7/4/2020

CONSTRUCTION TRAFFIC MANAGEMENT PLAN, 2 GREENWICH RD, GREENWICH

AUTHOR
STEVENS CONSTRUCTION PTY LTD

Project Details

Project	Details
Project Name	2 Greenwich Rd, Greenwich
Report Type	Pre-DA
Project & Report Number	T-722/AS
Client	Alceon Group

Report Record

Rev	Description	Date	Prepared by	Reviewed by
00	Pre DA	08/04/2020	AS	

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STEVENS CONSTRUCTION

Contents

Introduction

This Construction Traffic Management Plan (CTMP) has been prepared on behalf of Alceon Group to outline the traffic management for the works at 2 Greenwich Rd, Greenwich. The site location is shown in **Figures 1a & 1b**.

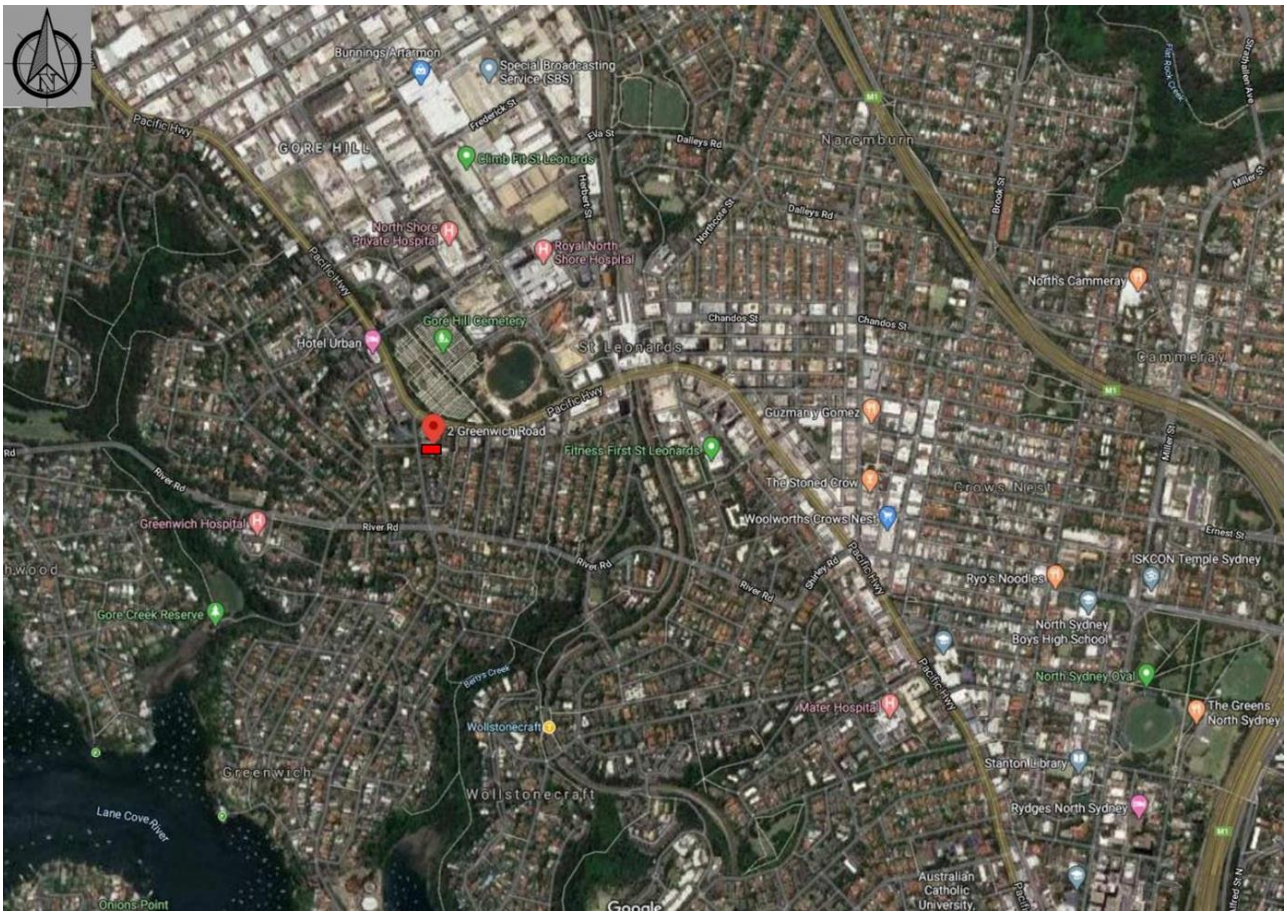


Figure 1a

Figure 1b

Background

This Construction Traffic Management Plan (CTMP) is in relation to the demolition of existing structures and construction of a 7 level (plus 4 underground levels plus roof level) mixed use building containing a car parking for 89 spaces & loading spaces, services, storage, commercial space, cinema, café, gallery, wellness centre, one bed, two bed and three bed units, roof top gardens, pergolas and open kitchen.

The project is located on the land described as 2 Greenwich Rd, Greenwich. Selected plans of the development are shown in **Appendix A**.

The works required on the site for the project would be broken into four stages:

- Stage 1 Site Establishment and Demolition Works
- Stage 2 Excavation Works
- Stage 3 Structural and Building Services Works
- Stage 4 Fit-out, Finishes and Restoration Works.

Purpose

The purpose of this CTMP is to provide a description of the works including the proposed site establishment, demolition and excavation, and construction activities. This CTMP would identify the management measures necessary to mitigate potential construction traffic implications associated with each respective stage.

The major external constraints on the project are:

- maintaining smooth traffic and pedestrian flow with minimal disruptions;
- ensure the safety of workers and the public;
- undertaking the works with minimal impact on neighbours;
- ensuring existing bus stops are collaboratively relocated or temporarily removed from service

Approvals and Consultation

Prior to commencing temporary modification of the traffic arrangements, further approvals will be required from Lane Cove Council and Roads and Maritime Services (RMS) including but not necessarily limited to:

- Traffic Committee Approvals;
- Temporary Lane and/or Road Closure Application;
- Application for a Works Zone;
- Permit to Stand Plant;
- Road Opening Application;
- Hoarding Application;
- Out of Hours Application;
- Any Signs and Line Marking Changes.

Other negotiations are required with:

- Sydney Buses;
- Local affected residents;
- Local affected businesses

Traffic Control Signs and Devices

The on-site specific traffic control management such as signage, device placement, and selection of any traffic control plans will be undertaken by traffic controllers under the instruction of the building contractor.

Existing Traffic Conditions

Site Location

The subject site is located at 2 Greenwich Rd, Greenwich. Greenwich suburb is a residential, retail and commercial area supporting shops, restaurants, residential buildings, medical facilities and commercial development.

The site is located towards the northern end of Greenwich Road. The site is between Pacific Highway and River Road, and located directly opposite the intersection of Bellevue Avenue and Greenwich Road. The existing building has two levels of basement car parking and four levels of medical space.

The site location is shown in **Figures 1a & 1b**

Road System and Facilities

A site inspection was undertaken on Tuesday 03 March 2020. **Figure 2** shows the site and road network. Below is a description of the road network and local facilities.

Road Network

The roads surrounding the subject site are described briefly below.

- **Pacific Highway** is a national highway and major transport route that runs from east to west to the north of the site.
- **Greenwich Road** branches off to the south of Pacific Highway for destinations in the Greenwich Park and Manns Point locations;
- **River Road** branches off Greenwich Road towards Northwood suburb in the west, and in the east Crows Nest, North Sydney and Wollstonecroft;
- **Anglo Road** branches off Greenwich Road to the east between Pacific Highway and River Road. Anglo Road services predominantly residential properties.
- **Bellevue Avenue** branches off Greenwich Road to the west between Pacific Highway and River Road directly across Greenwich Road from the site. Bellevue Avenue intersects with Pacific Highway to the west of Greenwich Road intersection with Pacific Highway. Bellevue Avenue services predominantly residential properties and a few commercial properties.

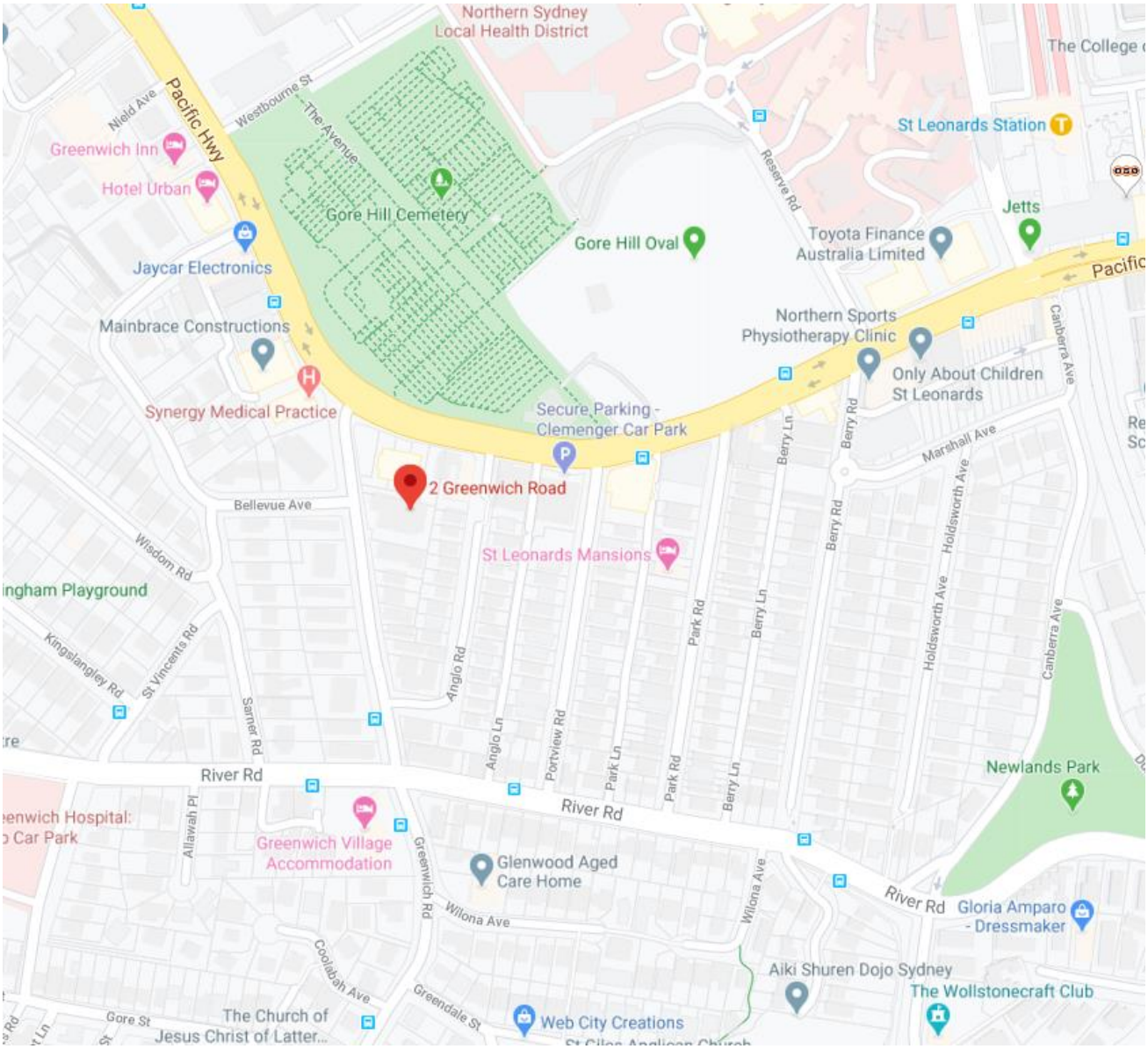


Figure 2 – Road Network

Pacific Highway – to the North of Greenwich Road intersection there are three traffic lanes heading west, one lane being a turning lane into Greenwich Road. To the west of Greenwich Road intersection there are two lanes heading west. Pacific Highway heading east at the intersection of Greenwich Road there are three lanes. 3PM to 7PM clearway applies to Pacific Highway east of the intersection with Greenwich Road. Pacific Highway speed limited to 60km/h. There are bus stops along Pacific Highway.

Greenwich Road – between the site and Pacific Highway there are two lanes in each direction. Between the site and River Road there is effectively one lane in each direction plus on road parking in both directions. Directly in front of the site is a loading zone and bus stops – one on each side of Greenwich Road. There are additional bus stops on Greenwich Road at the intersection of Anglo Road. Greenwich Road speed limited to 50km/h.

River Road – at the intersection of Greenwich Road River Road has two lanes in each direction. There are a number of bus stops on both sides of River Road. River Road speed limited to 50km/h. No right turn from River Road into Greenwich Road towards Pacific Highway. There are a number of roads and lanes between River Road and Pacific Highway that could be used for vehicles departing the site to return to Pacific Highway.

Anglo Road (not to be confused with Anglo Lane) turns east off Greenwich Road between the site and River Road. Shortly after leaving Greenwich Road it turns left and continues up the hill toward Pacific Highway. Before reaching Pacific Highway though, Anglo Road ends in a cul-de-sac. The road is a narrow road with on street parking on both sides of the road. Anglo Road services mainly residential properties.

Bellevue Avenue turns west off Greenwich Road directly opposite the site. Bellevue Avenue is a narrow avenue with one lane in each direction. Restricted on street parking on both sides of the avenue. Bellevue Avenue speed is limited to 40km/h. There is a restriction on vehicles 3T and over – these vehicles are not permitted into Bellevue Avenue.

Existing Traffic Flows

No specific analysis was carried out for this CTMP, however, the following websites were checked and the information in the table below was extracted.

- Roads and Marine Services NSW
- Lane Cove council
- North Sydney Council

Table 1 Traffic Volumes

Street	Volume (vehicles per hour)
River Road	1,600 – 1900 (two-way)
Greenwich Road	No data available
Pacific Highway	3,500 - 4,100 (two-way)
Bellevue Road	No data available
Anglo Road	No data available
Anglo Lane	No data available

Existing Pedestrian and Bicycle Facilities

There are full width footpaths located on both sides of Pacific Highway, both sides of Greenwich Road, both sides of River Road, both sides of Anglo Road, and both sides of Bellevue Avenue.

There are no dedicated bicycle paths on Pacific Highway, Greenwich Road, River Road, Anglo Road or Bellevue Avenue.

Pedestrian crossings can be found at the following locations:

- Across Pacific Highway at the intersection with Greenwich Road (traffic lights);
- Across Greenwich Road at the intersection with Pacific Highway (traffic lights);
- Across Greenwich Road at the intersection with River Road (traffic lights);
- Across River Road at the intersection with Greenwich Road (traffic lights);
- Across Anglo Road at the intersection with Greenwich Road (pram ramp);
- Across Bellevue Avenue at the intersection with Greenwich Road (pram ramp and refuge island).

Pedestrian count is from a Low to Medium pedestrian traffic past the site during construction Hours.

Public Transport

Existing Train Services

The site is approximately 10 to 15 minutes' walk from St Leonards Train Station located on Pacific Highway to the east of Greenwich Road. Wollstonecraft Train Station is approximately 30 minutes' walk from the site (walk along Greenwich Road towards River Road, turn left into River Road, turn right into Russell Street, turn right into Milner Crescent and continue in Milner Crescent until Wollstonecraft Train Station is reached).

