

The principal contractor shall ensure that all sub-contractors are aware of the permitted hours of operation and shall ensure that all vehicle activity occurs strictly within the hours stipulated by the Conditions of Consent. Should any works be required to take place within public roads (in the vicinity of the site), or necessitate access to the site (eg transport of large equipment/machinery) outside these hours, such instances would be subject to prior approval from Council and/or other relevant authorities (RTA etc). In these events, the adjacent property owners will be informed in accordance with the Community Consultation protocols.

4.4 ACCESS

Access to the Macdonaldtown site will overwhelmingly be via an existing gated access road which connects the site to Erskineville Road running adjacent and parallel with the East Hills Bankstown/Illawarra railway corridor. As a consequence of a median in Erskineville Road all vehicle movements entering and exiting the site via this roadway will be so by making LEFT IN/LEFT OUT movements only.

All movements entering and exiting from/to Erskineville Road will be managed by RTA accredited Traffic Controllers.

Whilst vehicular access to the site is feasible by a security gate controlled driveway on Burren Street, it is not proposed to utilise this access due to:

- * security and operational considerations associated with the adjacent train stabling facility
- * potential impacts on the surrounding residential landuses
- * the unsuitability of the access roads to accommodate large truck movements on a regular basis.

Access to the Chullora site is proposed via the existing security controlled driveway fronting Worth Street at the roundabout controlled intersection with Beaufort Place.

4.5 CONSTRUCTION VEHICLE ROUTES

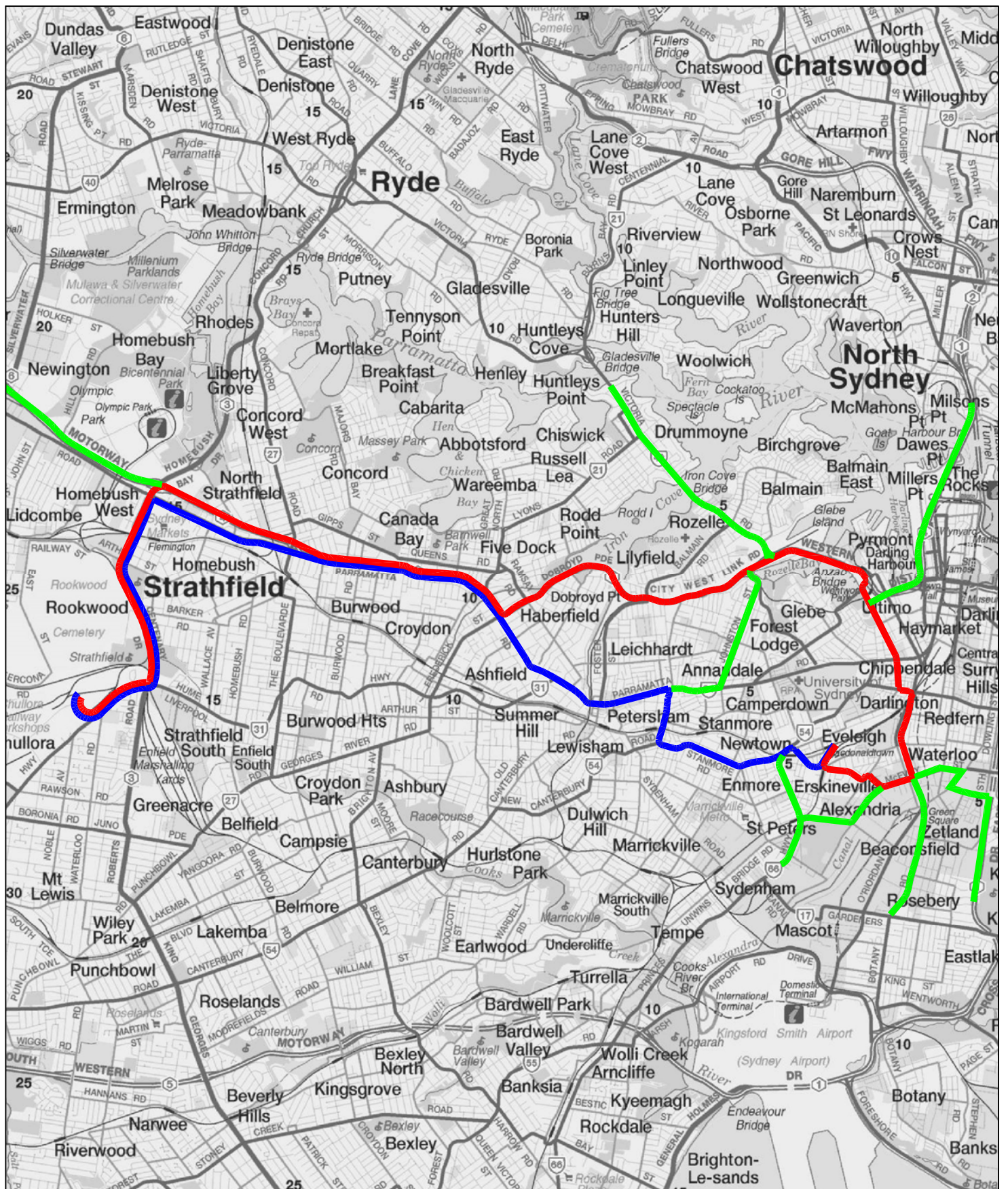
Truck movements associated with the construction processes have been determined through a review of appropriate roads in the area serving the site. All movements entering and exiting the site are restricted to LEFT IN/LEFT OUT as a consequence of a median in Erskineville Road adjacent to the access driveway to the Macdonaldtown site. Details of the access routes between Macdonaldtown, and the potential Chullora site and other locations to the north, south and west are detailed in Figure 5 overleaf.

