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27 March 2024

Enquiries: Karen McNatty
Project No: 300305362

AW Edwards
Level 12/558 Pacific Hwy St Leonards NSW 2065
ST LEONARDS NSW 2065

Attention: Amy Schmahmann

Dear Amy

**RE: Ryde Hospital Redevelopment Temporary Works
Review of Environmental Factors Traffic and Parking Statement**

Health Infrastructure is proposing a series of temporary works at Ryde Hospital at 1 Denistone Road, Denistone.

The purpose of the temporary works is to ensure that the ongoing operation of the hospital is not impacted during construction of the Ryde Hospital Redevelopment.

Specifically, the proposed temporary works will comprise:

- Construction of temporary intensive and critical care building.
- Provision of a temporary loading dock located off Denistone Avenue.
- Alterations to the Graythwaite Building rooftop and basement to facilitate new office space, kitchens and storage areas.
- Establishment of two construction zones to accommodate office space, workshops and storage.
- Construction of a pedestrian ramp that connects between Trigg House and the Graythwaite Building.
- Connection and augmentation of in-ground services and utilities, as required.

Health Infrastructure have engaged Stantec to prepare a Traffic and Parking Statement to support the Review of Environmental Factors (REF) for the proposed temporary works.

On the above basis, this letter addresses the transport implications of the temporary works, set down through the following sections:

- Background and Proposal
- Existing Conditions
- Loading Appraisal
- Parking Appraisal
- Traffic Appraisal
- Design Review
- Summary.

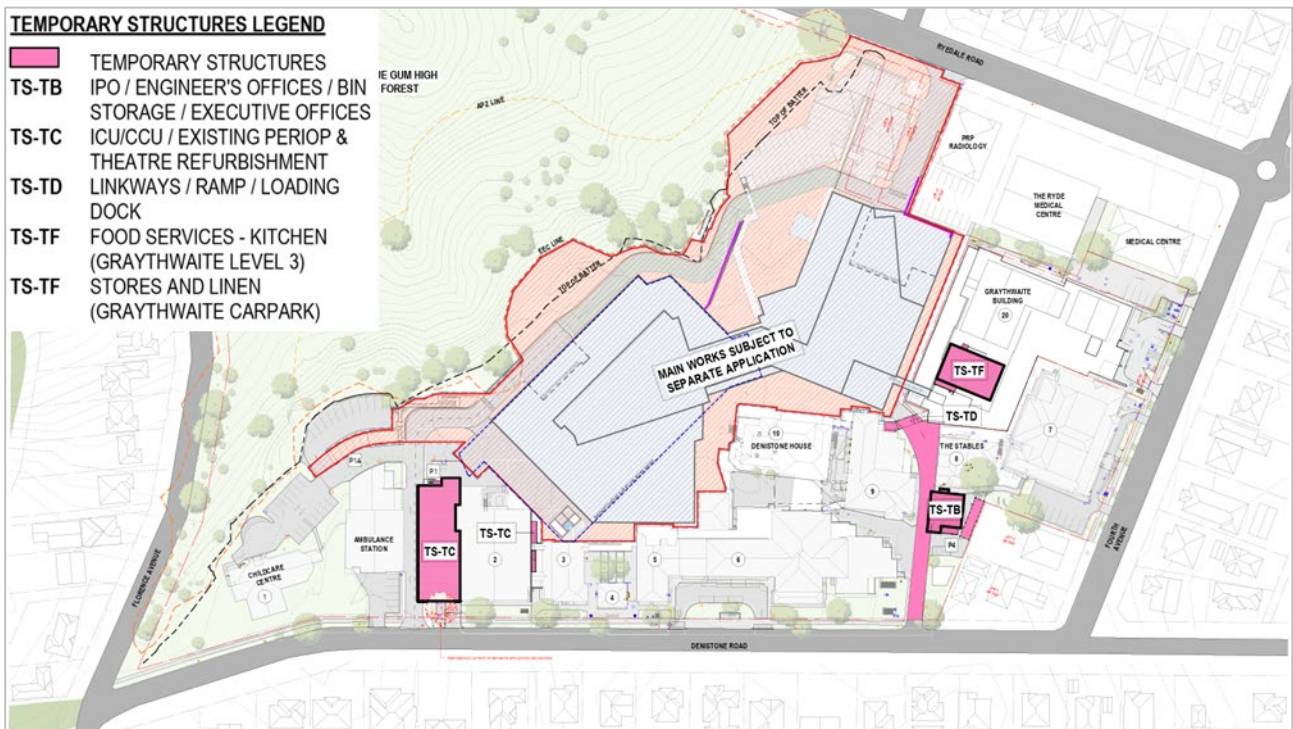
1. Background and Proposal

In 2019 the NSW Government announced a \$479 million dollar investment to redevelop Ryde Hospital to provide modern and enhanced emergency, critical care, inpatient, community and ambulatory care services. A State Significant Development Application (SSD-58210458) was submitted on 14 August 2023 for the project. Stantec prepared a Traffic and Parking Report as part of the submission.

During construction of the Ryde Hospital redevelopment, the hospital has to remain open to service needs of the community. With that in mind and to facilitate construction works, certain facilities need to be temporarily relocated on site and temporary facilities, including construction zones, need to be prepared as detailed in the section above.

The temporary works site areas are shown in Figure 1.1.

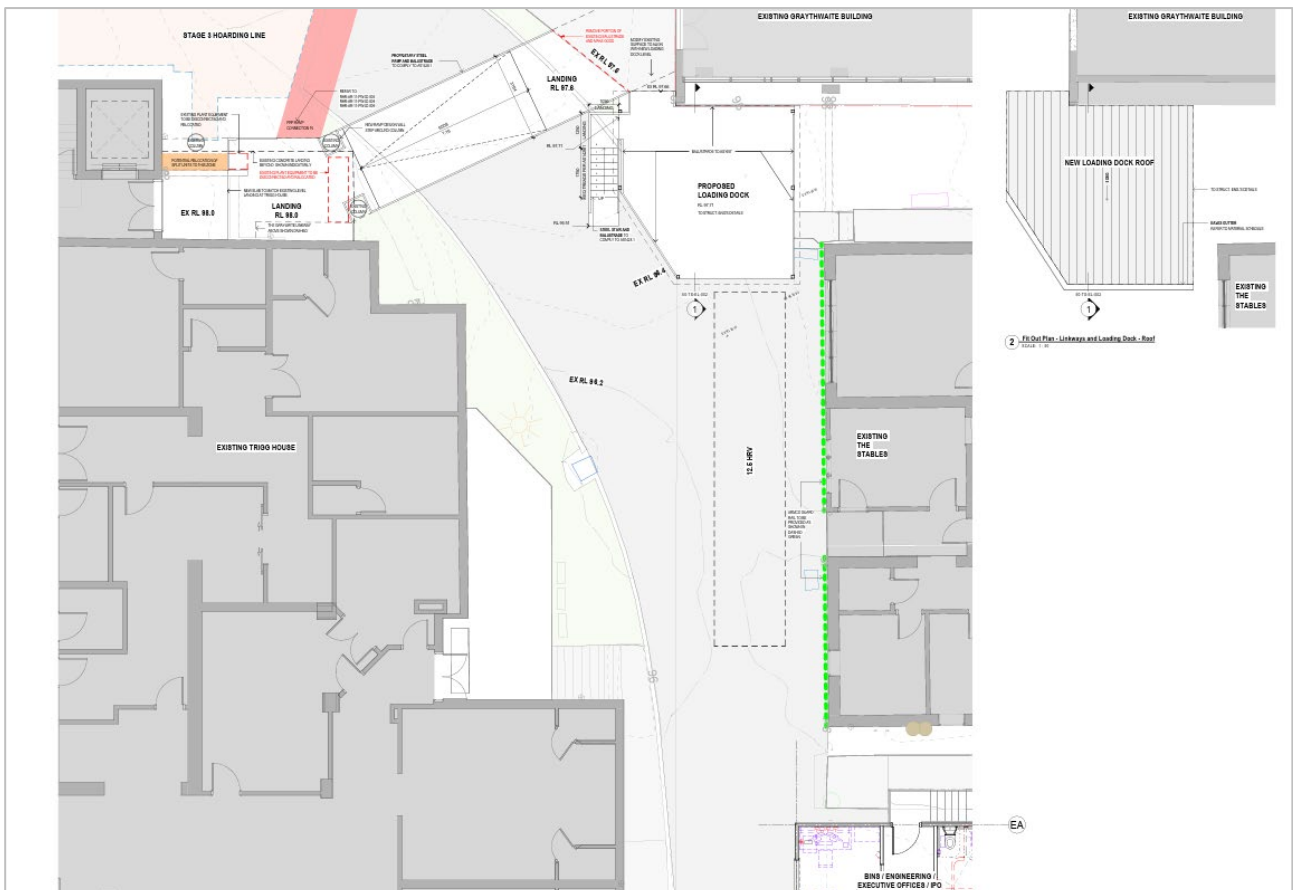
Figure 1.1 – Temporary Works Site Areas



Source: Temporary Structures – Proposed Site Plan, Drawing No. RHR-AR-DWG-10-TS-00-001 Revision 4, STH, 20 March 2024

The key temporary works area as discussed in the context of this report are shown in Figure 1.2 to Figure 1.4.

Figure 1.2 – Temporary Loading Dock (TS-TD in Figure 1.1)

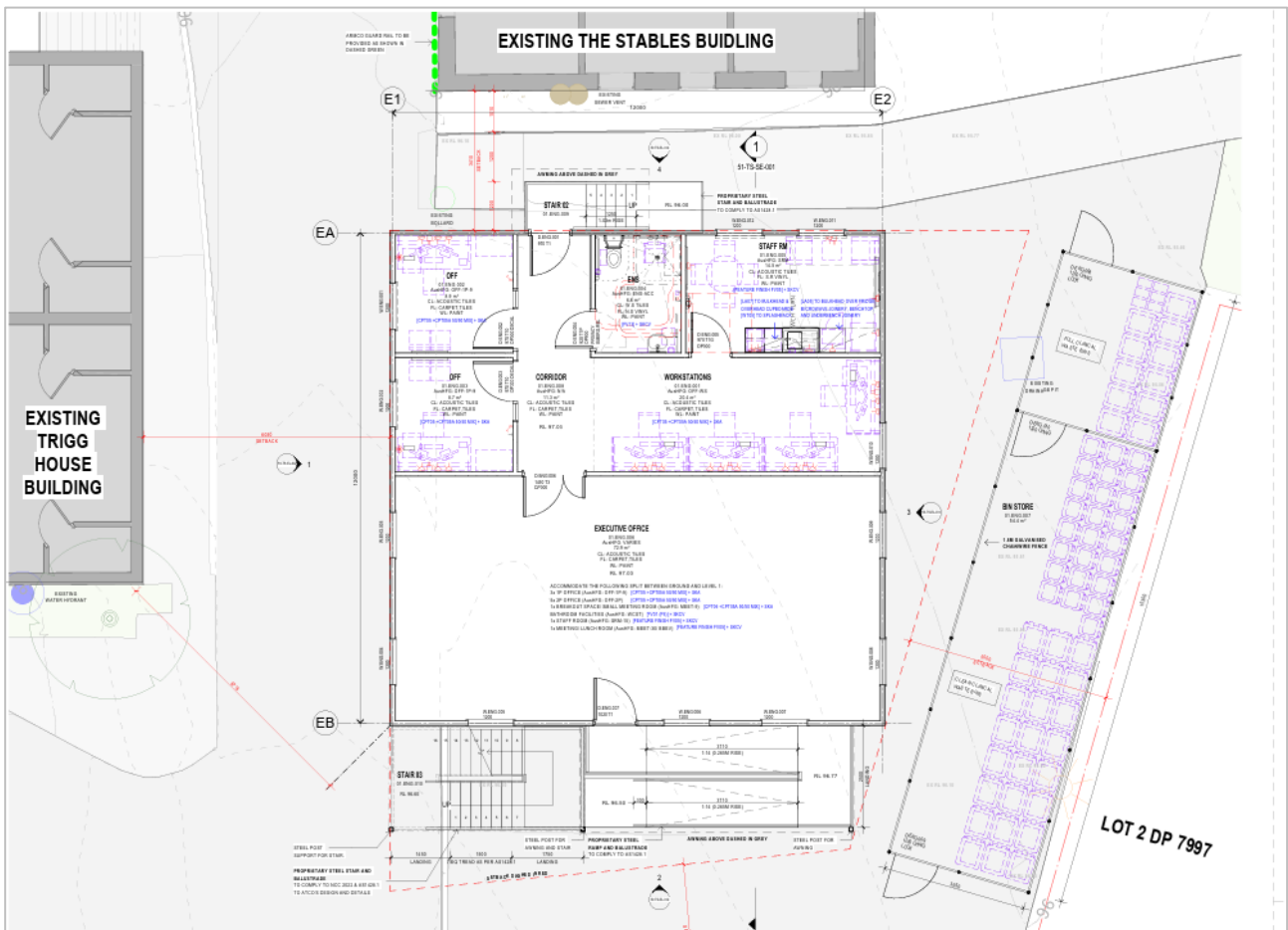


Source: Fit Out Plan – Linkway / Loading Dock, Drawing No. RHR-AR-DWG-61-TS-TD-001 Revision 4, STH, 20 March 2024

Architectural floor plan of the existing Community Mental Health Building. The plan shows a large rectangular building with a grid of rooms. Key areas include a central corridor (highlighted in yellow), a large parking lot (highlighted in yellow), and various rooms such as the Main Entrance, Waiting Room, Reception, Examination Rooms, and a large Conference Room. The plan also shows the building's connection to an adjacent structure labeled "EXISTING COMMUNITY MENTAL HEALTH BUILDING". The plan is marked with a grid from A to H and 1 to 10.

