

Sydney Showground Main Arena Redevelopment
CONSTRUCTION MANAGEMENT PLAN
20 October 2010



APP Corporation Pty Limited

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APPENDICES

Appendix 1

Early Works & Demolition Plans

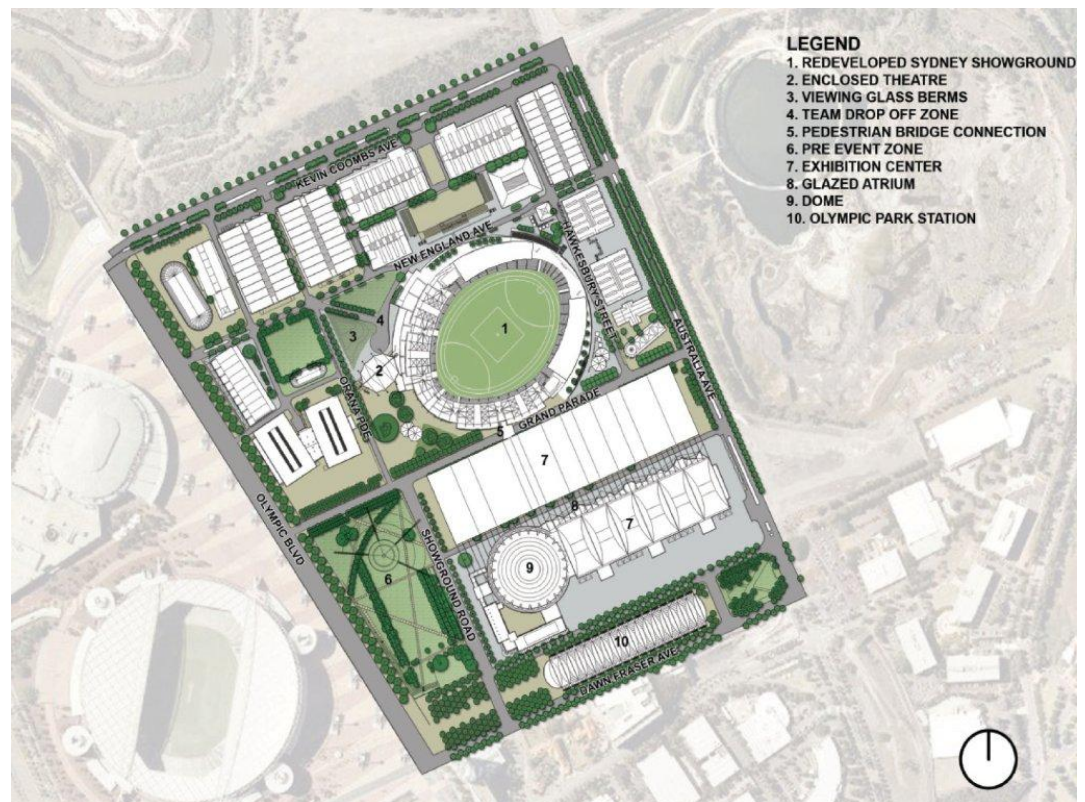
Appendix 2

Construction Vehicle & Pedestrian Access Routes

1.0 INTRODUCTION

This Construction Plan has been prepared to accompany the Environmental Assessment Report submitted, under Part 3A of the Environmental Planning and Assessment Act 1979, to the NSW Department of Planning.

The Royal Agricultural Society of NSW (RAS) has appointed APP as Project Manager for the redevelopment of the Sydney Showground Main Arena.



2.0 PROJECT OVERVIEW

This Construction Plan relates to the redevelopment of the Sydney Showground Main Arena (Showground Main Arena) which is located within the Sydney Olympic Park.

The extent of the redevelopment is mainly confined to the Eastern end of the existing Stadium although some refurbishment works to the existing Stands will occur.

In summary, the extent of works can generally be summarised as follows:

- Reconfiguration of the Showground Main Arena into an oval capable of accommodating an enhanced range of sporting and cultural events in three modes: Show mode; Concert mode; and Sporting mode.
- Increase the number of seats to accommodate up to 23,000 plus 2,000 standing, for a total of 25,000 patrons (gross) within the new open air and undercover Grandstand areas. This includes refurbishment of existing seating and Stands as well as the construction of new Stands and associated rooves. Whilst there is an increase to seating capacity, there is no increase to the overall current maximum capacity of the Sydney Showground Arena.
- The proposed new Stands entail a North West Stand for Corporate Spectators and Media; a South East Stand for General Admission and Members; and a small North Stand for General Admission and Members.
- New on-grade lower seating tier to the eastern half of the Showground Main Arena.
- Installation of a new video board and associated PA system.
- Increase in size and upgrade of facilities to the existing Level 2 concourse to include new amenities blocks and built-in food and beverage facilities.
- Two new light towers to replace existing eastern end light towers.
- New retractable perimeter fencing on the southern and western sides of the grounds.
- New entry structures and egress gates on various perimeter points of the ground.
- New small grassed seating 'hill' to the far eastern side of the seating tier underneath the scoreboard.
- New pitch access vomitory to the northern side of the field.
- A 'green wall' which is a vegetated screen to the outer sides of all three new Stands.
- Minor internal refurbishment works to the existing Grandstand.

3.0 PROJECT STAGING AND KEY MILESTONES

The project is intended to be delivered in the following stages:

- o Early Works Stage
- o Stage 1
- o Stage 1A
- o Stage 2

3.1 EARLY WORKS STAGE

The scope of work is not part of this Application and is the subject of a Part 4 DA Submission to Sydney Olympic Park Authority.

For the purpose of clarity and information, the Early Works Stage entails initial deconstruction work involving demolition, excavation, dismantling of two light towers, site establishment and associated services.

The diagrams in Appendix 1 outline the general scope of work contained within the Early Works Stage.

All of the early works will be conducted from within the Showground premises, either within the Main Arena or immediately adjacent to the Main Arena.

3.2 STAGE 1

Stage 1 work will involve:

- Reconfiguration of the Showground Main Arena playing field.
- Construct the North West Corporate Stand, the North Stand and the South East Stand, total seats to be 23,000. Noting that the North and South East Stands are to be a demountable scaffold seating arrangement and not include the roof structure.
- Installation of a new video board and associated PA system.
- Upgrade of facilities to the existing Level 2 concourse to include new amenities blocks and built-in food and beverage facilities.
- Two new light towers to replace existing eastern end light towers.
- New retractable perimeter fencing on the southern and western sides of the grounds.
- New pitch access vomitory to the northern side of the field.
- Minor internal refurbishment works to the existing Grandstand.

3.3 STAGE 1A

Stage 1A work will involve:

- The work contained within Stage 1; with the exception that the North and South East Stands will be constructed in a concrete and steel structure instead of demountable scaffold seating. The Stands will not be roofed.
- The grassed 'Hill' seating to the east may be constructed, if budget permits.

3.4 STAGE 2

Stage 2 of the Project will involve completing the balance of the work remaining:

- The North and South East Stand to be concrete, fixed seating and steel structure including the roof.
- Install a grassed 'Hill' seating to the east side of the ground.
- The 'green wall' at the rear of the South East and North West Stand will be increased in size.

3.5 PROGRAM AND KEY MILESTONES

The indicative program and key milestones are outline in the following schedule:

- | | |
|---------------------------------------|-------------------------|
| • 2011 Royal Easter Show | April 2011 |
| • Site Establishment | May 2011 |
| • Commencement on site | May 2011 |
| • Early Works Commencement | May 2011 |
| • Stage 1 Work Commencement | June 2011 |
| • Stage 1 Construction Work | June 2011 to April 2012 |
| • Commissioning complete and handover | March to May 2012 |
| • 2012 Royal Easter Show | April 2012 |
| • 1 st 2012 AFL Game | May 2012 |

The Stage 1A and Stage 2 works are dependant on the additional funding being secured. If the funding is approved and the works are able to be completed within constraints such as the 2012 Royal Easter Show and the AFL game schedule, then the Stage 1A and Stage 2 works may immediately follow the Stage 1 works. If the funding is not secured until later, then the Stage 2 works will be scheduled around the existing commitments of the Main Arena.

