM Container No.: 2026/223166****Recommendations**

It is recommended that the Forum review the temporary road closure of Pitt Street Sydney, between Alfred Street and Underwood Street (four lanes), from 7pm Friday 19 June to 5am Monday 22 June 2026, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has not indicated a contingency date.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed [choose an item] and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Sydney City PAC

Representative for the Member for Sydney
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Advice

Advice will be updated after the meeting.

Background

Commercial TC has applied for the temporary road closure of Pitt Street Sydney, between Alfred Street and Underwood Street (four lanes), from 7pm Friday 19 June to 5am Monday 22 June 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to dismantle a Tower Crane from Lendlease Building at 1 Circular Quay.

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

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

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

Transport for NSW (TfNSW) raised no objections to the Traffic Management Plan (TMP).

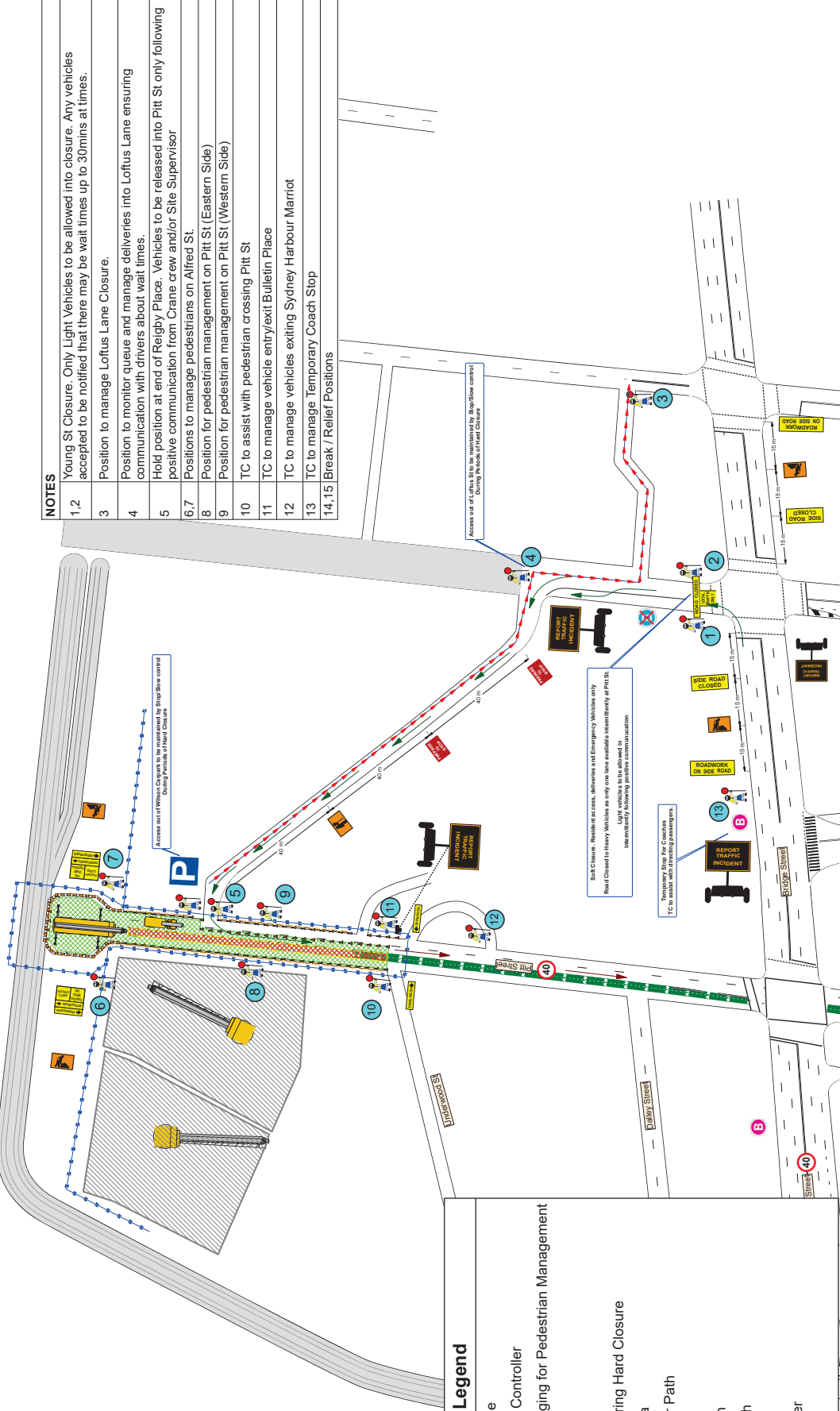
Consultation

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

Financial

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

SHAN SHANMUGALINGAM, TECHNICAL SUPPORT OFFICER



		DIMENSION "D"		QUEUE MANAGEMENT	
 		SPEED OF TRAFFIC (KM/H)	AGTTM V1.1	TCAWS	AT ALL WORK TIMES DURING THE COURSE OF THE WORK, TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF ADVANCED WARNING SIGNS
		45 OR LESS	15m	15m	
		46-55	15m	50m	
		56-65	45m	60m	
		GRATER THAN 65	EQUAL TO POSTED SPEED LIMIT		
TGS Name & Number: TGS 25 - CRANE DISMANTLE		TGS Designed By: Alex Risleviski			
Works Location: ONE CIRCLAR QUAY		PWZTMP: TCT0002787		Signature: 	
Date: 07/04/2026		TGS Approved By: Nik Kozambasis			
Drawing not to scale		PWZTMP: TCT1022480		Signature: 	
1. This Traffic Guidance Scheme (TGS) is to be used in conjunction with the Traffic Movement Plan (TMP) and associated road authority permits and management plans, including Road Occupancy Licence (ROL), vehicle movement plan (VMP) and Pedestrian movement plan (PMP) where applicable. 2. This TGS has been produced by a Prepare Work Zone Traffic Management Plan (PWZTMP) qualified person in accordance with the requirements of the TMSW Traffic Control at Work Sites manual, Issue 6.1 dated February 2022 (TCAWS 6.1) and with reference to AS1742.3 and AUSTRROADS Guide to temporary traffic control. 3. Commercial TC Pty Ltd does not accept responsibility for this TGS if it is implemented or modified by external parties.					
Client: LENDLEASE		Client Contact: DAVID WALSH 0406 011 659			

Item 7.**Mobile Crane - Temporary Road Closure - Hunter Street, Sydney****TRIM Container No.: 2026/234594****Recommendations**

It is recommended that the Forum review the temporary road closure of Hunter Street, Sydney between O'Connell Street and Bligh Street (four lanes), from 9pm Friday, 19 June to 5am Monday, 22 June 2026, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 26-29 June 2026 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (H) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns

Forum Members for this Item

City of Sydney

Transport for NSW
NSW Police – Sydney City PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

John Holland CPB GHELLA JV has applied for the temporary road closure of Hunter Street, Sydney between O'Connell Street and Bligh Street (four lanes), of Hunter Street, Sydney between O'Connell Street and Bligh Street (four lanes), from 9pm Friday, 19 June to 5am Monday, 22 June 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the dismantling of the tower crane at 48 Hunter Street, Sydney.

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

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

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

Transport for NSW (TfNSW) raised no objections to the Traffic Management Plan (TMP).

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORINDATOR



NOTES

- LOW LOADER TRUCKS TO ENTER VIA O'CONNELL STREET
- POLICE TO MANAGE CYCLE LANE
- TRAFFIC SIGNALS TO BE SET TO FLASHING AMBER AND MANAGED BY TRAFFIC CONTROLLERS

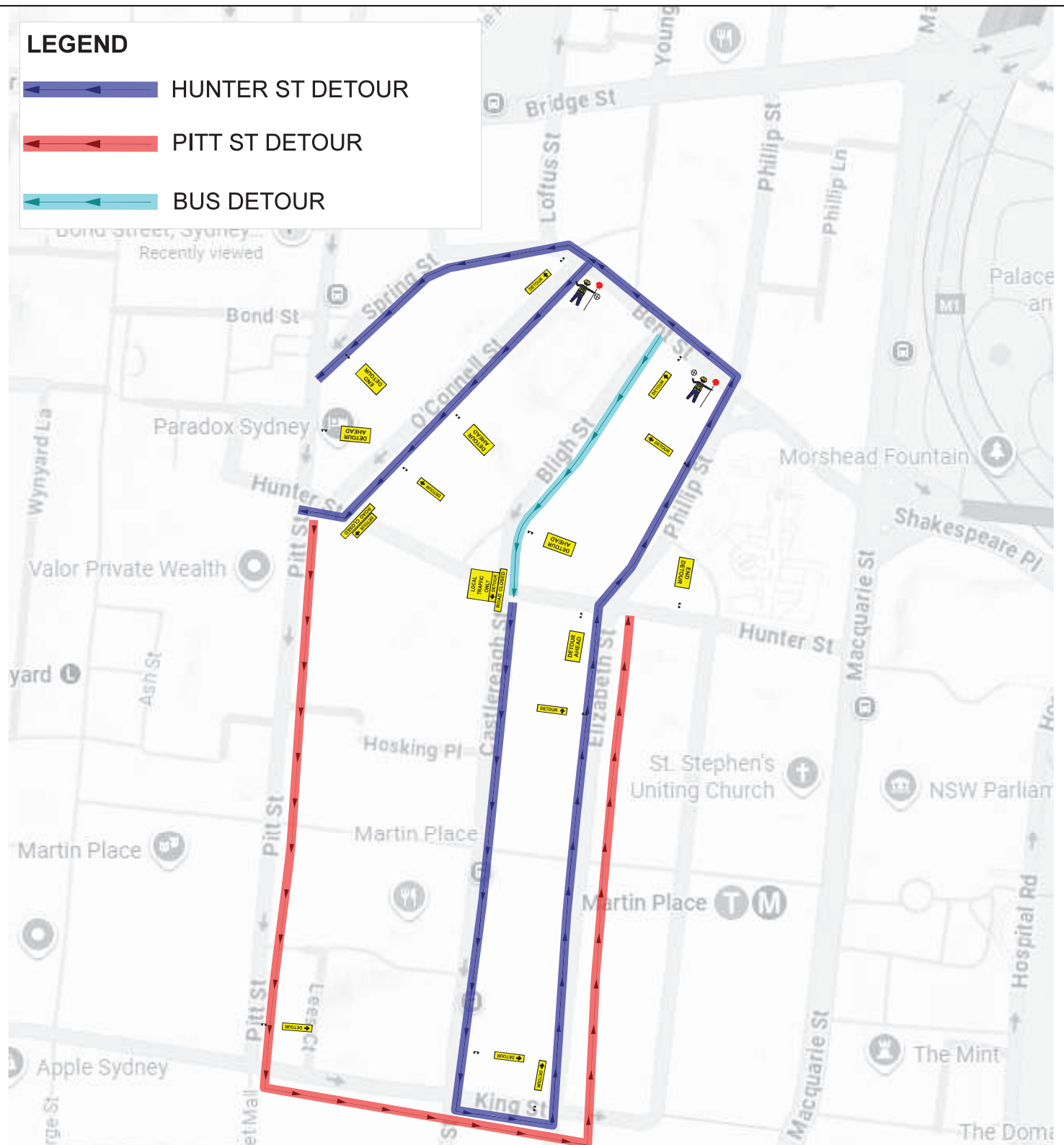


NOTES
- LOW LOADER TRUCKS TO ENTER VIA O'CONNELL STREET
- POLICE TO MANAGE CYCLE LANE
- TRAFFIC SIGNALS TO BE SET TO FLASHING AMBER AND MANAGED BY TRAFFIC CONTROLLERS

PROJECT: SYDNEY METRO WEST - EASTERN TUNNEL PACKAGE		LEGEND	Author name: Saidhbin Langan	Author accreditation: TCT00648421	Signed:	TCP Number: SMWETP-TGS-0377	Bollards & Tapeflagging
Date: 09/09/2025		Location: Hunter St East Station - TBM Demob	Traffic Controller	Traffic Cones	Exclusion Zone	User Pay Police	Parking Removal
Comments:		Page: 5 of 8					
- THIS IS A SHORT TERM TGS. NOT TO SCALE - THE CONTRACTOR SHALL ENSURE ALL ROLAND S2A REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TGS - ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TGS MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT - ANY CHANGES REQUIRED. SPEAK TO THE SITE FOREMAN AND THEN MODIFY THIS PLAN IF NECESSARY. ANY CHANGES TO THIS PLAN SHALL BE MARKED ON THIS TGS & SIGNED OFF BY A PWZTMP HOLDER - A LANE WIDTH OF 3.5m (MINIMUM) IS TO BE MAINTAINED AT ALL TIMES UNLESS NOTED OTHERWISE - SHOULD WID TH/ EDGE CLEARANCE TO TRAFFIC CONES OF 0.9m IS TO BE PROVIDED AT ALL TIMES UNLESS NOTED OTHERWISE		- ALL SIGNAGE TO BE 'B' SIZE UNLESS NOTED OTHERWISE - SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1 - DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1 - BOLLARDS AND TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE 2022 Issue 6.1 - TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1 - THE SITE MUST COMPLY WITH THE TCAWS MANUAL 2022 Issue 6.1 AND A.S. 1742.3 - REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 400m UNLESS NOTED OTHERWISE					

LEGEND

-  HUNTER ST DETOUR
-  PITT ST DETOUR
-  BUS DETOUR



PROJECT: SYDNEY METRO WEST - EASTERN TUNNEL PACKAGE

LEGEND

-  Traffic Controller
-  Traffic Cones
-  Pedestrian Route
-  Exclusion Zone
-  User Pay
-  Parking Removal
-  Bollards & Tape/Flagging

Date: 09/09/2025 Location: Hunter St East Station - TBM Demolition

Author name: Saidhbin Langan Author accreditation: TCT00648421 Signed: [Signature]

TCP Number: SMWETP-TGS-0377 Page: 6 of 8

Comments:

- THIS IS A SHORT TERM TGS, NOT TO SCALE
- THE CONTRACTOR SHALL ENSURE ALL ROL AND SZA REQUIREMENTS ARE SATISFIED DURING IMPLEMENTATION OF THIS TGS
- ANY EXISTING SIGNAGE THAT CONFLICTS WITH THIS TGS MUST BE COVERED AT THE START OF SHIFT AND UNCOVERED AT THE END OF SHIFT
- ANY CHANGES REQUIRED, SPEAK TO THE SITE FOREMAN AND THEN MODIFY THIS PLAN IF NECESSARY, ANY CHANGES TO THIS PLAN SHALL BE MARKED ON THIS TGS & SIGNED OFF BY A PWTMP HOLDER
- A LANE WIDTH OF 3.5m (MINIMUM) IS TO BE MAINTAINED AT ALL TIMES UNLESS NOTED OTHERWISE
- SHOULDER WIDTH / EDGE CLEARANCE TO TRAFFIC CONES OF 0.5m IS TO BE PROVIDED AT ALL TIMES UNLESS NOTED OTHERWISE

- ALL SIGNAGE TO BE 'B' SIZE UNLESS NOTED OTHERWISE
- SIGNS TO BE POSITIONED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1
- DIMENSION 'D' IS DETERMINED IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1
- BOLLARDS AND TRAFFIC CONES ARE TO BE INSTALLED IN ACCORDANCE WITH THE 2022 Issue 6.1
- TAPER LENGTHS ARE TO BE IN ACCORDANCE WITH THE TCAWS MANUAL 2022 Issue 6.1
- THE SITE MUST COMPLY WITH THE TCAWS MANUAL 2022 Issue 6.1 AND A.S. 1742.3
- REGULATORY SPEED / ROADWORK SIGNS TO BE REPEATED EVERY 400m UNLESS NOTED OTHERWISE

Item 8.**Mobile Crane - Temporary Road Closure - Clarence Street, Sydney****TRIM Container No.:** 2026/202029**Recommendations**

It is recommended that the Forum review the temporary road closure of Clarence Street, Sydney, between Druitt Street and Market Street, (three lanes), from 10pm on Sunday 28 June 2026 to 5am on Monday 29 June 2026, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 19 July 2026 as a contingency date.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (H) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns

Forum Members for this Item

City of Sydney
Transport for NSW

NSW Police – Sydney City PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

Borger Traffic has applied for the temporary road closure of Clarence Street, Sydney, between Druitt Street and Market Street, (three lanes), from 10pm on Sunday 28 June 2026 to 5am on Monday 29 June 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to lift building materials to 483 George Street, Sydney.

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

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

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

Transport for NSW (TfNSW) raised no objections to the Traffic Management Plan (TMP).

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR



REV	REVISION DESCRIPTION	TGS PLAN #	TGS-540	CLIENT:	BORGER CRANES	DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET YESIL	IMPLEMENTED BY
00	SUPPLIED TO CLIENT	ROAD NAME	GEORGE ST			SIGNATURE		SIGNATURE		SIGNATURE
01		SUBURB	SYDNEY	ROL REQUIRED	Y ☒ N ☐	DATE	07.04.2026	DATE	07.04.2026	DATE
02		WORK LOCATION	ROAD CLOSURE	ROAD SPEED(S)	40 KM/HR	CERTIFICATE #	TCT0085537	CERTIFICATE #	TCT1003170	CERTIFICATE #

Item 9.**Mobile Crane - Temporary Road Closure - York Street, Sydney****TRIM Container No.: 2026/201986****Recommendations**

It is recommended that the Forum review the temporary road closure of York Street, Sydney, between Market Street and Druiitt Street, (three lanes), from 4pm on Sunday 21 June 2026 to 5am on Monday 22 June 2026, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 5, 12, 19, 26 July 2026 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (H) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

Forum Members for this Item

City of Sydney
Transport for NSW

NSW Police – Sydney City PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

Borger Traffic has applied for the temporary road closure of York Street, Sydney, between Market Street and Druitt Street, (three lanes), from 4pm on Sunday 21 June 2026 to 5am on Monday 22 June 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the dismantling of tower crane at 139 York Street, Sydney.

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

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

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

Transport for NSW (TFNSW) raised no objections to the Traffic Management Plan (TMP).

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

GENERAL NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS 1742.3 AND APPLICABLE TRAFFIC CONTROL DIAGRAM.
2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS 1742.3 AND APPLICABLE TRAFFIC CONTROL DIAGRAMS. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH AS 1742.3 AND APPLICABLE TRAFFIC CONTROL DIAGRAMS. ALL TRAFFIC CONTROL MEASURES SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE REQUIREMENTS OF TRANSPORT FOR NSW TCAW'S V6.1.
3. NON-APPLICABLE EXISTING SIGNAGE SHALL BE COVERED OR REMOVED WHERE REQUIRED TO AVOID CONFUSION TO ROAD USERS.
4. TEMPORARY SPEED ZONING SHALL BE APPLIED BASED ON RISK ASSESSMENT, CONSIDERING TRAFFIC CONDITIONS, WORKER PROXIMITY AND ROAD ENVIRONMENT.
5. ALL SIGNAGE AND DEVICES SHALL BE INSTALLED TO MAXIMISE VISIBILITY AND EFFECTIVENESS, CONSIDERING APPROACH SPEED AND SIGHT DISTANCE.
6. TRAFFIC CONTROLLERS AND TRAFFIC CONTROL DEVICES SHALL BE IMPLEMENTED TO MANAGE SAFE MOVEMENT OF TRAFFIC THROUGH AND AROUND THE WORKSITE.
7. REGULAR INSPECTIONS SHALL BE UNDERTAKEN TO ENSURE ALL DEVICES REMAIN EFFECTIVE AND COMPLIANT.
8. DEVICES SHALL BE REMOVED OR COVERED WHEN NO LONGER REQUIRED OR WHEN WORKS ARE NOT IN PROGRESS.

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	SAFETY BUFFER	LATERAL SHIFT TAPER
40-50 km/h	30m	15-30
60 km/h	40m	30-60
70 km/h	60m	60-90
80 km/h	60m	90-120
90 km/h	Increased buffer	Specific (risk-based)

DIMENSION "D"

- "D" SHALL BE BASED ON APPROACH SPEED AND REQUIRED SIGHT DISTANCE
- "A" MINIMUM SIGHT DISTANCE OF 1.5D SHALL BE PROVIDED WHERE TRAFFIC CONTROLLERS OR STOP/SLOW OPERATIONS ARE IN USE
- "VAL" VALUES SHOWN ARE INDICATIVE AND SHALL BE CONFIRMED BASED ON SITE-SPECIFIC CONDITIONS AND RISK ASSESSMENT.

LANE WIDTHS

- THE MIN LANE WIDTH SHALL BE 3.0m (3.5m DESIRABLE WHERE PRACTICABLE)

QUEUE MANAGEMENT PLAN

- TRAFFIC CONDITIONS AND QUEUE LENGTHS SHALL BE MONITORED, AND CONTROLS ADJUSTED AS REQUIRED TO MINIMISE DELAYS AND REDUCE THE RISK OF END-OF-QUEUE COLLISIONS.

VEHICLE MOVEMENT PLAN

- ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLER WITH THE TRAFFIC FLOW ON DESIGNATED UHF CHANNEL

CLIENT: COSMO CRANES

THIS TRAFFIC GUIDANCE SCHEME (TGS) SHALL BE READ IN CONJUNCTION WITH AS 1742.3, APPLICABLE TRAFFIC CONTROL DIAGRAMS, AUSTRALIAN GUIDE TO TEMPORARY TRAFFIC MANAGEMENT, AND TRANSPORT FOR NSW SPECIFIED LOCATION AND TO ENSURE SAFE TRAFFIC, AND PEDESTRIAN MANAGEMENT, INCLUDING MONITORING AND REVIEW. A SITE-SPECIFIC RISK ASSESSMENT SHALL BE UNDERTAKEN PRIOR TO IMPLEMENTATION OF TRAFFIC CONTROL DEVICES.