Design with **community** in mind

Figure 1.4 – Temporary building (TS-TB in Figure 1.1)



Source: Fit Out Plan – Bins / Engineering / Executive Offices/ IPO, Drawing No. RHR-AR-DWG-61-TS-TB-001 Revision 4, STH, 20 March 2024

2. Existing Conditions

2.1 Site Overview

The existing Ryde Hospital is located in Denistone and comprises Lot 10 DP1183279, Lot 11 DP1183279, Lot A DP323458 and Lot B DP323458. The subject site is bounded by Denistone Road, Fourth Avenue, Ryedale Road and Florence Avenue, and occupies approximately 72,333 square metres. Blue Gum High Forest, located in the sites southwest corner, occupies approximately 56 per cent of the existing site area. The subject site currently has a land use classification of SP2 – Infrastructure Health Services Facilities and is primarily surrounded by low density residential dwellings.

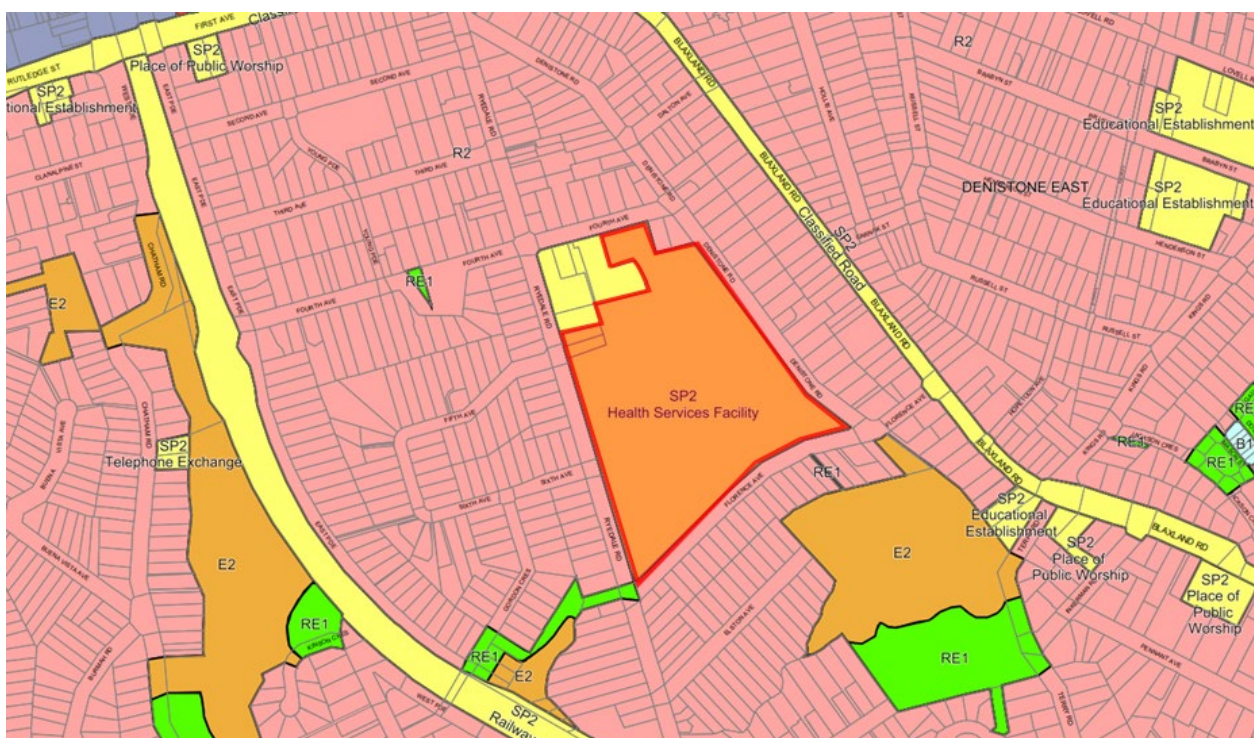
The location of Ryde Hospital and its surrounding environs is shown in Figure 2.1 and land zoning map is shown in Figure 2.2.

Figure 2.1 – Subject site and surrounding environs



Base image source: <https://www.street-directory.com.au/>, accessed 8 June 2021

Figure 2.2 – Land zoning map



Source: City of Ryde LEP 2014, Land Zoning Map – Sheet LZN_002

2.2 Road Network

Roads are classified according to the functions they perform. The main purpose of defining a road's functional class is to provide a basis for establishing the policies which guide the management of the road according to their intended service or qualities.

In terms of functional road classification, State roads are strategically important as they form the primary network used for the movement of people and goods between regions, and throughout the State. Transport for NSW is responsible for funding, prioritising and carrying out works on State roads. State roads generally include roads classified as freeways,

state highways, and main roads under the Roads Act 1993, and the regulation to manage the road system is stated in the Australian Road Rules.

Transport for NSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility, to high accessibility and low mobility. These road classes are:

Arterial Roads – Controlled by Transport for NSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.

Sub-Arterial Roads – Managed by either Council or Transport for NSW under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a sub region or provide connectivity from arterial road routes (regional links).

Collector Roads – Provide connectivity between local sites and the sub-arterial road network, and typically carry between 2,000 and 10,000 vehicles per day.

Local Roads – Provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

Key roads surrounding the site are discussed below.

Denistone Road

Denistone Road functions as a collector road, aligned in a north south direction bounding the eastern side of the hospital. Near the site, Denistone Road is around 12 metres wide and configured with one travel lane in each direction separated by a 1.5-metre-wide painted median. Denistone Road provides primary access to Ryde Hospital, including main entrance/ emergency pick up and drop off area, public and staff on-site parking and emergency services and logistics access.

Parking is generally unrestricted on both sides of the road, with the exception of restrictions along the site frontage including 2P, loading zone and Visiting Medical Officer (VMO) parking. Denistone Road has a posted speed limit of 50 kilometres per hour, reduced to a 40 kilometres per hour “hospital zone” between Florence Avenue and Fourth Avenue.

Ryedale Road

Ryedale Road functions as a collector road, aligned in a north south direction bounding the western side of the hospital. The road provides access between West Ryde and Eastwood and is around 10.5 metres wide, configured with one travel lane in each direction separated by double dividing lines. Parking is generally unrestricted on both sides of the road, with the exception of two spaces subject to 3P restrictions and two spaces subject to five-minute parking restrictions on the eastern side of the road north of Fifth Avenue. Ryedale Road has a posted speed limit of 50 kilometres per hour.

Ryedale Road has a steep decline south of Fifth Avenue in the southbound direction, with reduced sight distance at the crest of the hill near Fifth Avenue.

Blaxland Road

Blaxland Road is a classified State Road functioning as an arterial road and aligned in a general north south direction. It provides two travel lanes in each direction and is a key road used to access Ryde Hospital providing connection to the M2 Motorway in the north and Lane Cove Road in the south. Blaxland Road has a posted speed limit of 60 kilometres per hour.

Fourth Avenue

Fourth Avenue functions as a local road aligned in an east west direction with one travel lane in each direction. Parking is unrestricted on the northern side and subject to 3P restrictions along the hospital frontage on the southern side. Fourth Avenue has a posted speed limit of 50 kilometres per hour.

Florence Avenue

Florence Avenue functions as a local road aligned in an east west direction with one travel lane in each direction. The road intersects with Blaxland Road in the east and Ryedale Road in the west. Parking is unrestricted on both sides of the road. Florence Avenue has a posted speed limit of 50 kilometres per hour.

First Avenue

First Avenue is a classified State Road functioning as an arterial road aligned in an east west direction. It has two travel lanes in each direction. The road travels through Eastwood town centre intersecting with Blaxland Road to the east and transitioning into Rutledge Street to the west. First Avenue has a posted speed limit of 60 kilometres per hour.

2.3 Site Access and On-Site Car Parking

Access to Ryde Hospital is provided from Denistone Road, Fourth Avenue and Ryedale Road. The main visitor, staff parking, logistics and emergency access are via various access points on Denistone Road and the P5 staff only car park on Ryedale Road.

The Hospital currently includes five main car parking areas separated into P1, P1A, P4, P5 and P6 car parks. In combination, they service most staff and visitor parking demand. Additional parking is provided along the internal road and adjacent to existing buildings with use of such limited parking generally restricted to staff, visiting medical officers (VMOs) and emergency vehicles. The main car parking areas and site access arrangements are illustrated in Figure 2.3.

Figure 2.3 – Site access arrangements and main existing car parking areas

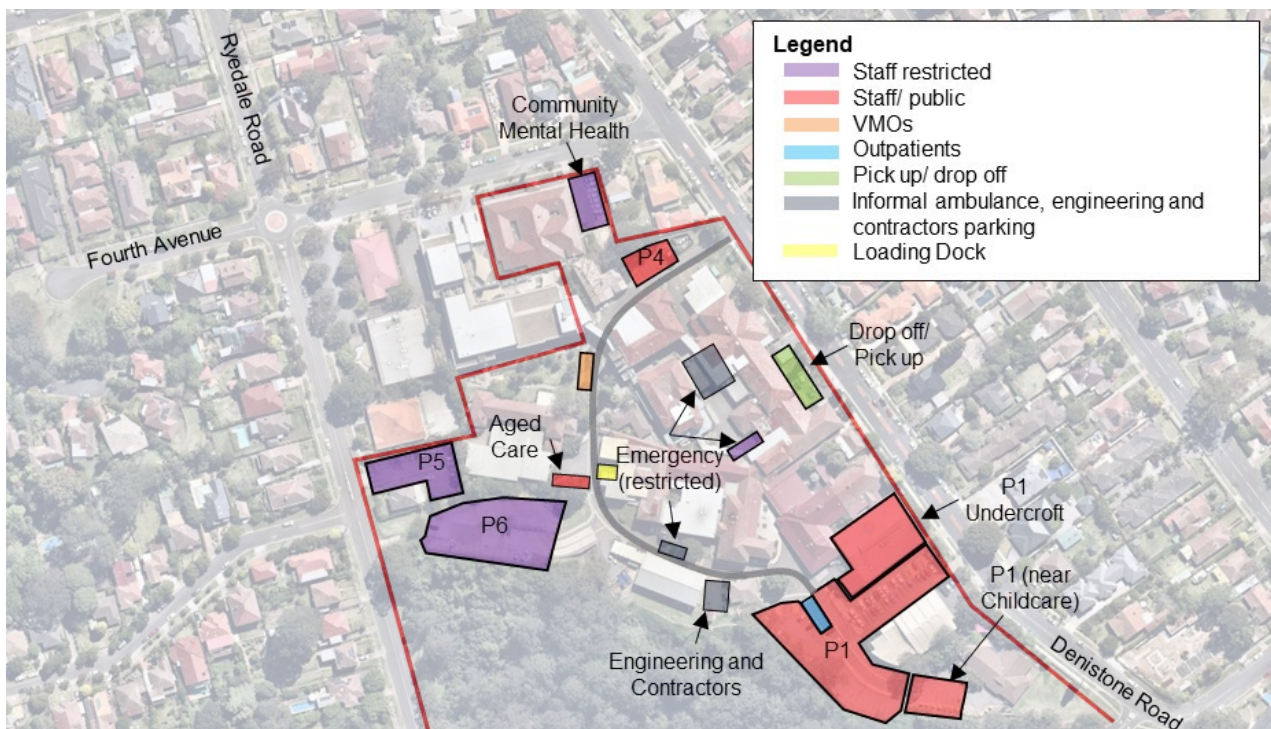


Base image source: Silver Thomas Hanley Architects, drawing no. RHR-AR-DWG-02-PW-00-002, rev. E, dated 24 March 2023

2.4 Car Parking Supply

Stantec compiled an inventory of all on-site car parking in October 2021. The existing Ryde Hospital car parking areas are shown indicatively in Figure 2.4.

