



Blocks 6 + 7, Central Park: Commercial and
Retail adaptive reuse
Construction Traffic Management Plan

transportation planning, design and delivery

Blocks 6 + 7, Central Park: Commercial and Retail adaptive reuse

Construction Traffic Management Plan

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1. Introduction

1.1 Background

A Project Application (PA) is being lodged with the Department of Planning and Infrastructure for the redevelopment of the sites known as Block 6 and Block 7 located within the Central Park Development site, (formerly the Carlton United Brewery site), Chipendale.

The proposed development is generally consistent with the Concept Plan approval for the overall Central Park site (MP o6_o171). The proposal involves the refurbishment, alterations and additions to existing buildings located within Block 6 and Block 7 with additional in-fill buildings to provide non-residential uses – commercial and retail uses plus food and drink premises.

GTA Consultants was commissioned by Frasers Broadway Pty Ltd to undertake a traffic and transport impact assessment of the proposed development as well as a Construction Traffic Management Plan (CTMP) to specifically address Item 6 of the DoPI Director-General's Requirements (DGRs), dated o6 November 2011:

"The EA shall provide details on access, loading areas, car parking arrangements, pedestrian and bicycle linkages associated with the proposed works. A Workplace Travel Plan and Travel Access Guides for employees, residents and visitors to the site should also be prepared".

1.2 Purpose of this Report

This report addresses the requirements of item 6 of the DGRs related to traffic and transport impacts during the construction phase of the development and accompanies the traffic and transport impact assessment of the development also prepared by GTA Consultants.

The objectives of this report are:

- To provide a detailed description of the project and construction activities;
- To examine and consider the proposal's likely impact on traffic;
- Provide mitigating measures to address any traffic and transport impacts.

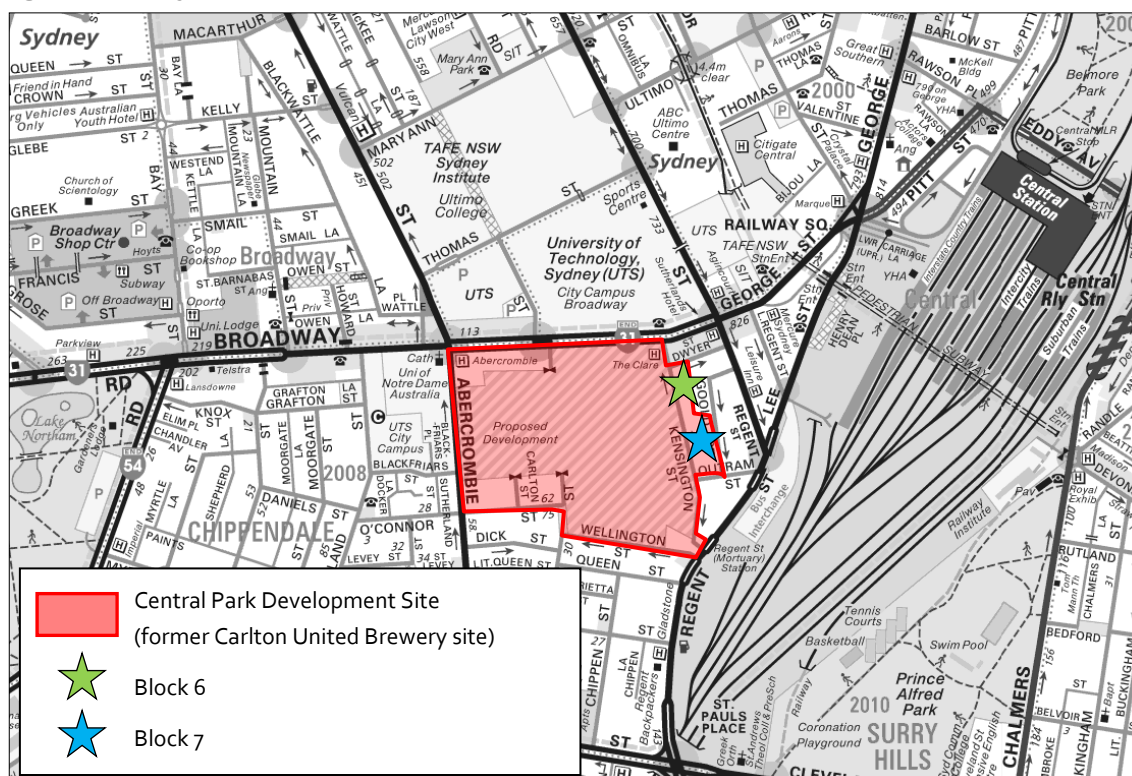
It is noted that at this stage a building contractor has yet to be appointed. Therefore, this CTMP will be reviewed and updated accordingly by the appointed contractor in the future. The review and updating of the CTMP will need to give consideration to the adopted construction methods, any revisions to the construction program and the completion of the construction stages on the adjacent Blocks 3A, 3B, 3C and 10, as approved.

