

QANTAS

CONSTRUCTION PEDESTRIAN AND
TRAFFIC MANAGEMENT PLAN FOR
THE PROPOSED FLIGHT TRAINING
CENTRE AND MULTI-DECK CAR
PARK, MASCOT

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COLSTON BUDD ROGERS & KAFES PTY LTD
ACN 002 334 296
Level 18 Tower A
Zenith Centre
821 Pacific Highway
CHATSWOOD NSW 2067

Telephone: (02) 9411 2411
Facsimile: (02) 9411 2422
Email: cbhk@cbhk.com.au

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I. INTRODUCTION

- I.1 Colston Budd Rogers and Kafes Pty Ltd has been commissioned by Qantas Airways Ltd (Qantas) to prepare a construction, pedestrian and traffic management plan for a new flight training centre, and associated ancillary uses including a multi-deck car park at Mascot, in accordance with the technical requirements of the Secretary's Environmental Assessment Requirements (SEARs), and in support of the **SSD 10154** for the development of a new flight training centre at 297 King Street, Mascot.

Description of Site and Locality

- I.2 The site is located at 297 King Street, Mascot and comprises land known as Lots 2 & 4 DP 234489, Lot 1 DP 202747, Lot B DP 164829 and Lot 133 DP 659434. The site is identified in Figure 1.
- I.3 Key features of the site are as follows:
- The site is approximately 5.417ha and is an irregular shape. It is approximately 240m in length and maintains a variable width of between approximately 321m in the northern portion of the site and approximately 93m along the King Street frontage (refer to Figure 1).
 - The site possesses a relatively level slope across the site. An open Sydney Water drainage channel bisects the northern portion of the site in an east-west direction. There are some isolated changes in level immediately adjacent

to this channel. A Site Survey Plan accompanies the application which details the topographic characteristics of the site.

- ❑ Multiple mature Plane Trees are scattered throughout the site. A variety of native and exotic tress and vegetation also exist around the perimeter of the site which help screen the site from surrounding uses.

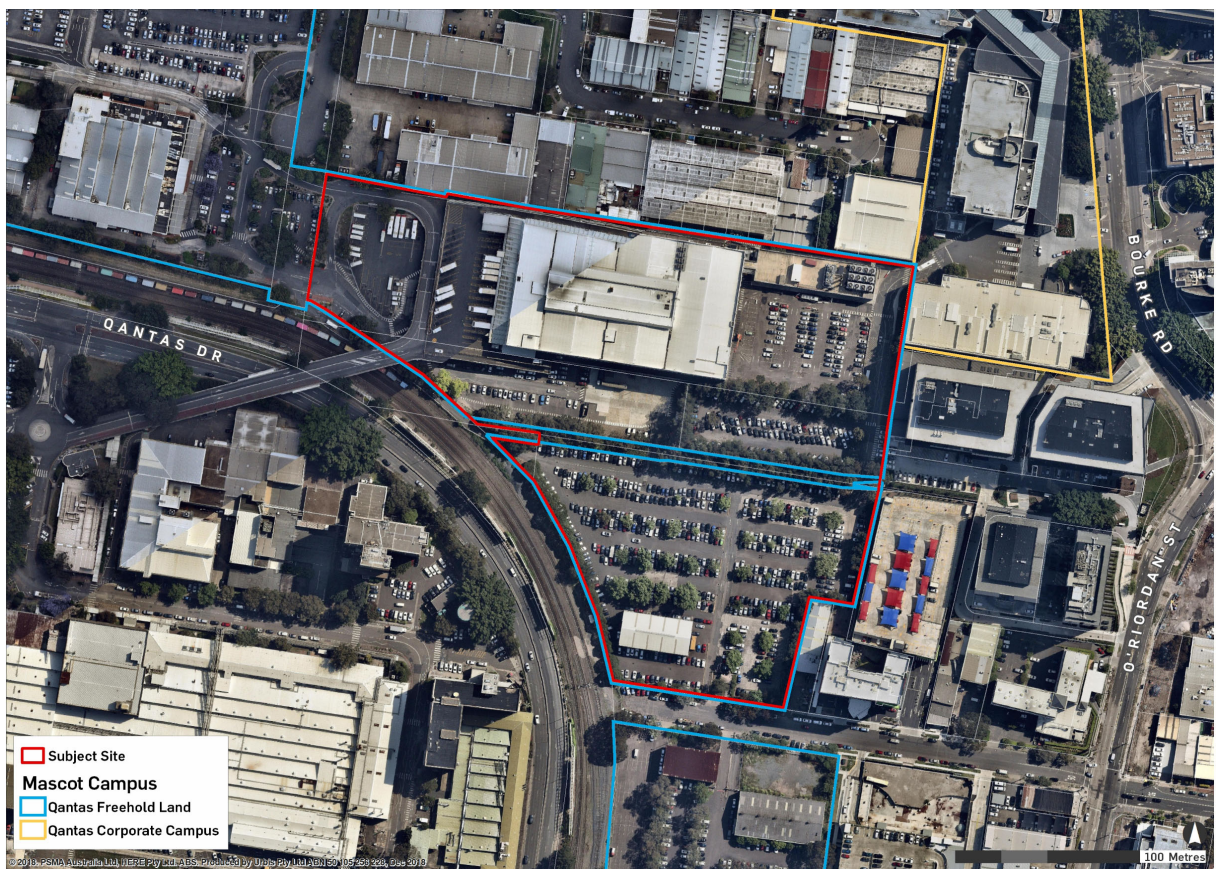


Figure I - The Site

- ❑ Site improvements include at-grade car parking for Qantas staff, an industrial shed to store spare aviation parts, a substation, a disused gatehouse, a Sydney Water Asset with two driveways over it, the Qantas catering facility and Qantas tri-generation plant.

- ❑ The site forms part of a larger land holding under the ownership of Qantas that generally extends between Qantas Drive to the west, Ewan Street to the south, Coward Street to the north, with the Qantas “Corporate Campus” fronting Bourke Road.
- ❑ Vehicular access to the site from the local road network is available from King Street. The site has intra-campus connections along the northern boundary in the form of two connecting driveways in the north-eastern and north-western corner of the site along the northern boundary which link it to the broader Mascot Campus.
- ❑ The site is located within the Bayside LGA.

I.4 Key features of the locality are:

- ❑ **North:** The site is bounded to the north low scale industrial development, beyond which is Coward Street. Further north of the site is the Mascot Town Centre which is characterised by transport-oriented development including high density mixed-use development focussed around the Mascot Train Station.
 - ❑ **East:** The site is bordered to the east by commercial development including a newly completed Travelodge hotel which includes a commercial car park. Additional commercial development to the east includes the Ibis Hotel and Pullman Sydney Airport fronting O’Riordan Street.
 - ❑ **South:** The site is bounded to the south by King Street, beyond which is Qantas owned at-grade car parking and other industrial uses. Further south is
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the Botany Freight Rail Line and Qantas Drive beyond which is the Domestic Terminal at Sydney Airport.

- **West:** The site is bordered to the west by the Botany Freight Rail Line and Qantas Drive, beyond which lies Sydney Kingsford Smith Airport and the Qantas Jetbase (location of the current Flight Training Centre).

Project Description

- 1.5 Safety is Qantas' first priority. The flight training centre is a key pillar of this value. The facility enables pilots and flight crews to undertake periodic testing to meet regulatory requirements by simulating both aircraft and emergency procedural environments. The Project seeks consent for the construction and operation of a new flight training centre, and associated ancillary uses including a multi-deck car park. The Project is comprised of the following use.

Flight Training Centre

- 1.6 The proposed flight training centre will occupy the southern portion of the site. It is a building that comprises 4 core elements as follows:
- An emergency procedures hall that contains;
 - cabin evacuation emergency trainers,
 - an evacuation training pool,
 - door trainers,
 - fire trainers
 - slide descent towers,
 - security room,

- aviation medicine training and equipment rooms.
- A flight training centre that contains:
 - a flight training hall with 14 bays that will house aircraft simulators,
 - integrated procedures training rooms, computer rooms, a maintenance workshop, storerooms, multiple de-briefing and briefing rooms, pilot's lounge and a shared lounge.
- Teaching Space that contains
 - training rooms,
 - classrooms and two computer based exam rooms.
- Office Space
 - Office space for staff and associated shared amenities including multiple small, medium and large meeting rooms, think tank rooms, informal meeting spaces, a video room and lunch/tea room.
- Ancillary spaces including the reception area at the ground floor, toilets, roof plant and vertical circulation. The external ground floor layout will include a loading dock, at-grade car parking for approximately 39 spaces and a bus drop-off zone at the northern site boundary.

Car Park

- 1.7 The proposed multi-deck car park will be located to the north-east of the flight training centre and adjacent the existing Qantas catering facility and tri-generation plant. The car park is 13 levels and will provide 2059 spaces for Qantas staff.
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Vehicle access to the car park will be provided via King Street, Kent Road and from Qantas Drive via the existing catering bridge.

- 1.8 The construction, pedestrian and traffic management plan for the new flight training centre and multi-deck car park is presented in Chapter 2.

2. CONSTRUCTION PEDESTRIAN AND TRAFFIC MANAGEMENT PLAN

2.1 The construction, pedestrian and traffic management plan for the new flight training centre and multi-deck car park is set down through the following sections:

- ❑ site location and road network;
- ❑ road network improvements;
- ❑ hours of work;
- ❑ truck routes;
- ❑ construction compounds and site entries;
- ❑ construction vehicle management,
- ❑ construction traffic effects;
- ❑ internal site access;
- ❑ construction workers;
- ❑ pedestrians;
- ❑ community public consultation; and
- ❑ construction pedestrian and traffic management plan.

