

PRELIMINARY
CONSTRUCTION
TRAFFIC & PEDESTRIAN
MANAGEMENT PLAN


**Proposed Waste Management facility
2-4 Hale Street, Botany**

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TRAFFIC CONTROL PLAN CERTIFICATES

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1. INTRODUCTION

TRAFFIX has been commissioned EME Advisory to prepare a Preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) to accompany a State Significant Development Application (SSD-62855708) for the construction of a proposed Construction and Demolition (C & D) waste management facility at 2-4 Hale Street, Botany. The proposed development is located within the Bayside Local Government Area (LGA) and has been assessed under that Council's controls.

This report documents the construction traffic impacts and preliminary construction traffic management arrangements as well as methodology relating to the proposed works and should be read in conjunction with any other construction documentation prepared in relation to the proposed development. It should be noted that a comprehensive CTPMP will be prepared once a builder has been appointed to the project and the exact construction methodology is determined.

This preliminary CTPMP plan has been prepared to address (with information available) the requirements of *Traffic and Transport Condition* of the Planning Secretary's Environmental Assessment Requirements (SEARs) outlined in further detail in **Section 2.2** below. It is also anticipated that a suitable condition of consent requiring a comprehensive CTPMP to be submitted to Council and/or Transport for NSW(TfNSW) prior to the release of any Construction Certificate (CC).

The report is structured as follows:

- Section 2: Describes the site and its location
- Section 3: Documents existing traffic conditions
- Section 4: Describes the preliminary construction programme
- Section 5: Assesses construction traffic impacts
- Section 6: Outlines the proposed traffic guidance
- Section 7: Concludes the report

2. CTPMP REQUIREMENTS

2.1 Traffic Guidance Schemes

The Traffic Guidance Schemes (TGSs) that are to be included in the Final CTPMP will be prepared in accordance with the TfNSW Traffic Control at Worksites Manual and AS 1742.3 during all stage of construction, as necessary. The TGSs would generally relate to the following traffic related impacts:

- Vehicle access to/from the site;
- Footpath closures;
- Vehicle lane/cycle lane closures;
- Public domain works.

The development of these TGSs will be undertaken in coordination with the appointed builder once the construction methodology is confirmed. Additionally, the TGSs should be implemented taking due account of on-site conditions as will occur over the construction period in consultation with the appointed contractor. Accordingly, construction crew are expected to respond in a pro-active manner to ensure the plan is implemented to maximum effect and with no outstanding safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is available.
- Installations should be checked intermittently during the course of the day/s; and
- SafeWork NSW certified Traffic Controllers shall be on-site during work hours to supervise vehicle and pedestrian movements.

It is noted that TRAFFIX is responsible for the preparation of this CTPMP only and not for its implementation, which is the responsibility of the project manager/contractor.

2.2 SEARs Requirements

The Planning Secretary's Environmental Assessment Requirements (SEARs) outlines the transport and accessibility requirements for the SSD as stated below in **Table 1**.

Table 1: SEARs Requirements and References

SEARs Requirements	Reference
Transport and Accessibility (Construction and Operation)	
Details of all daily and peak traffic volumes likely to be generated during all key stages of construction and operation, including a description of key access / haul routes, vehicle types and potential queuing impacts	Refer to Section 6 & TIA prepared separately
An assessment of the predicted impacts of this traffic on road safety and the capacity of the road network, including consideration of cumulative traffic impacts on existing performance levels at key intersections, using a calibrated SIDRA (or similar) traffic model	Refer to TIA prepared separately
Details of road upgrades, infrastructure works or new roads or access points required for the development	Refer to TIA prepared separately
Plans demonstrating how all vehicles likely to be generated during construction and operation and awaiting loading, unloading or servicing can be accommodated on the site to avoid queuing in the street network	Refer to Section 6 & TIA prepared separately
Details and plans of the site access, internal road network, on-site parking, and sufficient pedestrian and cyclist facilities, in accordance with the relevant Australian Standards	Refer to TIA prepared separately
Details of the largest vehicle anticipated to access and move within the site, including swept path diagrams depicting vehicles entering, exiting and manoeuvring throughout the site.	Refer to TIA prepared separately

3. LOCATION AND SITE

The subject site is known as 2-4 Hale Street, Botany (Lot 1 of DP562374) and is located on the northern side of Hale Street, about 140 metres east of Foreshore Road. It is also located adjacent Sydney Airport, and 8.6 kilometres south of the Sydney CBD.