Figure 2.4 – Ryde Hospital parking facilities



Base image source: Nearmap

Ryde Hospital

Overall, the existing Ryde Hospital accommodates 271 parking spaces including the Community Mental Health Services building. Majority of parking spaces (60 per cent) are unallocated, hence can be used by either staff or public. There are currently 16 parking spaces near the existing childcare centre, excluding two staff only spaces, that were observed to be used by staff/ public visiting the hospital as there is no existing signage allocating these spaces to the centre. As such, these spaces are assumed to be part of the hospitals existing supply. The existing on-site parking supply is summarised in Table 2.1. This excludes any informal parking areas.

Table 2.1 – Existing (October 2021) Ryde Hospital parking supply

Area	Description	Staff/ Fleet	Staff/ Public	Accessible	VMOs	Outpatients	Other ^[1]	Total Supply
P1	General	-	82	8	-	6	-	96
	Undercroft	-	31	-	-	-	-	31
	Near Child Care ^[2]	-	16	-	-	-	-	16
P4		-	13	1	-	-	-	14
P5		28 ^[3]	-	-	-	-	-	28
P6 ^[4]		53	-	-	-	-	-	53
Community Mental Health		8 ^[5]	-	-	-	-	-	8
Internal Road	Aged Care	-	3	1	-	-	-	4
	General	5	-	-	2	-	9	11
Emergency	Restricted Access	3	-	-	-	-	1 ^[6]	4
Main Entry/ ED	Pick up/ Drop off	-	-	3	-	-	3	6
Total		84^[3]	145	13	2	6	13	271

[1] Includes service vehicles, patient transfer space, three drop off and pick up bays (excluding accessible) and restricted parking bays (chaplain parking, engineering etc.)

[2] Excludes dedicated child care staff parking spaces/ drop off and pick up area

[3] Includes nine fleet parking spaces, two family care centre (camelia cottage) spaces and one restricted space

[4] A total of 26 spaces in P6 are restricted during the AM period in P6 to provide on-site parking for staff working afternoon/ evening shifts. Therefore, during the AM period only 58 spaces are available to staff

[5] Includes eight fleet parking spaces

[6] One patient transfer parking bay is designated, with the remaining ambulances observed to informally park in a restricted parking area with capacity for up to four ambulances.

The review indicates that 92 staff only spaces, 145 general spaces, 13 accessible, six outpatient and two VMO spaces are provided on-site. A further 13 spaces are allocated to service vehicles, ambulance parking, drop off and pick up activity (excluding accessible) and restricted parking (chaplain parking etc.).

Ambulance Parking

The hospital is currently supported by an informal¹ ambulance/ emergency services parking area, shown in Figure 2.4. One patient transfer parking bay is designated, with the remaining ambulances observed to informally park in a restricted parking area with capacity for up to four ambulances as shown in Figure 2.5. Informal¹ ambulance parking is also provided along an ambulance only loop road providing accessing to the Birthing Unit accessed along the internal road as shown in Figure 2.6.

Figure 2.5 – Informal ambulance parking in restricted parking area

Figure 2.6 – Informal ambulance parking along internal road (birthing unit access)


¹ No line marked parking bays

Child Care

A child care is currently provided at the south-eastern corner of the hospital accessed through P1 from Denistone Road, shown in Figure 2.4. The child care has one staff parking space and at adjacent drop off/ pick up zone as shown in Figure 2.7. These spaces have been excluded from the Ryde Hospital parking inventory.

Figure 2.7 – Child Care parking (excluded from Ryde Hospital parking supply)



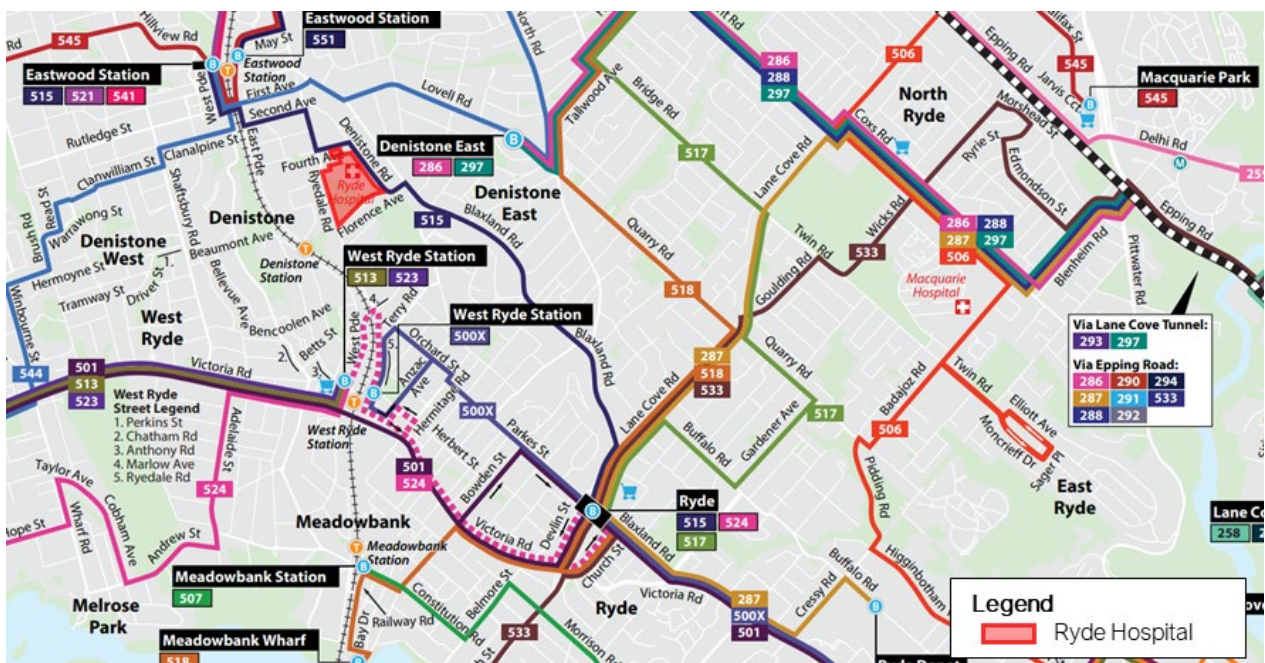
2.5 Public Transport

A bus stop is provided at the main hospital entrance on Denistone Road, serviced by route 515 travelling from Eastwood Station to Top Ryde City Shopping Centre operating at a 15 minute frequency during the peaks, and 60 minutes during off-peak periods.

Denistone railway station and Eastwood railway station are respectively located around 500 metres (seven-minute walk) and 1.1 kilometres (13 minute walk) from the site. While Denistone railway station is closer, the route to Eastwood involves significantly less grades and the station is co-located with retail and food and beverage outlets hence both stations are likely used by existing staff. Both stations are on the T9 Northern Line, connecting to northern and central Sydney as well as Sydney CBD. Services generally operate at a frequency of 15 minutes.

The surrounding public transport network is shown in Figure 2.8.

Figure 2.8 – Surrounding public transport network



Base image source: [R7NetworkMap260422.indd \(transportnsw.info\)](https://www.transportnsw.info/), accessed March 2023

The “Shop Ryder” is a free community bus service provided by the City of Ryde Council. It operates from Wednesday to Saturday between 8:30am to 2:00pm at a frequency of 60 minutes. The bus stops on Denistone Road at the existing bus stop located near the hospital entrance and travels through Gladesville, Meadowbank and West Ryde. Stops include Top Ryde City Shopping Centre, Meadowbank Station, West Ryde Station and Eastwood Station.

2.6 Active Transport

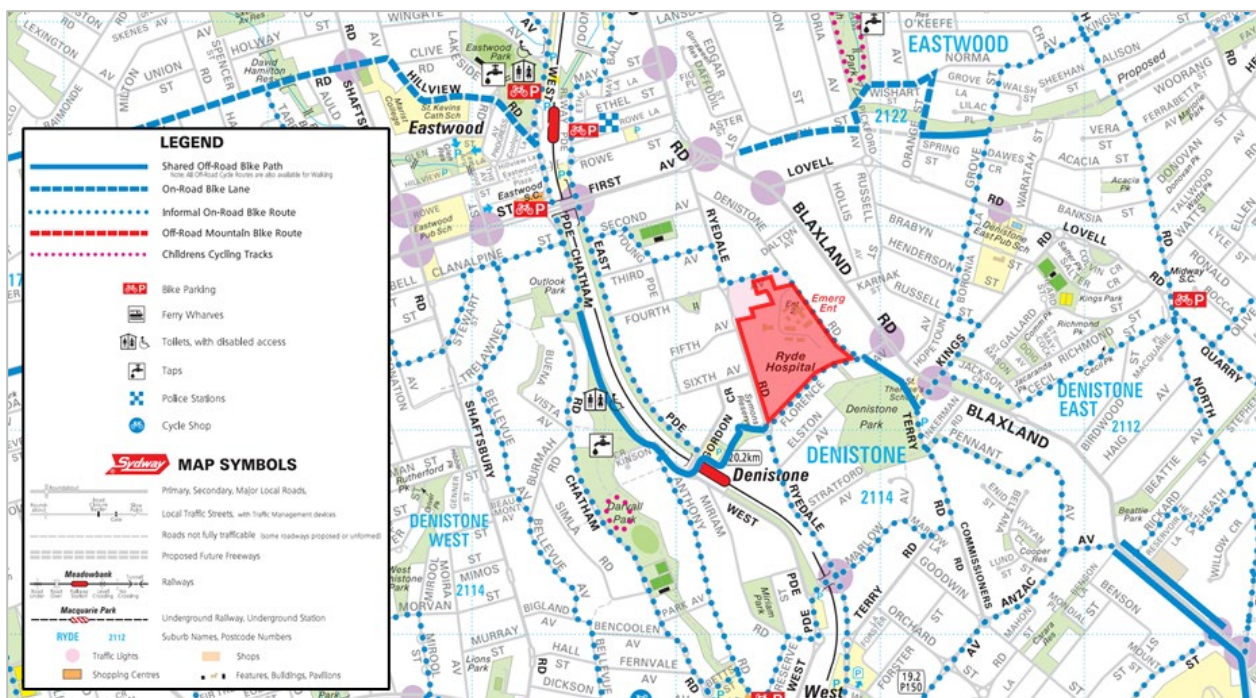
Pedestrian footpaths are generally provided on both sides of surrounding roads. Key routes include towards Denistone railway station, notwithstanding the steep gradient to/ from the hospital, and Eastwood railway station and surrounding retail precinct. Pedestrian crossings are provided on the eastern, northern and southern legs of the First Avenue/ Rutledge Street signalised intersection, facilitating pedestrian movements to/ from the station.

On road cycle routes are provided along Florence Avenue, Fourth Avenue and Ryedale Road. These routes provide connection to nearby stations including Eastwood, West Ryde and Denistone as well as surrounding suburbs.

Bicycle parking racks are provided on site located in P1 and P4. Three shower facilities are also provided on-site located in Denistone House and the staff accommodation/ dining building.

The surrounding cycle network is shown in Figure 2.9.

Figure 2.9 – Surrounding cycle network



Base image source: [City of Ryde Bike Map](#), accessed March 2023

2.7 Loading and Servicing Areas

The hospital is currently supported by a loading dock along its internal road near car park 6, as shown in Figure 2.10 and Figure 2.11.

Figure 2.10 – Internal road, looking towards loading dock on right



Figure 2.11 – Existing loading dock



The loading dock is able to accommodate two vehicles that typically include vehicles up to 8.8 metre Medium Rigid Vehicles. Notwithstanding, vehicles up to 10 metres have been observed to use the dock.

3. Loading Appraisal

Overview

The main works site as shown in Figure 1.1 (subject to a separate application), will cut off the existing internal hospital road that circulates the site just north of the existing loading dock. As such, the loading dock will be relocated to near car park 4 as shown in Figure 1.1 and Figure 1.2. The temporary loading dock has been designed to accommodate the required volume of deliveries required by the existing hospital, as well as to ensure effective access to the adjacent ambulance parking area is maintained at all times as discussed below.

Adequacy of Dock

Ryde currently has around 52 scheduled deliveries per week, comprising regular groups including various food deliveries, medical consumables and linen deliveries. These scheduled deliveries are typically completed by larger vehicles, including around 12 metre long Heavy Rigid Vehicles for linen. The hospital is otherwise serviced by unscheduled deliveries typically completed by smaller vehicles (vans/ cars) for pathology, pharmacy, SSD, mail, parcels, among others.