Site Location and Road Network

2.2 The site of the new flight training centre and multi-deck car park is located on the northern side of King Street, west of O’Riordan Street, within the southern section of the Qantas Corporate Campus. The new flight training centre will be located on the southern side of the Sydney Water canal and the multi-deck car park will be located on the northern side of the canal, east of the Qantas catering facility.

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- 2.3 The site has frontage to King Street and is currently occupied by at-grade parking used by Qantas staff. Vehicular access to the car park is provided directly to King Street and through the corporate campus site to Qantas Drive and Kent Road.
- 2.4 A site located on the southern side of King Street is used by Qantas for airport related activity and car parking. It currently provides some 369 parking spaces with access from King Street and Ewan Street. During construction, King Street South (KSS) car park could be used for some construction site facilities and Qantas staff/construction worker parking. The KSS car park could be expanded to provide up to 170 additional car parking spaces. These would replace parking lost on the King Street North car park during the construction of SSD. Access to the expanded KSS car park would be via King Street and/or Ewan Street.
- 2.5 The roads adjacent to the site includes Qantas Drive, Joyce Drive, Robey Street, O’Riordan Street, Bourke Road, Coward Street, Kent Road and King Street. Qantas Drive and Joyce Drive are located on the northern boundary of Sydney Airport and are major access roads to Sydney Airport, connecting to the M5 Motorway in the west (via Marsh Street) and Southern Cross Drive/General Holmes Drive in the east. Adjacent to the airport, both roads are constructed as dual carriageways, with two to four lanes in each direction. Major intersections along the road are traffic signal controlled.
- 2.6 Robey Street (between Qantas Drive and O’Riordan Street) has recently been modified to be one way eastbound. East of O’Riordan Street, it provides for two-way traffic. The intersections of Robey Street with Qantas Drive and O’Riordan Street are traffic signal controlled. Access to the Qantas Corporate campus is provided to Qantas Drive via the overpass adjacent to the existing flight training centre.
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- 2.7 O’Riordan Street and Bourke Road run in a north south direction through Mascot and form part of a route connecting Sydney Airport with the CBD. Currently, O’Riordan Street is generally a four lane undivided road, with works underway for an upgrade to a six lane dual carriageway. Between Robey Street and Joyce Drive, O’Riordan Street is one way southbound. North of Robey Street, O’Riordan Street provides for two-way traffic. The intersections of O’Riordan Street with King Street, Bourke Road and Coward Street are traffic signal controlled.
- 2.8 Coward Street and Kent Road are located to the north of the Qantas Corporate Campus. Coward Street connects Mascot with Botany to the east and Kent Road connects Coward Street with Ricketty Street/Gardeners Road to the north. South of Coward Street, Kent Road provides access to development sites including the Qantas Corporate Campus. Coward Street and Kent Road generally provide two traffic lanes in each direction. The intersections of Coward Street with Bourke Road and Kent Road are traffic signal controlled.
- 2.9 The Qantas Corporate Campus has good access to public transport and is located some 300 metres south of Mascot train station (located on the corner of Bourke Street and John Street). Mascot train station is located on the T8 Line (City to Macarthur via the Airport).
- 2.10 In addition to being in close proximity to the train station, Sydney Buses operate a number of bus services along Bourke Road, Coward Street and O’Riordan Street with the nearest bus stops located in Bourke Street (north and south of Coward Street) and Coward Street (east of Bourke Street).
- 2.11 Qantas also operates its own internal bus service, connecting the various parts of the corporate campus with the jet base and international and domestic terminals.
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It operates a fleet of buses (mainly small buses) that circulate about every half hour. In peak periods (weekday morning and afternoon) larger buses operate. The main stops are the jet base, corporate building (on Bourke Street) and the domestic/international terminals. Intermediate stops are located at major car parks, such as King Street North and catering. During construction, the internal bus services will be maintained.

Road Network Improvements

2.12 RMS is currently undertaking a number of upgrades to the road network in the vicinity of the site as part of the Airport North Precinct upgrade. In addition, RMS proposes some modifications to nearby intersections as part of the Mascot Intersection Upgrades. The works currently under construction as part of the Airport North Precinct upgrade include:

- widening O’Riordan Street to three lanes in each direction between Bourke Road and Robey Street;
- making Robey Street one way eastbound between Qantas Drive and O’Riordan Street (completed);
- making O’Riordan Street one way southbound between Robey Street and Joyce Drive (completed);
- providing a new right turn bay from O’Riordan Street into King Street (westbound); and
- providing dual left turn lanes from O’Riordan Street into Bourke Road.

2.13 The relevant modifications proposed in the Mascot Intersection Upgrades are:

- no right turn from Coward Street (westbound) into Bourke Street (northbound);
- no right turn from Bourke Street (northbound) into Coward Street (eastbound) – buses excepted;
- new slip lane to accommodate left turning vehicles from Kent Road (southbound) into Coward Street (eastbound); and
- new signalised pedestrian crossing on the Coward Street east approach at the intersection with Kent Road.

Hours of Work

- 2.14 Work associated with the demolition, excavation and construction activity will be carried out between the following hours of construction, unless otherwise agreed with the relevant authority:
- Monday to Friday - 6:00am to 8:00pm;
 - Saturday to Sunday - 6:00am to 8:00pm; and
 - Public holidays - No work.
- 2.15 All work including demolition, excavation and construction work during these hours will be carried out in accordance with the conditions of consent and the Australian Standard AS2436.1981 Guide to Noise Control and Construction, Maintenance and Demolition Sites. The site contractor will be responsible to instruct and control sub-contractors regarding the hours of work.
- 2.16 Any work outside the approved hours of work, including night time fit-out work between 6:00pm and 8:00am, would be subject to prior approval by Council and
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other relevant authorities, under Part 4 of the Environmental Planning and Assessment Act 1979.

Truck Routes

- 2.17 During demolition, excavation and construction, trucks transporting material to and from the site will be accommodated on-site. Vehicular access to the site will be provided directly to King Street and through the corporate campus site to Qantas Drive and Kent Road. Access arrangements and vehicle movements to and from the site will be managed by qualified traffic controllers.
- 2.18 Truck movements will be restricted to designated truck routes. Trucks at no time during construction will be permitted to park on-street in the vicinity of the site.
- 2.19 The proposed truck routes during construction are described below and are shown on Figures 2 and 3:

□ Approach routes

- Southern Cross Drive, General Holmes Drive, Joyce Drive, Robey Street, O’Riordan Street and King Street to the site;
 - Southern Cross Drive, General Holmes Drive, Joyce Drive, Qantas Drive, Lancastrian Road and through the corporate campus to the site;
 - M5/Princes Highway, West Botany Street, Marsh Street, Airport Drive, Qantas Drive, Lancastrian Road and through the corporate campus to the site;
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- Princes Highway, Canal Road, Ricketty Street, Kent Road and through the corporate campus to the site;
 - Gardeners Road, O’Riordan Street and King Street to the site;
 - Botany Road/Bourke Street, O’Riordan Street and King Street to the site.
- Departure routes
- King Street, O’Riordan Street, Joyce Drive, General Holmes Drive and Southern Cross Drive;
 - through the corporate campus to Lancastrian Road, Qantas Drive, Joyce Drive, General Holmes Drive and Southern Cross Drive;
 - through the corporate campus to Lancastrian Road, Qantas Drive, Airport Drive, Marsh Street, West Botany Street and M5/Princes Highway;
 - through the corporate campus to Kent Road, Ricketty Street, Canal Road and Princes Highway;
 - King Street, O’Riordan Street and Gardener Road;
 - King Street, O’Riordan Street and Botany Road/Bourke Street.
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- 2.20 The designated truck routes to and from the site are proposed to restrict construction traffic to the main road network through the area. In particular, these truck routes are proposed to prevent trucks accessing other roads in the vicinity of the site. Truck drivers will be inducted and advised of the designated truck routes to and from the site.

Construction Compounds and Site Entries

- 2.21 The construction compound for the proposed new flight training centre is located on the northern side of King Street, west of O’Riordan Street. The site is located within the Qantas Corporate Campus and is currently occupied by at-grade parking used by Qantas staff. As a result of the loss of parking within the King Street north car park, a new multi-deck car park will be constructed on land to the north of the King Street north car park (north of the Sydney Water canal and east of the catering facility). The new multi-deck car park will be constructed in stages, with Stage 1 replacing parking lost to relocate the flight training centre. Subsequent stages will increase the size of the multi-deck to some 2,059 spaces to accommodate future development.
- 2.22 Access to the construction compound will be provided onto King Street and through the corporate campus site to Qantas Drive and Kent Road. The works will be staged to minimise traffic effects on the operation of the surrounding road network and to maintain appropriate access for the continued Qantas operations on the site, including access to the corporate campus.
- 2.23 A site located on the southern side of King Street (King Street South) is currently used by Qantas for airport related activity and car parking. During construction, King Street South (KSS) car park could be used for some construction site facilities
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and Qantas staff/construction worker parking. The KSS car park could be expanded to provide up to 170 additional car parking spaces.