The site has a total site area of approximately 7,439m² and has a southern frontage of 150 metres to Hale Street. It is bounded to the north and west by vacant land, and industrial developments to the east.

At present the site is leased by multiple tenants including, Frontline Fabrications, Ripe Providores, Powder Coaters, a mechanic, Meat Storage, Smash Repairs a timber workshop and storage units.

Vehicular access to the site is currently provided via Hale Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.



Figure 1: Location Plan



Figure 2: Site Plan

4. EXISTING TRAFFIC CONDITIONS

4.1 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- **General Holmes Drive:** a TfNSW Main Road (MR 194) that traverses in an east-west direction between Joyce Drive in the east and The Grand Parade in the west. In the vicinity of the site, General Holmes Drive generally accommodates three (3) lanes of traffic in westbound and four (4) lanes eastbound with opposing traffic flows separated by a central median island and is subject to a 70km/h speed zoning. Parking is not permitted along General Holmes Drive.
- **Foreshore Road:** a TfNSW Main Road (MR 617) that traverse in a north-south direction between Botany Road in the south and General Holmes Drive in the north. In the vicinity of the site, Foreshore Road accommodates two (2) lanes of traffic in each direction with opposing traffic flows separated by a central median island and is subject to an 80km/h speed zoning. Kerbside parking is prohibited along Foreshore Drive.
- **Botany Road:** a TfNSW Main Road (MR 170) that traverses in a north-south direction between Regent Street in the north and Bunnerong Road in the south. In the vicinity of the site, Botany Road accommodates a single lane of traffic in each direction and is subject to a 50km/h speed zoning. Kerbside parking is generally permitted in both directions, with restrictions.
- **Hale Street:** a local road that generally traverses in an east-west direction between Botany Road in the east and Foreshore Road in the west. In the vicinity of the site, Hale Street accommodates single lane of traffic in both directions and is subject to a 50km/h speed zoning. Kerbside parking is generally permitted in both directions.

