No dog trailers or articulated vehicles are to be used on local roads (unless specific approval for a one-off occasion is obtained from the City's Construction Regulation Unit).

Truck drivers will be advised of the designated truck routes to/ from the site. No queuing or marshalling of trucks will be permitted on public roads.

The truck routes are detailed below and shown in Figure 4.2.

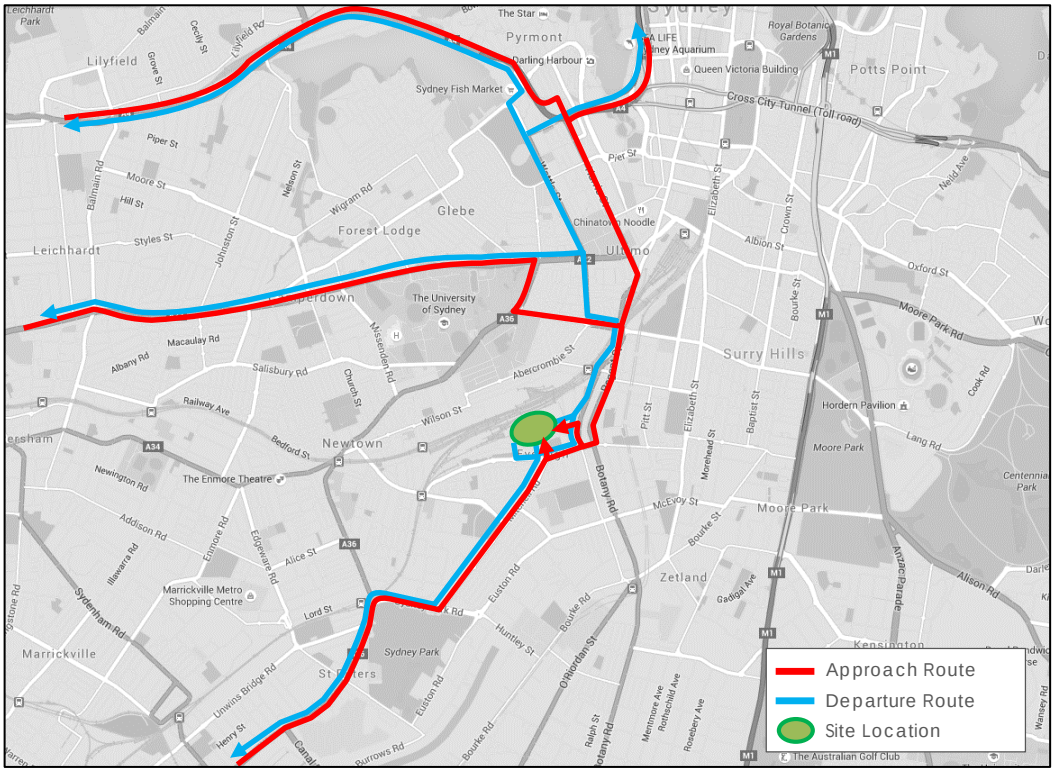
Approach Routes

- M4 Western Motorway, Parramatta Road, Princes Highway, Cleveland Street, Regent Street, Botany Road, Henderson Road, Davy Road or Garden Street/ Central Avenue.
- Western Distributor Freeway, Harris Street, Regent Street, Botany Road, Henderson Road, Davy Road or Garden Street/ Central Avenue.
- M5 South Western Motorway, Princes Highway, Sydney Park Road, Mitchell Road, Henderson Road, Davy Road or Garden Street/ Central Avenue.
- Cahill Expressway, Western Distributor Freeway, Harris Street, Regent Street, Botany Road, Henderson Road, Davy Road or Garden Street/ Central Avenue.

Departure Routes

- Garden Street/Henderson Road, Henderson Road, Mitchell Road, Sydney Park Road, Princes Highway, M5 South Western Motorway.
- Garden Street/Henderson Street, Henderson Road, Wyndham Street, Gibbons Street, Regent Street, Cleveland Street, Abercrombie Street, Wattle Street, Pyrmont Bridge, Western Distributor Freeway.
- Garden Street/Henderson Street, Henderson Street, Wyndham Street, Gibbons Street, Regent Street, Cleveland Street, Western Distributor Freeway, Cahill Expressway.
- Garden Street/Henderson Street, Henderson Street, Wyndham Street, Gibbons Street, Regent Street, Cleveland Street, Princes Highway, Parramatta Road, M4 Western Motorway.

Figure 4.2: Construction Traffic Routes



Basemap Source: Google Maps Australia

4.4 Construction Staff Parking

The constraints of the site mean that it is not possible to provide any designated parking within the site for construction workers.

Given the site's proximity to high frequency public transport services, all workers will be encouraged to use public transport and/or carpooling wherever to access the site, with appropriate tool/equipment drop-off arrangements made. This will be incorporated into the site induction program.

Workers will be instructed not to use on-street parking within the vicinity of the site or off-street parking at the Channel 7 building.

