MACDONALDTOWN GASWORKS REMEDIATION

Traffic and Pedestrian Management Plan

September 2012

Reference 10093

TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Transportation, Traffic and Design Consultants
Suite 502, Level 5
282 Victoria Avenue
CHATSWOOD 2067
Telephone (02) 9411 5660
Facsimile (02) 9904 6622
Email: ttpa@ttpa.com.au

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LIST OF ILLUSTRATIONS

1. INTRODUCTION

This Traffic and Pedestrian Management Plan (TPMP) has been prepared on behalf of RailCorp as an accompaniment to a Part 3A Application to the Department of Planning. The TPMP details a methodology/mechanism for managing the safe and efficient movement of spoil and material associated with the remediation of a large parcel of land which was formerly occupied by the Macdonaldtown Gasworks (Figure 1).

The site, which is accessible from both Burren Street and Erskineville Road in Erskineville, has been assessed by the NSW Dept of Environment, Climate Change and Water as being significant enough to warrant regulation under the Contaminated Land Management Act 1997 due to soil contamination stemming from its former use as a gasworks. The use of rail to transport material to/from the site was considered. However, this mode was discarded as a consequence of not only the adverse impacts on normal day to day passenger and freight operations but also on neighbouring residents were the operation to be limited to nighttime only.

The TPMP has been prepared in consultation with representatives of both the City of Sydney and Roads and Traffic Authority and the comments/requirements of these organisations have been incorporated into this TPMP. The purpose of this TPMP is to:

* describe the site and the proposed activity

* detail the proposed works program including days of week and the hours in which the activity will occur

* detail the number of employees working on the site, provision for worker parking and availability of public transport

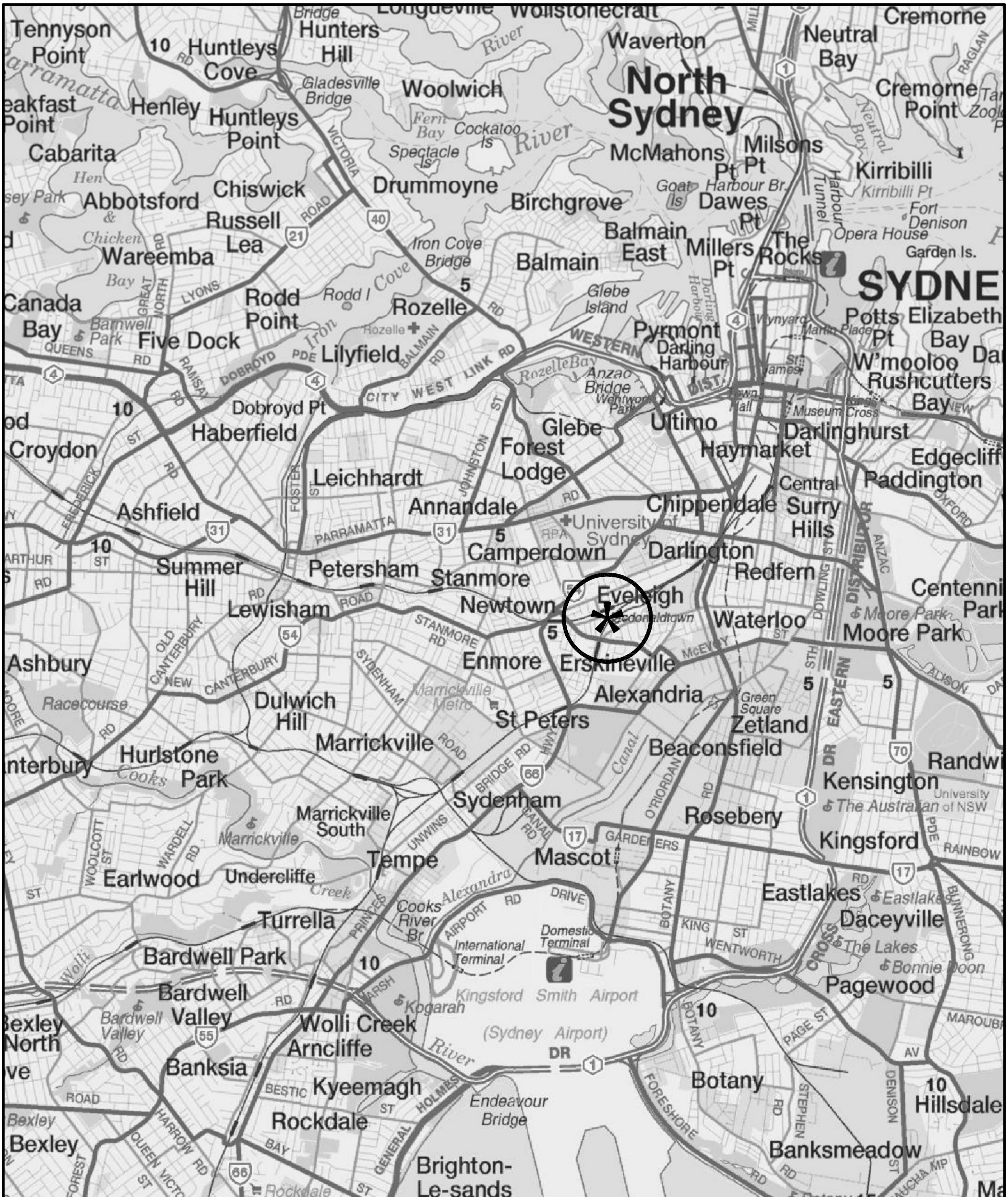
* the average number of daily and weekly truck movements

- the proposed arrival and departure routes for trucks transporting material for the site

- details of the proposed methodology for managing vehicular movements to and from the site

- ensure risks are assessed

- outline the roles and responsibilities of Lead Contractor personnel.



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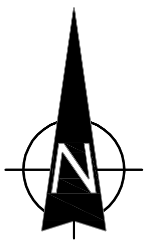

Location

Fig 1

2. SITE, CONTEXT AND PROPOSED ACTIVITY

2.1 SITE AND CONTEXT

The subject site (Figure 2) is a triangular shaped parcel of land which occupies an area of some 7,732m^2. Access to the site is available via gated driveways on both Burren Street and Erskineville Road. Historically, the land was occupied by the Macdonaldtown Gasworks, but in recent times has remained substantially vacant.

The site's western property boundary abuts one and two-storey terrace style residences whilst its south/eastern boundary abuts the Bankstown/Illawarra and East Hills railway corridor. To the immediate north of the site is a train stabling facility which is part of RailCorp infrastructure.

2.2 PROPOSED ACTIVITY

Due to soil contamination stemming from its former use as a gasworks, the site has been identified by the Dept of Environment, Climate Change and Water as being significant enough to warrant regulation under the Contaminated Land Management Act 1997.

The project involves the excavation, pre-treatment and disposal (or reuse following treatment) of contaminated soils which exist on the site. The proposed works will involve remediation of approximately 23,000m^3 of various materials.

Treatment methodologies suitable for use at Macdonaldtown are being considered, although due to the sensitivities of the surrounding landuses and limited space available on the site, it is most likely that the contaminated materials excavated from Macdonaldtown will need to be transported and treated at another location. For this reason an alternative site on RailCorp land at Chullora is being considered for treatment of some of the excavated material. Having said this, no pure tars excavated form the site will be transferred to the Chullora site, rather such material

LEGEND

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SITE

FIG 2

will be pre-treated and shipped directly from Macdonaldtown to a waste treatment facility. Following treatment, the contaminated soils/materials may be retained on-site and/or where remediated elsewhere sent to an appropriately licensed waste facility. The project is also likely to involve the transport/importation of Virgin Excavated Natural Material (VENM) to the Macdonaldtown site. VENM is natural material which has been excavated or quarried from areas that are not contaminated with manufactured chemicals or process residues and does not contain any sulfidic ores or soils.