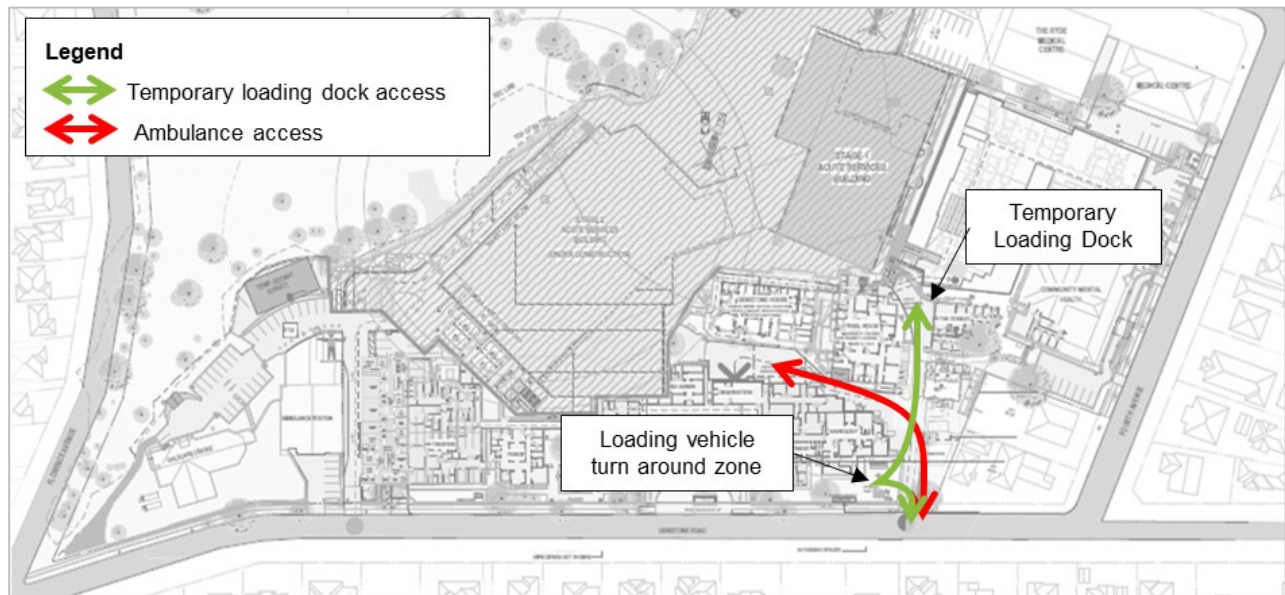
NSLHD has prepared a schedule for deliveries to the temporary dock according to dock availability. The current schedule allocates around eight to 12 deliveries per day between 5:00am to 6:00pm. Each delivery is allocated around a 20 minute to one hour window, with the dock expected to be otherwise empty to accommodate any unscheduled/ ad-hoc deliveries. As such, the dock is expected to be empty and available for unscheduled deliveries for at least five hours a day. Any vehicle that arrives when the dock is in use will be able to store in the turnaround bay to ensure access by ambulances is never interrupted. NSLHD will be responsible to ensure all service vehicle drivers arriving to site are aware of and understand the loading dock management strategy and operate within its requirements.

Dock Access

To ensure loading vehicles travel forward in and forward out when accessing site, a turnaround area is provided on-site adjacent to Denistone Road as shown in Figure 3.1. This area is subject to a separate works approval application and is not under assessment as part of this REF. All vehicles would enter in a forward direction, turn around and reverse back to the dock. The provision of this separate turning area is critical to ensure that loading vehicle movements do not impact access by emergency vehicles as it provides vehicles opportunities to store on site outside of the travel path of incoming ambulances as required.

To ensure appropriate access, any vehicles greater than an 8.8m Medium Rigid Vehicles will be required to arrive from the north and turn right into site. A swept path assessment of the arrangement has been completed and provided in Appendix B, indicating appropriate access for vehicles up to 12.5m Heavy Rigid Vehicles.

Figure 3.1 – Temporary loading dock access



Base Image Source: AW Edwards, provided February 2024

4. Parking Appraisal

The temporary works will result in the temporary loss of around 56 parking spaces. This includes:

- Removal of 14 parking spaces in car park 4
- Removal of around 21 parking spaces in Graythwaite Basement car park
- Removal of around 21 parking spaces in car park 1, following construction of the column grid to support the ICU/CCU.

The Church of Latter Day Saints located at 412-420 Blaxland Road, around 550 metres (seven minute walk) south-east of the hospital, has agreed for the Hospital to use their car park to offset the temporary loss of parking. The Church has agreed to allow NSLHD staff to use of the car park during construction.

The Church has a parking supply for around 60 spaces as shown in Figure 4.1. The car park would be exclusively used by staff to ensure parking spaces on site are reserved for public use. There are appropriate at-grade pedestrian connections between the Church and hospital, including footpaths and alternate routes either through Denistone Park or along Blaxland Road as desired, with signalised crossing points at each major intersection along Blaxland Road. Staff could also catch the 515-bus service between the Church and hospital, noting a bus stop is available directly in front of the Church and connects staff to the main entrance along Denistone Road. The bus operates every 15 minutes during peak periods, and 30 minutes off peak, and the travel time between the car park and hospital is approximately three minutes.

A communication plan will be developed by NSLHD during construction that directs staff to park at the off-site car park. This plan would communicate the availability of a direct bus connection and therefore advertise the convenience of this parking solution for staff.

Figure 4.1 – Potential off-site parking area during construction



Base Image Source: Nearmap

Given loss of around 56 spaces, provision of 60 spaces off-site offset this loss. As part of this strategy, any parking spaces that remain on site will be prioritized for use by public.

5. Traffic Appraisal

The Temporary Works will not result in a change in traffic generation of the Ryde Hospital. Further, it will result in a minor redistribution of vehicular activity internal to the precinct, with only minimal, if any, change expected external to the site. As such, the Temporary Works are not expected to result in any change to traffic conditions around the site and could not be expected to compromise the safety or function of the surrounding road network.

6. Design Review

Any modifications to existing parking areas, namely including within car park 1 and Graythwaite car park, will be designed to meet the requirements outlined in the following documents:

- Australian Standard for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009)
- Sustainable Hospital Car Park Investment Program (SHCPIP) Volume 3, Hospital Car Park Design Guidelines V1.2, Health Infrastructure, May 2019.

It is noted that the designs are continuing to be developed, however key considerations include:

- need to maintain a 5.8 metre wide aisle with 0.3 metre additional width to any bollard associated with the temporary works area in the Graythwaite car park, in accordance with AS/NZS2890.1:2004.
- need to ensure any column associated with the ICU/CCU in car park 1 is located outside of the car parking envelope as detailed in Figure 5.2 of AS/NZS2890.1:2004
- need to ensure minimum height clearance of 2.0 metres is provided, consistent with the existing height clearance requirements.

7. Construction Impact

The preparation of a Construction Traffic Management Plan (CTMP) will be undertaken by the contractor, however in order to understand the potential construction impacts, Stantec has prepared a preliminary CTMP contained in Appendix B.

8. Summary

On the above basis, the proposed temporary works are expected to have a minimal impact to the existing parking and traffic conditions within Ryde Hospital nor on the surrounding road network.

Further, NSLHD will be responsible to ensure all service vehicle drivers arriving to site are aware of and understand the loading dock management strategy and operate within its requirements. A communication plan will also be developed by NSLHD during construction that directs staff to park at the off-site car park, and prioritises any on-site parking for use by public.

I trust this is satisfactory; should you have any questions, please do not hesitate to contact me directly.

Yours sincerely

Stantec Australia Pty Ltd



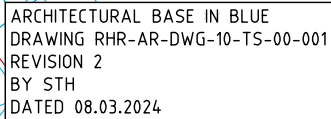
Karen McNatty
Senior Principal - Transport

Encl.

Appendix A – Swept Path Assessment

Appendix B – Preliminary Construction Traffic Management Plan

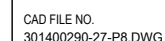
Appendix A. Swept Path Assessment



BWARE OF UNDERGROUND SERVICES
THE LOCATIONS OF UNDERGROUND SERVICES ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE. NO GUARANTEE IS GIVEN THAT ALL EXISTING SERVICES ARE SHOWN.

APPROVED BY
K.MCNATTY

DATE ISSUED
12 MARCH 2024



DRAWING NO. 301400290-27-01

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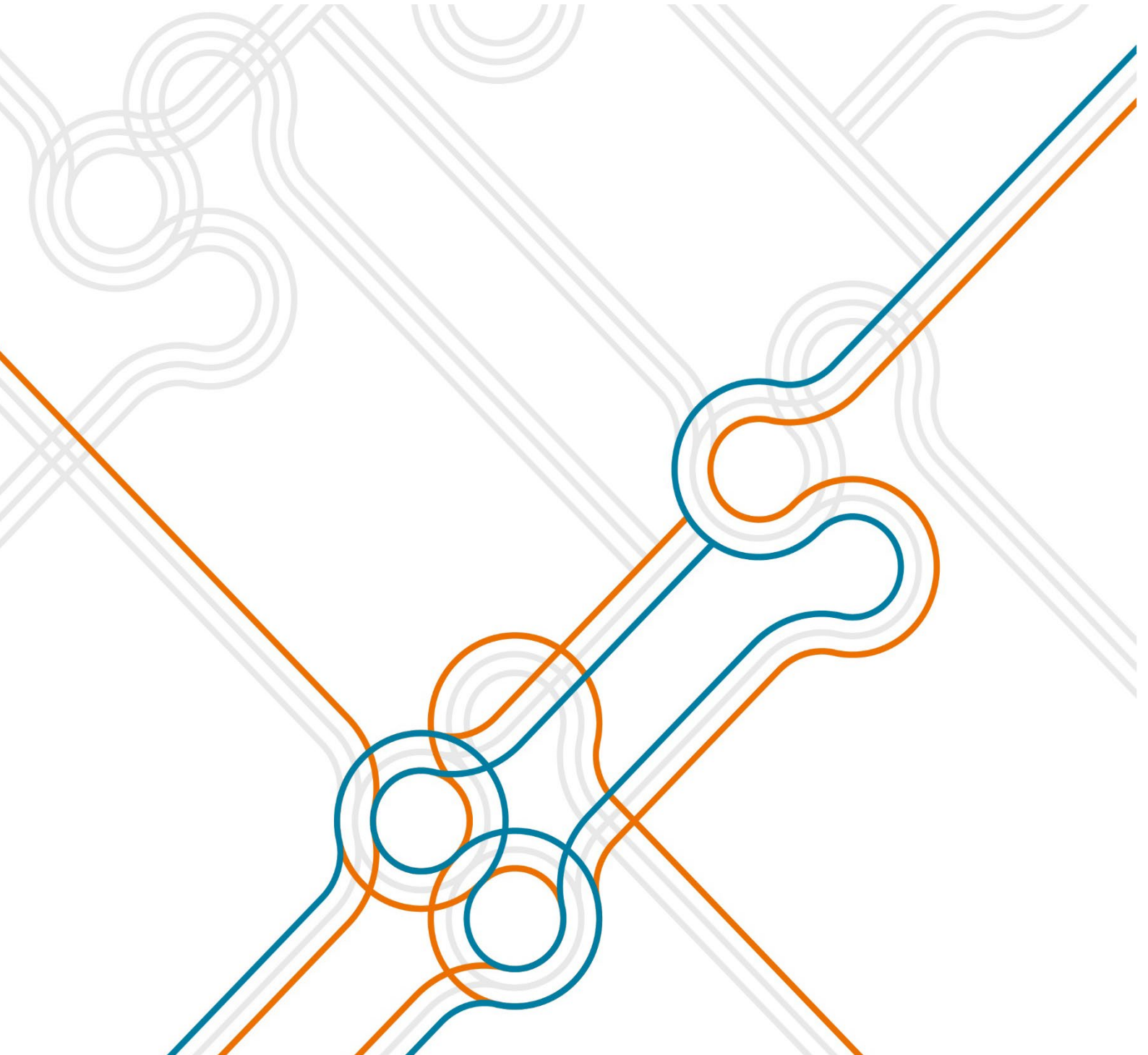
Appendix B. Preliminary Construction Traffic Management Plan

Ryde Hospital Redevelopment

Temporary Works – Preliminary Construction Traffic Management Plan

Prepared for: A W Edwards Pty Ltd

Ref: 300304854 | Date: 27 March 2024



Revision

Revision	Date	Comment	Prepared By	Reviewed By	Approved By
A	27 March 2024	Final	Connor Hoang & Ingrid Bissaker	Ingrid Bissaker	Karen McNatty

Karen McNatty

For and on behalf of

Stantec Australia Pty Ltd

L9, The Forum, 203 Pacific Highway, St Leonards NSW 2065

Acknowledgment of Country

In the spirit of reconciliation, Stantec acknowledges the Traditional Custodians of country throughout Australia and their connections to land, sea and community. We pay our respect to their Elders past and present, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

Limitations

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1. Introduction

1.1 Background

A W Edwards has been commissioned to carry out Temporary Works at Ryde Hospital to ensure that the ongoing operation of the hospital is not impacted during construction of the Ryde Hospital Redevelopment. Stantec has prepared this preliminary Construction Traffic Management Plan (CTMP) on behalf of A W Edwards as part of the Temporary Works package to support the Review of Environmental Factors.

In this regard, the overarching principles of traffic management during the construction activity have been considered, including:

- providing an appropriate and convenient environment for pedestrians
- minimising the impact on pedestrian and cyclist movements
- maintaining appropriate public transport access
- minimising the loss of parking
- maintaining access to/ from adjacent buildings
- restricting construction vehicle movements to designated routes to/ from the site
- managing and control construction vehicle activity near the site
- carrying out construction activity in accordance with Council's approved hours of works.