Mirvac will implement a number of measures to mitigate the impacts to surrounding residents. These include:

- a key focus with site inductions is for new personnel working at ATP is parking restrictions will be strictly enforced
- on commencing work on the project, all workers are instructed that public transport is to be used to access the site with bus and light rail timetables for the local area being made available and prominently displayed on site
- parking restrictions and requirements within the site are included in contract documents between Mirvac and its subcontractors and are reinforced with subcontractor's employees and management during regular site meetings and toolbox talks
- subcontractor directors have been consulted to inform them that the amenity of the existing local community is to be preserved and promote alternate transport methods to their employees.

Measures similar to the above could be implemented at the subject site to ensure that workers do not drive to the site and parking in nearby residential streets and that workers will be actively encouraged to use the public transport.

4.5 Staff Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, WHS, driver protocols and emergency procedures. All new staff will be informed that they are not to park on the surrounding roads. The measures described in Section 3.7 if adopted can be presented to all new staff during the staff induction.

4.6 Traffic Control Plan

The proposed traffic control plans for the construction works is included in Appendix C. The plan presents the principles of traffic management and is subject to WorkCover requirements and modification to suit latent conditions.

Detailed information for work site operations is contained in the Traffic Control at Work Sites manual (RMS, 2010). The control of traffic at work sites must be undertaken with reference to WorkCover requirements and the contractor/ builder's own Workplace Health and Safety manuals.

The proposed traffic control plans for the work site (see Appendix C) includes the following considerations:

- Warning signage for vehicles and pedestrians at site entry and exit points to alert them to the presence of construction traffic.
- Construction vehicle activity, including the loading/ unloading of trucks to be conducted within the work site and the designated works zones for each building site.
- Construction staff to manage pedestrian and control activity on the individual site accesses.
- The movement of trucks to/ from the Works Zone will be under normal traffic conditions.
- Traffic cones will be installed around any vehicle within the Works Zone to provide delineation for passing traffic.
- Pedestrians and all passing vehicles will maintain priority at all times.
- Clear definition of the work site boundary to be provided by erection of construction hoarding/ fencing around site boundaries adjacent to roads.
- Pedestrians to be guided around the site via existing footpaths using signage.
- Pedestrian safety will be ensured by the erection of Class B hoarding over the footpath between the works zone and site boundary of the Community Building.
- Traffic controllers will be present at the site accesses during truck movements to control interaction between construction vehicles and pedestrians.
- All signage will be clean, clearly visible and not obscured.
- All construction vehicle activity will be minimised, where possible, during peak periods.

It is noted that traffic controllers are not to stop traffic on public streets to allow construction vehicles to exit the site. Instead they are to assist construction vehicles leaving the site by seeking a suitable gap in the traffic.

4.7 Public Transport Services

The proposed construction works will not affect public transport services in the vicinity of the site.

Most workers at the site would utilise public transport to access the site well outside the peak commuter periods and therefore construction worker patronage would not have any negative impacts on the capacity of the transport systems.

4.8 Pedestrian and Cyclist Access

Pedestrian and cyclist facilities within the ATP site and those along public roads such as Garden Street and Henderson Road will be maintained as much as practical during the construction stage.

In general, pedestrian footpaths would be closed along the boundaries of Building 1 and along the southern boundary of Building 2 as shown in Figure 3.2. The footpaths on the opposite side of the road to these closures would be maintained to allow pedestrians to carry out a diverted route to their destination. Route diversions for pedestrians is not expected to impact upon walking travel times, however way finding signage would be installed to ensure clarity on the new pedestrian routes to existing buildings. Pedestrian access to existing buildings would be maintained.

At high pedestrian areas, authorised traffic controllers will be deployed to manage the movement of pedestrians and cyclists through the areas. This would include providing traffic controllers at the main access points of the ATP site.

4.9 Emergency Vehicle Access

At this stage, access to the neighbouring sites by emergency vehicles would not be affected by the works as public roads would be unaffected.

Internally to the ATP site, traffic flow would be maintained on all internal roads. The proposed works zone would only occupy the kerbside lane while still maintaining traffic flows with one traffic lane in each direction.

Emergency access to the subject site will be maintained as existing, through the internal roads, Central Avenue, Davy Road and Locomotive Street.

Emergency protocols on the site would include a requirement for a traffic controller to assist with emergency access from the street. All truck movements to the site works zone and/or incident point would be suspended and cleared. 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.

There would therefore be no adverse impacts on the provision of existing emergency vehicle access to the existing ATP buildings or to other neighbouring properties as a result of the proposed construction activities.

4.10 Existing and Future Developments

It is understood that there are currently no proposed developments within the local area that would be adversely impacted by the construction works.

4.11 Traffic Movements in Adjoining Council Areas

No adverse effects are expected from the movement of heavy vehicles through adjacent council areas.

5. Construction Traffic Management Mitigation Measures

5.1 Traffic Management Measures

The following construction traffic management mitigation measures will be applied during the construction period at ATP.

5.1.1 Traffic Signs and Devices

- Advisory road signage would be installed on approach to the work zone in accordance with the RMS 'Traffic control at Work Sites' guidelines.

