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20th December 2023

GWS Giants - Olympic Park Pool Facility

FDC

Traffic Impact Statement

For: **FDC**

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Issue:	Date	Issue details	Author	Reviewed
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2	20/12/23	Final	J.Jansen	S.Wellman

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1. Introduction

1.1. Development Proposal

The development proposed involves the construction of a new pool facility for the GWS Giants training facility in Sydney Olympic Park, Sydney.

GWS Giants are seeking to develop the pool facilities to further expand and enhance their existing training facilities on-site.

1.2. Site Location

The site of the proposed facility is in the suburb of Sydney Olympic Park. The site itself is situated between Sarah Durack Avenue, Olympic Boulevard, and Australia Avenue.

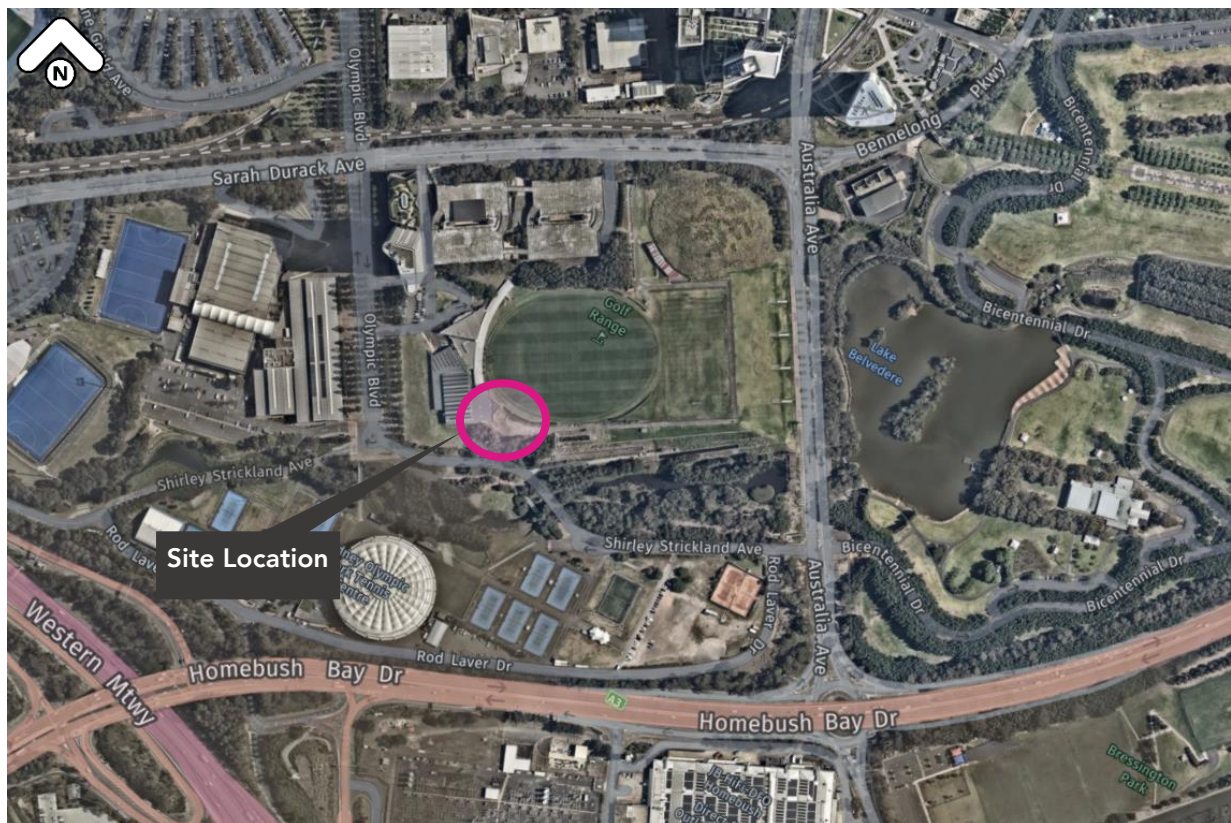


Figure 1-1: Site Locality (Source:Nearmap2023)

1.3. Purpose of this Report

This report has been prepared to accompany a Development Application to Sydney Olympic Park Authority (SOPA).

