

- * the local area traffic management devices and 40 kmph speed limit restrictions which have been introduced to numerous local roads in the area including Albert Street, Septimus Street, John Street, Charles street and Burren Street
- * the 50 kmph speed limit on Erskineville Road
- * the 4.4 metre height clearance restriction on Burren Street and the Macdonaldtown Station railway viaduct
- * the marked footcrossings across Erskineville Road at Charles Street and between John Street and Septimus Street.

Chullora

- * the traffic control signals at the intersections of:
 - Worth Street/Hume Highway (all movements permitted)
 - Waterloo Road/Hume Highway (all movements permitted)
- * the large radius (two-lane) roundabout in Worth Street at Beaufort Street and the proposed entry/exit to the Chullora site
- * the 70 kmph speed limit restriction on the Hume Highway in the vicinity of Worth Street
- * the 60 kmph speed limit restriction on Worth Street.

3.3 TRAFFIC CONDITIONS

Surveys recently undertaken by this firm of traffic flows on Erskineville Road in the vicinity of the site indicate the following volumes in the 7.00am – 10.00am and 4.00pm – 7.00pm weekday periods:

**ERSKINEVILLE ROAD, ERSKINEVILLE
TRAFFIC VOLUMES**

| Time Period | Eastbound | Westbound | Total |
|--------------------|------------------|------------------|--------------|
| 7.00am – 8.00am | 419 | 376 | 715 |
| 8.00am – 9.00am | 508 | 484 | 992 |
| 9.00am – 10.00am | 368 | 395 | 763 |
| 4.00pm – 5.00pm | 329 | 608 | 937 |
| 5.00pm – 6.00pm | 351 | 587 | 938 |
| 6.00pm – 7.00pm | 321 | 644 | 965 |

Observations of the traffic conditions on Erskineville Road during the AM and PM peak periods indicate slow but relatively uncongested conditions for eastbound traffic during both periods. The westbound traffic flows in the immediate vicinity of the site also experience relatively free flowing conditions, although queuing and moderate delays are normal in both peak periods closer to the Railway Bridge near Angel Street. The projected truck movements as identified in Section 4.6 of this report will not result in any measurable or adverse impacts on the existing traffic conditions.

4. PROPOSED TRAFFIC MANAGEMENT PLAN

4.1 GENERAL REQUIREMENTS

The nature of the project dictates that there will be some heavy vehicles arriving and departing the site on most days over the course of the remediation works.

All vehicles transporting spoil and other material which is to be remediated or disposed off-site (ie at Chullora) will secure the load in accordance with relevant authority requirements associated with the transport of hazardous materials. Truck drivers will take all precautions to prevent any excess dust or dirt particles depositing onto the roadway during travel to and from the site. Vehicles exiting the site (whether loaded or unloaded) will be required to travel over a 'grate' and be 'washed down' prior to exiting the site to minimise the potential for material to be dropped on the public road network. The respective vehicle operators will be inducted by the lead contractor into the above procedures. The lead contractor engaged to undertake the project will deploy qualified personnel to monitor all truck movements entering and exiting the site to ensure that all established procedures are met.

The appointed contractors within the site will ensure that the entry and exit points are kept free from material which may be deposited by any site vehicles. The contractor will monitor the roadways leading to and from the site on a daily basis and take all necessary steps to have rectified any adversely impacted road deposits caused by site vehicles. The roads will also be cleaned on a regular basis when required to minimize dirt particles depositing externally from the site.

Vehicles operating to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No vehicle will stand/queue on the public road network to the extent that it impacts on access or the day to day activities of adjacent properties or businesses or cause disruption/ delay to traffic flows.

In the unlikely event that there is a requirement to operate any material handling machinery on public access roads, the contractor will be required to seek Council or police approval prior to the event occurring. All associated requirements and regulations relative to such work will be satisfied.

4.2 WORKS PROGRAM

The remediation of the Macdonaldtown site is expected to take up to 6 – 8 months (subject to delays, poor weather etc) as follows:

- * Excavation – 2-3 months assuming that 205 – 350m³ of material is excavated per day
- * Treatment – 1-2 months assuming treatment by cement stabilisation
- * Reinstatement – 2-3 months, assuming that 205 – 350m³ of material is returned to site per day.

For the purposes of this assessment it has been assumed that virtually all of the 23,000m³ of soil etc will be transported from the site to an alternative location which could potentially be a site within the large RailCorp land at Chullora. It has also been assumed that a similar volume of soil will be returned to this site, and the source of this material will involve a combination of remediated material (Chullora) and VENM from other metropolitan locations.

4.3 HOURS OF CONSTRUCTION

Construction will be limited to the hours stated in the DECCW interim construction noise guidelines, presented below:

| | |
|-----------------|----------------------------|
| 7.00am – 6.00pm | Monday to Friday |
| 8.00am – 1.00pm | Saturday |
| No work | Sunday and public holidays |