Green Square Public School and Community Spaces (GS ICFS) 3 Joynton Avenue, Zetland Construction Traffic Management Plan



Client Name: Hutchinson Builders

Reference: 22054

Issue: Final A



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1.0 Introduction

1.1 Background

A Stage Significant Development Application (SSD 10381 (D/2021/1245)) has been approved by the Central Sydney Planning Committee and the Department of Planning and Environment for the construction of the Green Square Public School and Community Spaces (GS ICFS), being a public primary school (Kindergarten to Year 6), community facilities and associated works.

The approved development is located at Lot 2 of Deposited Plan 1174641 / 3 Joynton Avenue, Zetland.

1.2 Purpose of this Plan

Hutchinson Builders (Hutchinson) has commissioned Transport Strategies to prepare a Construction Traffic Management Plan (CTMP) plan to satisfy the following as part of the Construction Certificate documentation:

Construction Traffic Management Plan

B24. A Construction Traffic Management Plan must be submitted to and approved by Council prior to certification being issued (pursuant to Section 6.28 of the Environmental Planning and Assessment Act 1979).

Construction Parking

B31. Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the Crown Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets or public parking facilities. A copy of the strategy must be provided to the Council for information.

Construction Access arrangements

B37. Prior to the commencement of construction, evidence of compliance of construction parking and access arrangements with the following requirements must be submitted to the Crown Certifier:



- (a) all vehicles must enter and leave the Site in a forward direction unless in specific circumstances under the supervision of accredited traffic controllers
- (b) the swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, is in accordance with the latest version of AS 2890.2; and
- (c) the safety of vehicles and pedestrians accessing adjoining properties, where shared vehicle and pedestrian access occurs, has been addressed.

The conditions and associated sections, page numbers and appendices are provided in the table below.

Consent Satisfaction Table Condition		
Condition	Requirements	Document reference
	Construction Traffic Management Plan	
B24.	A Construction Traffic Management Plan must be submitted to and approved by Council prior to certification being issued (pursuant to Section 6.28 of the Environmental Planning and Assessment Act 1979).	Refer to this CTMP
	Construction Parking	
В31.	Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the Crown Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets or public parking facilities. A copy of the strategy must be provided to the Council for information.	See Appendix B
	Construction Access arrangements	
В37.	Prior to the commencement of construction, evidend of construction parking and access arrangements requirements must be submitted to the Crown Certification.	with the following
(a)	all vehicles must enter and leave the Site in a forward direction unless in specific circumstances under the supervision of accredited traffic controllers	See Section 4.1 and Appendix D
(b)	the swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the	See Appendix D



Consent Satisfaction Table Condition		
Condition	Requirements	Document reference
	site, is in accordance with the latest version of AS 2890.2; and	
(c)	the safety of vehicles and pedestrians accessing adjoining properties, where shared vehicle and pedestrian access occurs, has been addressed.	See Sections 4.1, 4.2, 5.1 and 5.4.

This Plan has been prepared in accordance with City of Sydney CTMP requirements (see Appendix A).

The Plan has also been:

- Prepared by a suitably qualified and experienced civil (traffic) engineer with 10 years of professional experience and holds the Roads and Maritime Services Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Syed Faizan Ali – card no. 0052212575, expiry 13/11/2022

 reviewed and checked by a suitably qualified and experienced civil (traffic) engineer, Meg Kong, with 15 years of professional experience.
 Meg has completed CTMP for more than 400 sites in NSW, including the City of Sydney Council area.

The structures of the Plan are as follows:

- Chapter 2: Describes the existing site and transport conditions
- Chapter 3: Describes the approved development
- Chapter 4: Details the construction program and processes
- Chapter 5: Details the construction traffic management plan
- Chapter 6: Assesses impacts of the construction activities

1.3 References

- AS 1742.3:2019 | Traffic Control for Works on Roads
- Transport for NSW Traffic control at work sites Technical Manual, Issue No. 6.1, February 2022
- Other documents and data as referenced in this Plan



2.0 Existing Transport Conditions

2.1 Existing Site

The site is located at 3 Joynton Avenue, Zetland and is a joint project between School Infrastructure NSW and the City of Sydney. It adjoins the Reach Sydney Church and Goodstart Waranara Early Education Centre within the Green Square Community and Cultural Precinct.

In a regional context, it is situated approximately 4.4 kilometres south of the Sydney CBD and approximately 450 metres southeast of the Green Square Railway Station. The site has an irregular configuration and has a total site area of approximately 4,697m². It has an eastern frontage to Joynton Avenue, a northern frontage to Zetland Avenue, a western street frontage to Portman Street and a southern frontage to a shared one-way driveway.

The site layout and surrounding environs are shown in Figure 2.1.



Figure 2.1: Location Map



2.2 Road Network

The surrounding road network is detailed below:

- Botany Road a State Road (MR 170) which runs in the north-south direction between Regent Street in the north and Bunnerong Road in the south. Botany Road has 2 traffic lanes in each direction and a posted speed limit of 50 km/hr. Clearway restrictions operate along its length during the morning and evening peak periods.
- Epsom Road a local road which runs in the east-west direction between Southern Cross Drive in the east and Botany Road in the west. Epsom Road has 1 traffic lane in each direction and a posted speed limit of 50 km/hr. A mix of time-restricted and unrestricted on-street kerbside parking is permitted along both sides of the road.
- Joynton Avenue a local road which runs in the north-south direction between O'Dea Avenue in the north and Epsom Road in the south. Joynton Avenue has 1 traffic lane in each direction and a posted speed limit of 50 km/hr. A mix of time-restricted and unrestricted on-street kerbside parking is permitted along both sides of the road.
- Zetland Avenue a local road which runs in the east-west direction between Southern Cross Drive in the east and Paul Street in the west.
 Zetland Avenue has 2 traffic lanes in each direction within a divided carriageway and a posted speed limit of 50 km/hr. Kerbside parking is permitted along both sides of the road.
- Portman Street a local road which runs in the north-south direction between Bourke Street in the north and Hansard Street in the south. Portman Street has 1 traffic lane in each direction and a posted speed limit of 40 km/hr. time-restricted on-street kerbside parking is permitted along both sides of the road.
- Hansard Street a local road which runs in the east-west direction between Joynton Avenue in the east and Botany Road in the west. Hansard Street has 1 traffic lane of traffic in each direction and a posted speed limit of 40 km/hr. time-restricted on-street kerbside parking is permitted along both sides of the road. A "No Trucks 3t and over" restriction operates along Hansard Street and left out only restrictions are in place at the Hansard Street and Botany Road intersection. On-street kerbside parking is permitted along both sides of the road.



- Geddes Avenue a local road which runs in the east-west direction between Portman Street in the east and Botany Road in the west. Geddes Street has 1 traffic lane in each direction and a posted speed limit of 40 km/hr. On-street kerbside parking is permitted along both sides of the road.
- Paul Street a local road which runs in the north-south direction between Barker Street in the north and Tosh Lane in the south. Paul Street has 1 traffic lane in each direction and a posted speed limit of 40 km/hr. On-street kerbside parking is permitted along both sides of the road.

The surrounding road network is shown in Figure 2.2.

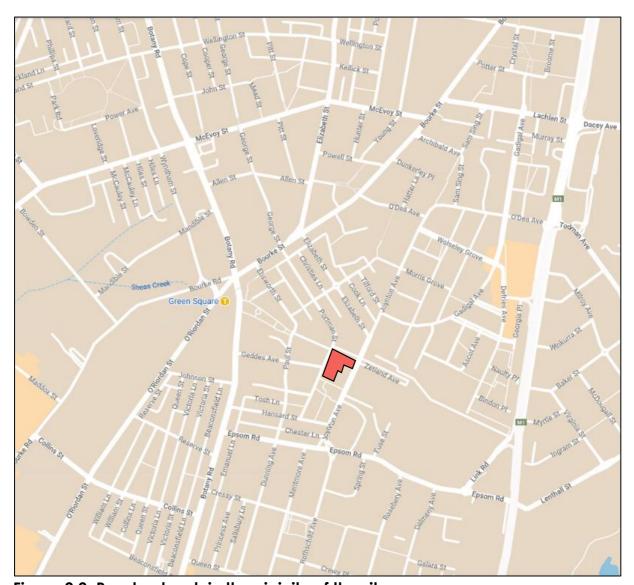


Figure 2.2: Road network in the vicinity of the site



2.3 Key Intersections

The key intersections in the vicinity of the site comprise:

- the signalised intersections at:
 - Epsom Road/ Joynton Avenue
 - Zetland Avenue/ Joynton Avenue
 - o Zetland Avenue/ Portman Street
 - Portman Street/ Geddes Avenue
- the priority intersection at Hansard Street/ Joynton Avenue

2.4 Public/Active Transport

The site is well serviced by public/active transport facilities. Details of the bus and train services, as well as the existing pedestrian and cycling infrastructure, are detailed in the Construction Worker Transportation Strategy (See Appendix B). The Strategy has been prepared to minimise the demand for parking in nearby public and residential streets or public parking facilities



3.0 Approved Development and Proposed Construction Scheme

3.1 Approved Development

The approved GS ICFS works relate to constructing an integrated community facility and primary school development at 3 Joynton Avenue, Zetland. The development comprises a four-storey building made up of various indoor and outdoor functional spaces, including:

- Primary education facilities for up to 600 kindergarten to year 6 students
 - Indoor and outdoor learning spaces
 - Administration and staff rooms
 - Library and School community hall
- Shared multi-function spaces within for school and community use
 - o 2 x Multipurpose community facilities rooms
 - o 2 x Multipurpose rooms
- Multipurpose games court

See plans prepared by BVN Architects in Appendix C.

3.2 Construction Site Layout

There will be 2 stages for the construction site layouts.

The earlier stage layout is shown in **Figure 3.1**. The layout illustrates the locations of:

- Stage 2 landscaping work area to be used for truck manoeuvring area
- 35m works zone along the southern side of Zetland Avenue (will require the removal of 1 tree pit) for loading/unloading. It is noted as per discussion with Council, Hutchinson will apply for 35m works zone, however, will most likely utilise 25m of the zone
- Additional 10m works zone along the southern side of Zetland Avenue (for contingency use if required – no loading/unloading from this zone)
- Dedicated loading areas to the north of the site and within the site



- A combination of Class A and Class B hoarding in accordance with City of Sydney requirements along the site's boundaries. A separate application (<u>link</u> to application form) for the hoarding will be submitted as required to Council for approval.
- Dedicated construction site access along Joynton Avenue
- Tower crane
- Scaffolding along the site's boundaries.

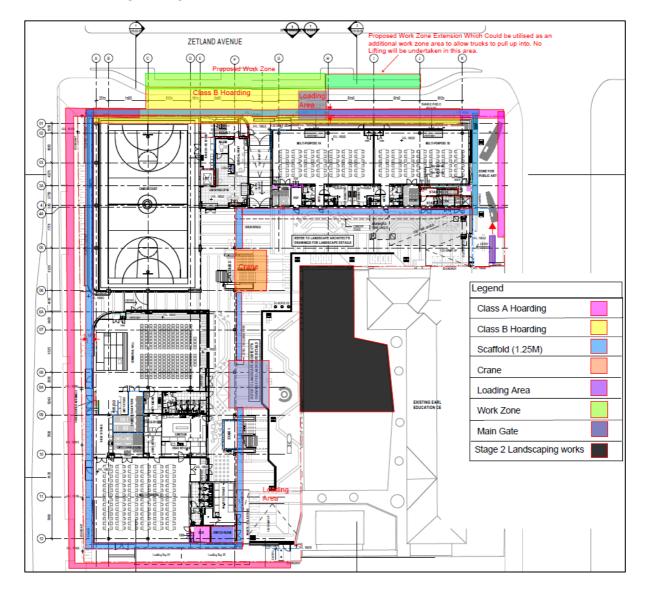


Figure 3.1: Early stage construction site layout

The latter stage layout is similar to the earlier stage but without the Stage 2 landscaping work area, as shown in **Figure 3.2**.



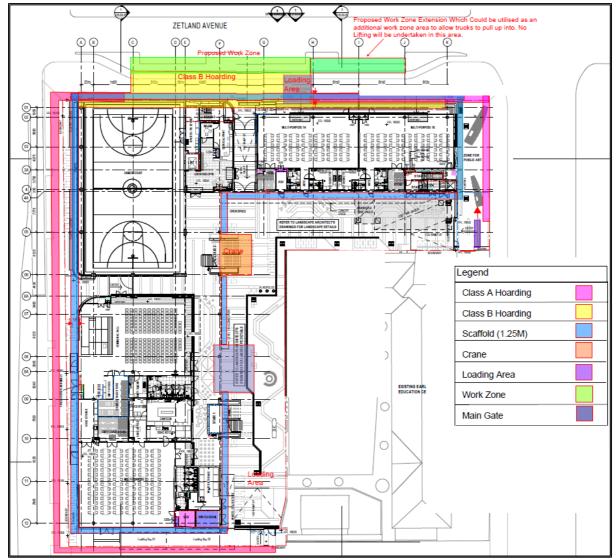


Figure 3.2: Latter stage construction site layout

3.3 Construction Program

The construction is tentatively scheduled to commence in mid-2022 (subject to stakeholders' approval) and be completed early to mid-2024.

3.4 Construction Hours

The approved construction and work hours are in accordance to Consent C2, C3, C4 and C5:

- C2. The hours of construction and work on the development must be as follows:
- (a) All work, including building/demolition and excavation work, and



activities in the vicinity of the site generating noise associated with preparation for the commencement of work (e.g. loading and unloading of goods, transferring of tools etc) in connection with the proposed development must only be carried out between the hours of 7.00am and 6.00pm on Mondays to Fridays inclusive, and 8.00am and 3.30pm on Saturdays, with safety inspections being permitted at 7.00am on work days, and no work must be carried out on Sundays or public holidays.

- (b) All work, including demolition, excavation and building work must comply with the Interim Construction Noise Guideline (DECC, 2009) and Australian Standard 2436 2010 Guide to Noise Control on Construction, Maintenance and Demolition Sites. All feasible and reasonable noise mitigation measures must be implemented and any activities that could exceed the construction noise management levels must be identified and managed in accordance with the management and mitigation measures identified in the approved Construction Noise and Vibration Management Plan.
- (c) Notwithstanding the above, the use of a crane for special operations, including the delivery of materials, hoisting of plant and equipment and erection and dismantling of onsite tower cranes which warrant the on-street use of mobile cranes outside of above hours can occur, subject to a separate application being submitted to and approved by Council under Section 68 of the Local Government Act 1993 and Sections 138/139 of the Roads Act 1993.

Note: Works may be undertaken outside of hours, where it is required to avoid the loss of life, damage to property, to prevent environmental harm and/or to avoid structural damage to the building. Written approval must be given by the Construction Regulation Team, prior to works proceeding

Note 1: Section 4.42(1)(f) of the EP&A Act 1979, a consent under Section 138 of the Roads Act 1993 cannot be refused if it is necessary for carrying out State significant development that is authorised by a development consent under Division 4.7 of the EP&A Act 1979 and is to be substantially consistent with the consent.

- C3. Notwithstanding condition C2, provided noise levels do not exceed the existing background noise level plus 5dB, works may also be undertaken during the following hours:
- (a) between 6pm and 7pm, Mondays to Fridays inclusive; and
- (b) between 3:30pm and 4pm, Saturdays.



- C4. Notwithstanding condition C2, activities may be undertaken outside of these hours if required:
- (a) by the Police or a public authority for the delivery of vehicles, plant or materials; or
- (b) in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
- (c) where the works are inaudible at the nearest sensitive receivers; or
- (d) where a variation is approved in advance in writing by the Council if appropriate justification is provided for the works.
- C5. Notification of such construction activities referenced in Condition C4 must be given to affected residents before undertaking the activities or as soon as is practical afterwards.

Hutchinson shall ensure that all sub-contractors are aware of the permitted hours of operation and shall ensure that all activity occurs strictly within the hours stipulated by the Conditions of Consent.

3.5 Construction Workers Parking

The following number of workers are anticipated on-site during the construction stage:

- an average of 60 workers
- a maximum of 150 workers.

The site is in close proximity to well-established and high-frequency public transport services. Therefore, construction workers will be encouraged to use public transport to access the site.

A tool drop-off area will be provided inside the site. This would allow tradespeople to drop off and store their tools and machinery, allowing them to use public transport to travel to/ from the site on a daily basis.

This will be incorporated into the site induction program.

All site staff related to the works who need to drive to/from the site are to park at the Hutchinson office at 23 Dunning Avenue, Rosebery (500m or 7 min walk) to/from the site. See **Figure 3.3**.

Workers/subcontractors can also park at Wilson Parking Australia, East Village, 4 Defries Avenue, which is about 700m walking distance to the northeast of the site and has approx. 700 spaces. See **Figure 3.4**. All construction-specific



equipment and plant shall be parked wholly within the site.