The contents of this report will evaluate the potential impact of the development in regard to traffic generation and vehicular access, both during construction and operational phases.

- Section 2 A description of the transport environment;
- Section 3 Assessment of the construction and operation traffic impact assessment; and
- Section 4 Conclusions.

2. Transport Environment

2.1. Road Hierarchy

The subject site is located within the City of Parramatta Local Government Area (LGA) and is serviced by a mix of state, regional and local roads as shown in Figure 2-1.

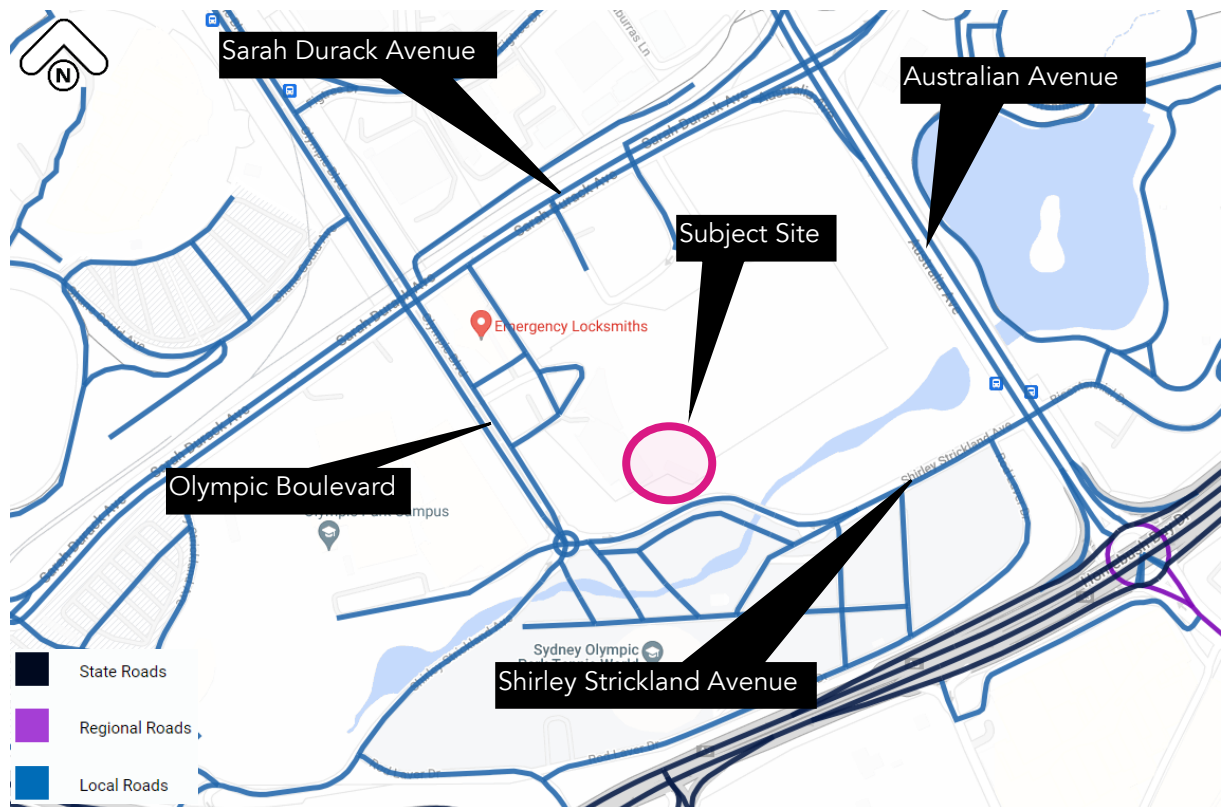


Figure 2-1: : Road Classification (Road Network Classification Map (Source: TfNSW, 2023))

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy:

- State Roads: Freeways and Primary Arterials (TfNSW managed);
- Regional Roads: Secondary or sub-arterials (Council managed, partly funded by the State);
- Local Roads: Collector and local access roads (Council managed).