4.0 CONSTRUCTION ACTIVITIES

4.1 SITE ESTABLISHMENT

Site establishment will initially be located within the existing structures of the Showground. Shedding will be moved into the Main Arena completed structure as soon as is practicable.

Hoardings and scaffolds will be erected as required for safety and site demarcation.

Security protocols, check points, craneage and loading zones will be established.

4.2 SERVICES DIVERSIONS

Services affected during construction will be identified and traced so as to ascertain the exact affect on the construction works and to minimise disruption to all other adjacent facilities.

Thorough investigation will be undertaken to ensure capping and removal of services does not affect other parts of the facility.

Authorities will be contacted to ascertain the location of any high voltage feeds into the site such as for the lighting towers and general power supply.

All hydraulic services, including water, stormwater and sewer drainage will be located and capped at the perimeter of the construction site during the early works.

4.3 DEMOLITION & DECONSTRUCTION

The demolition of the existing concrete structures will be carried out using a combination of concrete saws, crushers and rock breakers.

Concrete will be recycled.

No demolition work will commence until a hazardous material assessment has been completed and any identified hazardous materials have been removed.

The demolition work will commence once all live services have been disconnected and the required hoardings and protection scaffolds are erected.

An excavator and rock breaker will be used to break up the berms. A concrete crusher will be used to demolish the elevated section of the Concourse but the demolition contractor will remove precast elements that can be removed from their seatings in tact off site, to be crushed and recycled at a less sensitive off site location.

There will be close consultation with all stakeholders during the demolition phase to inform of timing of any demolition works which may impact on their operations and amenity.

4.4 EXCAVATION

The excavation for the new Stands will commence upon completion of the Early Works Stage. Excavated material will be removed using excavators and trucks. Trucks will be dispatched via the designated access routes to the approved tip locations.

In parallel to this activity, piling operations will commence to form the base of the new tiered seating and Grandstand structures.

4.5 FOUNDATIONS

Foundations will be constructed in such a way as to mitigate the risk of noise and vibration that may affect adjacent areas.

4.6 STRUCTURE

The new tiered seating and Grandstand seating will be constructed from a combination of precast and cast in situ concrete elements. It is envisaged that the lower tiered seating plats will be a precast solution and will proceed from the east to the west.

The upper tiered seating will be a combination of precast elements supported by structural steel members.

4.7 ROOF, UPPER SEATING STRUCTURE AND ROOF CLADDING

The upper seating and roof structure will combine a solution of precast elements and structural steel elements. It is envisaged that these components will be fabricated off site and erected using cranes. The roof will be designed to be constructed on a bay-by-bay basis.

4.8 LIGHT TOWERS

The two light towers to the east were originally installed as temporary light towers. These will be dismantled and removed from site. Two new light towers will be installed on the eastern side of the Showground Main Arena on either side of the new scoreboard. The light towers will need to be delivered and pre-assembled by a large mobile crane prior to erection.

Careful planning and detailed consultation will be required to coordinate this activity. This will be done in consultation with the relevant stakeholders.

4.9 FINISHES and FIT OUT

The finishes and fit out of the Grandstands and food & beverage areas will commence once the formwork in the main structure has been stripped.

This work will proceed in a conventional sequence with the masonry, services rough-ins and wet trades. The dry finishes and services fit out will be dependent on completion of the upper seating and roof in order to provide waterproofing to these levels.

4.10 SERVICES

In-ground infrastructure services, including water, stormwater drainage, sewer drainage, fire services and electrical reticulation will be installed at the same time as the structure is commenced. The services design will determine the location of connection to mains supplies and also the need, if required, of any upgrading to these mains.

The location of a new substation for the Stand will need to be coordinated with the reinstatement of the electrical services for the new light towers.

The rough-in and fit out of services within the Stands will be undertaken with the fit out and finishes of the relevant areas.

The commissioning of these services will be required before completion and handover of the facility. Integration of the Stand services with the control systems for the entire facility will be a major task in achieving completion for the services.

4.11 MATERIALS HANDLING

Materials for the project will be hoisted and moved by a combination of tower cranes, mobile cranes and forklifts.

Concrete pumping for the new structure will generally take place from within the Showground site and minimal impact on the surrounding occupants.

Following completion of the demolition and excavation, it is proposed that the new structures be constructed using mobile cranes and tower cranes locate within the Showground site.

5.0 *IMPACTS ON ADJOINING NEIGHBOURS*

The Showgrounds are located within the Sydney Olympic Park and the Showground Main Arena is the major stadium within the Showground. The immediate adjoining neighbours to the Showground Main Arena are the remainder of the Showground facilities and these are occupied by the RAS. The nearest external neighbours to the Showground Main Arena other than RAS are:

- o Existing and future residential receivers external to Sydney Olympic Park;
- o Residential receivers within Sydney Olympic Park, and
- o Commercial receivers within Sydney Olympic Park

The effect of construction on adjoining neighbours will be:

- o Noise during demolition and construction activities
- o Traffic from demolition and construction activities
- o Perimeter hoardings
- o Overhead tower cranes or mobile cranes
- o Overhead works

6.0 CONSULTATION PROCESS

6.1 General

The RAS and its Contractor will establish appropriate Liaison Groups with its neighbours, particularly SOPA, at various levels. It is envisaged that the Liaison Groups will include the following:

- o A Joint Steering Committee (JSC)
- o Project Executive Committee (PEC)
- o Operations Meeting – held monthly

The JSC group will consist of members from RAS (or their representatives), SOPA, AFL and Department of Industry and Development.

The PEC will consist of members from RAS, AFL and key project Consultants. One of the roles of the PEC will be to develop a Communication Plan that will determine the appropriate communication with neighbours and SOPA.

The Operations Meeting will implement the Communications Plan and report to the PEC on the consultation process and any required direction.

6.2 Complaints Register

The Contractor will record details of all complaints received during construction. The Contractor is to establish and maintain a Register of Complaints and report to the PEC on the status of each complaint. The Register is to be made available to SOPA and Department of Planning as required.

7.0 CONSTRUCTION RISKS AND MITIGATION MEASURES

With regard to construction risks and mitigation measures associated with the construction, refer to Table 1 below.

Table 1

Issue or Risk	Risk Mitigation Measures
Demolition / Site Establishment	
1. Noise from demolition work.	- The construction equipment (such as the excavator, small rock breaker, concrete pulveriser) will be fitted with noise mitigation equipment where possible. - Noisy work will be identified and advised to stakeholders in advance, to inform when noise may affect their operations.
2. Dust from demolition and construction works	- Screens to be placed around the site. - If / where possible, large concrete elements to be crushed off site. - Construction activities and vehicle access routes to be hosed down. - Construction vehicles to be hosed down when leaving site. - Adjacent roadways approaching site to be regularly cleaned.
3. Hazardous materials being removed	- Hazardous material assessment to be undertaken to define removal and disposal methods. - On approval, works to be undertaken as per the assessment / recommendation report.
4. Runoff from stormwater	Silt traps and filters (socks and fabric) to be used at required locations along the stormwater system.
Construction Works	
5. Noise from construction work	- Construction equipment to be fitted with noise mitigation equipment. - Location of concrete pump to be considered to minimise noise to adjacent neighbours. - Noisy work will be identified and advised to stakeholders in advance, to inform when noise may affect their operations.
6. Vibration whilst constructing foundations	- Bored piles to be used, instead of driven piles. - Work will be identified and advised to stakeholders in advance, to inform when noise may affect their operations.
7. Use of construction traffic / plant	- Construction activities and public to be separated with appropriate traffic control measures. - Safe public access routes to be pre-agreed, provided and maintained. - Construction work not to be undertaken on Major Event days, in consultation with stakeholders.
8. Waste water from construction activities.	Waste water to be collected and treated prior to disposal.