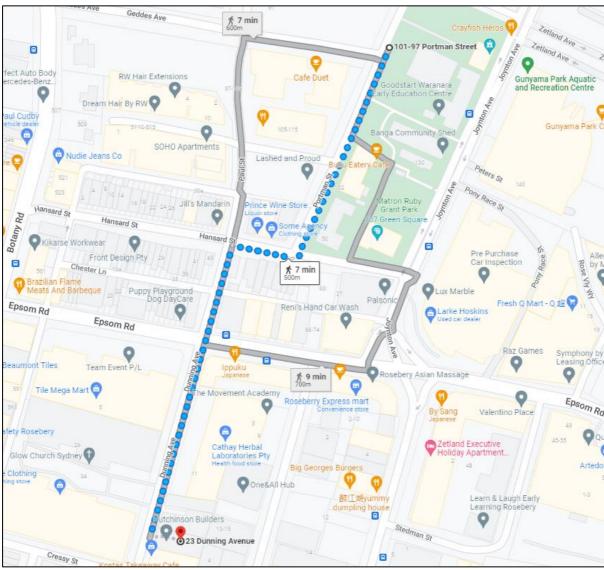


Figure 3.3: Pedestrian access to/from Hutchinson office at 23 Dunning Avenue, Rosebery



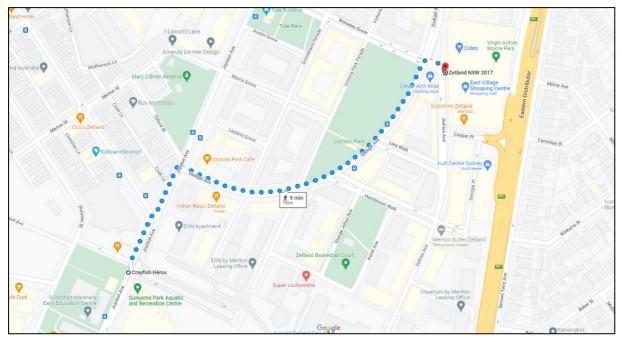


Figure 3.4: Pedestrian access to/from Wilson Parking Australia, East Village, 4 Defries Avenue

3.6 On-Street Works Zone

Up to 35m long Works Zone will be required on the southern side of Zetland Avenue (northern site's frontage) during construction. The Works Zone can facilitate up to a semi/three MRVs/two HRVs. The Works Zone would not be used for private kerbside parking by builders, tradesmen and visitors associated with the site. The Works Zone is proposed to be in operation (subject to approval from Council and TfNSW) during the following days and hours:

Monday to Friday 7.00am – 6.00pm Saturday 8.00am – 3.30pm

A separate application for the Works Zone has been submitted to the Council to organise appropriate approvals for the proposed works zone prior to the start of works, as well as the parking and traffic changes.

Traffic controllers will be in place to manage the pedestrian activities on the Zetland Avenue footpath.

3.7 Cranage and Materials Handling

A tower crane would be required for the construction-related works for materials handling within the on-site material handling zone. All light materials



will be loaded/unloaded directly to/from trucks using either forklifts or trolleys. All materials will be stored on the site, with any surplus excavated materials removed from the site.

3.8 Site Inspections and Record-Keeping

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

3.9 Consultation, Communication and Liaison

The management strategies were established firstly by identifying the relevant stakeholders and future coordination/liaison requirements with the following:

- City of Sydney
- Transport for NSW (CJP and TMC)
- School Infrastructure NSW
- Department of Education
- Adjacent landowners

Ongoing consultation with key stakeholders and adjacent landowners will be key to managing the interaction of the various construction worksites. SINSW will provide a Community Liaison Officer to consult, communicate and liaise with neighbours.

A sign will have a phone number and email address will be installed on the hoarding to allow the general public to make enquires or complaints regarding traffic control for the site.

3.10 Public Notifications

SINSW would prepare notification letters, under the approval of Council, which would be delivered to adjoining property owners to advise of the construction works and timeframes for completion of each phase of the process.

3.11 Contact Person

Hutchinson' contact person who will be assigned to liaise with all the stakeholders and have authority without reference to other persons to comply



with instructions issued by the Council's Traffic Engineer would be:

Amir Maglajlic Hutchinson Builders 0447 517 852 amir.maglajlic@Hutchinson.com.au

3.12 Site Induction and Occupational Health and Safety

All workers and sub-contractors employed on the site will be required to undertake a formal 'site induction' process prior to the undertaking of any task, and all the inductions will be performed specifically for each trade according to Workplace Health and Safety requirements.

During the construction of this program, workers will be advised that parking will not be provided on-site. All site staff related to the works are to park in a designated off-street area or be encouraged to use public transport and not park on the public road".

Timetables for all bus routes servicing the site and each corridor on the CityRail network will also be provided for the perusal of workers at various locations within the site (e.g., meal rooms).



4.0 Proposed Construction Traffic Management Plan

4.1 Construction Site Access

Site access to the construction site is proposed via Joynton Avenue, while the 35m works zone is located along the southern side of Zetland Avenue, as shown in **Figure 4.1**.



Figure 4.1: Construction site access and works zone

Sufficient manoeuvring area will be provided on-site to ensure construction



vehicles (up to 12.5m heavy rigid vehicles) can enter and exit in a forward direction.

Vehicles (up to 19m semi) will also enter and exit the works zone in a forward direction.

All vehicles entering and exiting the site/works zone will be completed under the management of traffic controllers.

4.2 Pedestrian Access

Access to the site is provided via PA gates. All personnel entering the site will be required to undertake an induction program. Pedestrian activities are currently removed from the construction area by the erected site fencing, which is comprised of A-Class hoarding. Class B hoarding will be provided on the footpath along the southern side of Zetland Avenue, where overhead demolition and hoisting of materials from the works zone are required to ensure safe pedestrian, cyclist and vehicle passages past the site.

Accredited traffic controllers will be present at the site access/works zone to manage pedestrian movements and assist with vehicle ingress and egress.

The existing pedestrian access to/from Waranara Early Education Centre Frontage on Joynton Avenue will be retained throughout construction.

4.3 Construction Traffic Haulage Route

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the State and Regional Road network.

Dedicated construction vehicle routes (including vehicles associated with spoil removal, material delivery and machine floatage) have been developed with the aim to provide the shortest distances to/from the arterial road network while minimising the impact of construction traffic on streets within the vicinity of the site.

As such, the dedicated construction vehicle routes will use M1/Southern Cross Drive as much as possible, with access to/from Joynton Avenue and Zetland Avenue, as indicated in **Figure 4.2A** (site access) and **Figure 4.2B** (works zone) below.



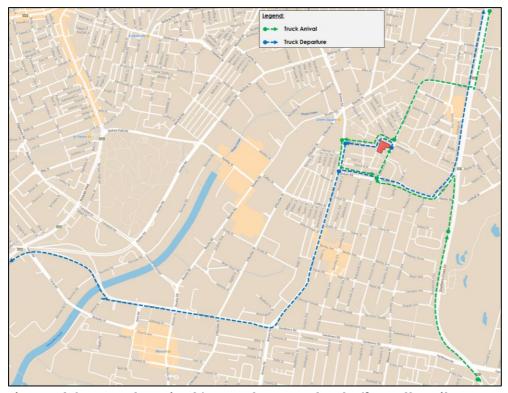


Figure 4.2A: Truck Arrival/Departure Routes to/from the site

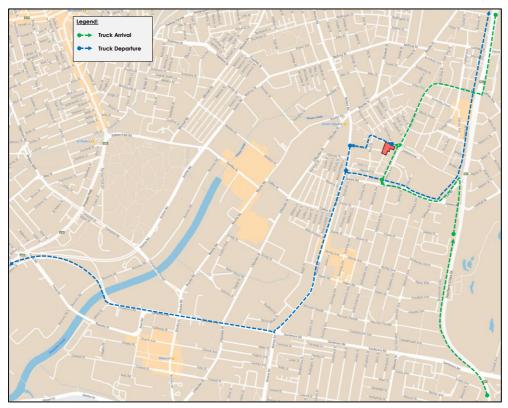


Figure 4.2B: Truck Arrival/Departure Routes to/from the works zone



Construction vehicle movements will be limited during peak periods, AM (7 am-9.00 am) and PM (4 pm-6.00 pm), to reduce impacts on any bus operations and traffic flow (including the Goodstart Waranara Early Education Centre traffic) when possible.

Truck drivers will be advised of the designated truck routes to/ from the site. No queuing or marshalling of trucks will be permitted on public roads in the vicinity of the site.

Accredited traffic controllers will ensure they are in mobile/radio contact with truck drivers, thus ensuring each vehicle's arrival is anticipated and planned. Such a process will be important in managing truck activity to ensure access to the construction site is available at all times and to remove any likelihood of construction vehicles queuing and waiting along Joynton Avenue/Zetland Avenue to enter the site/works zone, causing delays on surrounding roads.

4.4 Construction Vehicle Types

It is anticipated that the construction works will involve the following heavy vehicle types:

- 5.8m Small Skip (Single Axel) 10 tonne
- 7m Medium Skip (Single Axel) 16 tonnes
- 8.5m Large Skip (Bogie) 23.5 tonne
- 9m Hooklift (8-wheeler) 27.5 tonne
- Concrete trucks: up to 8.8m
- Rigid trucks: up to 12.5m
- Articulated vehicles: up to 19m semi

4.5 Truck Movements

The envisaged truck arrivals will be:

- Average: 10 trucks a day (no more than 2 truck movements per hour)
- Maximum: 15 trucks a day (no more than 3 truck movements per hour)

Given the low truck movements, a truck holding area will not be required.

4.6 Driver Code of Conduct

Impacts of Earthworks and Construction

Hutchinson is committed to protecting the environment and preventing air,



water and noise pollution. The operators of all construction-related vehicles are subject to environmental regulations relating to vehicle emission and product spills and to minimise the impacts of earthworks and construction on the local and regional road network.

Hutchinson also understands and appreciate the seriousness of polluting the environment and the consequences of any carelessness or neglect of responsibilities may cause personal injury, loss of life, property damage, substantial fines, and adverse publicity for the company.

All drivers of vehicles transporting loose materials will be required to ensure the entire load is covered using a tarpaulin or similar impervious material. The vehicle driver will need to take all precautions to prevent any excess dust or dirt particles from depositing onto the roadway during travel to and from the site. Wheel wash station shall be positioned at the exit point of all gates to ensure all materials to be kept inside the site. The respective trades will be inducted by Hutchinson into the above procedures and monitor all trucks exiting the site to ensure the procedures are met.

Conflicts with Other Road Users

The existing road will be utilised accessing the site and therefore, it is Hutchinson' requirement that the heavy vehicle operators display courtesy and restraint towards other road users to minimise conflicts with other road users.

Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like under any circumstances. All deliveries and works will be carried out within the site at the designated Construction Zones. If there is a requirement to operate any material handling machinery on public access roads, Hutchinson will be required to seek separate Council/Police/TfNSW/Sydney Buses approval prior to the event.

Road Traffic Noise

Generating excessive noise is governed by legislation and is an offence. Heavy trucks generate a higher level of noise than light vehicles. The amenity of surrounding road users/residents is to be maintained as far as practical during the construction process. Vehicles traveling to, from and within the site shall not create unreasonable or unnecessary noise or vibration to minimise interference to adjoining building operations. No tracked vehicles will be permitted or required on any paved roads. All heavy vehicle operators are required to adhere to the following during the course of their duty:



- If possible, minimise road traffic noise by not using engine brakes near residences and built-up areas.
- All vehicles must be fitted with audible reversing alarms. These are
 essential for the safety of all personnel. Reversing alarms are, however,
 the source of potential noise complaints from neighbouring residents,
 so all drivers should be aware of this and try to minimise reversing when
 possible.
- Avoid loading and unloading of materials/deliveries outside of daytime hours.
- Compounds and work areas should be designed as one way to minimise the need for vehicles (up to 12.5m HRV) to enter and exit the site in a forward direction.
- Trucks should not idle near residential receivers.
- Stationary sources of noise, such as generators, should be located away from sensitive receivers.
- Project personnel, including relevant sub-contractors, to acquaint themselves with noise and vibration requirements and the location of sensitive receivers during inductions and toolbox talks.
- Delivery vehicles should be fitted with straps rather than chains for unloading, wherever possible.
- Truck drivers should avoid compression-braking as far as practicable.
- Where night-time works are required, trucks should use broadband reversing alarms.

Specified Routes

All trucks must enter and exit the works via the site gates. Where possible, you should always:

- Use main roads.
- Use bypasses,
- Avoid communal areas, schools, e.g. (particularly during school start and finish times), parks, etc.

The heavy vehicle operators must stick to the defined routes laid down unless there are exceptional circumstances. Such exceptional circumstances may be:

- Normal route blocked, e.g., flooded,
- A revised route was agreed upon in writing.

Trucks and heavy vehicles must not use local residential streets.



4.7 Occupational Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurance. All traffic control personnel will be required to hold RMS accreditation in accordance with Section 8 of Traffic Control at Worksites.

4.8 Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) presents the principles of traffic management, with the detailed information for worksite operations contained in the Traffic Control at Work Sites Technical Manual Version 6.1 dated February 2022. The control of traffic at work sites must be undertaken with reference to WorkCover requirements and Hutchinson' Constructions Workplace Health and Safety Manuals.

The TGS is prepared by a Certified Traffic Controller (under RMS regulations) in accordance with Australian Standards 1742.3 and includes:

- The proposed works site and area
- Accredited traffic controllers at the site vehicle access
- Truck (crossing and entering) and traffic controller signage

The TGSs for the construction processes are provided in Appendix E.

4.9 Oversized Vehicles

No oversized or over-massed vehicles (see details on this <u>link</u>) will be required for the construction works. It is noted that truck and dog trailers and articulated vehicles do not fall under the oversized vehicle category.

If an oversized or over-massed vehicle is needed, a separate application would be submitted to Council and Transport for NSW.

4.10 Road Serviceability

Hutchinson will be responsible for monitoring and ensuring that the road and footpath along Joynton Avenue will remain in a serviceable state during the course of the construction. Under the direction of the Council, Hutchinson will restore any roadside facilities affected by the construction works, being footpaths, road pavement, etc., to the Council's satisfaction, at no cost to Council.



4.11 Pedestrian Management

The existing Joynton Avenue footpath will be retained throughout the building construction works.

Pedestrians walking along the Joynton Avenue footpath along the site's frontage will be protected by a mix of A- and B-Class hoardings. RMS accredited traffic controllers will supervise all vehicle movements into and out of the site at all times.

4.12 Spoil Management

To ensure that soil/excavated material is not transported on wheels or tracks of vehicles or plants and deposited on surrounding roadways, a wheel wash station will be positioned at the exit point.



5.0 Construction Impacts

5.1 Impact of Construction Traffic

Peak vehicle volumes would be in the order of 15 vehicles (30 movements) per day or maximum 3 vehicles (6 movements) per hour during the peak hours, which would occur outside of peak traffic periods - AM (7 am-9 am) and PM (4 pm-6 pm) to minimise traffic (pedestrian, bus and traffic flows) impacts and associated road network delays. Construction truck drivers will be reminded that there should be no idling on and the use of Joynton Avenue and Zetland Avenue as a TMA. With the above measures, it is not expected that this level of traffic movement would create any adverse impact on the surrounding CBD road network.

5.2 Impact on On-Street Parking

The 35m works zone would result in the loss of 5 time-restricted on-street parking spaces on the northern side of Zetland Avenue on the southern side of Zetland Avenue. Outside works zone periods, these spaces would be maintained. Based on on-site observation, the parking demand associated with this newly completed on-street parking on Zetland Avenue is low. As such, the removal of the on-street spaces is not anticipated to have an adverse impact on parking in the area.

5.3 Impact on Public Transport Services

The existing bus stop (see **Figure 5.1**) at Joynton Avenue opposite Gunyama Park Aquatic and Recreation Centre (Stop ID: 201718) to the east of the site will remain operational throughout the construction stages.

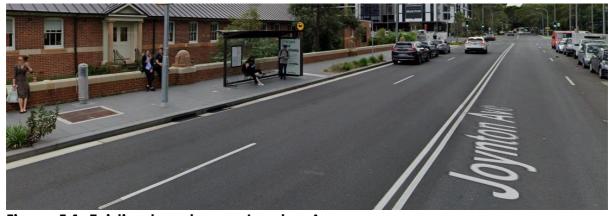


Figure 5.1: Existing bus stop on Joynton Avenue



The heavy vehicle haulage routes will largely be limited on arterial and subarterial roads, which are designed to accommodate heavy vehicle movements. As such, the impacts on public transport services will be minimal on the approach/departure routes.

While the truck route will overlap with this bus route during the construction period, it is not expected that traffic generation of no more than 3 vehicle visitations per hour would be adverse to the efficiency of the existing bus service.

5.4 Impact on Pedestrians

During construction, pedestrian/cyclist movements along Joynton Avenue, Zetland Avenue and Portman Street will be maintained at all times.

A mix of A-Class and B-Class hoarding would be erected around the perimeter of the site.

Traffic controllers would be present during construction hours to manage construction vehicle entry and exit and pedestrian movements at the site access/works zone, noting that pedestrian/cyclist priority would be given.

Outside of construction hours, gates would be installed to prevent pedestrians from entering the construction site.

To minimise disruption to pedestrian and cycle movements, it is advised that truck movements are managed, wherever possible, to occur outside of peak commuting periods.

5.5 Impact on Emergency Vehicle Access

Access to the site and neighbouring sites by emergency vehicles would not be affected by the proposed construction zones, which are within the bounds of the construction site and the works zone.

Emergency protocols on the site would indicate a requirement for the traffic controller to assist with emergency access from Zetland Avenue. All truck movements to the site construction zone and the incident point would be suspended and cleared. Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

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



Thus, there would be no adverse impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties as a result of the proposed construction activities.

5.6 Traffic Movements in Adjoining Council Areas

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

5.7 Impact on Shared Driveway, Portman Street and Zetland Street

Hutchinson will comply with the following stakeholder requirements to minimise/eliminate construction impacts on the Shared Driveway, Portman Street and Zetland Street:

- Alignment of A class hoarding to retain existing role of the shared driveway
 for garbage truck access to/from Waranara Early Education Centre and
 service vehicle access to/from the Green Infrastructure Centre as well as
 Council's maintenance vehicles in/out and through the shared driveway.
- A minimum of 1.8m wide footpath will be retained as per Austroads Guidelines, where the hoarding will be installed along the shared driveway, Portman Street and Zetland Avenue footpaths.
- Hutchison noted the two existing light poles on the shared driveway adjacent to the future loading bay will need to be relocated to the southern side of the shared driveway as per the latest design.
- Lighting to the shared driveway will need to be maintained throughout the construction period for safety of pedestrian and vehicular use of this driveway.

5.8 Impact on Neighbouring Properties

Access to neighbouring properties will be maintained at all times. Workers/subcontractors will be directed not to park their vehicles in the driveways of the neighbouring properties.

This will be incorporated into the site induction program. Hutchinson would take appropriate action if informed of this activity occurring.