Within the vicinity, the road network serving the site includes:

Sarah Durack Avenue	
Road Classification	Local Road
Alignment	East - West
Number of Lanes	2 lanes each direction with short turn lanes at multiple sections
Carriageway Type	Divided
Carriageway Width	16 metres minimum
Speed Limit	60 km/hr
School Zone	No
Parking Controls	No Parking within the vicinity of the site Bus zones on both sides of the road towards north
Forms Site Frontage	Yes



Figure 2-2: Sarah Durack Avenue, Westbound (Source: Google Maps)

Olympic Boulevard	
Road Classification	Local Road
Alignment	North – South
Number of Lanes	2 lanes in each direction with short turn lanes at intersection
Carriageway Type	Divided
Carriageway Width	16 metres minimum
Speed Limit	40 km/h
School Zone	No
Parking Controls	Within the vicinity of the site, parking permitted on both sides of the road; 'P ¹⁵ parking' applicable on both sides of the road.
Forms Site Frontage	Yes



Figure 2-3: Olympic Boulevard Southbound (Source: Google Maps)

Australian Avenue	
Road Classification	Local Road
Alignment	North – South
Number of Lanes	Typically, 2 lanes in each direction with short turn lanes at intersection
Carriageway Type	Divided
Carriageway Width	19 metres minimum
Speed Limit	60 km/h
School Zone	No
Parking Controls	No-Parking
Forms Site Frontage	No

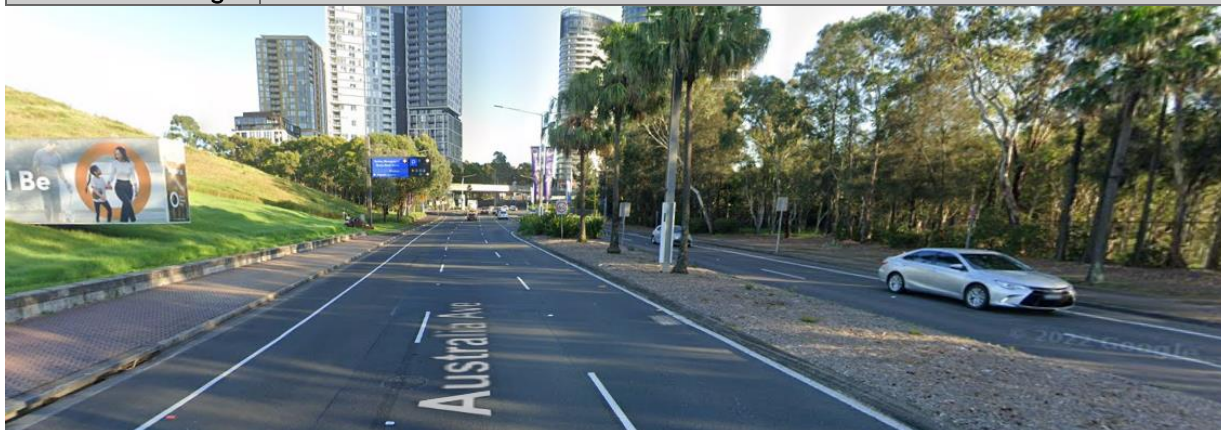


Figure 2-4: Australian Avenue Northbound (Source: Google Maps)

3. Traffic Impact Assessment

3.1. Construction Traffic Impact Assessment

3.1.1. Construction Vehicle Access and Routes

Narrow driveway from Sarah Durack has permission from SOPA to be widened to allow construction vehicles to travel around the sport field.