3. ROAD NETWORK AND TRAFFIC CONDITIONS

3.1 ROAD NETWORK

The road network serving both the Macdonaldtown and Chullora sites (Figures 3 and 4) comprise:

Macdonaldtown

- *Erskineville Road* – a State Road (MR 193) which links between McEvoy Street to the east and King Street to the west. In the immediate vicinity of the site, Erskineville Road carries a single lane of westbound traffic and 2 lanes of eastbound traffic

- *King Street (Princes Highway)* – a State Road (SH1) and arterial route which provides a major link between the City (Broadway) and Sutherland

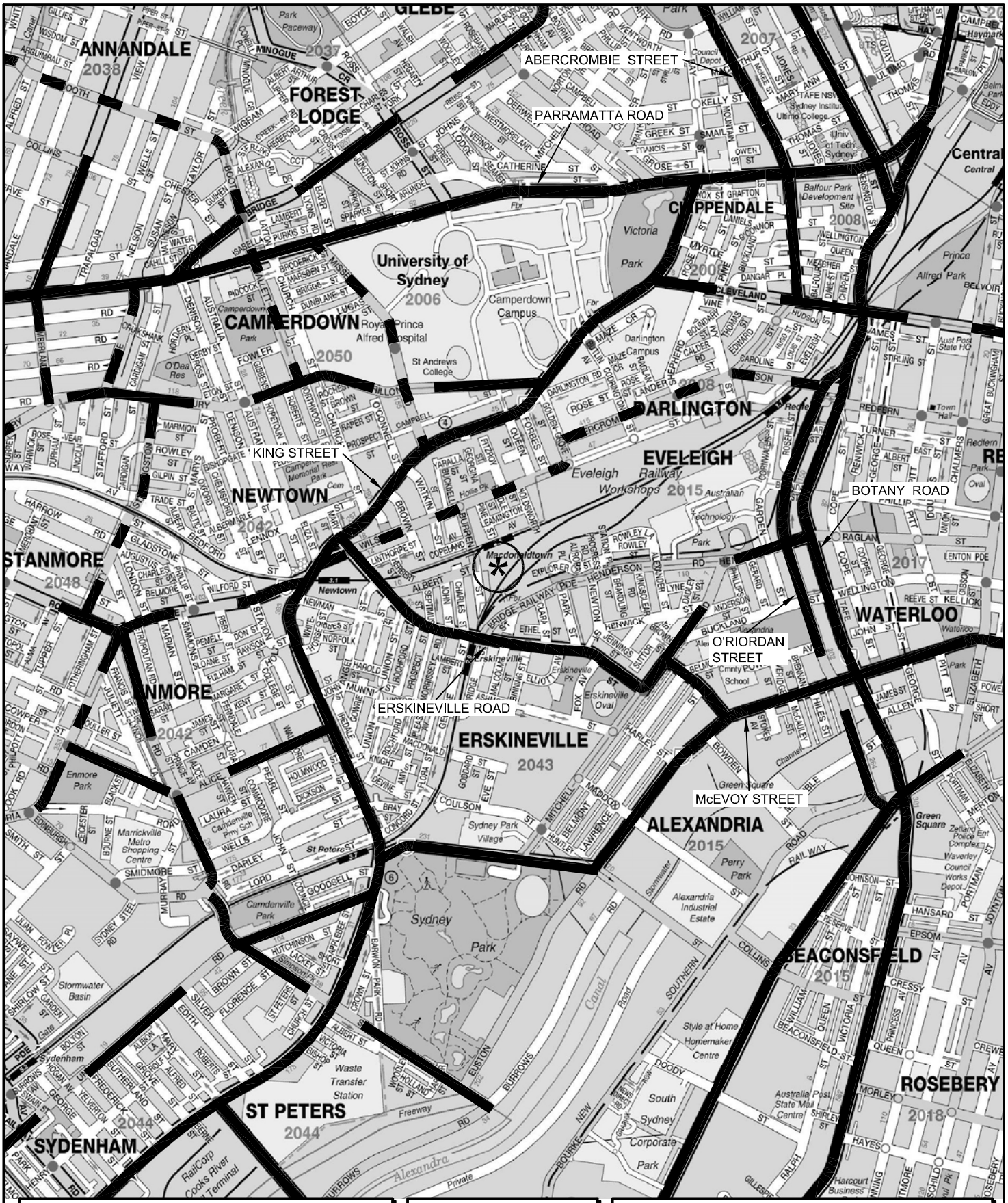
- *McEvoy Street* – a State Road (MR 528) and part of an arterial route which functions between King Street in the west and the Eastern Distributor in the east

- *Burren Street* – a narrow local road and designated Light Traffic Thoroughfare street which functions as a NO THROUGH ROAD south of Albert Street and which provides alternative access to the Macdonaldtown site.

Chullora

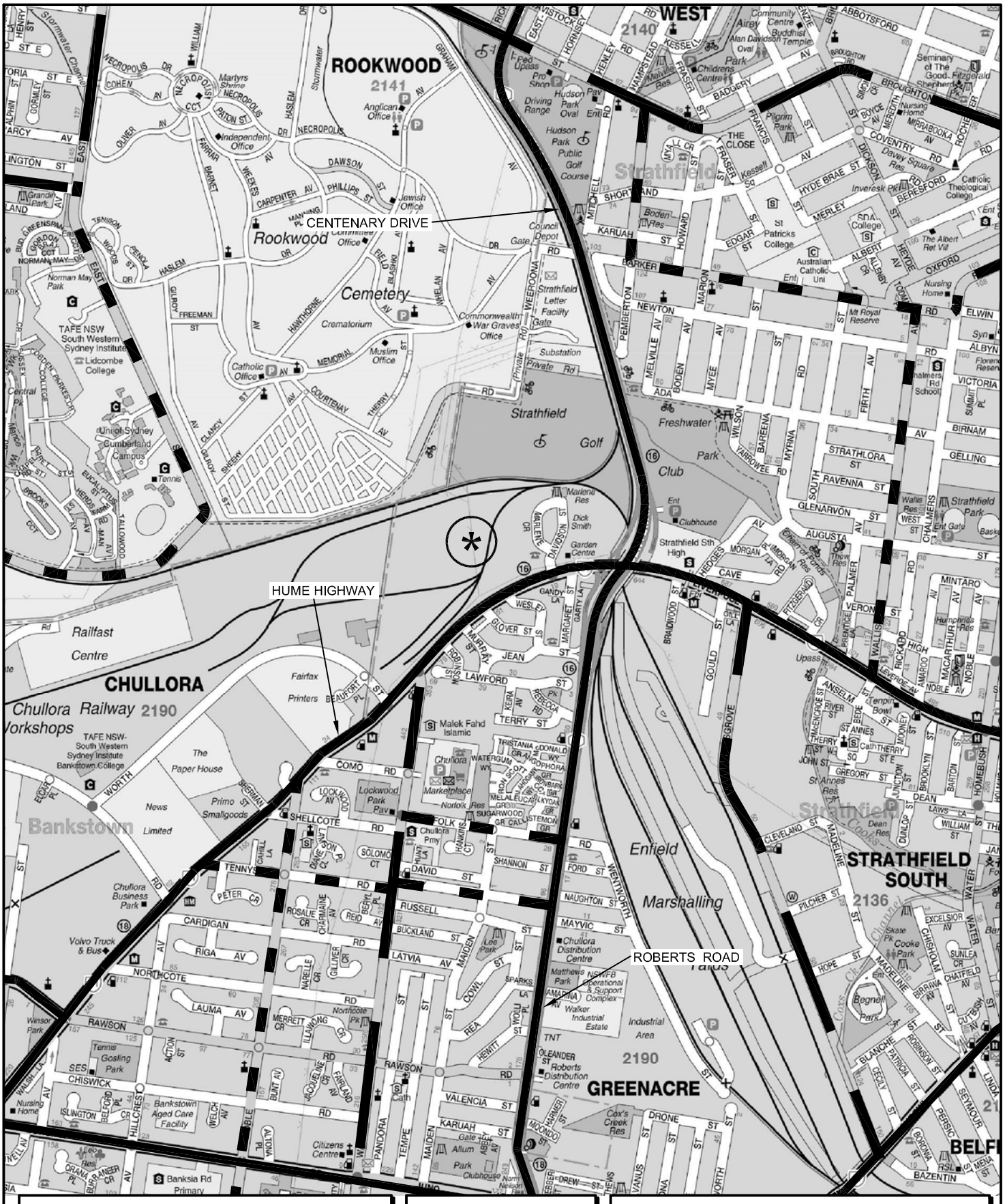
- *Hume Highway (Liverpool Road)* – a State Road (SH2) and arterial road which provides a major link between Liverpool and Ashfield via Yagoona and Enfield