5.9 Cumulative Construction Traffic Impact (Existing and Approved/Planned Construction Activities)

The construction activities will overlap with the construction of several existing and planned construction sites within 400m of the site, as detailed in the following:

Existing

a) D/2015/733: 499a Botany Road

Construction of a mixed-use development with a scale of 11 storeys. The proposal includes ground floor retail uses, 256 apartments, two levels of basement car parking for 217 vehicles and site landscaping.

b) D/2014/1757/F: 501-515 Botany Road

Demolition of existing structures, tree removal, remediation, excavation, shoring and piling works and construction of a mixed-use development on sites 10A, 10B and 11C within the Green Square Town Centre incorporating 133 apartments and 1,074sqm of commercial and retail space. The development includes landscaping and open space works, construction of part of Hinchliffe Street, road widening and land subdivision of 3 lots into 2 lots.

c) D/2019/976/Q

94-104 Epsom Road

Tree removal, excavation, remediation, and construction of a mixed-use development of three buildings up to 14 storeys in height, comprising 271 residential apartments, retail and commercial tenancies, public domain and staged subdivision works, 184 car parking spaces and landscaping.

d) D/2015/913/I

106-116 Epsom Road

Demolition of the existing structures and removal of trees on site for the construction of a mixed-use development comprising 5 buildings ranging between 5 and 14 storeys, accommodating 555 residential apartments and 840sqm of retail premises and the excavation of 2-4 levels of basement to accommodate 516 cars. The application also proposes landscaping, public domain works and subdivision to create 6 new lots.

e) D/2018/517

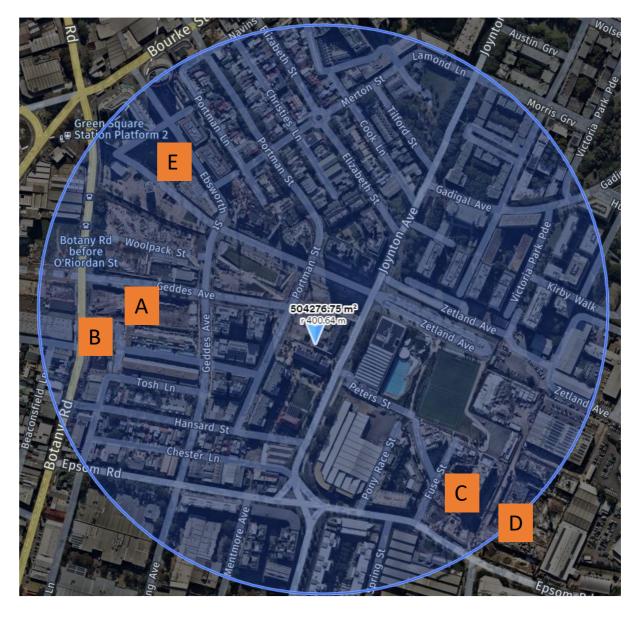
77-93 Portman Street

Excavation, remediation, construction of shared 3 level basement car park with 275 car spaces, 3 mixed use residential flat buildings with ground floor retail (Buildings A, B and C), 7 x 4 storey terraces to Portman Street



(Building D), and landscaping and public domain works at Site 15 in the Green Square Town Centre. Building A is 23 storeys containing 152 151 apartments. Building B is 12 storeys containing 119 118 116 apartments. Building C is 12 storeys containing 45 44 apartments.

See the following figure for the locations on the on-going projects.



Approved

The following projects were approved in the last 1 year and is expected to start constructions this year. It is noted that most of the approved projects are minor in nature.



App Number	Address	Description
D/2021/1099	301 Botany Road, Zetland	PAN-146924 - Alterations and use of Retail Tenancy 8 as a food and drink premises (cafe/small bar) with hours of operation from 6.00am to 1.00am the following day, Monday to Sunday.
D/2021/616	747 Elizabeth Street, Zetland	PAN-106213 - Alterations and additions to terrace dwelling house.
D/2022/207	75 Portman Street, Zetland	PAN-203691 - Construction of a masonry fence with dimensions of 30.565m (length) with a varying height between 1.55m at the front boundary (Portman Street) and a maximum height of 3.2m at the rear boundary (Portman Lane).
D/2021/676	1 Joynton Avenue, Zetland	PAN-110910 Building alterations and change of use to create 12 tenancies. All tenancies are for the purpose of business premises, office premises or light industry and all must be for a creative purpose that involves media, fine arts and craft, design (fashion, industrial or graphic), film and television, photography or publishing.
D/2021/1271	21 Tilford Street, Zetland	PAN-160119 - Alterations including new dormer to studio facing Cook Lane, and internal alterations to primary dwelling.
D/2021/1296	20 Gadigal Avenue, Zetland	PAN-162111 - Alterations to use premises as licenced restaurant/cafe. Proposed trading hours are Tuesday - Saturday 7am to 12 midnight and Sunday - Monday 7am to 10pm.
D/2021/720	2 Defries Avenue, Zetland	PAN-113638 - Alterations to commercial development to create a carwash concierge area on basement Level 2 and a centre management office on level 1.
D/2019/900	1-5 Link Road, Zetland	Signage, fitout and change of use to a recreational facility indoor of ground floor tenancy
D/2021/873	793 Elizabeth Street, Zetland	PAN-126487 - Alterations and additions including ground floor extension, first floor addition and new garage with studio above.
D/2020/1439	55 Portman Street, Zetland	PAN-53196 - Demolition of existing structures, construction of 2 dwellings and 2 laneway structures, each comprising a garage and a studio, and associated subdivision.
D/2021/508	6A Defries Avenue, Zetland	PAN-98291 - External alterations to existing mixed use building, including replacement of external



		aluminium composite panels with aluminium panels.
D/2021/514	888 Bourke Street, Zetland	PAN-98650 - Change of use of the serviced apartments to residential and associated works including reconfiguration of basement level, one additional apartment and design changes
D/2021/275	944-954 Bourke Street, Zetland	PAN-82524 - Construction of a new two-storey building and use as a health services facility.
D/2014/1757/E	501-515 Botany Road, Zetland	PAN-132692 Section 4.55(1A) modification of consent to reconfigure basement levels and amendments to the staging of the development with amendments to relevant conditions
D/2017/1672	890-898 Bourke Street, Zetland	Demolition of existing buildings, excavation, and the construction of a 6-storey mixed used development with two levels of basement car parking, comprising 145 apartments, 1 ground floor retail tenancy, and landscaping works. The application is Integrated Development requiring the approval of Water NSW under the Water Management Act 2000.

Based on the above, it is noted that no active large construction site nor approved large development directly adjacent to the site in the last year. As such, the existing and proposed construction activities of neighbouring development are expected to have minor overlaps with the construction works of the proposed development.

Notwithstanding the above, Hutchinson will maintain regular contact with the surrounding project contractors to identify any potential overlap of major construction works and cooperate to ensure such overlaps are minimised during the lifecycle of the works.

With the above measures, it is not expected that this level of traffic movement would create any adverse impact on the surrounding road network.



Appendix A The City of Sydney Standard Requirements for Construction Traffic Management Plan

The City of Sydney Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at Lot 2 of Deposited Plan 1174641 / 3 Joynton Avenue, Zetland and (SSD 10381 (D/2021/1245)

- 1. Details of routes to and from site and entry and exit points from site See Figure 4.2A and 4.2B for approved truck routes.
- 2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets See Figure 4.2A and 4.2B for approved truck routes.
- 3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
- 4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
- 5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
- 6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.
 - **NOTE**: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
- 7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the National Heavy Vehicle Regulator (NHVR) 28 days prior to the vehicle's scheduled travel date. For more information please contact the NHVR on 1300 696 487 or www.nhvr.gov.au.
- 8. No queuing or marshalling of trucks is permitted on any public road.
- Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from Transport for NSW (TfNSW) prior to commencement of works.
- 10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.
- 11. All loading and unloading must be within the development site or at an approved "Works Zone".

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



Appendix B Construction Workers Strategy

Green Square Public School and Community Spaces (GS ICFS) 3 Joynton Avenue, Zetland Construction Workers Transport Strategy



Client Name: Hutchinson Builders

Reference: 22054

Issue: Final A



Contents

1.0	INTRODUCTION	
	1.1 1.2	Background
2.0	PUBLIC / ACTIVE TRANSPORT STRATEGIES	
		Public Transport
3.0	OFF-STREET PARKING	
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4.0	COMMUNICATION STRATEGIES 8	

APPENDICES

Appendix A – Public Transport Provisions



1.0 Introduction

1.1 Background

A Stage Significant Development Application (SSD 10381 (D/2021/1245)) has been approved by Central Sydney Planning Committee and Department of Planning and Environment for the construction of Construction of the Green Square Integrated Community Facility and School, being a public primary school (Kindergarten to Year 6), community facilities and associated works.

The approved development is to be located at Lot 2 of Deposited Plan 1174641 / 3 Joynton Avenue, Zetland.

1.2 Purpose of this Plan

Hutchinson Builders (Hutchies) has commissioned Transport Strategies to prepare a Construction Worker Transportation Strategy as part of the Construction Certificate documentation as follows:

B31. Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the Crown Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets or public parking facilities. A copy of the strategy must be provided to the Council for information.



2.0 Public / Active Transport Strategies

There will be no on-site parking for workers/sub-contractors within the site. All workers will be instructed to use public/active transport. Facilities will be provided within the site to store tools to reduce the need to bring vehicles to site each day to carry their tools.

2.1 Public Transport

Bus

The existing bus services that operate in the locality are shown in Figure 4. Standard transport planning guidelines state that development benefits bus services if it is within 400 metres of walking distance of a bus stop. The site benefits from excellent bus services, with 12 bus stops within 400 metres of the site (see **Figure 2.1**).

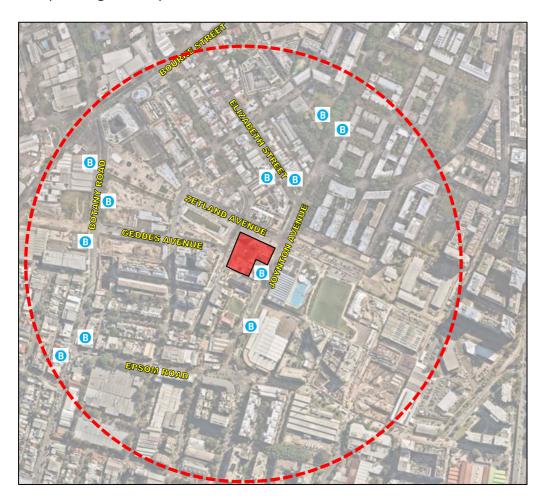




Figure 2.1: Bus stops within 400m of the site

These services provide connections to the Eastern Suburbs and Sydney Central Business District. These bus services are summarised as follows:

Joynton Avenue

- 304 City Circular Quay to Green Square (Loop Service)
- 320 Green Square to Gore Hill
- 343 Kingsford to Chatswood

Epsom Road

- 306 Redfern to Mascot Station (Loop Service)
- 370 Leichhardt Marketplace to Coogee

Botany Road

- 306 Redfern to Mascot Station (Loop Service)
- 309 Port Botany to Central Railway Station
- 310 Banksmeadow to Central Railway Square
- 348 Wolli Creek to Bondi Junction
- 370 Leichhardt Marketplace to Coogee

The bus services operate every 9-10 minutes during the AM Peak and PM Peak in both directions.

Train

The proposed development is within 650m walking distance to Green Square Railway Station. Green Square Railway Station services the T8 Airport and South Line providing workers connections to major centres such as Central Station, Wolli Creek, Revesby, Campbelltown and many others. Train services operate every 10 minutes during the AM peak and PM peak in both directions. See **Figure 2.2**.



Figure 2.2: Green Square Station access to/from the site

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The surrounding bus and train routes are shown in Figure 2.3.

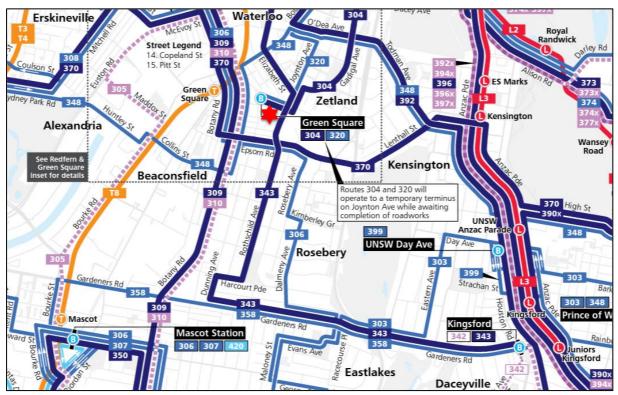


Figure 2.3: Public transport routes in the vicinity of the site

Details of the existing public transport services are provided in Appendix A.

2.2 Active Transport

Pedestrian Infrastructure

The Green Square Town Centre is undergoing significant development in relation to pedestrian infrastructure. Signalised pedestrian crossings are available at:

- Midblock on Joynton Avenue between Zetland Avenue and Epsom Road
- Crossings on all legs at the intersections of:
 - Zetland Avenue/Joynton Avenue
 - Zetland Avenue/Portman Street
 - Zetland Avenue/Paul Street
 - Zetland Avenue/Geddes Avenue

See **Figure 2.4**.





Figure 2.4: Signalised pedestrian crossing in the vicinity of the site

There is currently a pedestrian link along the southern side of the site with connection between Portman Street and Joynton Avenue. See **Figure 2.5**.



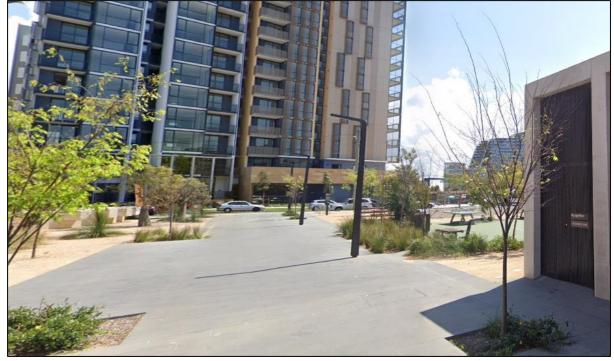


Figure 2.5: Pedestrian link between Portman Street and Joynton Avenue

Cycling Infrastructure

The site is located in proximity to separated bicycle lanes, off-road shared paths and bicycle friendly roads available throughout the area.

The existing cycling facilities are shown in **Figure 2.6**, with the cycleways summarised as follows:

Separated Bicycle Lanes:

- Geddes Avenue, Zetland Avenue, Epsom Road, George Street, Allen Street and Mandible Street accommodate dedicated cycle lanes. These lanes provide access to Alexandria, Redfern, Waterloo and Roseberry.
- Zetland Avenue: Uni-directional separated cycleway traversing eastwest between Green Square Station and Epsom Precinct
- Portman Street: Bi-directional cycleway along the eastern side of Portman Street, traversing north-south and providing a connection to Sydney CBD.



Low-Traffic On-road Routes:

- Portman Street, Hansard Street, Victoria Street and William Street accommodate low-traffic on-road routes. These routes provide access to areas such as Beaconsfield, Alexandria, Waterloo and Redfern.

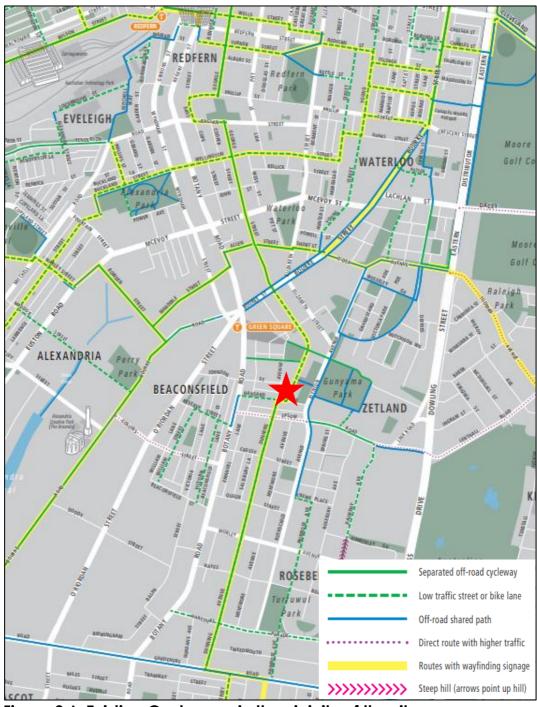


Figure 2.6: Existing Cycleways in the vicinity of the site



3.0 Off-Street Parking

3.1 Hutchies Office Parking

All site staff related to the works who need to drive to/from the site are to park at the Hutchies office at 23 Dunning Avenue, Rosebery (500m or 7 min walk) to/from site. See **Figure 3.1**.

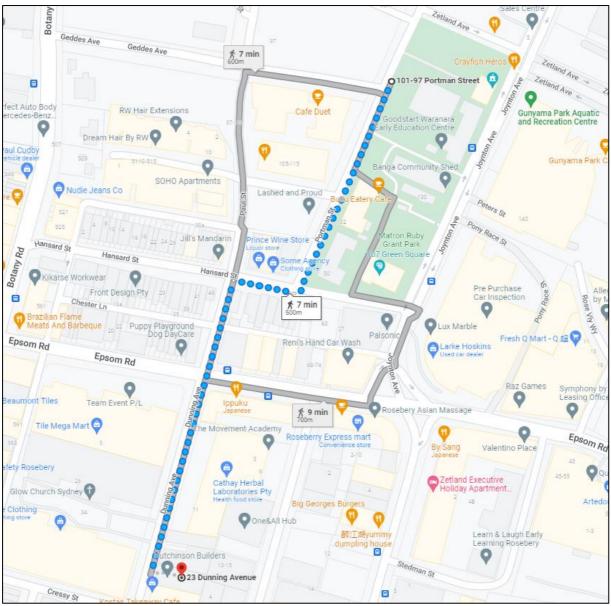


Figure 3.1: Pedestrian access to/from Hutchies office at 23 Dunning Avenue, Rosebery



3.2 Public Parking

Workers/subcontractors can park at Wilson Parking Australia, East Village, 4 Defries Avenue which is about 700m walking distance to the northeast of the site and has approx. 700 spaces. See **Figure 3.2**.