Largest anticipated construction vehicle is limited to HRV of 12.5m. The construction vehicles routes have been determined taking into consideration the surrounding road network. Figure 3-1 indicates the proposed truck access and egress routes to be prescribed to all vehicles coming to and departing from the construction site.

Detail swept path assessment is shown in the Appendix 1.



Figure 3-1: Construction Vehicle routes

3.1.2. Construction Program and Stages

The construction phases and estimated timeframes are provided by FDC and summarised in Table 1.

Table 1: Construction Phasing

Phase	Description
Site Establishment	Physically start works on site, land sheds & compound
Pool Facility	Detail excavation, Pipe installation, Pool footing and structure, Perimeter blockwork, Structure steel frames, Infill concourse/walkway slabs, Roofing and Cladding, Internal finishes
Demobilise	

All works associated with any demolition, excavation and construction, and activities in the vicinity of the site generating noise associated with the preparation for the commencement of work (e.g. loading/unloading of goods, transferring of tools etc.) in connection with the proposed development are expected to be limited to permitted work hours. Whilst there is no formal consent conditions, the hours of work are expected to be as follows:

Monday – Friday	7am to 5pm
Saturday	7am to 1pm
Sundays or on Public Holidays	No work is permitted

Notwithstanding the above, the use of a crane for special operations including the delivery of materials, hoisting of plant and equipment and erection and dismantling of onsite tower cranes which warrant the on-street use of mobile cranes outside of the above hours can occur, subject to a separate application being submitted to and approved by SOPA under Section 68 of the Local Government Act 1993 and Sections 138/139 of the Roads Act 1993.

The construction is expected to start in April 2024 and finish in March 2025 completing the construction within 11 months.

3.1.3. Construction Vehicle Types

The following construction vehicles are likely to be generated by the proposed activities:

- 12.5m Heavy Rigid Vehicles (HRV) including concrete truck
- 8.8m MRV
- 6.4m SRV
- Various smaller trucks and courier cars/vans/utes

Any oversized vehicle (including the use of mobile cranes) that is required to travel to the project into the vicinity of the site will be dealt with separately, with the submission of required permits to and subsequent approval from SOPA and TfNSW prior to any delivery being undertaken.

3.1.4. Construction Workers on Site

The anticipated daily staffing requirements of the site are outlined below:

- Average: 15 staff
- Peak: 40 staff

3.1.5. Staff Access and Parking

Contractor staff and on-site employees are expected to make suitable arrangements to travel to and from the site. Parking for contractor staff is to be available in SOPA parking centre.

The construction pedestrian access to the site is from the GWS car park located west of the site along the Olympic Boulevard as shown in the Figure 3-2 below.