- 2.24 The two main construction access driveways onto King Street and the internal access driveways within the corporate campus will be controlled by qualified traffic controllers, with construction vehicle entering and exiting the site in a forward direction. Construction vehicles will include medium to large rigid trucks, truck and trailer combinations and articulated vehicles. Construction vehicle swept paths for vehicles accessing the site are shown in Appendix A.
- 2.25 A Class A construction fence will be erected around the perimeter of the construction compounds. Scaffolding and overhead protection will be used where required, to ensure complete enclosure of the sites during construction. In addition, pedestrian containment fencing will be provided adjacent to the construction activity to provide a safe path of travel for pedestrians walking between King Street and the corporate campus.
- 2.26 The construction access driveways onto King Street and the internal access driveways within the corporate campus will provide appropriate sight lines for construction vehicle access, with regards to the number, type and size of vehicle. The arrival and departure of trucks and the movement of pedestrians across the driveways will be managed and controlled by qualified traffic controllers. Traffic controllers will ensure that the driveways are kept clear at all times, to allow trucks unobstructed access to the site. At no time will traffic controllers stop traffic on the public street to allow trucks to enter and exit the site. Trucks exiting the site will give way to traffic in King Street and will utilise gaps in the traffic stream in order to enter the road network.
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- 2.27 Truck drivers will be inducted and advised of the presence of the traffic controllers, and that they must observe their direction at all times. All traffic controllers will be fully qualified with the relevant RMS Traffic Controllers qualification.
- 2.28 All traffic controllers and work personnel will be required to wear high visibility fluorescent safety vests and Personnel Protective Equipment (PPE). Wet weather clothing will be made of fluorescent high visibility material.

Construction Vehicle Management

- 2.29 At the commencement of demolition and excavation, plant and equipment, including construction hoarding/scaffolding material, site sheds and machinery (including dozers and hydraulic excavators) will be required to be delivered to the site. The delivery and removal of plant and equipment will be via the construction access driveways onto King Street.
- 2.30 The use large machine floats, for the delivery and removal of plant and equipment on public roads, will be subject to a separate application/permit and separate approval from Council and other relevant authorities. All plant and equipment deliveries will be carried out in accordance with Council's requirements and the NSW Police regulations.
- 2.31 Prior to the commencement of the main structural works, two tower cranes will be delivered and erected on site. The first will be erected on the site of the new flight training centre and the second will be erected on the site of the new multi-deck car park. The delivery, erection and removal of cranes will be undertaken from the on-site construction compounds, adjacent to the construction activity.
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- 2.32 The movement of construction vehicles to/from the site, and in particular trucks associated with the removal of demolition and excavated material, will be managed by qualified traffic controllers. During demolition and excavation, material will be transported from the site by single rigid trucks, up to 12.5 metres in length. All trucks removing material from the site will be loaded to prescribed limits. Loose material will be covered during transport from the site, prior to the trucks accessing the surrounding road network.
- 2.33 All material will be checked, sorted and treated prior to the removal from the site. Contaminated material will be classified in accordance with the provisions of the Protection of the 'Environment Operations Act 1997 and the NSW DECC Waste Classification Guidelines, Part 1: Classifying Waste (April 2008)'.
- 2.34 All demolition work (including the demolition of the existing buildings on King Street South) involving the removal and disposal of asbestos cement will be undertaken by appropriately qualified contractors, duly licensed with SafeWork NSW, holding either a Friable (Class A) or a Non-Friable (Class B) Asbestos Removal License, whichever applies.
- 2.35 During the removal of asbestos material from the site, signs containing the words 'DANGER ASBESTOS REMOVAL IN PROGRESS' will be erected in prominent visible positions on the site. The signs will be in accordance with AS1319-1994 Safety signs for the occupational environment for size, illumination, location and maintenance.
- 2.36 All vehicles leaving the site will be cleaned. Loose material will be removed from all vehicles and/or machinery before permission to leave the site is granted. The site contractor will be responsible for the cleaning of trucks on the site and
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ensuring that waste material is appropriately covered and checked prior to transport. Any run-off from the washing down of vehicles will be directed to the sediment control system to be located within the site.

Construction Traffic Effects

2.37 The construction activity, including demolition, excavation, internal road and civil works, and construction of the new buildings on the site will be undertaken through the following stages:

- ❑ Stage 1: site establishment;
- ❑ Stage 2: demolition and excavation;
- ❑ Stage 3: internal roads and civil works; and
- ❑ Stage 4: construction of the development.

2.38 Site establishment works will be carried out in the first two to three weeks and will involve the establishment of the construction compounds, erection of construction safety fencing around the perimeter of the sites (including scaffolding and overhead protection), establishment of construction site access driveways, establishment of temporary site office and amenities, and delivery of plant and equipment. During this period, construction vehicle access will be available from the existing access driveways onto King Street and via the internal access roads through the corporate campus.

2.39 Demolition of the existing buildings within the King Street north car park and within King Street South, will commence following the site establishment works. King Street South is currently used by Qantas for airport related activity and car parking. As previously discussed, during construction, King Street South (KSS) car

park could be used for some construction site facilities and Qantas staff/construction worker parking.

- 2.40 Following the completion of demolition and the establishment of construction site offices/amenities on the site, work will commence on the excavation of the sites. This will initially involve the establishment of the construction compounds for the flight training centre and multi-deck car park, and preparation of the precinct civil works for the internal roads.
- 2.41 During demolition and excavation, it is estimated that there will be some 20 to 30 trucks per day removing demolition and excavated material from the sites. This truck generation translates to an average of four to six trucks per hour two-way over the day. These trucks will be loaded on site via the use of an excavator. Demolition and excavated material will be checked, sorted and treated prior to its removal from the site.
- 2.42 The precinct civil works and road works within the site will be staged (subject to builder's review) throughout the construction period. The works will involve provision of in-ground services, stormwater, drainage and construction of the sub-base roads within the site. The internal roads, kerb arrangements, on-street parking and access driveways will progressively be finalised during construction.
- 2.43 The construction of the internal roads within the site will be staged in order to maintain continued Qantas operations within the adjacent buildings and to maintain access through the corporate campus. The existing internal bus services connecting the various parts of the corporate campus with the jet base and international and domestic terminals will be maintained throughout the construction period.
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- 2.44 During the precinct civil works and road works, it is estimated that there will be some 15 to 20 trucks per day either removing excavated material or delivering construction material, including road base and asphalt, to the site. This truck generation translates to an average of three to four trucks per hour two-way over the day, entering and exiting the site.
- 2.45 Following the completion of the civil works and internal road works, construction of the main structure of the flight training centre and multi-deck car park will commence. Construction of the flight training centre is estimated to take some 15 months to complete and the multi-deck car park some eight months. The staging of construction of these facilities will be subject to review by the appointed builder.
- 2.46 On-site construction and material handling areas will be provided adjacent to the two construction sites. All construction vehicles and material deliveries/handling, including concrete deliveries, will occur from the on-site construction compounds/material handling areas. Construction material will be lifted and transported onto the construction sites from the designated on-site construction compounds, using tower cranes. These areas will be managed and controlled by qualified traffic controllers. On-street work zones will not be required, as all material handling and the loading and unloading of material to/from construction vehicles will be carried out on-site.
- 2.47 The peak traffic activity generated during the construction period will occur during concrete pours. It is estimated that during the period of construction there will be up to two concrete pours per week.
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- 2.48 The number of concrete trucks generated during a concrete pour will range from some 30 to 40 concrete trucks per day for large pours and some 15 to 20 concrete trucks per day for moderate sized pours. This traffic generation translates to an average of 3 to 4 truck loads of concrete per hour or one truck delivery every 15 to 20 minutes over the day, for large pours.
- 2.49 At other times, the number of construction vehicles associated with the delivery of reinforcement, formwork, blockwork and other construction materials, including the removal of waste bins, will be some 10 trucks per day.
- 2.50 Whilst, these are relatively modest traffic flows, construction traffic will be managed to minimise the overall traffic effects on the surrounding road network. The surround road network and its intersections will be able to cater for the construction traffic.
- 2.51 Construction traffic will be managed by the following measures:
- control the hours of construction work;
 - control the size of construction vehicles;
 - ensure that trucks travel to and from the site along designated truck routes;
 - prevent trucks from accessing other roads in the vicinity of the site;
 - carefully manage and control on-site construction activity and construction access driveways;
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- ❑ stage and coordinate the construction activity with the on-going operation of the site, to minimise traffic impact on the surrounding road network;
- ❑ ensure that truck drivers are advised of the construction traffic management procedures;
- ❑ give consideration to allowing 24 hour construction activity during the later stages of construction associated with building fit-out; and
- ❑ co-ordinate and manage the arrival of trucks removing demolition material and delivery of construction material to/from the site.

Internal Site Access

2.52 During construction, internal access through the corporate campus will be maintain for cars, buses and service vehicles associated with the continued Qantas operations on the site, including access to and from car parking areas and Qantas buildings. This will be managed by staging the road works within the site, associated with the construction of the flight training centre and the multi-deck car park.

2.53 The proposed staging of the road works (subject to builder's review) will include the following:

- ❑ during the initial stage of construction, access through the corporate campus and to the existing Qantas buildings, including Qantas Catering QFC and car park, will be maintained via the existing internal access roads within the site, access driveways onto King Street and the existing bridge connections across

the Sydney Water canal. The main King Street north car park will also be maintained. During this period construction will commence on the new east-west access road on the northern side of the Sydney Water canal (adjacent to the proposed multi-deck car park) and the new north-south access road onto King Street (adjacent to the eastern boundary of the site);

- ❑ the existing bridge across the Sydney Water canal may need to be strengthened with temporary propping to accommodate the additional loads associated with the construction traffic and materials handling;
- ❑ following the construction of the new internal access roads, cars, buses and service vehicles will be diverted to use these new roads, in order to construct the new east-west access road on the southern side of the Sydney Water canal (adjacent to proposed flight training centre);
- ❑ following completion of the new internal east-west access road, cars, buses and service vehicles will be diverted to use this new access road and the east-west access road located adjacent to the proposed multi-deck car park will be temporarily converted to a construction compound/material handling area during the period of construction of the car park;
- ❑ following completion of the new internal access roads, the King Street north car park will be closed and the construction compound for the flight training centre will be established. During this period all cars, service vehicles and construction vehicles will utilize the new access driveways onto King Street.