8.0 OCCUPATIONAL HEALTH AND SAFETY

The Contractor is to be appointed the Principal Contractor under the OH&S Act. The Contractor is to prepare a Site Specific OH&S Management Plan. Specific areas that have been identified of particular importance are:

- Preventing falls from height.
- Preventing electrocution from existing, future and construction power supply.
- Adjacent structures remaining safe and stable.
- Providing adequate side support to excavations.
- Hoarding and public protection.
- Controlling public pedestrian and vehicle traffic around perimeter of site.

9.0 TRAFFIC MANAGEMENT (DURING CONSTRUCTION)

Construction access to the site will be from New England Avenue. The majority of the construction traffic will be via the M4 motorway then onto Homebush Bay Drive, Australia Avenue and then onto New England Avenue into the site. Traffic from the Northern Suburbs will be from Homebush Bay Drive then onto Australia Avenue, then same as from the M4. The exiting traffic will follow the reverse path. Please refer to Appendix 2 for the graphical representation.

At this stage the vehicles to be used for demolition and construction of the new Grandstands is unknown. However, it is likely the following construction equipment will be used:

- o Articulated vehicles for delivery of machinery;
- o Heavy and medium rigid trucks for construction material delivery;
- o Heavy rigid tankers for fuel delivery for compacting and excavation machinery;
- o Rigid trucks for removal of demolition and excavated material; and
- o Staff cars, vans, utilities and delivery vans.

The peak traffic will be in the order of six (6) vehicles per hour and appropriate traffic controls will be put in place during construction to separate construction activities from the public. In addition, traffic controllers will be engaged to manage the interface between pedestrians and to direct vehicles entering and leaving the site.

The number and path of vehicle movements will vary during the construction period of the project. The majority of the vehicles will access directly onto the Showground Arena from New England Avenue.

A vehicle washdown will also be placed within the site to prevent construction vehicles carrying dust onto the public roads

Table 2 below is an estimation of the number of daily truck movements.

Table 2

Month	Activity	Daily Estimate of Truck Numbers
May 2011	Establishment	10
May 2011	Demolition	20
June 2011	Demolition	20
July 2011	Excavation	45
August 2011	Excavation/Foundations	30
September 2011	Structure	15
October 2011	Structure	15
November 2011	Structure	20
December 2011	Cladding & Finishes	30
January 2012	Cladding & Finishes	30
February 2012	Cladding & Finishes	30
May 2012	Dis-establishment	10

Car parking for the daily influx of construction workers will be centred on the use of the public car park in the Sydney Olympic Park (SOP). It is anticipated that car parking required for construction associated personnel will peak at approximately 120 spaces per day. SOPA has significant public car parking spaces available.

Construction traffic during Major Events at SOP will be managed with SOPA. Major deliveries such as concrete pours are not to be scheduled on Major Event days. The construction workers are to utilise the Major Event public transport and the SOP car parking facilities.

Construction worker access (via foot) is to be via New England Avenue, adjacent to the construction vehicle access, but separated for safety.

The construction workers will travel to the SOP via the SOP car parking and existing public transport methods. It is intended that the Main Arena will be hoarded off to the public. However, Showground Road and Orana Parade will still be open to the public providing clear access from the train station to New England Avenue.

10.0 WASTE MANAGEMENT

The proposed demolition contractor will be required to recycle and reuse where possible.

Elements such as concrete, steel, aluminium and timber will be separated and recycled or reused where possible

The proposed main contractor will be required to arrange for the sorting and recycling of waste materials and packaging to ensure maximum recycling is achieved.

Where possible the separation and crushing is to occur on site. However, due to space, weather and economical feasibility, this may occur off site.

Prior to commencement of demolition and excavation works, a hazardous material assessment will be undertaken on all structures and soil material. Any hazardous materials identified will be disposed of in accordance with statutory and EPA requirements and guidelines.

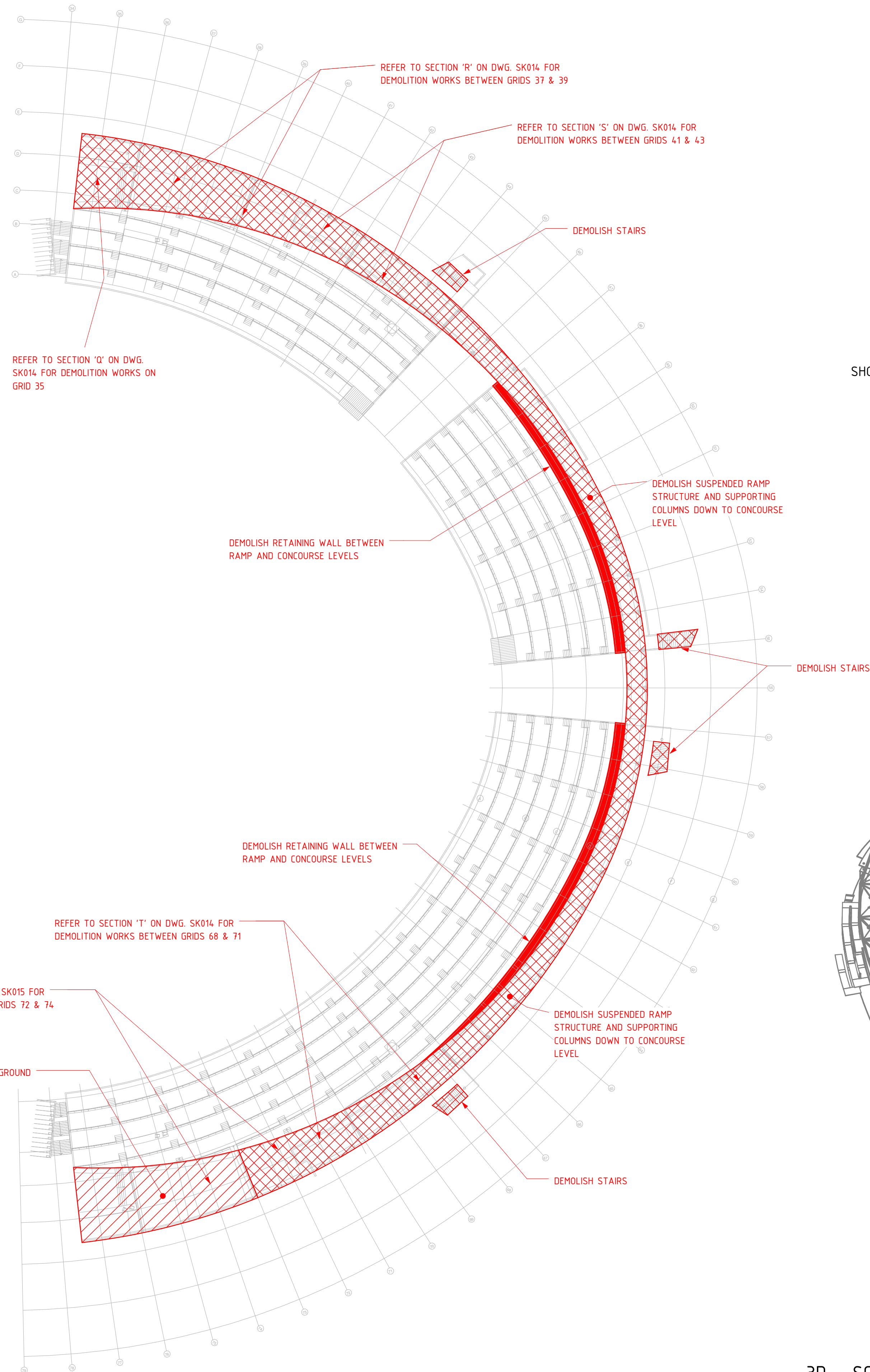
11.0 CONSTRUCTION NOISE MANAGEMENT

A Construction Noise Assessment will be undertaken prior to commencement of the on-site demolition and construction works. This is to include on-site construction traffic and the construction activities.