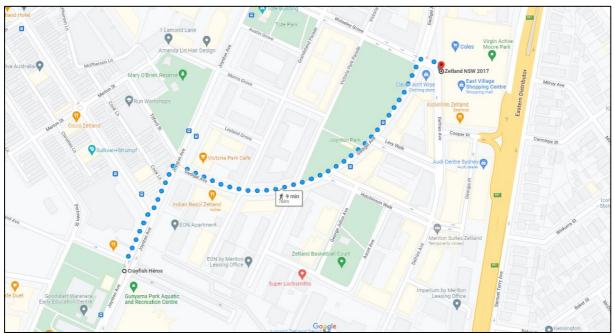


Figure 3.2: Pedestrian access to/from Wilson Parking Australia, East Village, 4 Defries Avenue

Details of the East Village carpark is provided as follows:

Prices

Mon-Sun - All day

2 Hours Free
2.5 Hours \$6.00
3 Hours \$10.00
3.5 Hours \$14.00
4 Hours \$18.00
5 Hour \$\$22.00
Max \$26.00

Evening Free (In after 6pm Out by 12:30am) Overnight\$50.00 (In after 5pm Out by 10am)

Opening Times

Mon-Sun 5:00am – 12:00am

22054

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4.0 Communication Strategies

All staff employed on the site by Hutchies (including sub-contractors) would be required to undergo a site induction. As part of this induction staff will be provided with information as to how to travel to/from the site, including:

- Promote the use of public transport options including bus and train, including potential benefits of public transport over car usage
- Where to park for those that elect to drive to the site, including strict guidance that no staff should be parking in nearby residential streets
- Relevant walking and cycling routes, including locations of bicycle parking within the site
- Notifying workers in relation to arrangements made on-site for any equipment/ tool storage and drop-off requirements