Construction Workers

- 2.54 Construction workers will be encouraged to use public transport services when travelling to and from the site or utilize existing public car parks adjacent to the site.
- 2.55 The Qantas Corporate Campus has good access to public transport. It is located some 300 metres south of Mascot train station (located on the corner of Bourke Street and John Street). Mascot train station is located on the T8 Line (City to Macarthur via the Airport).
- 2.56 Sydney Buses also operate a number of bus services along Bourke Road, Coward Street and O’Riordan Street with the nearest bus stops located in Bourke Street (north and south of Coward Street) and Coward Street (east of Bourke Street). Qantas also operates its own internal bus service, connecting the various parts of the corporate campus with the jet base and international and domestic terminals.
- 2.57 The site therefore has good access to regular public transport services, making the site conveniently accessible for construction workers. Public transport timetables will be made available to all construction workers.
- 2.58 All construction workers will be required to undergo site induction before access to the site is permitted. During the induction process and at more regular tool time talks, workers will be encouraged to use public transport. Construction workers, who require a vehicle to transport tools and equipment to the site, will be permitted to park within the designated construction compounds within the King Street north and King Street south.
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Pedestrians

- 2.59 During construction, pedestrian movements in the vicinity of the site, including access to/from King Street through the corporate campus adjacent to the construction activity and access to/from the King Street south car park, will be maintained. No construction vehicles will be parked nor will material/equipment be stored on the public footpaths adjacent to the site.
- 2.60 The construction fencing around the construction compounds and adjacent to the internal access roads will provide a safe and convenient environment for pedestrians adjacent to the site. Pedestrian containment fencing will also be provided on the eastern side of the north-south internal access road to provide a safe path of travel for pedestrians walking between King Street and the corporate campus. The design, set-out and erection of the construction safety fence and access through the adjacent corporate campus will be the responsibility of the site contractor/builder.
- 2.61 A hoarding application together with details and extent of the proposed zones will be submitted to and approved by Council for the enclosure of public space.
- 2.62 Openings in the construction fencing at the construction access driveways will be managed and controlled by qualified traffic controllers. Pedestrian warning signs and construction safety signs/devices will be located adjacent to the driveways, in accordance with SafeWork NSW requirements. The movement of trucks entering and exiting the site, and the movement of pedestrians across the construction access driveways when in use, will be managed and controlled by qualified traffic controllers.
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- 2.63 Traffic controllers will not enter the public road reserve or attempt to stop vehicles in King Street or on the internal roads within the corporate campus. Trucks exiting the site will give way to traffic in these streets and will utilise gaps in the traffic stream in order to enter the surrounding road network.
- 2.64 Pedestrians will only be held for short periods of time while trucks are entering and exiting the site. Pedestrians will not be stopped in anticipation of a construction vehicle entering or exiting the site. Priority will be given to pedestrians at all times.

Community Public Consultation

- 2.65 In regards to the community public consultation process relating to the staging of construction and the timeframe for the completion of each stage of the development/construction process, the site contractor/builder will undertake meetings and discussions with the Council, stakeholders and other authorities. Public consultation will also be undertaken through letterbox drops to local businesses and residents and via advertisements, informing businesses/residents of the proposed changes during construction.
- 2.66 A construction site manager (TBC) will be appointed for the project. The contact details of the construction site manager/builder will be provided to Council/authorities prior to the commencement of construction.

Construction Pedestrian and Traffic Management Plan

- 2.67 The proposed construction pedestrian and traffic management plan, subject to builder's review, for the construction of the new flight training centre and multi-
-

deck car park is shown on Figures 4 to 7. The plans present the principles of traffic management and are subject to SafeWork NSW requirements and final design.

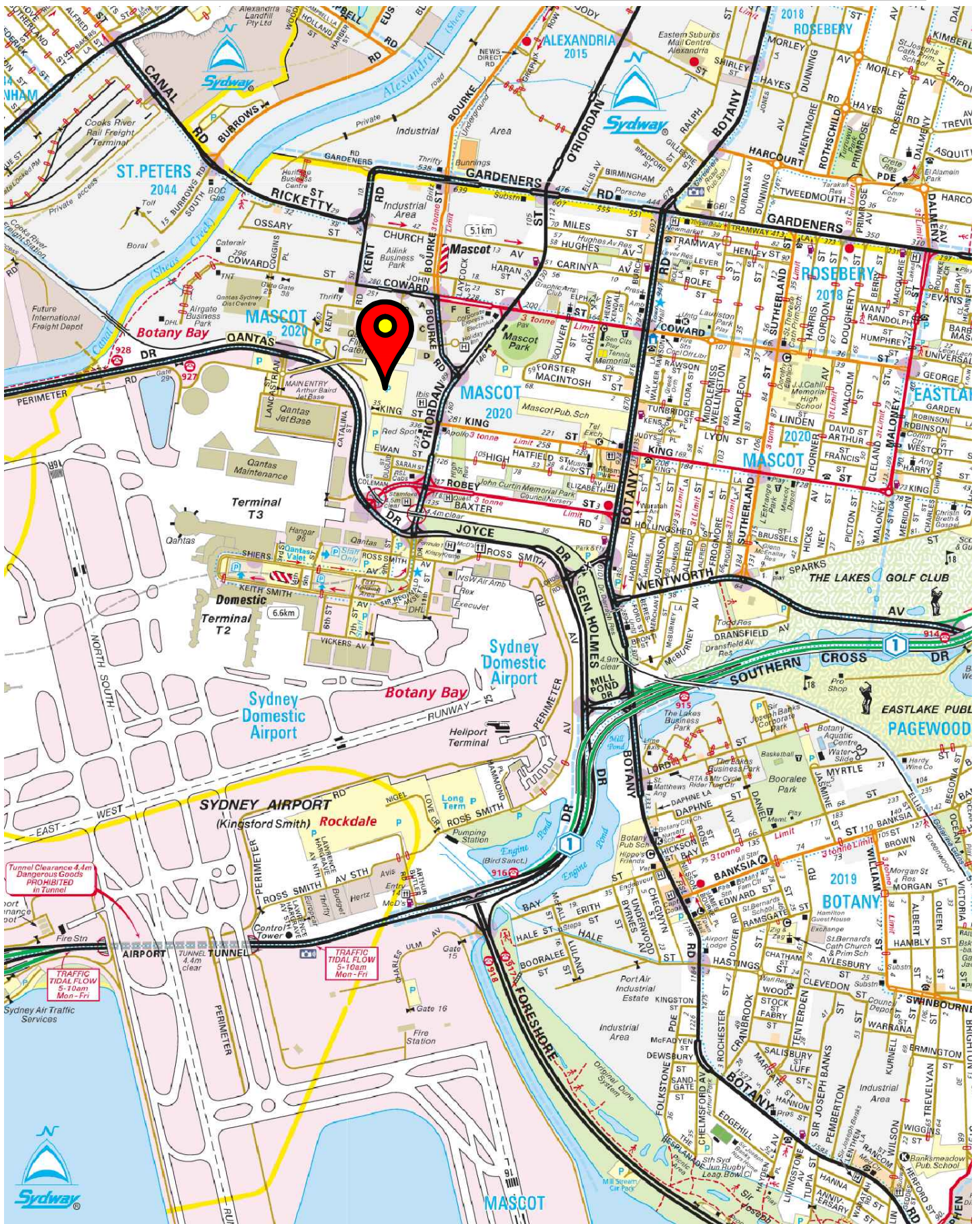
- 2.68 Site operations, signage, construction fencing/hoarding, overhead protection, safety barriers and line marking detail will be provided in accordance with Australian Standards and the Roads and Maritime Services' Manual for Traffic Control at Work Sites. Traffic control at work sites will be undertaken with specific reference to SafeWork NSW requirements and the company's own Occupational Health and Safety Manual. Signage detail, traffic management and the control of pedestrians and cyclists in the vicinity of the site, and the control of construction vehicles to and from the site, will be the responsibility of the site contractor/builder.
- 2.69 A Road Occupancy Form will be prepared and submitted to the TMC together with any relevant RMS/Traffic Committee correspondence for the approval of any work on the main traffic routes in the vicinity of the site.
- 2.70 The construction pedestrian and traffic management plan includes the following:
- all construction activity, including the loading and unloading of trucks, to be provided from the designated construction compounds and materials handling areas within the site;
 - construction hoardings/fencing and scaffolding to be erected around the construction site, with overhead protection provided where required;