NOT TO SCALE

LOCATION:
SUBURB:
1ST CROSS ST:
2ND CROSS ST:

YORK ST
SYDNEY
MARKET ST
DURITT ST

TERM:
ROAD TYPE:
POSTED SPEED:
OPERATION:

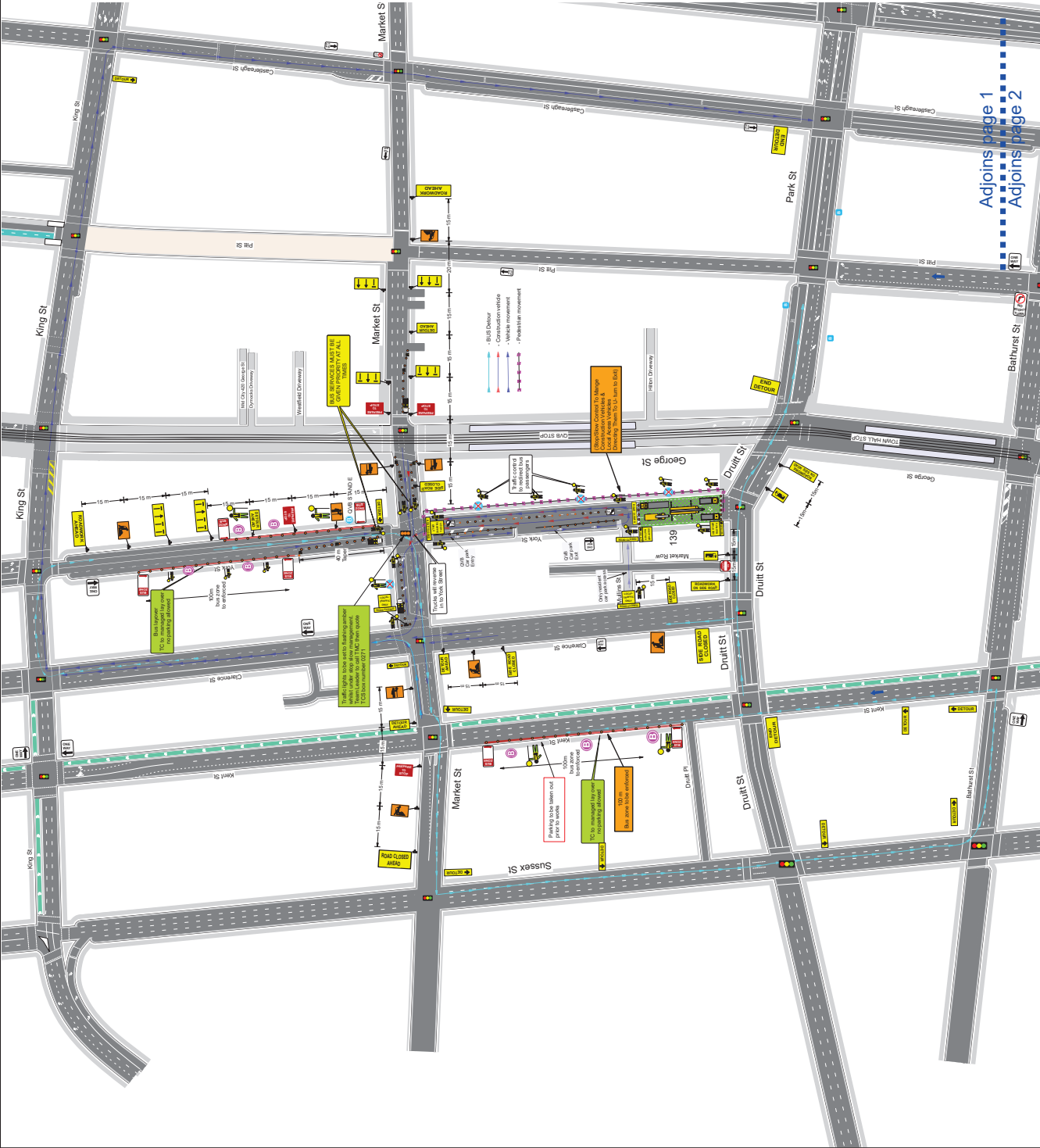
SHORT
TWO WAY
40 KPH
ROAD CLOSED
DETOUR

TOWER CRANE DISMANTLING



Web: www.borgertraffic.com
Email: sydney@borgertraffic.com
Phone: 02 9083 2081

DESIGNED BY:	BRUNA PINAFFO	06/04/24	P.146490
APPROVED BY TM DESIGNER:	MEHMET YESIL	10/04/2024	
REFERENCE ID:	BT 130401	REV	PAGE
		00	2 of 3



Item 10.**Mobile Crane - Temporary Road Closure - Goulburn Street, Haymarket****TRIM Container No.:** 2026/202064**Recommendations**

It is recommended that the Forum review the temporary road closure of Goulburn Street, Haymarket, between Pitt Street and George Street, six lanes, from 10pm Saturday 20 June 2026 to 10pm on 21 June 2026, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 27-28 June, and the 4-5,11-12,18-19,25-26 July 2026 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed [choose an item] and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (H) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

Forum Members for this Item

City of Sydney
Transport for NSW

NSW Police – Sydney City PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

Borger Traffic has applied for the temporary road closure of Goulburn Street, Haymarket, between Pitt Street and George Street, six lanes, from 10pm Saturday 20 June 2026 to 10pm on 21 June 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to set up to lift chillers on the frontage of 59 Goulburn Street.

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

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

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

Transport for NSW (TFNSW) raised no objections to the Traffic Management Plan (TMP).

Consultation

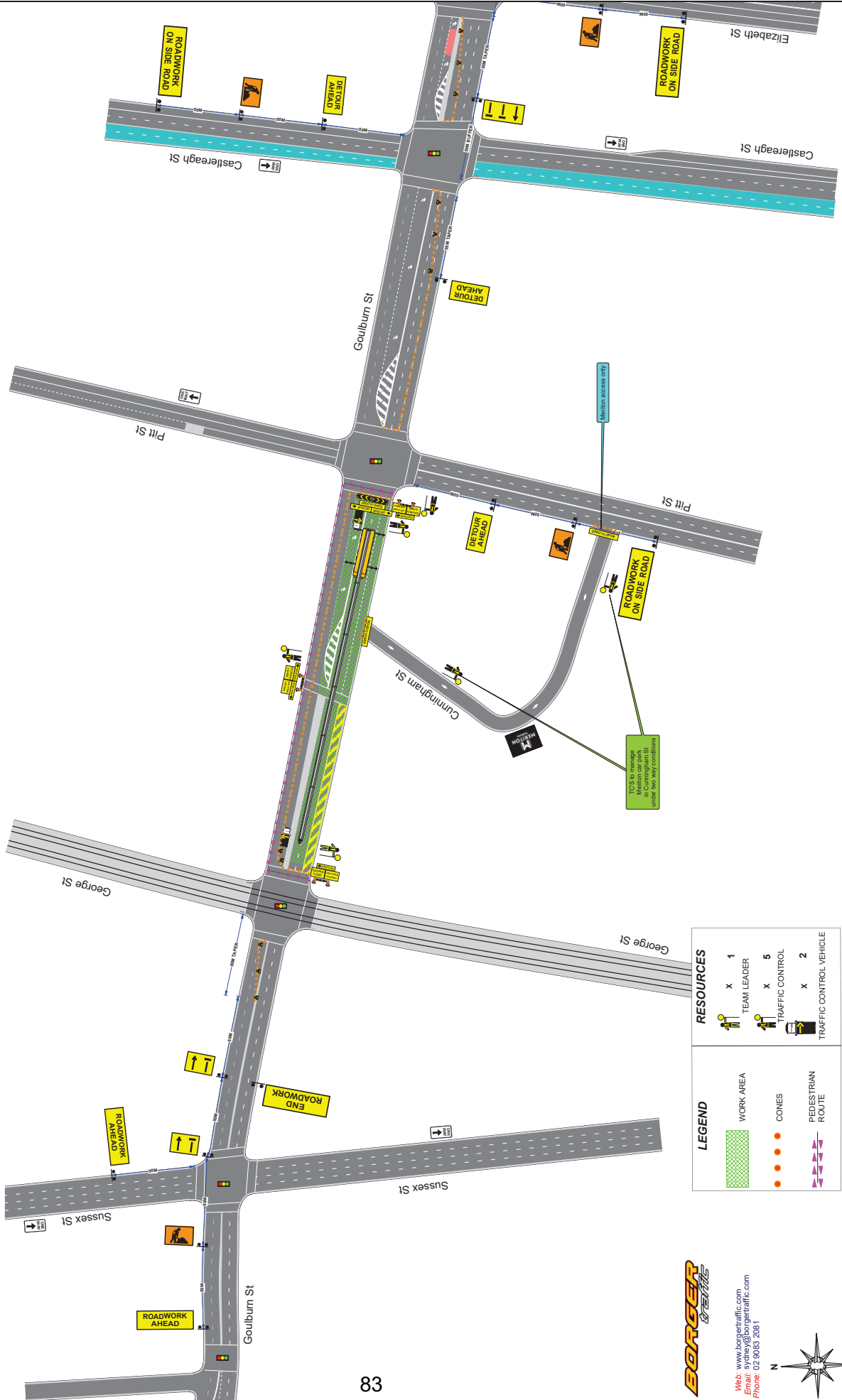
The Applicant will be required to notify affected stakeholders as stipulated in Schedule B.

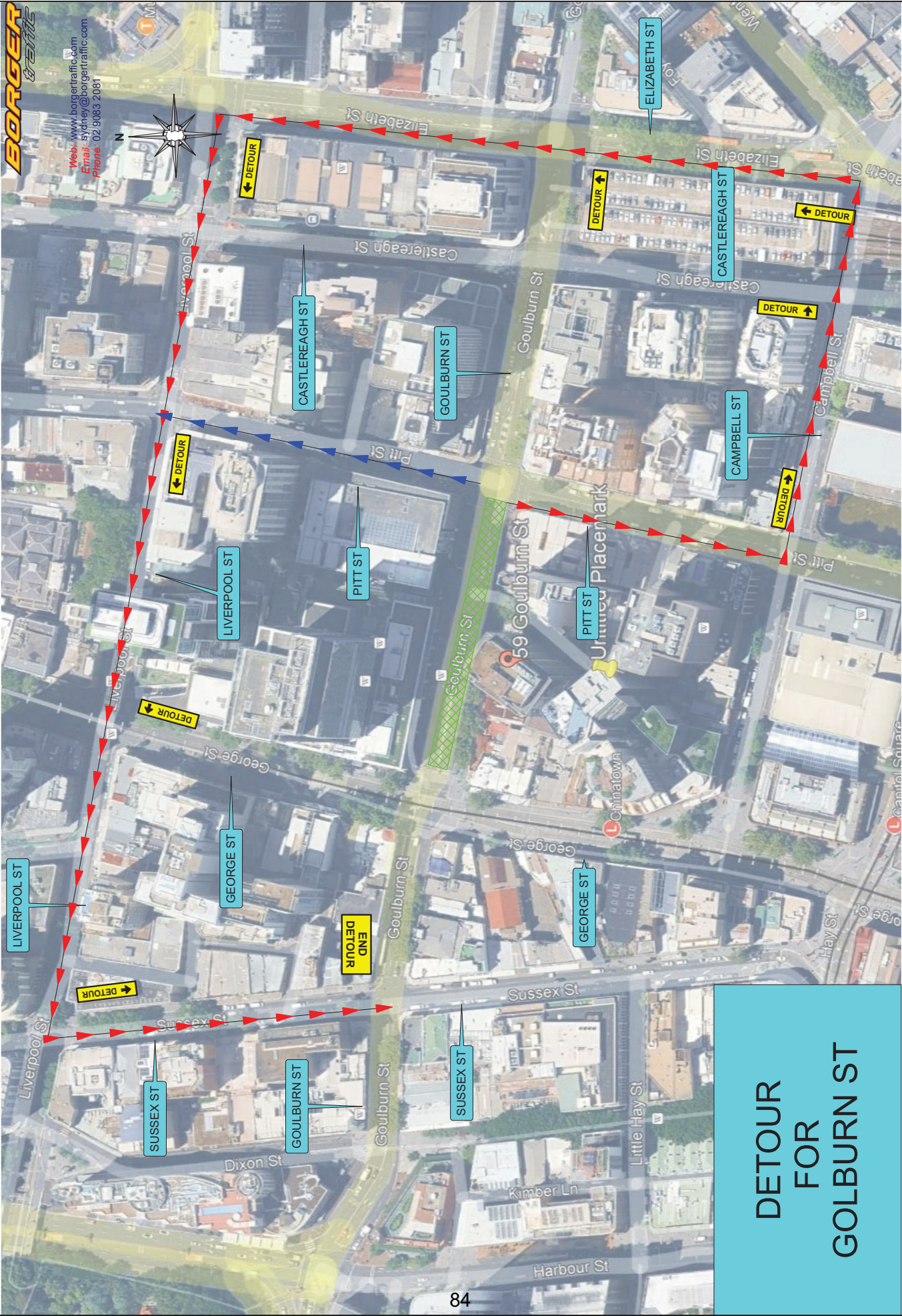
Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

REV	REVISION DESCRIPTION	TGS PLAN #	TGS 409	CLIENT:		DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET YESIL	IMPLEMENTED BY
00	SUPPLIED TO CLIENT	ROAD NAME	GOLBURN ST	BORGER CRANES		SIGNATURE		SIGNATURE		SIGNATURE
01		SUBURB	HAYMARKET	ROL REQUIRED	Y ☒ X ☐ N ☐	DATE	30.10.2025	DATE	30.10.2025	DATE
02		WORK LOCATION	ROAD CLOSURE-LC	ROAD SPEED(S)	50 KM/HR	CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #





Item 11.**Mobile Crane - Temporary Closure - Pitt Street Haymarket****TRIM Container No.: 2026/201848****Recommendations**

It is recommended that the Forum review the temporary road closure of Pitt Street, Haymarket, between Campbell Street and Goulburn Street (four lanes), from 9pm Saturday 11 July to 9pm Sunday 12 July 2026, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 18th and 25th of July, 1st, 8th and the 15th of August 2026 as contingency dates.
- (D) The Applicant must contact the Sydney City PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns

Forum Members for this Item

City of Sydney
Transport for NSW

NSW Police – Sydney City PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

Borger Traffic has applied for the temporary road closure of Pitt Street, Haymarket, between Campbell Street and Goulburn Street (four lanes), from 9pm Saturday 11 July to 9pm Sunday 12 July 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used to install a tower crane on the frontage of 410 Pitt Street, Haymarket.

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

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

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

Transport for NSW (TfNSW) raised no objections to the Traffic Management Plan (TMP).

Consultation

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

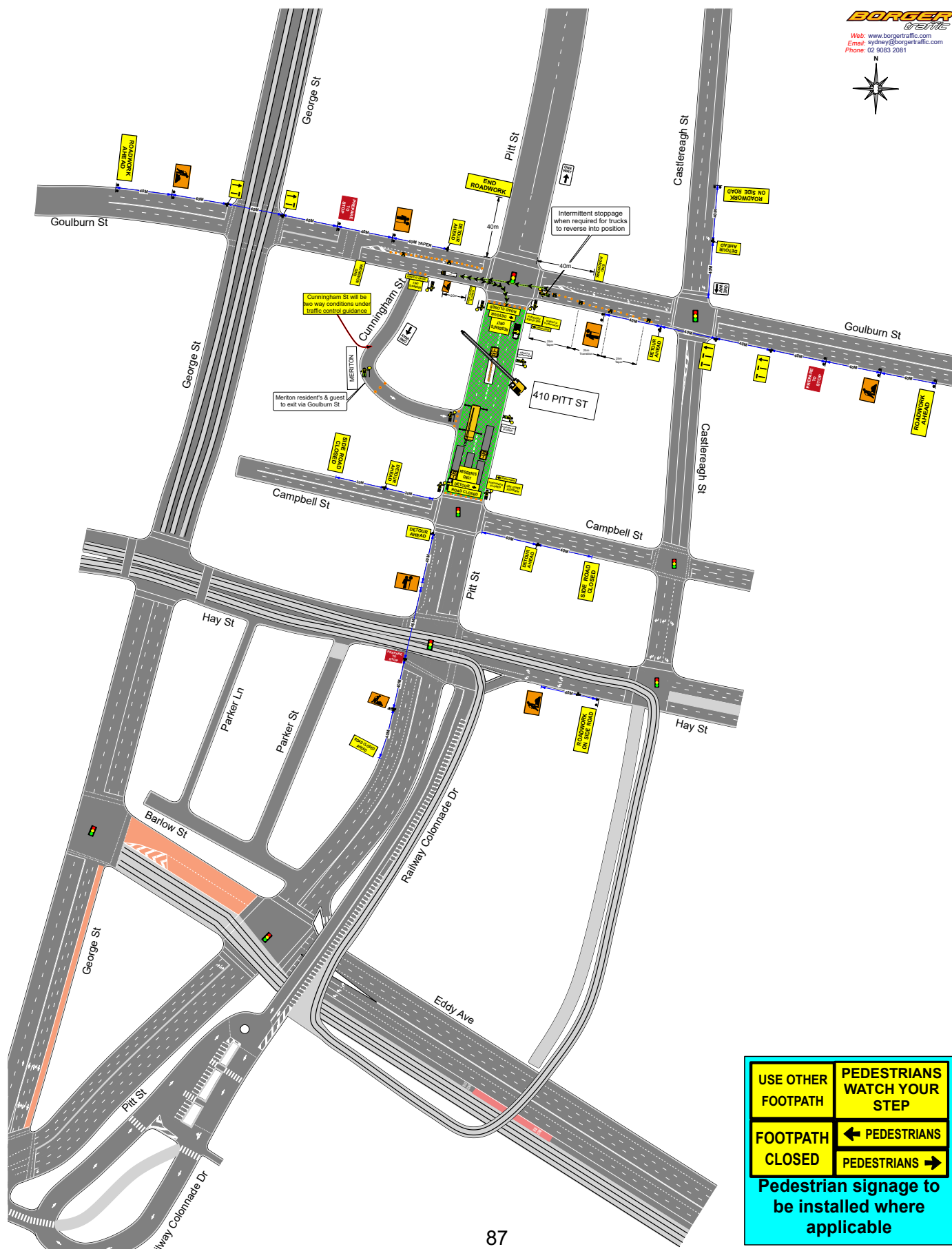
Financial

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

SHAN SHANMUGALINGAM, TECHNICAL SUPPORT OFFICER

REV	REVISION DESCRIPTION	TGS PLAN #	TGS-0536	CLIENT:	DESIGNED BY	S. KOLIMI	APPROVED BY	MEHMET.YESIL	IMPLEMENTED BY
00	SUPPLIED TO CLIENT	ROAD NAME	410 PITT ST	BORGER CRANES	SIGNATURE		SIGNATURE		SIGNATURE
01		SUBURB	SYDNEY	ROL REQUIRED	DATE	26.03.2026	DATE	26.03.2026	DATE
02		WORK LOCATION	ROAD CLOSURE -SS	ROAD SPEED(S)	CERTIFICATE #	TCT0065537	CERTIFICATE #	TCT1003170	CERTIFICATE #

BORGER
TRAFFIC
Web: www.borgertaffic.com
Email: sydney@borgertaffic.com
Phone: 02 9083 2081

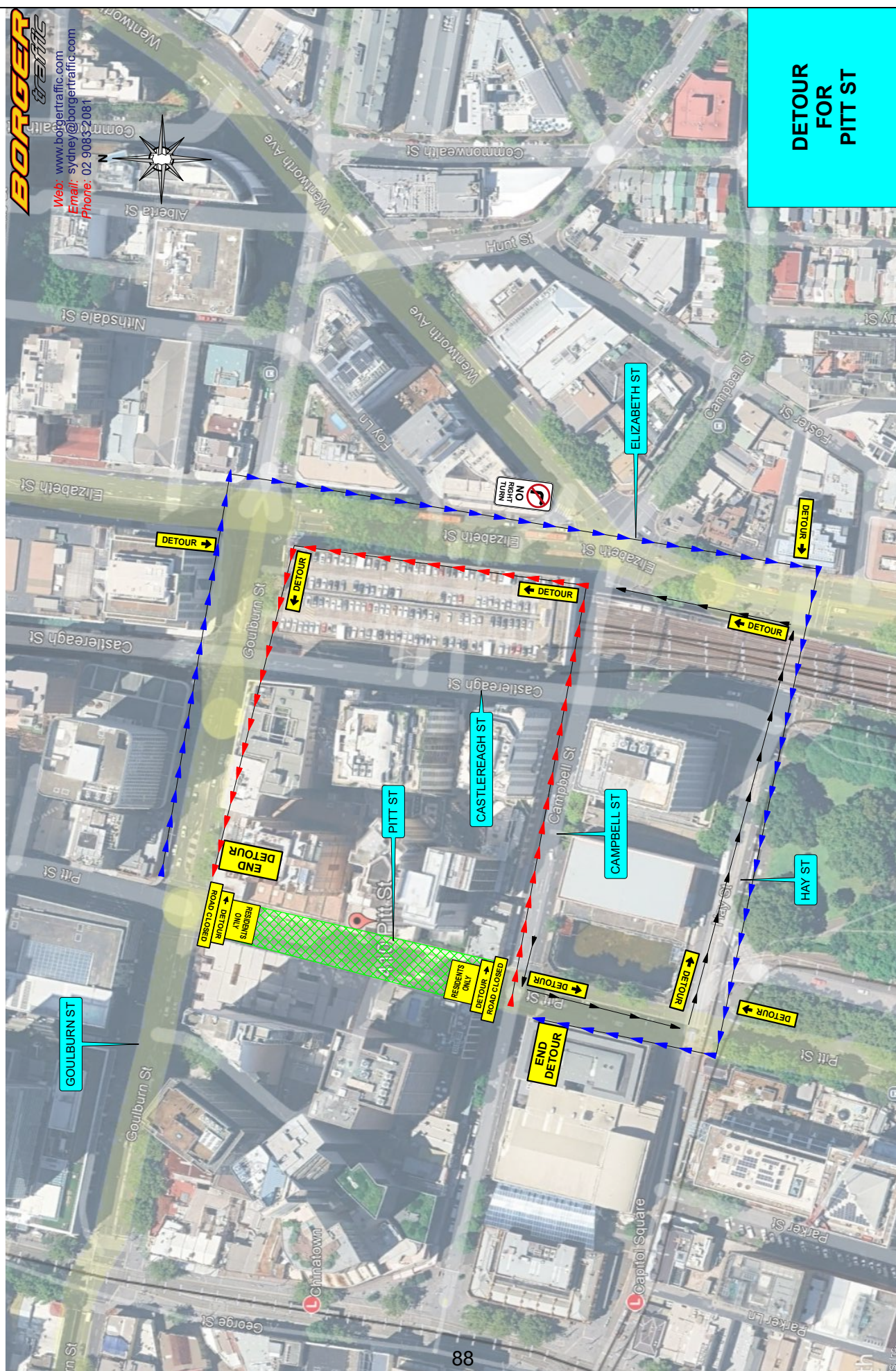


USE OTHER FOOTPATH	PEDESTRIANS WATCH YOUR STEP
FOOTPATH CLOSED	PEDESTRIANS ←
	PEDESTRIANS →

Pedestrian signage to be installed where applicable



**DETOUR
FOR
PITT ST**



Item 12.**Mobile Crane - Temporary Road Closure - Nimrod Street, Darlinghurst****TRIM Container No.: 2026/192308****Recommendations**

It is recommended that the Forum review the temporary road closure of Nimrod Street, Darlinghurst, between Craigend Street and Surrey Street, (two lanes), from 7:30am to 5:30pm on Thursday 4 June 2026, subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 17 June 2026 as a contingency date.
- (D) The Applicant must contact the Kings Cross PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed.
- (G) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Kings Cross PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

Structure Australia has applied for the temporary road closure of Nimrod Street, Darlinghurst, between Craigend Street and Surrey Street, (two lanes), from 7:30am to 5:30pm on Thursday 4 June 2026.