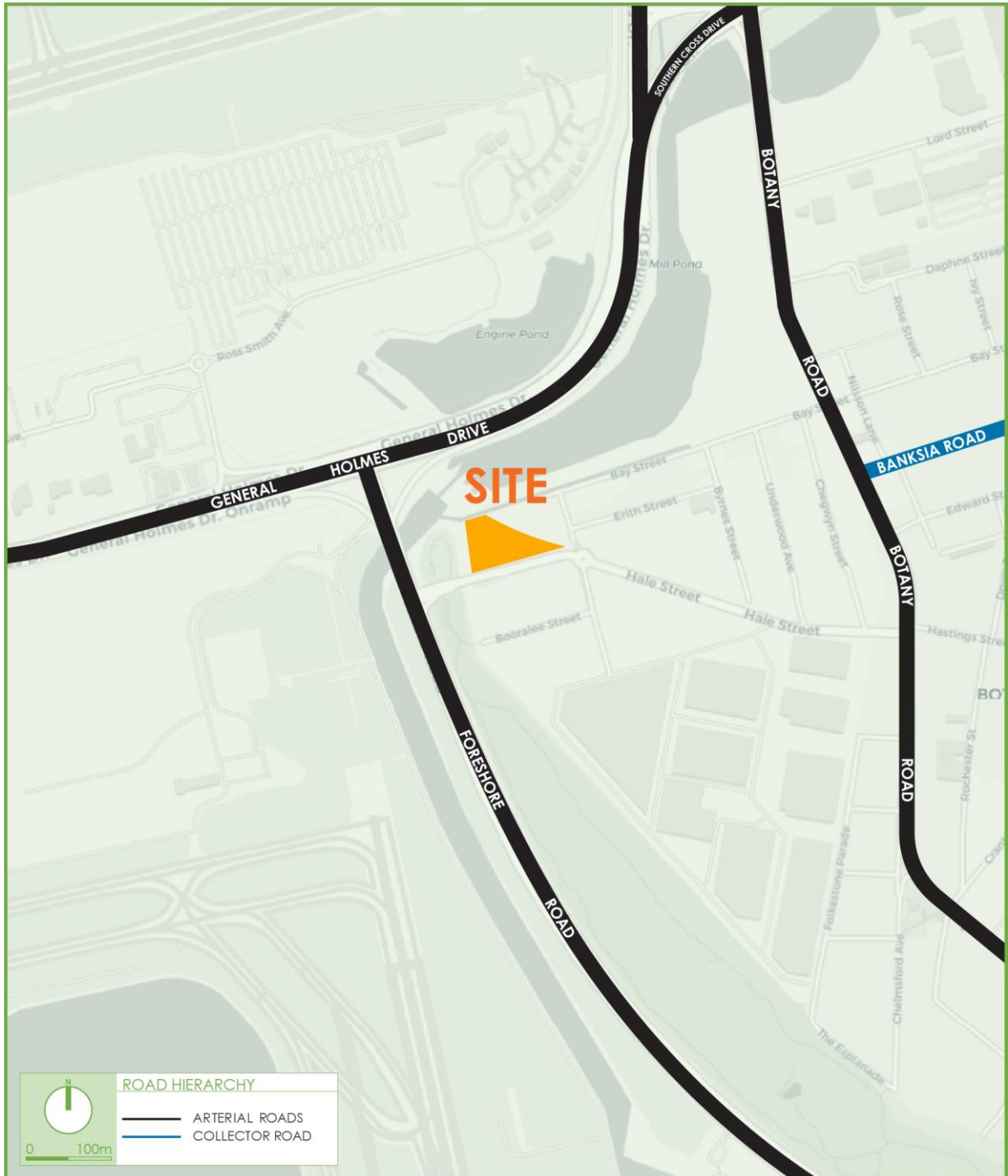


Figure 3: Road Hierarchy

4.2 Public Transport

The existing bus services that operate in the locality are shown in **Figure 4**. It is evident that the development benefits from good bus services with five (5) bus stops within a 600m radius. These services provide connections to such centres as Mascot, Eastgardens, Rosebury, Waterloo, Port Botany and Central. These bus routes provide frequent services during the weekday peak hour periods.

It is also noted that Mascot Railway Station is located approximately 2.5 kilometres from site and can be conveniently accessed via the surrounding bus network. This station provides services on the T8 line, connecting the site to the City and the wider rail network.