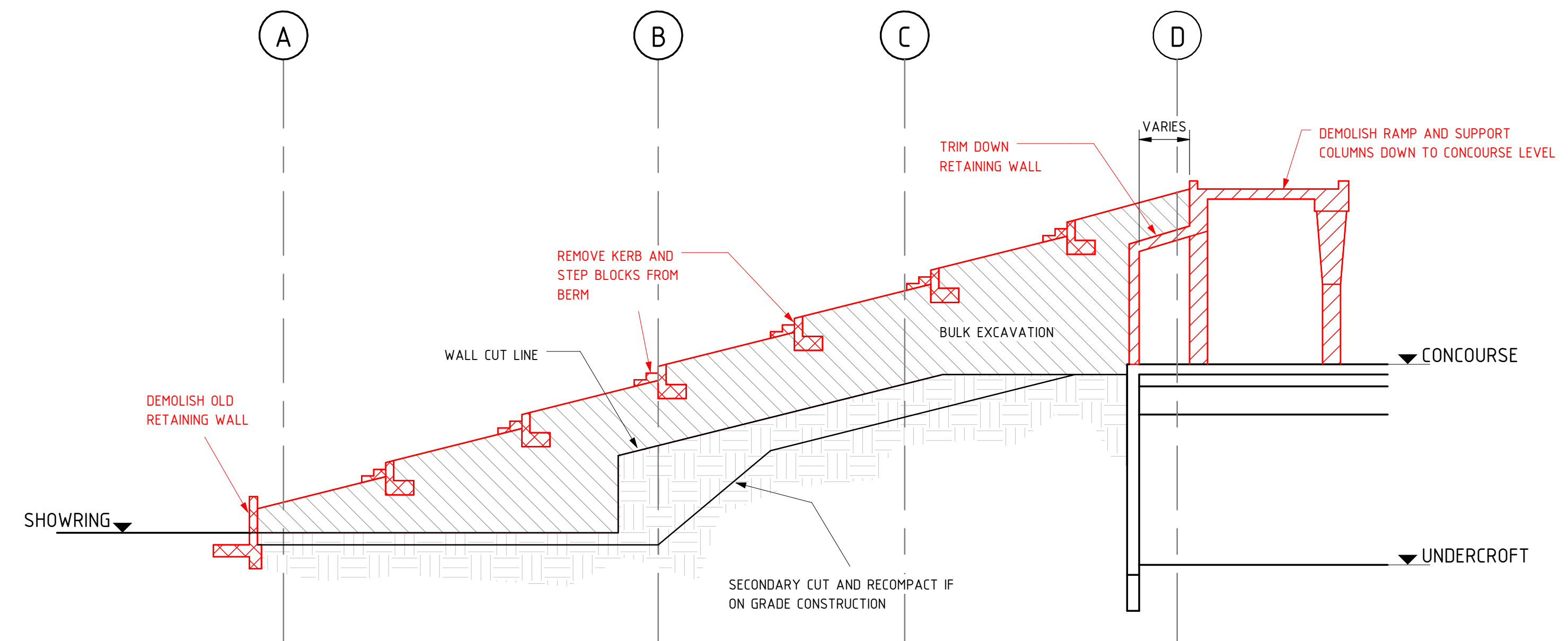
Noise and vibration monitoring devices will be positioned in a number of locations to monitor the construction noise and vibration throughout the construction phase. The results of these monitoring devices will be to review and if appropriate will be addressed in the PCG (JSC) meetings.