5.1.2 Hours of Operation

- Work is to be undertaken only during the approved construction hours as conditioned in the development approval which are expected to be between 7:00am and 6:00pm weekdays and between 7:00am and 5:00pm Saturdays.
- Any work outside of the approved hours shall only be undertaken if work cannot be achieved during approved hours and will require a separate approval.

5.1.3 Vehicle Access

- All construction vehicles including all trucks must enter and exit the site in a forward direction.
- Construction vehicles are to make radio contact with the site on approach to ensure access to the work site is available.
- Access along all public roads will be maintained at all times.
- Construction vehicles must not block accesses along all public roads.
- Any materials or spoil spilled onto the road must be rectified with appropriate equipment and qualified personnel, subject to appropriate WH&S provisions.
- Constructions vehicles will not queue on state roads on approach to the construction works site.

5.1.4 Truck Routes

- The site induction must include procedures for heavy vehicles accessing the site.
- Drivers must adhere to nominated truck routes illustrated in Figure 4.2.
- Drivers must be aware of the local area's traffic, pedestrian and cyclist activity.
- Drivers must be aware that the local road speed limit in the area is 40km/h and 50 km/h. State Roads have a speed limit of 60km/h.

5.1.5 Site Inspections and Record Keeping

The construction operation would be monitored to ensure that it proceeds as set out in the Contractor's Construction Management Plan provided by the Head Contractor. A daily inspection before the start of the 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. Conclusion

This CTPMP has been prepared to document the associated construction traffic management measures necessary to facilitate the proposed construction works at the ATP site.

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

- Construction of Building 1 would commence in late 2016/early 2017 and will take approximately 26 months to complete.
- Construction of the Community Centre will overlap with the last 15 months of Building 1 construction. The construction of the Community Building will begin in late 2017.
- Construction of Building 2 will begin late 2016/ early 2017 and will take approximately 36 months to complete.
- There will be several phases of public domain works throughout the development works within the precinct.
- Each construction site will utilise separate construction vehicle access and routes through the ATP site to reduce construction vehicle congestion and interfacing.
- Vehicle accesses to the construction site include Central Avenue, Davy Road, Locomotive Street and a new temporary egress access for the Building 1 site off Henderson Road.
- Traffic controllers will be present at each site access and loading zone during truck movements.
- Average construction vehicle movements to and from the site can be satisfactorily accommodated by the surrounding road network. Peak construction vehicle movements are to occur during the concrete pouring stage. This is to occur outside the road network peak periods to prevent impacting general traffic movements.
- Construction routes would not adversely affect the safety of motorists, pedestrians, cyclists and the amenity of local residents.
- Construction activities are to be undertaken during approved working hours.
- Large and medium rigid trucks will be required to access the site.
- Emergency vehicles will have access to the site via all existing accesses and internal roads.

Overall, the construction traffic arrangements are considered to be acceptable for this project.

Appendix A

CoS Standard Requirements

The City of Sydney Standard Requirements for Construction Traffic Management Plan

This report has been prepared taking into consideration the CoS' requirements for a CTMP. The table below provides a checklist and summary of this CTMPs compliance with Council requirements.

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at Australian Technology Park, Eveleigh.

	Requirement	Compliant	Comment/ Reference
i	Details of any roads that may not be used by construction traffic – site specific	Yes	Section 4.3
ii	Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific	Yes	Section 4.3
iii	The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.	Yes	Section 4.5
iv	All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).	Yes	Section 5.1.3 Appendix C - TCP
v	Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).	Yes.	Section 5.1.3
vi	The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction. **NOTE**: No dog trailers or articulated vehicles (AV) to be used on local roads (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).	Yes	Section 3.6
vii	Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.	Yes	Section 3.6
viii	No queuing or marshalling of trucks is permitted on any public road.	Yes	Section 4.3 Section 5.1.3
ix	Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.	NA	Adjustments to Bus Stops or Traffic Signals are not anticipated at this stage, however, if required a separate application will be submitted
x	All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.	Yes	Section 4.4
xi	All loading and unloading must be within the development site or at an approved "Works Zone".	Yes	Section 3.5
xii	The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.	NA	No Works Zones are proposed on public ways, however if required, a separate application will be submitted.
xiii	The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.	NA	No road closures are anticipated, however if required, a separate application will be

Requirement	Compliant	Comment/ Reference
		submitted.
xiv The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.	NA	Road works to any public road is not anticipated however, if required, a separate application will be submitted
xv The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.	Yes	A separate application will be submitted. Section 3.4
i The Applicant must comply with development consent for hours of construction.	Yes	Section 3.2
ii All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control At Work Sites Guidelines.	Yes	Appendix C - TCP
iii Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - the vehicles already on the road have right-of-way.	Yes	Section 4.6
iv Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e. at all times the pedestrians have right-of-way on the footpath not the trucks.	Yes	Section 4.8
v Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.	NA	No physical barriers are proposed however, if required, a separate application will be submitted
vi The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.	NA	No equipment will be placed on public ways, however if required, a separate application will be submitted.
vii The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.	Yes	A separate application will be submitted
viii The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or RMS for consideration. Also WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations).	NA	Road works to any public road is not anticipated however, if required, a separate application will be submitted
ix Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.	-	Noted