Comments

The proposed temporary road closure is required to allow a mobile crane to be used for the installation of precast concrete to 10-12 Nimrod Street, Darlinghurst.

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

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

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

Transport for NSW (TfNSW) raised no objections to the Traffic Management Plan (TMP).

Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR

Date: 2/03/2026 Author: Matthew Piper Project: Structure 12 Nimrod Street Darlinghurst

Comments:

Crane Lift on Nimrod Street
Partial Road Closure
Pedestrians/Vehicles to be guided around works
Traffic Controller to communicate via two way radios



Haper Sydney Pty Ltd
1300 405 223

e: matthew@haper.com.au

Legend

- Concrete Pump
- Cone
- Traffic Controller
- Work Area

SafeWork NSW

**WORK HEALTH & SAFETY
TRAFFIC CONTROL WORK**

**Matthew John
PIPER**

Card No:
TCT0048709

Date of Issue:
31/07/2015

Type of traffic control work:
IMP PWZ TCR

D.O.B:
17/04/1992

Signs Spacing's	
Estimated Speed Of Traffic (D)	Dimension Range
0-40km	0-5m
50km	15-50m
60km	45-60m
70km	70m
80km	80m
90km	90m
100km	100m



Item 13.**Road Works - Temporary Road Closure - Mitchell Road, Erskineville**

TRIM Container No.: 2026/246760

Recommendations

It is recommended that the Forum review the temporary partial road closure of the northbound travel lane on Mitchell Road, Erskineville between Sydney Park Road and Maddox Street, (two lanes), from 9am to 4pm Monday to Saturday from Monday 25 May 2026 to Tuesday 30 June 2026. Access for buses and construction vehicles travelling northbound will be maintained and access provided through Stop and Go controls.

The southbound travel lane will not be affected by the closure and will have full access of Mitchell Rd with the assistance of a Stop and Go controls around the worksite.

The partial road closure is subject to the following conditions:

- (A) The Applicant must comply with the temporary road closure conditions as mentioned in Schedule B of this agenda.
- (B) The Applicant must comply with any other conditions imposed by City's Construction Regulation Unit.
- (C) The Applicant has indicated the 30 June 2026 - 30 July 2026 as contingency dates.
- (D) The Applicant must contact the South Sydney PAC to discuss deployment of user pay police for the road closure.
- (E) The Applicant is to obtain a Road Occupancy Licence from the Transport Management Centre prior to commencement of works.
- (F) The Applicant must provide a telephone number of the supervisor responsible for the proposed closure and include contact details in the notification letters to be distributed to affected stakeholders.
- (G) The Applicant must contact relevant Bus Operators and arrange and pay for the rerouting of bus services around the closure, the temporary relocation of bus stops and any additional staff required.
- (H) The Applicant must contact all shared e-bike operators within the City of Sydney Local Government Area to discuss the management of shared e-bikes within and around the event footprint. This includes, but is not limited to, the identification of any requirements for temporary geofencing, restricted parking/drop-off zones, or the relocation of bikes to ensure they do not obstruct road closures, event operations, or present safety concerns

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – South Sydney PAC
Representative for the Member for Heffron, Newtown

Advice

Advice will be updated after the meeting.

Background

ARA Electrical High Voltage Services has applied for the temporary partial road closure of the northbound travel lane on Mitchell Road, Erskineville between Sydney Park Road and Maddox Street, (two lanes), from 9am to 4pm Monday to Saturday from Monday 25 May 2026 to Tuesday 30 June 2026. Access for buses and construction vehicles travelling northbound will be maintained and access provided through Stop and Go controls.

The southbound travel lane will not be affected by the closure and will have full access of Mitchell Rd with the assistance of a Stop and Go controls around the worksite.

Comments

The proposed temporary partial road closure is required to enable to allow electrical works along the frontage of 155 Mitchell Road, Erskineville.

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

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

The temporary road closure will not affect any other properties, as local access will be provided at all times and alternative access routes are available nearby.

Transport for NSW (TfNSW) raised no objections to the Traffic Management Plan (TMP).

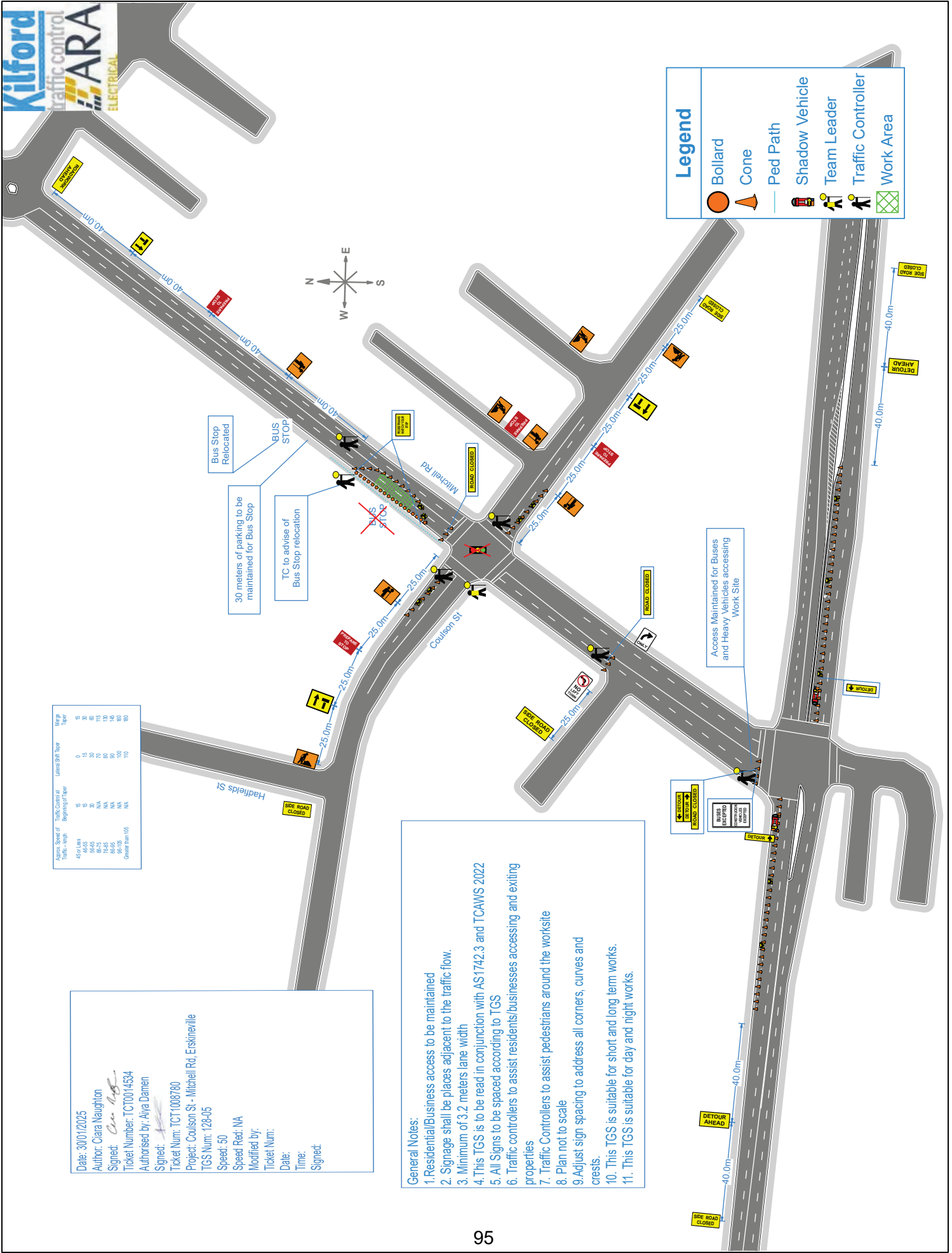
Consultation

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

Financial

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

CLAUDIA CALABRO, TRAFFIC WORKS COORDINATOR





Item 14.**Parking - No Parking 8am-6pm Mon-Fri Stolen Generations Council NSW/ACT Inc. & Aboriginal Children's Service Vehicles Excepted - James Street, Redfern**

TRIM Container No.: 2026/216246

Recommendations

It is recommended that the Forum review the reallocation of parking on the southern side of James Street, Redfern between the points 14 metres and 26 metres (two car spaces) west of George Street as:

- "No Parking 8am-6pm Mon-Fri Stolen Generations Council NSW/ACT Inc. & Aboriginal Children's Service Vehicles Excepted" and
- "1P 6-8pm Mon-Fri Permit Holders Excepted Area 41".

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – South Sydney PAC
Representative for the Member for Newtown

Advice

Advice will be updated after the meeting.

Background

The Stolen Generations Council NSW/ACT Inc. & Aboriginal Children's Service, located at 18 George Street, Redfern, has requested consideration for the provision of dedicated parking spaces for the organisation's operational vehicles. The request is intended to support key service activities, including member and child pick-up and drop-off, delivery of community programs, and meeting client and operational needs. The provision of dedicated

parking would improve safe, efficient, and reliable access for clients, community members, staff, and volunteers.

In response to this request, it is proposed to convert two existing parking spaces in James Street, adjacent to the frontage of the organisation's premises, to dedicated parking for use by the Stolen Generations Council NSW/ACT Inc. & Aboriginal Children's Service. This proposal is intended to better accommodate the organisation's operational requirements while maintaining appropriate on-street parking needs.

The proposal aligns with the City of Sydney's Inclusion (Disability) Action Plan 2025–2029, particularly the objective of creating "liveable communities" by reducing barriers to access and improving on-street accessible parking and safe drop-off arrangements near key social infrastructure.

Dedicated parking close to the premises supports equitable participation, dignity, and independence for people with disability and older community members, consistent with the City's commitments to inclusion, reconciliation, and social sustainability. These considerations, together with the significant community benefit provided by the services delivered from the site, have been considered in the assessment of the proposal.

Comments

The kerb space on the southern side of James Street, Redfern between George Street and Renwick Street, where the changes are proposed, is currently signposted as "1P 8am-8pm Mon-Fri Permit Holders Excepted Area 41".

Following the request from the Stolen Generations Council NSW/ACT Inc. & Aboriginal Children's Service, it is proposed to reallocate two parking spaces to "No Parking 8am-6pm Mon-Fri Stolen Generations Council NSW/ACT Inc. & Aboriginal Children's Service Vehicles Excepted" and "1P 6-8pm Mon-Fri Permit Holders Excepted Area 41".

After 8pm on weekdays and at all times on weekends, the parking spaces will operate as unrestricted parking, consistent with the existing parking conditions.

Consultation

The City consulted local residents and businesses in the area. There were 289 letters sent out with one response supporting the proposal and nine responses opposing the proposal.

A summary of the submissions is outlined in the following table:

No.	Support / Objection	Summary of Submission	COS Response
1	Support	Submission supports the proposal, advising that the off-site parking is required for a volunteer-led community food relief	The City notes the submission in support of the proposal and the clarification that the off-street parking space is required to undertake key operational activities and is

No.	Support / Objection	Summary of Submission	COS Response
		program and cannot be used for parking. The submission also states that two dedicated on-street spaces are needed to support essential operations, time-sensitive deliveries, volunteer coordination, and safe, accessible access for Elders, Stolen Generations survivors, families, and people with mobility needs, consistent with Council's social inclusion and reconciliation objectives.	not available for vehicle parking. - The City also notes the organisation's operational need for dedicated on-street parking close to the property to support deliveries, volunteer coordination, and safe, accessible access for Elders, Stolen Generations survivors, families, and people with mobility needs. - The submission has been considered, along with the community benefit provided by the services delivered from the site, in assessing the proposal and its alignment with the City's Access and Inclusion policy.
2	Objection	Submission objects to the proposed parking changes -	- The City acknowledges the reduction in on-street parking availability for residents during weekday business hours. - However, the proposed parking spaces will revert to the existing permit and unrestricted parking arrangements during evenings and weekends.
3	Objection	Submission objects to the parking changes, citing reduced parking availability in the area and associated accessibility, health, and safety concerns for senior residents who require close access to their vehicles.	- The City acknowledges the reduction in on-street parking availability for residents during weekday business hours. - However, the proposed parking spaces will revert to the existing permit and unrestricted parking

No.	Support / Objection	Summary of Submission	COS Response
			arrangements during evenings and weekends. This ensures resident parking access is maintained outside operational hours, while enabling the provision of dedicated parking to support the essential service delivery requirements of the Stolen Generations Council NSW/ACT Inc. and Aboriginal Children's Service.
4	Objection	- Submission objects to the proposal due to ongoing loss of on-street parking from recent area changes, concerns about granting exclusive use of public parking to a single organisation, and impacts on resident access. - The submissions also states that the property has off-street parking and should be using this space instead of an on-street parking space.	- The City acknowledges the concerns raised regarding on-street parking availability and cumulative impacts in the area. - The Stolen Generations Council NSW/ACT Inc. and Aboriginal Children's Service have advised that the existing off-street parking cannot be used for vehicle parking, as it is required for essential operational purposes, including food distribution and service delivery, and is therefore not feasible for parking. - The organisation operates as a charitable service provider rather than a residential use and is not eligible for residential parking permits. - While the City does not generally provide dedicated parking for businesses, it does allocate parking to community and charitable

No.	Support / Objection	Summary of Submission	COS Response
			organisations where there is a demonstrated operational need for parking to support service delivery. The proposed dedicated parking is required to meet the operational needs of the Stolen Generations Council NSW/ACT Inc. and Aboriginal Children's Service, including safe and efficient access for clients, staff, and volunteers.
5	Objection	- Submission objects to the proposal due to loss of on-street parking, high non-resident parking demand from local activities, and limited off-street parking for residents. - Raises concern about creating an exception for one organisation and notes the organisation has off-site parking. - Proposes issuing parking permits instead of dedicating on-street spaces.	- The City acknowledges the concerns raised regarding on-street parking availability and cumulative impacts in the area. - The Stolen Generations Council NSW/ACT Inc. and Aboriginal Children's Service have advised that the existing off-street garage cannot be used for vehicle parking, as it is required for essential operational purposes, including food distribution and service delivery, and is therefore not feasible for parking. - The organisation operates as a charitable service provider rather than a residential use and is not eligible for residential parking permits. - While the City does not generally provide dedicated parking for businesses, it does allocate parking to community and charitable organisations where there is a demonstrated

No.	Support / Objection	Summary of Submission	COS Response
			operational need for parking to support service delivery. The proposed dedicated parking is required to meet the operational needs of the Stolen Generations Council NSW/ACT Inc. and Aboriginal Children's Service, including safe and efficient access for clients, staff, and volunteers.
6	Objections	- Submission objects to the proposal, stating existing parking shortages in Area 41, impacts on residents' daily activities, safety and wellbeing. - The submission notes that the property has off-street parking.	- The City acknowledges the concerns raised regarding on-street parking availability and cumulative impacts in the area. - The Stolen Generations Council NSW/ACT Inc. and Aboriginal Children's Service have advised that the existing off-street garage cannot be used for vehicle parking, as it is required for essential operational purposes, including food distribution and service delivery, and is therefore not feasible for parking. - The organisation operates as a charitable service provider rather than a residential use and is not eligible for residential parking permits. - While the City does not generally provide dedicated parking for businesses, it does allocate parking to community and charitable organisations where there is a demonstrated operational need for parking to support service delivery.

No.	Support / Objection	Summary of Submission	COS Response
			The proposed dedicated parking is required to meet the operational needs of the Stolen Generations Council NSW/ACT Inc. and Aboriginal Children's Service, including safe and efficient access for clients, staff, and volunteers.
7	Objection	- The submission objects to the parking changes due to existing parking constraints in the area, concerns precedent in allocating exclusive on-street parking to a single organisation, and a perceived lack of demonstrated need given existing on-site facilities. - Requests greater transparency, resident consultation, and reconsideration to prioritise broader community parking needs.	- The City acknowledges the concerns raised regarding on-street parking availability and cumulative impacts in the area. - The Stolen Generations Council NSW/ACT Inc. and Aboriginal Children's Service have advised that the existing off-street garage cannot be used for vehicle parking, as it is required for essential operational purposes, including food distribution and service delivery, and is therefore not feasible for parking. - The organisation operates as a charitable service provider rather than a residential use and is not eligible for residential parking permits. - While the City does not generally provide dedicated parking for businesses, it does allocate parking to community and charitable organisations where there is a demonstrated operational need for parking to support service delivery. - The proposed dedicated parking is required to meet the operational needs of the Stolen Generations Council

No.	Support / Objection	Summary of Submission	COS Response
			NSW/ACT Inc. and Aboriginal Children's Service, including safe and efficient access for clients, staff, and volunteers. The City have consulted on the parking changes and all submissions provided are included in this report.
8	Objections	- The submission objects to the proposal as the property has off-street parking, - The submission also raises concerns about further loss of resident parking and notes the area is well serviced by public transport, which should be prioritised.	- The City acknowledges the concerns raised regarding on-street parking availability and cumulative impacts in the area. - The Stolen Generations Council NSW/ACT Inc. and Aboriginal Children's Service have advised that the existing off-street garage cannot be used for vehicle parking, as it is required for essential operational purposes, including food distribution and service delivery, and is therefore not feasible for parking. - Many of the organisation's activities involve regular pick-up and drop-off of members and children, some of whom have accessibility or mobility requirements. - In these circumstances, travel by public transport may not be feasible. As such, the provision of dedicated parking in close proximity to the premises is necessary to support safe, efficient access for clients, carers, and staff and to enable the effective delivery

No.	Support / Objection	Summary of Submission	COS Response
			of essential community services.
9	Objection	The submission raises concerns about existing pressure on on-street parking in the area, citing limited resident parking, loss of spaces due to bicycle lanes, car share and scooter parking, and anticipated future development nearby which is expected to further increase parking demand.	- The City acknowledges the concerns raised regarding existing parking pressures in the vicinity of James Street and George Street. - The proposal seeks to balance these pressures while supporting the operational requirements of an essential charitable service that relies on proximate parking to deliver community programs and provide safe access for its clients, staff, and volunteers. - The proposed parking spaces will revert to the existing permit and unrestricted parking arrangements during evenings and weekends.
10	Objection	- The submission objects to the proposal citing cumulative impacts on already limited resident parking and further parking pressure from nearby businesses. - Raises concern that dedicated business parking would further disadvantage rate-paying residents who already struggle to find parking.	- The City acknowledges the concerns raised regarding existing parking pressures in the vicinity of James Street and George Street. - The proposal seeks to balance these pressures while supporting the operational requirements of an essential charitable service that relies on proximate parking to deliver community programs and provide safe access for its clients, staff, and volunteers. - The proposed parking spaces will revert to the existing permit and unrestricted parking

No.	Support / Objection	Summary of Submission	COS Response
			arrangements during evenings and weekends.