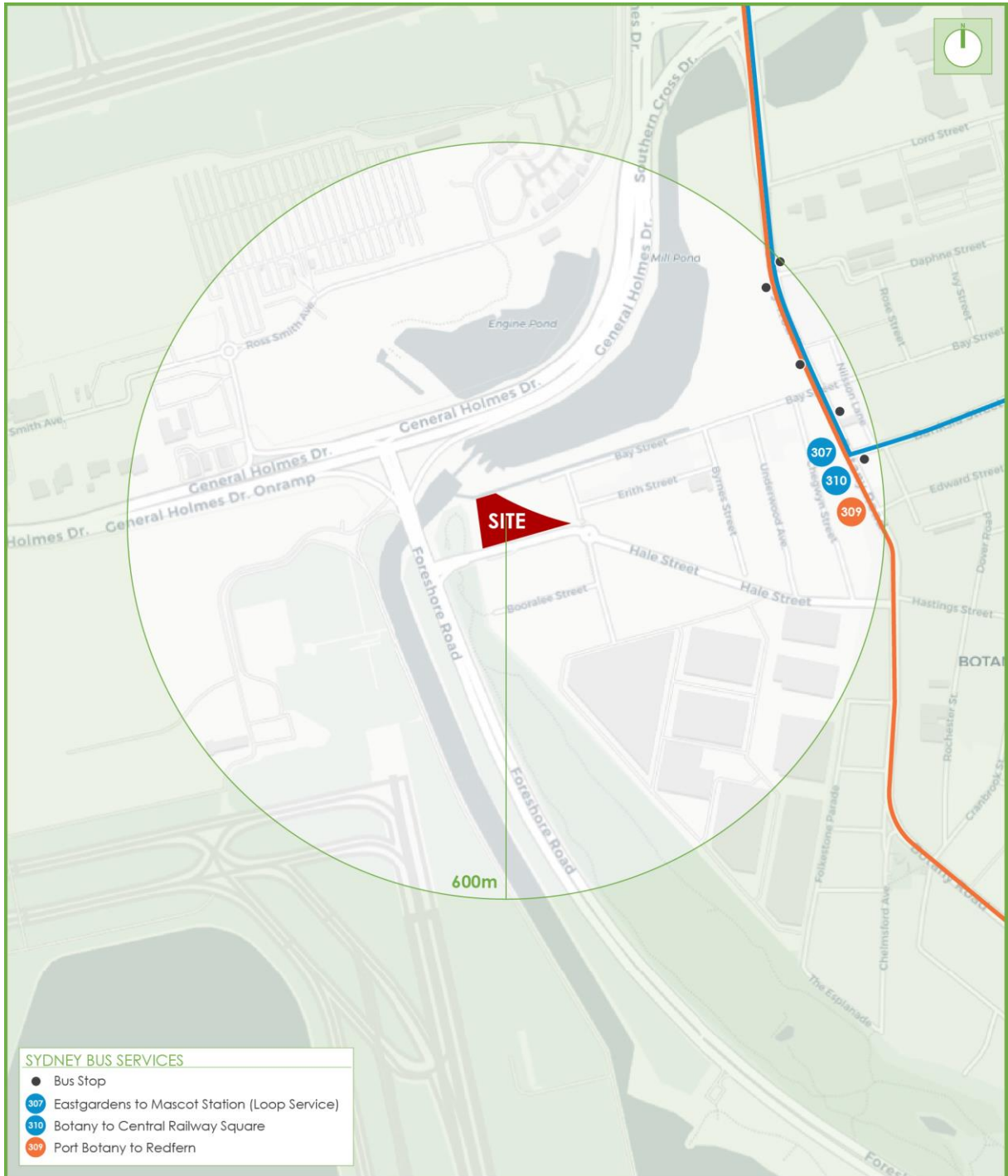


Figure 4: Public Transport

5. OVERVIEW OF CONSTRUCTION PROGRAM

5.1 Staging and Duration of Work

Recognising that this CTPMP has been prepared to support an SSDA, detailed construction staging and the duration of each stage of works will be determined post approval as part of the Construction Certificate (CC) stage inputs.

Nevertheless, the following stages are expected to be addressed by the comprehensive CTPMP report in response to a suitable Condition of Consent.

- Site Establishment;
- Demolition;
- Bulk Excavation;
- Structure; and,
- Fit out & Finishes.

5.2 Hours of Work and Noise

Construction work hours are subject to the approval of the State Significant Development Application (SSD-62855708). A detailed CTPMP would be prepared in response to a condition of consent once a builder is contracted.

5.3 Proposed Construction Vehicle Access

Vehicular access to the construction site is proposed to be provided via the proposed access on Hale Street to satisfactorily accommodate construction vehicles up to and including 19.6-metres-long truck and dog trailers.

The routes shown are to be utilised by all construction vehicles travelling to and from the site and represents the shortest route between the local and Transport for NSW (TfNSW) classified road network, minimising the impacts of the construction.

All drivers will be required to radio in prior to arriving onsite, to avoid queuing on surrounding roads. Drivers will not be permitted to park on surrounding roads outside of the site. There is also no reason for construction vehicles to queue on site, should on-site queuing need to occur to satisfy the proposed construction methodology by the appointed builder, then a separate construction impact assessment shall be undertaken at CC stage.