Appendix B

Swept Path Diagrams

LOCOMOTIVE STREET

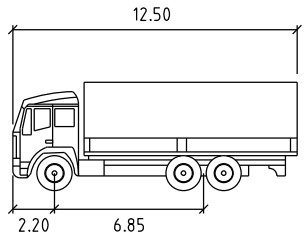
LOCOMOTIVE STREET

SU TRUCK
AUSTROADS 2013 (AU)

SU TRUCK
AUSTROADS 2013 (AU)

SU TRUCK
AUSTROADS 2013 (AU)

SU TRUCK
AUSTROADS 2013 (AU)



SU TRUCK

	metres
Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

Melbourne 03 9851 9600
Sydney 02 8448 1800
Brisbane 07 3113 5000
Canberra 02 6243 9400
Adelaide 08 8334 3600
Gold Coast 07 5510 4814
Townsville 07 4722 2765
Perth 08 6316 4634

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION

AUSTRALIAN TECHNOLOGY PARK, EVELEIGH
SWEPT PATH ASSESSMENT
12.5m HRV

DATE: 10.12.2015
SCALE: 1:250@A3
0 2.5 5 7.5
APPROVED: ML
DRAWING NO. 15S1478000-07-01-P1
SHEET: 01 OF 08

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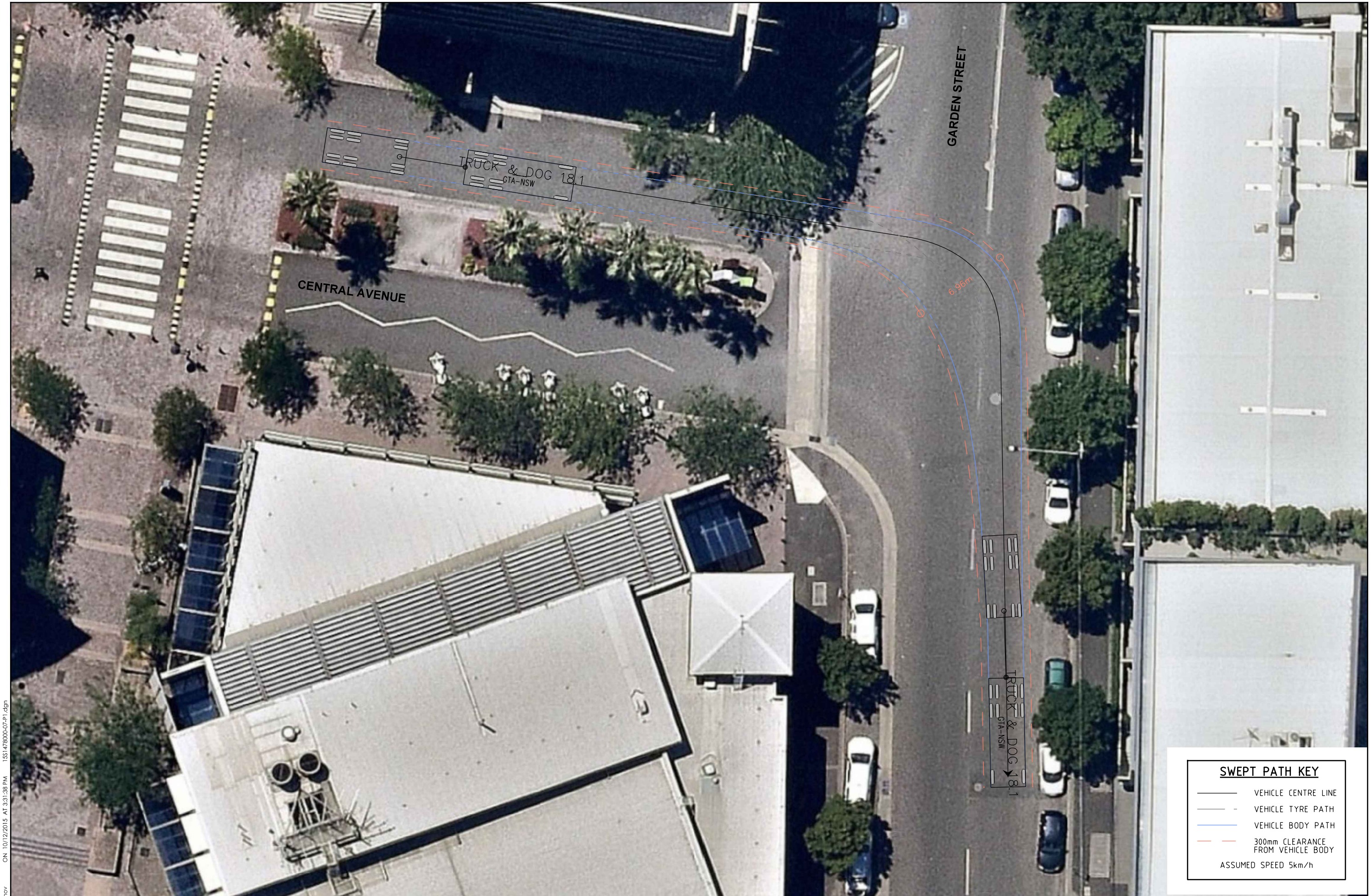