- *Worth Street* - a local road which connects between the Hume Highway and Muir Road and which provides access to numerous large industrial sites



ROAD NETWORK (MACDONALDTOWN)

FIG 3



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- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR

ROAD NETWORK (CHULLORA)

FIG 4

including the Fairfax and News Limited print media headquarters and the Chullora Railway Workshops

* *Roberts Road/Centenary Drive* – a north/south State Road (MR 200) and arterial route which extends between Ryde (Victoria Road) and Blakehurst and forms part of Ring Road 3.

3.2 TRAFFIC CONTROLS

The existing traffic controls which have been applied to the road networks servicing both the Macdonaldtown and Chullora sites include:

Macdonaldtown

* the traffic control signals at the intersection of Bridge Road, Swanson Street and Erskineville Road

* the traffic control signals at the intersection of Erskineville Road and Wilson Street

* the median island in Erskineville Road in the vicinity of the site access which restricts movements to/from the site to LEFT IN/LEFT OUT

* the ONE WAY (northbound) restriction in Erskineville Road between Wilson Street and King Street

* the ONE WAY (eastbound) restriction in Wilson Street between Erskineville Road and Burren Street

* the LIGHT TRAFFIC THOROUGHFARE restrictions on all local roads in the area bounded by King Street, Cleveland Street, Erskineville Road and the Eveleigh Railway Workshops

* the LIGHT TRAFFIC THOROUGHFARE restrictions on Railway Parade and Henderson Road

- 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 drivers of vehicles transporting spoil and other material which is to be remediated or disposed off-site 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 – 350m^3 of material is excavated per day

* Treatment – 1-2 months assuming treatment by cement stabilisation

* Reinstatement – 2-3 months, assuming that 205 – 350m^3 of material is returned to site per day.

For the purposes of this assessment it has been assumed that virtually all of the 23,000m^3 of soil etc will be transported from the site to alternative locations. 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 and VENM from other metropolitan locations.

4.3 HOURS OF CONSTRUCTION

The hours of construction activity at the Macdonaldtown site will be in accordance with the requirements of the Department of Planning which are as follows:

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

In addition to these arrangements, safety inspections will be permitted from 7am on work days.

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/Swanson Street running adjacent and parallel with the East Hills Bankstown/Illawarra railway corridor. As a consequence of a median in Erskineville Road/Swanson Street, all vehicle movements entering and exiting the site via this roadway will be by LEFT IN/LEFT OUT movements only.

All movements entering and exiting from/to Erskineville Road/Swanson Street 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

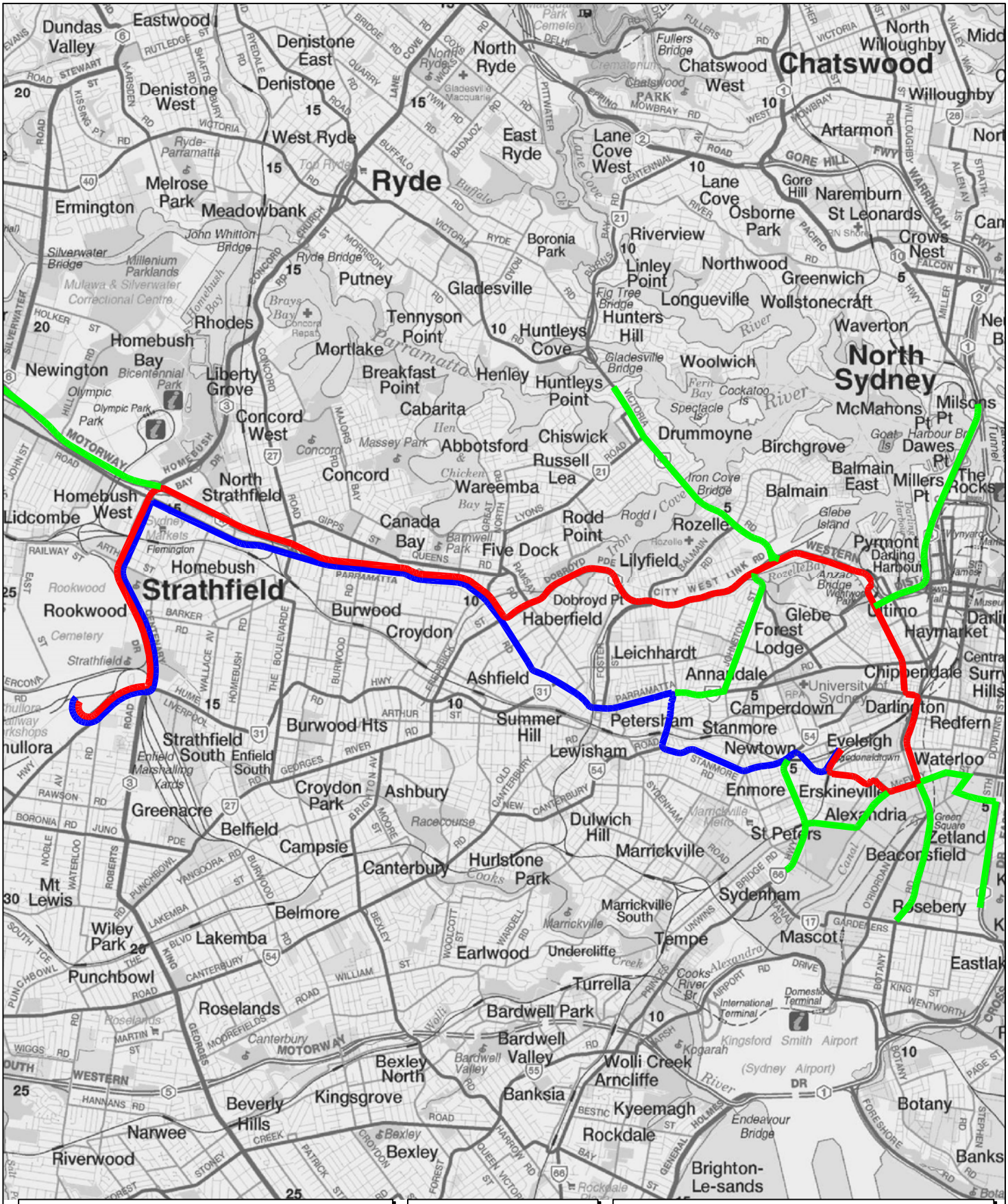
Truck movements associated with the construction processes have been determined through a review of appropriate roads in the area serving the site. All movements entering and exiting the site are restricted to LEFT IN/LEFT OUT as a consequence of a median in Erskineville Road/Swanson Street adjacent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

The site is well served by the arterial road network, which in essence will negate any need for construction vehicles to travel on local roads.