A number of different routes operate to and from St Leonards Train Station at various times. The following link will provide details of routes, days and times of operation.

https://transportnsw.info/stop?q=10101115#/

The following link will provide details of routes, days and times of operation to and from Wollstonecraft Train Station.

https://transportnsw.info/stop?q=10101114#/

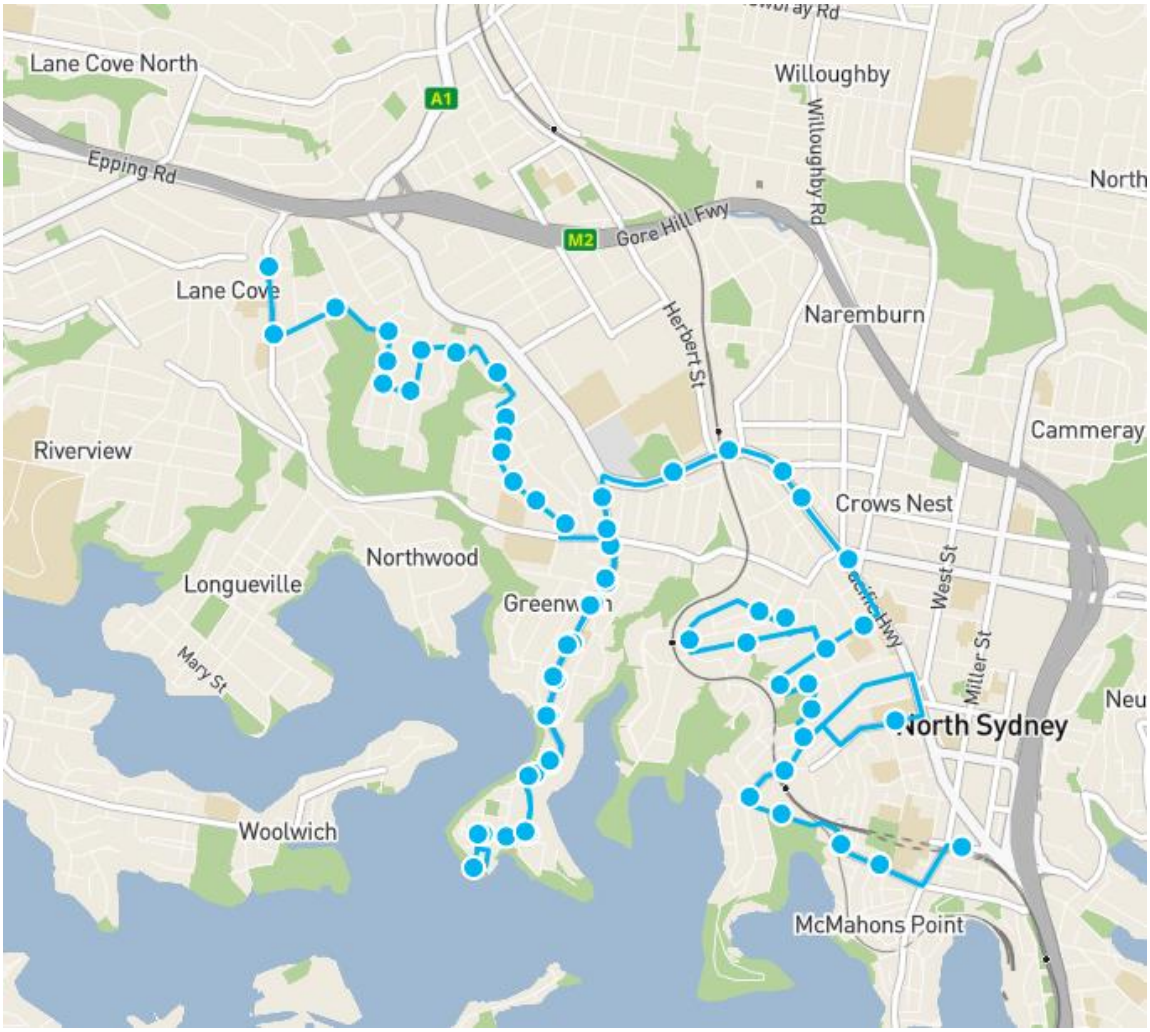
Taxi Services

Taxi services are also available from St Leonards Train Station and Wollstonecraft Train Station.

Bus Services

Local bus services operate from the bus stops on Pacific Highway, Greenwich Road, River Road, and Anglo Rd. There are no bus stops close to the site in Bellevue Avenue.

Bus services leaving from the bus stop directly in front of the site heading towards River Road and towards Pacific Highway are indicated / listed below



Bus Services – Route Number 265

STEVENS CONSTRUCTION

from Lane Cove
to McMahons Point

TIMING POINT ▸			A	B	C	D	C	E	F	G	H	I	J
▼ time period	▼ showing route number	▼ accessible service	**Lane Cove** Central Ave	**Osborne Park** Second & Campbell Aves	**Greenwich** Greenwich & River Rds	**Greenwich Wharf** Mitchell St	**Greenwich** Greenwich & River Rds	**St Leonards** Station - Stand A	**Crows Nest** Pacific Hwy	**Wollstonecraft** Station - Milner Ave	**Waverton** Station - Bay Rd	**North Sydney** Station - Blue St	**McMahons Point** Wharf
Monday to Friday													
AM▼	265		.....	.....	.....	.....	.....	.....	5:58	6:02	6:07	6:12	6:17
	265	♿	5:59	6:03	6:10	6:15	6:21	6:25	6:28	6:32	6:37	6:42	6:47
	265		6:29	6:33	6:40	6:45	6:51	6:56	6:59	7:04	7:09	7:14	7:20
	265		6:49	6:53	7:01	7:07	7:13	7:19	7:23	7:29	7:35	7:41	7:47
	265	♿	7:21	7:25	7:33	7:39	7:46	7:52	7:56	8:02	8:08	8:14	8:20
	265	♿	7:44	7:50	.....	.....	7:57	8:02	8:05	.....	.....	.....	.....
	265	♿	7:54	7:58	8:06	8:12	8:19	8:25	8:29	n8:35	8:45	8:51	8:57
	265		8:28	8:32	8:40	g8:46	8:55	9:01	9:04	9:10	9:15	9:20	9:26
	265	♿	8:58	9:02	9:09	9:15	9:21	9:25	9:28	9:34	9:39	9:44	9:50
	265	♿	9:28	9:32	9:39	9:45	9:51	9:55	9:58	10:04	10:09	10:14	10:20
	269	♿	.....	.....	.....	.....	.....	.....	.....	.....	.....	10:44	10:50
	265	♿	10:28	10:32	10:39	10:45	10:51	10:55	10:58	11:04	11:09	11:14	11:20
	269	♿	.....	.....	.....	.....	.....	.....	.....	.....	.....	11:44	11:50
	265	♿	11:28	11:32	11:39	11:45	11:51	11:55	11:58	**12:04**	**12:09**	**12:14**	**12:20**
PM▼	**269**	♿	.....	.....	.....	.....	.....	.....	.....	.....	.....	**12:44**	**12:50**
	265	♿	**12:28**	**12:32**	**12:39**	**12:45**	**12:51**	**12:55**	**12:58**	**1:04**	**1:09**	**1:14**	**1:20**
	269	♿	.....	.....	.....	.....	.....	.....	.....	.....	.....	**1:44**	**1:50**
	265	♿	**1:28**	**1:32**	**1:39**	**1:45**	**1:51**	**1:55**	**1:58**	**2:04**	**2:09**	**2:14**	**2:20**
	265	♿	.....	.....	.....	.....	.....	.....	.....	.....	.....	**2:44**	**2:50**
	265	♿	**2:28**	**2:32**	**2:39**	**2:45**	**2:51**	**2:54**	**2:57**	**3:02**	**3:07**	**3:12**	**3:18**
	265	♿	.....	.....	.....	.....	.....	.....	.....	.....	.....	**3:43**	**3:50**
	265		**3:05**	**3:11**	**3:20**	**3:27**	**3:33**	**3:36**	**3:39**	**3:44**	**3:49**	**3:54**	**4:01**
	265	♿	**3:28**	**3:33**	**3:40**	**3:46**	**3:52**	**3:55**	**3:58**	**4:03**	**4:08**	**4:13**	**4:20**
	265		.....	.....	.....	.....	.....	.....	.....	.....	.....	**4:25**	**4:32**
	265	♿	**3:49**	**3:53**	**4:00**	**4:06**	**4:12**	**4:15**	**4:18**	**4:23**	**4:28**	**4:33**	**4:40**
	265		.....	.....	.....	.....	.....	.....	.....	.....	.....	**4:47**	**4:54**
	265	♿	**4:28**	**4:32**	**4:39**	**4:45**	**4:51**	**4:55**	**4:58**	**5:03**	**5:08**	**5:13**	**5:20**
	265		.....	.....	.....	.....	.....	.....	.....	.....	.....	**5:28**	**5:35**
	265		**4:59**	**5:03**	**5:10**	**5:16**	**5:22**	**5:26**	**5:29**	**5:33**	**5:38**	**5:43**	**5:50**
	265	♿	**5:39**	**5:43**	**5:50**	**5:55**	**6:01**	**6:05**	**6:08**	**6:12**	**6:17**	**6:22**	**6:29**
Saturday													
AM▼	265	♿	.....	.....	.....	.....	.....	.....	8:01	8:06	8:12	8:17	8:23
	265	♿	8:30	8:35	8:41	8:48	8:54	8:58	9:00	9:05	9:11	9:16	9:22
	265	♿	9:28	9:33	9:39	9:46	9:52	9:56	9:58	10:03	10:09	10:14	10:20
	265	♿	10:28	10:33	10:39	10:46	10:52	10:56	10:58	11:03	11:09	11:14	11:20
	265	♿	11:28	11:33	11:39	11:46	11:52	11:56	11:58	**12:03**	**12:09**	**12:14**	**12:20**
PM▼	**265**	♿	**12:28**	**12:33**	**12:39**	**12:46**	**12:52**	**12:56**	**12:58**	**1:03**	**1:09**	**1:14**	**1:20**
	265	♿	**1:28**	**1:33**	**1:39**	**1:46**	**1:52**	**1:56**	**1:58**	**2:03**	**2:09**	**2:14**	**2:20**
	265	♿	**2:28**	**2:33**	**2:39**	**2:46**	**2:52**	**2:56**	**2:58**	**3:03**	**3:09**	**3:14**	**3:20**
	265	♿	**3:28**	**3:33**	**3:39**	**3:46**	**3:52**	**3:56**	**3:58**	**4:03**	**4:09**	**4:14**	**4:20**
	265	♿	**4:28**	**4:33**	**4:39**	**4:46**	**4:52**	**4:56**	**4:58**	**5:03**	**5:09**	**5:14**	**5:20**
	265	♿	**5:28**	**5:33**	**5:39**	**5:46**	**5:52**	**5:56**	**5:58**	.....	.....	.....	.....
SUNDAY & PUBLIC HOLIDAYS													
No Service													

Bus Services Timetable

STEVENS CONSTRUCTION

from McMahons Point
to North Sydney and Lane Cove

TIMING POINT ▸			J	I	K	L	I	H	G	F	E	C	D	C	B	A
▼ time period	▼ showing route number	▼ accessible service	**McMahons Point** Wharf	**North Sydney** Station - Blue St	**Kirribilli** Caratella & Kirribilli Aves	**Milsons Point** Alfred St	**North Sydney** Station - Blue St	**Waverton** Station - Bay Rd	**Wollstonecraft** Station - Milner Cr	**Crows Nest** Burlington St	**St Leonards** Station - Stand B	**Greenwich** Greenwich & River Rds	**Greenwich Wharf** Mitchell St	**Greenwich** Greenwich & River Rds	**Osborne Park** Fourth & Second Aves	**Lane Cove** Central Ave
Monday to Friday																
AM▼	265		6:34	.....	.....	.....	6:38	6:44	6:49	6:56	7:01	7:04	7:09	7:15	7:21	7:26
	265	♿	7:05	.....	.....	.....	7:09	7:15	7:20	7:27	7:32	7:35	7:40	7:46	7:52	7:57
	265		7:25	7:30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265		7:40	.....	.....	.....	7:45	7:52	7:57	8:04	8:09	8:12	8:17	8:23	8:29	c8:34
	265		7:52	7:57	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	♿	8:12	.....	.....	.....	8:17	8:24	8:29	8:36	8:41	8:44	8:49	8:55	9:01	9:06
	265	♿	8:25	8:30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	269	♿	.....	8:35	8:40	8:45	8:49	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	♿	8:47	.....	.....	.....	8:52	8:59	9:04	9:11	9:16	9:18	9:24	9:30	9:36	9:41
	269	♿	.....	9:08	9:13	9:18	9:22	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	♿	9:12	.....	.....	.....	9:16	9:23	9:28	9:35	9:40	9:42	9:48	9:54	10:00	10:05
	269	♿	9:42	9:46	9:51	9:56	10:00	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	♿	10:07	.....	.....	.....	10:11	10:18	10:23	10:30	10:35	10:37	10:43	10:49	10:55	11:00
	269	♿	10:33	10:37	10:42	10:47	10:51	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	♿	11:07	.....	.....	.....	11:11	11:18	11:23	11:30	11:35	11:37	11:43	11:49	11:55	**12:00**
	269	♿	11:38	11:42	11:47	11:52	11:56	.....	.....	.....	.....	.....	.....	.....	.....	.....
PM▼	**265**	♿	**12:08**	.....	.....	.....	**12:12**	**12:19**	**12:24**	**12:31**	**12:36**	**12:38**	**12:44**	**12:50**	**12:56**	**1:01**
	269	♿	**12:38**	**12:42**	**12:47**	**12:52**	**12:56**	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	♿	**1:08**	.....	.....	.....	**1:12**	**1:19**	**1:24**	**1:31**	**1:36**	**1:38**	**1:44**	**1:50**	**1:56**	**2:01**
	269	♿	**1:38**	**1:42**	**1:47**	**1:52**	**1:56**	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	♿	**2:08**	.....	.....	.....	**2:12**	**2:19**	**2:24**	**2:31**	**2:36**	**2:38**	**2:44**	**2:50**	**2:58**	**3:04**
	265	♿	**2:38**	.....	.....	.....	**2:42**	**2:49**	**2:54**	**3:01**	**3:06**	**3:08**	**3:14**	**3:20**	**3:28**	**3:34**
	269	♿	.....	**3:06**	**3:11**	**3:16**	**3:20**	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	♿	**3:08**	.....	.....	.....	**3:12**	**3:19**	**3:24**	**3:31**	**3:36**	**3:38**	**3:44**	**3:49**	**3:56**	**4:01**
	265	♿	**3:42**	.....	.....	.....	**3:46**	**3:52**	**3:57**	**4:04**	**4:09**	**4:12**	**4:18**	**4:23**	**4:30**	**4:35**
	269		.....	**4:07**	**4:12**	**4:17**	**4:21**	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265		**4:07**	.....	.....	.....	**4:11**	**4:17**	**4:22**	**4:29**	**4:34**	**4:37**	**4:43**	**4:48**	**4:55**	**5:00**
	265		**4:37**	**4:42**	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	♿	**4:52**	.....	.....	.....	**4:57**	**5:05**	**5:10**	**5:17**	**5:22**	**5:25**	**5:31**	**5:36**	**5:43**	**5:48**
	269		.....	**5:06**	**5:11**	**5:16**	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265		**5:05**	**5:10**	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265		**5:32**	.....	.....	.....	**5:37**	**5:45**	**5:50**	**5:57**	**6:02**	**6:05**	**6:11**	**6:16**	**6:23**	**6:28**
	265		**5:42**	**5:47**	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	265	♿	**6:07**	.....	.....	.....	**6:12**	**6:20**	**6:25**	**6:32**	**6:36**	**6:39**	**6:44**	**6:49**	**6:55**	**7:00**
	265	♿	**6:44**	.....	.....	.....	**6:48**	**6:54**	**6:58**	**7:04**	.....	.....	.....	.....	.....	.....
Saturday																
AM▼	265	♿	8:31	.....	.....	.....	8:36	8:42	8:48	8:53	8:56	8:59	9:06	9:12	9:18	9:23
	265	♿	9:31	.....	.....	.....	9:36	9:42	9:48	9:53	9:56	9:59	10:06	10:12	10:18	10:23
	265	♿	10:31	.....	.....	.....	10:36	10:42	10:48	10:53	10:56	10:59	11:06	11:12	11:18	11:23
	265	♿	11:31	.....	.....	.....	11:36	11:42	11:48	11:53	11:56	11:59	**12:06**	**12:12**	**12:18**	**12:23**
PM▼	**265**	♿	**12:31**	.....	.....	.....	**12:36**	**12:42**	**12:48**	**12:53**	**12:56**	**12:59**	**1:06**	**1:12**	**1:18**	**1:23**
	265	♿	**1:31**	.....	.....	.....	**1:36**	**1:42**	**1:48**	**1:53**	**1:56**	**1:59**	**2:06**	**2:12**	**2:18**	**2:23**
	265	♿	**2:31**	.....	.....	.....	**2:36**	**2:42**	**2:48**	**2:53**	**2:56**	**2:59**	**3:06**	**3:12**	**3:18**	**3:23**
	265	♿	**3:31**	.....	.....	.....	**3:36**	**3:42**	**3:48**	**3:53**	**3:56**	**3:59**	**4:06**	**4:12**	**4:18**	**4:23**
	265	♿	**4:31**	.....	.....	.....	**4:36**	**4:42**	**4:48**	**4:53**	**4:56**	**4:59**	**5:06**	**5:12**	**5:18**	**5:23**
	265	♿	**5:31**	.....	.....	.....	**5:36**	**5:42**	**5:48**	**5:53**	.....	.....	.....	.....	.....	.....