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Brisbane 07 3113 5000
Canberra 02 6243 9400
Adelaide 08 8334 3600
Gold Coast 07 5510 4814
Townsville 07 4722 2765
Perth 08 6316 4634

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AUSTRALIAN TECHNOLOGY PARK, EVELEIGH
SWEPT PATH ASSESSMENT
18.1m TRUCK & DOG

DATE: 10.12.2015
SCALE: 1:250@A3
0 2.5 5 7.5
APPROVED: ML
DRAWING NO. 15S1478000-07-02-P1
SHEET: 02 OF 08

DAVY ROAD

HENDERSON ROAD

TRUCK & DOG 18.1
GTA-NSW

TRUCK & DOG 18.1
GTA-NSW

9.76m

50

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

PLOTTED BY : Nick.Baramov ON 10/12/2015 AT 3:31:49 PM 15S1478000-07-P1.dgn

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Sydney 02 8448 1800
Brisbane 07 3113 5000
Canberra 02 6243 9400
Adelaide 08 8334 3600
Gold Coast 07 5510 4814
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AUSTRALIAN TECHNOLOGY PARK, EVELEIGH
SWEPT PATH ASSESSMENT
18.1m TRUCK & DOG

DATE: 10.12.2015
SCALE: 1:250@A3
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Brisbane 07 3113 5000
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Adelaide 08 8334 3600
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AUSTRALIAN TECHNOLOGY PARK, EVELEIGH
SWEPT PATH ASSESSMENT
18.1m TRUCK & DOG

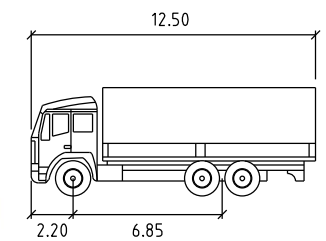
DATE: 10.12.2015
SCALE: 1:250@A3
0 2.5 5 7.5
APPROVED: ML
DRAWING NO. 15S1478000-07-06-P1
SHEET: 06 OF 08

TEMPORARY ACCESS ROAD

BUILDING 1

SU TRUCK
AUSTROADS 2013 (AU)

HENDERSON ROAD



SU TRUCK metres

Width	: 2.50
Track	: 2.50
Lock to Lock Time	: 6.0
Steering Angle	: 36.6

SWEPT PATH KEY

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 300mm CLEARANCE FROM VEHICLE BODY

ASSUMED SPEED 5km/h

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Brisbane 07 3113 5000
Canberra 02 6243 9400
Adelaide 08 8334 3600
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Townsville 07 4722 2765
Perth 08 6316 4634

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AUSTRALIAN TECHNOLOGY PARK, EVELEIGH
SWEPT PATH ASSESSMENT
12.5m HRV

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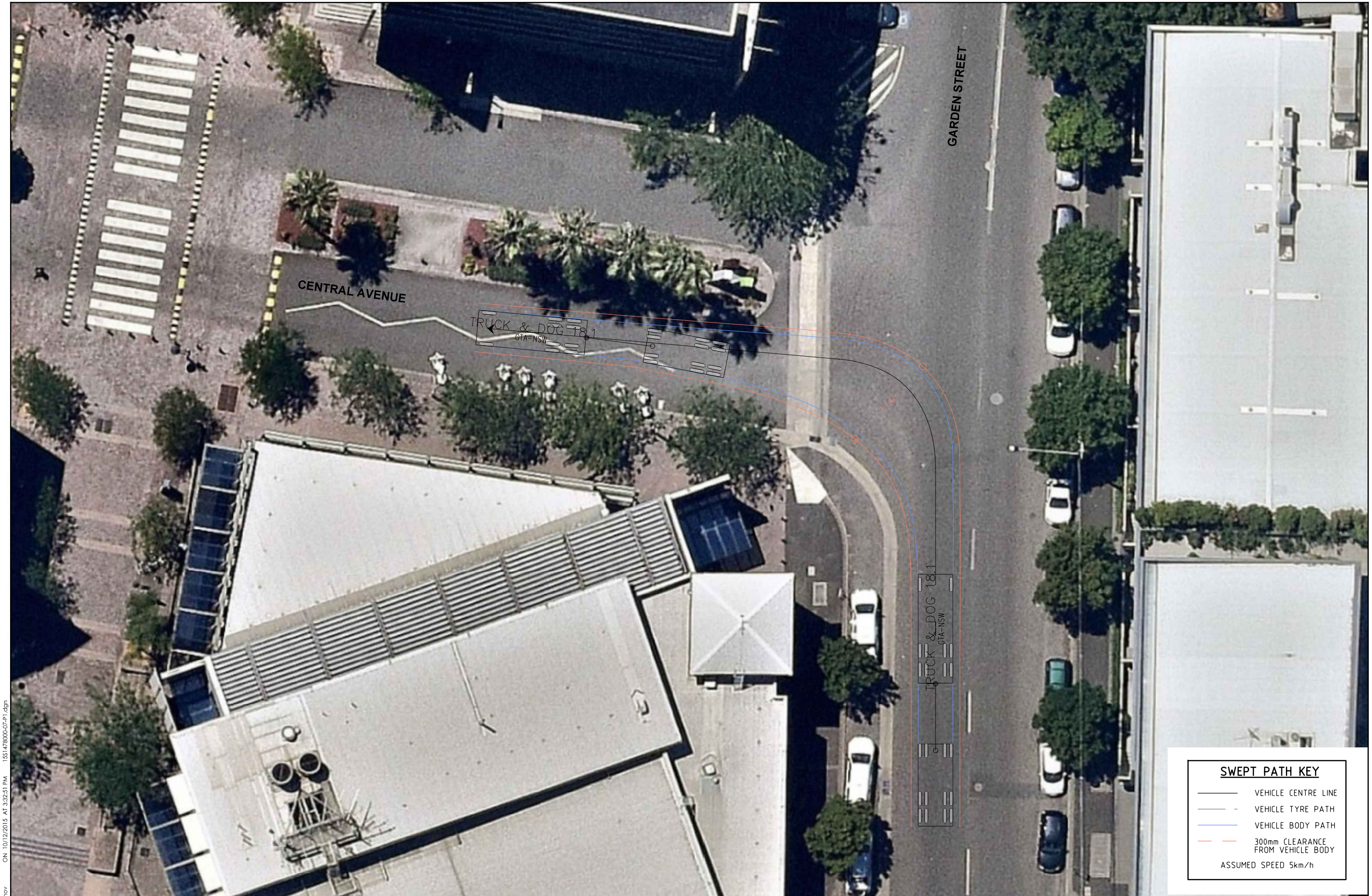