4.6 TRUCK MOVEMENTS

The transfer of material between Macdonaldtown and Chullora will be carried out through the use of both single unit trucks and trucks with a 'dog trailer'. In accordance with City of Sydney requirements, separate approval will be sought from the City's Construction Regulation Unit for the use of truck and dog trailer vehicles prior to the commencement of works. 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 – $20m^3$ 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 – $9m^3$ for single unit trucks). It has been estimated that in the order of $22,830m^3$ of spoil will be transported from the site. On the assumption that 75% of the trucks



LEGEND

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

N

TRUCK ROUTES

FIG 5

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 up to 1,000m^3 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 a potential treatment site at Chullora and return being approximately 2 hours, a fleet of 12 trucks would be required to remove up to 1,000m^3 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 (23,000m^3) 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 1,000m^3 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.
On the basis that a round trip (Macdonaldtown to Chullora and return) will take up to 2 hours the ability to queue as many as 4 trucks (excluding the vehicle being loaded/ unloaded) will be more than sufficient to ensure that there is no queuing on Erskineville Road or other surrounding streets.

4.8 SIGNAGE AND TRAFFIC CONTROL

As indicated in the previous section, the theoretical peak hourly volume of truck movements generated by the proposed activity is not expected to exceed 12 – 14 movements (ie 6 – 7 IN/6 – 7 OUT). This level of activity will not have any perceptible or measurable impact on traffic flows on the surrounding road network. Having said this, advance warning signs will be erected on both approaches of Erskineville Road advising of 'trucks entering' (W5-22) the road system. The arrangement will generally be in accordance with TCP 195 as depicted in the RTA's 'Traffic Control at Work Sites' manual. In addition 'Prepare to Stop' (T1-18) and 'Flagman Ahead' (T1-200) signs will be erected in advance of the entry/exit driveway for traffic travelling in the eastbound carriageway of Erskineville Road. These signs will be provided to advise motorists that RTA Accredited Traffic Controllers have been deployed to manage the safe movement of vehicles entering and exiting the site. Outside the approved construction hours, the signs will be either covered or removed. It is stressed that the deployment of Traffic Controllers at the site ENTRY/EXIT on Enslanevelle Road/Swanson Street is to ensure the safety of all road user groups during the process of construction vehicles entering and exiting the site. The Traffic Controllers will not stop traffic on the public street to allows trucks to enter and leave the site.

4.9 PEDESTRIANS

The potential for impact on pedestrian movements by the proposed activity will generally be limited to the northern footway of Erskineville Road at the proposed entry/exit driveway. To minimise such impact or minimum of 2 RTA accredited traffic controllers will be deployed at all times throughout the proposed works to manage all vehicle movements entering and exiting the site. The primary task of these traffic controllers will be to ensure that vehicles enter and exit the site in a safe manner and does not unduly disrupt traffic and pedestrian movements. Whilst it is inevitable that pedestrians may be held for a very short period of time to ensure their safety when trucks are entering and exiting the site, they will not be stopped in anticipation of such movements. Pedestrians will always be afforded right of way on the footpath over trucks.

4.10 OCCUPATIONAL HEALTH AND SAFETY

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and must be covered by adequate and appropriate insurances. All traffic control personnel are required to hold RTA accreditation in accordance with Section 8 of traffic control at worksites.

4.11 WORKER PARKING/JOURNEY TO WORK

It is estimated that a maximum of approximately 10 persons will be employed on the site. Whilst employees will be encouraged to either cycle or make use of the highly accessible rail network for journeys to/from work it is inevitable that some will choose to travel by private vehicle. These employees will not be provided with any parking on the site and will be required to make use of the available kerbside parking provisions. Having said this, unrestricted parking is very limited and is generally restricted to areas south of Erskineville Road. In encouraging workers to use alternative means of travel to private car, they will be advised of the limited availability of long stay parking.

The various components of the Traffic and Pedestrian Management Plan which have been outlined in the preceding Clauses 4.1-4.11 are summarised in Appendix B.

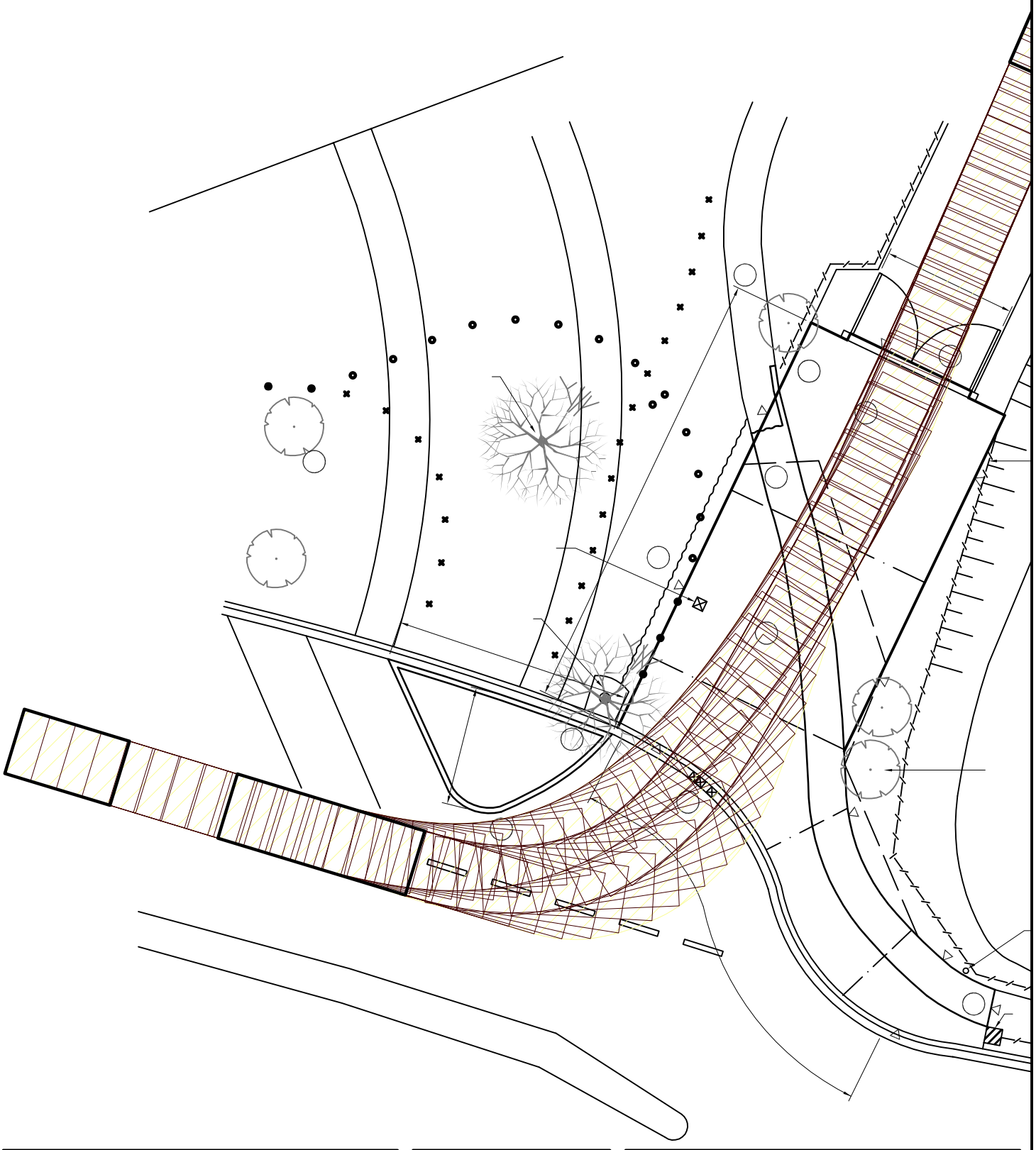
5. CONCLUSION

This TMP has been prepared to ensure that the measures outlined above will result in a safe construction process, which will cause minimal disruption to the daily activities within the vicinity of the site.