EXPLANATION OF SYMBOLS USED

Sign	Description	Sign	Description
c	Continues to Lane Cove Public School	g	Operates via Greenwich Infants on school days only
		n	Operates via North Sydney Demonstration School on school days only

SUNDAY & PUBLIC HOLIDAYS

No Service

Bus Services Timetable

Summary

The site has excellent public transport facilities within walking distance to the site. Bus stops are located on the site frontage. High frequency train services also operate in walking distance to the site.

On Street and Off Street Car Parking

Period parking restrictions operate in the local area. Street parking is summarised below:

- Pacific Highway- Limited on street parking east of the intersection with Greenwich Road. Note that clearways apply between 3PM - 7PM Monday to Friday.
- Greenwich Road- Limited on street parking on both sides of the road. A large no of cars, presumably belonging to local residents, currently park on both sides of the road.
- River Road- Limited on street parking on both sides of the road. Note that clearways apply between 6AM - 10AM and 3PM – 7PM Monday to Friday.
- Anglo Road- Limited on street parking on both sides of the road. A large no of cars, presumably belonging to local residents, currently park on both sides of the road, effectively reducing the width of the road to one lane.
- Bellevue Avenue- Limited on street parking on both sides of the road. A large no of cars, presumably belonging to local residents, currently park on both sides of the road.

Loading

An existing loading zone is located directly in front of the site on Greenwich Road. The width of Greenwich Road allows for traffic to pass the loading zone unobstructed in both directions.

Description of Works

Description of Works and Duration

The works required on the site for the project would be broken into four stages. Total approximate duration of site works is 95 weeks.

- Stage 1
    - Site Establishment 3 weeks
    - Demolition Works 11 weeks
- Stage 2 Excavation & Substructure (basement slab on ground) Works 16 weeks
- Stage 3 Superstructure Works 53 weeks
- Stage 4
    - Fit-out and Finishes 35 weeks
    - Restoration Works 14 weeks

Each phase would not happen in isolation. Phases 3 and 4 would happen simultaneously once the structure is sufficiently completed to allow the finishing trades to commence on lower levels. The restoration works are likely to begin after structural construction is complete and whilst the fit out and finishes are being completed. The site works are anticipated to begin in the first quarter of 2021 and be completed in early 2023.

Stage 1 Site Establishment and Demolition

Site Establishment

This stage of works would involve the establishment of fencing, erection of hoardings, signs and temporary site offices / facilities. Other preparation works would include tree trimming, removal and protection as required.

Demolition

The demolition of the existing buildings on site would be included in this stage of works. The demolition work involves the removal of internal fittings, demolition of building structures and demolition of existing foundations.

The demolition of buildings starts with the strip out phase. The strip out phase involves the complete removal of all fittings and fixtures and non-load bearing walls, floor finishes, ceilings, joinery items and partition walls. Once the strip out is completed, the structural demolition takes place with brick, concrete and steel demolished and then removed from the site.

The protection to adjacent properties and public space will be provided by means of perimeter fencing, gates, hoardings, and shade cloths for dust control.

Stage 2 Excavation Works

Excavation works involve the removal and loading of spoil onto truck and trailers. During excavation, heavy earthmoving equipment such as bulldozers, backhoes, excavators and trucks would be active on the site.

An excavation shoring system would be installed in accordance with geotechnical and structural design to enable the excavation work to be completed. In ground services installation will commence after completion of bulk excavation.

Piling would involve the delivery of concrete and materials to site. The shoring and piling works would be carried out using piling rigs, drills, concrete trucks and concrete pumps.

Stage 3 Structural & Building Services Works

Following the installation of the in-ground services, structural works would commence with the construction of basement levels, and thereafter the superstructure works would be undertaken.

The following vehicles, plant and equipment would be used:

- articulated and rigid trucks;
- mobile cranes;
- fixed tower crane (mobile cranes for set up / removal);
- concrete delivery trucks;
- concrete pumps;
- man and material hoists;
- scissor and boom lifts; and
- fork lifts.

Stage 4 Fit-out, Finishes & Restoration Works

Fit-out and Finishes

As the construction of the structure continues, the building services work and initial finishes would begin and continue concurrently with the structural works. The building services work includes installation of mechanical, electrical, fire, hydraulic and other services. Initial finishes work includes masonry, plasterboard, joinery and tiling.

Restoration Works

When the building is complete, and the tower crane has been removed, the hoardings will also be removed. This will allow the external works to be completed.

The works will include reconstruction of the crossover, footpath, kerb and gutter, laybacks and associated road adjustments.

Construction details

Construction Site Plan

Construction Site Plans have been prepared for the works and are shown in **Figure 3** The plans show the location of the site facilities, fencing, site accesses, hoardings and the like. Other important features that are indicated on **Figure 3** are the two proposed work zones, namely “on-site work zone” and off-site work zone”. These two works zones will be referenced often in the pages that follow.

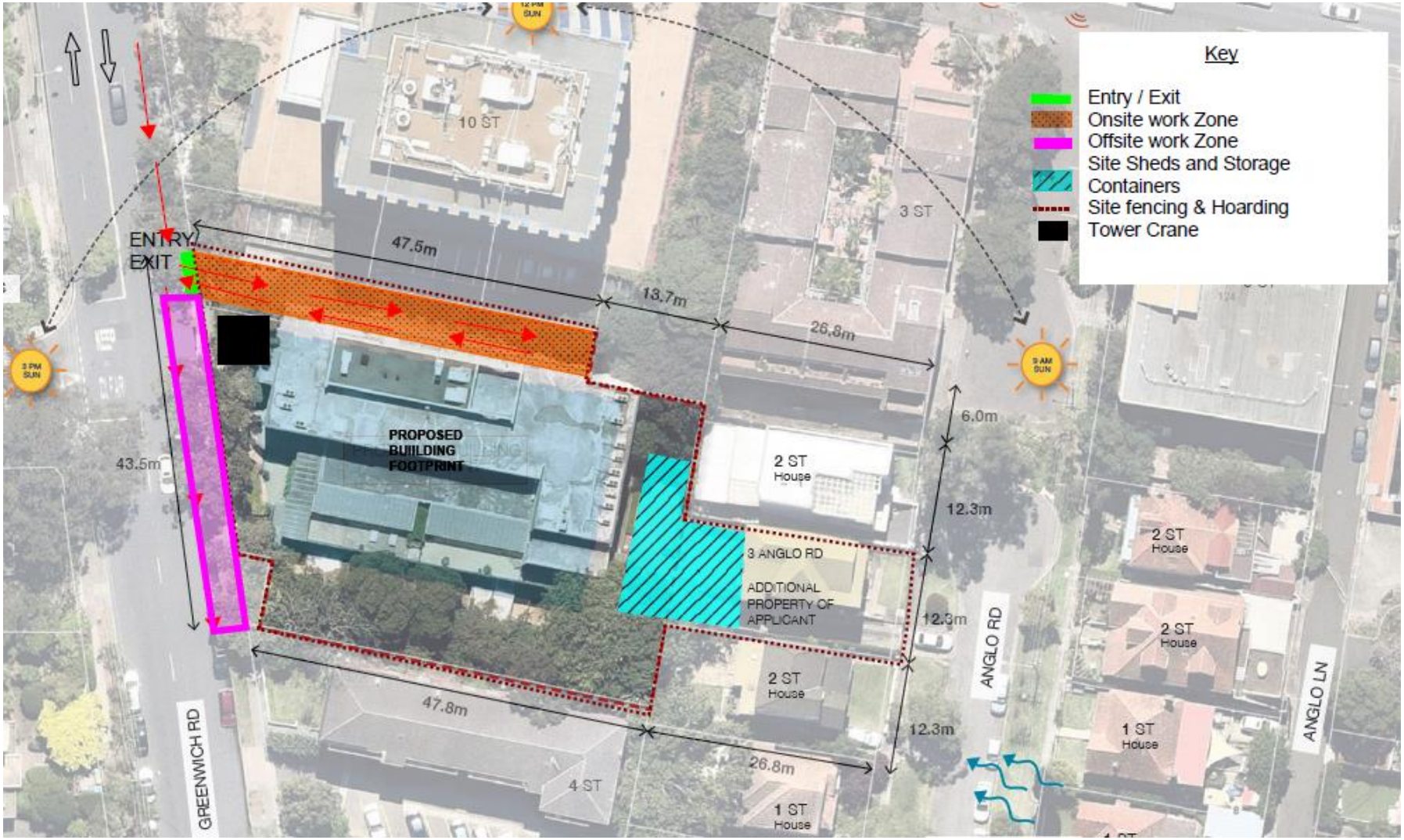


Figure 3 – Work Stages 1 - 4

Construction Site Accesses

Initially during Stages 1 and 2, all construction plant and vehicles would access the site via Pacific Highway turning into Greenwich Road. From Greenwich Road vehicles would reverse into the site (on-site work zone). Vehicles would exit the site from the same entry/exit turning left into Greenwich Road. From Greenwich Road vehicles would turn either left or right into River Road.

At the end of Stages 1 and 2 all vehicles would need to be loaded (and unloaded) on Greenwich Road to enable demolition and excavation to be completed in the NW corner.

Initially during Stage 3 all vehicles would be loaded (and unloaded) on Greenwich Road to enable basement construction, lower ground floor construction, and ground floor slab construction to be completed. After completion of ground floor structural works, all slabs below (and including) ground floor will be back propped, then loading and unloading would be done from the on-site work zone north of the site (highlighted orange in **Figure 3** for the remainder of construction.

Hoardings

Hoardings (A class) would be erected during stage 1 along Greenwich Road (west of site) and to the north of the shared entrance. A temporary gate will be installed to allow vehicle access.

The hoarding will be maintained until the commencement of restoration works (stage 4). During restoration works the A class hoarding will be replaced with temporary fencing.

Site Fencing

On the east side of the excavation between the neighbouring houses and the site, and on the southern side of the site, a 2.4m high temporary fence will be installed. The site will be fenced using Best Practice Methodology.

The following indicative issues will be considered with regard to site fencing.

- Attach shade cloth to the site fencing to control views and manage dust where necessary.
- The perimeter fencing would be kept tidy throughout the programme of works.
- Safety fences would be erected throughout the site/works as necessary.

On completion of the restoration works the temporary fencing will be removed.

Greenwich Road Works Zone

Loading and unloading areas are required throughout the works for the removal of demolished materials and spoil and the delivery of materials, concrete and the like. These activities will be managed by the provision of a temporary off-site works zone throughout Stages 1 to 4 of the works, even though the current shared access would be used. There will be times when both loading/unloading zones are in use at the same time.

A works zone on Greenwich Rd will need to be maintained during the four stages of construction to the entire frontage of the site. There is currently a bus stop and a loading zone in this location. The bus stop would be either temporarily shut down for the duration of the works, or the bus company

that manages this route could suggest temporarily relocating the bus stop. The off-site works zone would be suitable for large vehicles and can be used to queue a number of trucks at any one time. The current loading zone will be replaced with the off-site work zone for construction works only.

Applications to temporarily shut down the bus stop and for the creation of the works zone will be submitted.

In accordance with NSW Road Rule 181, the works zone would be used as follows.

- *A driver must not stop in a works zone unless the driver is driving a vehicle that is:*
    - *engaged in construction work in or near the zone,*
    - *or dropping off, or picking up, passengers.*

The use of the off-site works zone would be managed by traffic staff and the site manager.

The existing and proposed signage associated with the off-site works zone is shown in **Figure 5** and **Figure 6** respectively.

Figure 5 – Greenwich Road existing street signage

Figure 6 – Greenwich Road proposed street signage

Site Facilities

The site facilities will be located at the rear of 2 Greenwich Road (highlighted blue in **Figure 3**). The site facilities will be erected in stage 1 and will be made available to workers immediately and through to completion of stage 4. Access to the site facilities would be via Greenwich Road during Stages 3 and 4. During demolition, excavation and basement works access to the site facilities will be via Anglo Road.

Materials Handling

Mobile Cranes

Mobile cranes will be used throughout the works, in particular:

- Mobile cranes will be used to erect the tower crane.
- Mobile cranes will be used for all loading and unloading when the tower crane is not on the site.
- Mobile cranes would be used throughout the works to supplement the tower crane during peak times.
- Mobile cranes are required for site preparation works such as the hoarding and site container installation.

Tower Cranes and Hoists

One tower crane will be erected on the site together with hoists. The hoists would be used to lift staff and materials. The tower crane will be erected during stage 3 and after the ground floor structural slab has been concreted.

The tower crane will be located at the north west corner of the proposed building.

Concrete Pump and Loading

Concrete handling would take place at the off-site works zone in Greenwich Road using mobile concrete pumps and concrete trucks in late stage 2 (concrete the basement slab on ground) and early stage 3 (upper basements structural works, lower ground floor and ground floor structural slabs). The mobile concrete pumps will park in the off-site works zone facing towards Pacific Highway. The concrete trucks will reverse up behind the mobile concrete pump and discharge the concrete into the mobile concrete pump. The mobile concrete pump and concrete trucks will be protected from oncoming traffic by concrete barriers.

After the ground structural slab has been completed a static concrete pump will replace the mobile concrete pumps and will be placed in the shared access to the north of the site. The concrete trucks will reverse up behind the static concrete pump and discharge the concrete into the static concrete pump.