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Melbourne 03 9851 9600
Sydney 02 8448 1800
Brisbane 07 3113 5000
Canberra 02 6243 9400
Adelaide 08 8334 3600
Gold Coast 07 5510 4814
Townsville 07 4722 2765
Perth 08 6316 4634

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PRELIMINARY PLAN
FOR DISCUSSION PURPOSES ONLY
SUBJECT TO CHANGE WITHOUT NOTIFICATION

AUSTRALIAN TECHNOLOGY PARK, EVELEIGH
SWEPT PATH ASSESSMENT
18.1m TRUCK & DOG

DATE: 10.12.2015
SCALE: 1:250@A3
0 2.5 5 7.5
APPROVED: ML
DRAWING NO. 15S1478000-07-08-P1
SHEET: 08 OF 08

Appendix C

Traffic Control Plans

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AUSTRALIAN TECHNOLOGY PARK
TRAFFIC CONTROL PLAN - STAGE 1
DATE: 10/12/2015
JOB NO. 15S1478000

CERTIFICATION
THE UNDERSIGNED HAS COMPLETED AND OBTAINED:
- SELECT/MODIFY TRAFFIC CONTROL PLANS (RED TICKET)
- DESIGN & INSPECT TRAFFIC CONTROL PLANS (ORANGE TICKET)

CERTIFICATE NO: 2542040795 (RED TICKET)
2543009479 (ORANGE TICKET)
WAYNE JOHNSON

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

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TRAFFIC MANAGEMENT NOTES:
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 4 (RMS 2010) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW) TICKET AND THE RTA TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
- THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
- VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
- PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
- AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
- IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS.
9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.
11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
12. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
13. ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. All SIGNS TO BE MOUNTED TO EXISTING SIGNAGE POLES WHERE POSSIBLE.

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AUSTRALIAN TECHNOLOGY PARK
TRAFFIC CONTROL PLAN - STAGE 2
DATE: 10/12/2015
JOB NO. 15S1478000

CERTIFICATION
THE UNDERSIGNED HAS COMPLETED AND OBTAINED:
- SELECT/MODIFY TRAFFIC CONTROL PLANS (RED TICKET)
- DESIGN & INSPECT TRAFFIC CONTROL PLANS (ORANGE TICKET)

CERTIFICATE NO: 2542040795 (RED TICKET)
2543009479 (ORANGE TICKET)
WAYNE JOHNSON

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

LEGEND
- Work Zone
- Traffic Controller
- Traffic Controller Corridor
- Traffic Cone

Traffic controller to manage one-way vehicle movements whilst ensuring pedestrian safety.

Traffic controller to manage truck movements in and out of the work zones whilst ensuring pedestrian safety. Traffic Controller will be operating within the corridor shown in red.

Traffic controller to manage pedestrian movements at this intersection.

Traffic controller to manage one-way vehicle movements whilst ensuring pedestrian safety.

Traffic controller to manage truck movements in and out of the work zones whilst ensuring pedestrian safety. Traffic Controller will be operating within the corridor shown in red.