The report has been prepared and checked by engineers who hold the RMS Select/ Modify Traffic Control Plans (Red Card) and Design and Inspect Traffic Control Plans (Orange Card) certification.

2. Existing Conditions

The Central Park development site is located on the southern edge of the Sydney CBD in close proximity to Central railway station, the University of Technology Sydney (UTS) and Broadway Shopping Centre. The site is bounded by Broadway to the north and Abercrombie Street to the west as shown in Figure 2.1.

Figure 2.1: Subject Site and its Environs



(Reproduced with permission from Sydway Publishing Pty Ltd)

Blocks 6 and 7 are located along the eastern boundary of the Central Park development site in an area referred to as the Kensington Precinct. Kensington Precinct is bounded by Dwyer Street to the north, Gould Street to the east, Carlton Street to the west and Outram Street to the south, as shown in Figure 2.2. Blocks 6 and 7 are located to the east of Kensington Lane, between Dwyer Street and Block 10. A number of vacant residential dwellings currently occupy Blocks 6 and 7, and the majority of them are listed as heritage items.

2.1 Road Network

2.1.1 Adjoining Roads

Broadway

Broadway is a State Road (HW5) in the vicinity of the site and is aligned in an east-west direction. It is a two-way road configured with four lanes in each direction (including one bus lane in each direction) and functions as one of the main routes for traffic into and out of the Sydney CBD. East of the Regent

Street/ Harris Street intersection (60 metres east of the site), Broadway becomes George Street and carries approximately 72,000 vehicles per day¹. Broadway is shown in Figure 2.3.

Figure 2.2: Block 6 and Block 7



Kensington Lane (formerly Kensington Street)

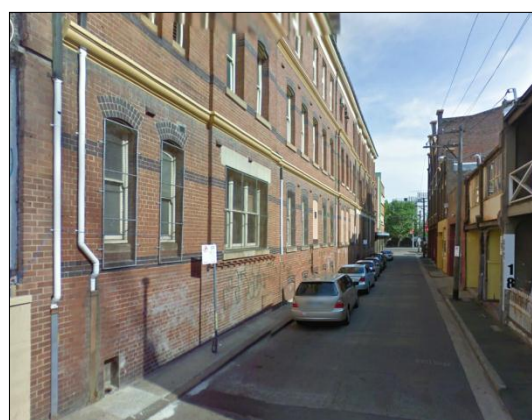
Kensington Lane is a Local Road in the vicinity of the site and is aligned in a north-south direction. North of Outram Street, Kensington Lane is a one-way northbound road, except for the small two-way section between Dwyer Street and Broadway. Kerbside parking is permitted on the western side of Kensington Lane north of Outram Street, subject to time restrictions. Kensington Lane is shown in Figure 2.4.

¹ Based on 2005 Roads and Maritime Services (RMS) AADT data.

Figure 2.3: Broadway (looking west)



Figure 2.4: Kensington Lane (looking north)



Regent Street

Regent Street is a State Road (MR170) in the vicinity of the site and is aligned in a north-south direction. It is a two-way southbound road generally configured with two northbound traffic lanes and three southbound traffic lanes and carries approximately 17,000 vehicles per day².

2.1.2 Surrounding Intersections

The following intersections currently exist in the vicinity of the site:

- Kensington Lane/ Broadway (unsignalised);
- Kensington Lane/ Dwyer Street (unsignalised);
- Harris Street/ George Street/ Regent Street/ Broadway (signalised);
- Jones Street/ Broadway/ Balfour Street (signalised);
- Kensington Lane/ Regent Street (signalised);
- Carlton Street/ Broadway (unsignalised).

2.2 Public Transport

The site is well serviced by high frequency public transport with Central Transport Interchange, the key transport hub in Sydney located 200m east of the site.