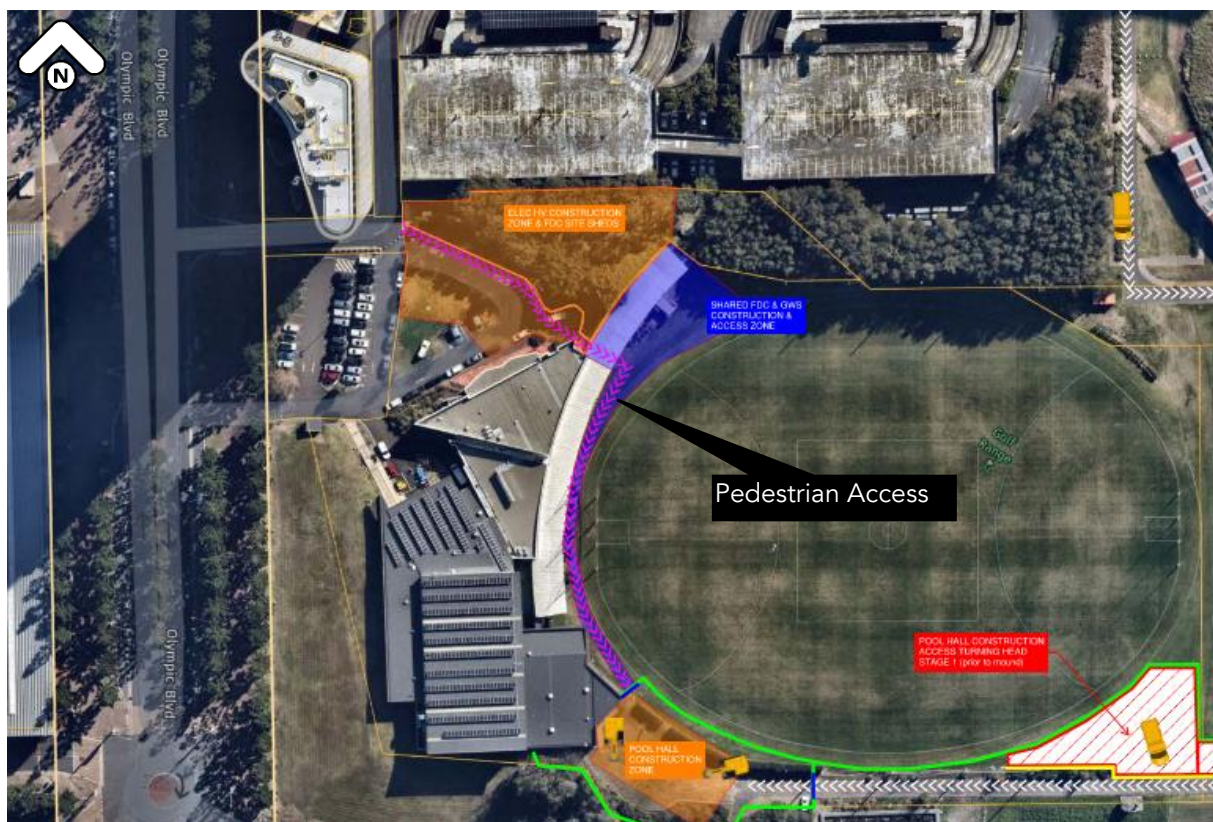


Figure 3-2: Pedestrian Access

However, as part of the induction program, contractor staff shall be made aware of the numerous public transport options and cycling opportunities and encouraged to use such alternative means of transport such as carpooling to limit parking on the surrounding local roads.

3.1.6. Construction Traffic Volumes

The delivery of materials to and from the site will result in some generated traffic activity associated with the works. Where possible, deliveries are to be scheduled to occur outside of the morning and afternoon peak commuter periods to reduce impacts on the surrounding traffic and road capacity. The estimated construction traffic volumes for the various defined stages are outlined in Table 2.

Table 2: Anticipated Daily Truck Movements

Phase	Anticipated Daily trucks Volumes
Site Establishment	In average: 3 – 4 per day Peak: 12 - 16
Pool Facility	
Construction Spectator mound	
Demobilise	

3.2. Operational Traffic Impact Assessment

3.2.1. Operational Traffic Generation

The development does not generate additional traffic as the land use of the site remains same and the pool is an additional facility to the existing site and is for the same user group.

3.2.2. Operational Vehicle Access

The access to the new facility (pool) remains same as the existing access to the other existing facilities which is from the carpark located along Olympic Boulevard towards west.