Central Avenue
Locomotive Street
Davy Road

ROAD WORK AHEAD
PREPARE TO STOP
FOOTPATH CLOSED
USE OTHER FOOTPATH
PEDESTRIANS
END ROAD WORK
END ROAD WORK
ROAD WORK ON SIDE ROAD
30m
90m

TRAFFIC MANAGEMENT NOTES:
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 4 (RMS 2010) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW) TICKET AND THE RTA TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
- THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
- VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
- PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
- AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
- IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS.
9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.
11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
12. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
13. ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. All SIGNS TO BE MOUNTED TO EXISTING SIGNAGE POLES WHERE POSSIBLE.

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Appendix F:
Construction Waste Management Plan (WMP)

Prepared by: Dial-A-Dump

DIAL A DUMP INDUSTRIES
KEEPING AUSTRALIA CLEAN
ABN 75 131 565 583

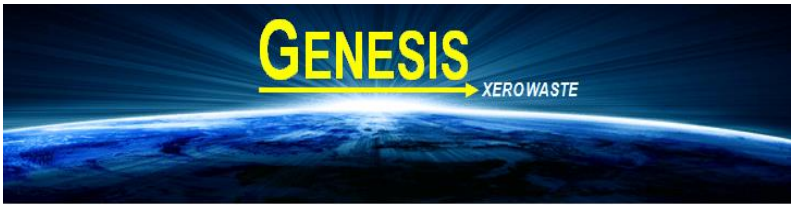
GENESIS XEROWASTE

Commercial in Confidence

CONFIDENTIAL
WASTE MANAGEMENT PLAN

19 November 2015

DIAL A DUMP INDUSTRIES
KEEPING AUSTRALIA CLEAN
ABN 75 131 565 583



Commercial in Confidence

WASTE MANAGEMENT PLAN

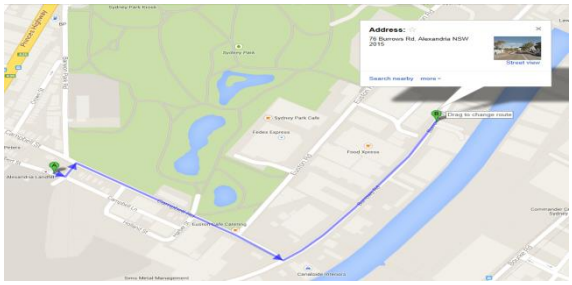
Created for: Mirvac
Site Name & Address: Australian Technology Park, Eveleigh

Recycling is a vital means whereby Australia's natural resources are conserved and efficiently utilised.

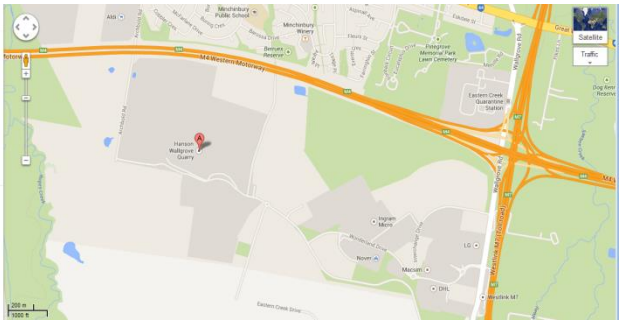
Dial A Dump's aim is to work together with your company to develop a waste management system centred around resource recovery and recycling and that assists your company in meeting its Waste Compliance Criteria and obligations, namely the re-use or recycling of 87% of waste by weight.

Dial A Dump is licensed by the EPA to transport (Licence number: 11303, store, recycle, reprocess and dispose of wastes. Accordingly, all waste is collected and transported by **Dial A Dump** then returned to our Recycling Centres which are situated at Alexandria No 76 Burrows road Alexandria or Honeycomb Drive Eastern Creek.