Appendix 1

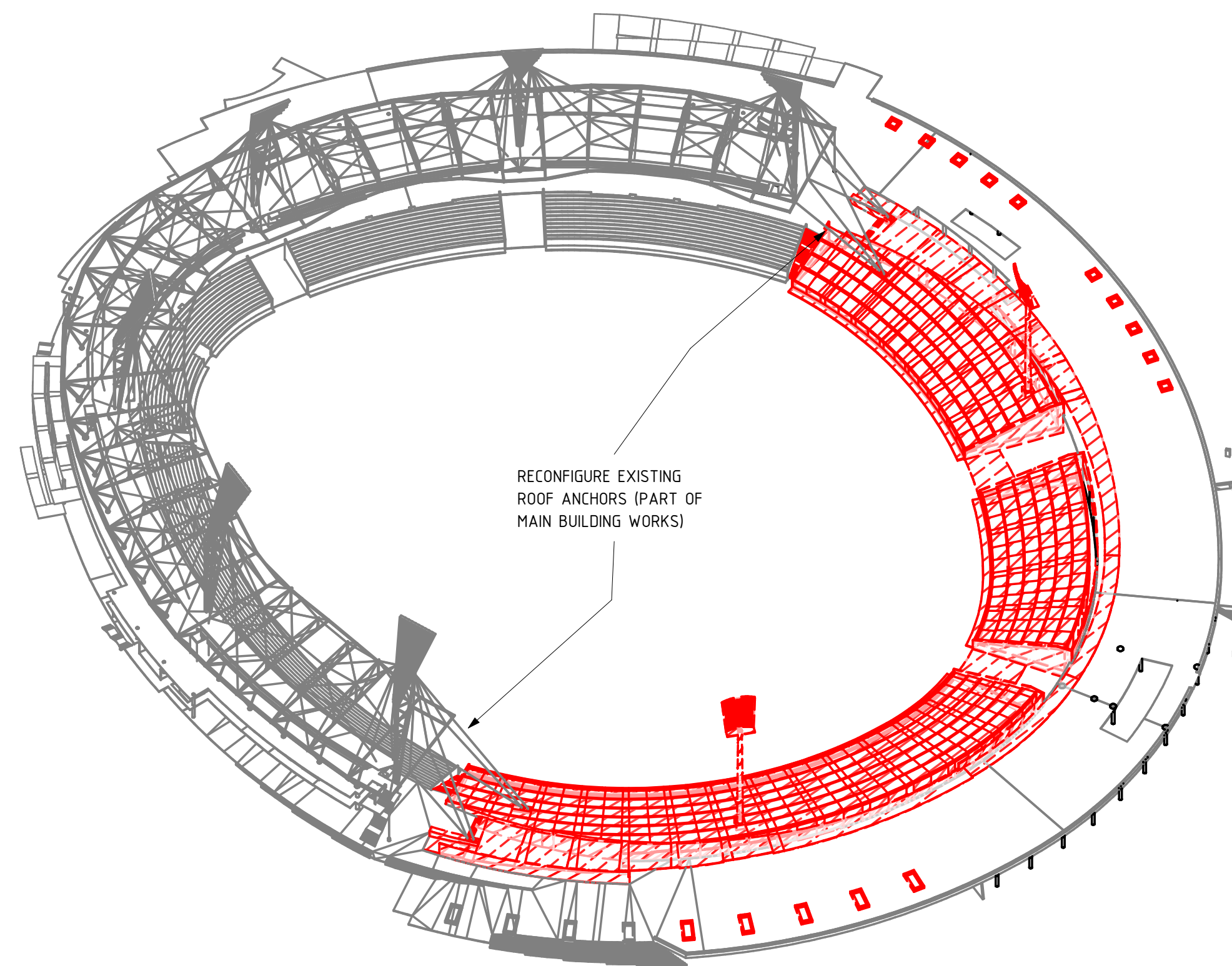
Early Works & Demolition Plans



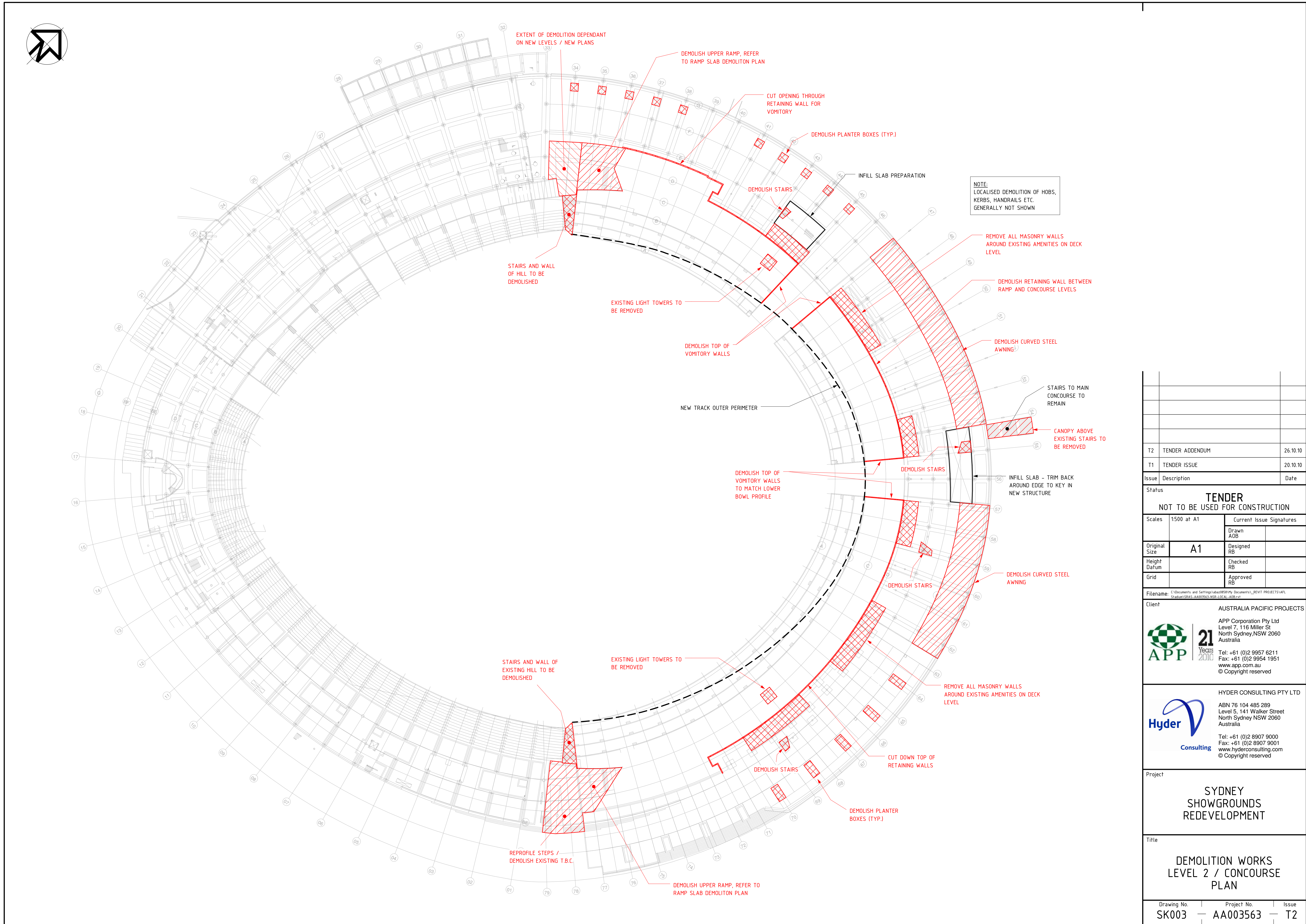
3D - SCOPE OF DEMOLITION WORKS



ELEVATION - EXTENT OF DEMOLITION WORKS
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Height Datum		Checked RB	
Grid		Approved RB	

Client	AUSTRALIA PACIFIC PROJECTS
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Project	
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SYDNEY

REDEVELOPMENT

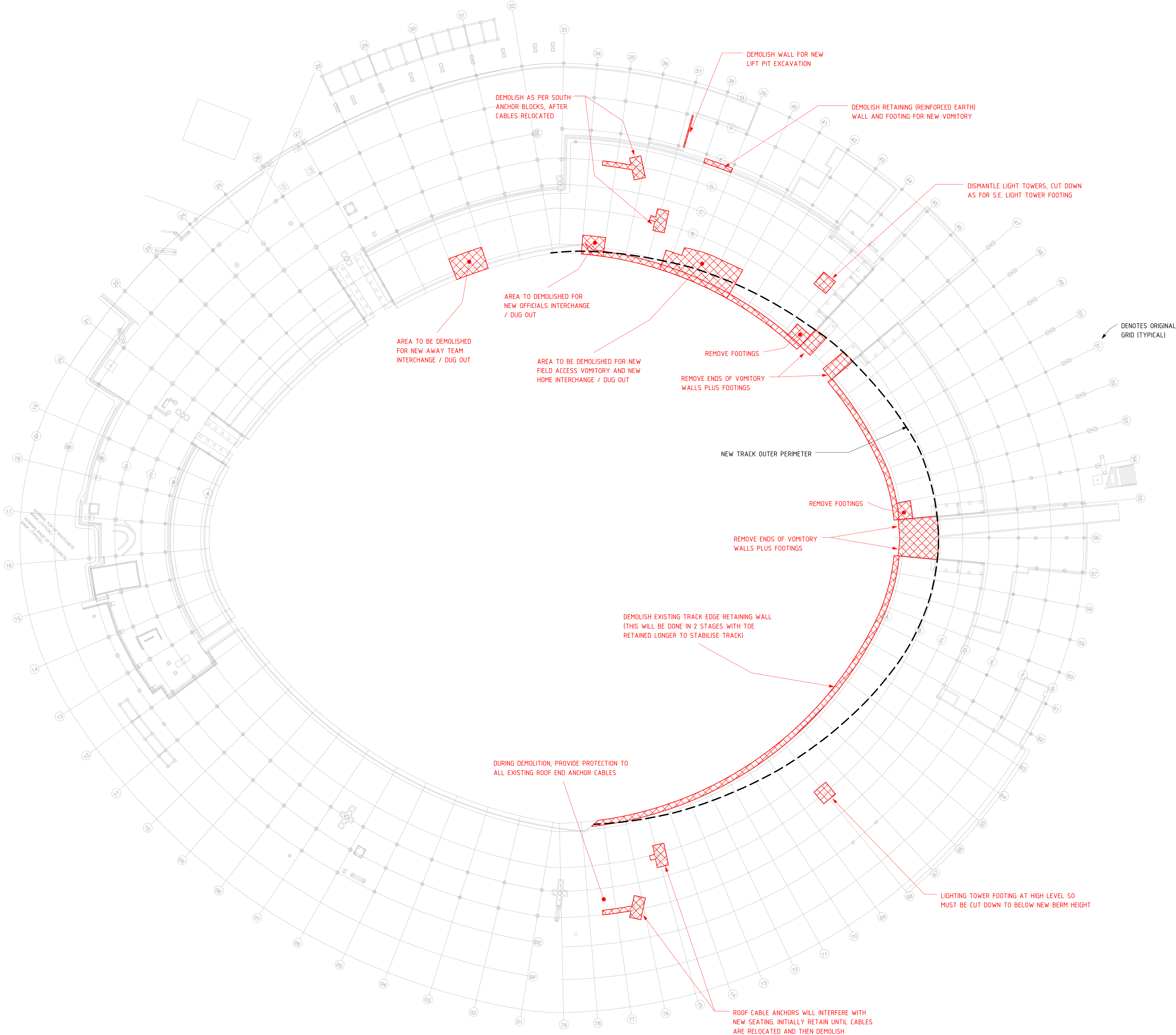
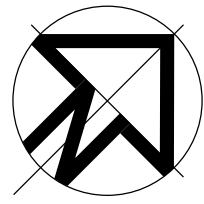
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LEVEL 2 / CONCOURSE