Financial

Funds are available in the current budget.

GANESH VENGADASALAM, A/TRAFFIC MANAGER - SOUTH

Proposal

James Street, Redfern Proposed parking changes



Existing

■ No Stopping

■ No Parking

1P

■ 8am-8pm Mon-Fri

■ Permit Holders Excepted

Area 41

Proposed

No Parking

8am-6pm Mon-Fri

Stolen Generations Council NSW/ACT Inc. &

Aboriginal Children's Service Vehicles Excepted

1P

6-8pm Mon-Fri

Permit Holders Excepted

Area 41

Item 15.**Parking - On Street Bike Parking - LGA Wide - May 2026**

TRIM Container No.: X022545.009

Recommendations

It is recommended that the Committee review the installation of "Bicycle Parking Only" and "No Stopping Bicycles Only" signs at 31 sites across the City of Sydney Local Government Area, as shown in the attached table and plans.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Sydney City PAC, Leichhardt PAC, South Sydney PAC, Surry Hills PAC, Inner West PAC, Kings Cross PAC
Representative for the Member for Sydney, Heffron, Balmain, Newtown

Advice

Advice will be updated after the meeting.

Background

The City of Sydney supports share bikes as a sustainable, low-cost transport option for everyday travel and deliveries. Use has grown rapidly, with 3.7 million trips in 2025 (a 91% increase from 2024). However, the rise in share bike and food delivery use has led to more bikes parked on footpaths in busy pedestrian areas. The community is requesting that these bikes be parked on the road to protect footpath amenity.

Comments

To reduce impacts on the footpath for people walking and to reduce footpath clutter, it is preferable to park share bikes and food delivery bikes in the carriageway, prioritising the reallocation of "No Stopping" and "No Parking" zones. This is consistent with the City's policies and strategies including:

- Neighbourhood On-Street Parking Policy - Section 7, Central Sydney Parking policy – Section 2.10;
- City Cycling Strategy and Action Plan – Priority 1, Item 1.5; and
- The City for Walking Action Plan – continuing the vision – Principle A1.

Proposed locations for designated on-street bike parking areas, associated kerbside changes, and the parking capacity at each site are summarised in Attachment 1.

A plan of each proposed bike parking area is included in Attachment 2 to this report. The reference numbers in Attachment 1 correspond to the plan for each site.

The proposed sites include bicycle parking within statutory 'No Stopping' zones adjacent pedestrian crossings (NSW Road Rule 172) and both signalised and unsignalised intersections (NSW Road Rule 170). These rules permit variations to the minimum 'No Stopping' distances based on the presence of a permissive parking sign. The installation of these signs is subject to assessment by the applicable roads authority and technical advice from this forum. In selecting these sites, assessment has been undertaken including vehicle tracking / swept paths and relevant sight distance metrics in accordance with methodology specified in Austroads Guidelines. Risk and constructability and maintenance assessments will also be undertaken prior to installation. The proposed sites also include the reallocation of timed, metered and unrestricted parking space.

As part of the operation of these parking spaces, share bike operators are responsible for:

- Educating users and using geofencing to ensure appropriate parking;
- Monitoring bikes in the City of Sydney and removing those causing obstructions or that are parked incorrectly;
- Displaying clear contact details on each bike for public reporting or incident response; and
- Holding third-party insurance to cover property damage caused by share bikes.

Consultation

The City will notify local residents and businesses by installing a notice on the No Stopping, No Parking and respective parking signs at each proposed location. The number of responses received, including any objections, shall be summarised in Attachment A which will be updated prior to the committee meeting.

The content of this sign has been developed in collaboration with the City's Communication and Engagement Team and is shown below.

- We want share bike riders to park in designated spaces.

- We'll convert this "No Stopping" zone or "No Parking Zone" or "Parking Zone" to help keep footpaths clear.
- For more information about the proposal, please visit (insert city of Sydney webpage and QR code).

Financial

Funds are available in the current budget.

ALEXANDER SAUNDERS, SENIOR TRAFFIC ENGINEER

TEGAN MITCHELL, MANAGER MAJOR TRANSPORT PROJECTS

SAM DICKINSON, PROJECT OFFICER

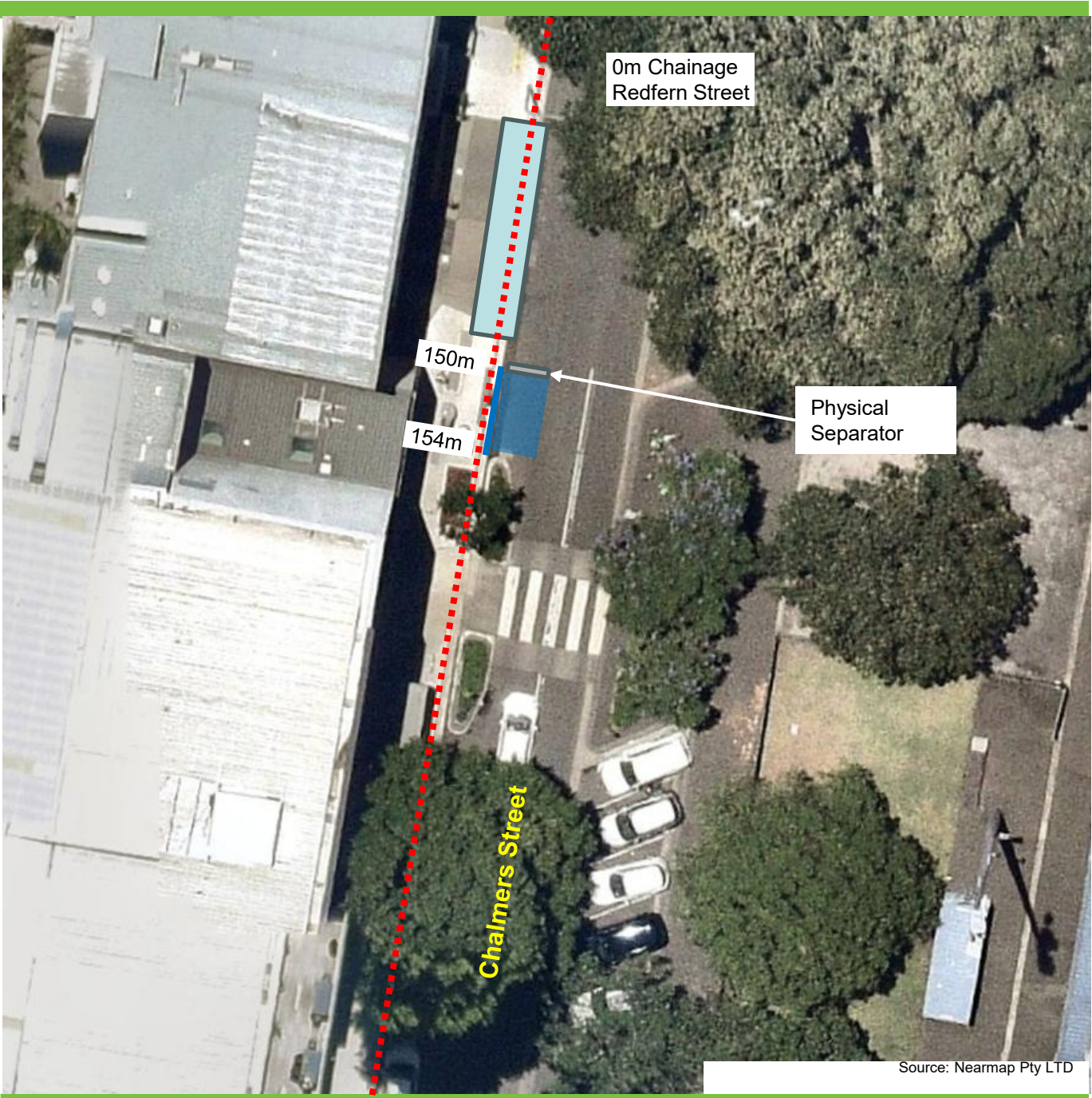
Location: Redfern Park 1 - Phillip Street, Redfern



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ Car Share Space
 - ■ ■ 4P

- Proposed**
- Bike Parking Area

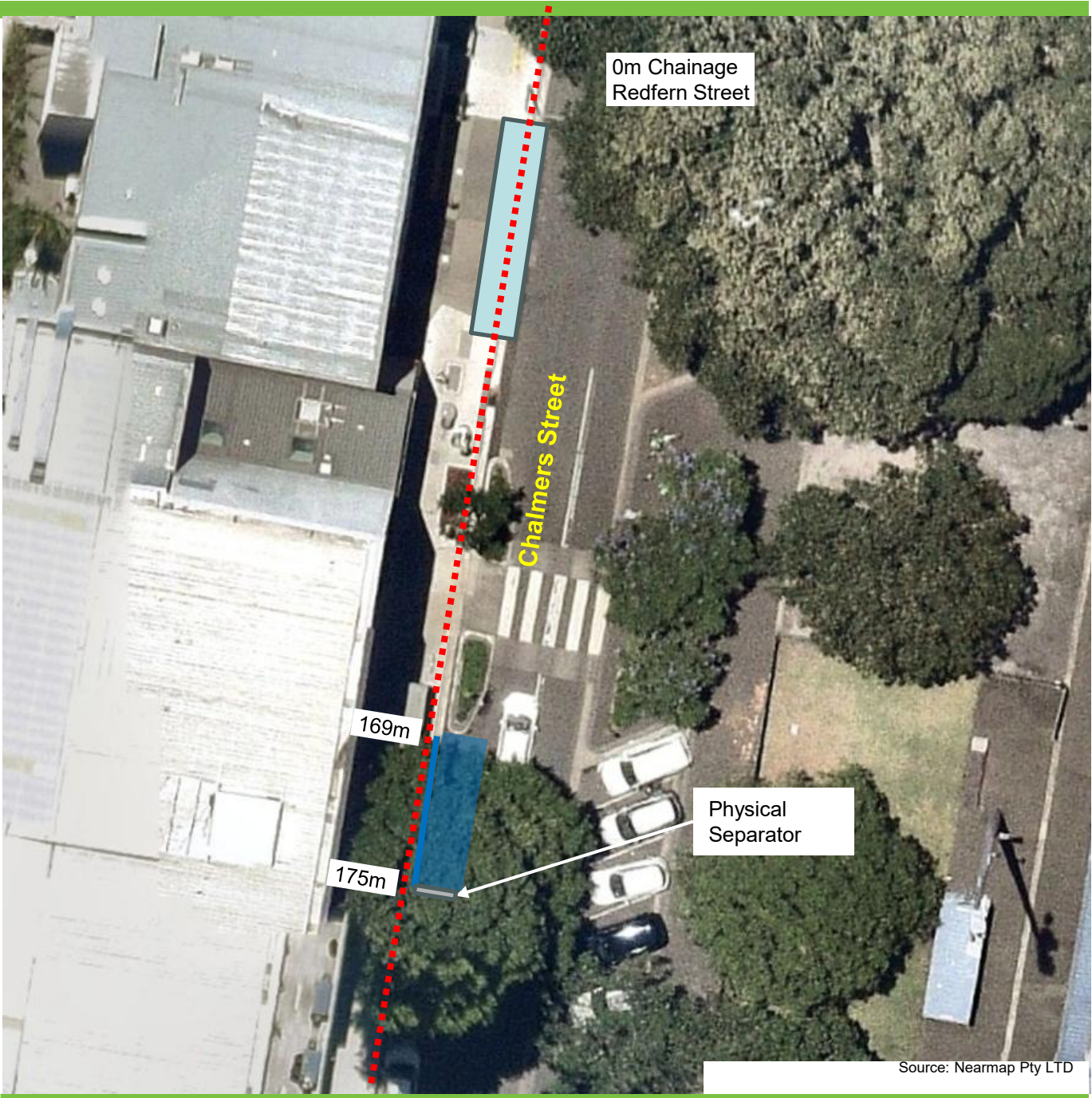
Location: Redfern Park 2 - Chalmers Street, Redfern



Existing
■ ■ ■ "No Stopping"
■ Driveway

Proposed
■ Bike Parking Area

Location: Redfern Park 3 - Chalmers Street, Redfern



Existing
■ ■ ■ "No Stopping"
■ Driveway

Proposed
■ Bike Parking Area

Location: 187 Macquarie St, Sydney



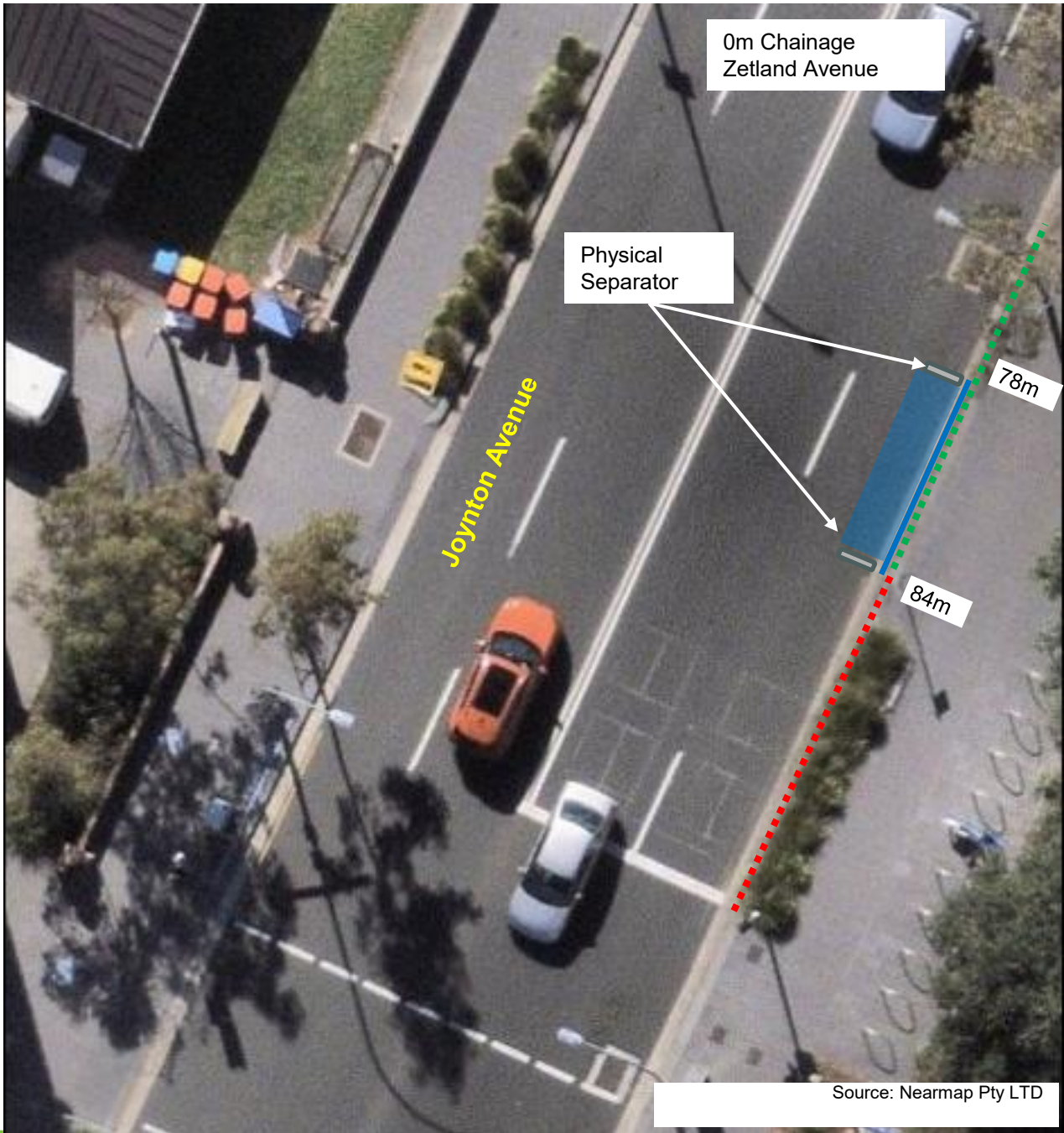
Existing

-  "No Stopping"
-  Driveway

Proposed

-  Bike Parking Area

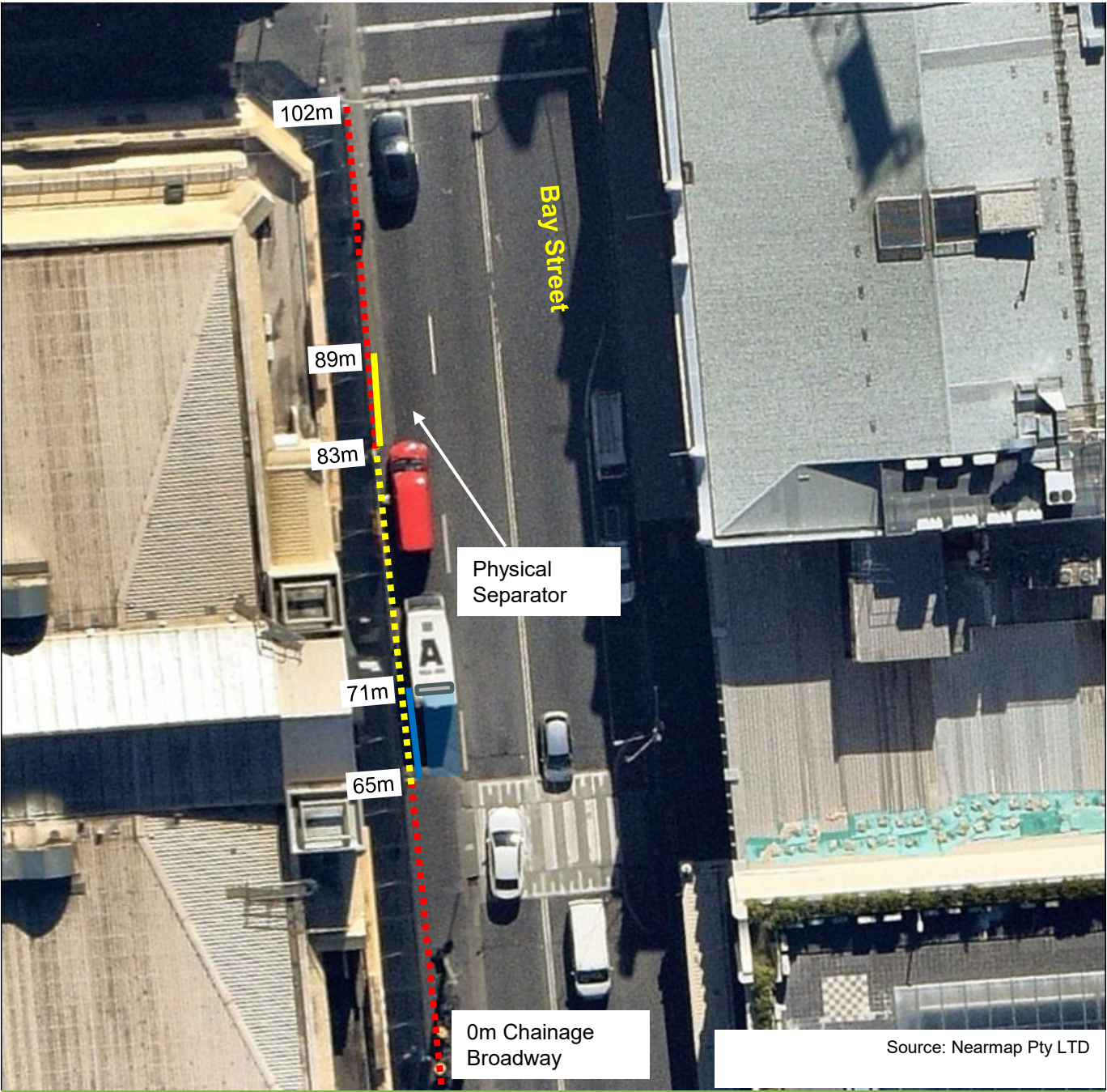
Location: 140 Joynton Avenue, Zetland



Existing
■ ■ ■ "No Stopping"
■ ■ ■ Parking

Proposed
■ Bike Parking Area

Location: 1 Bay Street, Glebe



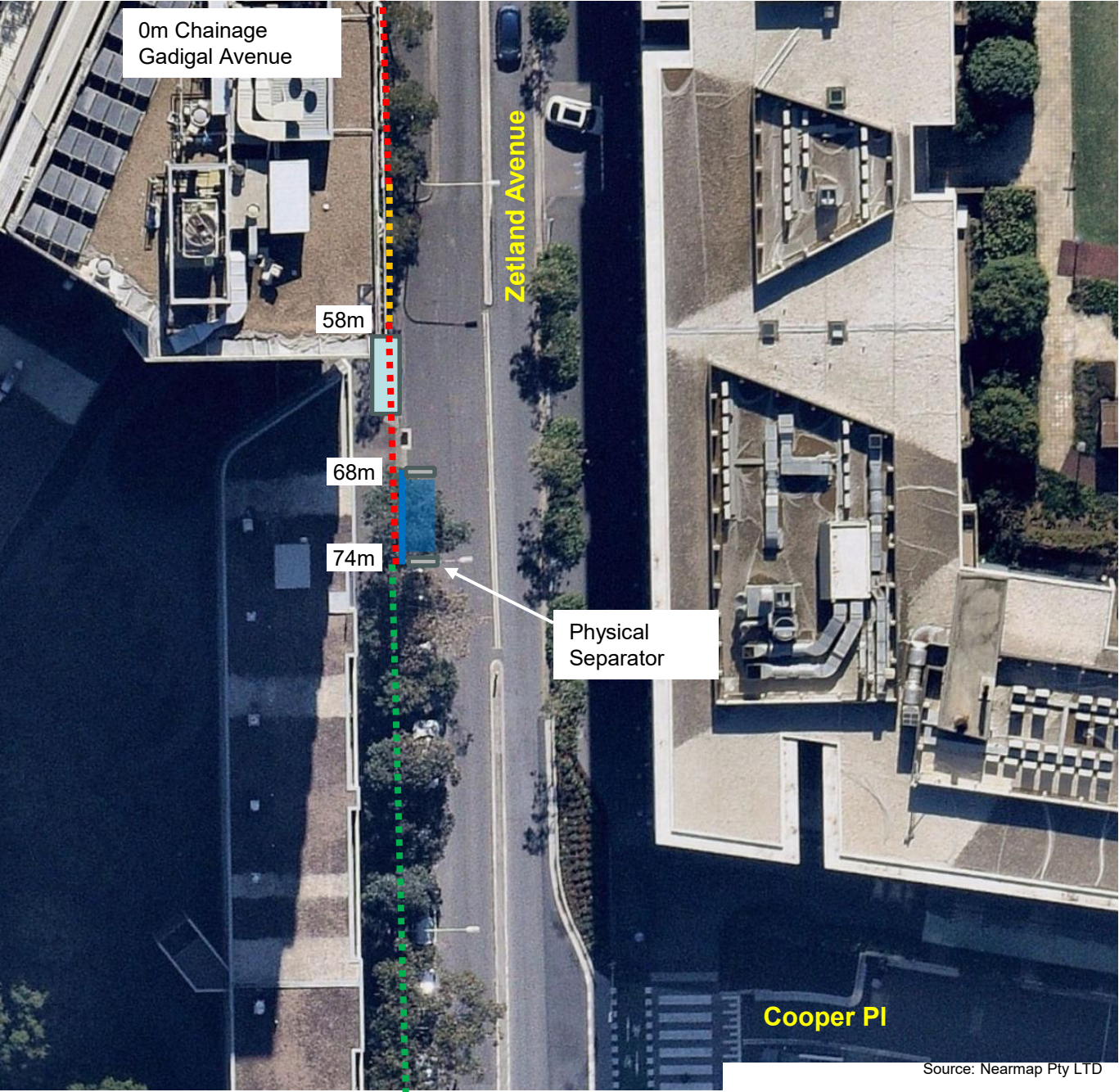
Existing

- ■ ■ "No Stopping"
- ■ ■ "No Stopping Aus Post Vehicles and Council Vehicles Excepted – 5 minute limit"