An on-site turning area shall be provided within the construction so that movement to/from the site is undertaken in a forward direction, at all times.

A copy of the routes would be provided to all drivers prior to attending the site, and the proposed inbound and outbound truck routes from the M1 are presented in **Figure 5**.

Arriving/Departing via M1

- Routes to the subject site (IN):
 1. Trucks will arrive on the General Holmes Drive westbound or eastbound.
 2. Trucks will travel southbound on Foreshore Road.
 3. Turn left onto Hale Street, eastbound.
 4. Turn left into site.

- Route from the subject site (OUT)
 1. Trucks will turn right onto Hale Street, westbound.
 2. Trucks will turn right onto Foreshore Road, northbound.
 3. Trucks will turn left or right onto General Holmes Drive, westbound or eastbound, respectively.

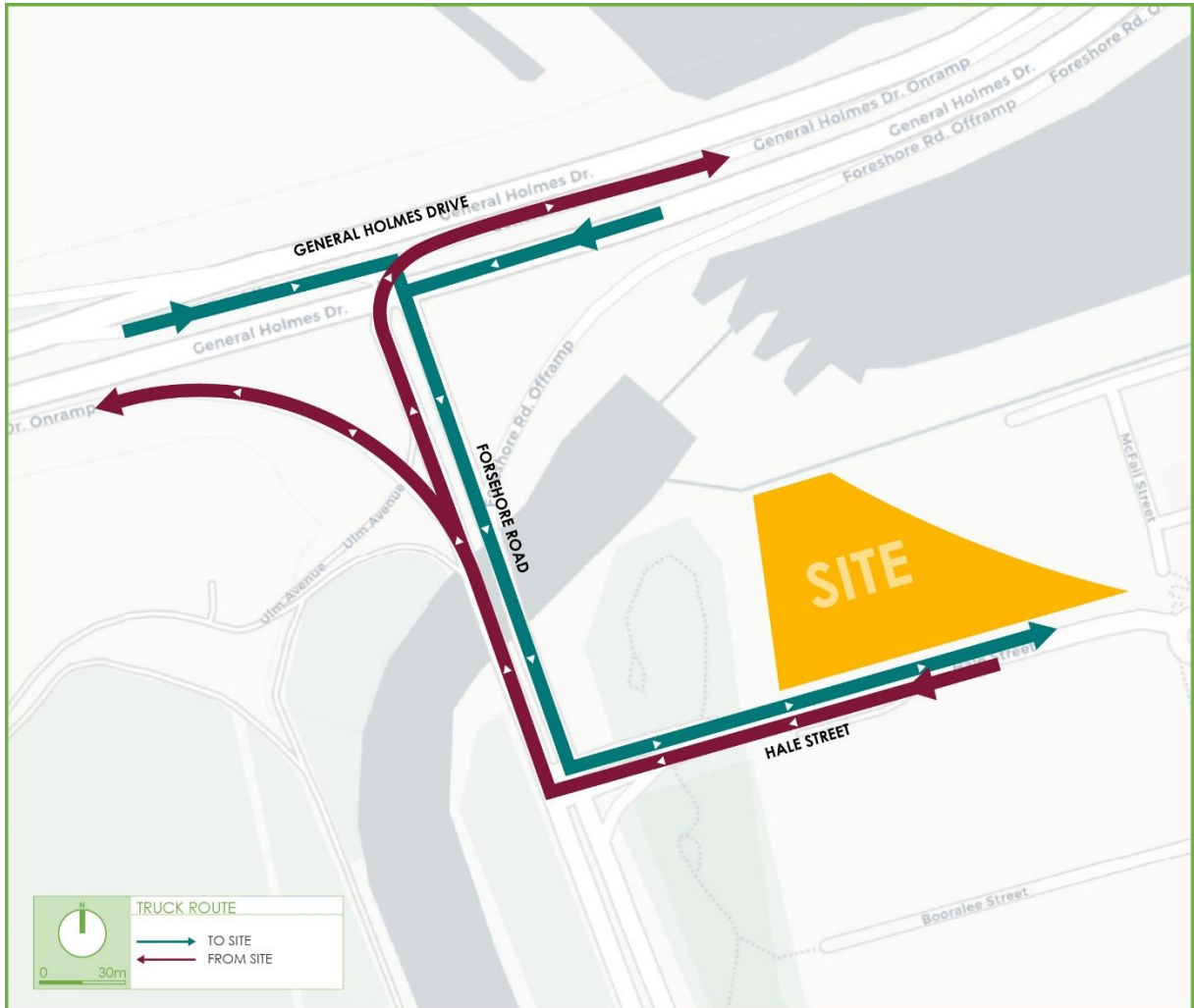


Figure 5. Truck Routes

6. CONSTRUCTION TRAFFIC IMPACTS

6.1 Construction Traffic Generation

It is pertinent to note that detailed information regarding peak hour and daily truck movements is limited at this preliminary stage prior to a builder being appointed.

Light vehicle traffic generation would generally be associated with staff movements to and from the site. Staff would be comprised of project managers, various trades, and general construction employees. Light vehicle construction trips are expected to arrive in the morning and depart in the evening. Noting the typical construction work hours, the peak periods are likely to occur outside of traditional road network peak periods.

The anticipated heavy vehicle movements generated by the construction of the site is contingent upon the requirements for construction plant, equipment, and haulage which will vary depending on construction methodology.

The traffic generation outlined within Traffic Impact Assessment prepared by TRAFFIX (ref: 23.464r01v09 dated 06/06/2024) provides the following relevant figures regarding future operational traffic volumes associated with the Site.

- AM Peak: 41 vehicle movements per hour (in & out combined); and,
- PM Peak: 41 vehicle movements per hour (in & out combined).

For the purpose of a preliminary assessment, one (1) truck delivery is equal to one (1) inbound movement plus one (1) outbound movement which equals to a total of two (2) vehicle movements.

It is expected that construction traffic will be substantially less than the future operational traffic (i.e. less than 41 vehicle movements in any hour) and will therefore not have any unacceptable impacts on the surrounding road network. In the event that construction volumes are in excess of the volumes outlined above, then a separate construction impact assessment shall be undertaken at CC stage.