2.2.1 Bus Network

The subject site is located in close proximity to several key bus corridors including George Street to the east and Broadway to the north. Central Transport Interchange features five main bus hubs at Railway Square (200m east of the site), George Street, Eddy Avenue and Chalmers Street which serve destinations across the Sydney Metropolitan Area including Sydney's south, eastern suburbs, inner-west, northern beaches and north-west.

² Based on 2005 Roads and Maritime Services (RMS) AADT data.

2.2.2 Rail Network

Central Railway Station serves as the key rail hub in Sydney for CityRail services to destinations across the Sydney Metropolitan Area, Illawarra, Blue Mountains and Central Coast. Central station is the main hub for interstate rail services in Sydney. Central station is also the main terminus for the Central to Lilyfield Light Rail Network.

2.3 Pedestrian Infrastructure

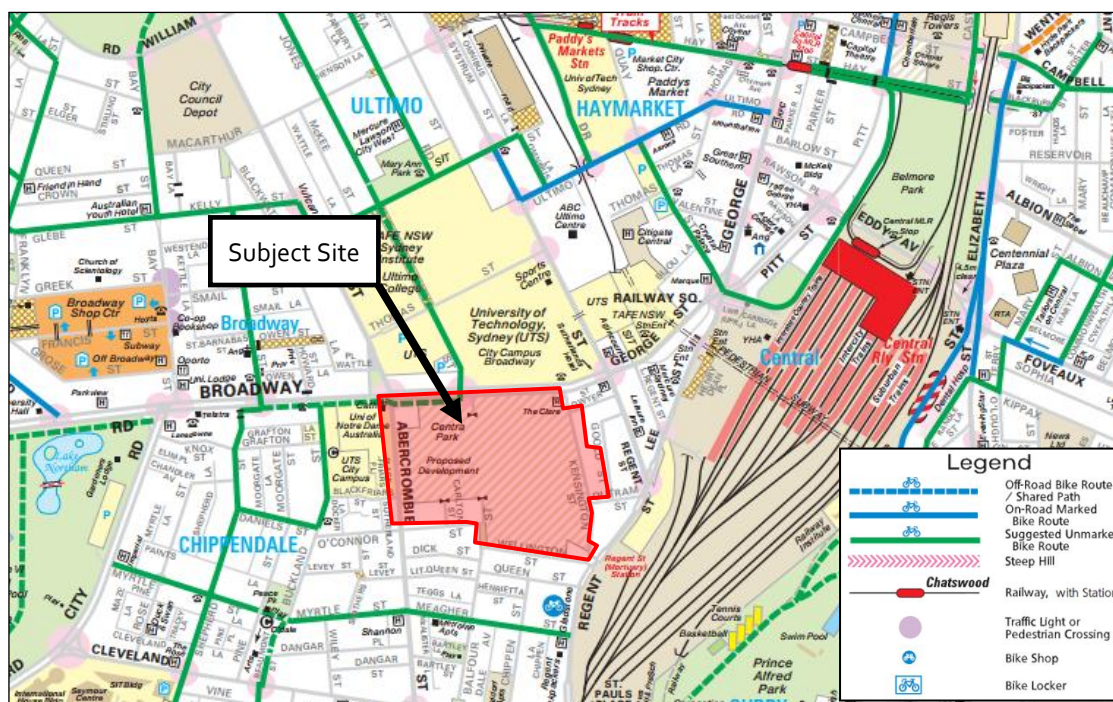
The pedestrian network surrounding the site is well established with pedestrian paths located on both sides of Broadway and safe crossing facilities at the signalised intersections of Harris Street/ George Street/ Regent Street/ Broadway and Jones Street/ Broadway/ Balfour Street (signalised).

In the future, numerous pedestrian and cycle network enhancements within the overall development site are proposed as part of the overall Central Park Development.

2.4 Cycle Infrastructure

The site is located within close proximity to both on and off-road cycling facilities as indicated in an extract from the City of Sydney's cycle network map shown in Figure 2.5

Figure 2.5: Cycle Network



Source: City of Sydney Cycling Guide

3. Overview of Construction Activities

This section of the report outlines the proposed construction methodology and details for the developments of Block 6 and Block 7 within the Central Park development.

3.1 Description and Duration of Works

The Block 6 and Block 7 developments include the refurbishment of existing heritage terraces and the demolition of Building No. 14 and Building Nos. 42 and 44 Kensington Lane and the construction of new buildings at these locations. Further to this in-fill buildings are proposed to be constructed to provide non-residential uses such as food and drink premises, commercial tenancies and ground floor retail premises. The proposed development comprises a Gross Floor Area (GFA) of 2,997m².