Approximately 25 peak concrete deliveries would occur throughout the works. These being for pouring of perimeter shoring piles, foundation piles, concrete floor slabs (including basements and superstructure), and basement walls. During peak concrete pours, Greenwich road would be used

for both access to the on-site work zone, and to stand a mobile concrete pump and concrete delivery trucks in the off-site work zone.

Waste Trucks

Waste will be separated and loaded into skip bins placed on site by the mobile and tower cranes respectively. Once the skip bins have been filled, they will be placed in the off-site work zone by the respective cranes. From the off-site work zone they will be removed by a licensed waste contractor and in accordance with the Waste Management Plan.

Work Hours

The hours of construction including the delivery of materials to and from the site, demolition, excavation and all construction would be restricted to the following hours:

- Mondays - Fridays: 7am - 5pm
- Saturdays: 7am – 3pm
- Sundays / Public Holidays: No work

Approval for work outside of these hours would be subject to the issue of a permit on each occasion from the relevant authorities.

Waste Management Plan

The demolition and excavation contractors will provide a detailed Waste Management Plan (WMP) once they have been appointed. A more detailed plan for the building construction will also be prepared once the stakeholder consultation has been undertaken and the final scope of works has been established.

The Waste Management Plan (WMP) would address the following issues:

- adherence to relevant legislation;
- avoidance of waste through design;
- avoidance of waste through innovative construction techniques;
- recycle as much waste as possible to reduce landfill waste;
- protection of the workforce and the public;
- the estimated volume of waste and method of disposal during construction;
- administrative arrangements for waste and recycling management during the construction process.

The following indicative issues should be considered when using skips or rubbish bins to prevent disruption to public areas:

- Skips and rubbish bins will be placed away from public thoroughfares;
- Waste or skips would not be placed in Council property without the proper consents;
- Where possible, a schedule for skip delivery and collection will be developed; and
- Chute locations and heights will be indicated in the WMP if required.

Construction Vehicle Activity

Construction Activities

The project involves the demolition of the existing building on Greenwich road, excavation for, and construction of a new building and associated footpaths and landscaping. This section of the report describes the truck types and truck volumes associated with the work. It should be noted that not all of the different types of vehicles would visit the site on the same day.

The construction operations affecting traffic, parking and pedestrians include:

- construction vehicles entering and exiting the site during demolition and excavation at the on-site work zone
- removal of spoil by heavy rigid trucks and truck and dog
- delivery and erection of hoardings, delivery and placement of site containers, deliver and erect a tower crane
- tree trimming and tree removal on Greenwich Road in front of the site
- standing and loading / unloading of vehicles at the off-site work zone located on Greenwich Road (for material deliveries throughout the works, a mobile concrete pump and concrete delivery trucks)
- work vehicles such as tradesmen vans and utilities (less than 5.4m long). **Note that site staff will be encouraged to make use of public transport to ease the demand on parking in the area.**
- road closures, lane closures and footpath closures on approval from the relevant authorities

Stage 1 Site Establishment and Demolition

Site Establishment

Street trees on Greenwich Road will need to be removed so that works can be undertaken (new trees can be planted in stage 4 to replace the removed tress). Footpath and kerbside lane closures are required to carry out the works. Tree lopping would be undertaken from the kerbside lane. This work would be undertaken in the daytime.

Type A hoardings (to be erected on the property boundary) will require transport at commencement and at completion of site works. A heavy rigid truck or semi-trailer would be used to deliver and collect the hoardings. A mobile crane would be required to lift these items off / onto the truck. The delivery and removal of the hoarding is likely to involve one to two trucks.

The installation and dismantling of the hoarding would require the closure of the footpath and kerbside lane. The footpath and lane closure in Greenwich Road would occur during the day time (subject to RMS and Council approval) with appropriate pedestrian diversions.

Demolition

During demolition there will be A type hoardings on Greenwich Road and at the on-site work zone. Perimeter fencing will be erected on the east and south sides of the site.

Traffic controllers will work in accordance with a site-specific Traffic Management Plan while controlling the following specific activities:

- direct trucks while the trucks are reversing from Greenwich Road to the on-site work zone
- controlling other traffic making use of Greenwich Road (both directions), specifically when trucks are entering and leaving the on-site work zone (from / to Greenwich Road)
- direct pedestrians and cyclists making use of Greenwich Road, specifically when trucks are entering and leaving the on-site work zone (from / to Greenwich Road)
- One lane will always be open in each direction to traffic on Greenwich Road except for short periods while trucks are reversing into and driving out of the on-site work zone

Traffic movements for these works are indicated in **Figure 7 and Figure 8**.

The first stage of demolition is the strip out, which is carried out by mobile cranes, small machinery and labour reducing the building to concrete, brick and steel (structural elements). Once the strip out is complete structural demolition takes place. The mobile cranes would be located at the on-site work zone and / or at the off-site works zone on Greenwich Rd.

The demolition of the structural elements will be carried out using large excavators fitted with hydraulic attachments such as “pulverisers” and “grapple buckets”. Demolished materials will be loaded onto trucks standing initially at the on-site work zone, and later at the off-site works zone on Greenwich Rd.

Truck access to the on-site work zone would be via Greenwich Road with egress via the same access point.

During the demolition stage, it is estimated that between 6 trucks per day and 12 trucks per day will cart materials off site, depending on the specific operations.

Stage 2 Excavation Works

The majority of the spoil would be loaded from the on-site work zone at the start of the excavation process. A ramp will be created into the excavated area as the excavation deepens. The ramp would be excavated last. Spoil material from the final stages of excavation will be loaded into trucks standing at the off-site work zone.

An average of 20 trucks per day are expected to cart spoil material from site during excavation. A peak of 30 trucks per day are expected during busier days.

As noted above, when the on-site work zone has been removed then the off-site works zone will be used for all deliveries, loading and unloading throughout the excavation, shoring, piling and ground services installation.

Stage 3 Structural and Building Services Works

Vehicular activity during the construction phase would include delivery of construction materials/concrete and removal of waste.

During construction of the basement levels, and until completion of ground floor structural slab, all deliveries, loading and unloading will be undertaken from the off-site work zone on Greenwich Road.

After the ground floor slab has been completed the tower crane will be erected in the north west corner of the site. Thereafter most of the deliveries, loading and unloading will be undertaken from the on-site work zone. In the unlikely event that a mobile crane is required after the tower crane has been erected, the mobile crane will stand at the off-site work zone.

The expected number of truck movements during this period of time would vary between 10 to 40 trucks per day depending on the phase of works. On days when large concrete pours are undertaken the truck count would be closer to 40 vehicles. The off-site work zone will be used on these days and truck movements will be controlled by traffic controllers and managed by the site manager.

In order to get the tower crane erected it is estimated that 5 trucks will deliver the components for the tower crane. It is estimated that the operation will take approximately one day.

Semi-trailers will be required to transport the tower crane components to site. A mobile crane will be required to lift the components into position. The mobile crane will stand at the on-site work zone. The semi-trailers will stand at the off-site work zone on Greenwich Road. All truck movements and other traffic, pedestrians and cyclists will be controlled by traffic controllers and or signage and managed by the site manager.

Stage 4 Fit-out, Finishes & Restoration Works

Fit-out and Finishes

The fit out and finishes will begin while the structural work (stage 3) is still under construction. It is estimated that there would be approximately 10 truck deliveries per day generated due the building services and fit-out work. Vehicles of various sizes would deliver fit-out and finishes materials each day.

Both the off-site work zone (Greenwich Road) and on-site work zone would continue to be available to delivery vehicles throughout this work.

The tower crane will continue to serve the project until the façade at the tower crane location needs to be closed, at which time the tower crane will be disassembled and removed from site. A mobile crane and trucks required to disassemble the tower crane and remove it from site will be similar to the plant required to erect the tower crane.

Restoration Works

When restoration works begin the basement may be made available for trade vehicles parking, however, this will be subject to receipt of relevant approvals. The on-site work zone (previously shared access) may be made available to the neighbouring business for exit from that car park when restoration works begin.

The site remains a construction work area during restoration works – normal WH&S regulations and restrictions will apply during this stage.

The hoarding will be replaced with temporary site fencing and the site accommodation will be removed from the site.

Truck deliveries during the footpath restoration, crossover and landscaping works would include the delivery of landscaping supplies, formwork, reinforcing and concrete. It is expected that smaller delivery trucks will be utilised during these works. It is likely that there would be less than 5 truck movements per day for the final restoration works.

The off-site works zone in Greenwich Road will be utilised to load / offload vehicles during these works. The footpath will remain closed until the new footpath and crossover has been concreted. At the same time as the footpath restoration works, the bus stop and original loading zone will be reinstated.

Summary of Construction Vehicle Impacts

Throughout the construction project the average number of trucks is likely to vary considerably. The truck movements will be managed by the site manager between the on-site work zone and off-site work zone on Greenwich Rd. The largest concrete pour would require up to 8 concrete trucks to / from the site per hour.

Traffic control measures will be implemented during the entire construction project. The intensity of the traffic control will depend on activities and would change periodically / accordingly. Traffic control will be managed by the site manager and controlled by traffic controllers and / or signage.

- truck management measures would be in place to manage loading / unloading;
- driver protocols would be in place;
- there would be safe management of traffic through the use of signs and devices;

Construction Traffic Management

The construction traffic impacts and management are outlined below.

Construction Truck Routes

General construction vehicle traffic will have origins / destinations throughout Sydney. The designated inbound and outbound truck routes are shown in **Figure 7** and **Figure 8** respectively.

Trucks would reach the site from Pacific Highway by turning right into Greenwich Road from the west or left into Greenwich road from the east. Trucks leaving site will turn left onto Greenwich Road and head towards River Road before turning left or right onto River Road before joining Pacific Highway.

All building contractors would be notified of the truck routes and would be required to adhere to the nominated routes.

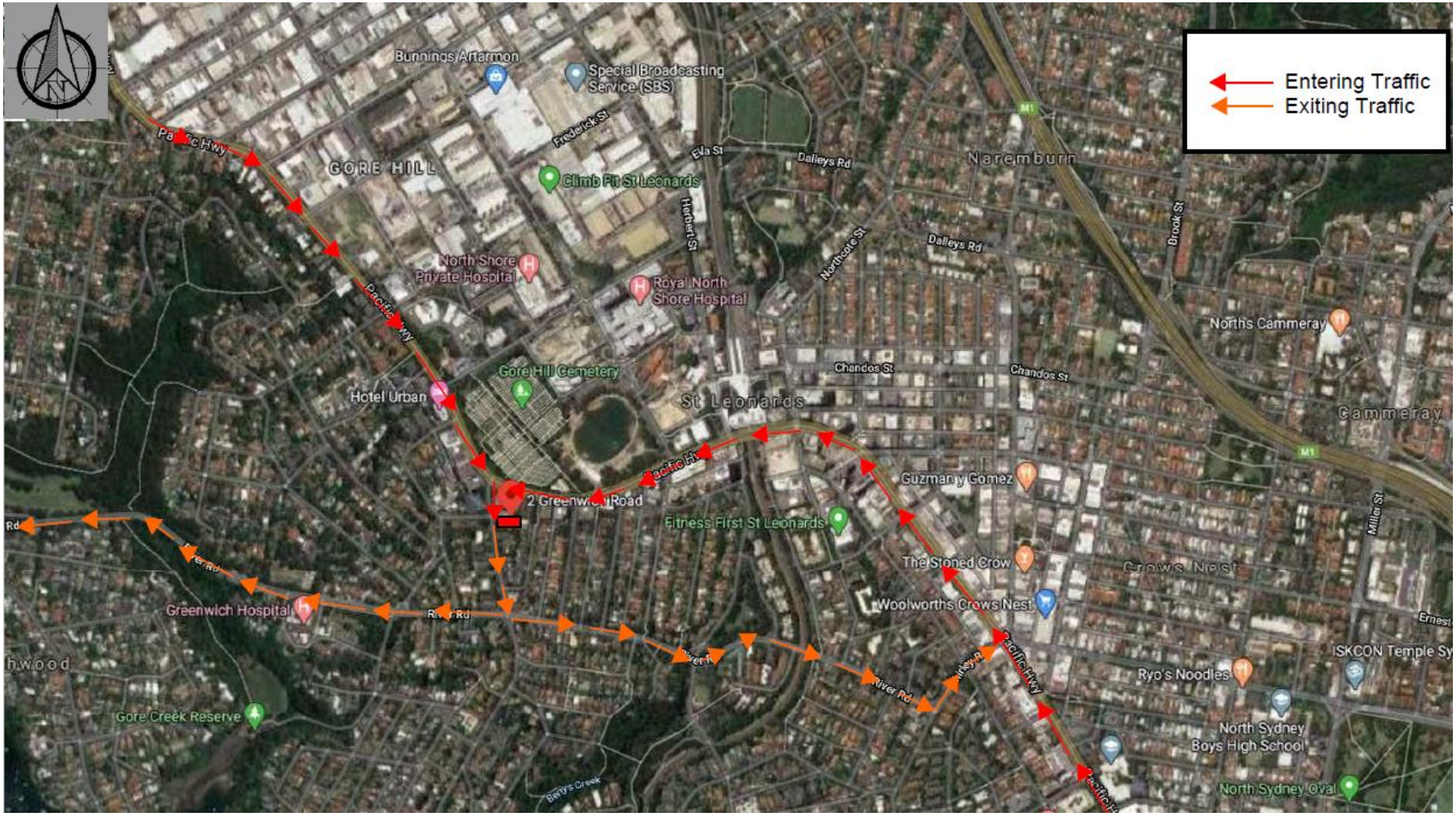


Figure 7 – Inbound & Outbound vehicle routes

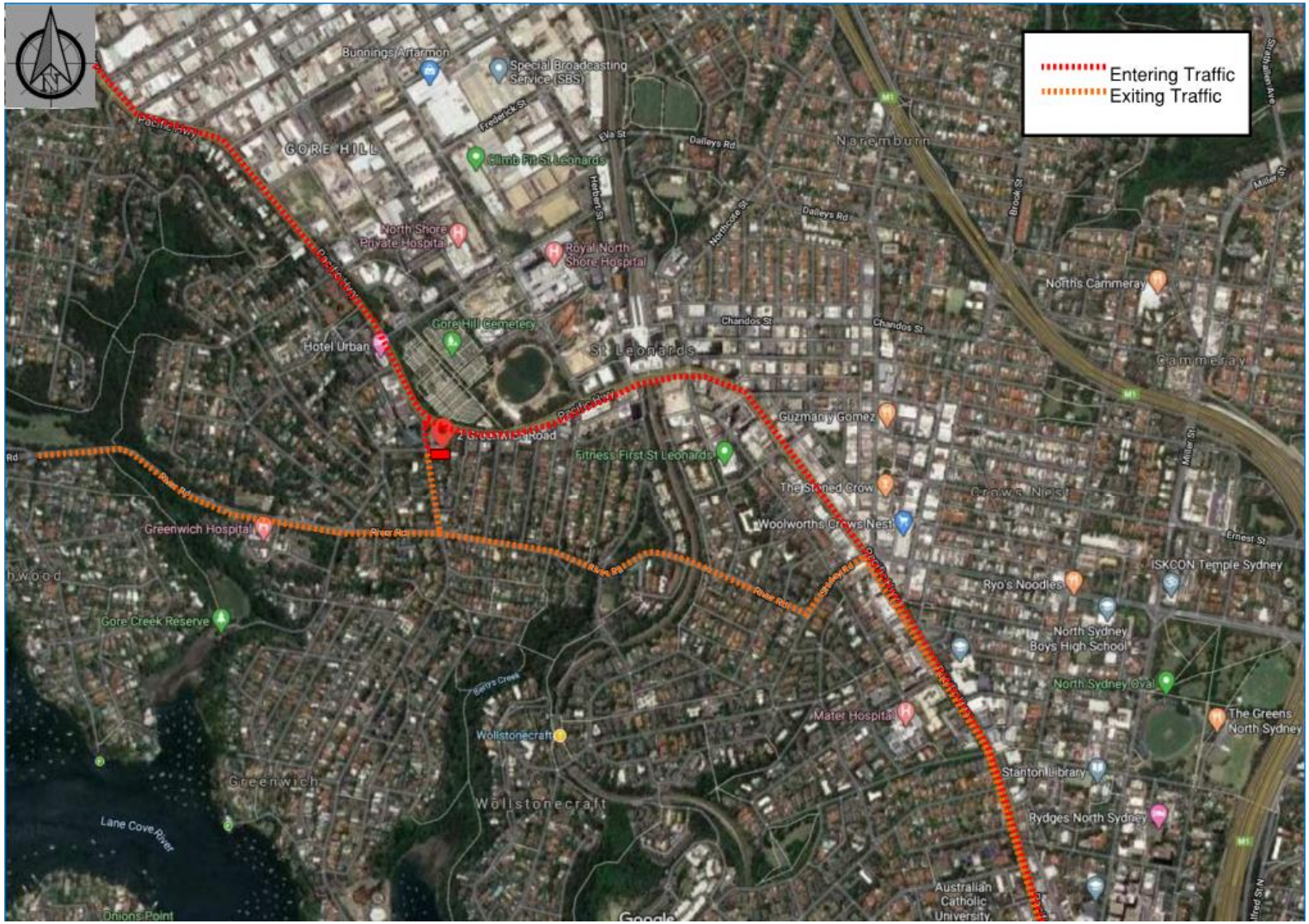


Figure 8 – Inbound & Outbound vehicle route

Traffic Control

The planning for this site has examined all reasonable opportunities to maintain safe pedestrian and traffic / parking lanes. However, there will be times when additional lanes need to be closed temporarily to accommodate certain tasks and traffic movements.