Proposed

- Bike Parking Area

Location: 2 Defries Avenue, Zetland



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ "No Parking"
 - ■ ■ 4P Parking
 - Driveway

- Proposed**
- Bike Parking Area

Location: 130 Harris Street, Pyrmont



Existing

- ■ ■ "No Parking"
- ■ ■ Car share parking
- ■ ■ Bus Zone
- ■ ■ Loading/ticketed parking
- ■ ■ Mail Zone

Proposed

- Bike Parking Area

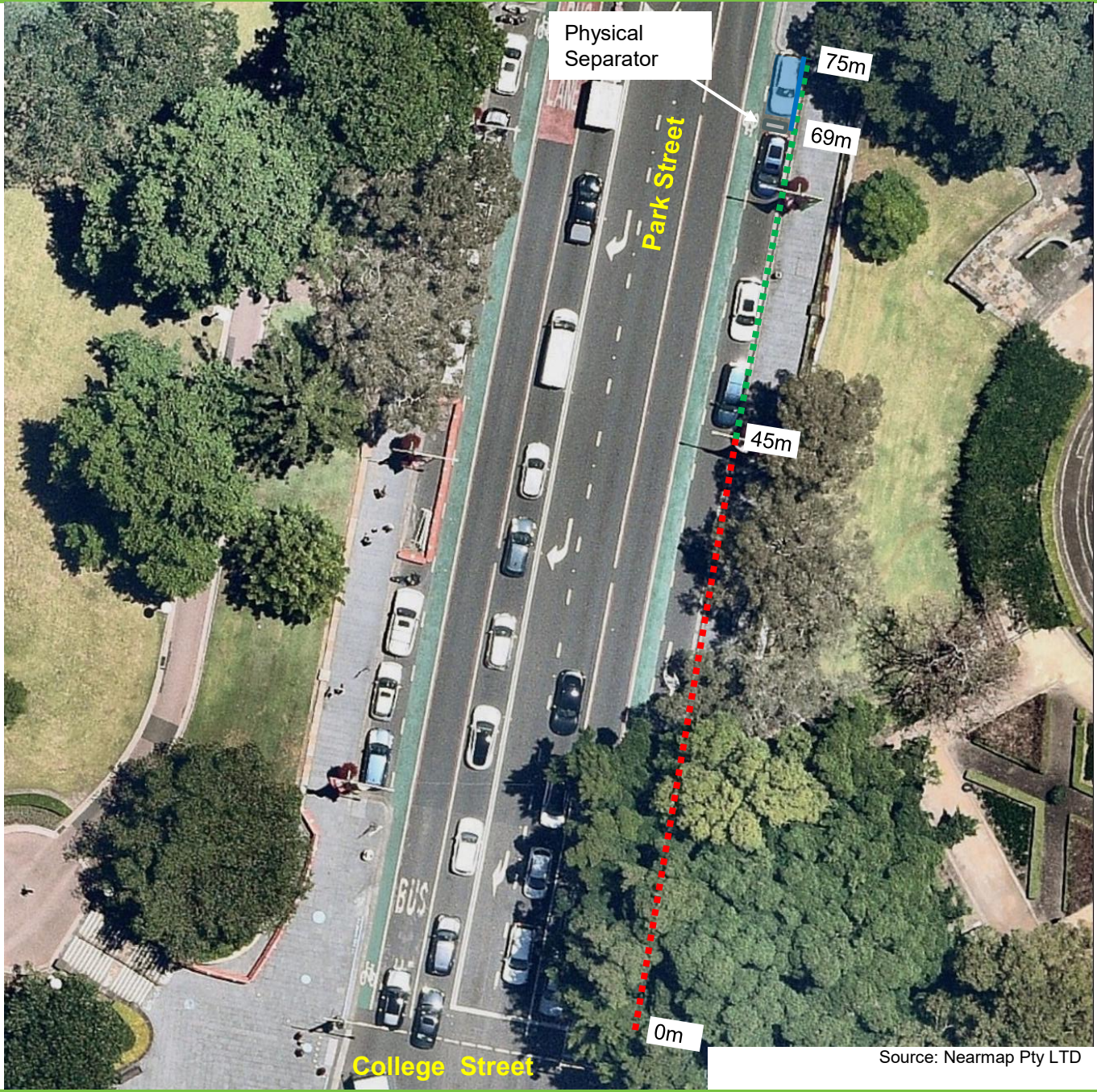
Location: 312 Glebe Point Road, Glebe



Existing
■ ■ ■ "No Stopping"
■ ■ ■ 2P Parking

Proposed
■ Bike Parking Area

Location: Park Street, Hyde Park 1



Existing

- ■ ■ "No Stopping"
- ■ ■ Metered Parking

Proposed

- Bike Parking Area

Location: Park Street, Hyde Park 2



Existing

- ■ ■ "No Stopping"
- ■ ■ Mobility Parking
- ■ ■ Metered Parking

Proposed

- Bike Parking Area

Location: 509 Crown St, Surry Hills



- Existing**
- ■ ■ "No Stopping"
 - Outdoor Dining
 - ■ ■ Parking

- Proposed**
- Bike Parking Area

Location: 473 Crown Street/Jesson Street, Surry Hills.



Existing

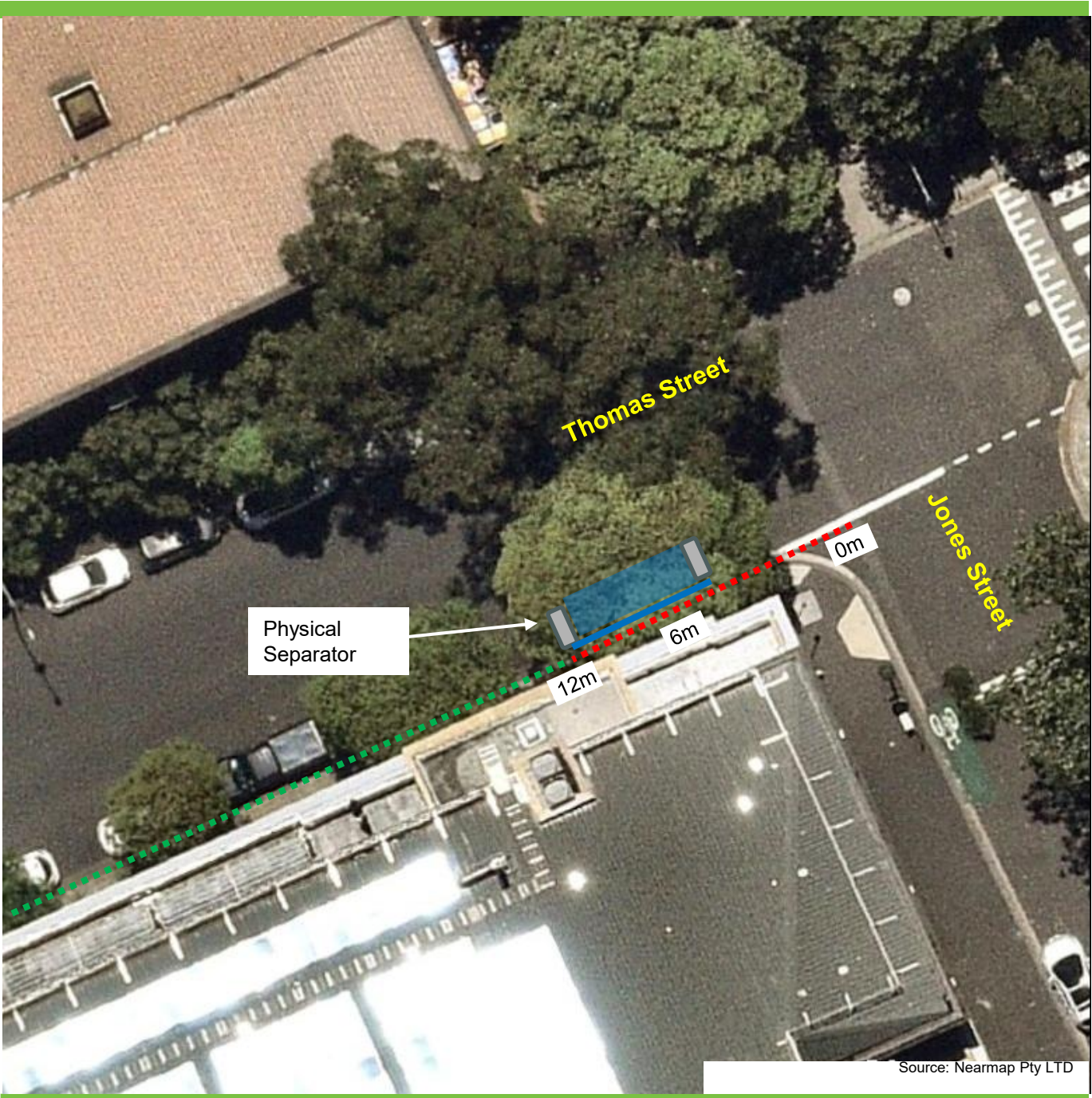
■ ■ ■ "No Stopping"

■ ■ ■ Parking

Proposed

■ Bike Parking Area

Location: UTS Spot – Thomas Street



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ 2P Ticketed Parking

- Proposed**
- Bike Parking Area

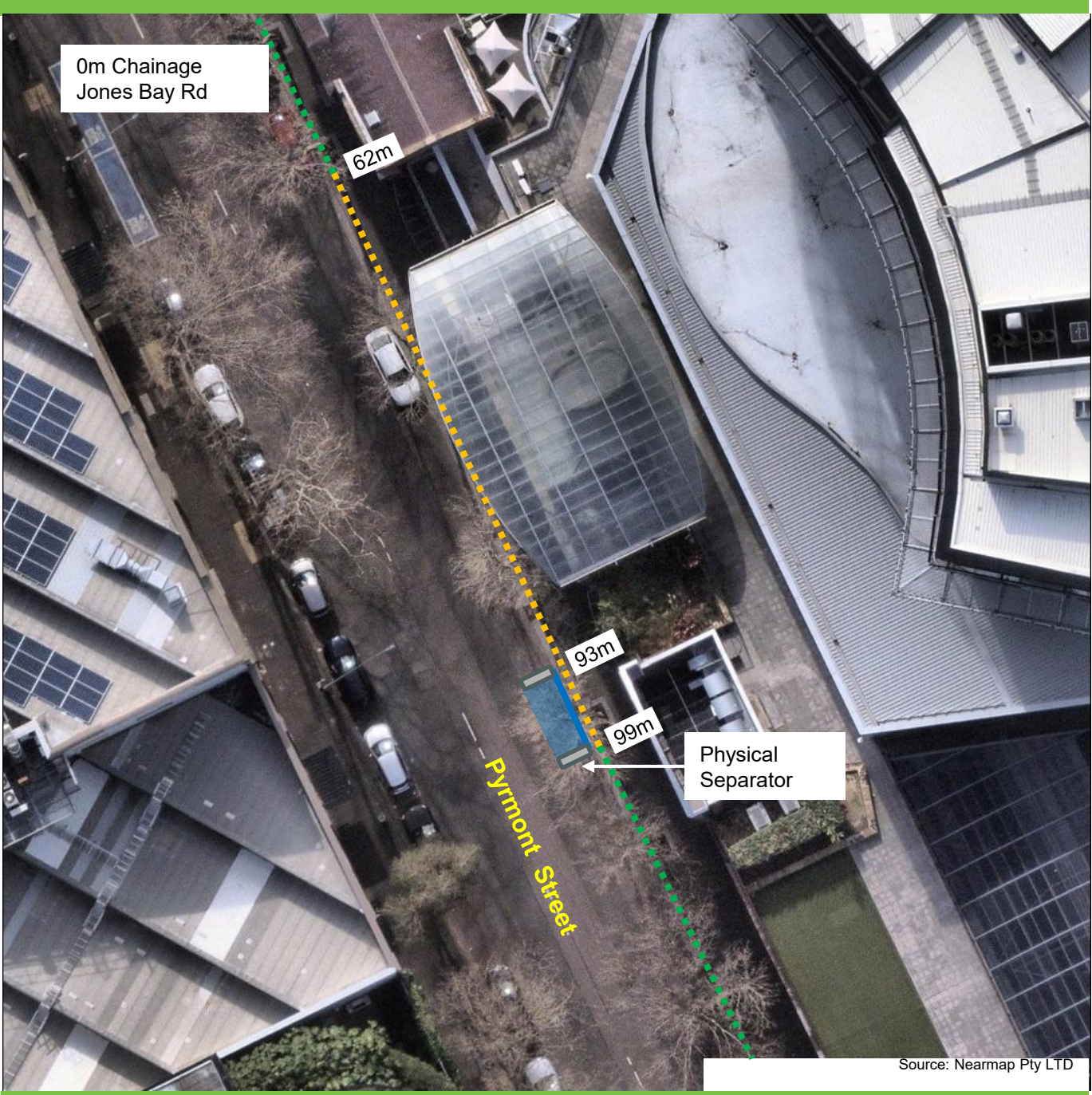
Location: 765 Bourke Street, Redfern



Existing
 Parking

Proposed
 Bike Parking Area

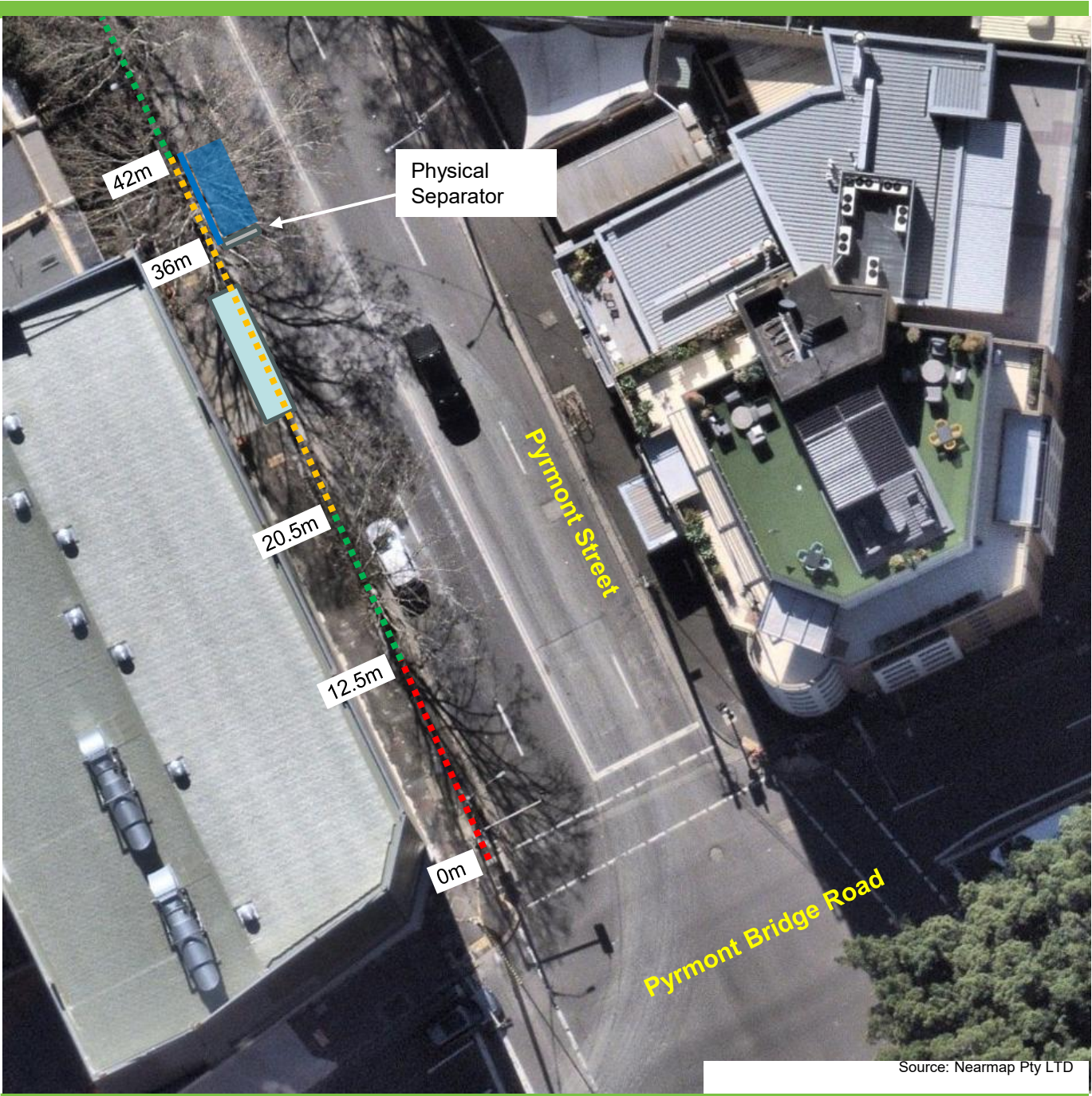
Location: 80 Pyrmont Street, Pyrmont



- Existing**
- ■ ■ "No Parking"
 - ■ ■ Ticketed Parking

- Proposed**
- Bike Parking Area

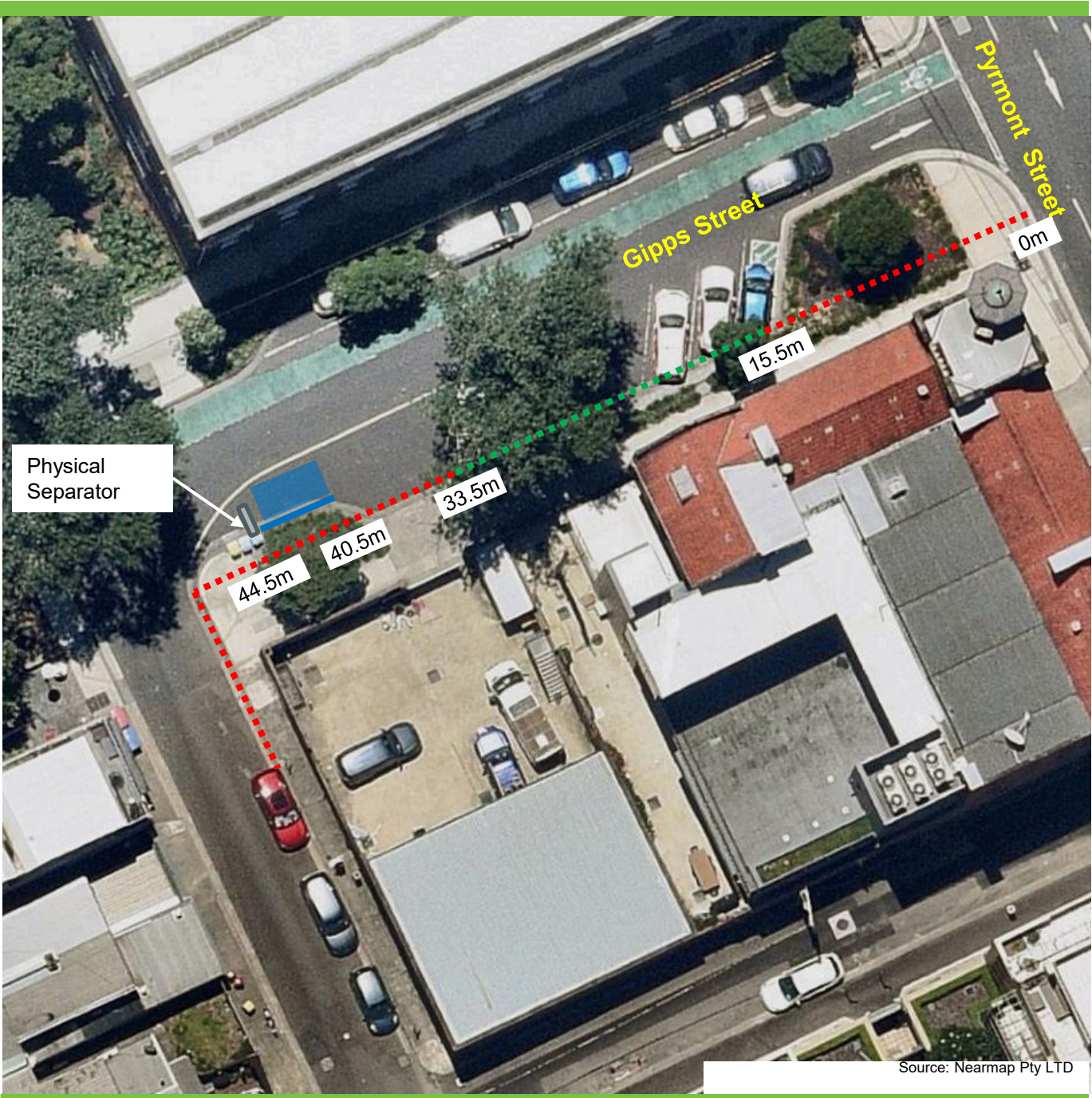
Location: 127 Pyrmont Street, Pyrmont



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ "No Parking"
 - ■ ■ Parking