Alexandria



Eastern Creek



DIAL A DUMP INDUSTRIES
KEEPING AUSTRALIA CLEAN
ABN 75 131 565 583

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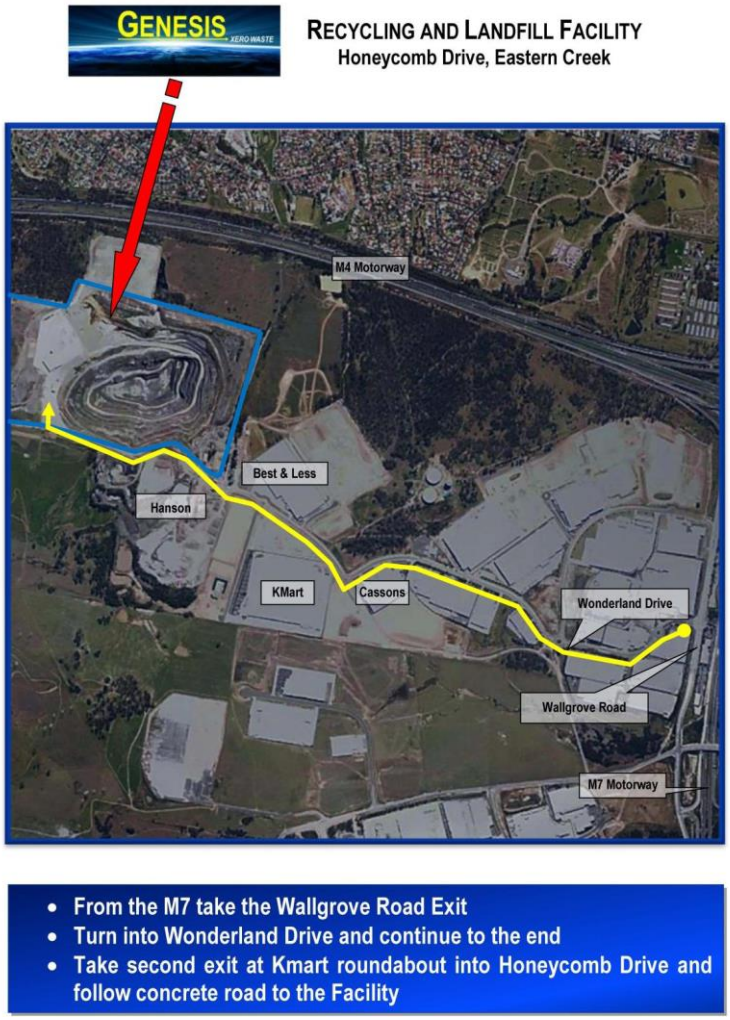
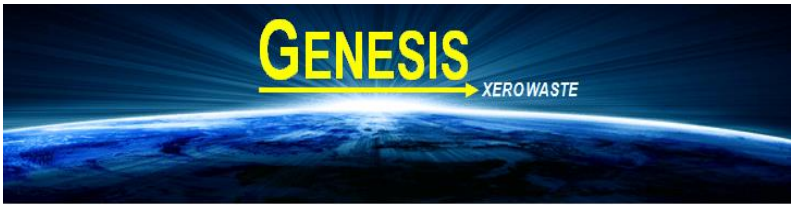


From here, only a small percentage is taken off site for disposal (Special or Restricted or hazardous wastes) or committed to landfill. It is in both **Dial A Dump** and our customers' interest to ensure as much waste as possible is committed to re-use and we welcome customers who may wish to view our Recycling facilities for themselves.



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Wastes

Wastes are described by many different names and come in many different types; industrial, commercial, building and demolition, clinical, solid, domestic, putrescible, non-putrescible, hazardous, household, inert, municipal, and trade waste. They are defined for regulatory purposes in the Protection of the Environment Operations Act.

For practical purposes New South Wales has adopted a waste management hierarchy that prioritises ecological sustainable waste solutions. The hierarchy consists of

1 Avoiding waste,
2 Re-using materials,
3 Recycling and reprocessing materials
4 Waste disposal.

Waste Reduction

It is **Dial A Dump's** aim to achieve an 87% reduction in waste being disposed of – an aim that is consistently exceeded by **Dial A Dump** by means of innovative resource recovery and processing. The clients of **Dial A Dump's** waste management service can justly claim that they are achieving the Government's goal in waste minimisation and meeting their Waste Compliance Criteria.

Waste Management

Wastes need to be managed in order to comply with every aspect of the legislation covering wastes. The waste management service provided by **Dial A Dump** is a total waste management service. By engaging **Dial A Dump** to manage wastes, a waste generator has exercised complete due diligence. **Dial A Dump** assumes the responsibility and requirements for the correct collection, transport, storage and disposal of wastes.

The waste management service of **Dial A Dump** covers all aspects of all wastes, a complete and thorough service to assist industry, a significant service that is *Keeping Australia Clean.*

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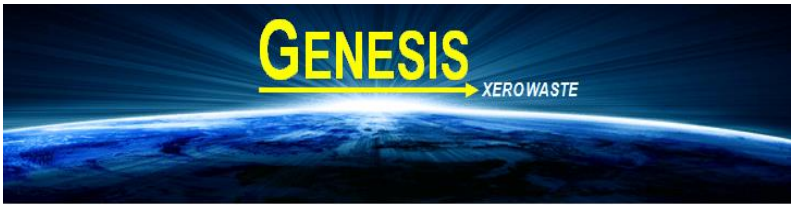

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All hardcore materials:

- Bricks
- mortar
- concrete
- dirt
- soil
- sand
- tiles
- marble and stone;

are either stacked for reuse, or re-processed into high quality raw materials such as:

* Roadbase
* Aggregates for drainage
* Fill sand
* Soil
* Turf underlay

Off-site recycling is an efficient and cost effective option for **Dial A Dump's** customers**.** Upon returning to **Dial A Dump's** recycling and landfill facility, the general loads collected are sorted and recycled directly on site. Materials currently recycled and reused at our recycling facility include:

Polystyrene	Recycled to make plastic products
Metals	Resold to appropriate processing plants
Timber	Recycled to make Woodchip
Green Waste	Recycled into Mulch
Hardcore	Recycled into products including Roadbase, Sand, Fill and Aggregate.

Dial A Dump customers can feel secure in the knowledge that their waste is being disposed of and recycled according to environmental protection legislation and the principles of ecologically sustainable development.