Appendix A Public Transport Provisions

Sydney rail network









Sydney metro and train lines



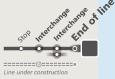








Eastern Suburbs



Check timetables and trip planners for train services and connections

Visit transportnsw.info

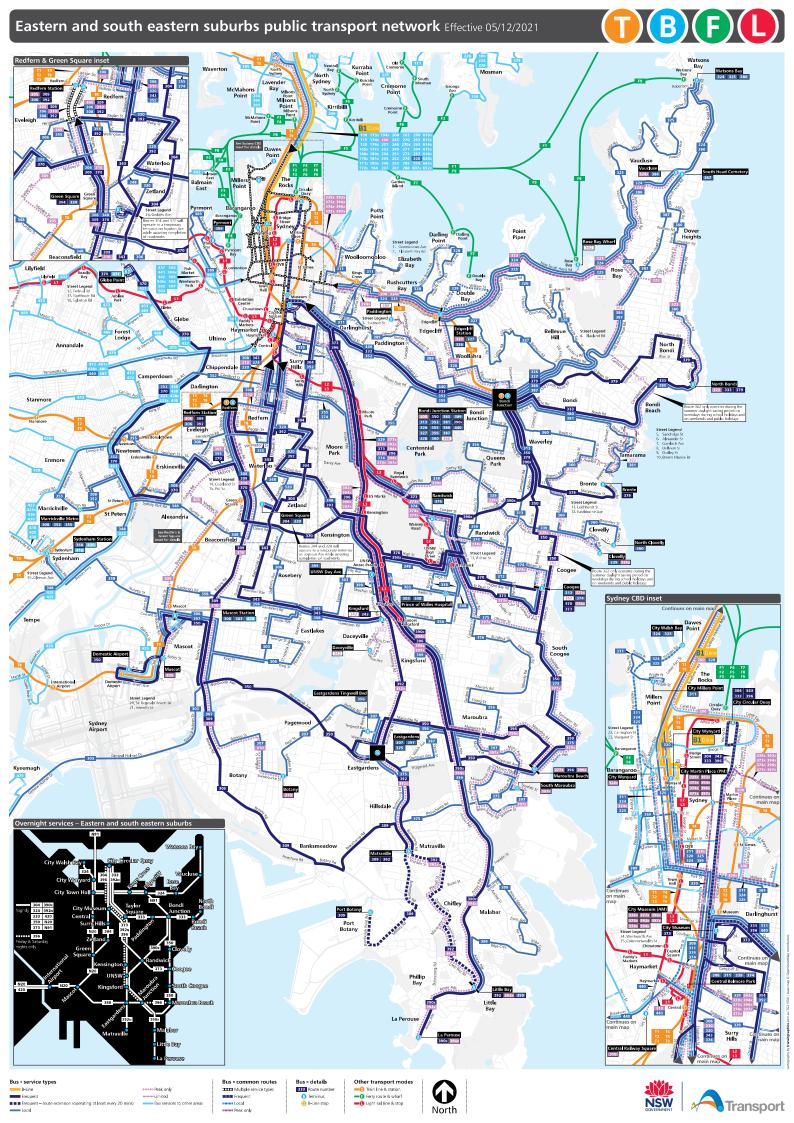
Leppington Richmond



Olympic Park Lidcombe

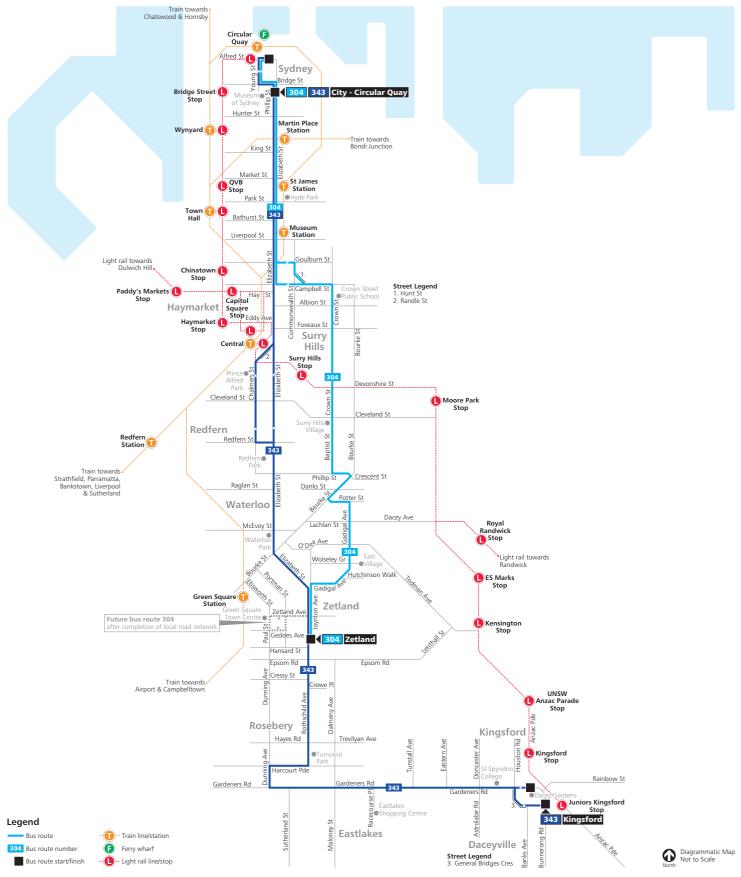






Routes 304, 343