- Proposed**
- Bike Parking Area

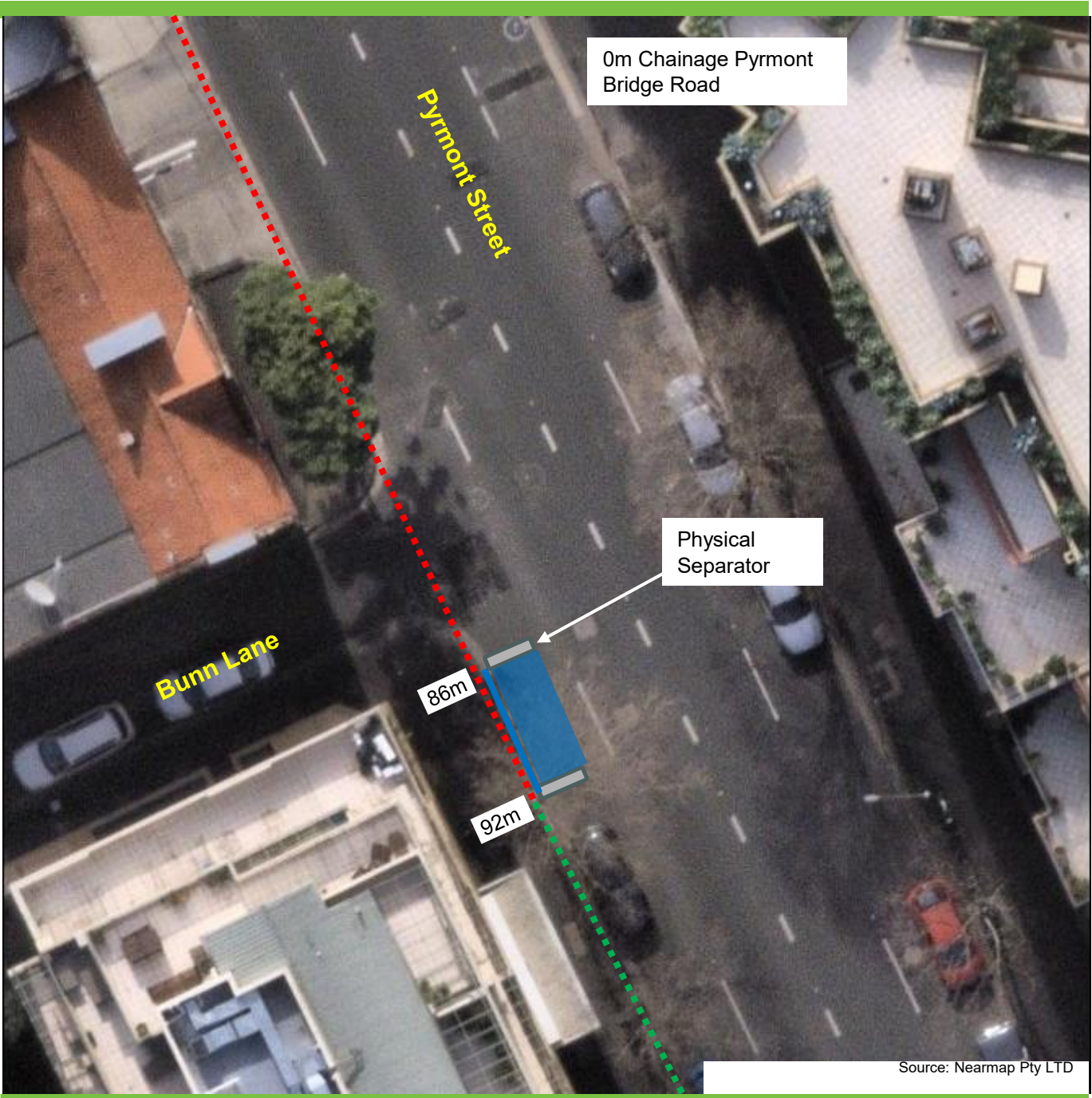
Location: 80 Gipps Street, Pyrmont



Existing
 "No Stopping"
 Parking

Proposed
 Bike Parking Area

Location: 149 Pyrmont Street, Pyrmont



Existing

■ ■ ■ "No Stopping"

■ ■ ■ Parking

Proposed

■ Bike Parking Area

Location: 243 Pyrmont Street, Pyrmont



Existing
■ ■ ■ "No Stopping"
■ ■ ■ Parking

Proposed
■ Bike Parking Area

Location: Ian Thorpe Aquatic Centre, Pyrmont



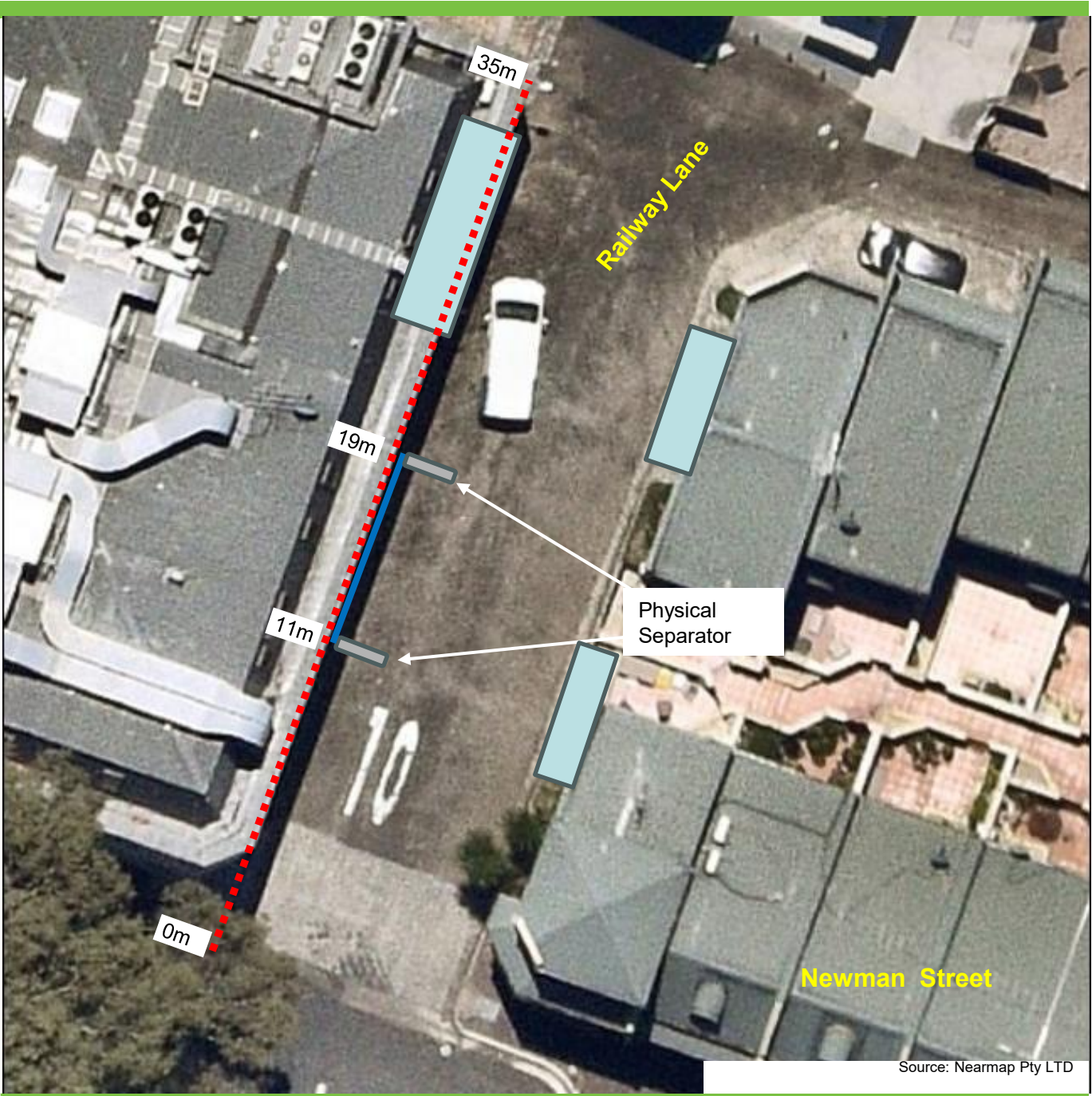
Existing

- Yellow squares: "No Parking"
- Pink squares: No Parking 8am-10pm Motorbike Parking at other times
- Green squares: Ticketed Parking
- Orange squares: Car Share Parking
- Red squares: "No Stopping"
- Light blue rectangle: Driveway

Proposed

- Dark blue rectangle: Bike Parking Area

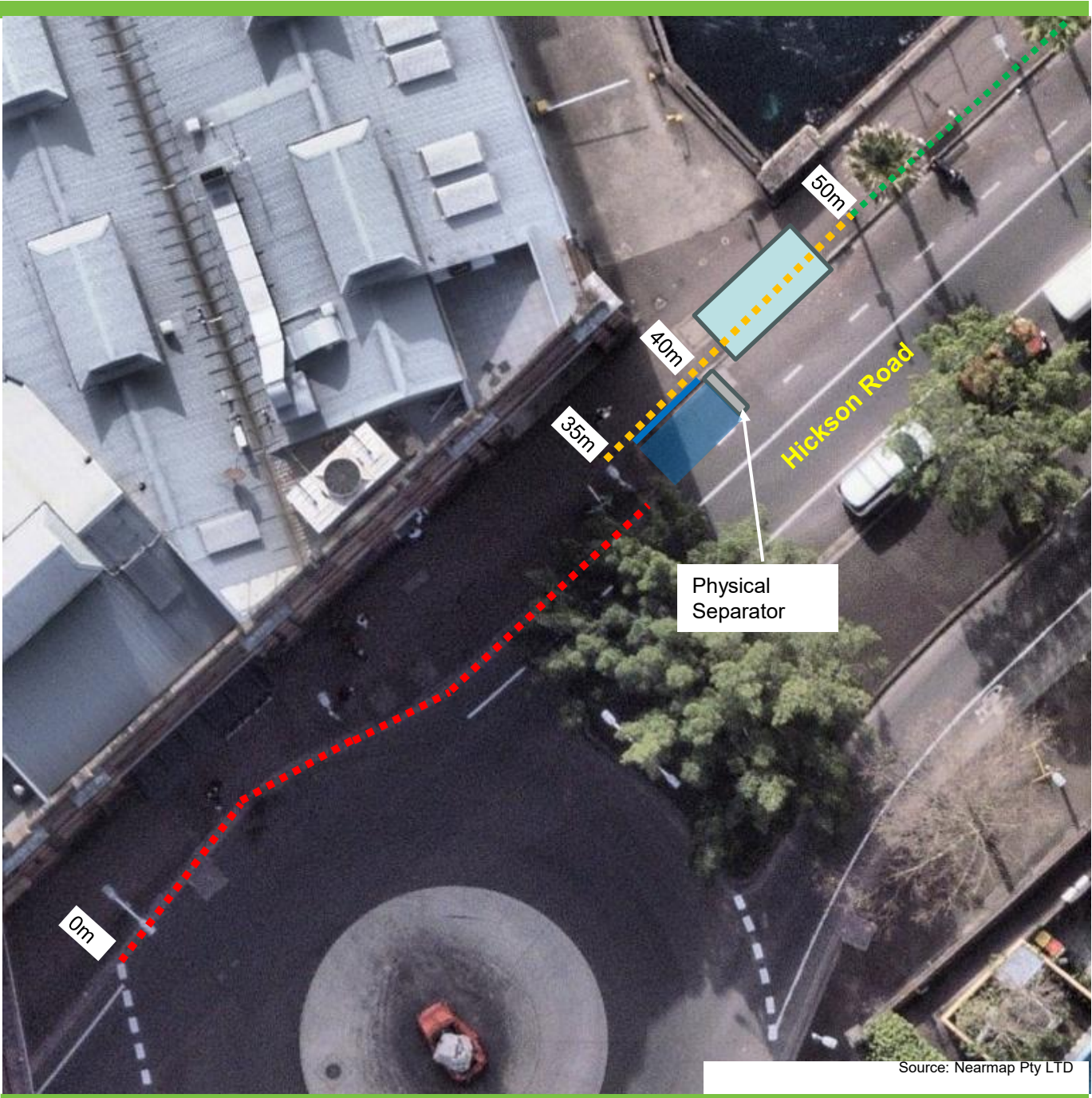
Location: Railway Lane, Newtown



Existing
■ ■ ■ "No Stopping"
■ Driveway

Proposed
■ Bike Parking Area

Location: 13 Hickson Rd, Dawes Point



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ "No Parking"
 - Driveway

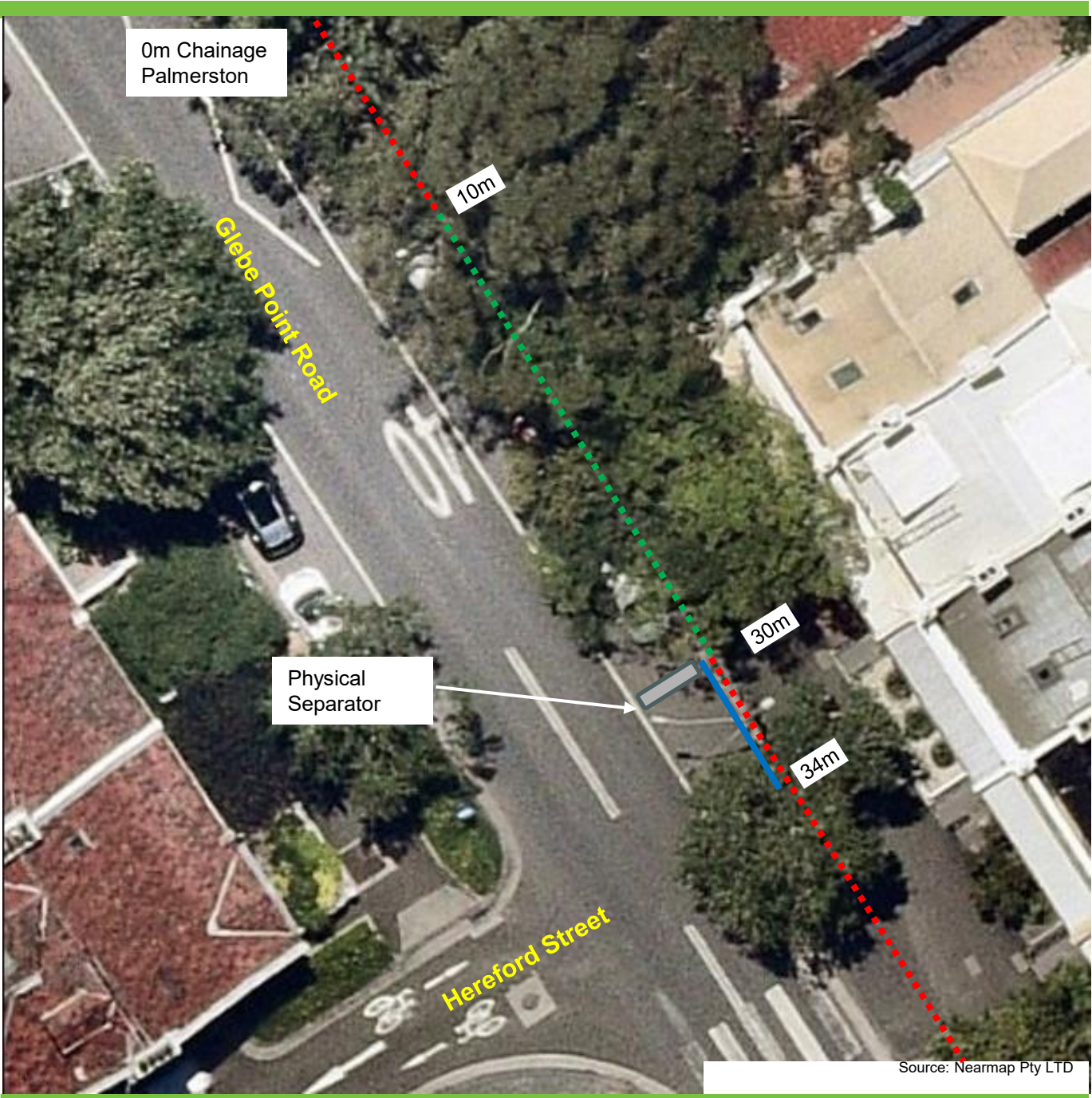
- Proposed**
- Bike Parking Area

An aerial photograph of a road intersection. A red dotted line runs diagonally from the top right towards the bottom left. Along this line, white labels indicate distances: '0m' at the top right, '21m' and '25m' further down, and '36m' at the bottom left. A blue line segment is highlighted on the red dotted line between the 21m and 25m marks. A white arrow points from the text 'Physical Separator' to a grey rectangular object on the road surface. The road is labeled 'St Johns Road' in yellow text. Another road, 'Glebe Point Rd', is visible at the top right. The surrounding area includes trees, buildings, and parked cars. Source: Nearmap Pty LTD

- ■ ■ "No Stopping"
- ■ ■ Car Share Parking
- ■ ■ "No Parking"

 Bike Parking Area

Location: 285 Glebe Point Rd, Glebe



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ Parking

- Proposed**
- Bike Parking Area

Location: 214 Glebe Point Rd, Boyce St, Glebe



Existing
■ ■ ■ "No Stopping"
■ ■ ■ Parking

Proposed
■ Bike Parking Area

Location: Taylor Square South - Campbell St, Surry Hills



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ Parking
 - ■ ■ Mobility Parking
 - ■ ■ Loading Zone