- ❑ construction work to be restricted to the approved hours of construction. Any work outside the approved hours, including night time work associated with building fit-out, would be subject to prior approval from Council and other relevant authorities;
 - ❑ the movement of trucks to and from the site, at the construction access driveways, to be managed and controlled by appropriately qualified traffic controllers;
 - ❑ truck movements to and from the site to be restricted to designated truck routes through the area, as shown on Figures 2 and 3;
 - ❑ all construction vehicles, including trucks, to enter and exit the site in a forward direction;
 - ❑ materials handling areas will be provided adjacent to the construction compounds, along the internal access roads within the site;
 - ❑ maintain appropriate access for cars, buses and service vehicles on the internal access roads for the continued Qantas operations on the site, including access through the corporate campus to car parking areas and Qantas buildings;
 - ❑ the existing bridge across the Sydney Water canal may need to be strengthened with temporary propping to accommodate the additional loads associated with the construction traffic and materials handling;
 - ❑ access to the King Street south car park to and from King Street and Ewan Street will be maintained at all times during the construction process;
-

- ❑ the King Street south car park could be temporarily expanded to provide up to 170 additional car parking spaces. These would replace parking lost on the King Street north car park during the construction of SSD;
 - ❑ construction vehicles will include medium to large rigid trucks, truck and trailer combinations and articulated vehicles;
 - ❑ traffic controllers will manage and control construction traffic movements at the construction access driveways at all times during construction;
 - ❑ traffic controllers will ensure that the construction access driveways are kept clear at all times, to allow trucks unobstructed access to the site;
 - ❑ traffic controllers will not enter the public road reserve or attempt to stop vehicle in King Street. Trucks exiting the site will give way to traffic on the adjacent roads;
 - ❑ trucks will be required to give way to pedestrians walking along the adjacent footpath and internal roads within the site. Pedestrians will not be stopped in anticipation of a construction vehicle entering or exiting the site. Pedestrians will have right of way at all times;
 - ❑ trucks and traffic associated with the construction activity will not be permitted to park on surrounding streets;
 - ❑ construction safety fencing and scaffolding will be erected around the perimeter of the construction compounds, with overhead protection provided where required;
-

- ❑ a temporary steel gantry will be erected adjacent to the proposed multi-deck car park and Qantas catering facility, to provide appropriate overhead protection during construction;
- ❑ pedestrians to be contained adjacent to the construction sites via the use of appropriate containment fencing, with overhead protection provided where required;
- ❑ pedestrian containment fencing will also be provided on the eastern side of the north-south internal access road to provide a safe path of travel for pedestrians walking between King Street and the corporate campus;
- ❑ pedestrian warning signs, construction safety signs/devices and construction containment safety fencing/barriers will be utilised in the vicinity of the site;
- ❑ the site contractor/builder to be responsible for the management of the site, the movement of trucks within the site, signage detail, traffic management, the control of pedestrians, and management and control of construction vehicles in the vicinity of the site; and
- ❑ construction warning/guidance signs to be provided in King Street, Kent Road and on the internal access roads within the corporate campus, in accordance with the Australian Standards and the Roads and Maritime Service's Manual for Traffic Control at Work Sites.

2.72 The construction pedestrian and traffic management plan for the construction of the new flight training center and multi-deck car park is considered appropriate for traffic and pedestrian activity.



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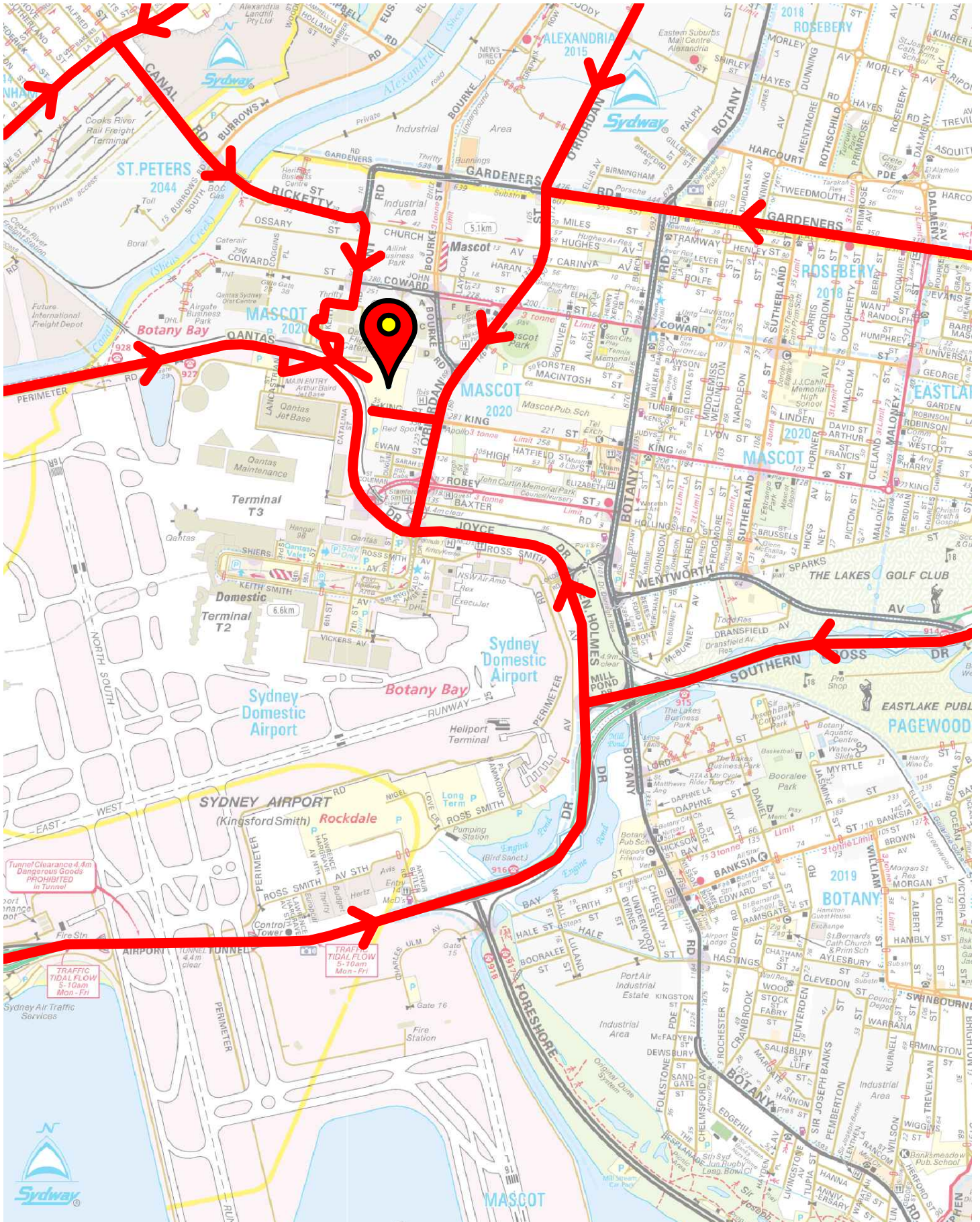
Location Plan