The staging, description and estimated duration of construction activities are summarised in Table 3.1.

Table 3.1: Construction Staging, Description and Duration

Stage	Description	Duration
1. Site Remediation	If required, remove any hazardous waste from the block.	1 month
2. Site Clearance	Internal strip out and demolition of internal structure. Facade and some internal heritage items are to be retained and preserved in-situ.	3 months
3. Excavation	Very little excavation works due to the majority of existing buildings being retained.	1 month
4. Construction	New internal superstructure, new build retail to rear of terraces, new building located at 42-44, internal fit out of room and installation of services.	14 months
Total		15 - 18 months

As shown in Table 3.1, the construction works associated with Blocks 6 and 7 are anticipated to take between 15 and 18 months to complete. It is noted that some stages may overlap therefore the actual construction period may be reduced.

3.2 Construction Details

3.2.1 Plant and Equipment

Construction vehicles which are likely to be generated by the proposed construction activities include:

- Articulated and heavy and medium rigid vehicles for the importation and exportation of material fill to/from the site and small rigid vehicles, vans and courier.

It is noted that no heavy plant machinery will be transported to the site due to the delicate nature of heritage assets within Block 6 and Block 7. As such, small excavators suitable for transportation on heavy articulated vehicles would be used for internal demolition works and removal of non-heritage listed buildings.

3.2.2 Work Hours

Construction activities would generally be undertaken between 7:00am - 7:00pm Monday to Fridays and 7:00am to 5:00pm on Saturdays with no work on Sundays or public holidays in accordance with consent conditions for construction activities on the overall site.

3.2.3 Staff Parking

It is not proposed to provide any designated on-site staff car parking. The site is located within 200m walking distance of Central Transport Interchange which provides high frequency public transport accessibility.

4. Construction Traffic Assessment

This section of the report outlines specific tasks to occur during the Block 6 and Block 7 developments and the associated works that will require traffic control.

4.1 Truck Generation

The estimated construction vehicles associated with each stage of construction on Block 6 and Block 7 is summarised in Table 4.1.

Table 4.1: Summary of Construction Traffic Vehicles

Stage	Description	Peak Hour Truck Generation (truck deliveries / day)*	Daily Truck Generation (truck deliveries / day)
1. Site Remediation	The site remediation works would generate small to medium trucks to remove waste material.	< 1	1 - 2
2. Site Clearance	This stage of work would generate heavy rigid trucks to dispose of the cleared material.	< 1	2 - 3
3. Excavation	This stage of work and at the completion of works would generate a medium articulated truck for delivery of a small excavator. The rock material would be exported by 17.0m Truck and dog trailers.	< 1	1
4. Construction	This phase of work would generate a large articulated truck for delivery of a tower crane at the start and end of works.	< 1	3 - 5
Total		< 4	7 - 11

Note: * 1 Truck Delivery = 2 movements (1 movement in 1 movement out)

As shown in Table 4.1, the peak truck generation during the developments of Block 6 and Block 7 are anticipated to occur during the construction stage, where between 3 and 5 trucks per day are anticipated.

Construction of Block 6 and Block 7 is anticipated to overlap with all other construction within the Kensington Precinct. This includes the following:

- Block 3A
- Blocks 3B, 3C, 10.

A cumulative traffic assessment of all construction within the Kensington Precinct occurring at the same time is provided in Table 4.2.

Table 4.2: Cumulative Construction Traffic Generation per Day

Stage	Blocks 6 & 7	Block 3A	Blocks 3B, 3C & 10	Total
1. Site Remediation	< 2	< 1	< 6	< 9
2. Site Clearance	< 3	< 2	< 6	< 11
3. Excavation	< 1	< 1	< 12	< 14
4. Construction	< 5	< 5	< 6	< 16
Total	< 11	< 9	< 30	< 50

As shown in Table 4.2 the peak truck generation / day during the development of the Kensington Precinct is anticipated to occur during the construction stage, where up to 16 trucks per day are

anticipated. However these volumes should be treated as a worst case scenario and do not reflect shared trips between blocks.

4.2 Work Zone and Traffic Control Measures

It is proposed that a 20m work zone be located on the west side of Kensington Lane, opposite Block 7 and adjacent to the proposed work zone for Block 3A. All loading/unloading of trucks will be undertaken within this designated work zone. Two traffic controllers located on either side of the work zone will prevent traffic, cyclist and pedestrian movements along Kensington Lane whilst building material is being unloaded/loaded from a vehicle within the work zone and transported across Kensington Lane to Blocks 6 and 7.