It is noted that for the majority of the works duration there would be no major traffic diversions. The site plan shown in **Figure 3** show the site setup during the majority of the works.

For the majority of the works pedestrians will be diverted to the opposite footpath on Greenwich Road only. This measure will be achieved during and after normal business hours by the use of signage. The signage would direct pedestrians to make use of the pedestrian crossings at the intersections with Pacific Highway & River Road respectively.

With regard to pedestrians crossing Bellevue Avenue, there is traffic calming, pram ramps and a refuge island to ensure safe crossing conditions for pedestrians.

Some pedestrians may occasionally need to cross Anglo Road. At the intersection with Greenwich road there are existing pram ramps and footpaths on both sides of Anglo Road.

Additional lane closures to those incorporated in the off-site work zone include:

- trucks reversing into the on-site work zone
- Restoration works to the footpath, crossover and adjacent areas
- kerb & gutter and road pavement restoration works
- when workers are within 1.2 metres of the travel lane without protection by a safety barrier (in accordance with RMS Guidelines). This includes any work on the footpath, hoarding installation / removal, etc

If there is a requirement for lane closures, there will be adequate safety measures in place to safeguard workers and road users. Site specific Traffic Control Plans would be prepared and adhered to at all times. Applications will be submitted, and approval received from the relevant authorities before lane closures are implemented.

A mobile concrete pump with outriggers would be used to concrete the following levels:

- basement 3 slab on ground, walls and columns
- basement 2 slab, walls and columns
- basement 1 slab, walls and columns
- lower ground slab, walls and columns
- ground level slab, walls and columns

The concrete pump would be parked at the off-site work zone on Greenwich Road. Traffic control would be used to control traffic. Two-way traffic flow would be maintained throughout this work. Traffic control will be undertaken in accordance with *AS 1742.3 Manual of uniform traffic control devices - Traffic control devices for works on roads* and the *RMS's Traffic Control at Worksites*.

Traffic detours, pedestrian diversions and traffic arrangements for footpath and lane closures will be submitted to council and RMS prior to these closures and be approved prior to the works commencing onsite. See **Figure 9** for detail.

Traffic Controllers

Certified traffic controllers will, when necessary, temporarily stop traffic on Greenwich Road. The main responsibilities of the traffic controllers are to safely assist pedestrians, manage construction vehicles and control traffic when required.

Traffic controllers shall be qualified, having passed the RMS approved Traffic Controllers training course, and shall be authorised. Use of traffic controllers will be undertaken in accordance with *AS 1742.3 Manual of uniform traffic control devices - Traffic control devices for works on roads* and the *RMS's Traffic Control at Worksites*.

Pedestrians

In order to maximise safety, pedestrians will be diverted to the opposite side of Greenwich Road by means of traffic control (signage) during the construction project. All pedestrian diversions must occur whilst traffic control is in place. Pedestrian diversions are shown in **Figures 9.**

Currently pedestrian crossing facilities are provided at the traffic signals on Greenwich Rd at the intersections with both Pacific Highway and River Road. During construction the maximum vehicle speed limit will be reduced to 40km/h on Greenwich Road between Pacific Highway and River Road. Signage warning drivers and pedestrians of the construction work will be placed on both sides of Greenwich Road covering both directions. Pedestrians will be directed to cross Greenwich Road at the intersection with Pacific Highway and River Road respectively.

Footpath diversions and associated signs and devices must be undertaken in accordance with *AS 1742.3 Manual of uniform traffic control devices - Traffic control devices for works on roads* and the *RMS's Traffic Control at Worksites.*

It is considered that the impact to pedestrians will be low and that movement will be safe, given that:

- Signage will be clearly displayed advising pedestrians of changes along Greenwich Road.
- Traffic controllers will be provided at areas of pedestrian / vehicle conflict for large truck movements.
- Any impacts on the road / traffic flow and pedestrians would be appropriately managed using traffic control (signage).
- Trucks will be instructed to travel at low speeds to improve safety near construction access / loading and unloading areas.

Figure 9 – Traffic & Pedestrian Management

Bicycles

Greenwich Road has no dedicated bicycle paths. Cyclists may be affected by construction vehicle activity.

Driver protocols would include a requirement that drivers be mindful of cyclists. The access and egress from the off-site work zone and on-site work zone will be controlled by traffic control (signage and / or traffic controllers).

During full / partial road closures traffic controllers will be present to ensure that vehicles, bicycles and pedestrian movements are monitored and risks are reduced.

Bicycle warning signs will be incorporated into the Traffic Control Plans to warn and inform drivers of cyclists.

Public Transport

Buses

Bus services would not be detoured during construction works. The bus stop located directly in front of the site (Stop ID 206590) would need to be temporarily closed for the duration of the construction project (only on the site side of Greenwich Road, the bus stop on Bellevue Avenue side of Greenwich Road will remain open). Bust stop ID 206589 located on Greenwich Road adjacent to Anglo Road will remain open and will need to be used instead of bus stop ID 206590.

Bus stop ID 206590 on the site side of Greenwich Road would be closed during site establishment (Stage 1) and will be re-opened at the end of Stage 4 when safe to do so.

Bus stop ID 206590 in front of the site but on Bellevue Avenue side of Greenwich Road will remain open during the construction project. There will be times when this bus stop is affected by truck movements. Traffic controllers will be present to control all vehicle, bicycle and pedestrian movements at these times.

The bus company would be contacted and notified prior to the works commencing. Relevant permit applications will be submitted to the respective authorities, and approvals gained before any bus stop changes are implemented.

Taxi Ranks

There are no taxi ranks within the proximately of the site. The nearest taxi rank is located at St Leonards Train Station.

Staff Parking Impacts

The construction project will generate an on-site workforce. Workers car parking in the local area is very limited.

Given the high demand for parking in the area and the excellent availability of public transport, site staff would be encouraged to use public transport to get to and from the site. Public transport information would be prepared and given to workers.

Some trades rely on their respective vehicles being parked close to the site as their vehicles are used to transport and store materials, tools and equipment. These drivers will be encouraged to unload equipment from their respective vehicles at the start of each shift. It may rarely happen that these trades occasionally need to park on Greenwich Road, Bellevue Avenue and Anglo Road. **It is stressed that site staff will be encouraged to make use of public transport to ease the demand on parking in the area.**

Parking Impacts

Loss of Public Car Parking

Due to the requirement for trades to park their vehicles in on-street parking during the works, there may be some disruption to, and loss of on-street public car parking. During restoration works the trades may be permitted to park their vehicles in the basement parking of the new building. **As mentioned, site staff will be encouraged to make use of public transport to ease the demand on parking in the area.**

The parking to the neighbouring building located directly to the north of the site will be affected by the construction. The neighbouring building currently accesses its parking bays via an entrance on Greenwich Road, and exits the car park via the shared access located between the site and the northern neighbour. This exit will not be available to the neighbouring building during stages 1, 2 and 3. The access would be made available to the neighbour during the restoration works.

Summary

In summary there would be a greater demand for car spaces due to construction works.

Community Consultation

Neighbouring property owners will be consulted throughout the construction works and site contact details provided to them.

Staff will be available on site to assist neighbours with any traffic related issues.

The ongoing consultation process will include the following.

- Identify policies and procedures for dealing with all forms of communication that involve interaction with the community and stakeholders.
- Ensure that impacts of construction are appropriately advised to the local community. In particular, local businesses and residents would be notified of footpath closures and parking related changes.
- Ensure that all necessary notifications (e.g. signage) are displayed to minimise impact to the community.
- Ensure that there are procedures in place for managing issues as they arise from construction, community and compliance perspectives.
- Identify all stakeholder groups and individuals, and ensure there are ways of communicating with them effectively.

- Provide a mechanism for ongoing strategy evaluation, issue management and procedure development.

Some of the communication activities involved would likely take the form of a monthly flyer updating people on the progress of the works and what to expect in the coming months.

Emergency Vehicle Access

Emergency protocols on the site would include a requirement for traffic controllers to assist with emergency access from the street. Staff would be inducted on emergency evacuation protocols for the site under WH&S. The builder will implement an emergency response plan which outlines initial contact with emergency vehicles.

Public and Worker Safety

All site staff and subcontractors will be required to complete a site-specific induction before commencing work on site. The induction will cover aspects relating to safety and amenities; including access, emergency evacuation procedures, location of first aid facilities, location of amenities, site hours, material handling, noise and dust policies, environmental management and parking. **As part of the induction site staff will be encouraged to make use of public transport to ease the demand on parking in the area.**

Prior to commencing works on site, all subcontractors will be required to submit a project specific Safety Management Plan which would need to be compliant with the overall Project Safety Plan.

Construction Traffic Measures

The following are traffic management requirements for the site.

Truck Management and Driver Protocols

Truck management to reduce delay to trucks and improve safety along construction routes would include:

- Construction vehicles using public streets and on-site / off-site work zones.
- Scheduling of vehicle movements must occur to minimize off site waiting times.
- Vehicle movements must be compliant with Conditions of Consent and broader road-use regulations / laws, particularly with regard to hours of work, materials loading and unloading, and over size deliveries and installation.
- Drivers must be aware of speed limits in the area and access to works zones must occur at low speeds.
- Deliveries by semitrailers and heavy rigid trucks should be managed throughout the works to avoid unnecessary queuing.
- All building contractors would be notified of the designated truck routes and that they would be required to adhere to the nominated routes. Drivers and traffic staff must be mindful of cyclists and pedestrians on Greenwich Road.

Detailed Planning

- Advisory road signage in accordance with *AS 1742.3 Manual of uniform traffic control devices - Traffic control devices for works on roads* and the *RMS's Traffic Control at Worksites* must be installed and maintained throughout the construction stages.
- The plans in this document are indicative. Detailed Traffic Control Plans (TCPs) must be prepared and controlled by traffic controllers with the appropriate work tickets in accordance with the measures set out in this CTMP.
- The selection and specific implementation of traffic control plans would be carried out by qualified traffic control personnel.
- Any / all changes to the traffic control plans must be documented. Any change to the TCP which contradicts this report must also be documented.

Traffic Controllers

- The main responsibilities of the traffic controllers is to assist pedestrians, manage construction vehicles and control traffic.
- Traffic controllers shall be qualified, having passed the RMS approved Traffic Controllers training course, and shall be authorised.
- Use of traffic controllers must be undertaken in accordance with *AS 1742.3* and the *RMS's Traffic Control at Worksites*.

Hours / Days of Operations

- Work to be undertaken between 7:00am and 5:00pm Monday to Friday and 7:00am and 3:00pm on Saturdays.
- Works zones would operate between 7:00am and 5:00pm Monday to Friday and 7:00am and 3:00pn on Saturdays.
- Work outside of these hours must have permission from relevant authorities.

Pedestrians and Cyclists

- Traffic staff must be available to monitor activity and/or vary the traffic management, e.g. placement of signage, screen, barriers, where feasible or to assist pedestrian and cyclist movements past the worksite during peak periods.
- Pedestrian diversions must occur whilst traffic control is in place.
- Traffic controllers to be used to assist with pedestrians and bicycles if required.
- Pedestrian access along the site's frontages is to be closed for the duration of the works. Pedestrians will be directed to the opposite side of Greenwich Road.
- The builder must notify residents and businesses in the area of the footpath closure period.
- Ensure sight distance is provided for pedestrians crossing Greenwich Road.
- Greenwich Road is used by cyclists and a "watch for bicycle" sign is required on each approach.

Safe work method statements

Safe work method statements (SWMS) must be prepared by qualified personnel.

SWMS must be prepared by the building contractor responsible for traffic safety on the site.

Copies of the SWMS must be available and distributed in accordance with Occupational Health and Safety regulations.

Stakeholder Agreement and Feedback

Only the shared crossover to the north of the site would be blocked for the duration of the works.

Signage

Any covered, removed or new signage must be identified on the TCPs and with Council's traffic committee's approval. It is noted that without traffic committee approval the changes to signs are not enforceable. All necessary approvals will be sought and received prior to works being carried out.

Speed Zoning

- 40km/h speed zones must be implemented where required under RMS guidelines.
- RMS approval and recording processes are outlined in RMS Guidelines and must be followed. A plan showing existing signs to be covered and new signs to be installed must be prepared and signed by an accredited RMS orange card holder.
- Documentation and records must be kept on site in accordance with RMS requirements.

Onsite Emergency Contact

- Signs indicating an emergency contact name and number must be displayed on the fencing / hoarding around the work on site.
- Emergency services must be notified if traffic is diverted.
- Any incidents which become known to the contractor which affect the public safety within the road reserve must be forwarded to the relevant Authority

Plant

- Plant should not be parked and materials should not be stored in positions where they may create a hazard, obscure signs, block access or block approaching drivers' lines of sight. Particular attention must be given to pedestrian crossings and property accesses.
- Permit to stand plant must be approved and available on site.
- Temporary signs must not be placed so as to obstruct parking or otherwise create a hazard.

Other

- Ensure the placement of any temporary signs can be viewed by traffic in accordance with RMS requirements.
- Containment fencing and bollards must not obstruct vision to signs.