6.2 Road Safety

It is noted that there will be an increased number of heavy vehicles along the local roads in the immediate vicinity of the site during the construction period. However, it should be noted that the site is in an industrial precinct with regular heavy vehicle movements, and that all construction vehicles utilise the shortest route between the local and Transport for NSW (TfNSW) classified road network, minimising road safety impacts.

Furthermore, Traffic Guidance Schemes (TGS) for the site access will be prepared to minimise vehicle, pedestrian and cyclists conflicts along truck routes, as far as practicable.

6.3 Vehicle Management Principles

All vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. Drivers are to be familiar with the Driver Code of Conduct before attending the site.

All subcontractors must be inducted by the Contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The Head Contractor will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicle movements to, from and within the Site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads. Public roads and access points shall not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

6.4 Worker Induction

All workers and subcontractors engaged on-site would be required to complete a site induction. The induction should include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work, health, and safety (WHS), driver protocols and emergency procedures.

Any workers required to undertake works or traffic control within the public domain would be suitably trained and covered by adequate and appropriate insurances.

6.5 Construction Staff Parking

A small amount of on-site parking for key contractors and staff is expected to be provided throughout the construction works. The number and location of this temporary on-site car parking is expected to change throughout the various construction phases, depending on the surplus area available not required for truck loading and turning areas.

It is noted the Site is within approximately 600m of multiple bus stops providing ample bus services, therefore the use of public transport and carpooling will be actively encouraged to reduce the reliance on private vehicles and minimise parking demands.

Should parking be not available for specific stages of works, it is the incumbent contractor's responsibility to prepare relevant plan and documentation in consultation with Bayside Council to ensure contractor parking demand and associated management measures are documented, implemented, continually monitored and managed.