PLAN

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21 Years 2010

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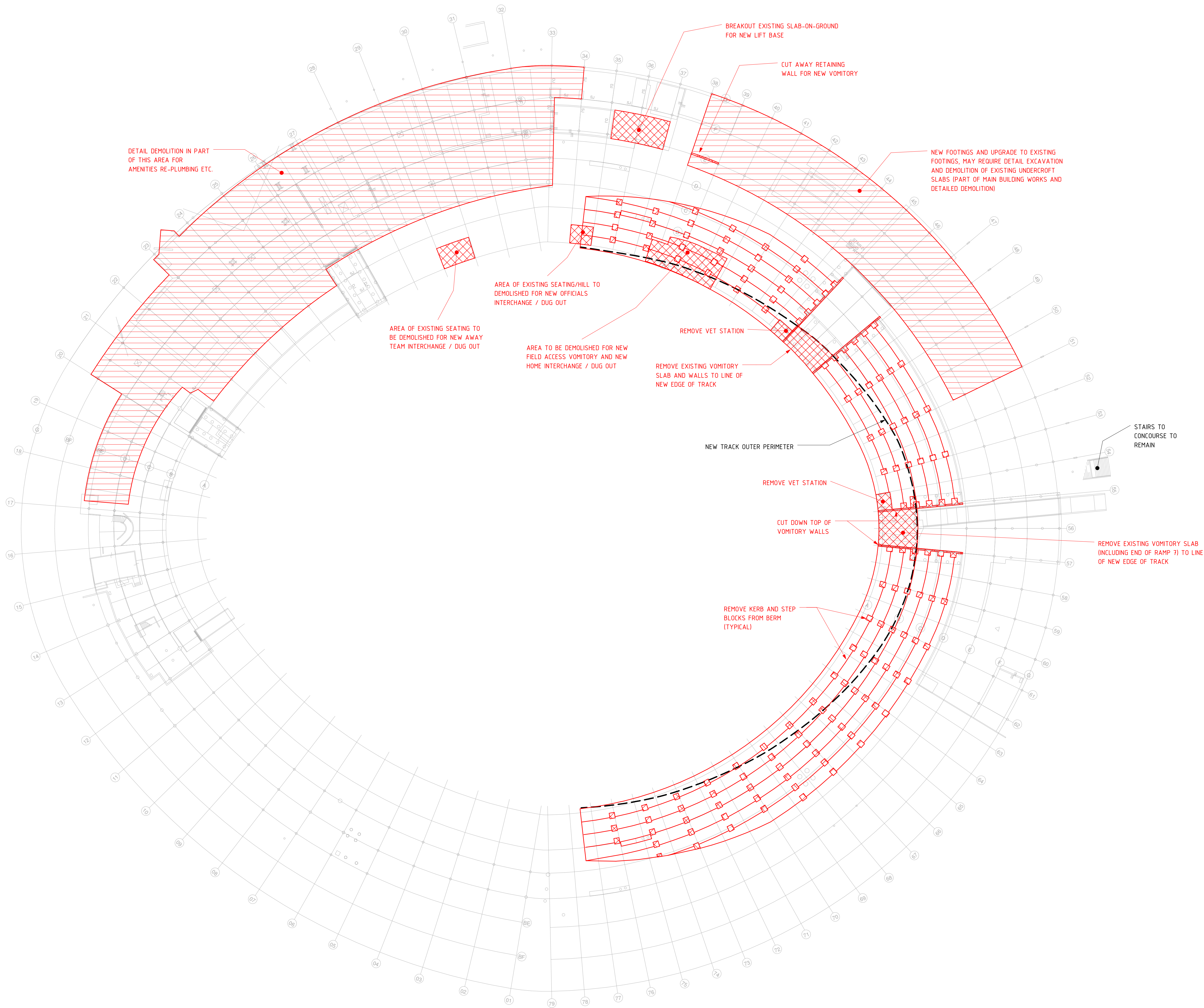
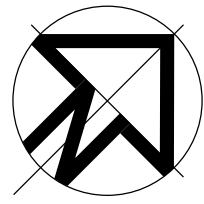
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SYDNEY SHOWGROUNDS REDEVELOPMENT