This preliminary CTMP has been prepared by qualified transport consultants who hold the SafeWork NSW Traffic Control Work Training Card. Details of the accredited consultants are provided below:

- Ingrid Bissaker – Authorisation No. TCT0029970.

1.2 Purpose of this Report

This report examines the transport related impacts associated with the Ryde Hospital temporary works construction on the surrounding road network. This includes vehicles, cyclists and pedestrians and details the mitigation measures necessary to address specific construction related impacts. It aims to maintain the safety of all workers and road users in the vicinity of the construction site, with the following objectives:

- identify the need for adequate and compliant traffic management requirements in the vicinity of the Ryde Hospital
- provide continuous, safe and efficient movement of traffic for both the general public and construction workers
- establish a safe pedestrian environment around and near the site
- inform all contractors and set the ground rules for managing traffic associated with the construction site.

1.3 References

In preparing this report, reference has been made to the following:

- several inspections of the site and its surrounds
- Traffic Control at Work Sites Technical Manual, TfNSW, February 2022
- Australian Standard AS1742.3:2019 'Manual of Uniform Traffic Control Devices – Traffic control for works on roads
- Austroads Guide to Temporary Traffic Management series (2021)
- other documents referenced in this report.



2. Existing Conditions

2.1 Location

The existing Ryde Hospital is in Denistone and comprises Lot 10 DP1183279, Lot 11 DP1183279, Lot A DP323458 and Lot B DP323458. The site is bounded by Denistone Road, Fourth Avenue, Ryedale Road and Florence Avenue, and occupies 72,333 square metres. Forested area, known as Blue Gum High Forest occupies in the south-west corner of the site and covers about 56 per cent of the existing site. The site has a land use classification of SP2 – Infrastructure Health Services Facilities and is primarily surrounded by low density residential dwellings. Other independent medical centres including the Graythwaite Rehabilitation Centre (accessed via Fourth Avenue) and PRP Diagnostic Imaging (accessed via Ryedale Road) are also adjacent to the site.

The location of Ryde Hospital and its surrounding environs is shown in Figure 1 and Figure 2.

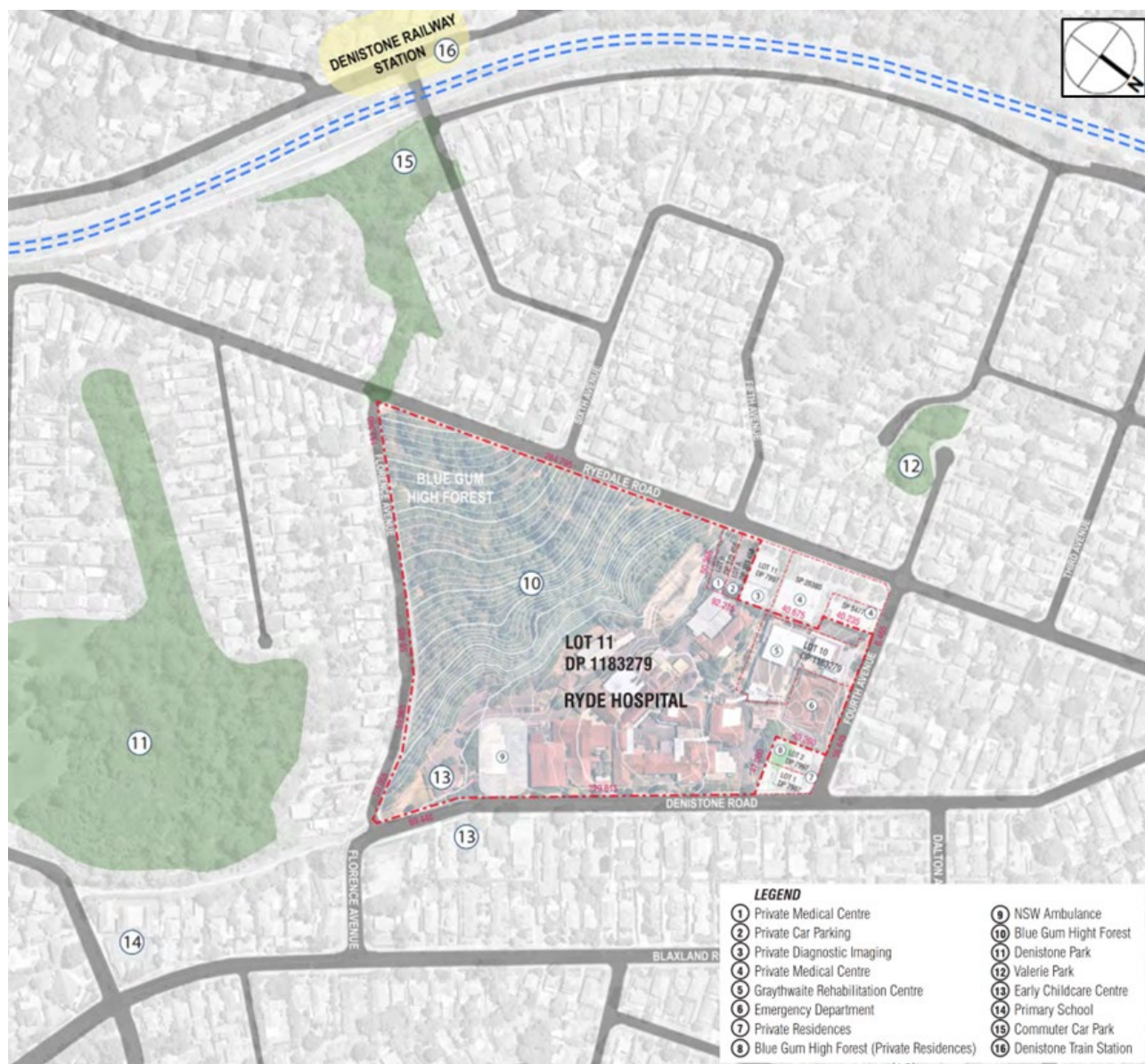
Figure 1: Subject site and surrounding environs



Base image source: <https://www.street-directory.com.au/>, accessed June 2023



Figure 2: Ryde Hospital and surrounds



Source: Silver Thomas Hanley Architecture, drawing no. RHR-AR-DWG-02-PW-00-001, rev. E, dated 24 March 2023

2.2 Road Network

2.2.1 Road Hierarchy

Roads are classified according to the functions they perform. The main purpose of defining a road's functional class is to provide a basis for establishing the policies which guide the management of the road according to their intended service or qualities.

In terms of functional road classification, State roads are strategically important as they form the primary network used for the movement of people and goods between regions, and throughout the State. Transport for NSW is responsible for funding, prioritising and carrying out works on State roads. State roads generally include roads classified as freeways, state highways, and main roads under the Roads Act 1993, and the regulation to manage the road system is stated in the Australian Road Rules.

Transport for NSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility, to high accessibility and low mobility. These road classes are:

Arterial Roads – Controlled by Transport for NSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.



Sub-Arterial Roads – Managed by either Council or Transport for NSW under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a sub region or provide connectivity from arterial road routes (regional links).

Collector Roads – Provide connectivity between local sites and the sub-arterial road network, and typically carry between 2,000 and 10,000 vehicles per day.

Local Roads – Provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.

Key roads surrounding the site are discussed below and illustrated in Figure 1.

2.2.2 Existing Road Network

Denistone Road

Denistone Road functions as a collector road, aligned in a north south direction bounding the eastern side of the hospital. Near the site, Denistone Road is around 12 metres wide and configured with one travel lane in each direction separated by a 1.5-metre-wide painted median. Denistone Road provides primary access to Ryde Hospital, including main entrance/ emergency pick up and drop off area, public and staff on-site parking and emergency services and logistics access.

Parking is generally unrestricted on both sides of the road, with the exception of restrictions along the site frontage including 2P, loading zone and Visiting Medical Officer (VMO) parking. Denistone Road has a posted speed limit of 50 kilometres per hour, reduced to a 40 kilometres per hour “hospital zone” between Florence Avenue and Fourth Avenue.

Ryedale Road

Ryedale Road functions as a collector road, aligned in a north south direction bounding the western side of the hospital. The road provides access between West Ryde and Eastwood and is around 10.5 metres wide, configured with one travel lane in each direction separated by double dividing lines. Parking is generally unrestricted on both sides of the road, with the exception of two spaces subject to 3P restrictions and two spaces subject to five-minute parking restrictions on the eastern side of the road north of Fifth Avenue. Ryedale Road has a posted speed limit of 50 kilometres per hour.

Ryedale Road has a steep decline south of Fifth Avenue in the southbound direction, with reduced sight distance at the crest of the hill near Fifth Avenue.

Blaxland Road

Blaxland Road is a classified State Road functioning as an arterial road and aligned in a general north south direction. It provides two travel lanes in each direction and is a key road used to access Ryde Hospital providing connection to the M2 Motorway in the north and Lane Cove Road in the south. Blaxland Road has a posted speed limit of 60 kilometres per hour.

Fourth Avenue

Fourth Avenue functions as a local road aligned in an east west direction with one travel lane in each direction. Parking is unrestricted on the northern side and subject to 3P restrictions along the hospital frontage on the southern side. Fourth Avenue has a posted speed limit of 50 kilometres per hour.

Florence Avenue

Florence Avenue functions as a local road aligned in an east west direction with one travel lane in each direction. The road intersects with Blaxland Road in the east and Ryedale Road in the west. Parking is unrestricted on both sides of the road. Florence Avenue has a posted speed limit of 50 kilometres per hour.

First Avenue

First Avenue is a classified State Road functioning as an arterial road aligned in an east west direction. It has two travel lanes in each direction. The road travels through Eastwood town centre intersecting with Blaxland Road to the east and transitioning into Rutledge Street to the west. First Avenue has a posted speed limit of 60 kilometres per hour.



1.1.1 Surrounding Intersections

The key intersections surrounding the site include:

- Blaxland Road/ Florence Avenue (signalised)
- Blaxland Road/ Dalton Avenue (priority controlled)
- Fourth Avenue/ Denistone Road (priority controlled)
- Ryedale Road/ Fourth Avenue (roundabout)
- Ryedale Road/ Florence Avenue (roundabout)
- Ryedale Road/ First Avenue (priority controlled).

2.3 Site Access and On-Site Car Parking

Access to Ryde Hospital is provided from Denistone Road, Fourth Avenue and Ryedale Road. The main visitor, staff parking, logistics and emergency access are via various access points on Denistone Road and the P5 staff only car park on Ryedale Road.

The Hospital currently includes five main car parking areas separated into P1, P1A, P4, P5 and P6 car parks. In combination, they service most staff and visitor parking demand. Additional parking is provided along the internal road and adjacent to existing buildings with use of such limited parking generally restricted to staff, visiting medical officers (VMOs) and emergency vehicles. The main car parking areas and site access arrangements are illustrated in Figure 3.

Figure 3: Site access arrangements and main existing car parking areas



Base image source: Silver Thomas Hanley Architects, drawing no. RHR-AR-DWG-02-PW-00-002, rev. E, dated 24 March 2023



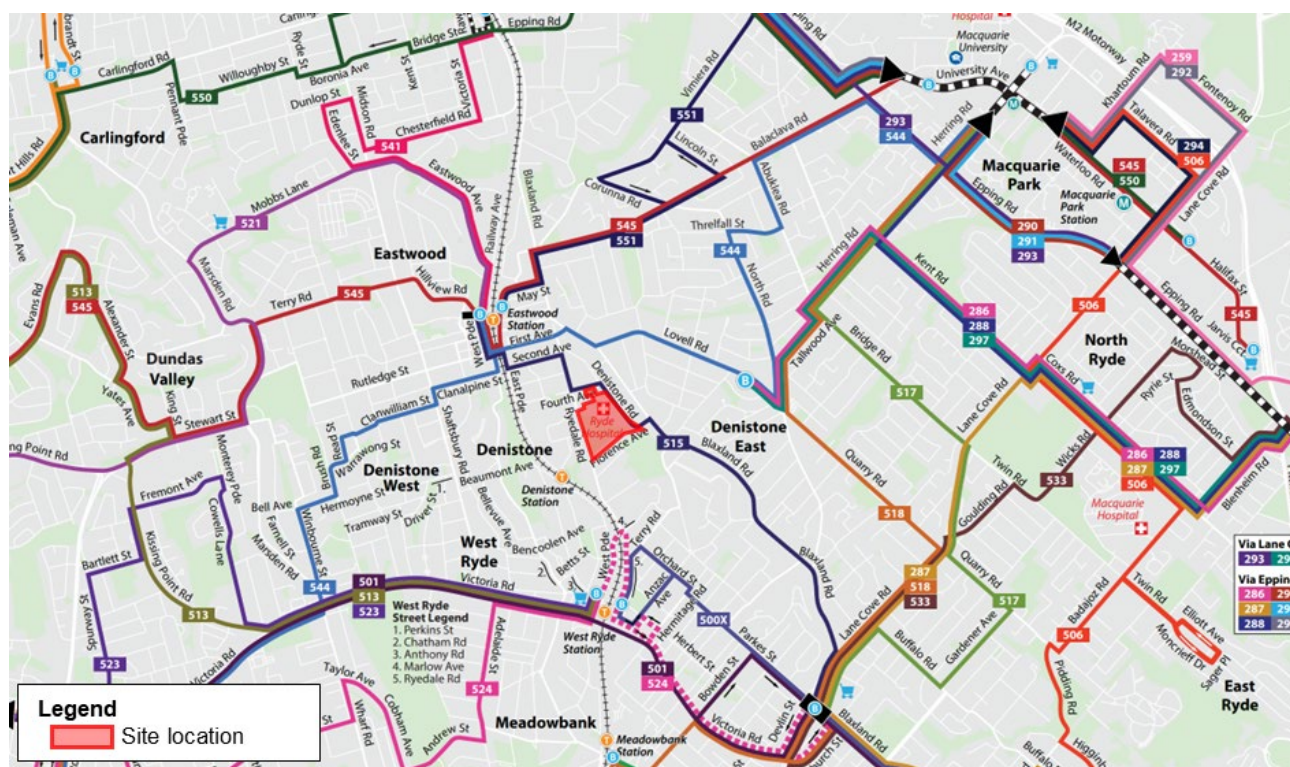
2.4 Public Transport

A bus stop is provided at the main hospital entrance on Denistone Road, serviced by route 515 travelling from Eastwood Station to Top Ryde City Shopping Centre operating at 15-minute frequencies during the peaks, and 60 minutes during off-peak periods.