The site is well served by the arterial road network, therefore limiting the reliance on local roads.

4.6 TRUCK MOVEMENTS

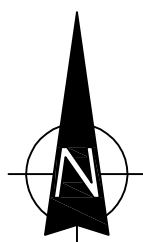
The transfer of material between Macdonaldtown and Chullora will be carried out through the use of single unit of trucks with a 'dog trailer'. Articulated vehicles will not be utilised due to road geometry constraints when exiting the site at Macdonaldtown and at the intersection of Erskineville Road and Wilson Street.

Single unit trucks are capable of handling in the order of 10m^3 of spoil whilst those with a 'dog trailer' are able to transport up to $18 - 20\text{m}^3$ of spoil. Having said this, much of the remediated material will comprise of clay which weights in the order of 1.8 tonnes/m^3 . With truck and dog trailer vehicles being permitted to carry up to 30 tonnes such vehicles are capable of carrying just under 17m^3 of clay based material ($8 - 9\text{m}^3$ for single unit trucks). It has been estimated that in the order of $22,830\text{m}^3$ of spoil will be transported from the site. On the assumption that 75% of the trucks contracted to move the contaminated material will include 'dog trailers', a 3 month (6 days per week) project would result in an average daily truck movement of 42 trips (ie 21 IN/21 OUT). If the removal of contaminated soil were undertaken over a 6 month period the average number of trips per day would be 20 (ie 10 IN/10 OUT). It is likely however, that the excavated material will be stockpiled on the site as it would be better from a logistical/operational perspective to program a concentration of truck activity say once per week/fortnight rather than daily. With this in mind, stockpiling of



LEGEND

- TO CHULLORA
- FROM CHULLORA
- ROUTES BETWEEN MACDONALDTOWN & OTHER POSSIBLE LOCATIONS



TRUCK ROUTES

FIG 5

up to 1,000m³ material at a time would generate a demand for in the order of 66 truck arrivals.

On the assumption that it takes up to 10 minutes to manoeuvre, load and release a truck and dog trailer, the theoretical maximum number of trucks which could be loaded in a 10 hour period (7.30am – 5.30pm) would be in the order 65 – 70 vehicles (assuming 1 in 4 vehicles is a single unit truck only). With the time taken to travel between Macdonaldtown and the potential treatment site at Chullora and return being approximately 2 hours, a fleet of 12 trucks would be required to remove up to 1,000m³ in a single day. With the rate at which material can be loaded onto trucks, dictating the amount of material which can be removed from the site, it is apparent that the maximum number of truck daily movements generated by the proposed activity will be between 65 – 70 (or 6 – 7 vehicles movements per hour). This level of activity will not have any measureable impact on the surrounding road network.

4.7 CONSTRUCTION VEHICLE QUEUING

As indicated previously, the proposed activity will necessitate the use of dump trucks (usually truck and dog configuration) for both the export of contaminated material and import of remediated material or VENM. Whilst it is uncertain at this stage what volume of material will be removed and brought to the site, it has been assumed for the purposes of a robust assessment that in all the material to be remediated (23,000m³) and a similar volume of VENM will be transferred from and to the site.

Section 4.6 of this report established that the rate at which material can be transferred to/from trucks (approximately 1,000m³ per day) will essentially dictate the peak daily truck movements. This figure was estimated to be 65 – 70 truck arrivals per day (ie 6 – 7 arrivals per hour).

A review of the access road and areas with RailCorp land in the immediate vicinity of the site it is apparent that as many as 4 truck and dog vehicles can be queued (refer to Figure SP3 of Appendix A) whilst a 40 – 45 metre long section of 7 metre wide road is available (approximately 120 metres from Erskineville Road) on the access road to facilitate entering and exiting truck to pass.