7. TRAFFIC AND PEDESTRIAN GUIDANCE

7.1 Site Establishment Plan

A detailed site establishment plan will be developed by the appointed builder prior to the commencement of any works. The plan is expected to detail the location of the proposed hoarding/fencing, vehicle access points, pedestrian access points, and contractor parking etc.

7.2 Traffic Guidance Schemes

TGSs will be prepared in accordance with the TfNSW Traffic Control at Work Sites Technical Manual 2020 for all stages of construction, as appropriate. These TGSs would generally relate to the following potential traffic related impacts:

- Vehicle access to/from the site;
- Road closures and detours, if required; and
- Public domain works, if required.

The development of these TGSs will be undertaken in coordination with the appointed builder once the construction methodology is confirmed, with these TGSs to be included within the comprehensive CTPMP.

7.3 Traffic Controllers

SafeWork NSW accredited traffic controllers will be utilised at the site vehicle access points to assist construction vehicles and pedestrians during work hours. Pedestrians may be held only for very short periods to ensure their safety when trucks are leaving or entering the site, but they are not to be stopped in anticipation – i.e. pedestrians have right of way on the footpath at all times.

7.4 Permits and Road Occupancy

The construction works are not expected to require occupation or obstruction of traffic on Hale Street. In any event, permits including out of hours permits, road/lane closure permits, crane permits etc. will be organised between the contractor and Council in separate applications.

7.5 Pedestrian Control

Pedestrian access surrounding the site will be managed safely during all construction stages. It is expected that 'A Class' hoarding and associated access gate/s will be installed around the perimeter of the site to provide security to the site and pedestrians. Pedestrian footpaths will not be closed without appropriate pedestrian control measures, such as detours or traffic controller's assistance. No crane works will be permitted over pedestrian footpaths without footpath closures/detours or 'B Class' hoardings.

Pedestrian access to neighbouring properties shall be maintained at all times and no building materials shall be placed, dumped, or left on any Council road or footpath area. Footpaths are to remain in a safe condition for use by pedestrians. A TfNSW certified traffic controller will also be positioned at any vehicle access point to manage vehicle movements and to ensure pedestrian safety.

7.6 Access to Neighbouring Properties

Neighbouring properties are to have their vehicular and pedestrian accesses maintained at all times over the course of construction. If at any time, the accesses to the neighbouring properties are obstructed, temporary access arrangements will be provided to the satisfaction of the occupants and Council.

7.7 Monitoring

A monitoring and review process for the CTPMP will be set out by the Construction Project Manager to ensure that the CTPMP is implemented correctly, in compliance with all regulations and policies and adapted to reflect any changes or variations during the actual construction process.

7.8 Community Consultation

The Construction Project Manager will be the main point of contact for all enquiries, complaints, feedback, and compliments regarding the issues arising from the traffic management arrangements put in place. This may involve distributing notification letters notifying nearby residents and the community of the proposed traffic management arrangements, their potential impact, the Construction Manager's phone, and email contact. Specifically, the disruption to existing travel routes will need to be explicitly made known to the local community so that their safety is not compromised. The details and direct contact number of the Site Construction/Project Manager shall be provided on all notification letters to the residents and to the community and on a prominent sign displayed on-site.

8. CONCLUSIONS

This Preliminary CTPMP should be read in conjunction with other documentation prepared by the applicant relating to the internal construction activities. Limited information is available at this early stage, prior to a builder being appointed. This report addresses the existing conditions of the site, general overview of the construction program and traffic management arrangements which are proposed at this early stage.

The assessment demonstrates that construction traffic will be substantially less than the future operational traffic and will therefore not have any unacceptable impacts on the surrounding road network. In the event that construction volumes are in excess of the volumes outlined above, then a separate construction impact assessment shall be undertaken at CC stage.

The plan outlined above is considered satisfactory for the purposes of a SSDA submission, being subject to confirmation and possible amendments once approval is granted and a builder appointed.

It is envisaged a comprehensive CTPMP will be prepared by TRAFFIX once consent is obtained, based on the construction methodology adopted by the appointed builder.