Denistone and Eastwood railway stations are respectively located around 500 metres (seven-minute walk) and 1.1 kilometres (13-minute walk) from the site. While Denistone railway station is closer, the route to Eastwood involves significantly less grades and the station is co-located with retail and food and beverage outlets hence both stations are likely used by existing staff. Both stations are on the T9 Northern Line, connecting to northern and central Sydney as well as Sydney CBD. Services generally operate at 15-minute frequencies.

The surrounding public transport network is shown in Figure 4.

Figure 4: Surrounding public transport network



Base image source: <https://transportnsw.info/document/5788/r7networkmap260422.pdf>, accessed June 2023

The “Shop Ryder” is a free community bus service provided by the City of Ryde Council. It operates from Wednesday to Saturday between 8:30am and 2:00pm at a 60-minute frequency. The bus stops on Denistone Road at the existing bus stop near the hospital entrance and travels through Gladesville, Meadowbank and West Ryde. Stops include Top Ryde City Shopping Centre, Meadowbank Station, West Ryde Station and Eastwood Station.

2.5 Active Transport

Pedestrian footpaths are generally provided on both sides of surrounding roads. Key routes include towards Denistone railway station, notwithstanding the steep gradient to/ from the hospital, and Eastwood railway station and surrounding retail precinct. Pedestrian crossings are provided on the eastern, northern and southern legs of the First Avenue/ Rutledge Street signalised intersection, facilitating pedestrian movements to/ from the station.

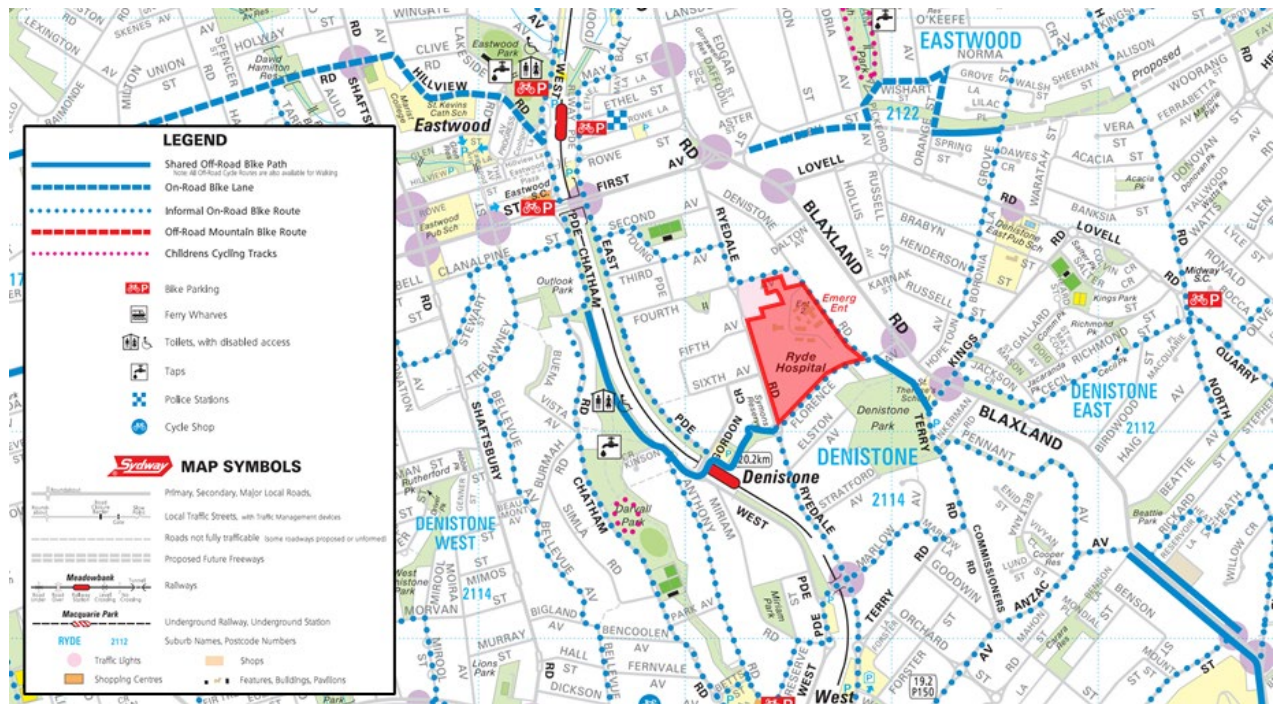
On road cycle routes are provided along Florence Avenue, Fourth Avenue and Ryedale Road. These routes provide connection to nearby stations including Eastwood, West Ryde and Denistone as well as surrounding suburbs.

Bicycle parking racks are provided on-site and within the P1 and P4 car parks. Three shower facilities are also provided on-site in Denistone House and the staff accommodation/ dining building.

The surrounding cycle network is shown in Figure 5.



Figure 5: Surrounding cycle network



Base image source: ryde.nsw.gov.au/files/assets/public/maps/, accessed June 2023



3. Overview of Construction Activities

3.1 Project Overview

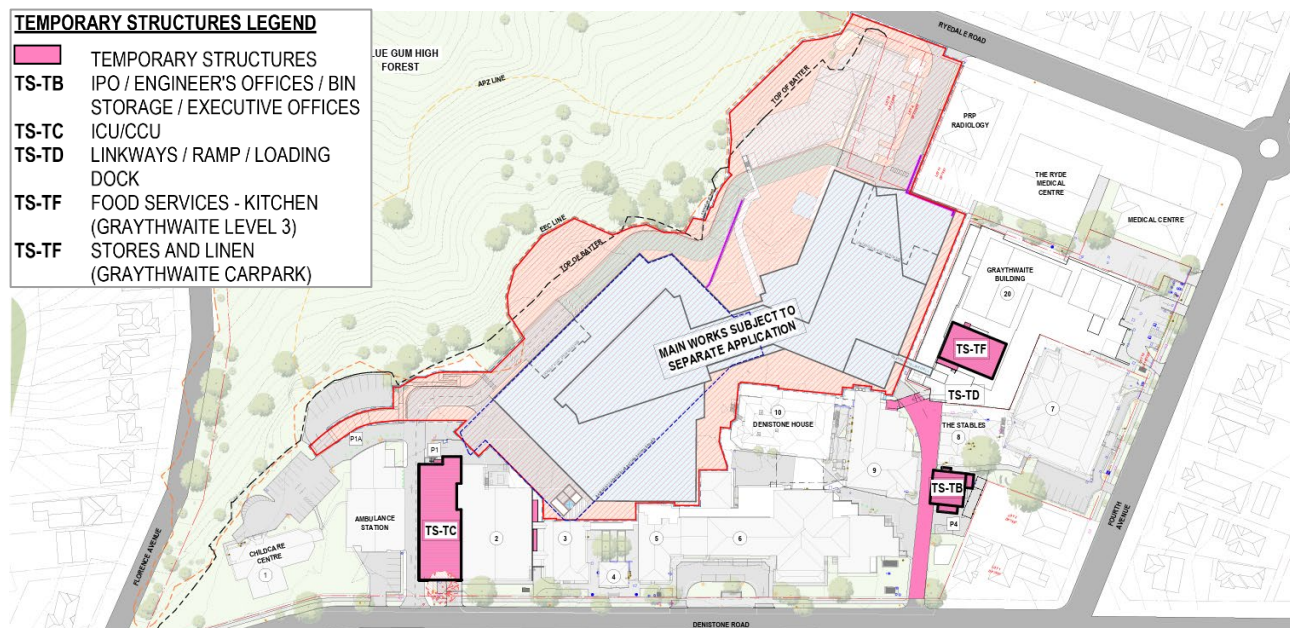
The Ryde Hospital redevelopment temporary works project includes:

- Construction of temporary intensive and critical care building.
- Provision of a temporary loading dock located off Denistone Avenue.
- Alterations to the Graythwaite Building rooftop and basement to facilitate new office space, kitchens and storage areas.
- Establishment of two construction zones to accommodate office space, workshops and storage.
- Construction of a pedestrian ramp that connects between Trigg House and the Graythwaite Building.
- Connection and augmentation of in-ground services and utilities, as required.

Temporary works are expected to be completed across a six to seven month period from June 2024 to January 2025.

For reference, each temporary works site area is shown in Figure 6. These temporary works are proposed to enable further main works. With that in mind, Figure 6 illustrates the proposed main works area however they are subject to a separate application and CTMP.

Figure 6: Temporary Works Area

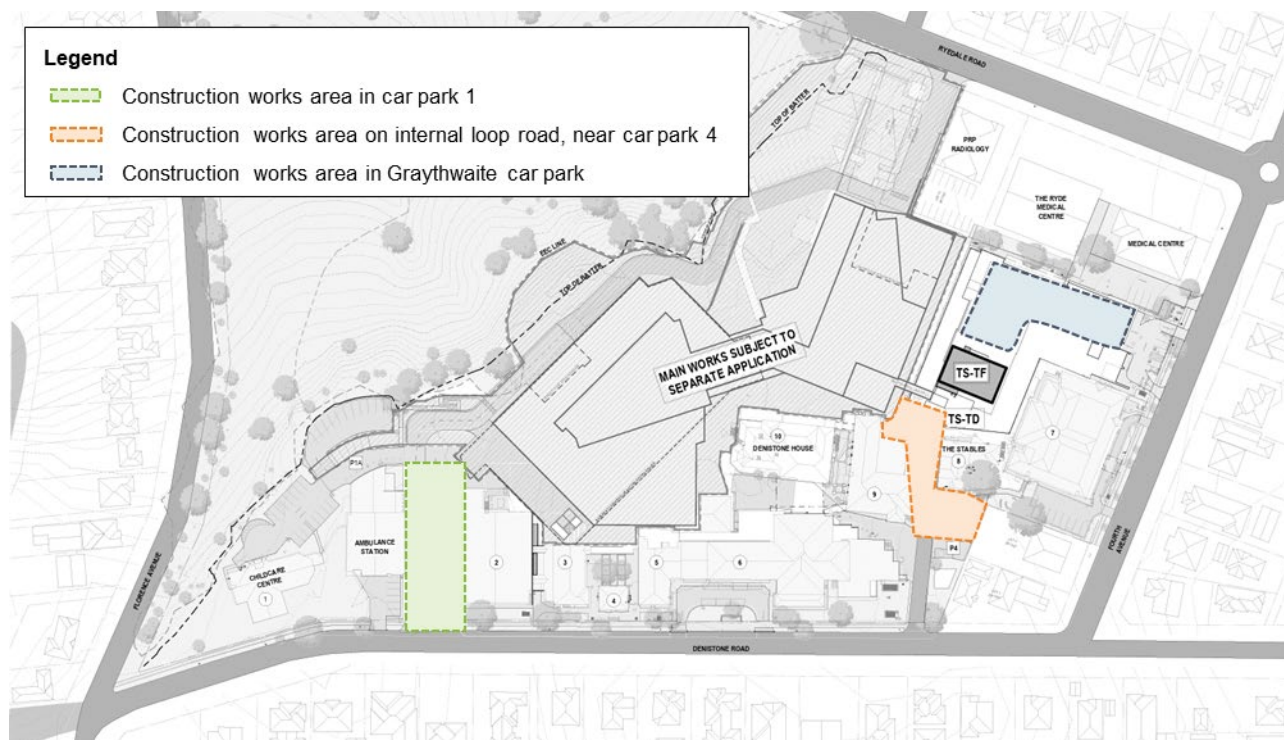


Key construction work areas and associated works as discussed in the context of this report are shown in **Figure 7** and comprise the following:

- Car park 1:
 - Construction of temporary intensive and critical care building.
- Internal loop road, near car park 4:
 - Alterations to the Graythwaite Building rooftop via mobile crane
 - Construction of the IPO, executive offices, engineers stores and bin storage
 - Construction of a pedestrian ramp that connects between Trigg House and the Graythwaite Building
 - Provision of a temporary loading dock located off Denistone Avenue.
- Graythwaite car park



Figure 7: Temporary Works Area



Base Image Source: Temporary Structures – Proposed Site Plan, Drawing No. RHR-AR-DWG-10-TS-00-001 Revision 2, STH, 8 March 2024

3.2 Work Hours

Work associated with the Temporary Works Project will be carried out between the following hours:

- Weekdays: 7:00am – 6:00pm.
- Saturdays: 8:00am – 1:00pm.
- Sundays and public holidays: no work permitted.

