

Technical Memorandum



Subject:	GREENWICH HOSPITAL REDEVELOPMENT - SSD-13619238 REVISED CONSTRUCTION TRAFFIC		
Prepared for:	HammondCare 	Date:	04 February 2026

The Greenwich Hospital Redevelopment Modification 2 proposes an update to the approved construction staging strategy, with Stages 2 and 3 proceeding concurrently rather than consecutively as previously assessed under the approved Environmental Impact Statement (EIS).

Under Modification 2, the construction traffic generation implications of the updated staging strategy have been considered by the project team. The revised traffic generation rates have been developed with reference to the latest Construction Traffic & Pedestrian Management Plan (CTMP) prepared in accordance with Condition C15 of the consent, which has been submitted to the Certifier as part of the prior to commencement of construction requirements.

In accordance with Conditions A36 and A37, any required revisions to approved strategies, plans and programs (including the CTMP) will be undertaken following approval of Modification 2, should the modification be granted.

The EIS Traffic and Parking Assessment assessed construction traffic on the basis of largely sequential construction stages, with indicative peak daily and hourly truck movements associated with bulk excavation, structural works, fit-out and landscaping activities. This included expected generation of 30–40 truck movements per day during bulk excavation, 30–40 movements per day during structural works, and approximately 20 movements per day during landscaping works, with construction vehicle access via River Road and St Vincents Road.

While the revised staging approach introduces a degree of overlap between construction activities, it is also worthy to note that it will reduce the overall construction duration. As a result, construction traffic generation rates have been updated to reflect the short-term peak activity periods. The estimated construction related traffic generation for Stages 2 and 3 proceeding concurrently is summarised as follows:

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	Bulk Excavation	Structure & Fit-out	External Works
Per Day	75	55	25
Per Hour	9	8	5

These revised rates represent a redistribution of construction traffic over a shorter timeframe, rather than a sustained increase in construction traffic over the life of the project. Importantly, the revised staging does not give rise to any new or materially different traffic impacts when compared with the approved EIS scenario, and remains acceptable from a traffic volume and access perspective.

Consistent with the approved construction traffic framework:

- ▶ Heavy vehicle movements will continue to be minimised during school arrival and departure periods (8:00–9:00 am and 2:30–3:30 pm); and
- ▶ The delivery and dispatch of heavy plant and oversized vehicles will occur outside of normal commuter peak periods.

Accordingly, the revised construction staging strategy proposed under Modification 2 is considered to be acceptable from a traffic perspective, with any necessary refinements to construction traffic management measures to be addressed through the post-approval plan review process in accordance with Conditions A36 and A37.

Yours Faithfully,
SITE Traffic Pty Ltd



Marko Mrsic
Managing Director
Principal Traffic Engineer