Colston Budd Rogers & Kafes Pty Ltd

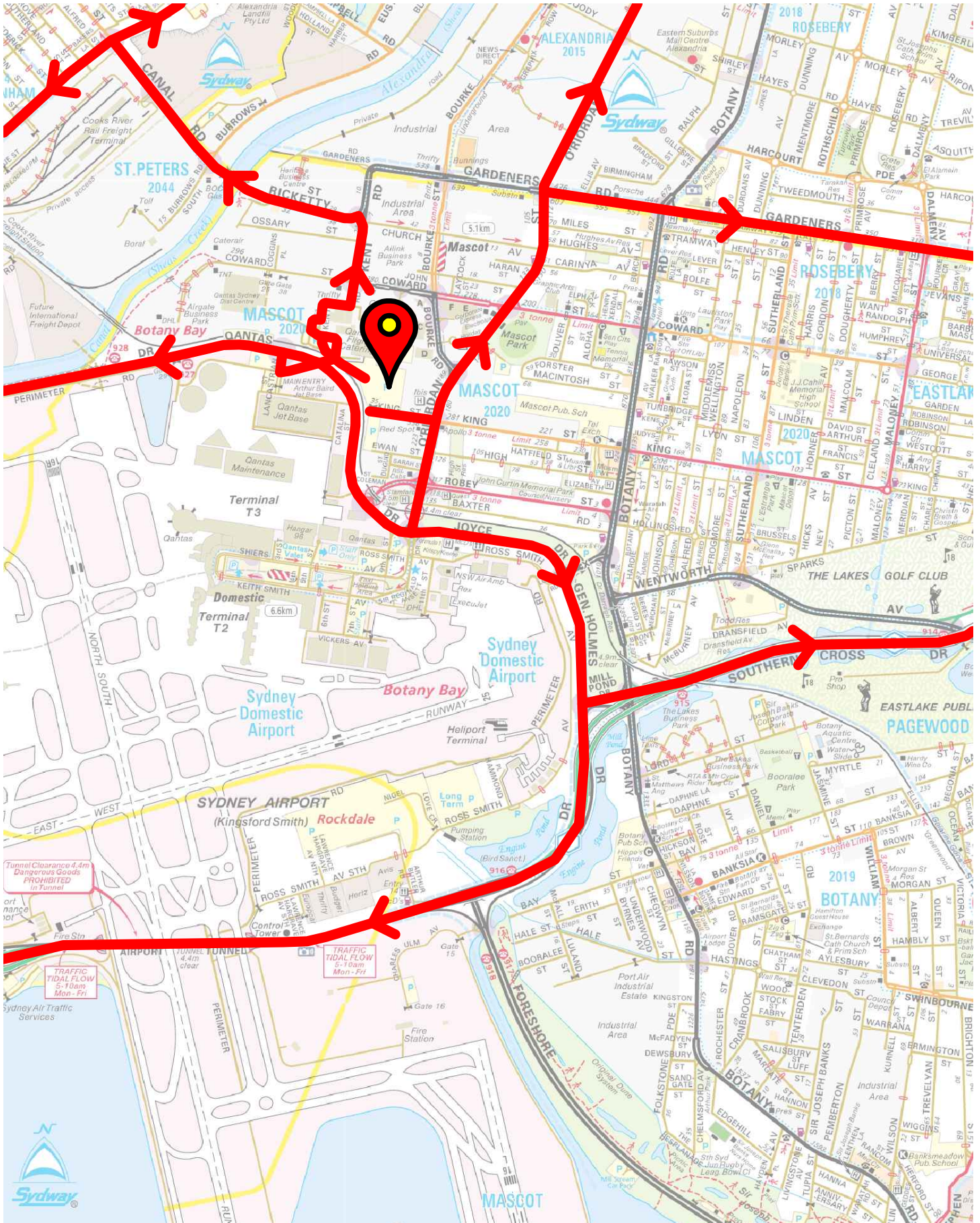
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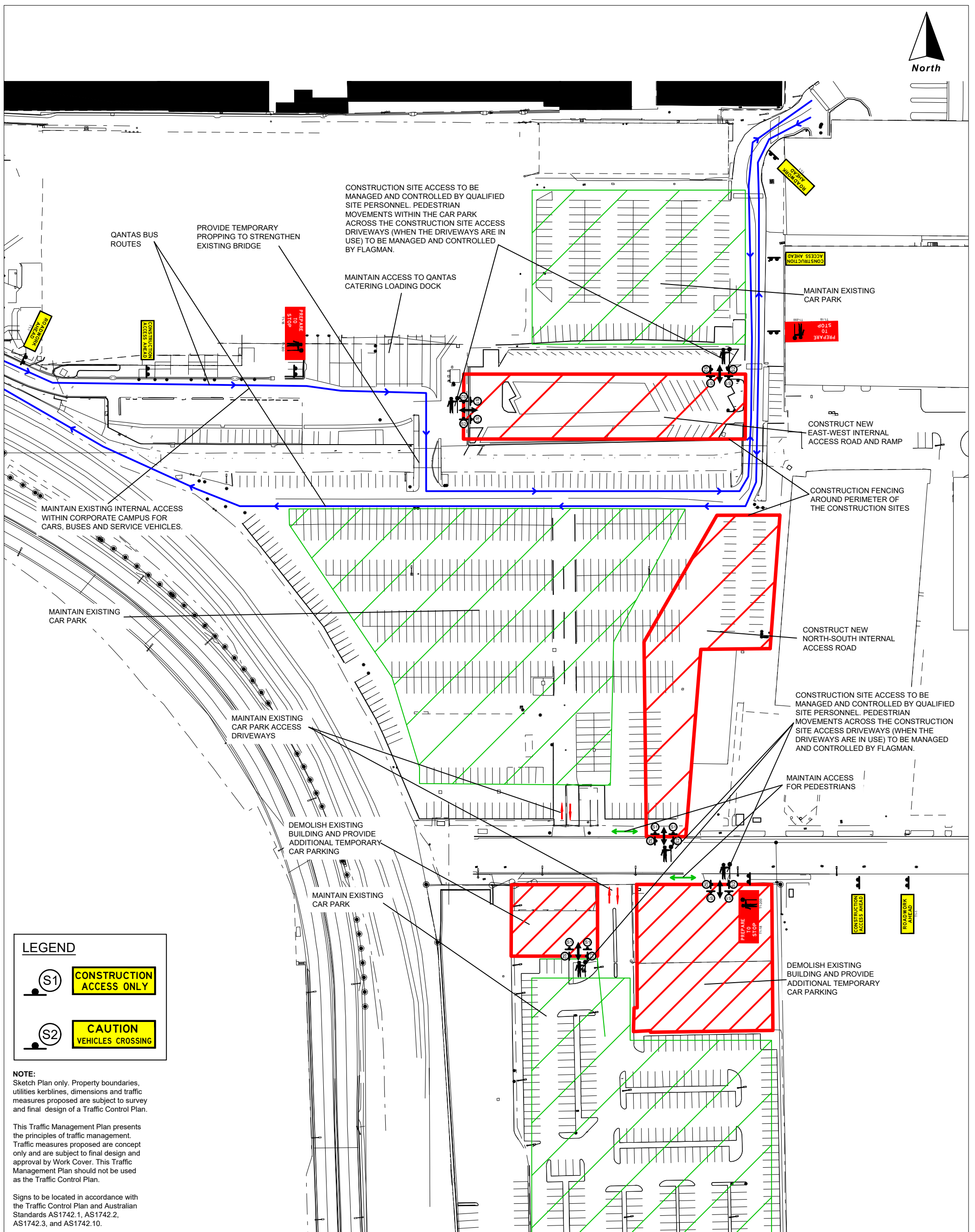
Figure 1