Title

DEMOLITION WORKS FOUNDATION PLAN

Drawing No.	Project No.	Issue
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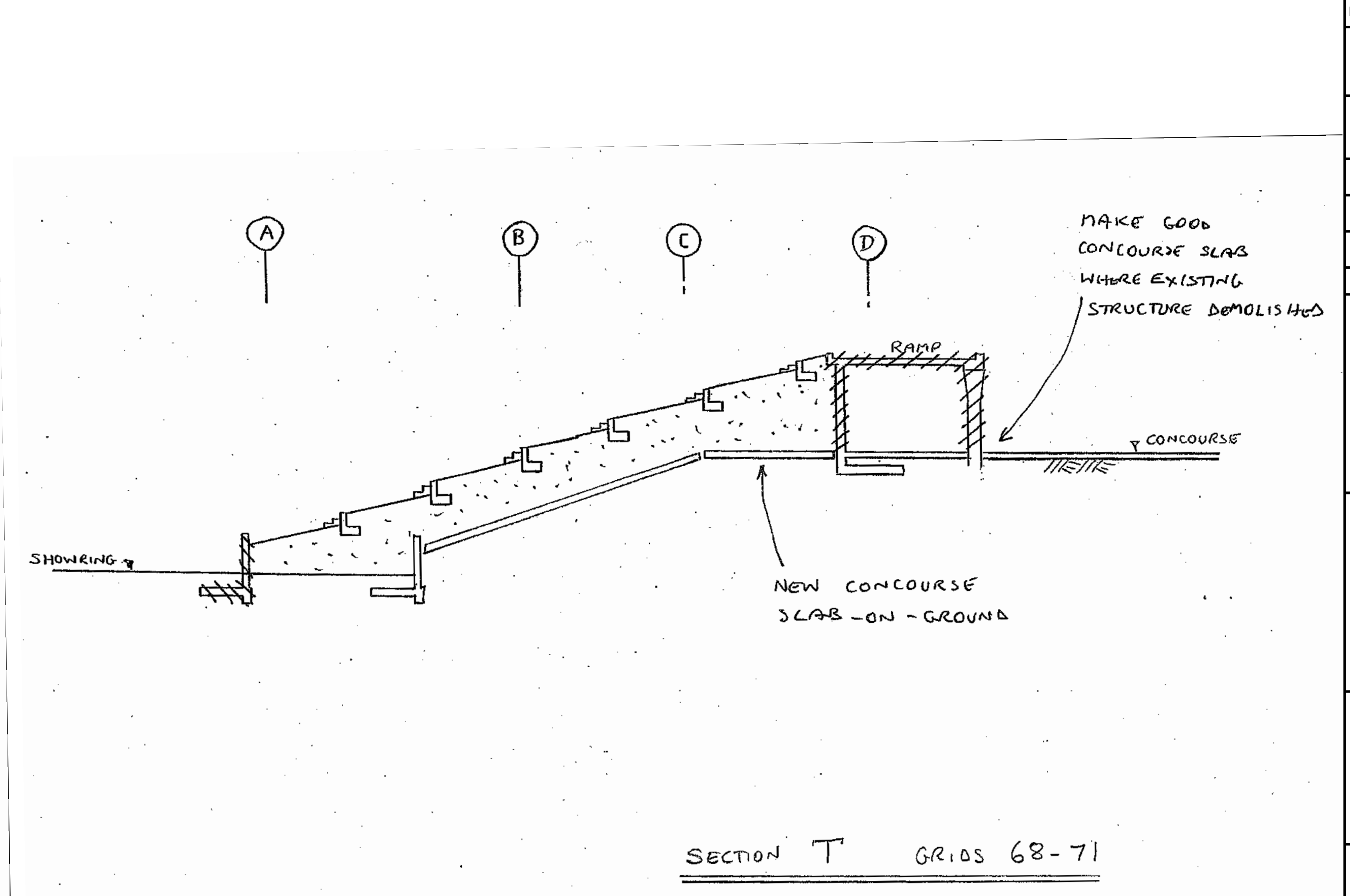
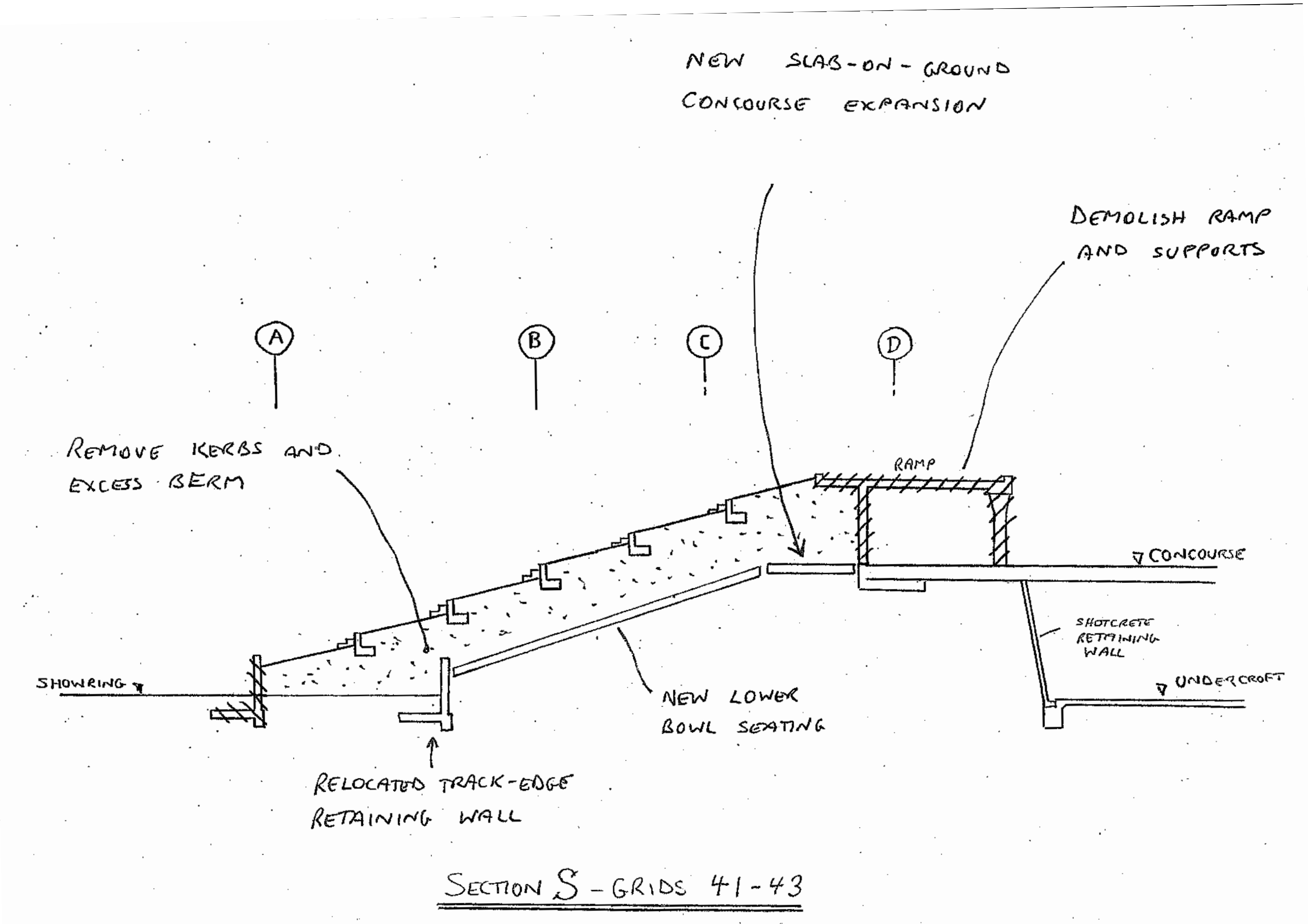
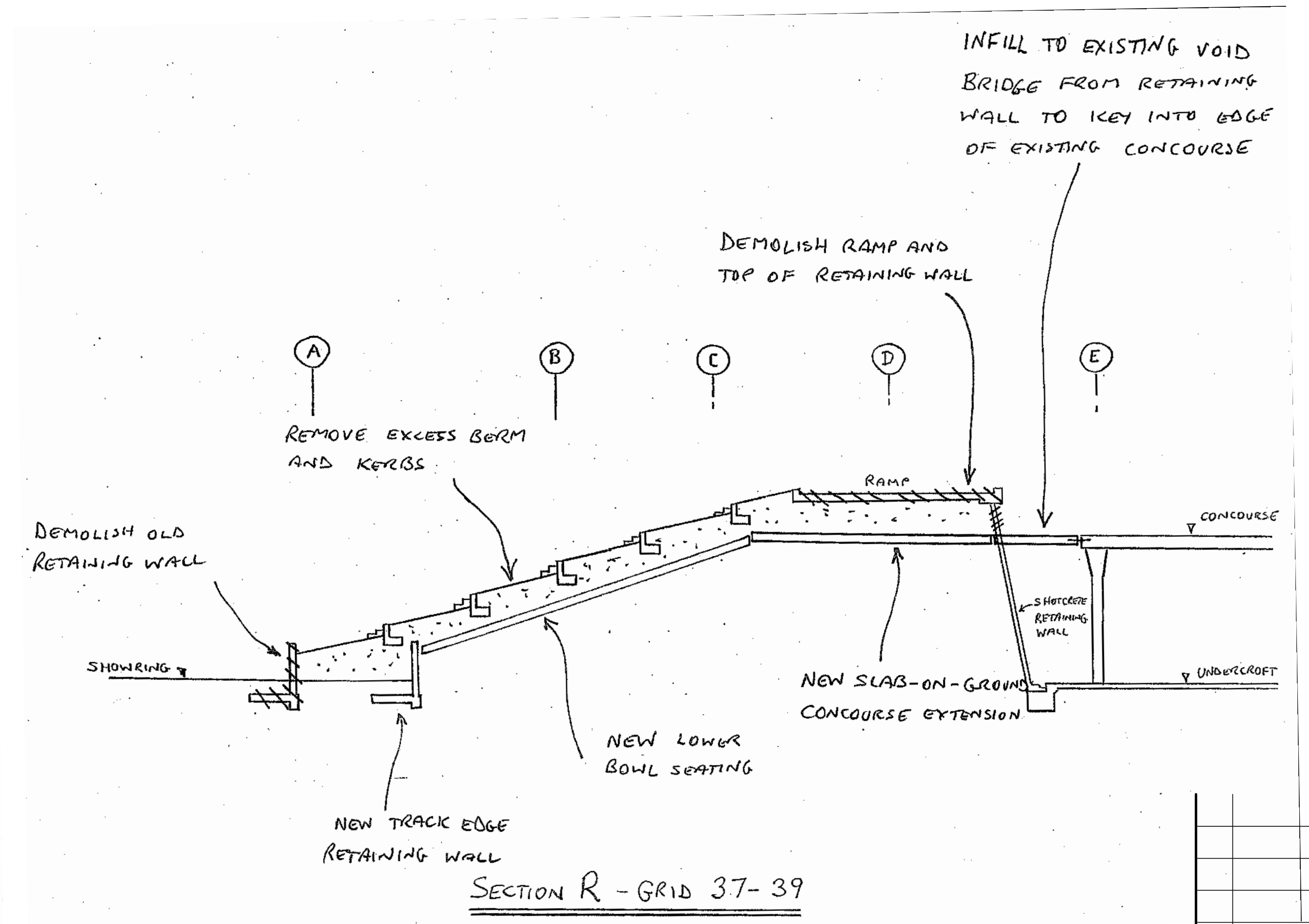
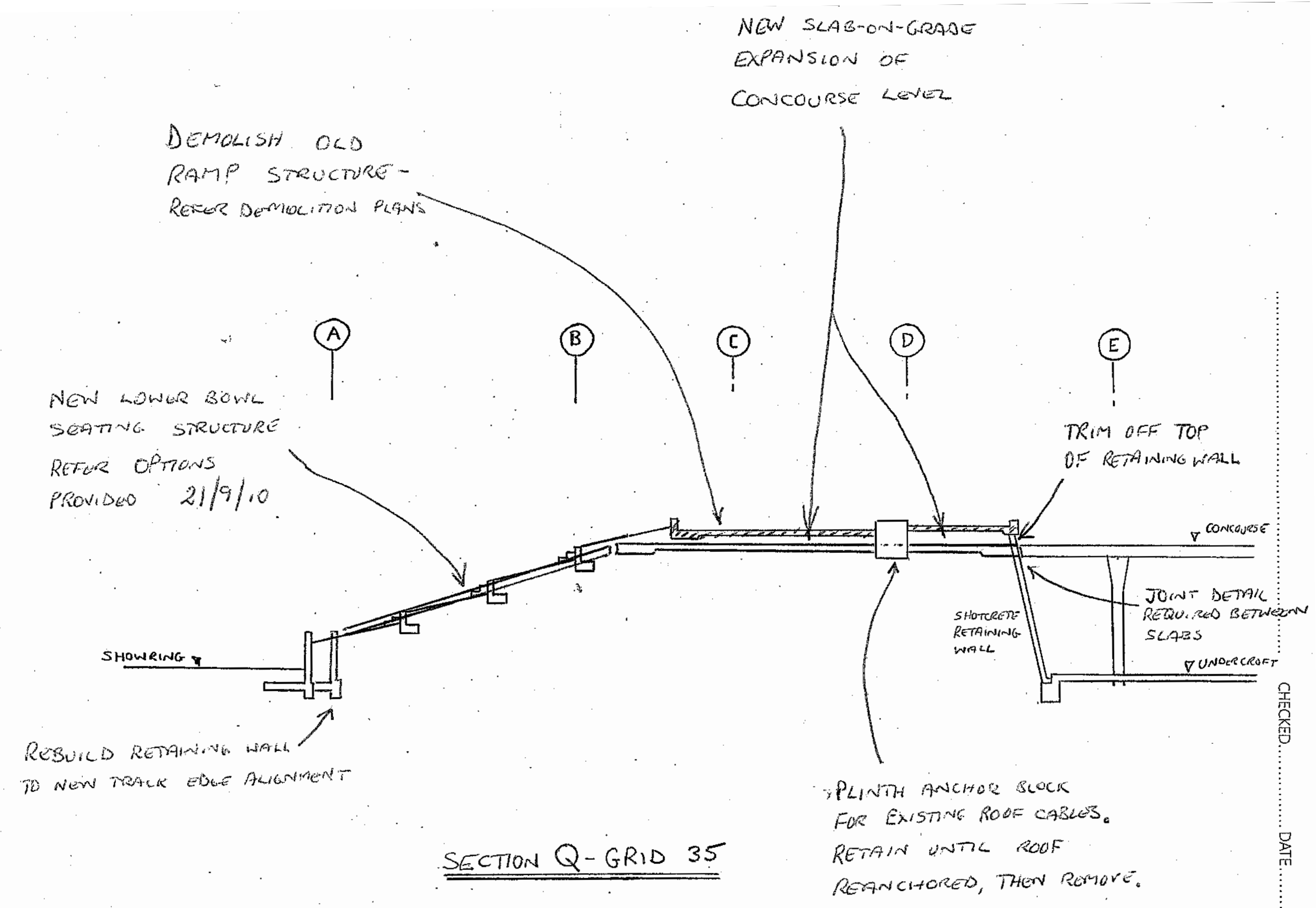
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**SYDNEY
SHOWGROUNDS
REDEVELOPMENT**