It is envisaged that this document will be continually reviewed and amended if required due to changes in design, Council or any other authority requirements.

APPENDIX A

SWEPT PATH ANALYSIS



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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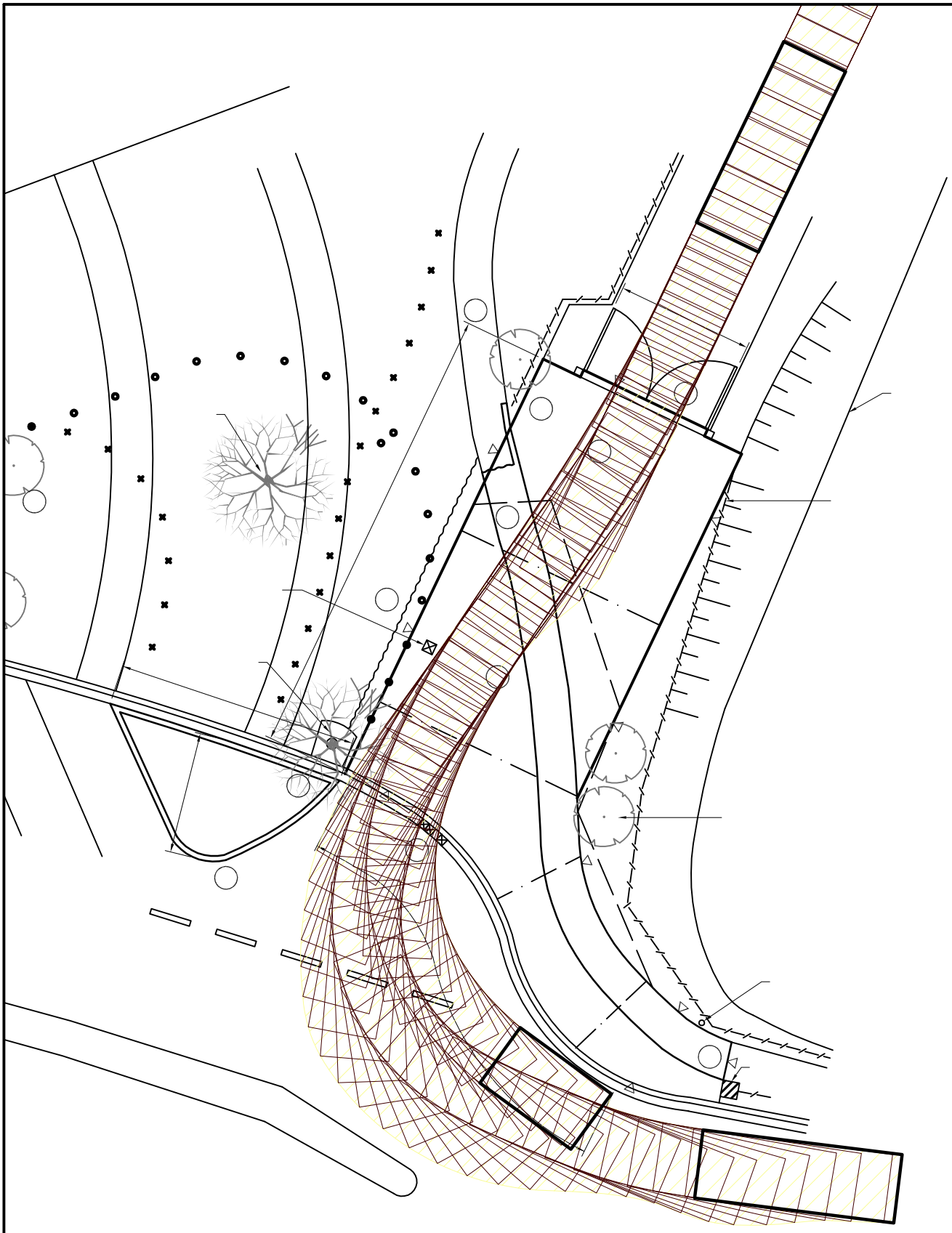
SWEPT PATH ANALYSIS OF A 16.1m DRAWBAR TRUCK ENTERING THE SITE

SP 1



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SWEPT PATH ANALYSIS OF A 16.1m DRAWBAR TRUCK EXITING THE SITE

SP 2

LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V8 in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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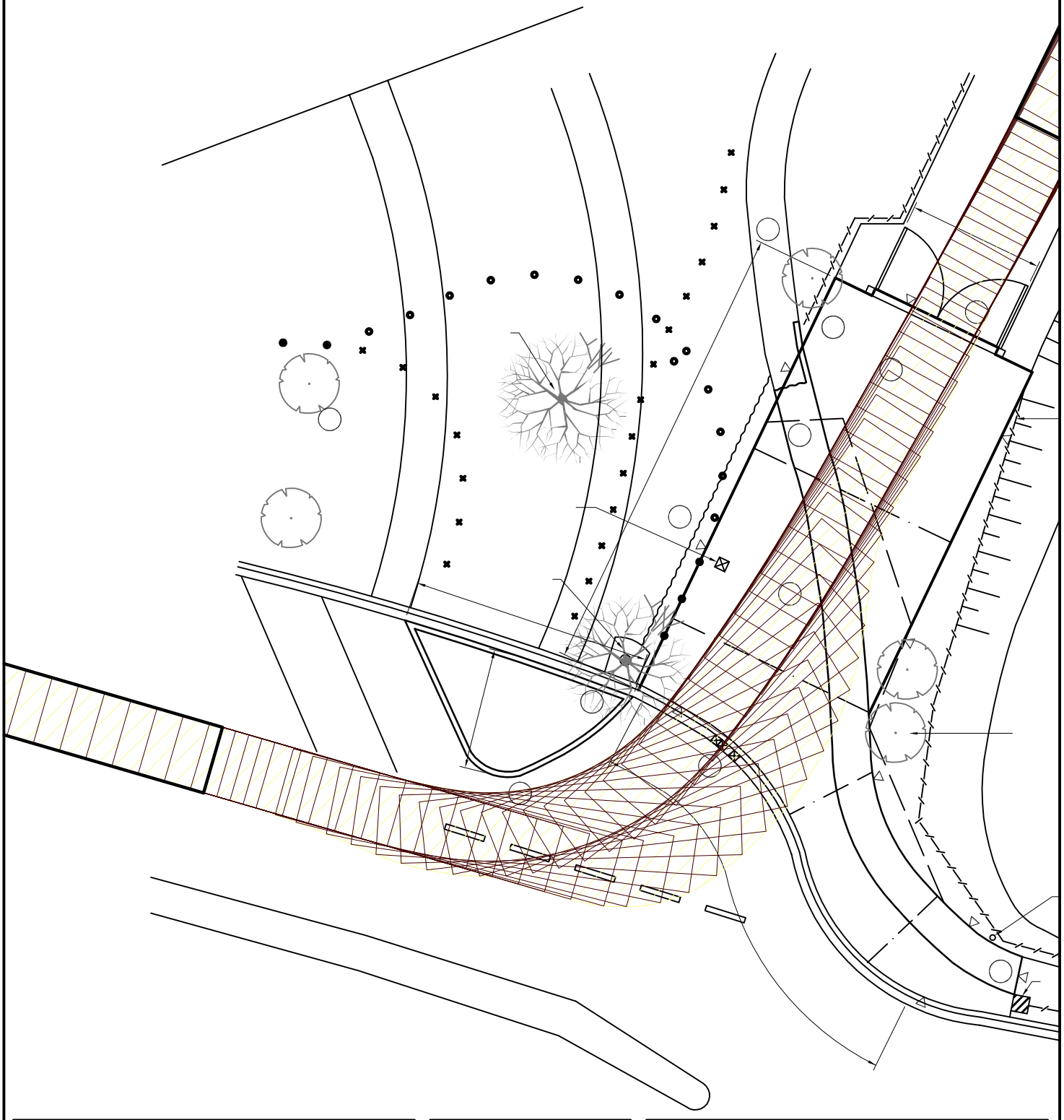
SWEPT PATH ANALYSIS OF A 16.1m DRAWBAR TRUCK ENTERING AND EXITING THE SITE (SHOWING THE STOPPING POSITIONS OF TRUCKS WAITING TO ENTER THE SITE)