The two work zones (Block 3A and Blocks 6 & 7) will be active throughout the duration of construction and will require the closure of the footpath along the western side of Kensington Lane and the footpath located between Blocks 3A and 3B.

Frasers Broadway is currently in the process of negotiating approval for the work zone and road occupancy license on Kensington Lane with Council.

Several parking spaces on the western side of Kensington Lane will be removed as part of the Kensington Lane work zones: these spaces are indicatively shown in the traffic control plan provided in Appendix A (TCP – 1).

Heavy vehicle warning signs will be installed to warn motorists that heavy vehicles are accessing the work zone on Kensington Lane as shown in Appendix A (TCP – 1).

A traffic controller will be stationed at both ends of the Kensington Lane work zones to assist with pedestrians, cyclists and general traffic, if required. The traffic controllers would be particularly mindful when trucks are loading and unloading.

A temporary 'Footpath Closed' sign will be implemented to indicate the closure of the pedestrian link. This sign will be located on the western side of Kensington Lane. Further to this 'Use Other Footpath' signs will be implemented at either end of the work zones.

In order to assist traffic movements into the work zone, and to ensure that other drivers are aware that such movements are taking place, a traffic control plan (TCP) was proposed and is shown in Appendix A (TCP – 1).

4.3 Work Zone Access Arrangement

The site access arrangements for construction vehicles involve the following:

- the use of Kensington Lane as a one-way northbound road for loading and unloading (north of Outram Street) with construction vehicles entering Kensington Lane via Regent Street in a forward direction;
- construction vehicles exiting Kensington Lane in a forward direction via a left turn movement onto Broadway, as per the existing permitted egress movements (right turns are currently restricted from Kensington Lane).

4.4 Construction Traffic Routes

General construction vehicle traffic will have origins/ destinations throughout Sydney. The proposed construction traffic routes aim to take the shortest distances to/ from the arterial road network and are shown in Figure 4.1.

All building contractors shall be notified of the truck routes and are required to adhere to the nominated routes when accessing the site. Construction vehicles are to radio site office on approach to the site to ensure access to the work zone is available.