- Proposed**
- Bike Parking Area

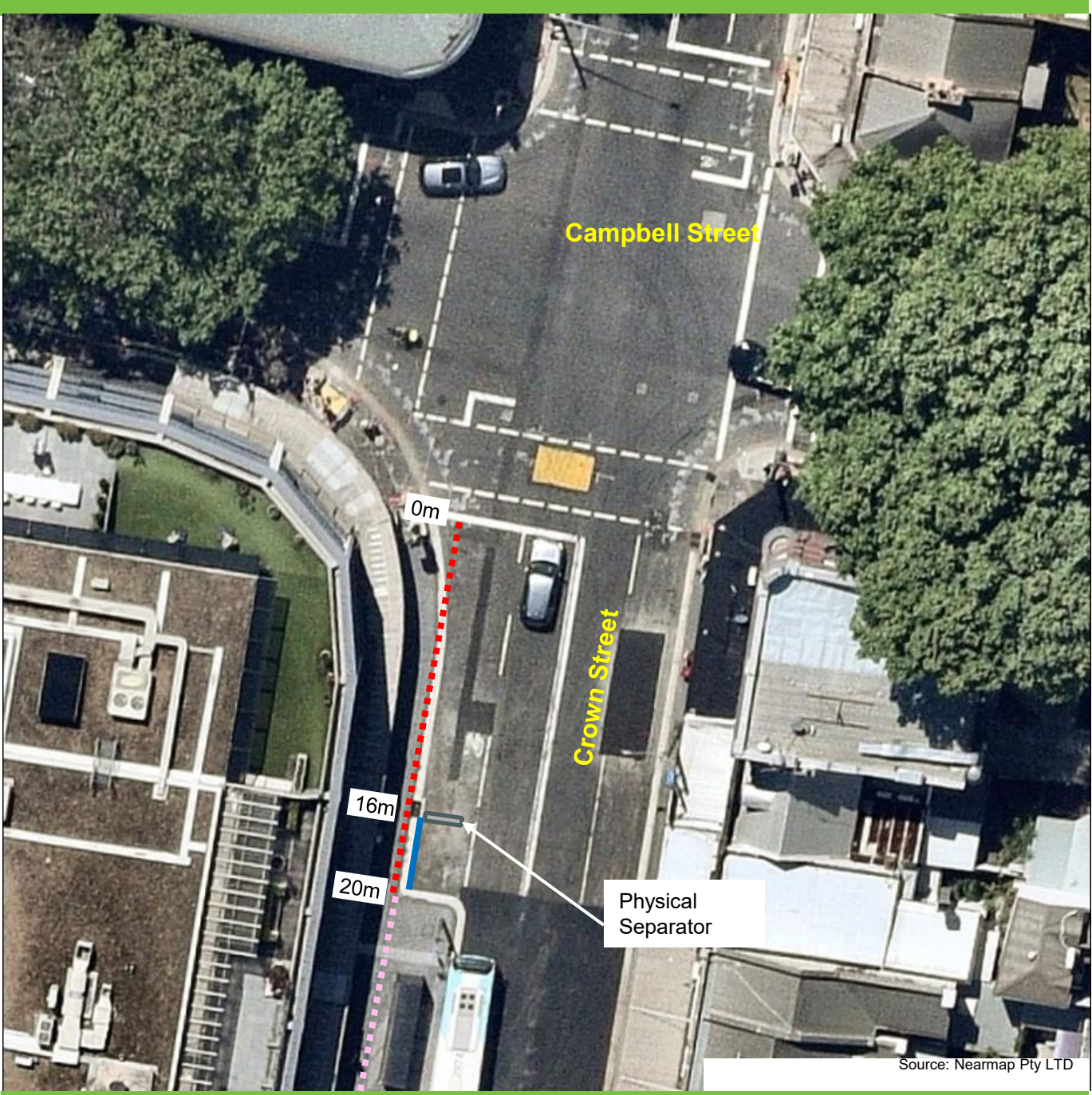
Location: 188-194 Campbell Street, Darlinghurst



- Existing**
- ■ ■ "No Stopping"
 - ■ ■ Metered parking

- Proposed**
- Bike Parking Area

Location: 285 Crown Street, Surry Hills



Existing
■ ■ ■ "No Stopping"
■ ■ ■ Bus Zone

Proposed
■ Bike Parking Area

Location: 763 Bourke Street, Redfern



- Existing**
-    Parking
 -    Loading Zone

- Proposed**
-  Bike Parking Area

Location: 2 O’Connell Street, Newtown



Existing

- ■ ■ "No Stopping"
- ■ ■ Car Share Space
- ■ ■ 1P parking

Proposed

- Bike Parking Area

May 2026 On Street Bike Parking – LGA Wide – Consultation Table

N	Site Reference	Suburb	Street Name	Existing kerb restriction	Engagement Approach	Sign put up	Sign brought down	Number of Supporters/ Objections
1	474	Redfern	Phillip Street	4P	Notify	31st April		
2	475	Redfern	Chalmers Street	No Stopping	Notify	15th April	31st April	0
3	476	Redfern	Chalmers Street	No Stopping	Notify	15th April	31st April	0
4	477	Sydney	187 Macquarie Street	No Stopping	Notify	15th April	31st April	0
5	479	Zetland	Joynton Avenue	2P	Notify	31st April		
6	480	Glebe	1 Bay Street	No Stopping	Notify	15th April	5th May	0
7	484	Zetland	Defries Av	No Stopping	Notify	15th April	31st April	0
8	485	Pymont	Harris Street	No Parking	Notify	15th April	5th May	0
9	486	Glebe	312 Glebe Point Rd	No Stopping	Notify	5th May		
10	487	Sydney	Park St	2P	Notify	31st April		
11	488	Sydney	Park St	2P	Notify	31st April		
12	490	Surry Hills	Crown St	No Stopping	Notify	15th April	31st April	0
13	491	Surry Hills	Crown St	No Stopping	Notify	15th April	31st April	0
14	493	Ultimo	26 Thomas Street	No Stopping	Notify	15th April	5th May	0
15	495	Redfern	765 Bourke St	2P	Notify	31st April		

16	496	Pymont	80b Pymont St	No Parking	Speak with the Star	5th May		
17	497	Pymont	127 Pymont	No Parking	Notify	15th April	5th May	0
18	498	Pymont	80 Gipps St	No Stopping	Notify	15th April	5th May	0
19	499	Pymont	149 Pymont St	No Stopping	Notify	15th April	5th May	0
20	501	Pymont	243 Pymont Street	No Stopping	Notify	15th April	5th May	0
21	503	Pymont	297 Pymont St	No Stopping	Notify	15th April	5th May	0
22	504	Newtown	Railway Ln	No Stopping	Notify	15th April	5th May	0
23	505	Dawes Point	13 Hickson Rd	No Parking	Notify	15th April	31st April	0
24	507	Glebe	138a Glebe Point Rd	No Stopping	Notify	5th May		1 verbal support given
25	508	Glebe	Glebe Point Rd	No Stopping	Notify	15th April	31st April	
26	509	Glebe	Glebe Point Rd	No Stopping	Notify	15th April	31st April	1 negative
27	511	Surry Hills	Campbell Street	No Stopping	Notify	31st April		
28	512	Surry Hills	188-194 Campbell St	No Stopping	Notify	31st April		1 - asking for alternative space to be found
29	513	Surry Hills	285 Crown Street	No Stopping	Notify	31st April		
30	517	Redfern	763 Bourke Street	2P	Notify	31st April		
31	518	Newtown	2 O'Connell Street	No Stopping	Notify	5th May		

Item 16.**Traffic Treatment - Stop Control - Bennett Place and Fanny Place, Surry Hills**

TRIM Container No.: 2026/161942

Recommendations

It is recommended that the Forum review changing the existing Give Way control at the intersection of Bennett Place and Fanny Place, Surry Hills to a Stop control.

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police – Surry Hills PAC
Representative for the Member for Sydney

Advice

Advice will be updated after the meeting.

Background

A resident has raised concerns regarding safety and sight lines at the intersection of Bennett Place and Fanny Place, Surry Hills. It has been observed that motorists frequently travel through the intersection without adequately slowing or giving way, resulting in several near-miss incidents and an increased risk of crashes.

In response to these concerns, the City is considering changing the controls at the intersection from a Give Way control to Stop control intersection to ensure drivers stop at the intersection before proceeding. It is expected that the change would improve safety and reduce the incidence of near misses and risk of crashes.

Comments

Currently, the intersection of Bennett Place and Fanny Place operates under a four-arm "Give-Way" control.

To enhance road safety at the intersection, the City is proposing to replace the existing "Give Way" control in Bennett Place (on approach to Fanny Place) with "Stop" control.

This change would require drivers travelling along Bennett Place to come to a complete stop before entering the intersection and then give way to all vehicles and pedestrians within or approaching the intersection. The proposed change is intended to improve safety for all road users, reduce the risk of near misses and crashes.

Consultation

The City notified local residents and businesses in the area. There were 117 letters sent out with two responses supporting the proposal and no response opposing the proposal.

The summary of the submissions received on the original proposal, and the City's response are provided in the following table.

Table 1 - Summary of submissions received on the original proposal

No.	Support / Objection / Feedback	Summary of submission	COS Response
1.	Support	Supports the proposal, as it would reduce vehicle speeds and improve sat at the intersection	Noted
2.	Support Feedback to further improve safety at intersection	- Supports the proposal - Recommends installing STOP line marking across the full width of the laneway - Recommends installing additional STOP signs, one on each side of the street - Recommends installing "STOP" word line marking at the intersection, refreshing the existing 10 km/h pavement marking, and relocating the 10 km/h marking closer to the intersection	- Noted - The City cannot install STOP line marking across the full width of the laneway, as it operates as a two-way street - The laneway is approximately 5 metres wide, with insufficient space on the footpath to install STOP signs on both sides. The proposed STOP sign is adequate, unobstructed, and clearly visible within drivers' sightlines - The STOP sign and solid STOP line marking are considered sufficient to

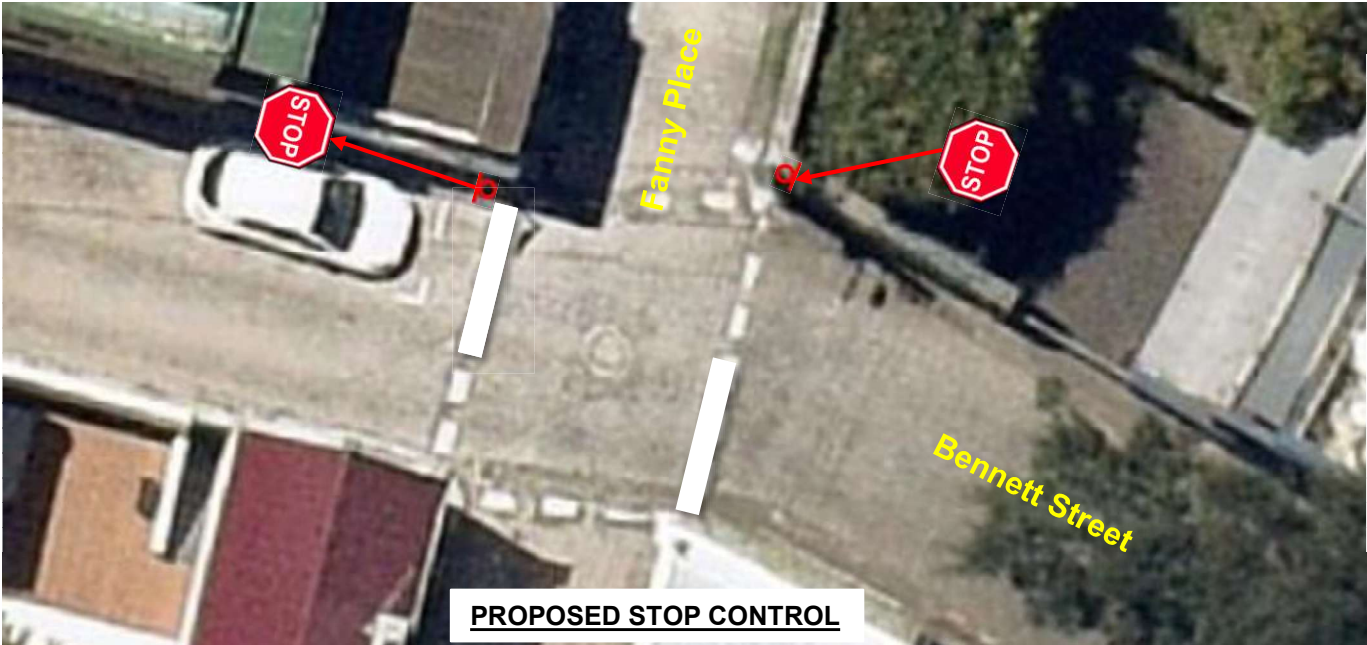
			reinforce the STOP control at this location. • With regard to the 10 km/h pavement marking, this must remain at the start of the 10 km/h Shared Zone. However, the City can arrange for the existing 10 km/h pavement marking to be refreshed.
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Financial

Funds are available in the current budget.

HASSAN CHOUDHRY, SENIOR TRAFFIC ENGINEER

Fanny Place and Bennett Street, Surry Hills Proposed Traffic Changes



Existing



White Give Way pavement line



Give Way sign

Proposed



White Stop pavement line



Stop sign

Item 17.**Traffic Treatment and Parking - Proposed Parking Space Reallocation for Outdoor Dining - Various Locations****TRIM Container No.: 2026/258618****Recommendations**

It is recommended that the Forum review the following reallocation of parking restrictions and installation of outdoor dining treatments at the following locations:

- (A) Southern side of Foveaux Street, Surry Hills between the points 80.3 metres and 87.5 metres west of Waterloo Street (in front of House of Bungalow);
- (B) Southern side of Kellett Street, Potts Point between the points 53.2 metres and 71.2 metres west of Ward Avenue (in front of Lucia Restaurant, Arm Length Bar and Caffè Roma);
- (C) Southern side of Elizabeth Bay Road, Elizabeth Bay between the points 115 metres and 129.6 metres west of Greenknowe Avenue (in front of Divino Osteria);
- (D) Northern side of Levey Street, Chippendale between the points 10 metres and 16.6 metres west of Abercrombie Street (in front of Radio Taco);
- (E) Northern side of Reservoir Street, Surry Hills between the points 37.7 metres and 41.7 metres east of Elizabeth Street (extension in front of TRICO);
- (F) Western side of Balfour Street, Chippendale between the points 22.2 metres and 27 metres south of Meagher Street (in front of Khanom House); and
- (G) Western side of Campbell Street, Surry Hills between the points 22.5 metres and 29.7 metres south of Elizabeth Street (in front of Surry Hills Hotel).

Forum Members for this Item

City of Sydney
Transport for NSW
NSW Police - All PACs
Representative for the Member for Sydney, Heffron, Newtown and Balmain

Advice

Advice will be updated after the meeting.

Background

In October 2020, the City and NSW Government entered a partnership to revitalise the city centre, establishing a \$20 million CBD Revitalisation Fund to boost the local economy and invite the public safely back to the city. One of the initiatives in this partnership is the rapid roll-out of temporary outdoor dining areas by reallocating kerb spaces to increase dining capacities for businesses.

Comments

Location	Existing Parking Restrictions	Proposed Parking Restrictions
Southern side of Foveaux Street, Surry Hills	No Stopping (3.8 metres) 2P/4P Ticket (3.4 metres)	No Stopping
Southern side of Kellett Street, Potts Point	1P Ticket / 4P Ticket Permit Holders Excepted Area 19 (16.6 metres)	
Southern side of Elizabeth Bay Road, Elizabeth Bay	1P (14.6 metres)	
Northern side of Levey Street, Chippendale	1P Permit Holders Excepted Area 32 (6.6 metres)	
Northern side of Reservoir Street, Surry Hills	2P Ticket/4P Ticket (4 metres)	
Western side of Balfour Street, Chippendale	2P Ticket Permit Holders Excepted Area 32 (4.8 metres)	
Western side of Campbell Street, Surry Hills	Loading Zone Ticket/4P Ticket Permit Holders Excepted Area 18 (7.2 metres)	

Appropriate barriers in accordance with TfNSW's guidelines will be installed for the temporary outdoor dining areas.

Consultation

The City consulted with local residents and businesses for each location and below is a summary of the feedback received.

Location	Consultation	Feedback
Southern side of Foveaux Street, Surry Hills	Number of letters sent: 79 1 support / 0 object	One support
Southern side of Kellett Street, Potts Point	Number of letters sent: 186 13 support / 6 object	Loss of parking – for residents, tradespeople, delivery services Stormwater runoff – barriers will affect water runoff Tree impacts – falling branches, concrete barriers to affect tree root system Pedestrian safety – the existing footpath is only 1.8m not 2.0m, nature strip is uneven Accessibility – the roadway won't be accessible, nature strip impeding on easy access to dining space
Southern side of Elizabeth Bay Road, Elizabeth Bay	Number of letters sent: 773 4 support / 60 object	Loss of public parking Lots of emergency vehicles passing through Increased traffic and congestion Not safe due to the configuration of the street with a bend and pedestrian crossing / Already a narrow road Noise impacts to residential apartments

		Encourage smoking Not patronised Does not fit with character of street Excessive footpath usage Hours of Operation Loss of 'NO STOPPING' or 'drop-off/pick-up zone' as referred to in submissions
Northern side of Levey Street, Chippendale	Number of letters sent: 105 0 support / 4 object	Loss of public parking Limited pedestrian access and safety risk Waste management Smoking & Noise
Northern side of Reservoir Street, Surry Hills	Number of letters sent: 534 0 support / 3 object	Loss of parking – for residents, visitors, tradespeople Neighbouring roadway spot for Sushi Da is permanently closed & not in use Impact on residential amenity – noise, waste, streetscape
Western side of Balfour Street, Chippendale	Number of letters sent: 274 1 support / 4 object	Loss of public parking Impact on traffic movement Hours of Operation & Noise impacts to residential properties Non-compliance with the current footway approval Waste management
Western side of Campbell Street, Surry Hills	Number of letters sent: 11 0 support / 1 object	Loss of public parking Seating on street for dining

Financial

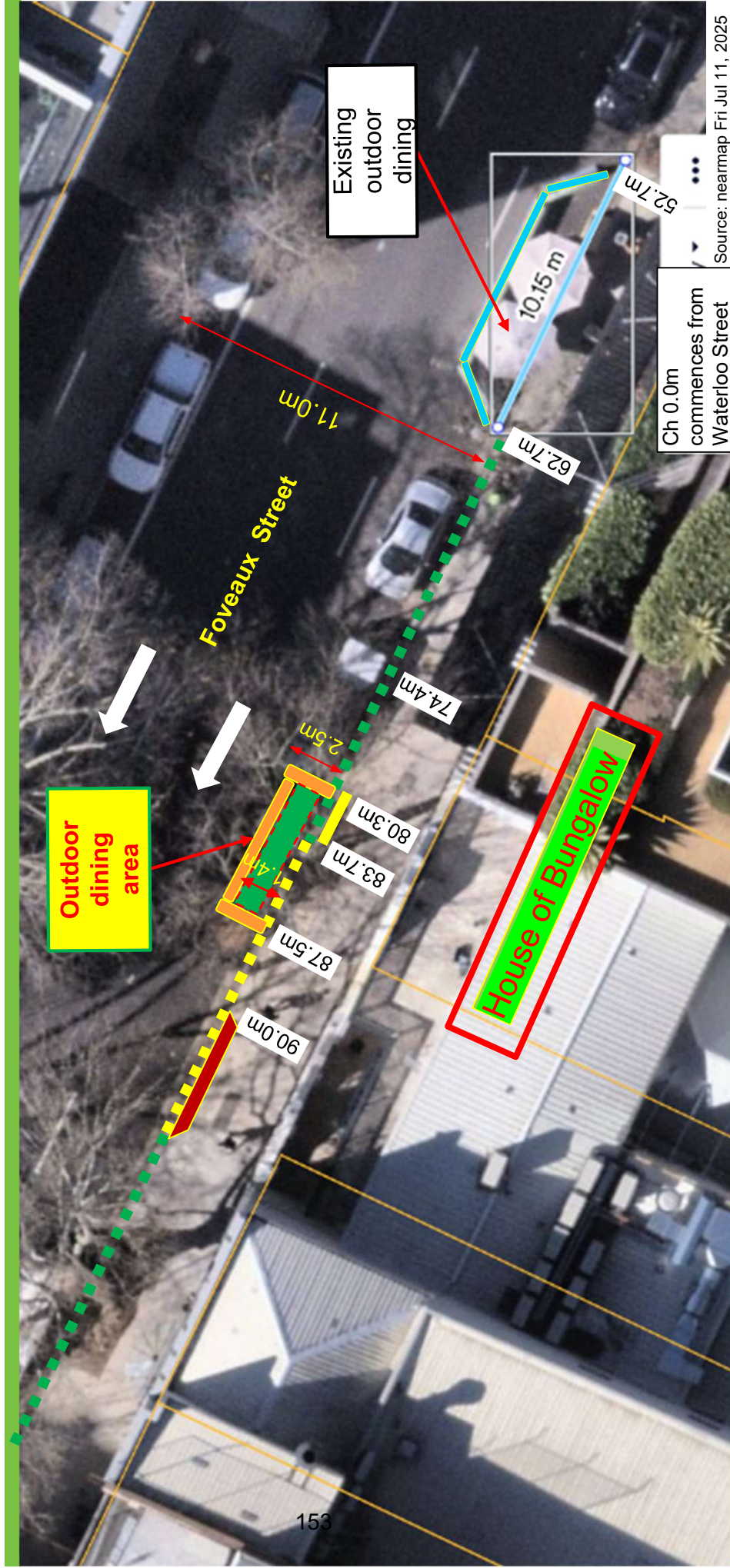
All costs associated with the proposal will be funded by the outdoor dining program.