AW Edwards will be responsible for instructing and controlling all subcontractors regarding the hours of work. Workers would be advised of the approved work hours during induction. Any works outside of the approved work hours would be subject to specific prior approval from the appropriate authorities. Such works may include delivery of large plant or equipment required on the site that require oversize vehicle access.

3.3 Construction Worker Parking

There is expected to be between 20 to 30 construction workers on-site per day across the duration of the project.

Given the site's proximity to public transport services, including rail services through Eastwood Station and Denistone Station, workers will be encouraged to use public transport, where practical. During site induction, workers will be informed of the existing public transport network and agreed off-site parking arrangements. Appropriate arrangements will be made for any equipment/ tool storage and drop-off requirements.

The construction site is such that provision of any formal area for construction worker parking is not feasible within the hospital campus. All existing car parks are required to be maintained for specific use by hospital staff and visitors with any such construction impacts to on-site parking mitigated by available on-street parking in the immediate vicinity. Construction workers will not be permitted to park on the roads immediately surrounding the hospital within 200 metres of the site. AW Edwards will be required to manage compliance of construction worker with this requirement.

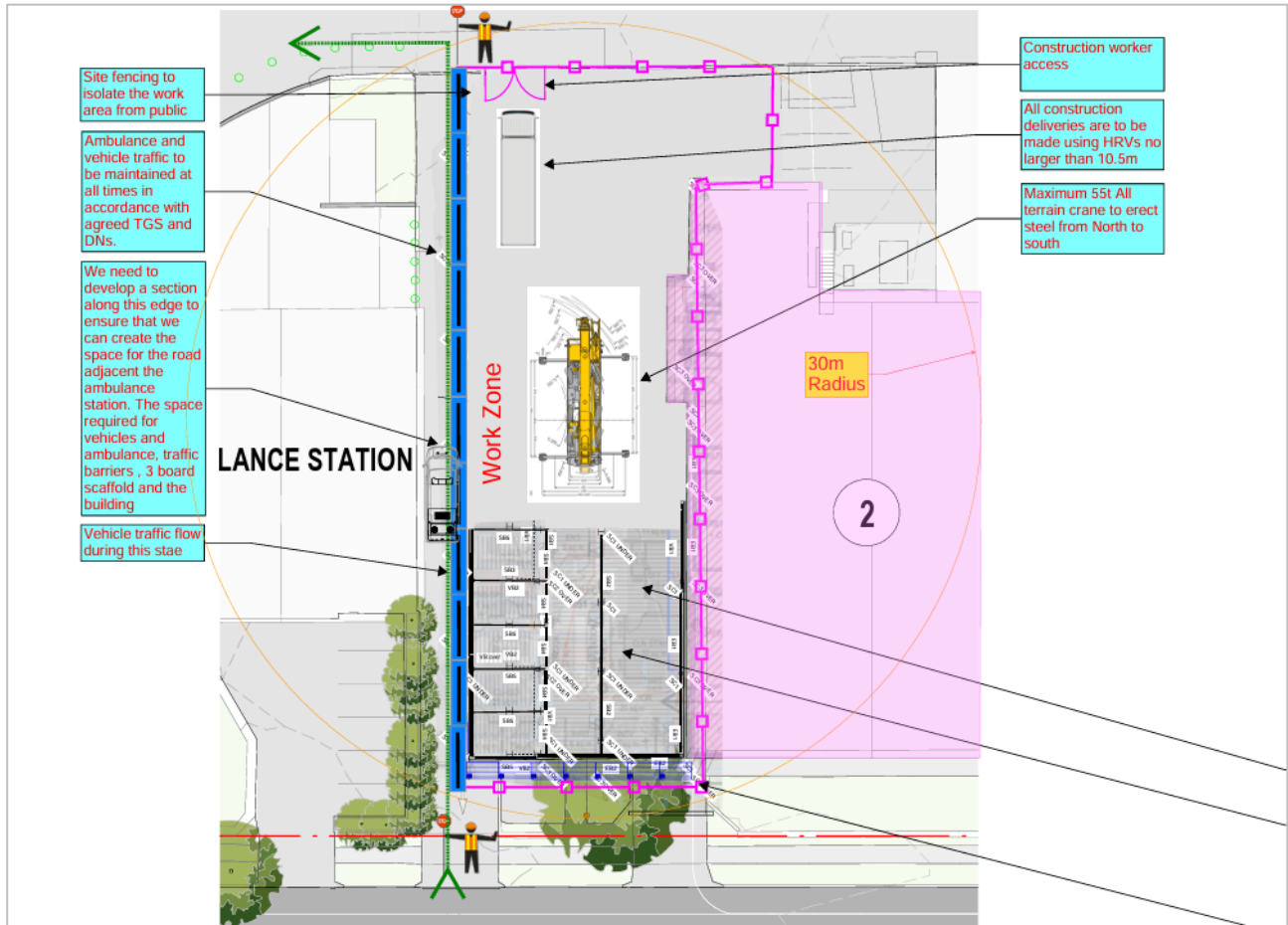


3.4 Construction Site Access and Loading

Construction works area in Car Park 1

Construction access to the works area in car park 1 will be provided from Denistone Road as shown in Figure 10.

Figure 8: Works area in car park 1



Source: A W Edwards

Construction works area along internal loop road, near Car Park 4

Construction access to the works area along the internal loop road, near Car Park 4, will be provided from Denistone Road as shown Figure 11.



The site plan illustrates the construction area for the Graythwaite Building, bounded by Denistone Rd to the north and a red line to the south. Key features include:

- Hospital Delivery Path:** A red line along Denistone Rd, north of the existing hospital building, with a 10m width indicated.
- Ambulance Path:** A green dashed line along Denistone Rd, south of the existing hospital building, leading to a 'Work Zone' marked with a red 'X' and a green arrow pointing south.
- Existing Hospital Building:** A large building with a 'P4' parking area and a 'SUBSTATION' located south of it.
- Graythwaite Building:** A new building footprint outlined in red, situated east of the existing hospital building.
- Lot 1 DP 7997:** A large pink-shaded area to the east of the Graythwaite Building.
- Work Zone:** A red 'X' marked area at the bottom of the plan, south of the Graythwaite Building, with a green arrow pointing south.

Three callout boxes provide additional information:

- Hospital delivery vehicle path during construction until Denistone Rd revised delivery path is operational or the Graythwaite Building is operational:** A red line along Denistone Rd, north of the existing hospital building.
- Ambulance travel path to emergency. All works to be undertaken in accordance with agreed DN. Ambulance to not be impeded at any time.** A green dashed line along Denistone Rd, south of the existing hospital building.
- New council cross over to be constructed. Council fees required.** A red line at the bottom of the plan, south of the Graythwaite Building.

Construction works area in Graythwaite car park

3.5 Construction Vehicle Volumes

- concrete trucks
- concrete pump and boom vehicles
- mobile cranes
- rigid trucks, truck and dog combinations and articulated vehicles.

Articulated vehicles may be required to reverse onto the mobile crane located along the internal loop road as discussed in Section 3.4 above. Such manoeuvres will be infrequent and would require accredited traffic controllers to temporarily hold traffic along Denistone Road.

site to the arterial road network, it is anticipated that the construction traffic will have a minor impact on the surrounding road network.

3.6 On-street Works Zone

No on-street works zones would be necessary during any stage of construction. In the event that one is necessary, the contractor would be required to obtain approval from relevant authorities (Council, Transport for NSW).

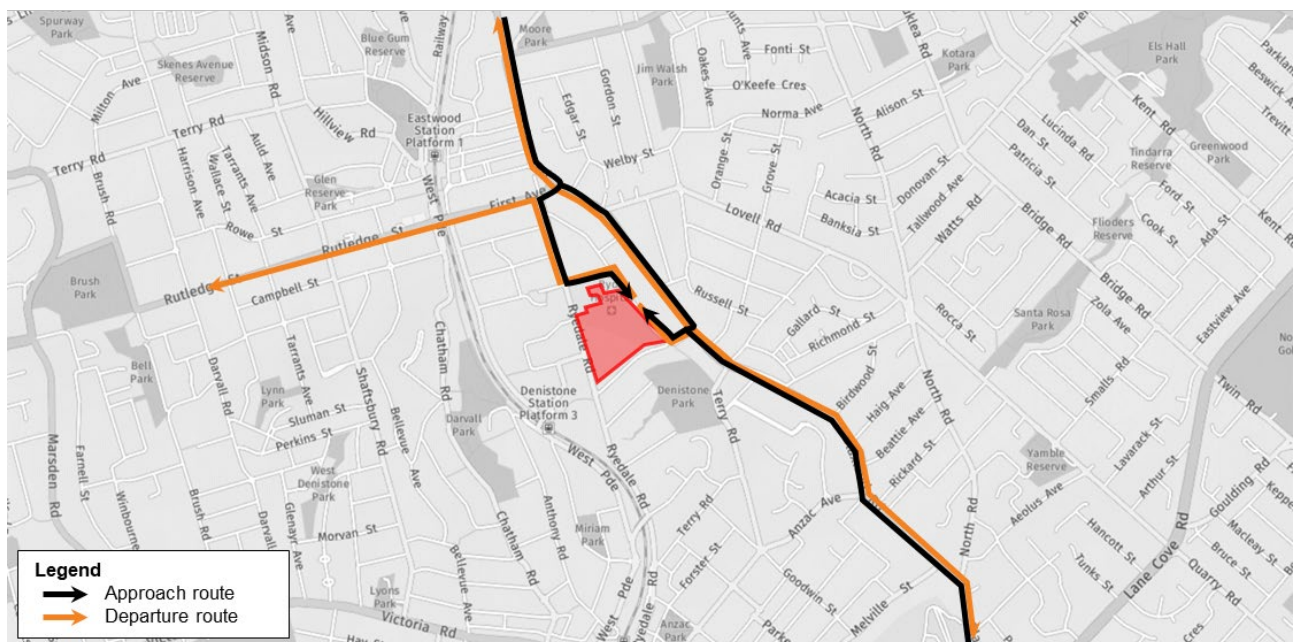
3.7 Haulage Routes

Truck movements will be restricted to designated routes and confined to the State and Regional Roads. Truck routes to/ from the site, as indicated below, have been identified with the aim of minimising the impact of construction traffic on roads near the site. Truck drivers will be advised of the designated truck routes to/ from the site.

The directional distribution and assignment of traffic generated by the construction works will be influenced by a number of factors, particularly the origin/ destination of materials, configuration of access points to the site and the surrounding arterial road network.

Figure 12 provide a summary of the anticipated construction vehicle routes to/ from the site with all truck drivers to be advised of the routes.

Figure 10: Construction vehicle routes using Denistone Road



Base image source: Nearthmap



4. Construction Traffic Management

4.1 Traffic Guidance Scheme

As part of the detailed CTMP, Traffic Guidance Schemes (previously referred to as Traffic Control Plans) will be prepared in accordance with the principles of the Traffic Control at Work Sites manual (Transport for NSW, 2020). The Traffic Guidance Schemes primarily show where construction signs will be located at specific locations (such as uncontrolled intersections) along the approved truck routes to warn other road users of the increase in construction vehicle movements. Traffic controllers will be employed to manage construction vehicle movements in and out of the site.

The Traffic Guidance Schemes will generally include the following considerations:

- Construction vehicle activity, including the loading/ unloading of trucks to be conducted within the work site.
- Positioning of traffic controllers to manage construction vehicle access in/ out of the site.
- Pedestrians and all passing vehicles will maintain priority.
- Clear definition of the work site boundary to be provided by erection of fencing around the site boundaries.
- All signage will be clean, clearly visible and not obscured.
- All construction vehicle activity will be minimised during peak periods, where possible.