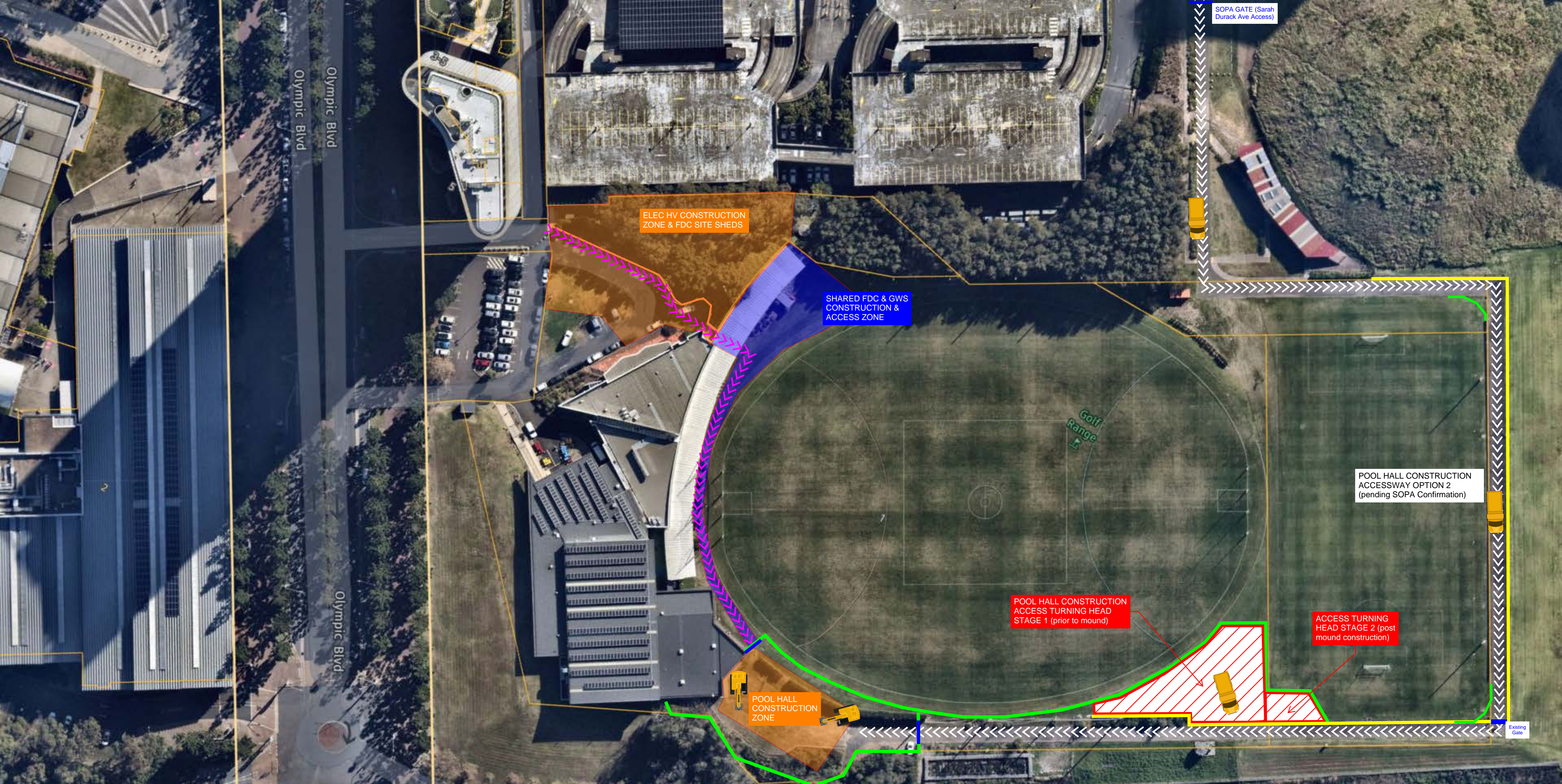
4. Conclusion

Construction vehicles are expected to occur outside the commuters' peak hours. The volume is considered to be insignificant within the traffic network and therefore not expected to have significant negative impact upon the surrounding road network.

As the addition of the pool facility to the existing facilities does not generate additional operational traffic, therefore there is no impact upon the surrounding road network.

Appendix 1. Swept Path Assessment

Appendix 2. Site Establishment Plan



Greater Site Establishment & Access Plan (Option 2) 15.11.2023

- Temporary Fencing
- Temporary Gates
- Boundary
- Existing Fence
- Construction Traffic
- Construction Pedestrian Traffic