SP 3



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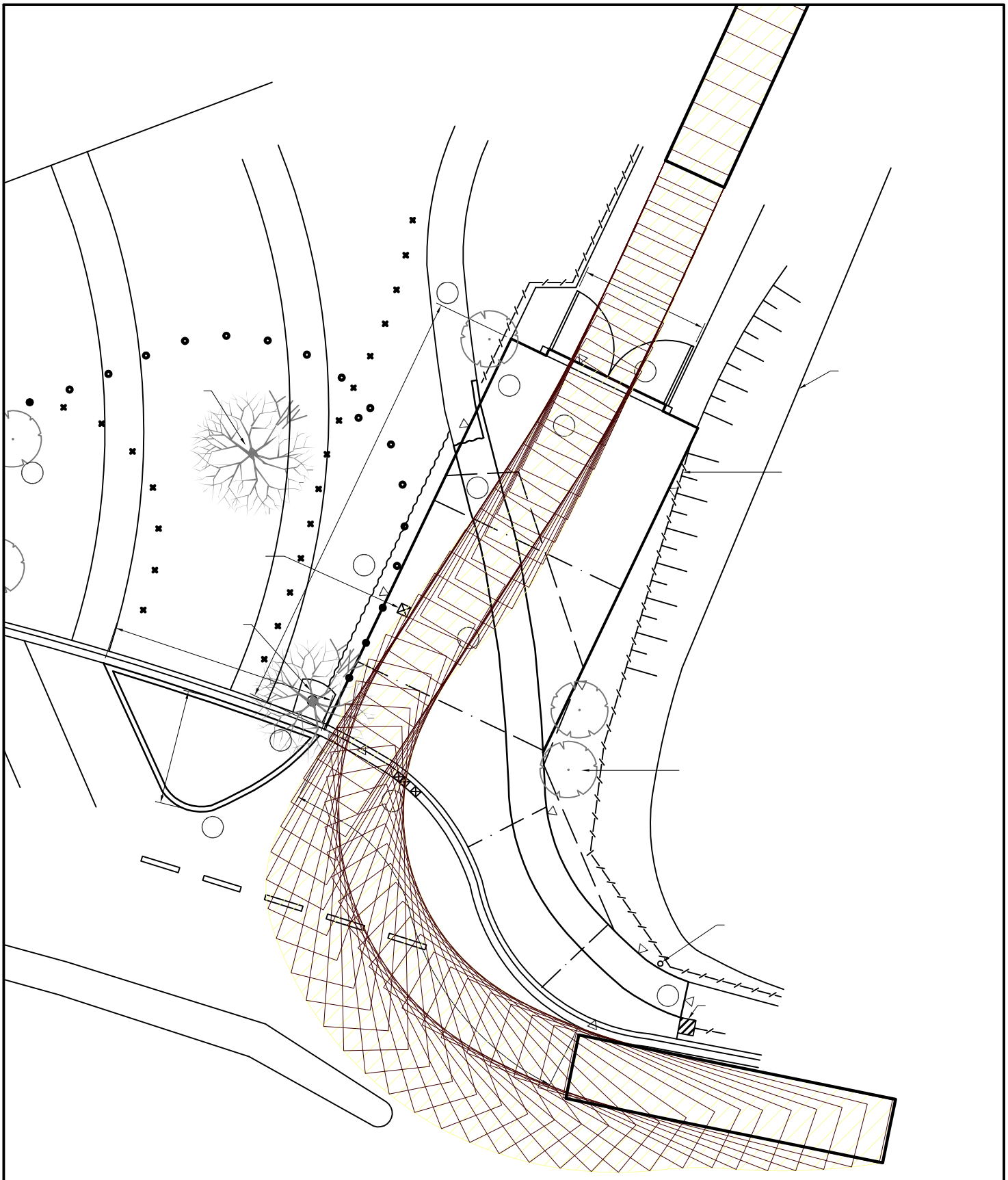
SWEPT PATH ANALYSIS OF A LARGE RIGID VEHICLE ENTERING THE SITE