4.2 General Requirements

In accordance with TfNSW requirements, all vehicles transporting loose materials will be required to have the entire load covered and/ or secured to prevent excess dust or debris being deposited on to the roadway during travel to and from the site. The contractor should monitor the roads leading to and from the site and take all necessary steps to clean any debris deposited by construction vehicles.

Vehicles operating 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 on any paved roads. Public roads and access points should not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

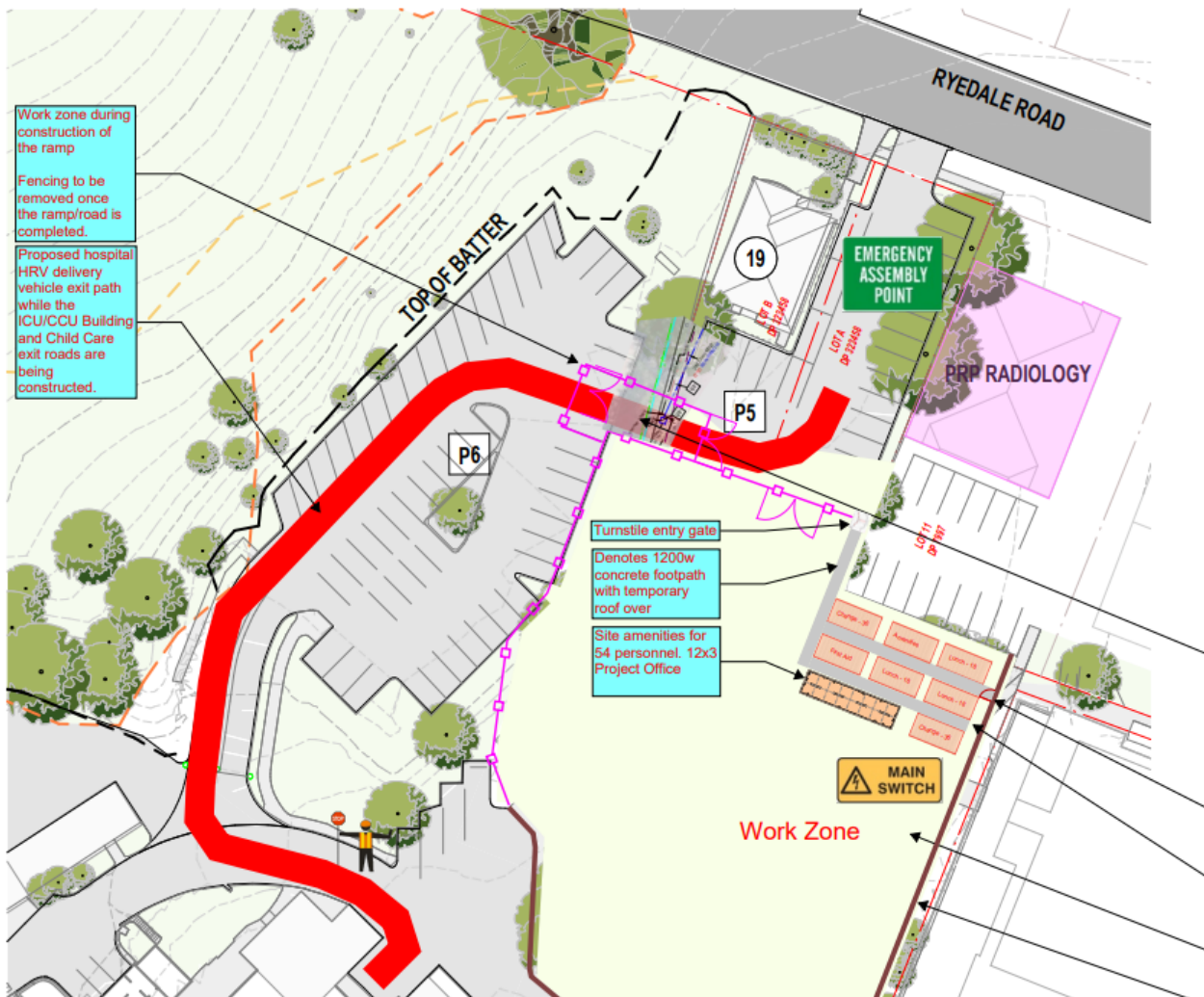
4.3 Site Access Management

Loading Dock Access

Currently, access to the loading dock is provided along the internal loop road via the northern intersection with Denistone Road. This internal road will be blocked temporarily throughout works as shown in Figure 11. As such, a revised access to the loading dock will temporarily be provided through car park 5 and 6 via a ramp to be constructed prior to temporary works, as indicatively shown in Figure 4.



Figure 11: Temporary link and access to Ryedale Road



Source: A W Edwards

P1 and Child Care

During construction of the ICU/ CCU – a significant proportion of car park 1 will be closed and two-way vehicle movements at Denistone Road will no longer be feasible.

With that in mind, to ensure access to and from the existing loading dock and child care centre can be retained for pick up and drop off activities, access will be provided to Ryedale Road through the new link as shown in Figure 4. At any point that access is not available, then access to and from P1 will be operated as two-way, one lane with entry movements from Denistone Road prioritised to ensure no impact to Denistone Road.

Graythwaite Basement Car Park

No change is proposed to access between Graythwaite car park and Fourth Avenue. During works within the car park, the main car park aisle will operate as two-way, one-way during construction hours. An accredited traffic controller will manage traffic flow during the entire period where aisle width is less than 5.8 metres.

Ambulance and Public Emergency Department Access

There would be no changes to the existing access arrangements for ambulances and ED access along Denistone Road during stage 1 and 2 works.



4.4 Pedestrian and Cyclist Management

Maintaining pedestrian access around the hospital and along its frontages is critical to all stages of construction. As such, all construction activities must be completed in a manner that minimises any such pedestrian impact.

Pedestrian movements will be maintained via a combination of Class A and Class B hoardings along the perimeter of and through the site during each stage. External footpath closures are not expected, however should this be required the impact would be managed through the CTMP, with alternative arrangements provided. Turnstiles would be provided at all worker access points to ensure separation from public areas of the hospital. Accredited traffic controllers will be positioned at all site accesses during each stage to manage pedestrian/ cyclist movements at times when construction vehicles are entering/ exiting the site.

Wayfinding directional signage during construction will be considered in consultation with Health Infrastructure. The signage would be installed on hoarding and advise hospital visitors of the access paths to key destinations. All pathways would be appropriately lit to ensure safe access to the hospital at all times.

Truck movements will be avoided during peak hours where possible to minimise the impact on pedestrians and cyclists.

4.5 Public Transport

The construction activities are not expected to impact existing public transport services near the site.

4.6 Traffic Impacts

Some minor increases in average delay to vehicles at surrounding key intersections can be expected at select times during the construction period as is typical for construction projects however, any such delays would be negligible across the day. Truck movements will be minimised as much as possible during road network peak hours.

Traffic controllers may be required to temporarily hold traffic during construction vehicle movements into and out of the site accesses on occasion, particularly on Denistone Road proximate to the northern Ryde Hospital access road to facilitate construction vehicles reversing back to the mobile crane positioned to service the Graythwaite roof top works. Considering the low traffic volumes along Denistone Road, particularly outside peak periods, such arrangements are considered appropriate.

4.7 Emergency Vehicles Access

The construction works are not expected to impact on emergency vehicle movements within the local road network nor limit access to neighbouring sites by emergency vehicles.

Emergency vehicle access arrangements for Ryde Hospital would be unchanged from existing condition during the temporary works. Emergency protocols on the site should include a requirement for any traffic controllers associated with works proximate to the ambulance access (including new temporary building, temporary loading dock or alterations to Graythwaite rooftop) to assist with emergency access from the surrounding road network. All truck movements that may interfere with the emergency vehicle access to the site and/ or incident point would be suspended and cleared.

Liaison would be maintained with police and emergency services agencies throughout the construction period and a 24-hour contact made available in the event of after-hours emergencies and access requirements.

4.8 Traffic Movements in Adjoining Areas

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

4.9 Site Induction

All workers employed on site by A W Edwards (including sub-contractors) would be required to undergo a site induction.

The induction would include:

- permitted truck routes to and from the work site
- restricted parking within the hospital precinct and adjacent local roads
- preferred travel to site by public transport and overview of off-site parking locations and shuttle bus arrangements



- standard environmental, Work Health and Safety, and driver protocols
- pedestrian management and associated requirements
- emergency procedures
- agreed work hours.

4.10 Workplace Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and covered by adequate and appropriate insurances. All traffic control personnel will be required to hold Transport for NSW certification in accordance with the 'Traffic Control at Work Sites' manual.

4.11 Site Inspections and Record Keeping

The construction work would be monitored to ensure that it proceeds as set out in A W Edwards' Construction Management Plan. Inspections would be completed on a regular basis to ensure that conditions accord with those stipulated in the plan with no potential hazards. Any possible adverse impacts would be recorded and dealt with should they arise.



5. Overview Construction Vehicle Code of Conduct

The following overview code of conduct will form part of the requirements of the contractor, where the contractor is expected to comply with the code of conduct in full. It is expected that the Code of Conduct will be implemented for all traffic and transport construction activities associated with construction. The code of conduct will be revised by AW Edwards in conjunction with the contractor prior to commencement of on-site works for the project.

5.1 Driver's Code of Conduct

This overview code of conduct will be communicated to all site workers during the site induction process. Workers will be reminded of the requirements of the code of conduct regularly in toolbox meetings.

The code of conduct will be revised prior to commencement of on-site works and when required during construction works.

5.1.1 Travelling Speeds

All vehicles associated with the site are required to travel within the posted speed limits on public roads. In situations where driver's visibility and traffic safety on public roads is affected by weather related conditions such as heavy rainfall or fog, construction vehicles should reduce their speed limit until visibility and traffic safety has improved.

Vehicle tracking management systems will be used for all site-based vehicles during construction.

5.1.2 Haulage Routes and Timing of Transport

All large vehicles associated with the site will follow the designated heavy vehicle routes in the surrounding area. A map of the haulage routes highlighting critical locations will be attached to the transport code of conduct. Any school zones and school bus routes corresponding to the transport routes will be marked on the route maps.

5.1.3 Safe Driving Practices

The operators of all vehicles associated with the site would maintain a high level of awareness and respect for all other road users. All on-site staff will receive a site induction, which will include details regarding the CTMP, and associated code of conduct. Regular toolbox meetings will be held to maintain awareness of required controls. Details of the traffic and access training and induction will focus on:

- Objectives of the CTMP to be prepared by the Contractor.
- Performance goals.
- Mitigation measures required to be implemented.
- Traffic and access monitoring and reporting requirements.
- Incident investigation and response protocols.

Training is to be provided prior to start-up of any traffic and access related management tasks and updated if task, equipment or procedures are expected to, or have changed.

The following requirements would be adhered to at all times:

- Obey all laws and regulations.
- Do not drive whilst under the influence of alcohol, drugs, nor any medication which may affect ability to drive.
- Be medically fit to drive at all times and must inform site coordinators if they have any medical condition which may affect their ability to drive.
- Drive in a considerate manner at all times and respect the rights of others to use and share the road space.
- Report all vehicle defects to their employer. Serious defects must be corrected immediately, or an alternative vehicle supplied.
- Any vehicle crash or incident resulting in injury or significant damage to property must be reported to the police.
- Report any near misses.
- Always adhere to the site working hours.



- Only drive the construction vehicle when conducting works related to the project.
- Securely fasten and cover loads, as appropriate.
- Keep their vehicle clean and in good mechanical condition to reduce the environmental impact.
- Extra care should be taken when driving at dawn or dusk, being particularly watchful for wildlife.
- Vehicles must give way to pedestrians, public and school buses and emergency vehicles.

The transport contractor is to develop and implement a maintenance program for the heavy transport vehicles that is consistent with these safety requirements.

5.1.4 Heavy Vehicle Driver Fatigue

Fatigue is one of the biggest causes of crashes for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Reform was therefore developed by the National Transport Commission and approved by Ministers from all States and Territories in February 2007. The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne gross vehicle mass (however there are Ministerial Exemption Notices that can apply). Under the law, industry has the choice of operating under three fatigue management schemes:

- Standard hours of operation.
- Basic fatigue management.
- Advanced fatigue management.

AW Edwards and the contractor will be responsible to ensure all heavy vehicle drivers operating out of the site are to be aware of and understand the adopted fatigue management scheme and operate within its requirements.

5.1.5 Maintenance Requirements

The operators of all vehicles associated with the site would maintain a high level of maintenance. The following requirements would be adhered to at all times:

- Ensure their vehicle complies with relevant State legislation in relation to roadworthiness and modifications.
- Undergo regular vehicle checks and maintenance.
- Ensure their vehicles have correctly fitted mufflers to minimise noise disturbance.

5.1.6 Complaint Resolution and Disciplinary Procedure

All traffic related complaints will be managed in accordance with the Complaints Handling Procedure to be prepared by AW Edwards.

Failure to comply with these procedures for safe transport may result in disciplinary action. Vehicle tracking will be used to follow-up on any complaints lodged.





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