Staff Responsibilities

- The Site Manager is responsible for the work area and employees under their control as outlined below.
- The Site Manager will be responsible for ensuring that:
    - a documented WHS traffic management risk assessment is completed and that procedures and control measures are implemented on site;
    - road users, pedestrians and staff can continue with their respective undertakings in complete safety and with the minimum of inconvenience;
    - all site-related works are correctly barricaded and sign-posted using the approved signs; and
    - all signs and devices used are in good condition for the duration of the works and are removed at the completion of the work.
- The Site Manager will be responsible for all required planning and permits relating to traffic control including:
    - ensuring the applicable permits and licences have been obtained from the Council before carrying out any part of the design and construction activities that may impact on the community and users of the roads, footpaths, bikeways, shared use paths or other transport infrastructure;
    - appointing staff to oversee all aspects of internal and external traffic control;
    - working collaboratively with the community, Council and other authorised representatives.
- The Site Manager would be directly responsible for all the required planning and permits for traffic control including:

- ensuring all traffic control devices shown on the traffic control plans are available for use and fit for purpose, and in place as indicated on TCP's;
- seeking approval from the relevant authority for all traffic control plans;
- ensuring all components of the implemented traffic control plans are relevant to the risks and hazards;
- ensuring traffic routes are driven to obtain a thorough understanding of the construction impacts on local businesses and service providers are understood;
- communicating and acting on all directions issued by Council, relevant authorities and stakeholders; and
- auditing the worksite layout / control measures and implementing changes based on the audit findings.

Conclusion

This CTMP has been prepared to document the proposed construction activities and associated measures necessary to facilitate the works on site.

It is considered that:

- Management measures would be established to ensure the safety for motorists, pedestrians and cyclists, and amenity of residents.
- If required then traffic controllers would be used to control vehicles and assist pedestrians during the works.
- Traffic control for any pedestrian diversions or traffic controllers would be prepared in accordance with Australian Standards and RMS Guidelines.

In summary it is concluded that the proposed CTMP measures would adequately address potential implications associated with the construction activities.

Appendix A Plans

GREENWICH SENIORS LIVING by **ALCEON GROUP**

ARCHITECTURAL PLANS dated 02/04/2020

By Marchese Partners

GREENWICH
SENIORS LIVING

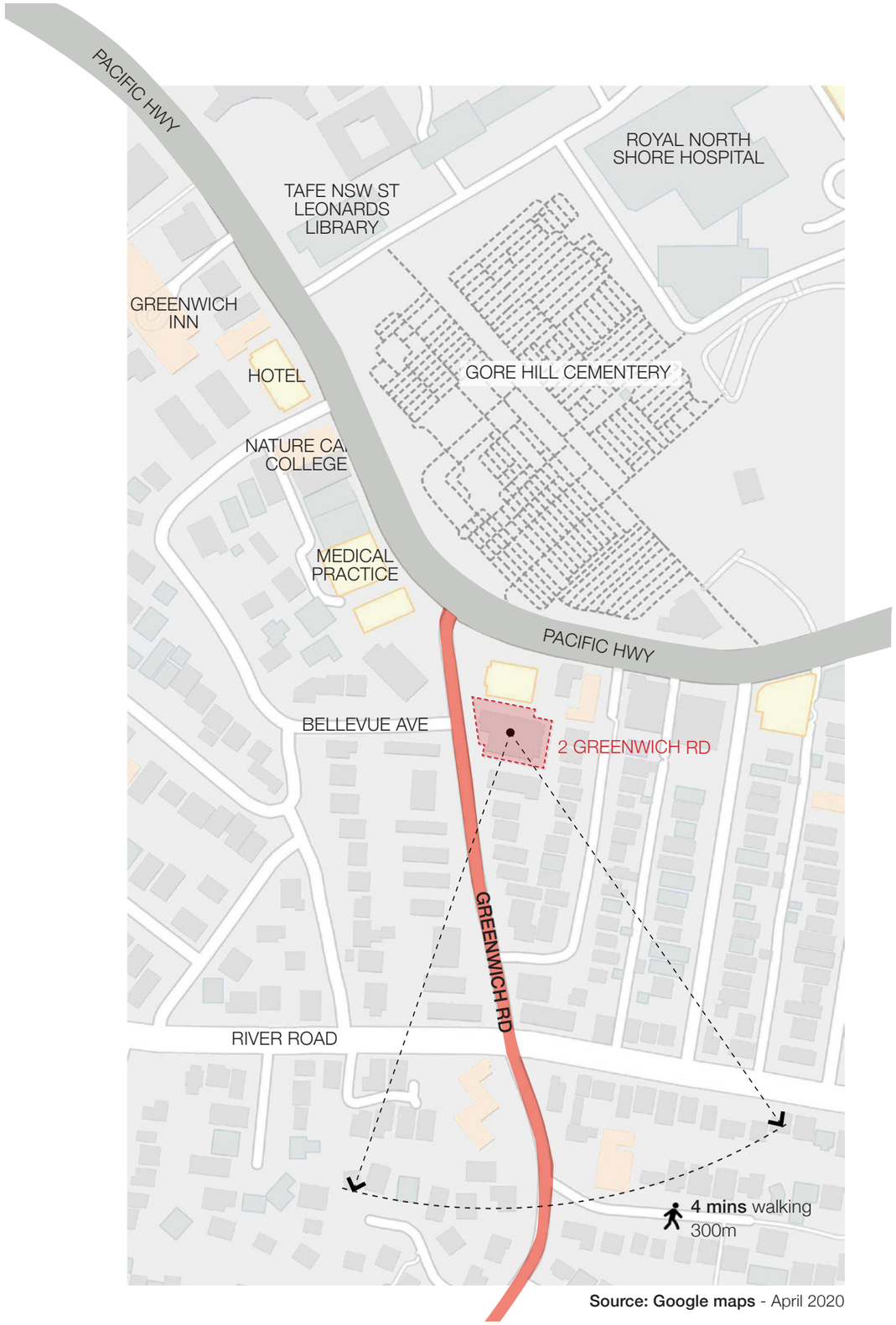
ARCHITECTURAL PLANS

02/04/2020

marchesepartners
masterplanning | architecture | interior design

1. TABLE OF CONTENTS


SYDNEY CBD
Balls Head Reserve
NORTH SYDNEY
WAVERTON
WAVERTON
Berry Island Reserve
WOLLSTONECRAFT
WOLLSTONECRAFT
VIEWS 250 °
GREENWICH
Smoothey Park
ST LEONARDS
2 GREENWICH RD
154 Pacific Hwy
PACIFIC HWY
GREENWICH RD



Source: Google maps - April 2020

City views from existing rooftop level

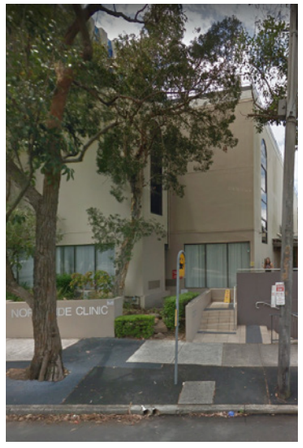
8 Greenwich Rd

View from 2 Greenwich Rd towards 3 Anglo Rd

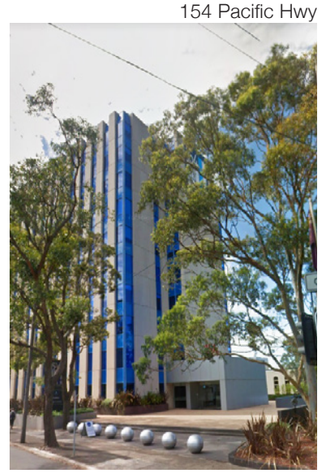
View from 2 Greenwich Rd towards 154 Pacific Hwy

Greenwich Rd looking South

Existing substation adjacent on site

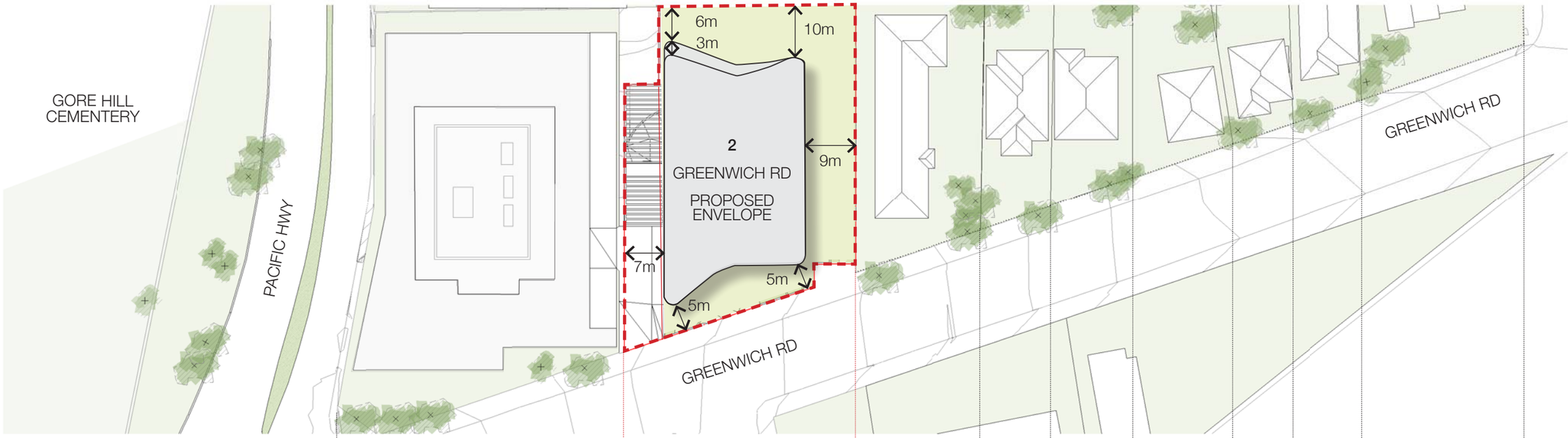


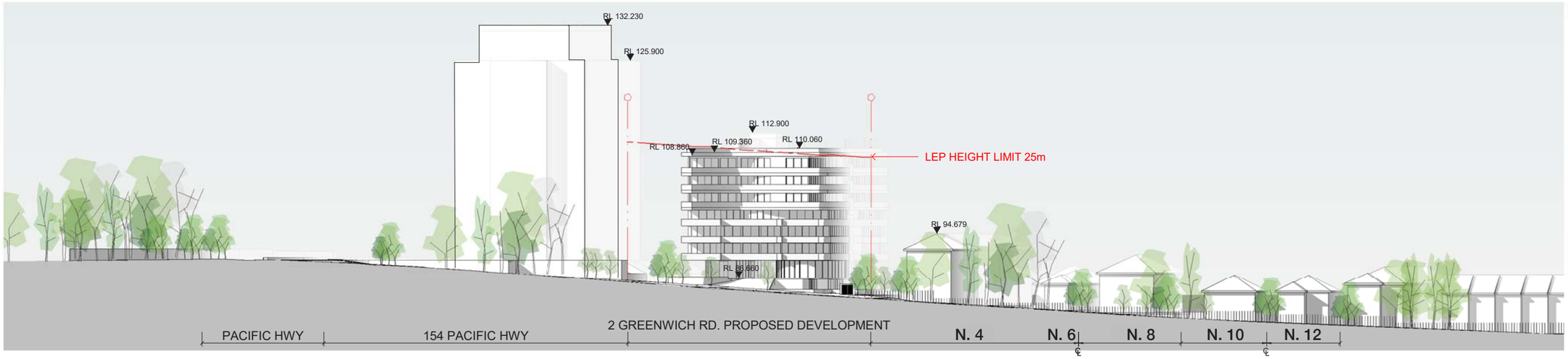
Existing 2 Greenwich Rd



154 Pacific Hwy

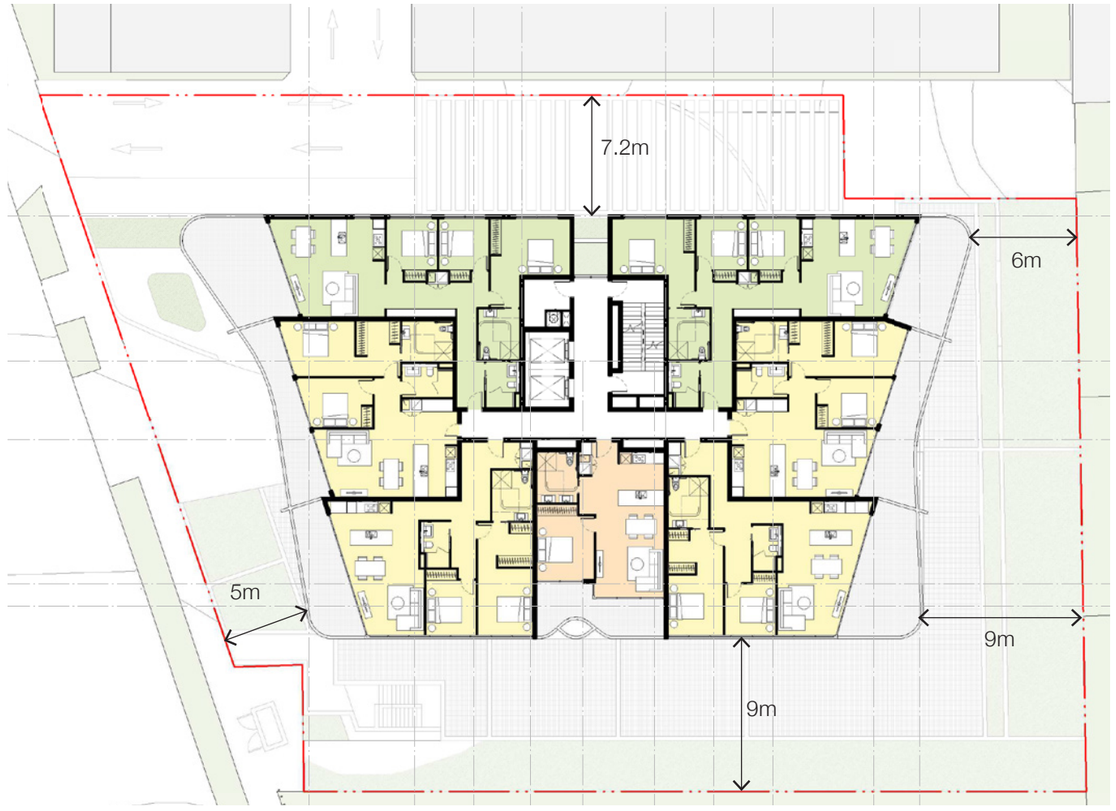
Source: Google maps - April 2020


GORE HILL CEMENTERY
PACIFIC HWY
6m
3m
10m
2
GREENWICH RD
PROPOSED ENVELOPE
9m
7m
5m
5m
GREENWICH RD
GREENWICH RD
154 PACIFIC HWY
2 GREENWICH RD
N. 4
N. 6
N. 8
N. 10
N. 12
N. 16
N. 18
44.30m
43.60m
25.40m
12.62m
14.50m
18.70m
13.00m
12.80m
29.00m