SP 4



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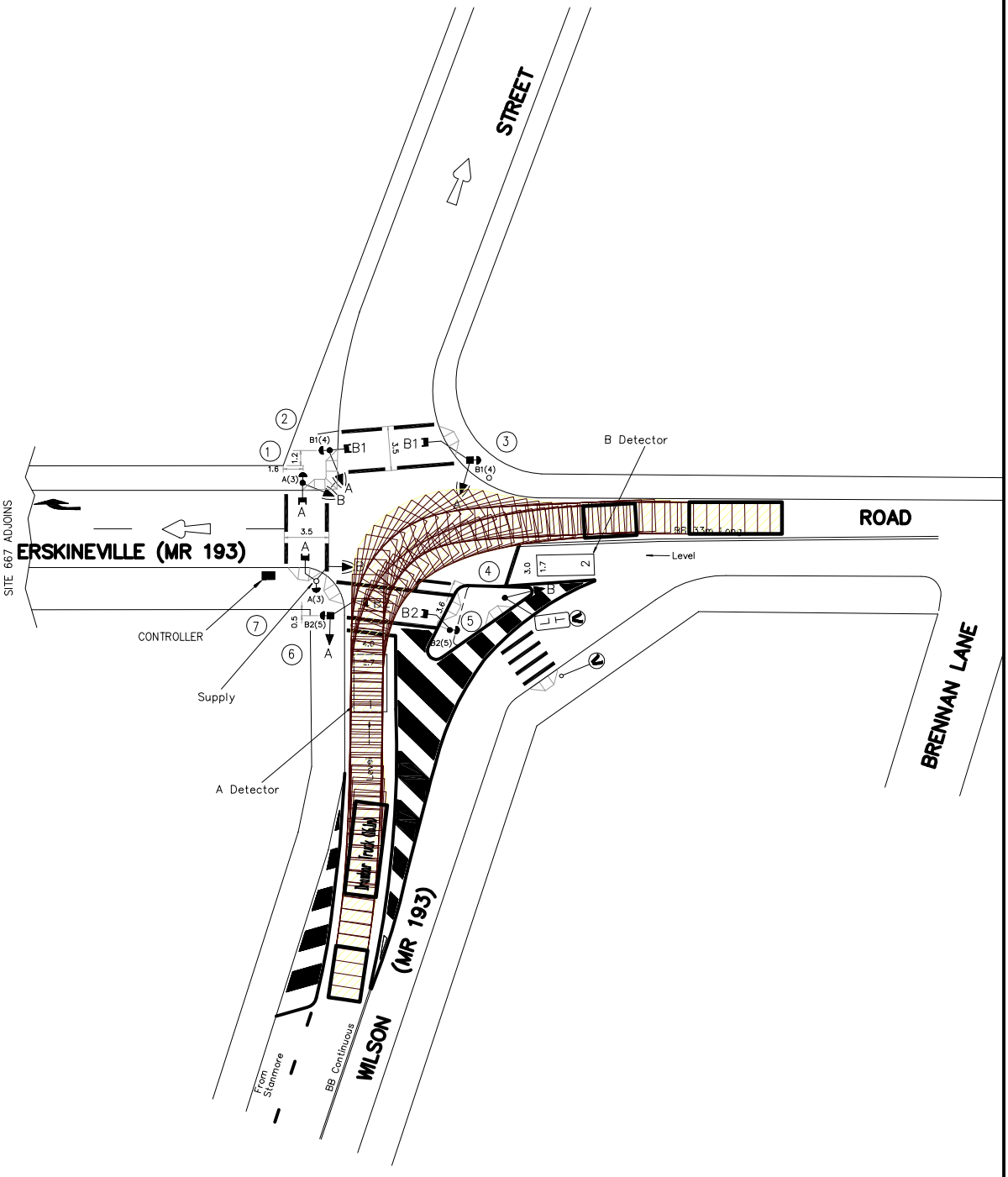
SWEPT PATH ANALYSIS OF A LARGE RIGID VEHICLE EXITING THE SITE

SP 5



REMARKS
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EXISTING
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NEW
EXISTING
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PUBLIC UTILITY LEGEND		REFERENCE PLANS	
HYDRANT	□	SYMBOLS/ABBS.	VD003-6
STOP VALVE	▲	STD POSIT	VD001-5
GAS VALVE	#	DET SCHED EXP	VD018-10

U.B.D. Ref. MAP 14C12
L.S.G. E: 331 671
CO-ORDS N: 6 247 019
DESIGNED

DESIGN APPROVAL
APPROVED
ROSS NETTLE
POSITION

RTA ACCEPTANCE
RECOMMENDED
POSITION

Roads & Traffic Authority,N.S.W

SOUTH SYDNEY CITY COUNCIL AREA

LEGEND

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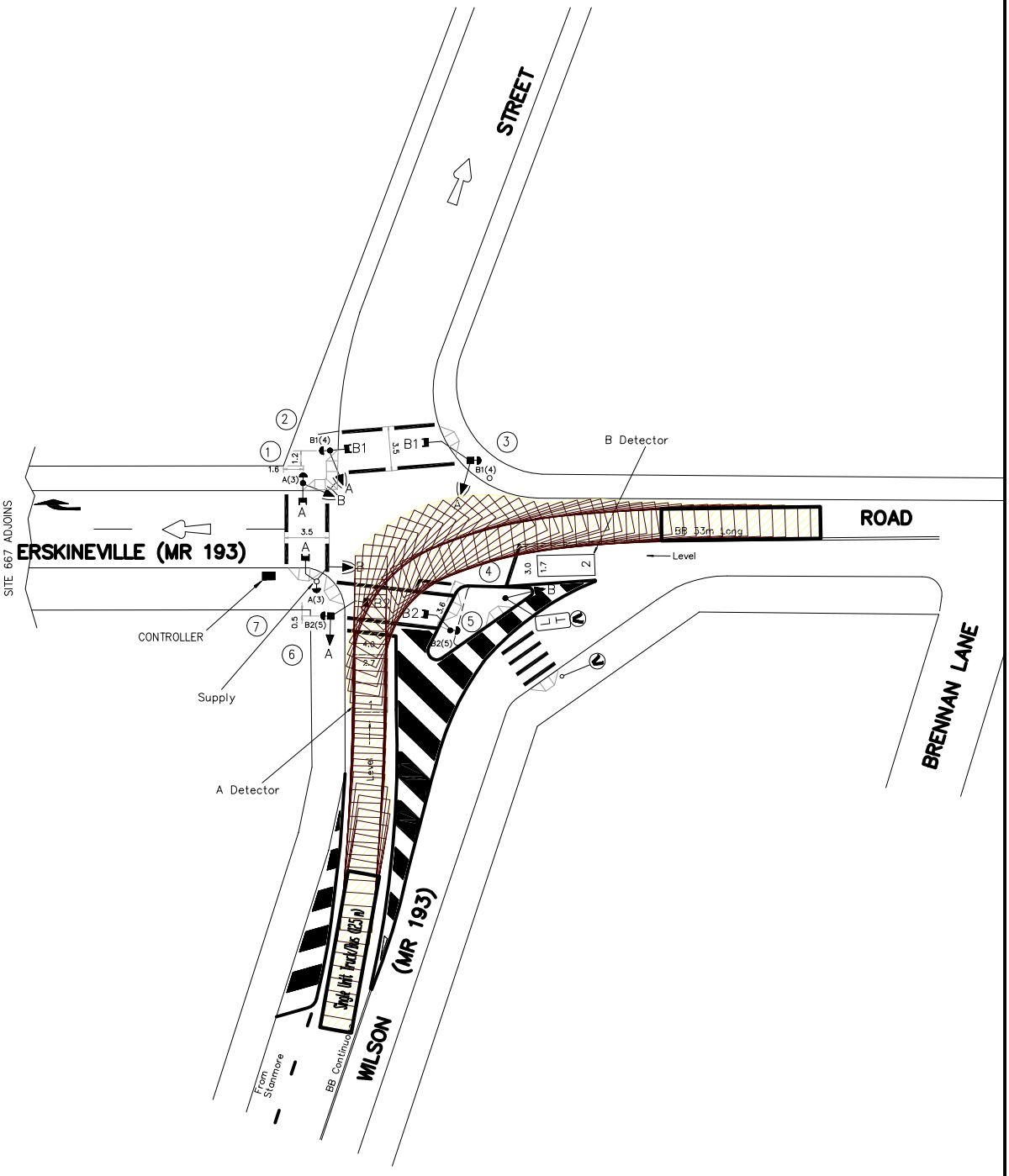
SWEPT PATH ANALYSIS OF A 16.1m DRAWBAR TRUCK

SP 6



REMARKS
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PUBLIC UTILITY LEGEND		REFERENCE PLANS	
HYDRANT	□	SYMBOLS/ABBS.	VD003-6
STOP VALVE	▲	STD POSIT	VD001-5
GAS VALVE	#	DET SCHED EXP	VD018-10

U.B.D. Ref. MAP 14C12
L.S.G. E: 331 671
CO-ORDS N: 6 247 019
DESIGNED

DESIGN APPROVAL
APPROVED
ROSS NETTLE
POSITION

RTA ACCEPTANCE
RECOMMENDED
POSITION

Roads & Traffic Authority,N.S.W
SOUTH SYDNEY CITY COUNCIL AREA

LEGEND

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SWEPT PATH ANALYSIS OF A LARGE RIGID TRUCK