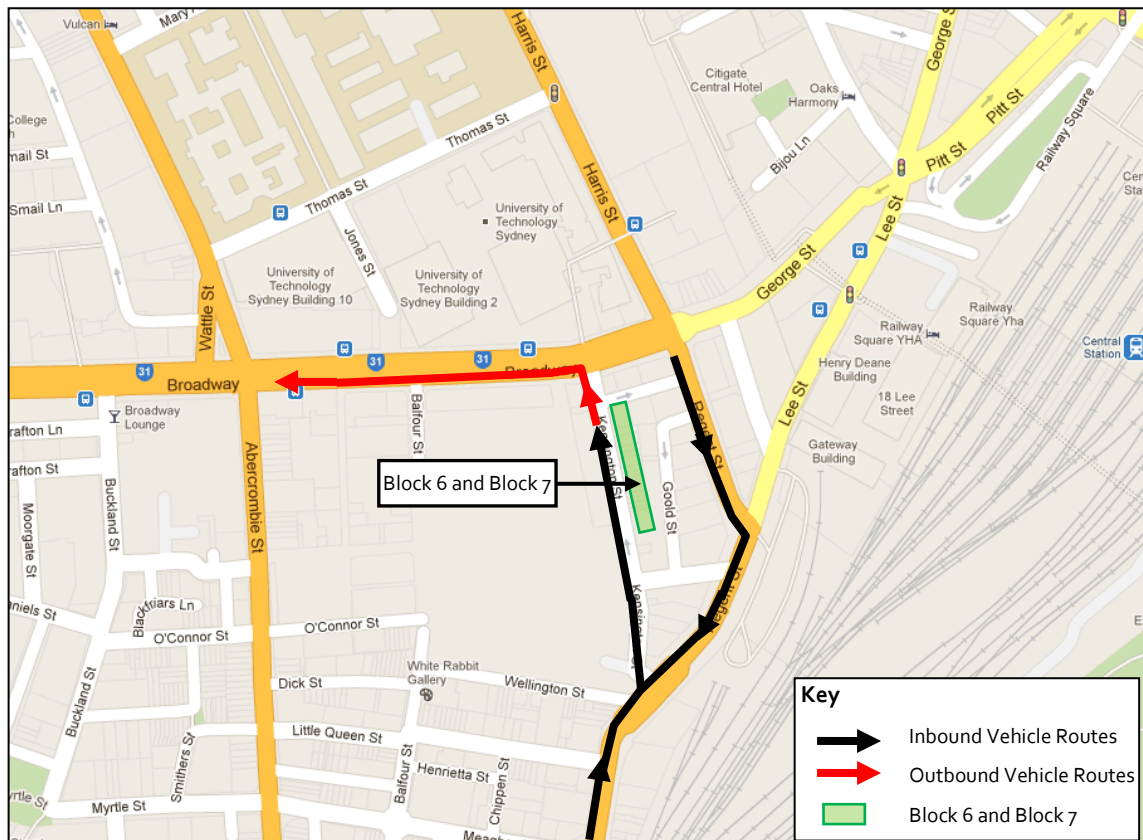
4.4.1 Truck Routes

The designated truck routes for construction vehicles travelling to and from the Kensington Lane work zones are as follows:

- inbound from south – travel north along Regent Street, turn left into Kensington Lane and travel north towards the work zone;
- inbound from north – travel south along Harris Street, turn right into Regent Street, turn right into Kensington Lane and travel north towards the work zone;
- inbound from west – travel west along Parramatta Road, turn right into City Road, turn left into Cleveland Street, left into Regent Street, left into Kensington Lane and travel north towards the work zone;
- outbound (all directions) – travel north along Kensington Lane and turn left into Broadway.

Advisory road signage would be installed in accordance with AS 1742.3 Manual of uniform traffic control devices - Traffic control devices for works on roads and the RTA's Traffic Control at Worksites. Signs will be installed and maintained throughout the construction period.

Figure 4.1: Block 6 and Block 7 Construction Traffic Routes



Background Image Source: Google Maps

4.5 Construction Staff Parking

On-site parking for construction workers will not be available throughout the period of construction.

5. Construction Traffic Impacts

5.1 Construction Traffic Generation

Given the existing traffic volumes along Broadway and Regent Street, the addition of up to 10 truck movements per day associated with the construction of Block 6 and Block 7 would not adversely impact the operation of the surrounding road network.

5.2 Pedestrian and Cyclist Access

The pedestrian path located between Block 3A and Block 3B and linking Kensington Lane with Carlton Street will not be completed during the construction for Blocks 6 and 7. Nonetheless, there could be potential for pedestrians to walk between the clearance/opening between blocks depending on what hoardings are put in place, if any. Consequently, it is recommended that a 'Footpath Closed' sign be installed on either side of the opening between Blocks 3A and 3B should this be required. This will reinforce to pedestrians and cyclists of the path not being available, as shown in Appendix A (TCP – 1).

5.3 Construction Staff Parking

The traffic impact of construction staff is considered to be negligible given the CBD location of the site and the close proximity to high frequency public transport services at Central Transport Interchange.

In addition, there is no on-site or off-street parking allocated for construction staff. As such, it is expected the majority of workers will utilise the existing public transport network servicing the site.

5.4 Public Transport Services

There will be no re-direction of public transport services during construction works. Therefore no adverse impacts to the existing public transport services or facilities would occur.

5.5 Emergency Vehicle Access

Access to the subject site and neighbouring sites by emergency vehicles would not be affected by the works as their road and footpath frontage would be unaffected. Emergency protocols on the site would include a requirement for the traffic controller to assist with emergency access from the street.

Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

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.

Emergency protocols on site would include a requirement for the Principal Contractor to assist with emergency access along Kensington Lane.

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

6. Construction Traffic Management Mitigation Measures

6.1 Traffic Management Measures

The following construction traffic management mitigation measures would be applied to the construction of Block 6 and Block 7.

6.1.1 Traffic Signs and Devices

- Advisory road signage would be installed along Regent Street on approach to the Central Park construction site in accordance with the RMS '*Traffic control at Work Sites*' (version 4.0 June 2010) guidelines.

6.1.2 Hours of Operation

- Work is to be undertaken during approved construction hours.
- Any work outside of the approved hours shall only be undertaken if work cannot be achieved during approved hours and will require separate approval.