Truck Routes - Approach Routes

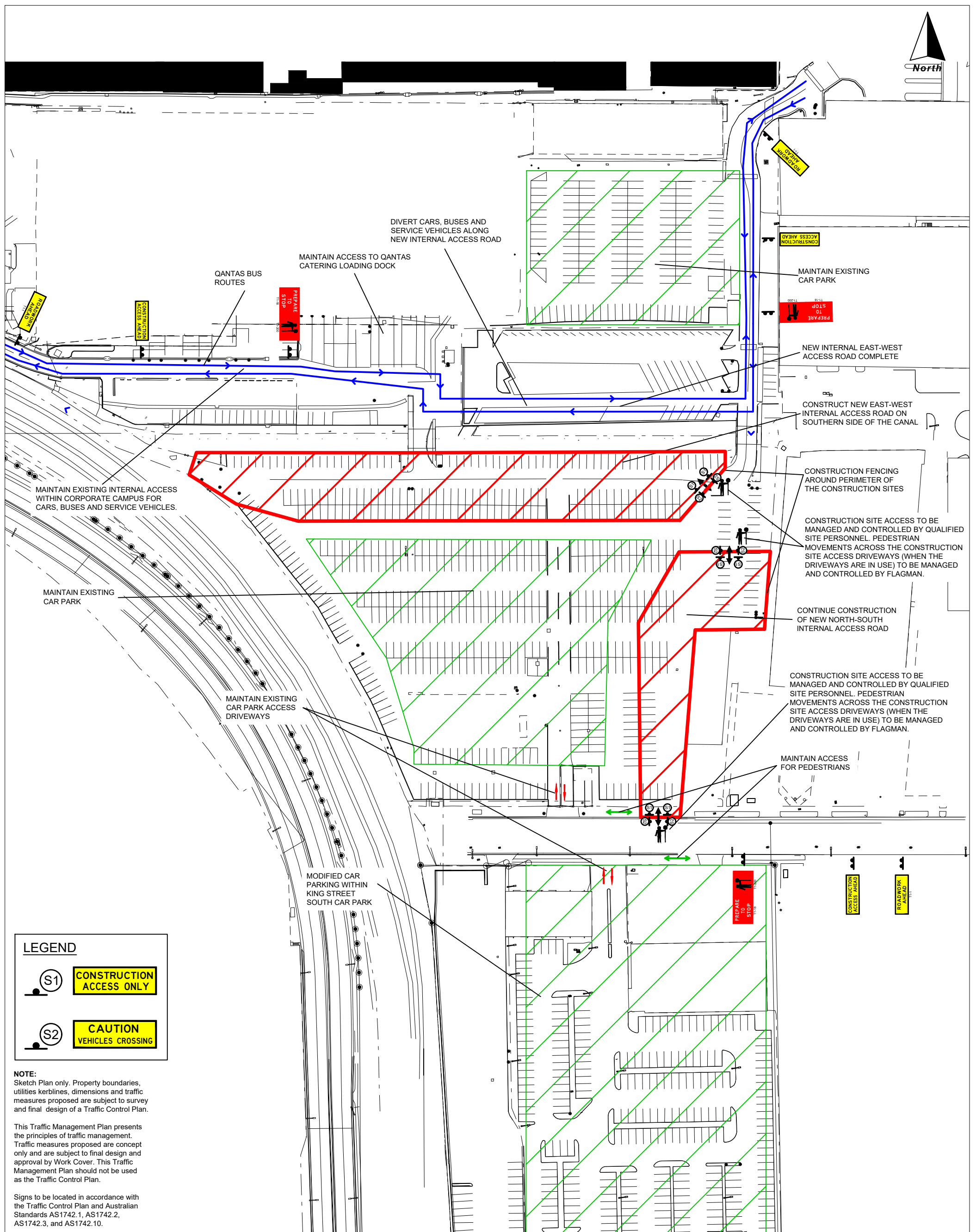


Truck Routes - Departure Routes



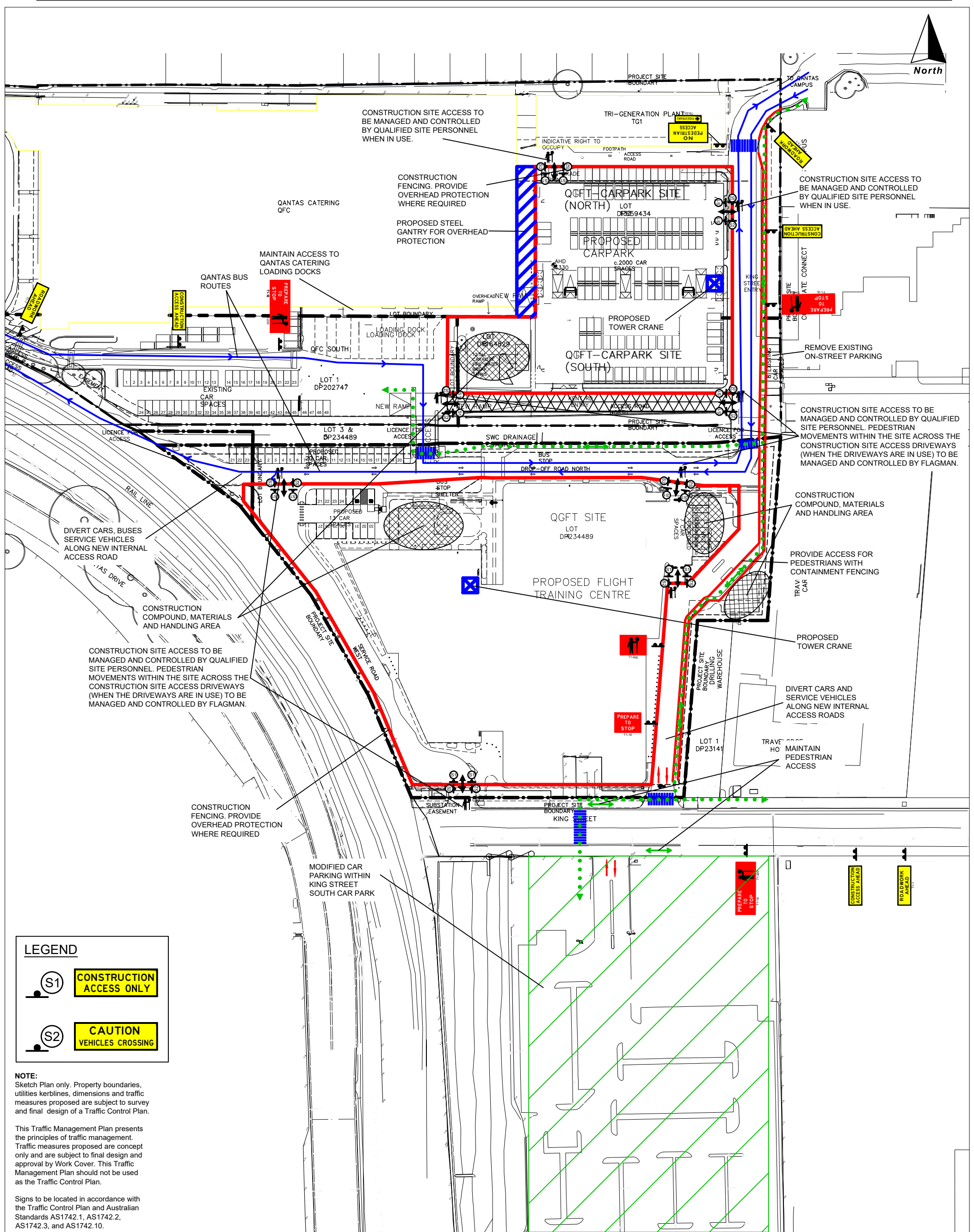
Construction Pedestrian and Traffic Management Plan
Site Establishment and Internal Road Works

Figure 4



Construction Pedestrian and Traffic Management Plan - Internal Road Works

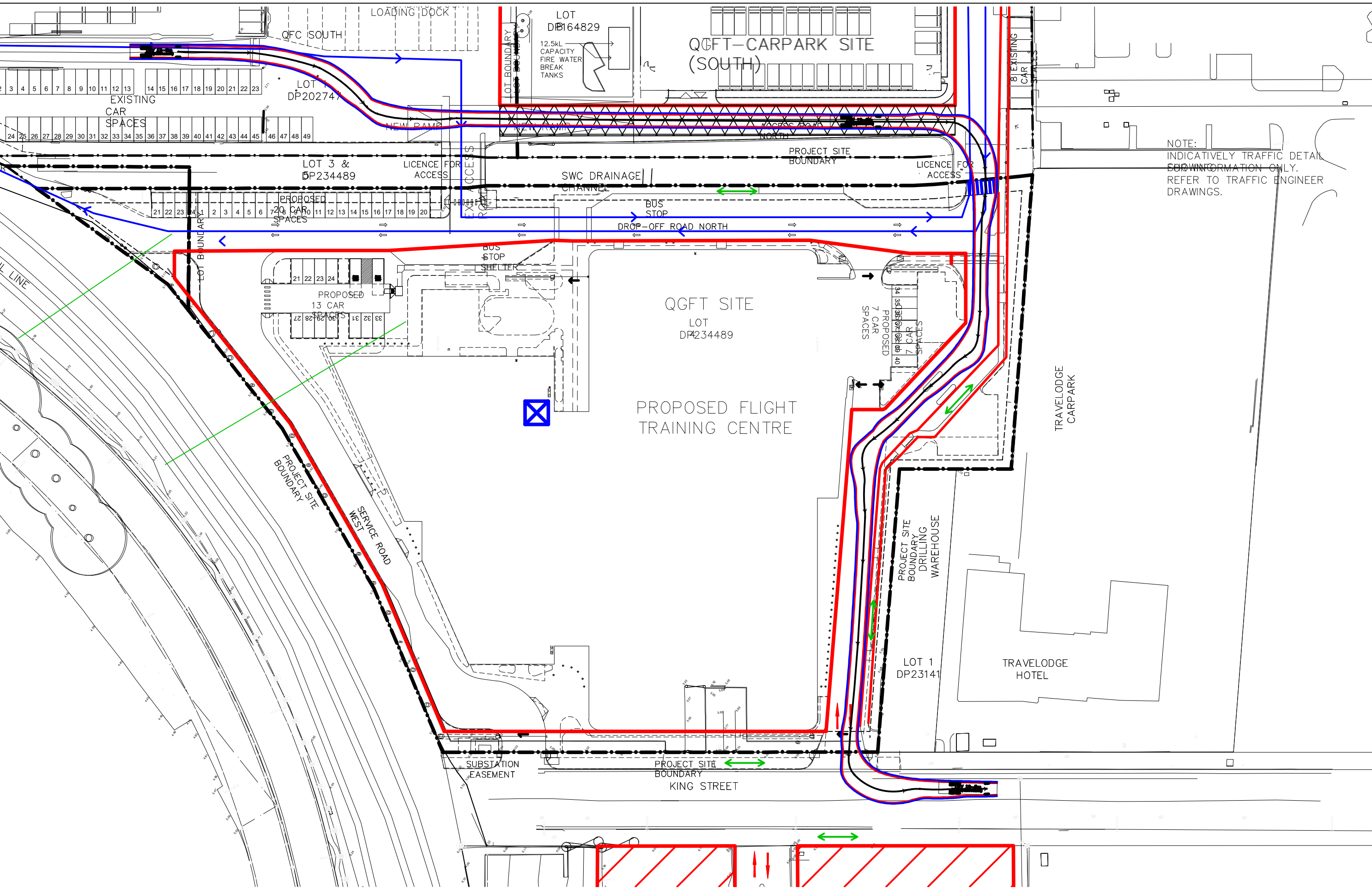
Figure 5



Construction Pedestrian and Traffic Management Plan - Construction

APPENDIX A

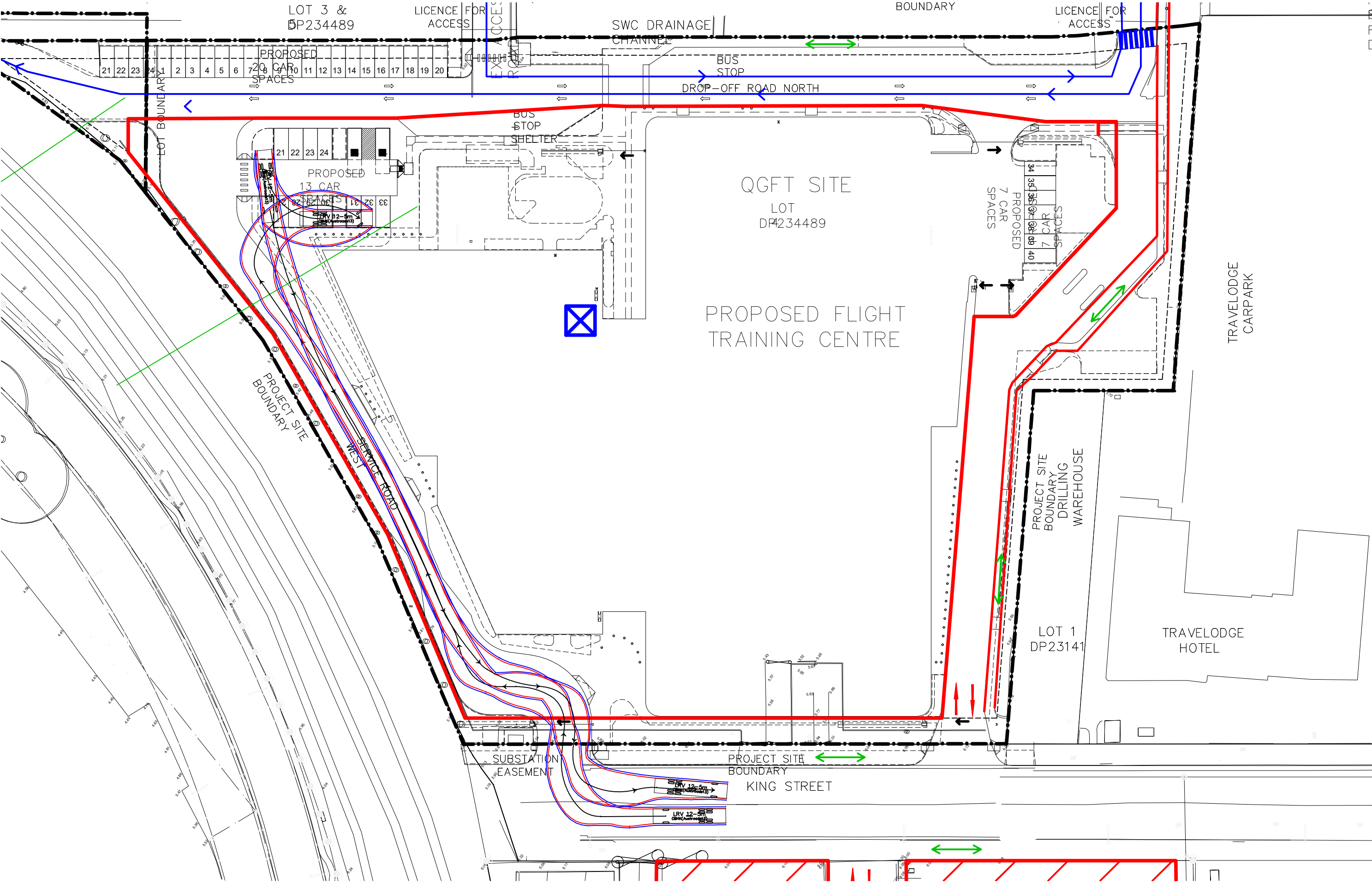
CONSTRUCTION VEHICLE SWEPT PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