KAMAH L ZARSHENAS, TRAFFIC MANAGER - NIGHT TIME CITY
CLEMENT LIM, TRAFFIC MANAGER-NORTH - TRAFFIC OPERATIONS

Proposal

Foveaux Street, Surry Hills

Proposed parking accommodate outdoor dining area – House of Bungalow



Existing

- No Stopping
- Existing Driveway

- 2P Ticket 8am-6pm Mon-Fri
- 4P Ticket 6pm-10pm Mon-Fri
- 8am-10pm Sat-Sun & Public Holidays

Proposed

- No Stopping
- Outdoor dining area
- Concrete crash barriers



Proposed parking changes to accommodate an outdoor dining area – (Lucia Restaurant, Arm Length Bar & Caffè Roma)



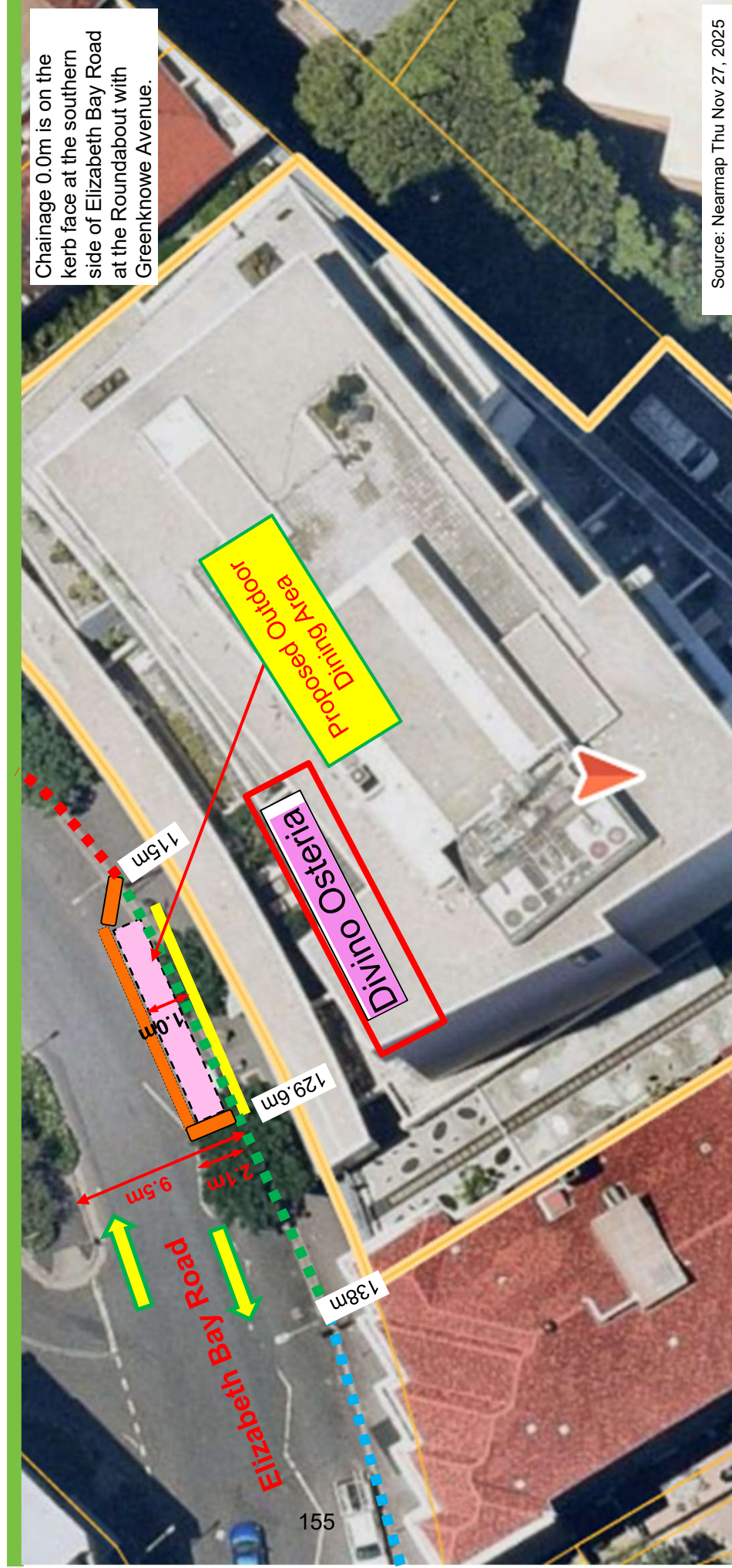
No Stopping
Concrete crack
Outdoor dining



Proposal

Elizabeth Bay Road, Elizabeth Bay

Proposed parking changes to accommodate an outdoor dining area – Divino Osteria



Existing



P, 5 Minute
No Parking



1P, 8am – 6pm Mon - Fri

Proposed



No Stopping
Concrete crash barrier
Outdoor dining area



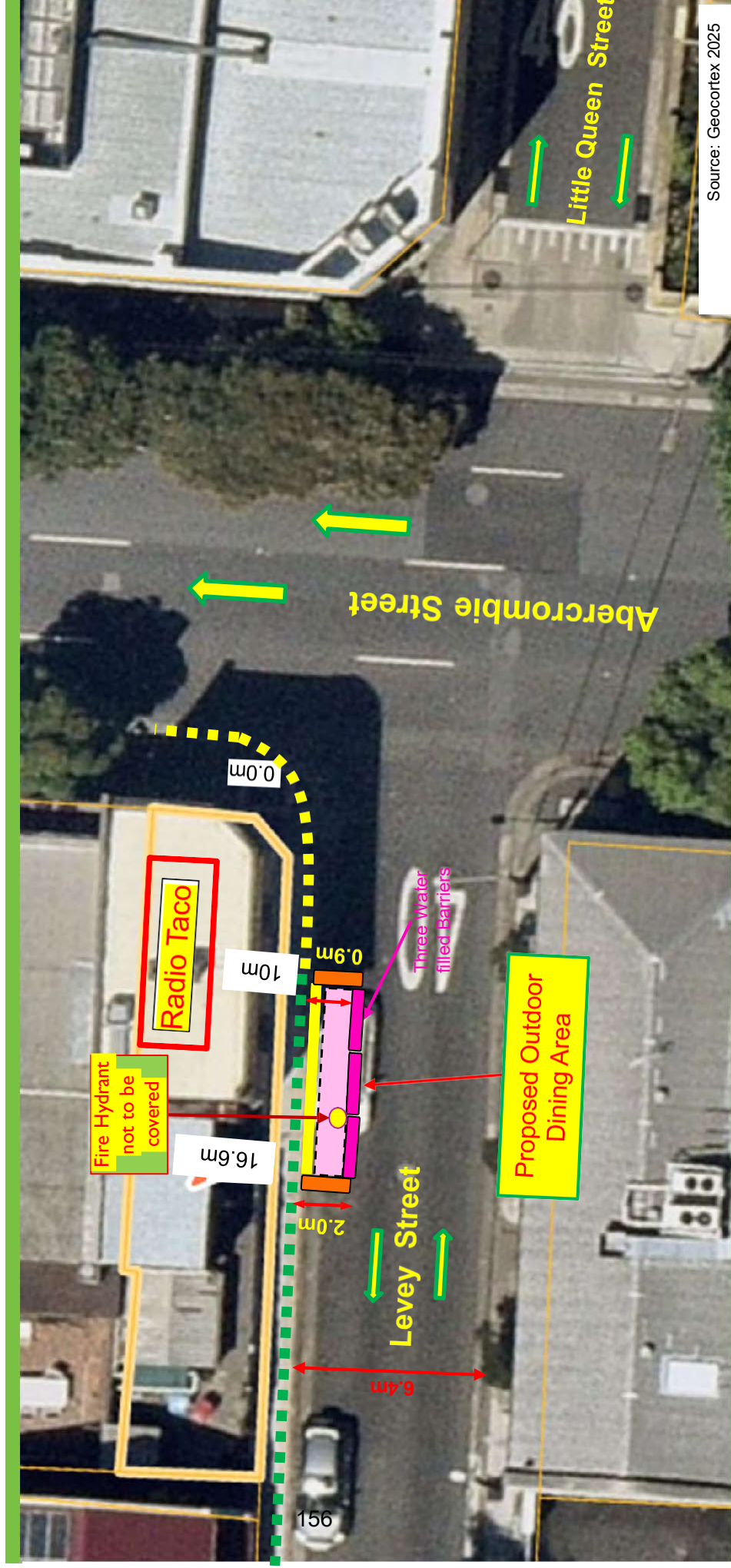
Proposal

CITY OF SYDNEY



Abercrombie Street, Chippendale

Proposed parking changes to accommodate an outdoor dining area on Levey Street – Radio Taco



Existing



No Stopping



1P, 8am – 10pm
Permit Holders Excepted **Area 32**

Proposed



No Stopping



Concrete crash barrier



Outdoor dining area

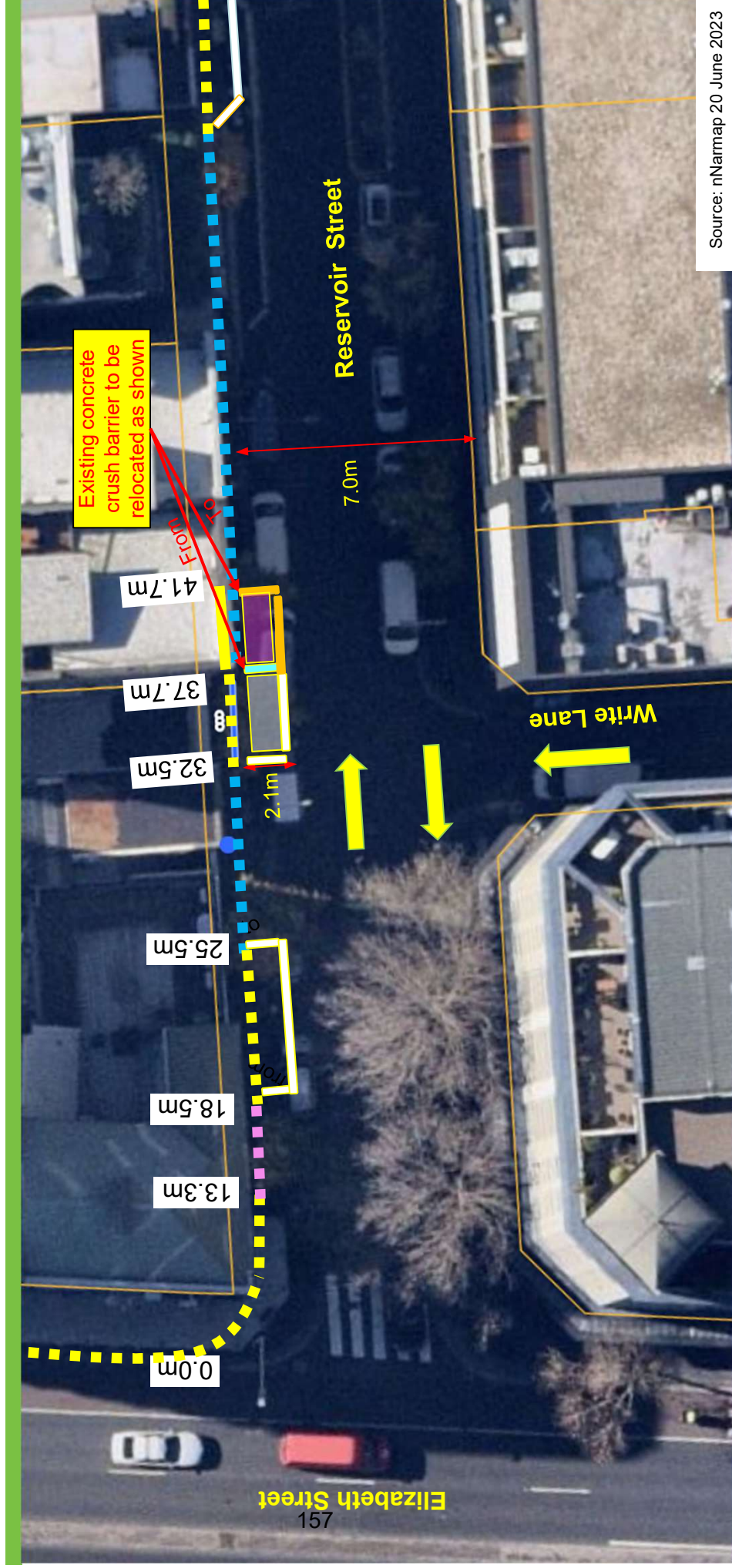


Proposal



Reservoir Street, Surry Hills

Proposed parking changes to accommodate an outdoor dining area – TRICO



Existing

- No Stopping
- No Parking, Authorised Car Share Vehicles Excepted, Zone GG
- 2P Ticket 8am-6pm Mon-Fri, 4P Ticket 6pm-10pm Mon-Fri 8am-10pm Sat-Sun & Public Holidays

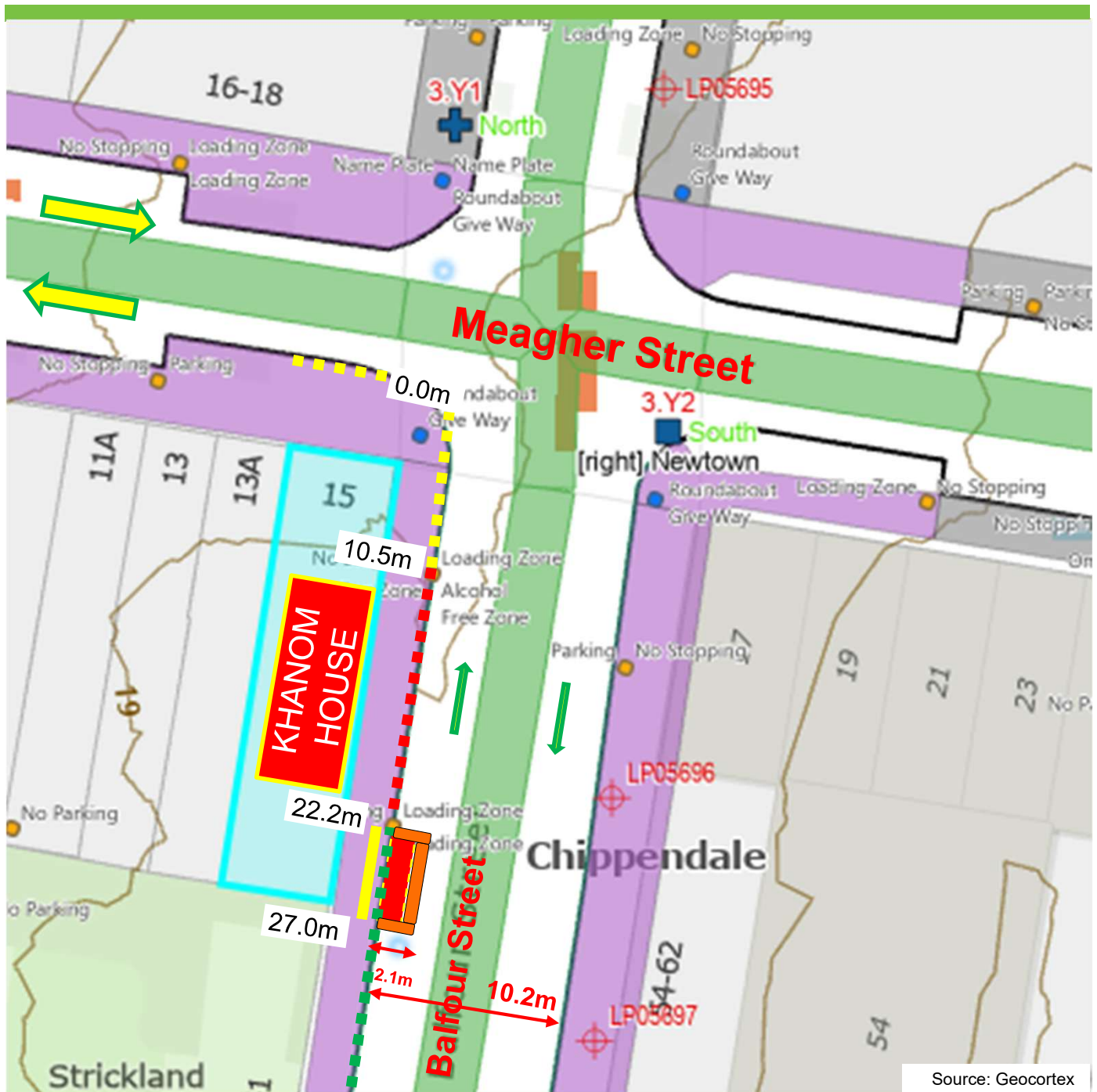
Proposed

- No Stopping
- Outdoor dining area
- Concrete crash barriers



Meagher Street, Chippendale

Proposed parking changes to accommodate an outdoor dining area –
KHANOM HOUSE on Balfour Street



Source: Geocortex

Existing

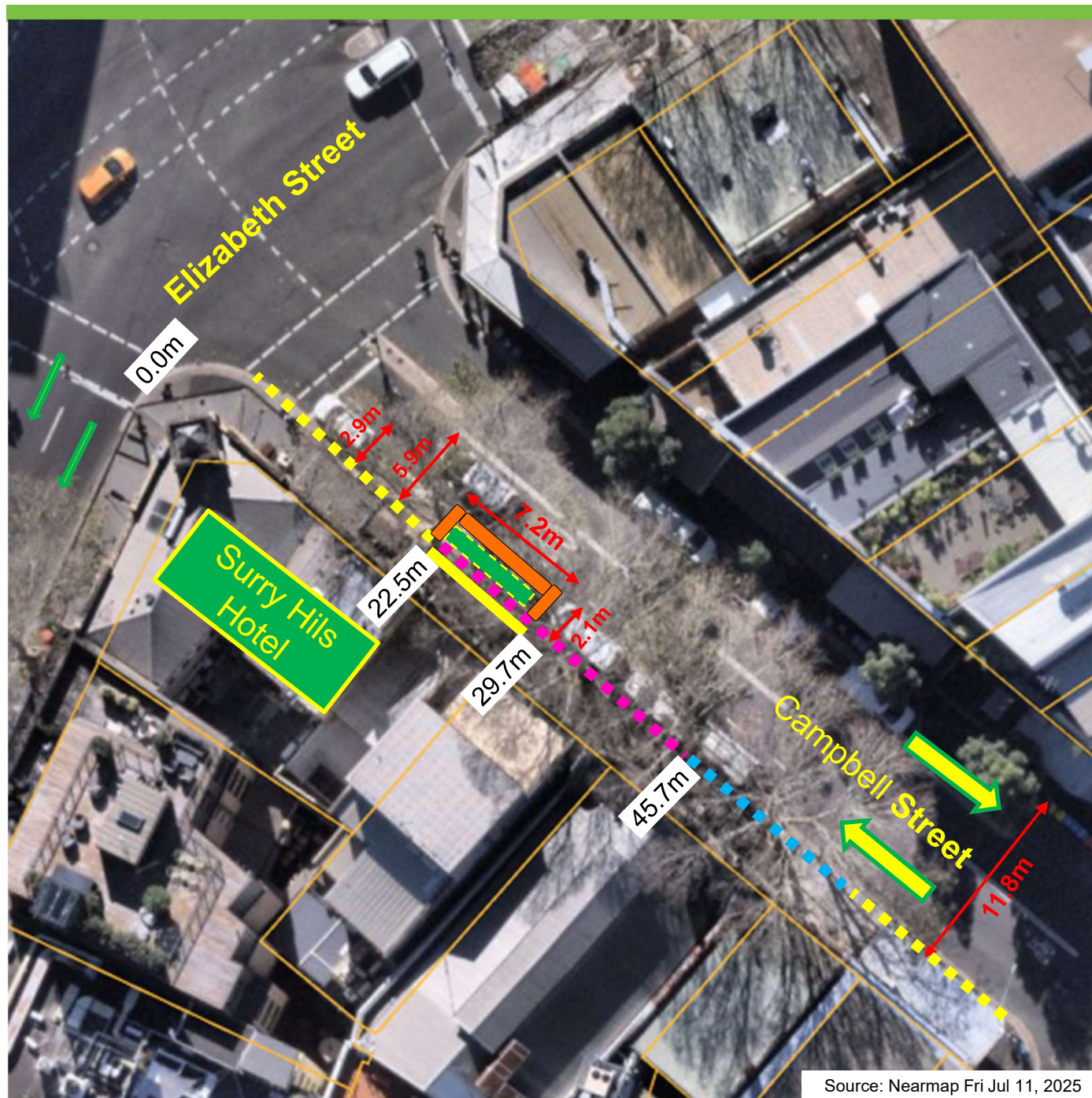
- ■ ■ No Stopping
- ■ ■ 2P Ticket, 8am-10pm
- ■ ■ Permit Holders Excepted Area 32
- ■ ■ Loading Zone, 7am – 6pm, Mon – Fri, 7am – 10am, Sat
- ■ ■ 2P Ticket, 6 – 10pm, Mon – Fri
- ■ ■ 10am – 10pm, Sat, 8am – 10pm, Sub & Public
- ■ ■ Holidays, Permit Holders Excepted Area 32

Proposed

- No Stopping
- Concrete crash barrier
- Outdoor dining area

Campbell Street, Surry Hills

Proposed parking changes to accommodate an outdoor dining area –
Surry Hills Hotel



Existing

- ■ ■ No Stopping
- ■ ■ Loading Zone, Ticket 7am – 6pm, Mon - Fri
4P Ticket, 6pm – 10pm, Mon - Fri
10am – 10pm, Sat, 8am – 10pm, Sun &
Public Holiday, Permit Holders Excepted
Area 18
159
- ■ ■ Bus Zone

Proposed

- No Stopping
- Concrete crash barrier
- Outdoor dining area

Item 18.

Schedule of Conditions

Attachments

Schedule of Conditions:-

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

Schedule A

On Street Event Conditions

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

17. The Applicant must advise car share operators of the approved closure seven days before the road is closed if a car share vehicle parking bay is located in the street.
18. The City reserves the right to revoke this road closure approval at any time without any compensation to the Applicant.

Schedule B

Temporary Road Closure Conditions

The Applicant and their representatives:

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

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

Works Zone Conditions

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

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

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