6.1.3 Vehicle Access

- Construction vehicles are to radio site office on approach to the site to ensure access to the work zone is available. All loading and unloading will be undertaken within the Kensington Lane work zone.
- General vehicle access along Kensington Lane will be maintained at all times.
- Vehicles using Kensington Lane must do so at low speed (no greater than 10km/hr)
- Construction vehicles must not block accesses along Kensington Lane
- Use of the work zone on Kensington Lane must occur within the terms of the RMS work zone and road occupancy approval
- If there are any materials spilt onto the road, site personnel and equipment should rectify, subject to appropriate OH&S provision.

6.1.4 Truck Routes

- Site induction would include procedures for accessing the site from Regent Street.
- Drivers must adhere to the nominated truck routes, as shown in Figure 4.1.
- Drivers must be aware of pedestrians and cyclists in the vicinity of the site.
- Drivers should be aware that the local area is signposted as 50km/h.

6.2 Site Inspections and Record Keeping

A daily inspection before the start of construction activity should take place to ensure that conditions accord with those stipulated in the plan and there are no potential hazards. Any possible adverse impacts would be recorded and dealt with if they arise.

6.3 Site Induction

All staff employed on the site by the Principal Contractor would be required to undergo a site induction.

The induction should include permitted access routes to and from the construction site for site staff and delivery vehicles as well as standard environmental, OH&S, driver protocols and emergency procedures.

7. Conclusion

This report has been prepared to document the proposed construction activities and associated construction traffic management measures necessary to facilitate the proposed construction of Block 6 and Block 7 of the Central Park development site.

Based on the findings of the report presented above, it is concluded that:

- Construction vehicle movements to and from the site can be satisfactorily accommodated by the surrounding road network.
- Frasers Broadway is currently in the process of negotiating approval for the work zone and road occupancy license on Kensington Lane with council. The work zone will be used for all loading/ unloading of trucks throughout the construction of Block 6 and Block 7. The provision of a work zone on Kensington Lane would not result in any road safety issues or traffic capacity reductions.
- A traffic control plan has been provided which will not only assist vehicles entering the Kensington Lane work zone but will also alert other drivers that construction traffic movements are taking place.
- The footpath on the western side of Kensington Lane will be closed during the construction of Blocks 6 and 7. Traffic controllers combined with 'Footpath Closed' and 'Use Other Footpath' signs on either side of the footpath closure will be implemented to assist with pedestrians and cyclist activity.
- The pedestrian link between Kensington Lane and Carlton Street will not be completed during the construction of Blocks 6 & 7. Appropriate signage, cones and barricades will be installed to ensure pedestrians and cyclists do not utilise the cleared area between the blocks.
- All vehicles associated with the construction on Block 6 and Block 7 will enter Kensington Lane via Regent Street. All construction vehicles will exit via a left turn movement from Kensington Lane in to Broadway.
- A number of driver protocols would be established as part of the site induction procedure for drivers to ensure the safety of motorists, pedestrians and cyclists.
- The site is located in close proximity to Central Transport interchange which is served by high frequency public transport services.