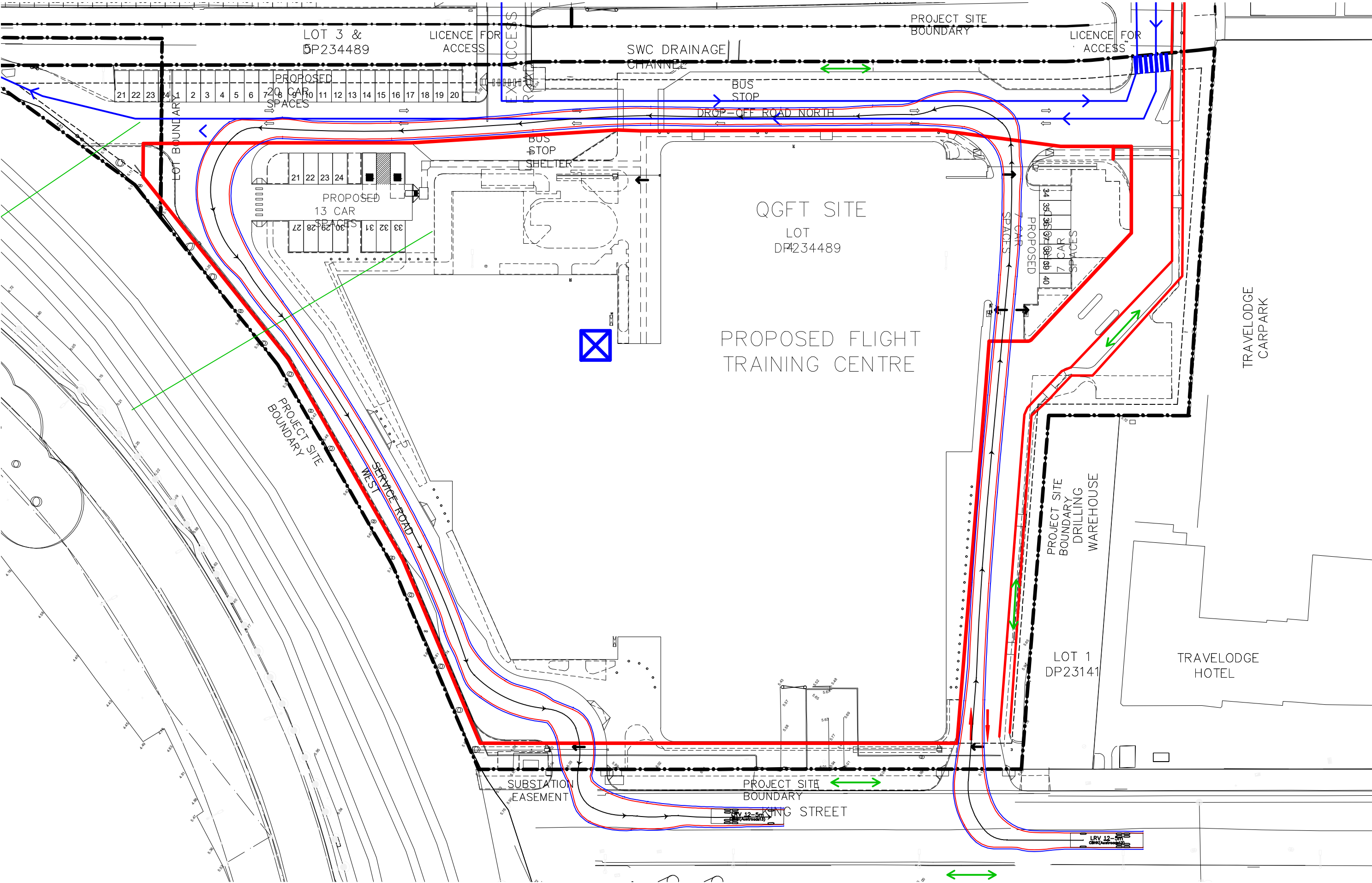
12.5M LARGE RIGID VEHICLE
SWEPT PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
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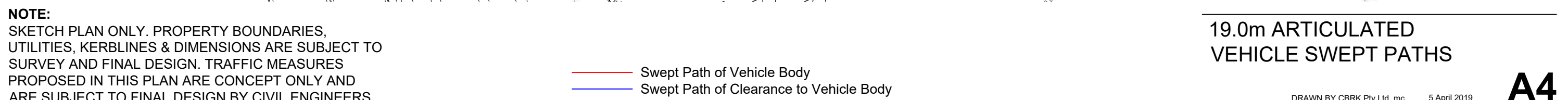
12.5M LARGE RIGID VEHICLE
SWEPT PATHS



NOTE:
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

— Swept Path of Vehicle Body
— Swept Path of Clearance to Vehicle Body

12.5M LARGE RIGID VEHICLE
SWEPT PATHS



APPENDIX B

GLOSSARY AND ABBREVIATIONS

GLOSSARY

Term	Definition
The Site	Qantas Airways Limited owned land in Mascot to the north of Sydney Kingsford Smith Airport consisting of Lots 2-5 DP 234489, Lot 1 DP 202747, Lot B DP 164829 and Lot 133 DP 659434. Current site improvements include including at-grade car parking for Qantas staff, an industrial shed to store spare aviation parts, a substation, a disused gatehouse, a Sydney Water Asset with two driveways over it, the Qantas catering facility and Qantas tri-generation plant.
The Project	The construction of a new Flight Training Centre and ancillary uses to replace the existing facility on the Qantas Jetbase that will be impacted by RMS' Sydney Gateway Project.
Mascot Campus	Over 19ha of Qantas Airways Limited controlled land in Mascot to the north of Sydney Kingsford Smith Airport consisting of freehold and leased land. The following lots are owned by Qantas: Lot 133 DP 659434; Lots 4 & 5 DP 38594 Lot 23 DP 883548; Lots 1 & 2 DP 738342; Lot 3 DP 230355; Lot 4 DP 537339; Lots 2 & 4 DP 234489; Lot 4 234489; Lot 1 DP 81210; Lot 1 DP 202093; Lot 1 DP 721562; Lot 2 DP 510447; Lot 1 DP 445957; Lot B DP 164829 and Lot 1 DP 202747 and equates to 16.5ha of land. The following lots are leased by Qantas: Lot 14 DP 1199594 and Lot 2 DP 792885 and equates to 2.7ha of land.
Jetbase	Qantas leased land within the boundaries of Sydney Kingsford Smith Airport.
Sydney Gateway Project	A RMS Project including a road and rail component that is intended to increase capacity and improve connections to the ports to assist with growth in passenger, freight and commuter movements across the region, by expanding and improving the existing road and freight rail networks.
Australian Standards	Roads and Maritime Service's Manual for Traffic Control at Work Sites. AS2436.1981 Guide to Noise Control and Construction Maintenance and Demolition Sites.
SafeWork NSW	SafeWork NSW requirements.
Council	Bayside Council.

ABBREVIATIONS

Acronym	Definition
CBD	Central Business District
CPTMP	Construction Pedestrian and Traffic Management Plan
EP&A Act	Environmental Planning and Assessment Act 1979
EP&A Regulation	Environmental Planning and Assessment Regulation 2000
EOA	Environment Operations Act 1997
Gateway	Sydney Gateway Project
LEP	Local Environmental Plan
LGA	Local Government Area
NSW	New South Wales
PPE	Personnel Protective Equipment
Qantas	Qantas Airways Limited
QCC	Qantas Corporate Campus
QFC	Qantas Food Catering
RMS	NSW Roads and Maritime Services
SACL	Sydney Airport Corporation Limited
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
sqm	Square Metres
SSD	State Significant Development
TBC	To Be Confirmed
the Airport	Sydney Kingsford Smith Airport
the Department	Department of Planning and Environment