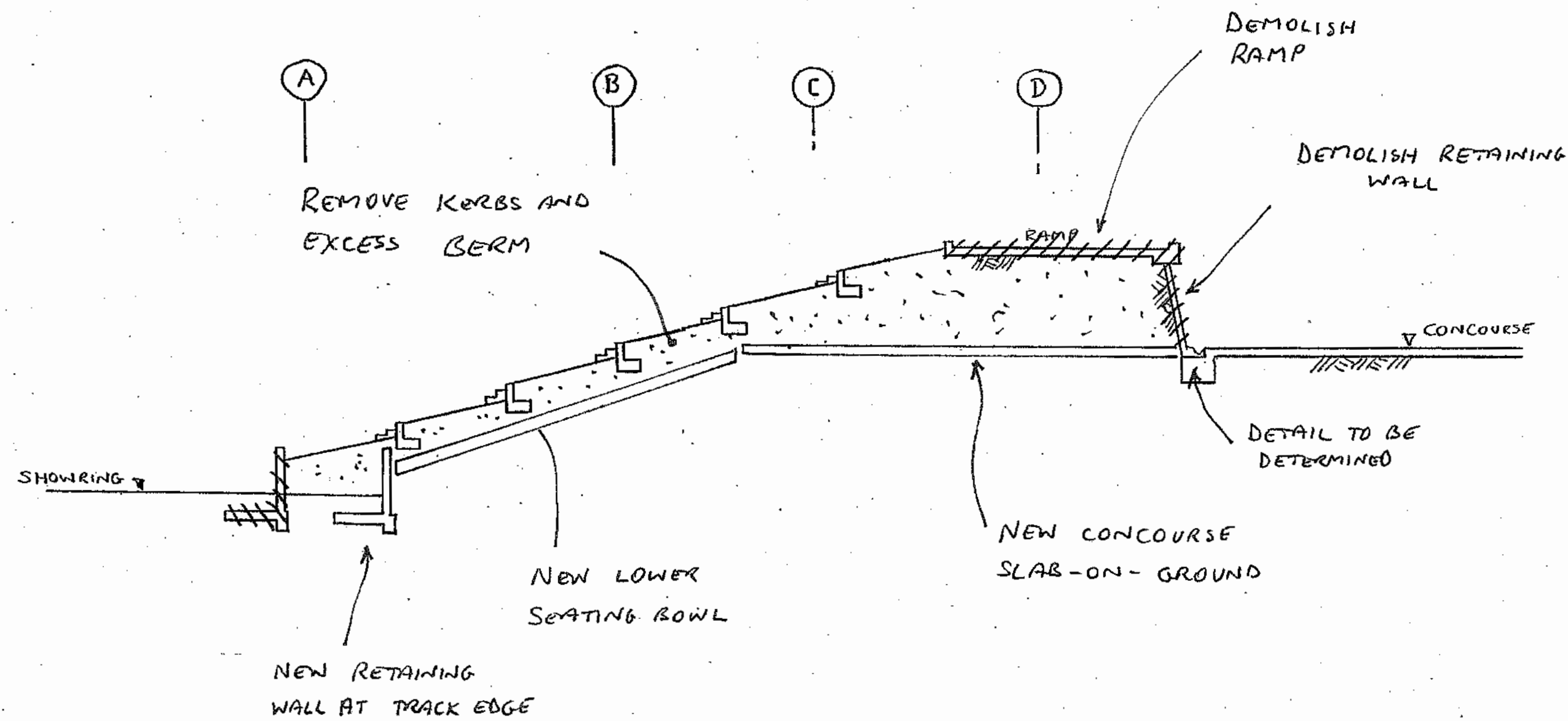
Title

**DEMOLITION WORKS
LEVEL 1 / UNDERCROFT PLAN
PLAN**

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Project	SYDNEY SHOWGROUNDS REDEVELOPMENT	
Title	DEMOLITION DETAILS SHEET 1	
Drawing No.	Project No.	Issue
SK014	AA003563	T1



SECTION U - GRIDS 72-74

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Grid		Approved MW	

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21

Years

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Project

SYDNEY
SHOWGROUNDS
REDEVELOPMENT

Title

DEMOLITION
DETAILS SHEET 2

Drawing No.	Project No.	Issue
SK015	AA003563	T1

Appendix 2

Construction Vehicle & Pedestrian Access Routes

APPENDIX 2 - CONSTRUCTION VEHICLE ACCESS



Construction Traffic by origin

CONSTRUCTION VEHICLE & PEDESTRIAN ACCESS



Construction Traffic Entry point