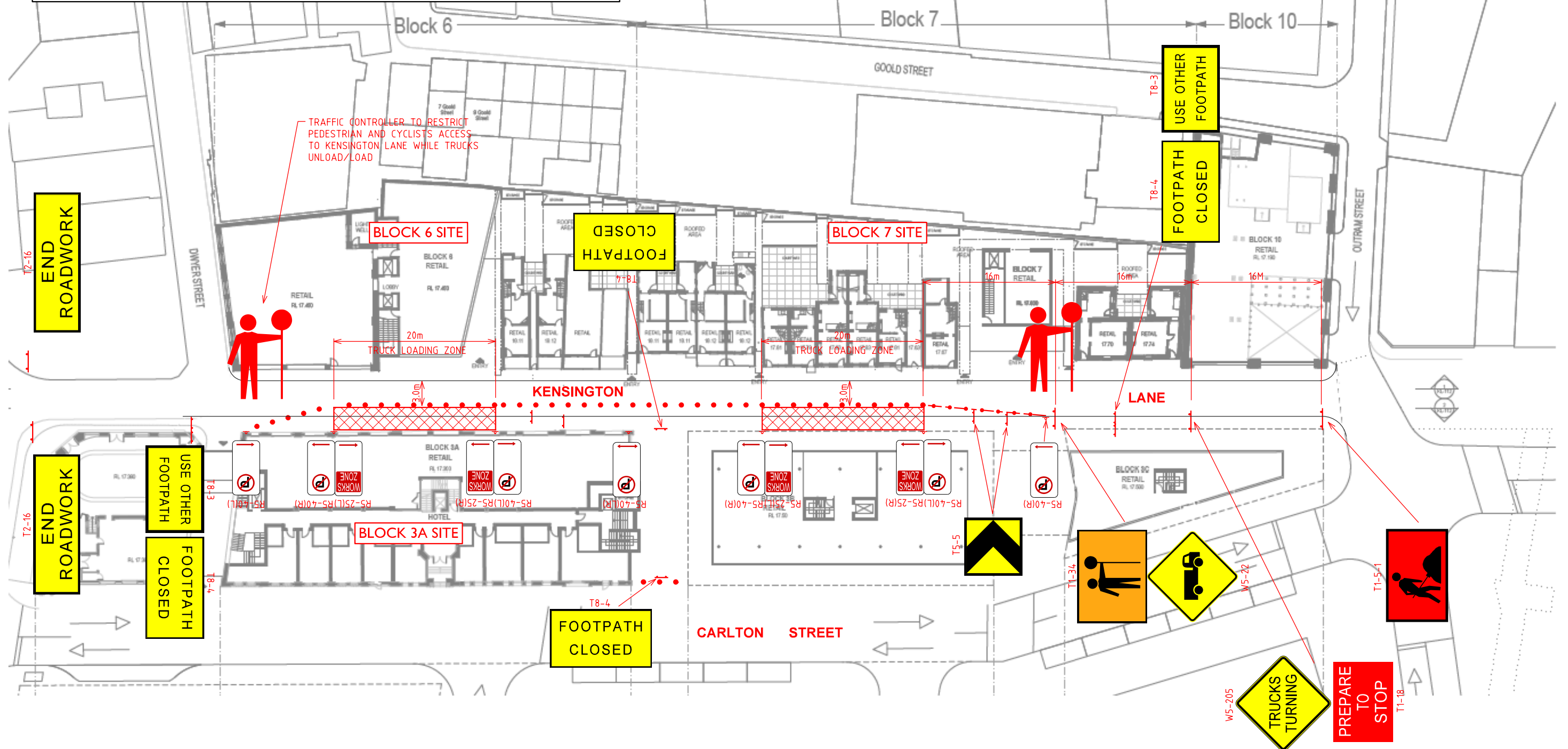
In summary, it is concluded that the proposed measures will adequately address potential traffic related implications associated with the proposed construction of Block 6 and Block 7 and associated infrastructure.

Appendix A

Appendix A

Kensington Lane Work Zone - Traffic Control Plan

SKETCH PLAN ONLY. THIS PLAN PRESENTS THE PRINCIPLES OF TRAFFIC MANAGEMENT. TRAFFIC MEASURES PROPOSED ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN AND APPROVAL BY RMS AND CITY OF SYDNEY COUNCIL.



NOTE:

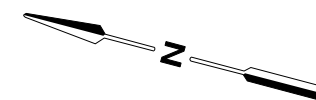
1. TRAFFIC CONTROLLER TO ASSIST CONSTRUCTION VEHICLES ACCESSING THE WORK SITE
2. T1-18 AND T1-34 SIGNS MUST BE COVERED WHEN TRAFFIC CONTROLLERS ARE ABSENT.
3. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. MONITOR TRAVEL SPEEDS ALONG KENSINGTON LANE TO ENSURE THEY ARE LESS THAN 40KM/H
5. IF POSSIBLE, PROVIDE 0.5m OF EDGE CLEARANCE BETWEEN THE EDGE OF THE TRAFFIC LANE AND THE TRAFFIC CONES.
6. MAINTAIN PEDESTRIAN ACCESS ALONG THE FOOTPATH ON THE NORTH SIDE OF KENSINGTON LANE.
7. MAINTAIN 2.8m MINIMUM LANE WIDTH.
8. ALL SIGNS TO BE MINIMUM SIZE A.
9. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE

RED CARD
WAYNE JOHNSON

CARD No.
2542040795

KEY:

- TRAFFIC CONES
- TRAFFIC CONTROLLER
- ▨ WORK SITE



PRELIMINARY PLAN

FOR DISCUSSION PURPOSES
ONLY SUBJECT TO CHANGE
WITHOUT NOTIFICATION



CENTRAL PARK BLOCK 6 & 7 - CTMP
TRAFFIC CONTROL PLAN
KENSINGTON LANE, ULTIMO

09 NOVEMBER'12
SCALE 1:500 @ A3
12S1395402-01-P1

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