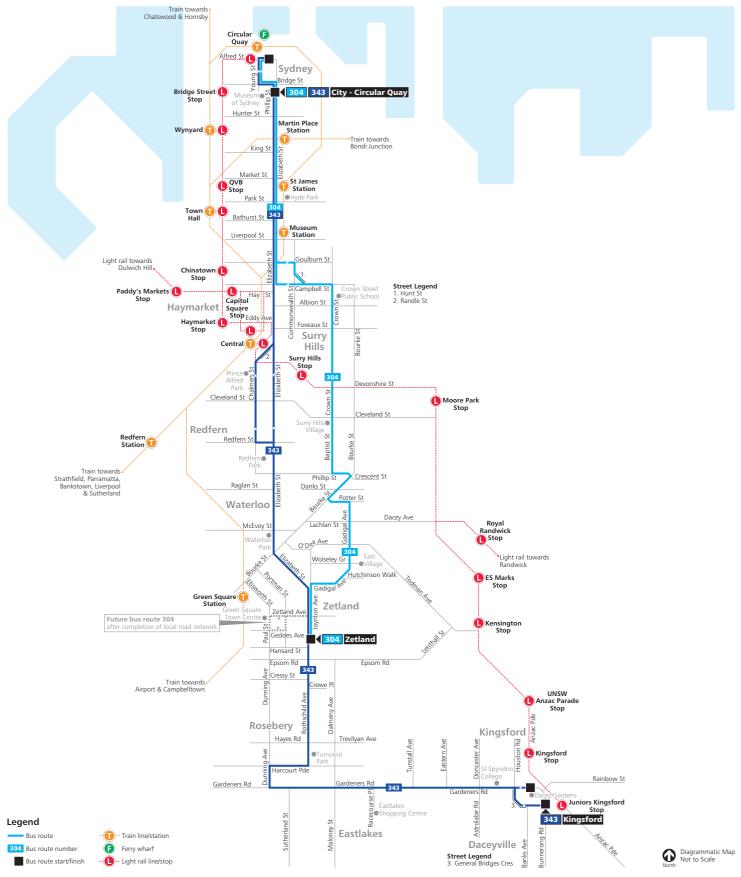






Routes 304, 343



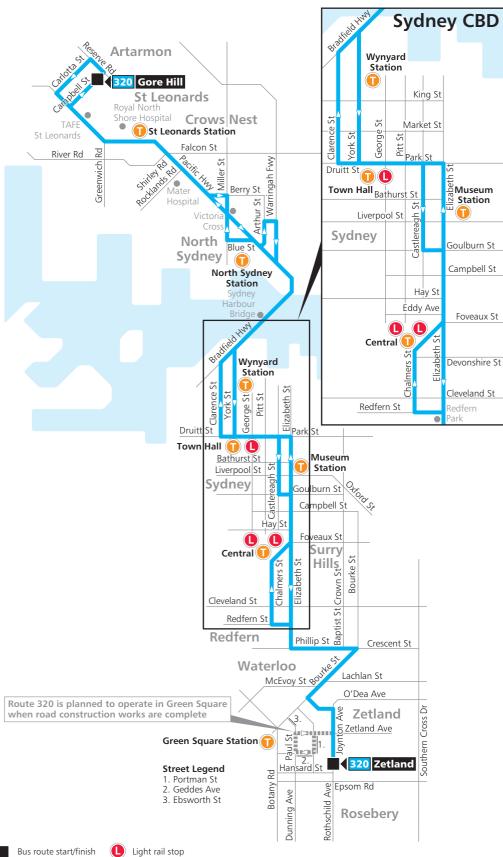






Route 320







Bus route

320 Bus route number

Bus route start/finish
Train station

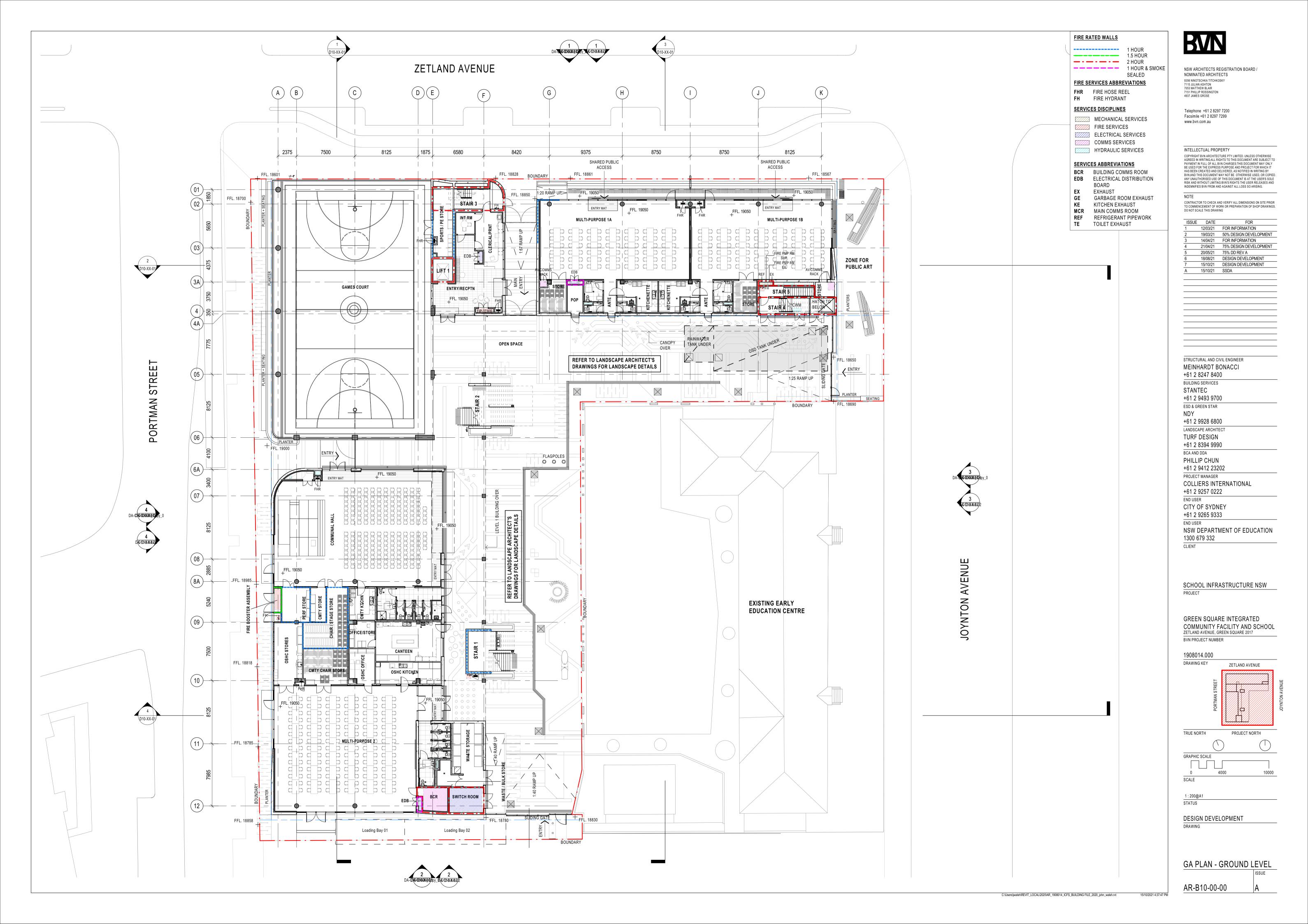


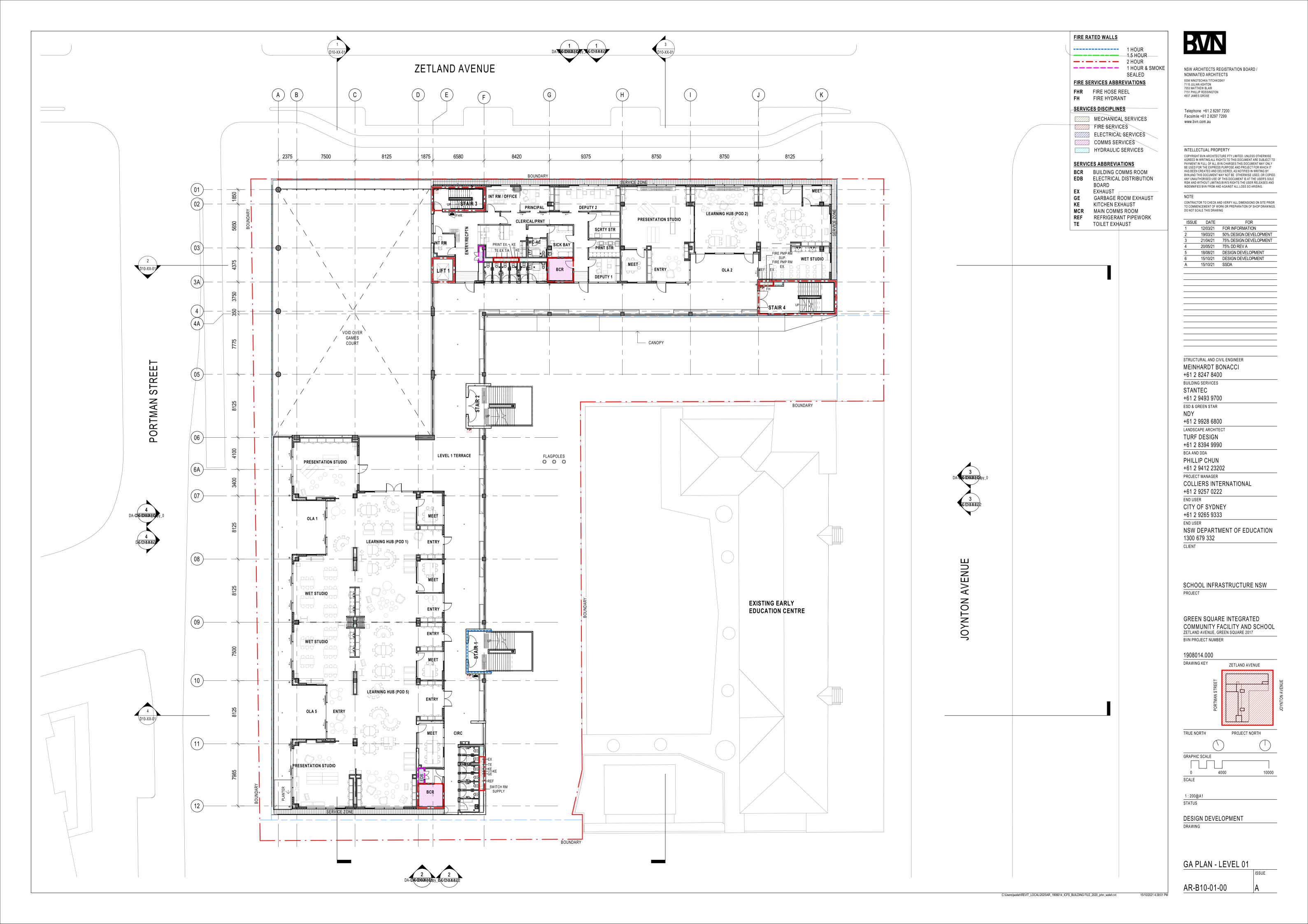


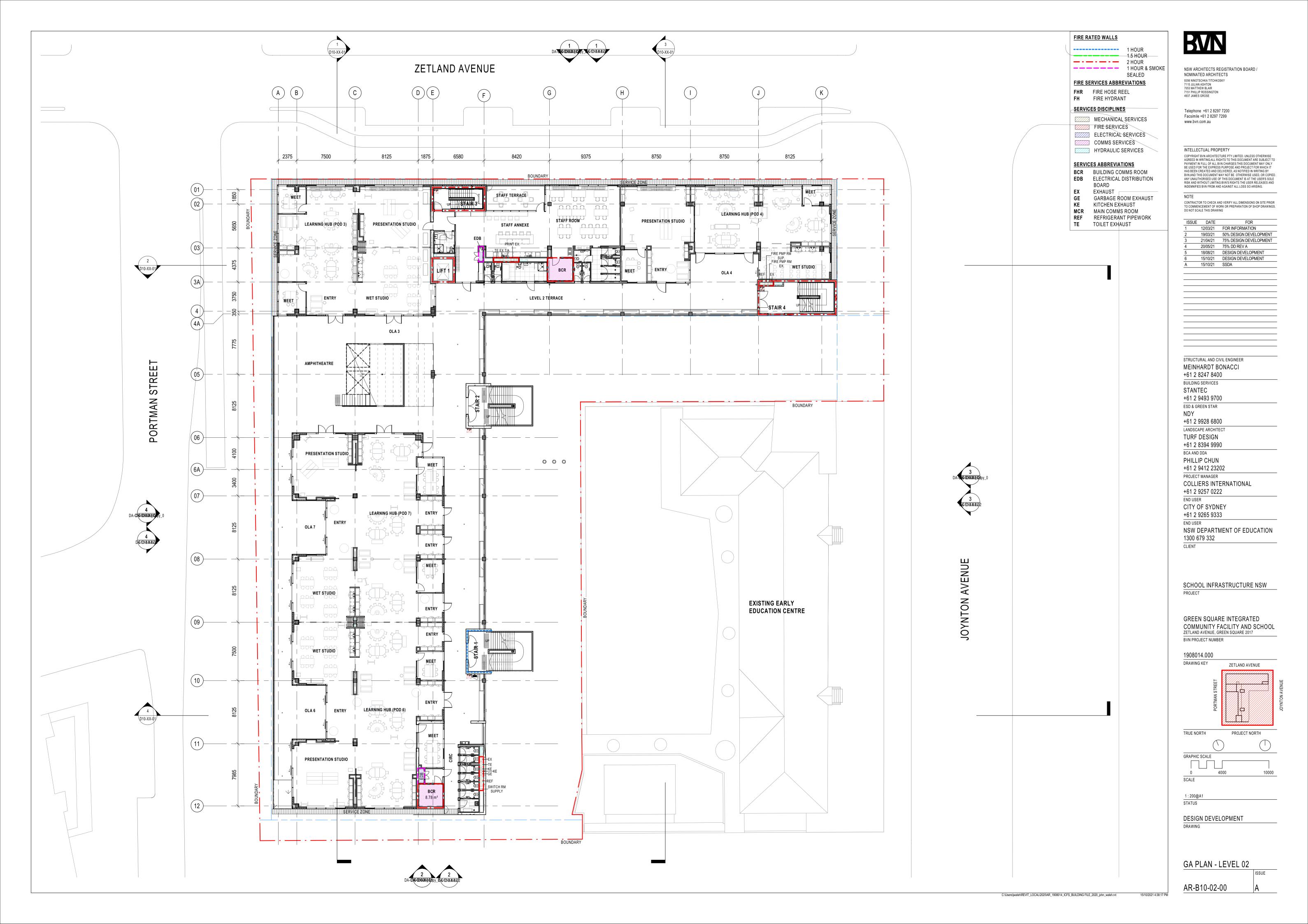


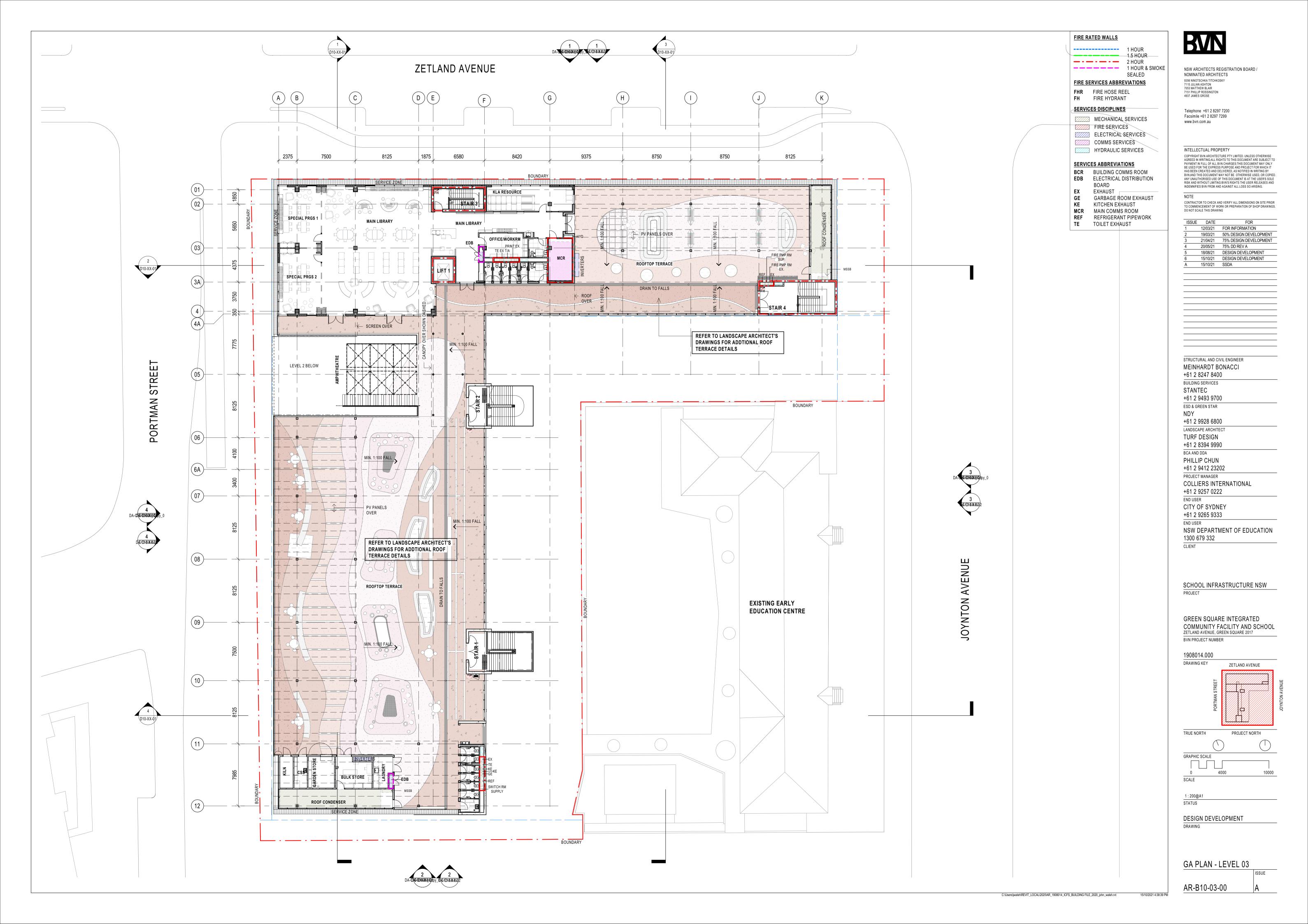


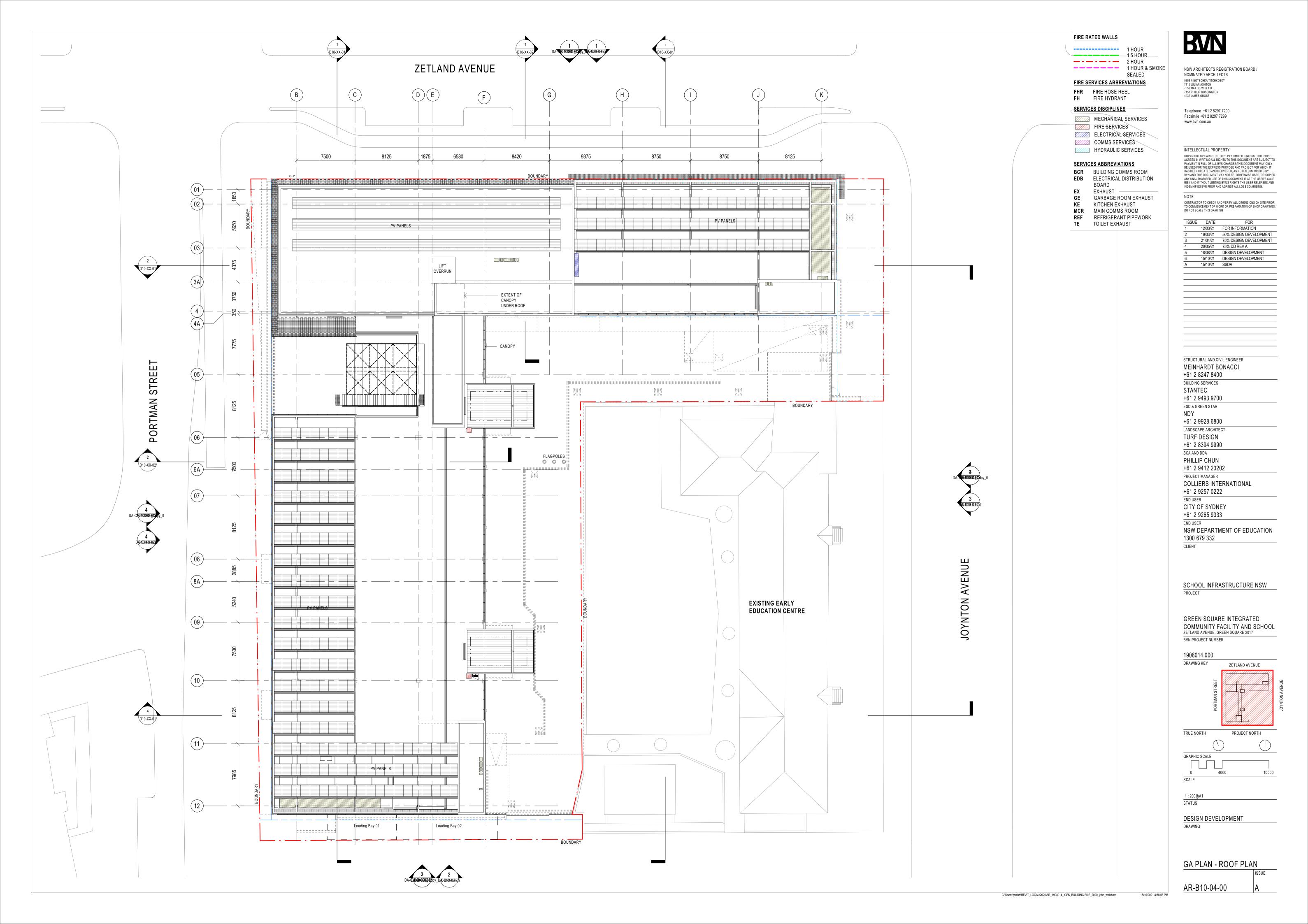