SP 7

LEGEND

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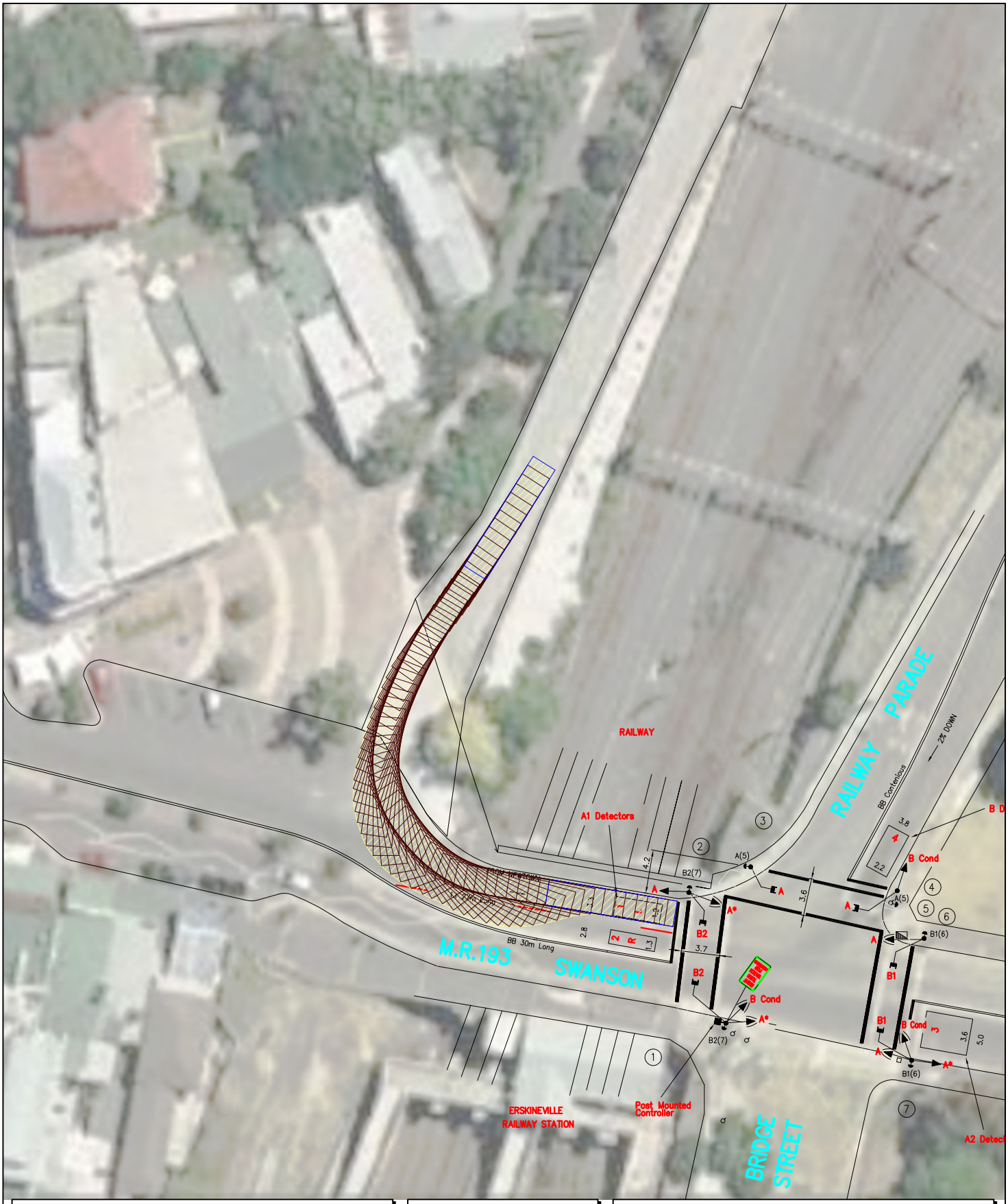
SWEPT PATH ANALYSIS OF A LARGE RIGID TRUCK ENTERING THE SITE

SP 8



LEGEND

This drawing has been prepared using vehicle modelling computer software AutoTrack V5.00a in conjunction with AutoCAD 2000. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

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SWEPT PATH ANALYSIS OF A LARGE RIGID TRUCK EXITING THE SITE

SP 9

APPENDIX B

SUMMARY OF PROPOSED TRAFFIC & PEDESTRIAN MANAGEMENT PLAN

The following commitments are made with respect to the management of activity the proposed works and the interface of these works with general traffic and pedestrian flows and occupants of surrounding land uses:

a) All vehicles including trucks relating to the Macdonaldtown Gasworks Remediation site will access the site via an existing driveway on the northern side of Swanson Street, west of the railway line. Truck routes to and from the site will be via State and Regional roads as follows:

   i. Arriving to the site: via Parramatta Road, Stanmore Road, King Street, Wilson Street, Erskineville Road, Swanson Street and left into the site.
   ii. Departing the site: left only to Swanson Street, Copeland Street, Mitchell Road, Fountain Street, McEvoy Street, Botany Road, Cleveland Street, Abercrombie Street, Wattle Street, Pyrmont Bridge Road, Anzac Bridge to City West Link Road to Chullora.
   iii. At no stage will Construction vehicles use residential streets within City of Sydney's Local Government Area. Should such a requirement be necessary, separate approval from the City of Sydney will sought prior to this occurring.

b) The approved truck routes outlined above (and on Figure 5) shall form part of the contract and will be distributed to all truck drivers.

c) All vehicles will enter and exit the site in a forward direction.

d) All Traffic Control Plans associated with this Gasworks Remediation will comply with Australian Standards and RMS Traffic Control at Work Sites Guidelines.

e) The applicant will provide Council with details of the largest truck that will be used during the excavation, disposal and remediation works, prior to the start of any work on site and obtain approval from City's Construction Regulation Unit for the use of this vehicle. Separate approval will be sought from the City's Construction Regulation Unit for the use of dog trailers.

f) The applicant will obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment or occupation on the public way.

g) No queuing or parking activity will occur on any public road within the City of Sydney local government area.

h) All site staff related with the works will be encouraged to travel by public transport and be advised of the limited availability of unrestricted parking in the area.

i) All loading and unloading activity will be within the development site.

j) The applicant will comply with the construction hours for the Macdonaldtown Gasworks Remediation which are detailed in Section 4.3 of this report.

k) Traffic Controllers will not stop traffic on the public street(s) to allow trucks to enter or leave the site. They will wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site.

l) For safety reasons, trucks will not be permitted at any time to reverse into the site from the road (unless specific approval is obtained from the City's Construction Regulation Unit).

m) Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering but the Traffic Controllers they will not stop pedestrians in anticipation ie at all times the pedestrians have right of way on the footpath not the trucks.

n) Should they be required, physical barriers for the control of pedestrian or traffic movements will be determined in consultation with the City's Construction Regulations Unit prior to commencement of work.

o) The applicant will apply to City's Construction Regulations Unit to organise appropriate approvals for cranes and barricades etc.

p) The applicant will apply to City's Building Compliance Unit to organise appropriate approvals for hoarding (if needed) prior to commencement of works.

q) In the event that a WORKS ZONE is required, the applicant will apply to the City's Work Zones Co-ordinator to organise appropriate approvals.

r) The provision of any information in this Traffic Pedestrian Management Plan will not exempt the applicant from correctly fulfilling all the other conditions relevant to the Macdonaldtown Gasworks Remediation for the above site.

s) The owner/developer/builder/contractor undertakes Macdonaldtown Gasworks Remediation to follow and abide by the above conditions at all times during the remedial works of this site.