Appendix C Architectural Plans

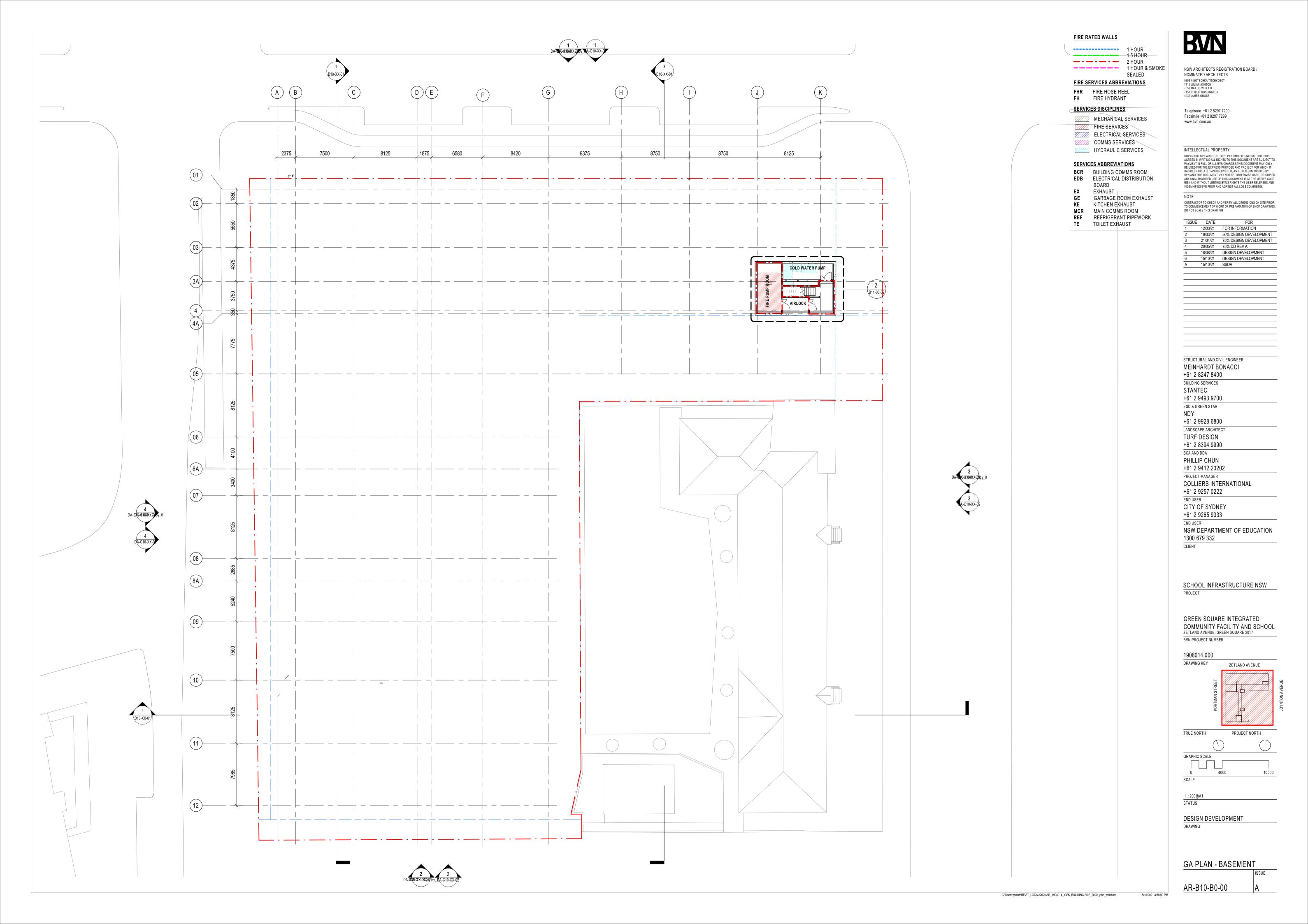








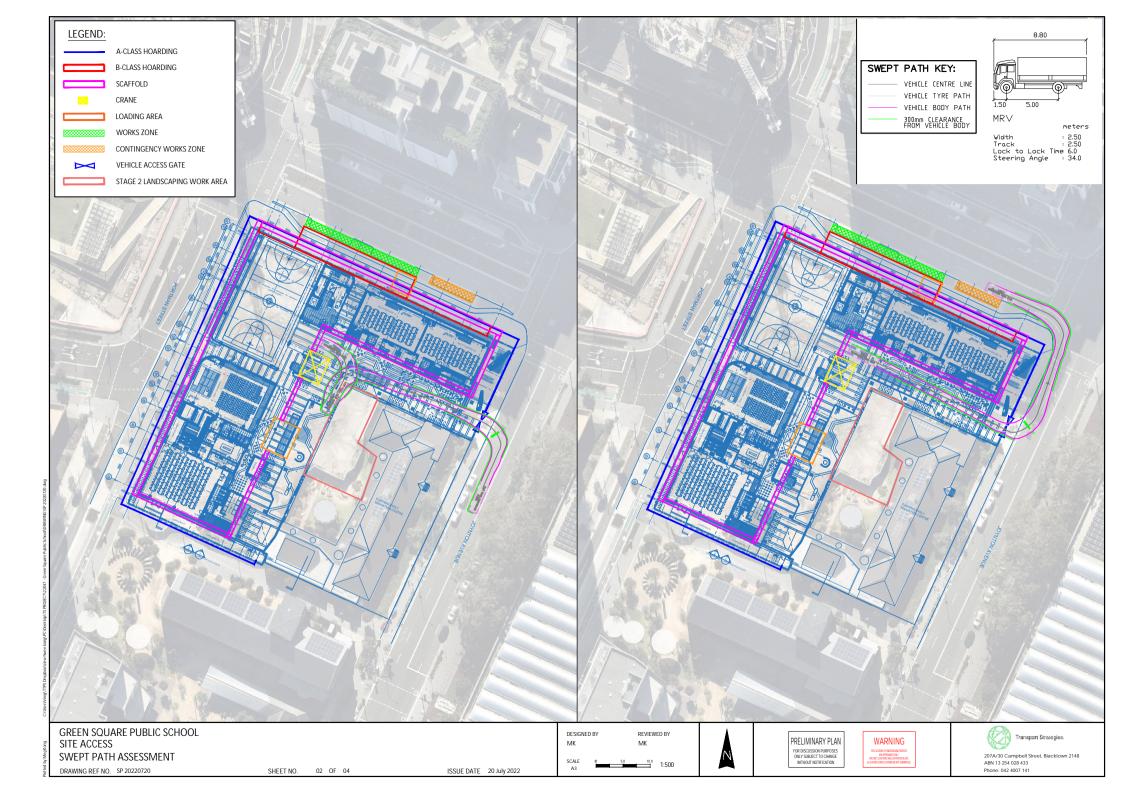


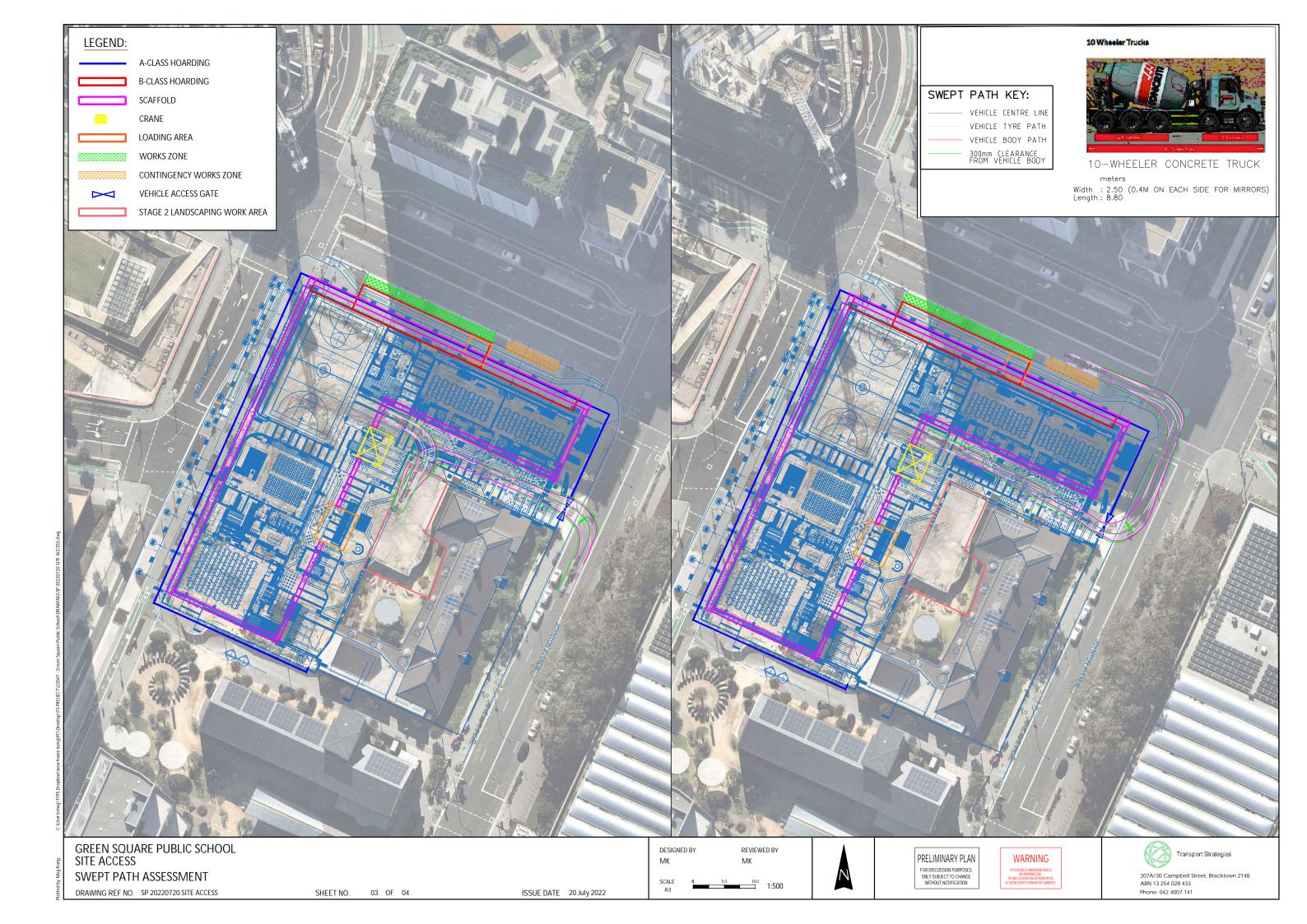


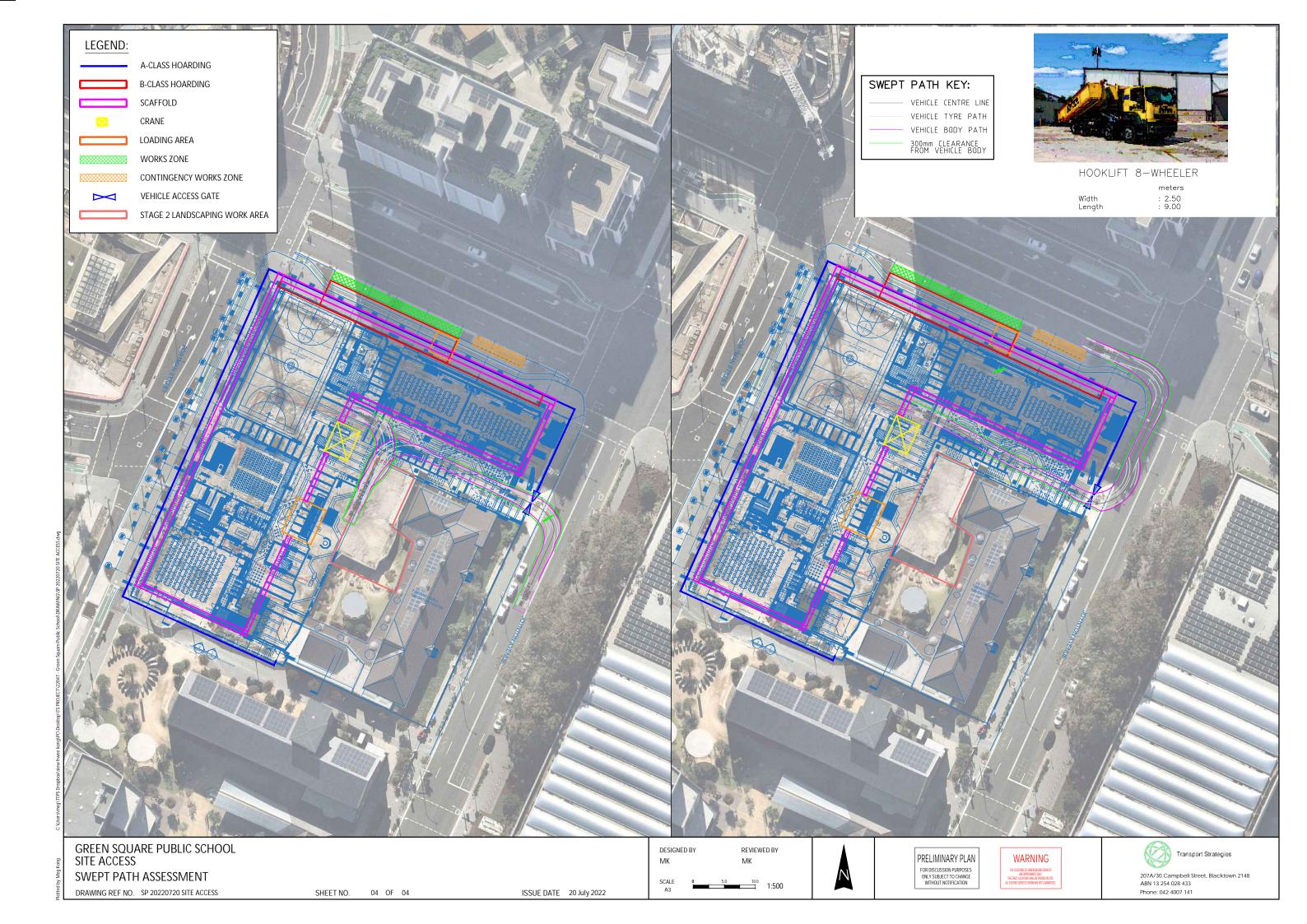


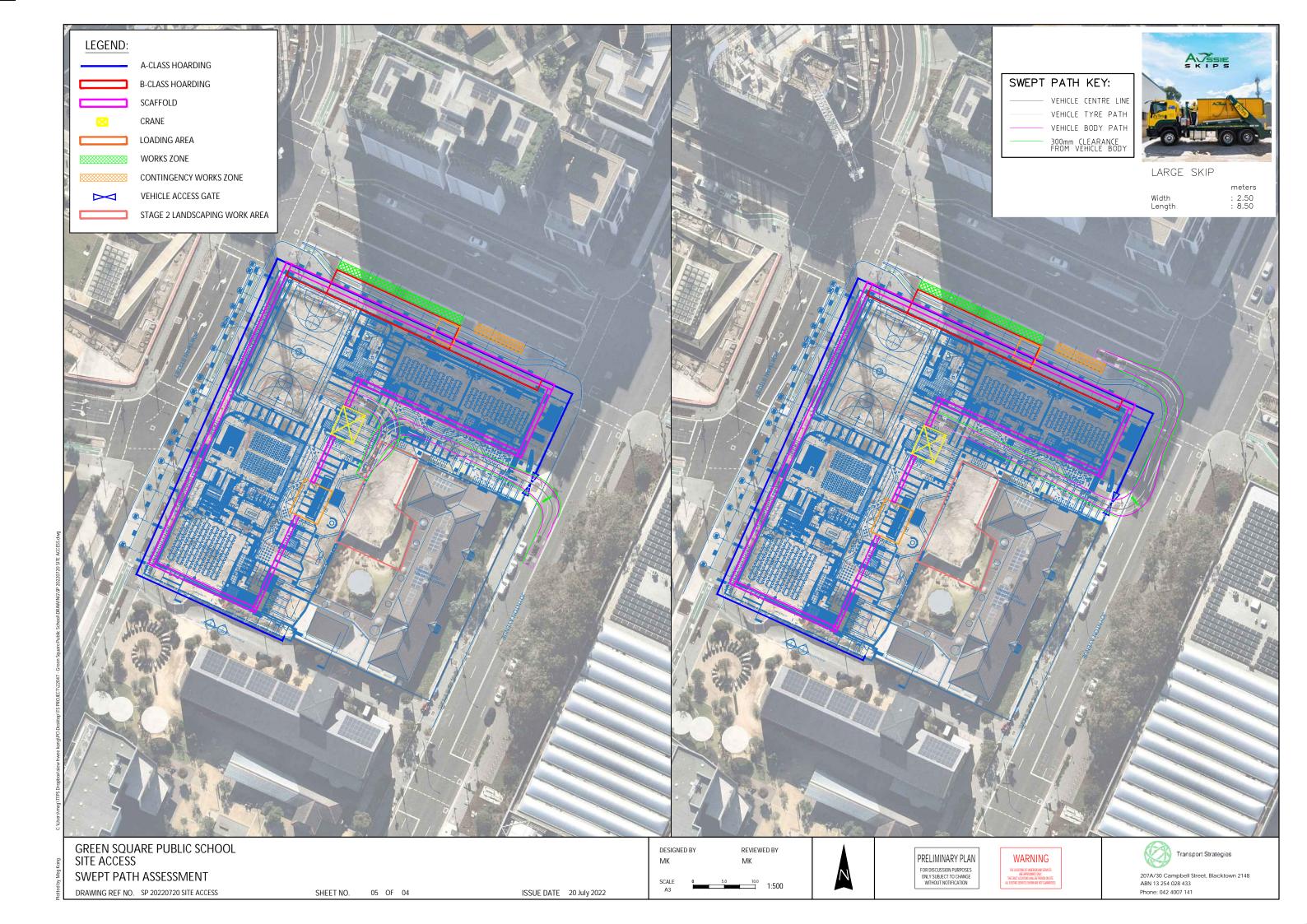
Appendix D Swept Path Assessments

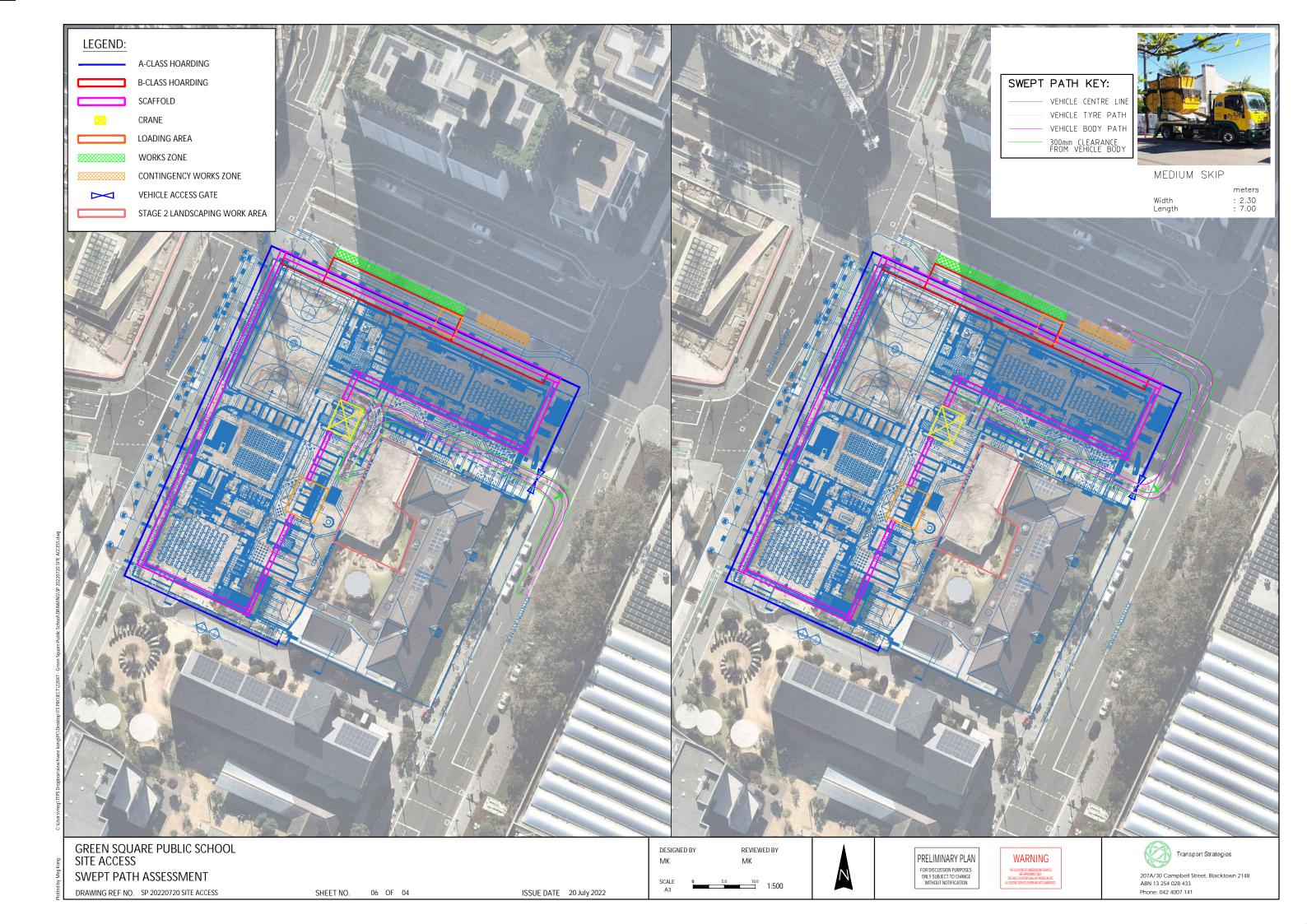


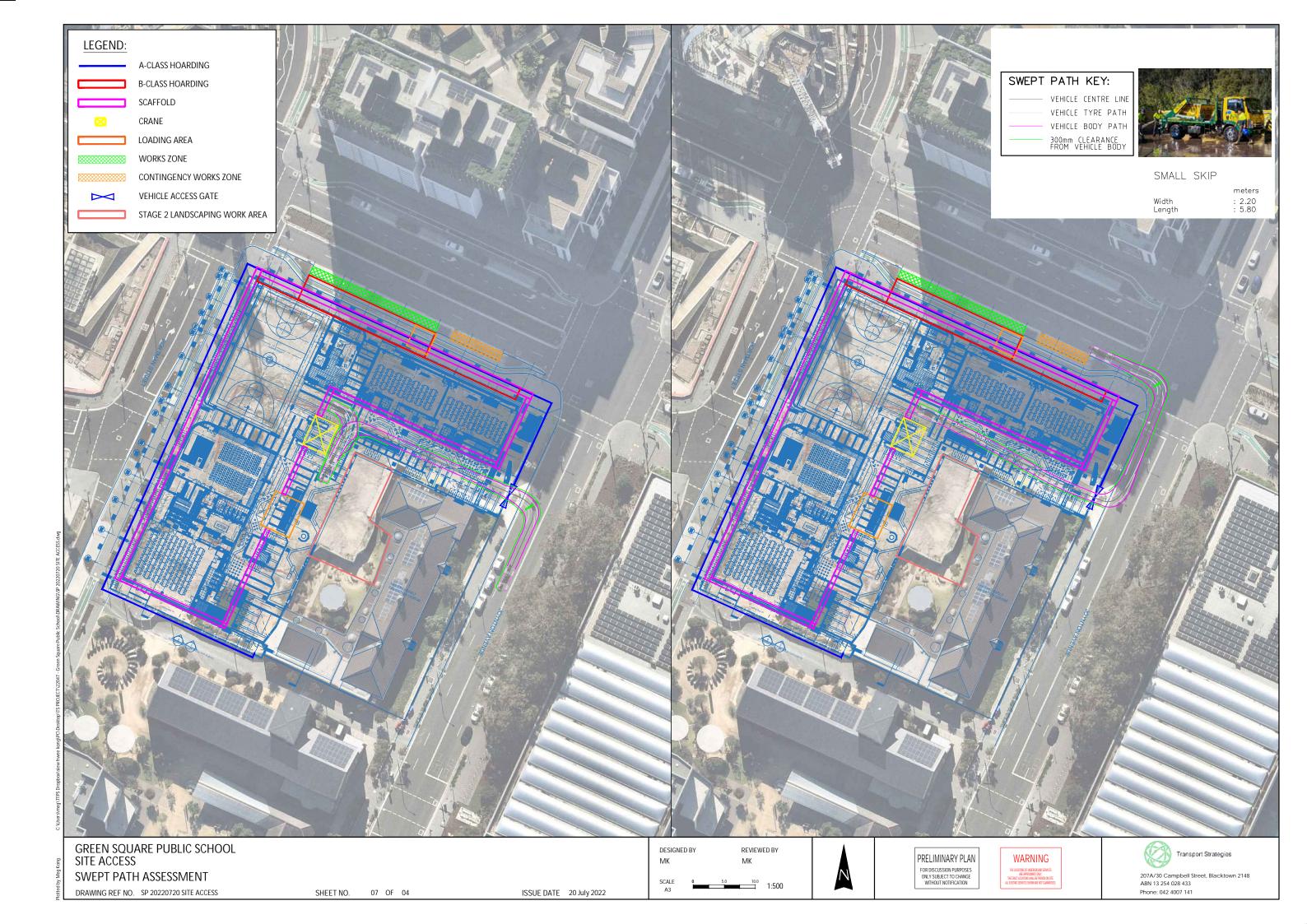


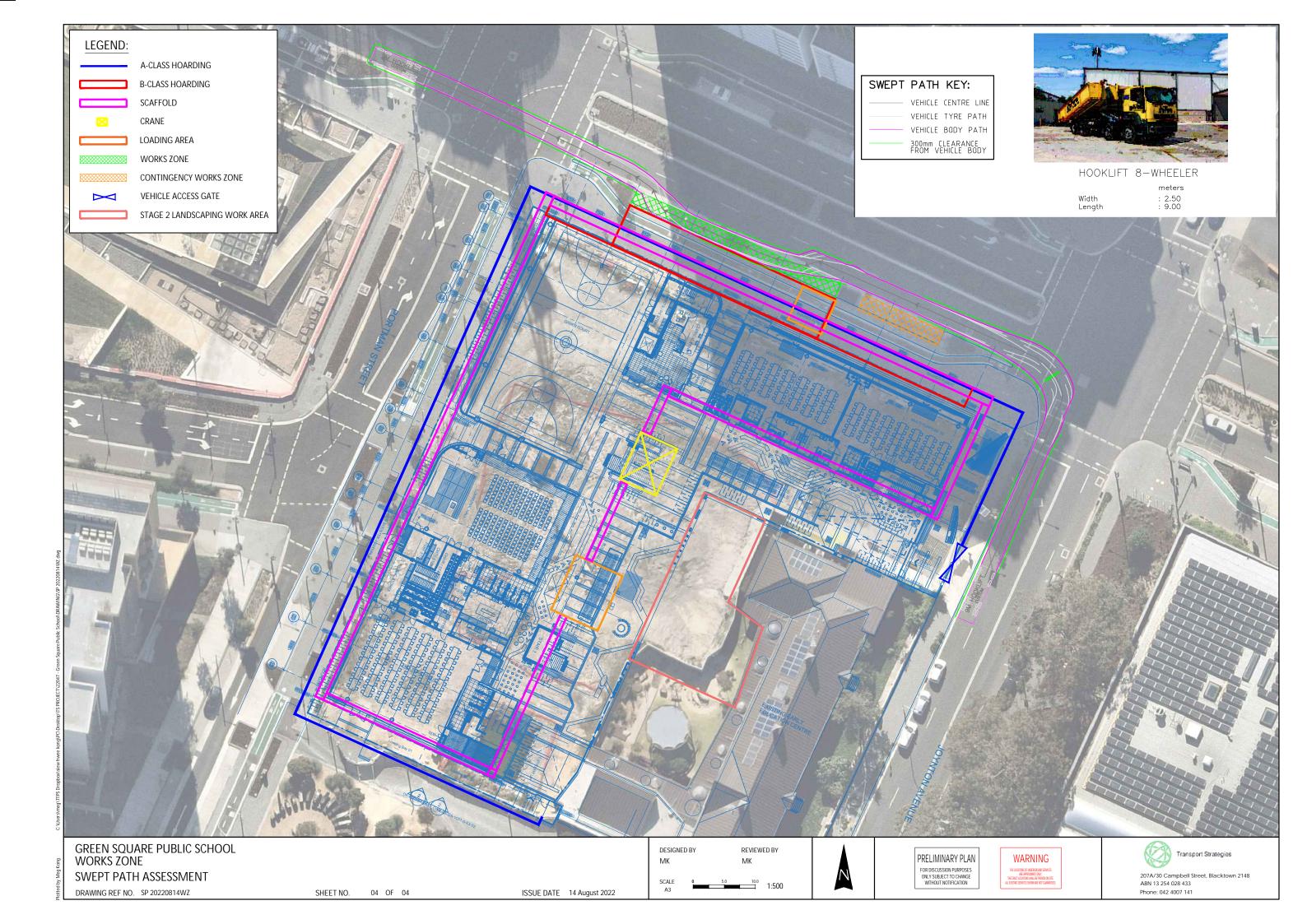


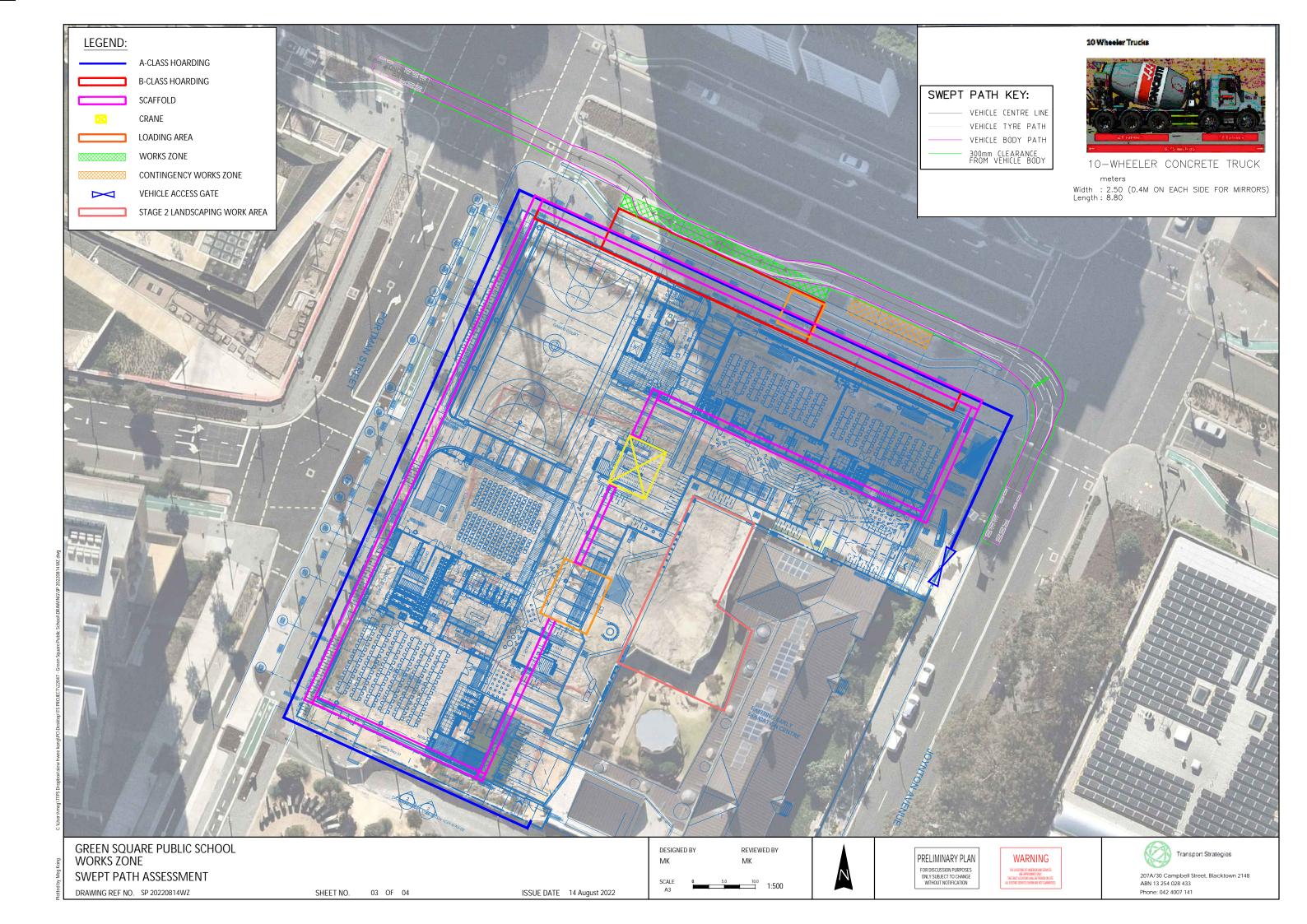


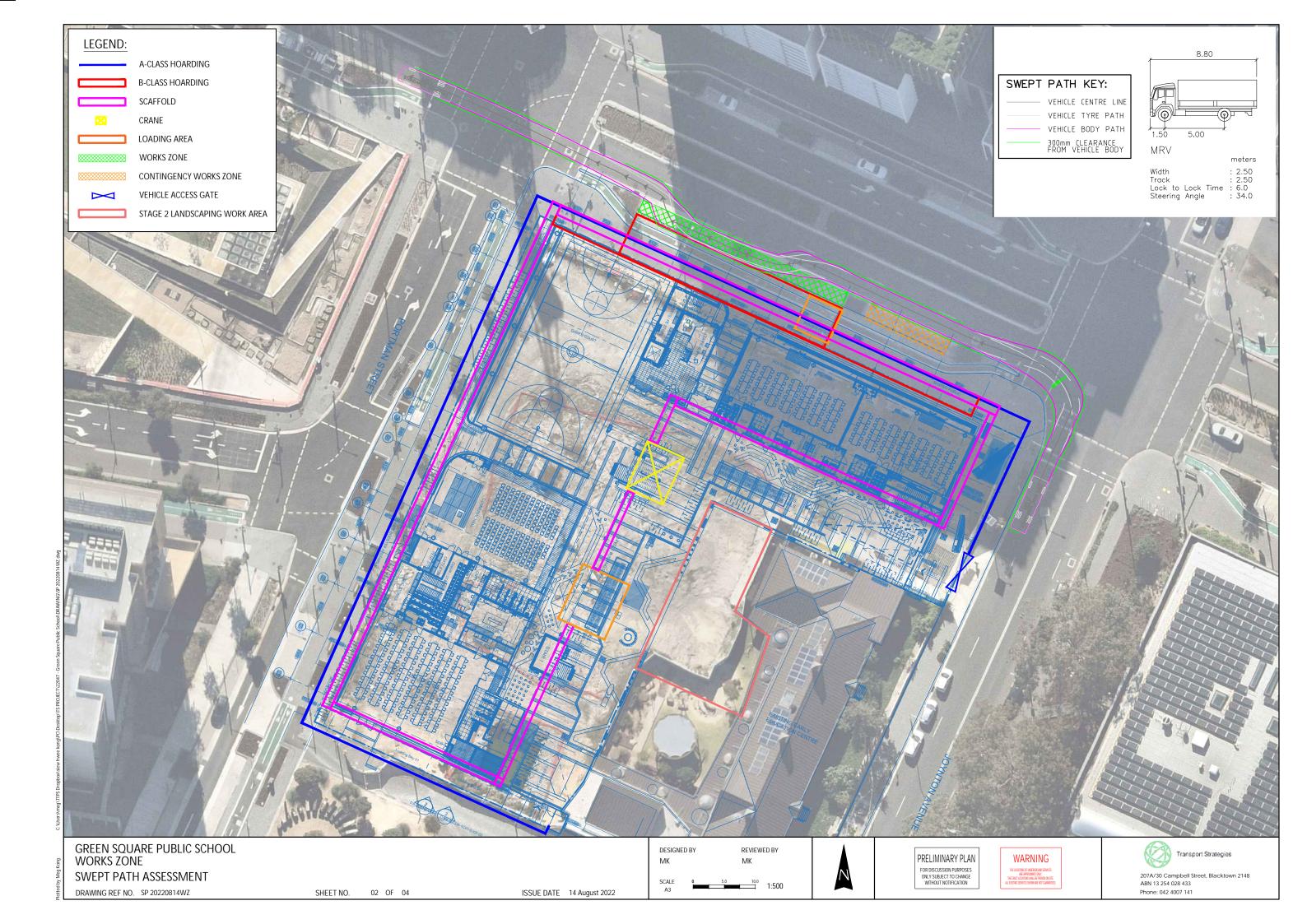


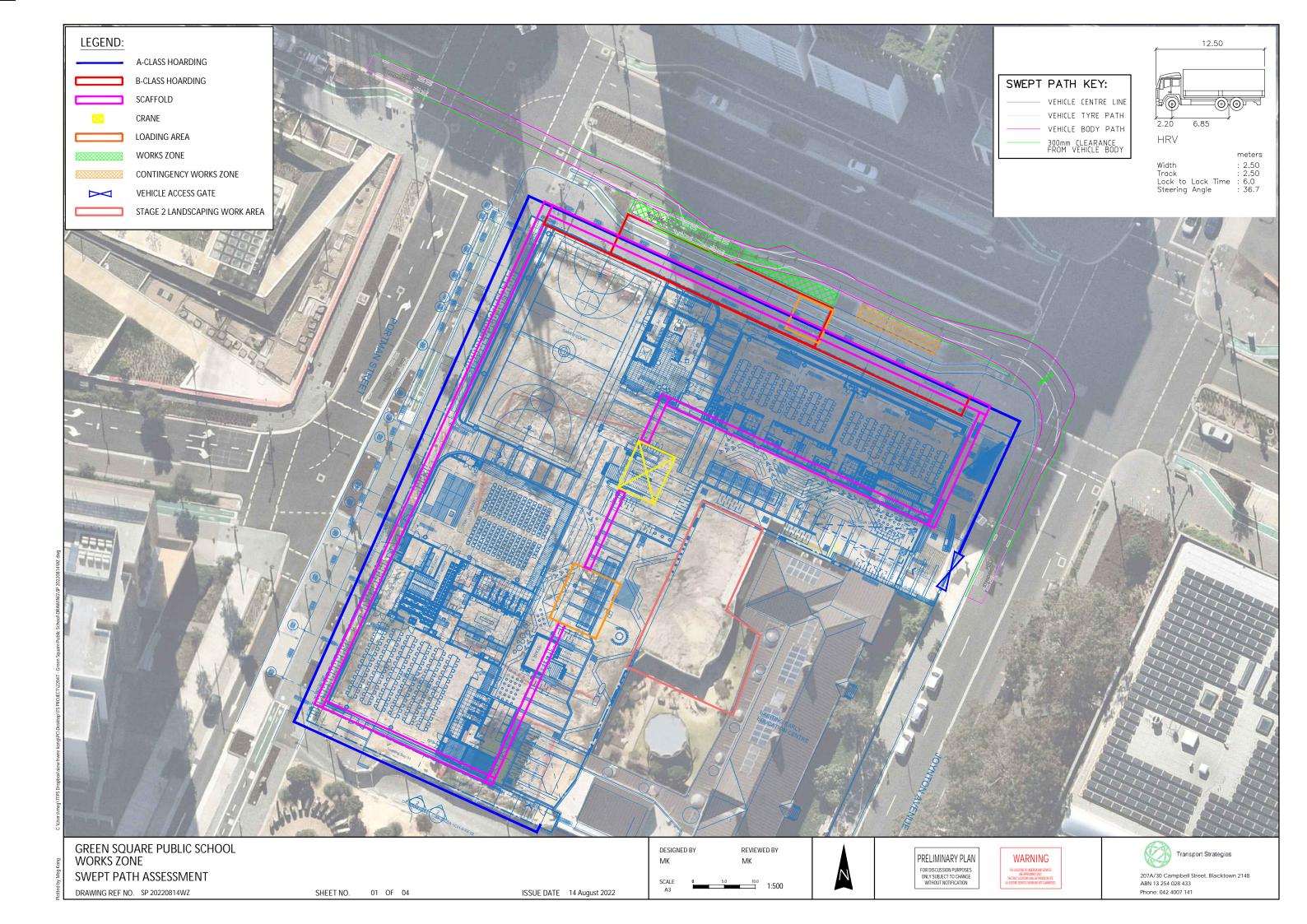


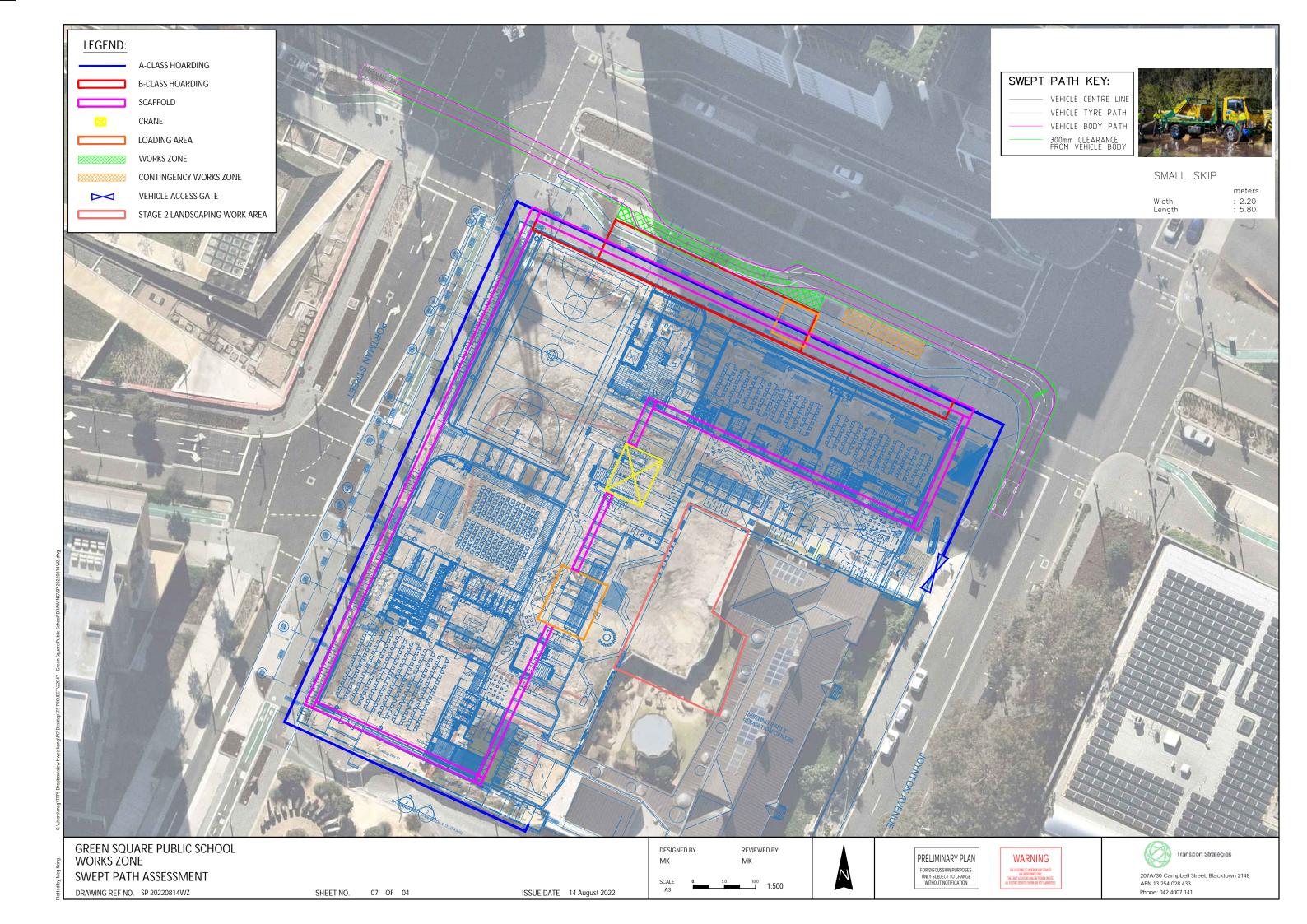


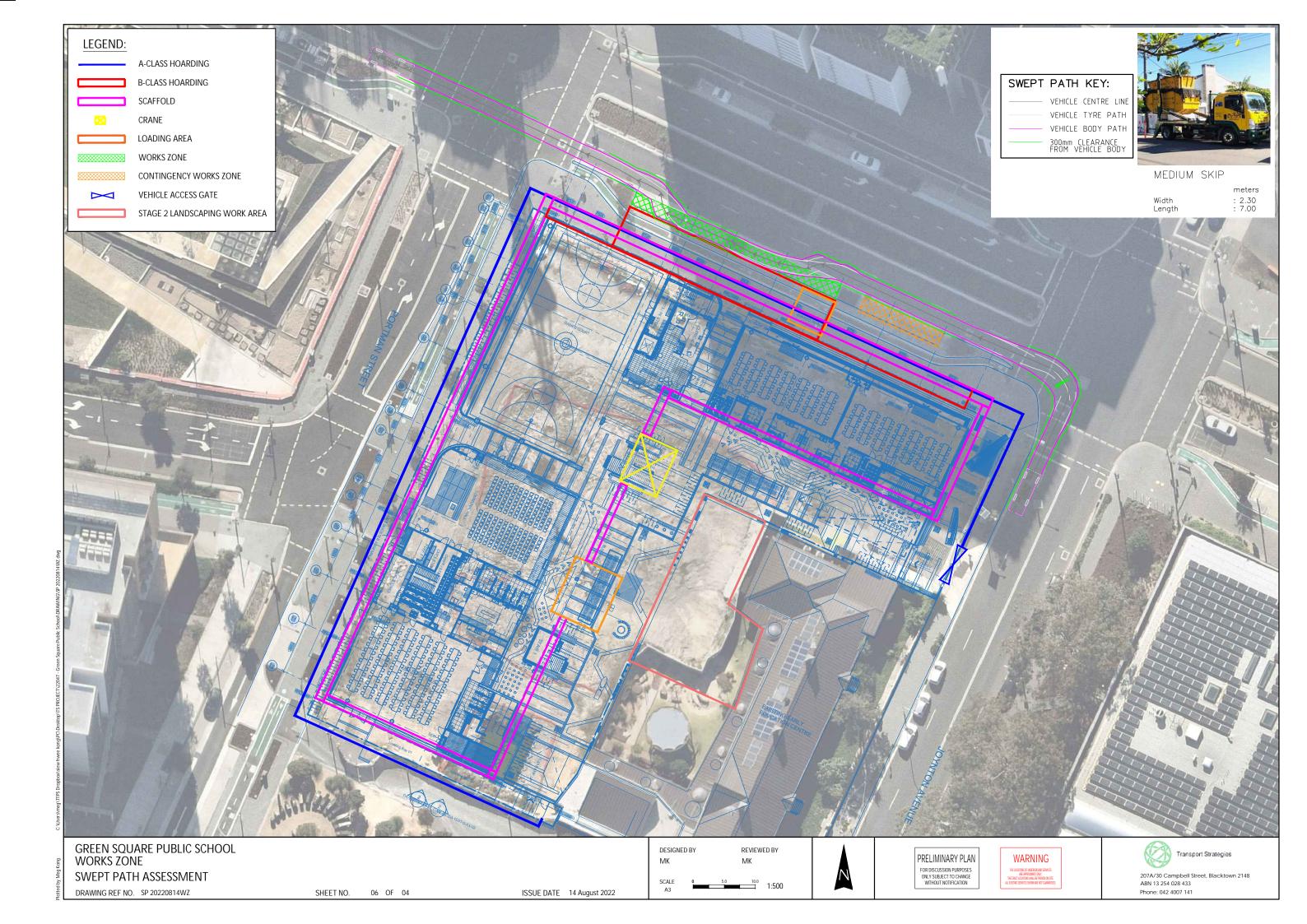


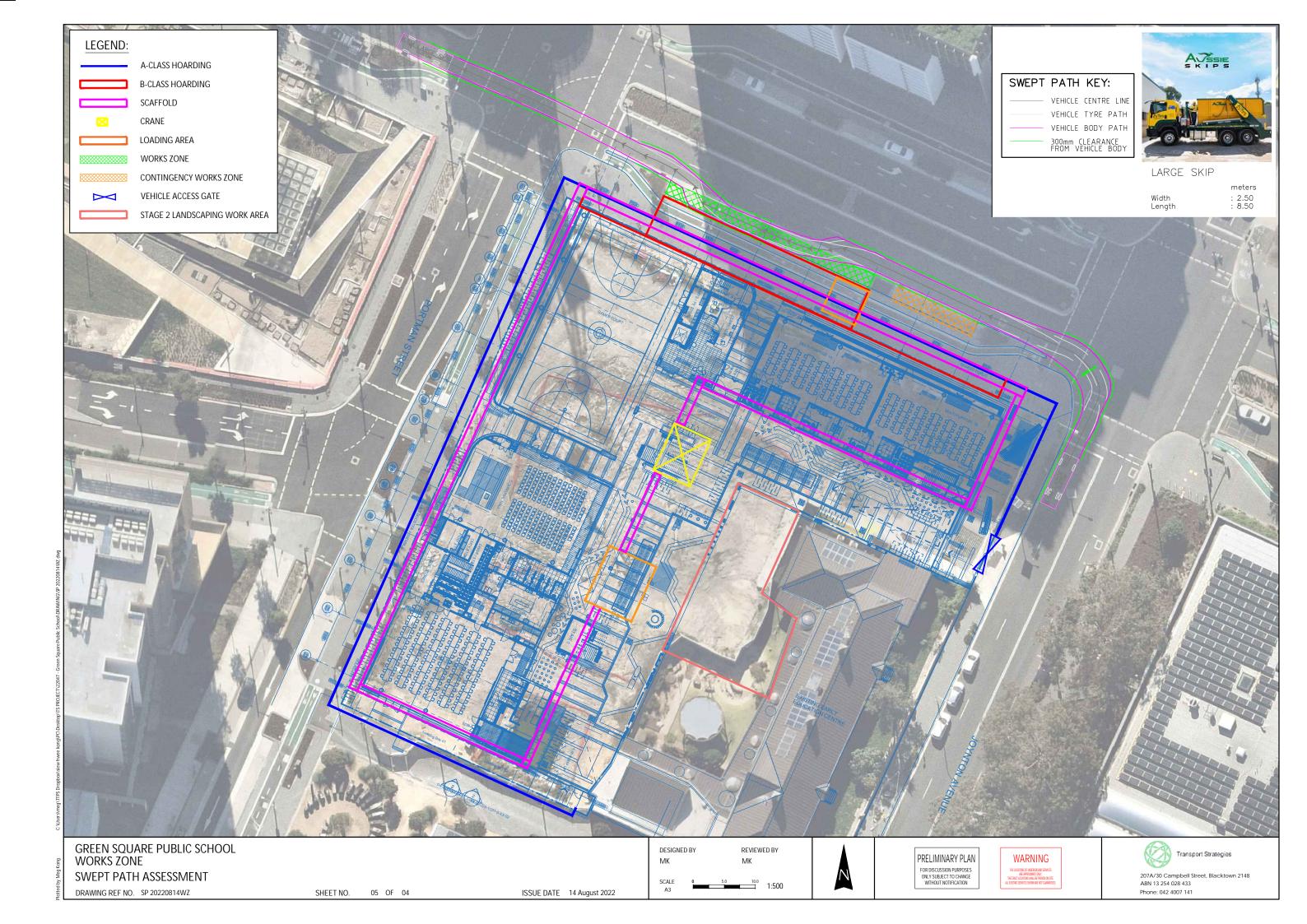


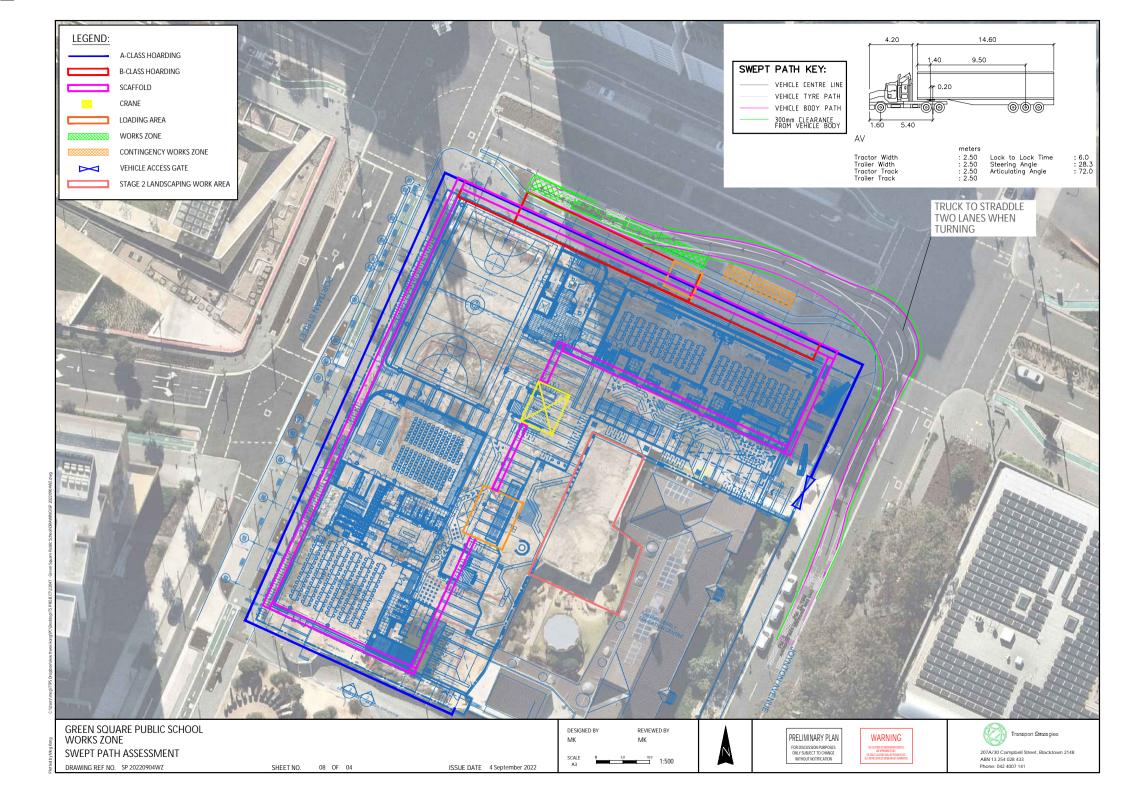


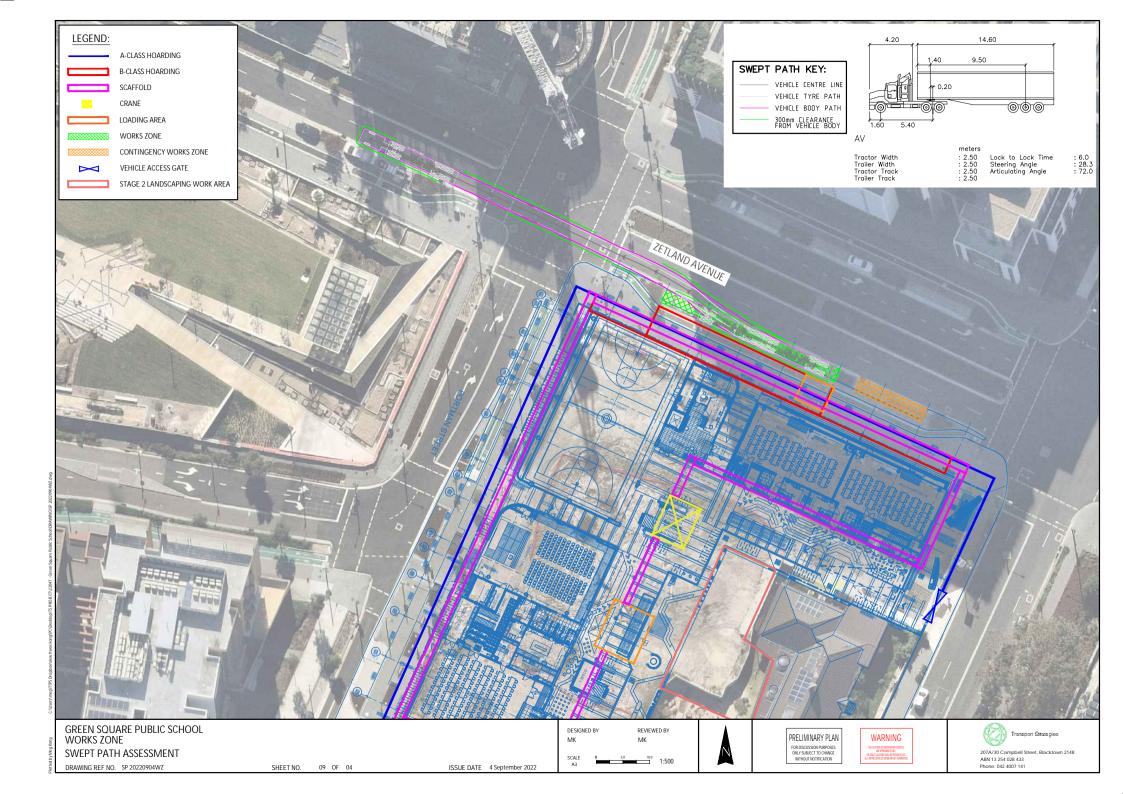


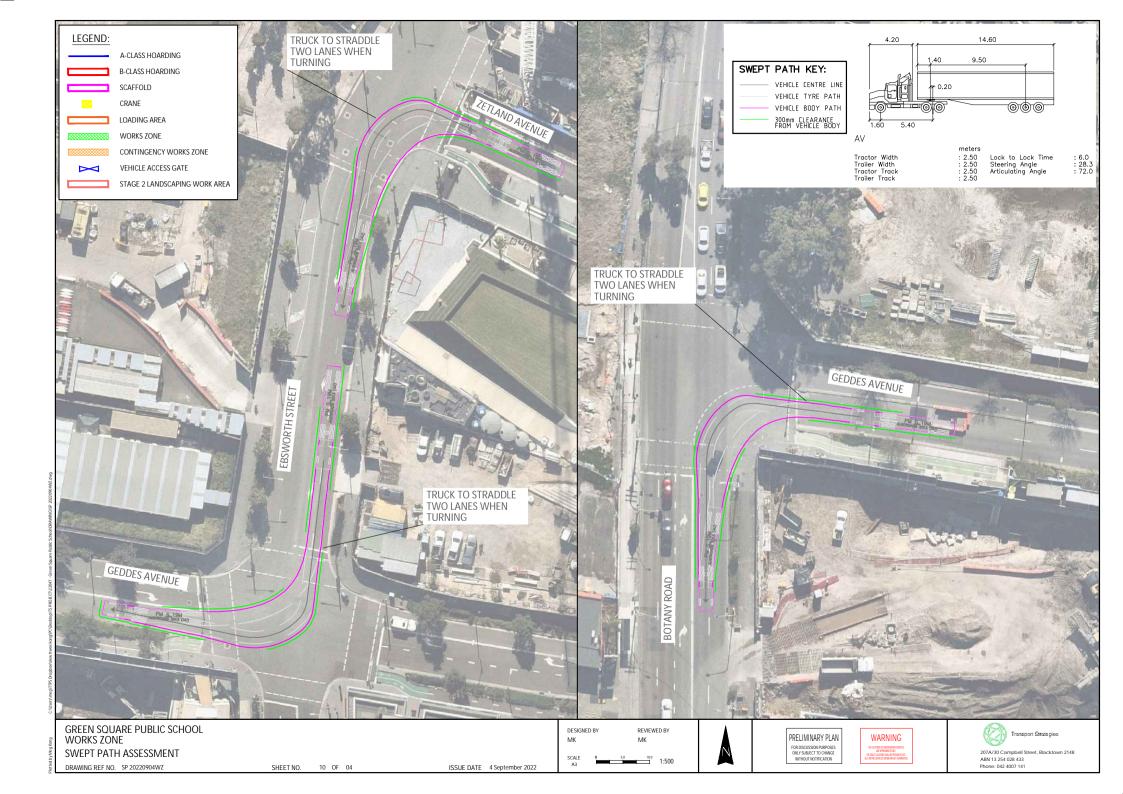














Appendix E Traffic Guidance Schemes