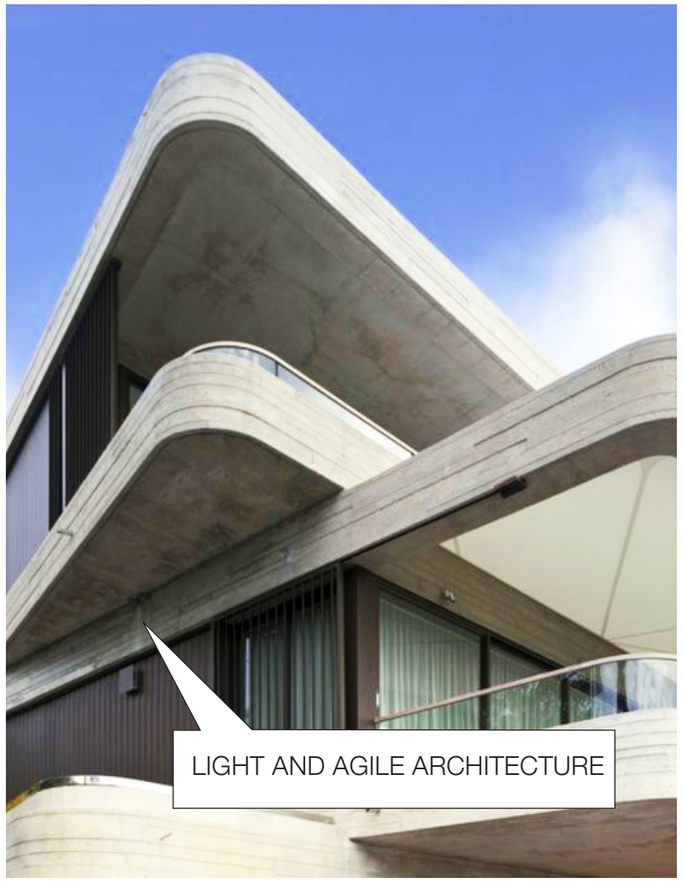

RL 132.230
RL 125.900
RL 112.900
RL 110.060
RL 109.360
RL 108.860
LEP HEIGHT LIMIT 25m
RL 94.679
RL 88.860
PACIFIC HWY
154 PACIFIC HWY
2 GREENWICH RD. PROPOSED DEVELOPMENT
N. 4
N. 6
N. 8
N. 10
N. 12

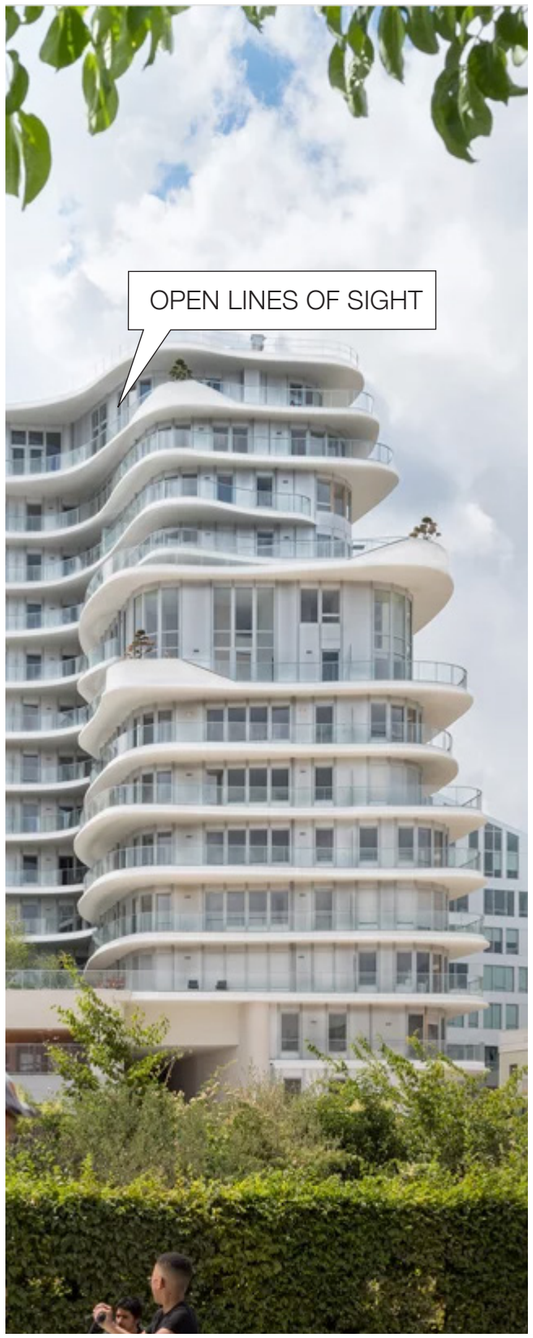
PRE - DA ENVELOPE

CURRENT PROPOSED **DA** ENVELOPE

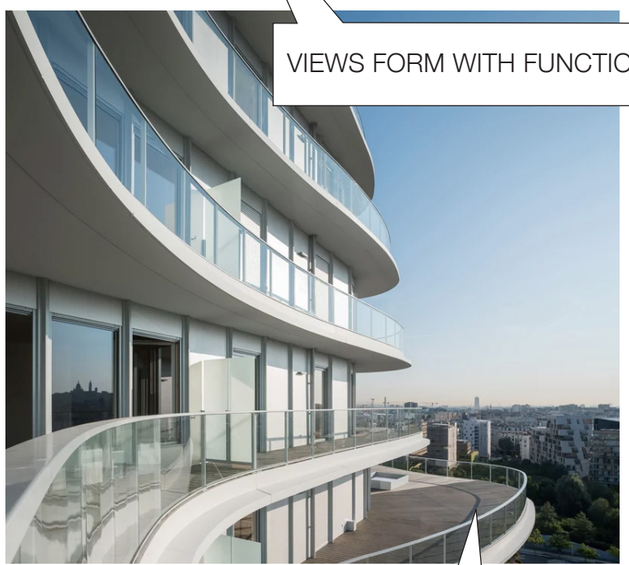


- View flower
- Geometry open to the views
- Symmetric scheme

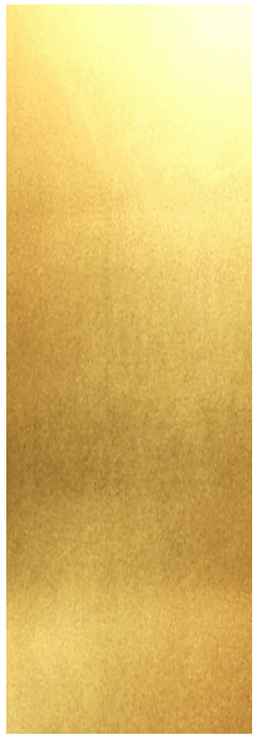

LIGHT AND AGILE ARCHITECTURE


OPEN LINES OF SIGHT


VIEWS FORM WITH FUNCTION


IMPROVE THE LIFE EXPERIENCE
OF THE RESIDENTS


BALCONY EXPERIENCE



4. FLOOR PLANS

DA DRAWING LIST

DWG NO.	TITLE	REV
DA0.00	PRELIMINARIES	
DA0.01	COVER SHEET	A
DA1.00	SITE PLANS	
DA1.03	URBAN DESIGN AND SITE ANALYSIS	A
DA1.04	SURVEY	A
DA1.05	LEP&DCP CONSTRAINTS DIAGRAM	A
DA2.00	FLOOR PLANS	
DA2.01	BASEMENT 3	A
DA2.02	BASEMENT 2	A
DA2.03	BASEMENT 1	A
DA2.04	LOWER GROUND	A
DA2.05	GROUND LEVEL	A
DA2.07	LEVELS 1-2	A
DA2.08	LEVEL 3	A
DA2.09	LEVELS 4-6	A
DA2.10	ROOF TOP GARDEN	A
DA3.00	ELEVATIONS	
DA3.01	NORTH	A
DA3.02	SOUTH	A
DA3.03	EAST	A
DA3.04	WEST - GREENWICH RD.	A
DA4.00	SECTIONS	
DA4.01	SECTION 1	A
DA4.02	SECTION 2	A
DA4.03	ACCESS RAMP SECTIONS	A
DA4.07	SKETCH SECTION 3	A
DA5.00	SUN ANALYSIS	
DA5.01	GFA (LEP)	A
DA5.02	GFA (SEPP)	A
DA5.11	CROSS VENTILATION	A
DA5.21	SOLAR ACCESS - SHEET 1	A
DA5.22	SOLAR ACCESS - SHEET 2	A
DA5.31	SHADOW STUDY - SHEET 1	A
DA5.32	SHADOW STUDY - SHEET 2	A
DA5.51	DEEP SOIL	A

UNIT MIX

TOTAL UNITS

TYPE	COUNT	AREA (GFA)
1B	4	60.0 m² ... 61.4 m²
2B	13	90.9 m² ... 101.2 m²
3B	23	110.0 m² ... 132.3 m²
PRIVATE OPEN SPACE	5	47.9 m² ... 225.0 m²
TOTAL	45	

UNITS PER LEVEL

LEVEL	1B	2B	3B	COUNT
LOWER GROUND	2	3	0	**10**
LEVEL 1	1	4	2	**7**
LEVEL 2	1	4	2	**7**
LEVEL 3	0	2	4	**6**
LEVEL 4	0	0	5	**5**
LEVEL 5	0	0	5	**5**
LEVEL 6	0	0	5	**5**
TOTAL	4	13	23	45

STORAGE FACILITIES

LEVEL	COUNT	VOLUME
BASEMENT 3	16	5.80 m³
BASEMENT 2	13	5.80 m³
BASEMENT 1	18	5.80 m³
LEVEL 5	4	56.47 m³ ... 140.04 m³
TOTAL: 51		

CROSS VENTILATION

LEVEL	YES	NO
LOWER GROUND	3	2
LEVEL 1	4	3
LEVEL 2	4	3
LEVEL 3	4	2
LEVEL 4	4	1
LEVEL 5	4	1
LEVEL 6	4	1
TOTAL: 40	27	13
PERCENTAGE		**68%**

SUN ACCESS

LEVEL	YES	NO
LOWER GROUND	2	3
LEVEL 1	4	3
LEVEL 2	4	3
LEVEL 3	4	2
LEVEL 4	3	2
LEVEL 5	3	2
LEVEL 6	5	0
TOTAL: 40	25	15
PERCENTAGE		**63%**

GFA LEP

LEVEL	AREA
LOWER GROUND	752.7 m²
GROUND LEVEL	606.9 m²
LEVEL 1	733.9 m²
LEVEL 2	733.9 m²
LEVEL 3	725.2 m²
LEVEL 4	673.0 m²
LEVEL 5	673.0 m²
LEVEL 6	673.0 m²
TOTAL	5571.6 m²

FSR

SITE AREA: 2140 m²		
GFA SEPP	6231.7 m²	2.91
GFA LEP	5571.6 m²	2.60

DEEP SOIL CALCULATION

DEEP SOIL ADG/DCP COMPLIANT AREAS: 320.m², 15% OF SITE

GFA SEPP

LEVEL	AREA
LOWER GROUND	845.4 m²
GROUND LEVEL	684.0 m²
LEVEL 1	819.3 m²
LEVEL 2	819.3 m²
LEVEL 3	812.2 m²
LEVEL 4	750.5 m²
LEVEL 5	750.5 m²
LEVEL 6	750.5 m²
TOTAL	6231.7 m²

DCP CAR PARKING RATES

TYPE	Unit	Ratio	Required	Disabled
RESIDENTIAL	1 Bed	1 per unit	3	1 space per 4 units
	2 Bed	1.5 per unit	27	
	3 Bed	2 per unit	38	
	Visitors	1 per 4 units	10	1 disabled per 50 visitors spaces (Min. 1 disables space)
	Adaptable Unit	1 per unit	-	
RETAIL	1 space per 40m² gross floor area (GFA)		6	1 disabled per 10 car spaces (Min. 1 disables space)
COMMERCIAL	1 space per 60m² gross floor area (GFA)		9	1 disabled per 10 car spaces (Min. 1 disables space)

PROPOSED PARKING

TYPE	NUMBER
BASEMENT 3	
SENIORS SPACES	25
VISITORS	5
VISITORS DISABLE	4
BASEMENT 2	
SENIORS SPACES	25
VISITORS	5
VISITORS DISABLE	4
BASEMENT 1	
COMMERCIAL / RETAIL	9
COMMERCIAL / RETAIL DISABLE	1
SENIORS SPACES	4
VISITORS	4
VISITORS DISABLE	3
TOTAL: 89	

PRELIMINARY

NOT FOR CONSTRUCTION

REVISION	DATE	DESCRIPTION	BY
A	01/04/2020	PRELIMINARY	RS

marchesepartners
Marchese Partners International Pty Ltd
Level 1, 53 Walker Street, North Sydney, NSW 2060 Australia
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www.marchesepartners.com
Sydney · Brisbane · Canberra · Melbourne · Adelaide
Kuala Lumpur · Auckland · Christchurch · London · Madrid
ABN 20 098 552 151

CLIENT: ALCEON GROUP

PROJECT: GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

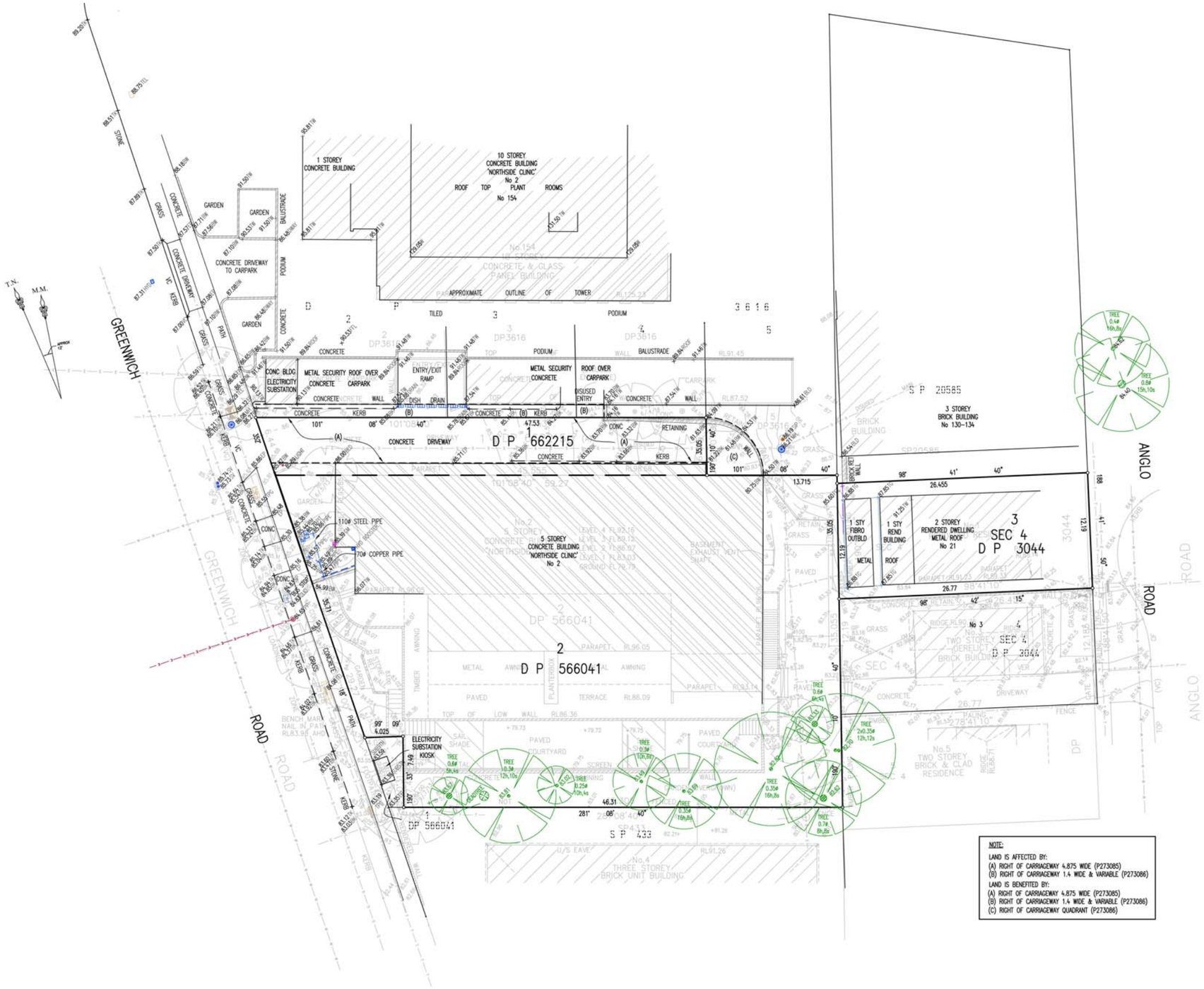
DRAWING TITLE: COVER SHEET

SCALE	DATE	DRAWN	CHECKED
NTS	01/04/2020	RS	EB

JOB	DRAWING	REVISION
19118	DA0.01	A

4| FLOOR PLANS

4.1 Survey



NOTE:

LAND IS AFFECTED BY:
(A) RIGHT OF CARRIAGEWAY 4.875 WIDE (P273085)
(B) RIGHT OF CARRIAGEWAY 1.4 WIDE & VARIABLE (P273086)

LAND IS BENEFITED BY:
(A) RIGHT OF CARRIAGEWAY 4.875 WIDE (P273085)
(B) RIGHT OF CARRIAGEWAY 1.4 WIDE & VARIABLE (P273086)
(C) RIGHT OF CARRIAGEWAY QUADRANT (P273086)

TYPICAL NOTES:

1. ORIGIN OF LEVELS SSM 37993, R.L.78.00 (A.H.D.)
2. BEARINGS ARE ON MAGNETIC NORTH
3. A CURABLE BOUNDARY SURVEY HAS BEEN UNDERTAKEN.
4. BOUNDARIES SHOULD BE MARKED PRIOR TO ANY WORKS BEING CARRIED OUT ON OR NEAR THE BOUNDARIES.
5. RELATIONSHIP OF IMPROVEMENTS AND DETAIL TO BOUNDARIES IS DIAGRAMATIC ONLY AND SPECIFIC DETAILS, IF CRITICAL, WILL REQUIRE FURTHER SURVEY.
6. SERVICES SHOWN ARE BASED ON VISIBLE SURFACE INDICATORS EVIDENT AT THE DATE OF SURVEY AND THE RELEVANT SERVICE DIAGRAMS OF THE VARIOUS AUTHORITIES. ALL SERVICES MUST BE VERIFIED ON SITE PRIOR TO ANY WORK BEING UNDERTAKEN. VERIS AUSTRALIA PTY LTD BEAR NO RESPONSIBILITY FOR THE ACCURACY OR COMPLETENESS OF THE SERVICES SHOWN HEREON.
7. RIDGE, EAVE & GUTTER HEIGHTS HAVE BEEN OBTAINED BY AN INDIRECT METHOD AND ARE ACCURATE FOR PLANNING PURPOSES ONLY.
8. ADJOINING BUILDINGS AND DWELLINGS HAVE BEEN PLOTTED FOR DIAGRAMATIC PURPOSES ONLY AND SPECIFIC DETAILS, IF CRITICAL, WILL REQUIRE FURTHER SURVEY.
9. THE DIAMETER (ø), SPREAD (S) & HEIGHT (H) OF EACH TREE IS INDICATIVE ONLY AND SPECIFIC DETAILS, IF CRITICAL, WILL REQUIRE FURTHER SURVEY.

LEGEND OF TYPICAL CODES

AE	ARCHITECTURAL EMBELLISHMENT	MLID	METAL LID
AP	ALIGNMENT PIN	NS	NATURAL SURFACE
AWN	AWNING	OCC	STRUCTURE
BALC	BALCONY	OPT	OPTUS PIT
BAWN	BOTTOM OF AWNING	PC	PRAM CROSSING
BB	BOTTOM OF BANK	PED	PEDESTRIAN CROSSING
BCH	BOTTOM OF CHIMNEY	PERG	PERGOLA
BD	BOTTOM OF DOOR	PM	PERMANENT MARK
BDY	BOUNDARY	PP	POWER POLE
BF	BOTTOM OF FENCE	ROK	ROCK
BHR	BOTTOM OF HANDRAIL	RLWY	RAILWAY
BIT	BITUMEN	RM	REFERENCE MARK
BK	BOTTOM OF KERB	RR	ROOF RIDGE
BLD	BUILDING	RSN	CONCRETE NAIL
BM	BENCH MARK	SCP	SEWER
BOL	BOLLARD	SHR	SHRUB
BR	BOTTOM OF ROCK	SIP	SEWER INSPECTION PIT
BRK	BRICK	SLH	SEWER LAMP HOLE
BRW	BOTTOM OF RETAINING WALL	SMH	SEWER MANHOLE
BS	BOTTOM OF STEPS	SP	SIGN POST
BW	BOTTOM OF WALL	SSM	STATE SURVEY MARK
BWIN	BOTTOM OF WINDOW	SV	STOP VALVE
CHIM	CHIMNEY	SW	STORM WATER
CL	CENTRELINE	TARCH	TOP OF ARCH
CLD	CONCRETE LID	TAWN	TOP OF AWNING
COL	COLUMN	TB	TOP OF BANK
COM	COMMUNICATIONS PIT	TBH	TELSTRA BOX
CONC	CONCRETE	TCH	TOP OF CHIMNEY
CP	CARPORT	TD	TOP OF DOOR
D	DOOR	TEL	TELSTRA PIT
DD	DISH DRAIN	TELP	TELSTRA PILLAR
DH	DRILL HOLE	TF	TOP OF FENCE
DHW	DRILL HOLE & WINGS	TG	TOP OF GUTTER
DWY	DRIVEWAY	THR	TOP OF HANDRAIL
EB	EDGE OF BITUMEN	TI	TRAFFIC ISLAND
EBOX	ELECTRICITY BOX	TK	TOP OF KERB
EC	EDGE OF CONCRETE	TL	TRAFFIC LIGHT
ED	EDGE OF DOOR	TP	TOP OF PARAPET
EG	EDGE OF GARDEN	TR	TREE
ELEC	ELECTRICITY PIT	TRF	TOP OF ROOF
ELP	LIGHT POLE	TRK	TOP OF ROCK
EP	EDGE OF PATH	TRW	TOP OF RETAINING WALL
ER	EDGE OF ROAD	TS	TOP OF STEPS
FCE	FENCE	TW	TOP OF WALL
FL	FLOOR LEVEL	TWIN	TOP OF WINDOW
FFL	FINISHED FLOOR LEVEL	US	UNDERSIDE
FP	FENCE POST	UAWN	UNDERSIDE OF AWNING
GD	GLASS DOOR	UKS	UNKNOWN SERVICE
GL	GROUND LEVEL	USB	UNDERSIDE OF BEAM
GM	GAS METER	USC	UNDERSIDE OF CEILING
HPG	HIGH POWERED GAS	USE	UNDERSIDE OF EAVE
HR	HANDRAIL	USG	UNDERSIDE OF GUTTER
HYD	HYDRANT	V	VENT
IL	INVERT LEVEL	VER	VERANDAH
K	KERB	VC	VEHICLE CROSSING
LIN	LINTEL	W	WINDOW
LP	LAMP POST	WM	WATER METER
MH	MANHOLE		

LEGEND OF TYPICAL SERVICES

C	COMMUNICATIONS CABLE	RW	RECYCLED WATER
COMP	CERAMIC STORMWATER PIPE	RW	RISING MAIN
E	UNDERGROUND ELECTRICITY CABLES	RWS	ROADS & MARITIME SERVICES
AE AO	UNDERGROUND ELECTRICITY & OPTUS CABLES	S	SEWER
FS	FIRE SERVICE	SO	SEWER OUTFALL
G	GAS LINE	ST	SHARED TRENCH
GE	GAS LINE & ELECTRICITY CABLES	SW	STORM WATER
NBN	NATIONAL BROAD BAND CABLES	SW CK	STORMWATER CREEK
NG	NATURAL GAS LINE	T	TELSTRA CABLES
OH	OVERHEAD CABLES	TG	TELSTRA & GAS CABLES
OPT	OPTUS CABLE	U	UNKNOWN SERVICE
PE	PRIVATE ELECTRICITY	VO	VODUS CABLES
PS	PRIVATE SEWER	VR	VERIZON CABLES
PW	PRIVATE WATER	W	WATER SUPPLY
		WM	WATER MAIN

1. ALL UNDERGROUND SERVICE INFORMATION INCLUSIVE OF GENERAL POSITION AND SURFACE COVER DEPTHS NOTED ON THE PLAN ARE APPROXIMATELY ONLY.
2. ALL UNDERGROUND SERVICE INFORMATION HAS BEEN COMPILED FROM SERVICE AUTHORITY PLANS PROVIDED BY THE AUTHORITIES.
3. THE LOCATION OF SERVICES BETWEEN SURVEYED POINTS (AS INDICATED) HAVE BEEN SHOWN DIAGRAMMATICALLY ONLY USING THE SERVICE DIAGRAMS AS PROVIDED. THE EXACT LOCATION OF THESE SERVICES BETWEEN THE SURVEYED POINTS MUST BE VERIFIED PRIOR TO ANY EXCAVATION OR PILING. NO WARRANTY IS GIVEN AGAINST THE POSSIBILITY OF THE EXISTENCE OF FURTHER UNCHARTED SERVICES.
4. ALL CONTRACTORS, TRADESMAN, BUILDING & PROJECT CONSULTANTS MUST CONTACT THE VARIOUS AUTHORITIES, IN ACCORDANCE WITH STANDARD "DIAL BEFORE YOU DIG" PROCEDURES PRIOR TO UNDERTAKING ANY WORKS WITHIN THE VICINITY OF THE SERVICE LINES TO VERIFY THE POSITION OF THE SERVICE LINES.

Liability limited by a scheme approved under Professional Standards Legislation

REDUCTION RATIO 1 : 200

0 2 4 6 8 10 12 14 16 18 20

LENGTHS ARE IN METRES

CLIENT: ALCEON GROUP No 55 P/L

TITLE No: 2/566041 & 3/4/3044	REF:202046
DATUM: A.H.D.	ISSUE:2
DATE OF SURVEY: 4.02.20	ISSUE DATE:18.02.20
SURVEYOR: KB	SHEET SIZE: A1
DRAFTER: PH	SHEET 1 OF 1 SHEETS

PLAN OF DETAIL & LEVELS AT GREENWICH ROAD GREENWICH

Veris Australia Pty Ltd
Suite 301, Level 3, 55 Holt Street
Surry Hills NSW 2012
PO Box 1807
Strawberry Hills NSW 2012
t: (02) 92124655
email: surryhills@veris.com.au
web site: www.veris.com.au

IS JOBS\202001-210000\202046 GREENWICH RD GREENWICH\202046 DETAIL OL.DWG

IMPORTANT NOTES:
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CLIENT
ALCEON GROUP

DRAWING TITLE
SURVEY

PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

SCALE	DATE	DRAWN	CHECKED
NTS	01/04/2020	RS	EB
JOB	DRAWING		REVISION
19118	DA1.04		A

NOTE: Plan to be updated by the Arborist consultant

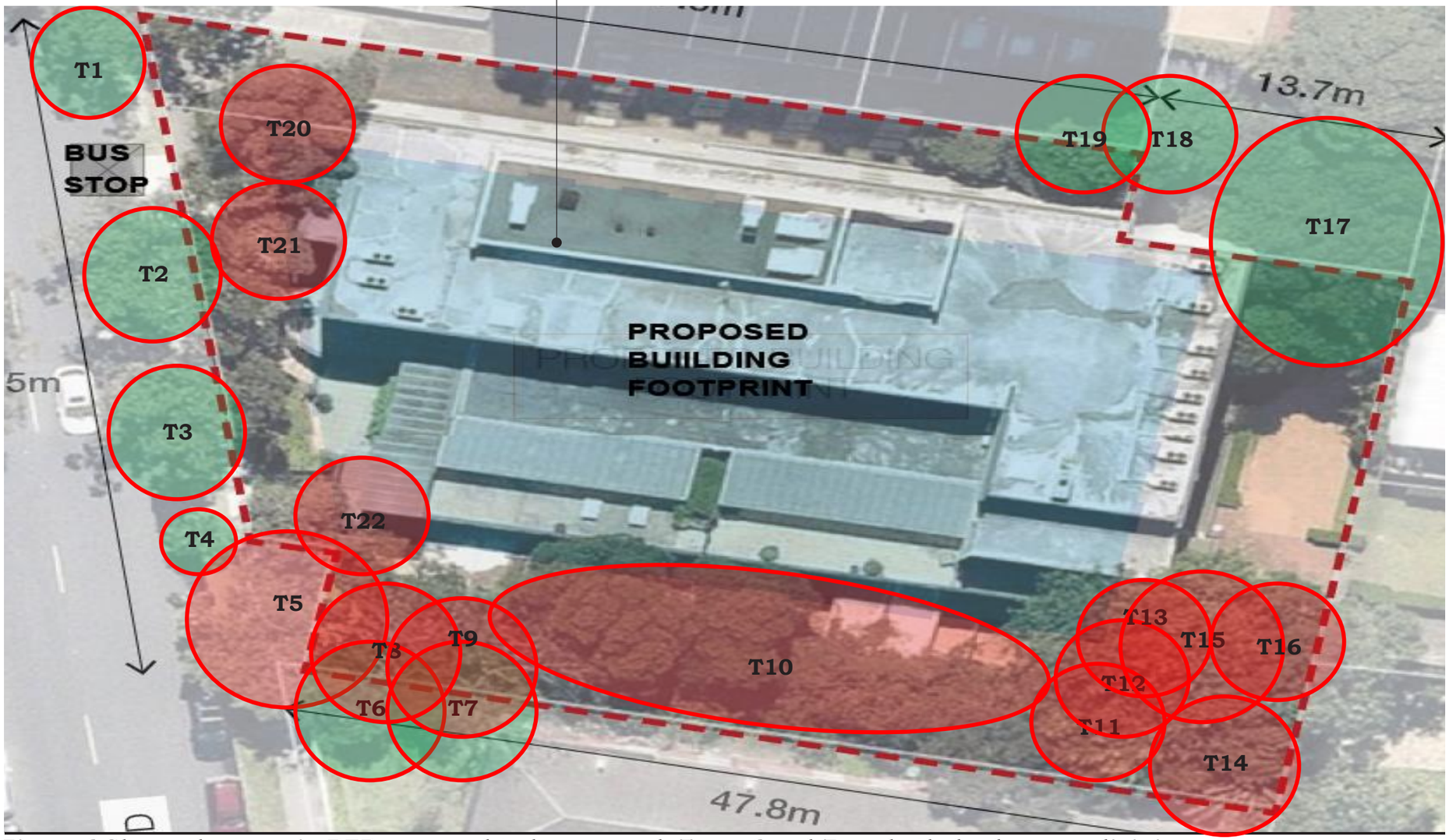

Figure 6 Shows the trees in RED proposed to be removed. Trees 6 and 7 are both dead on an adjoining property.

HORTICULTURAL
Management Services

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PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
EXISTING TREES TO BE REMOVED

SCALE	DATE	DRAWN	CHECKED
NTS	01/04/2020	RS	EB

JOB	DRAWING	REVISION
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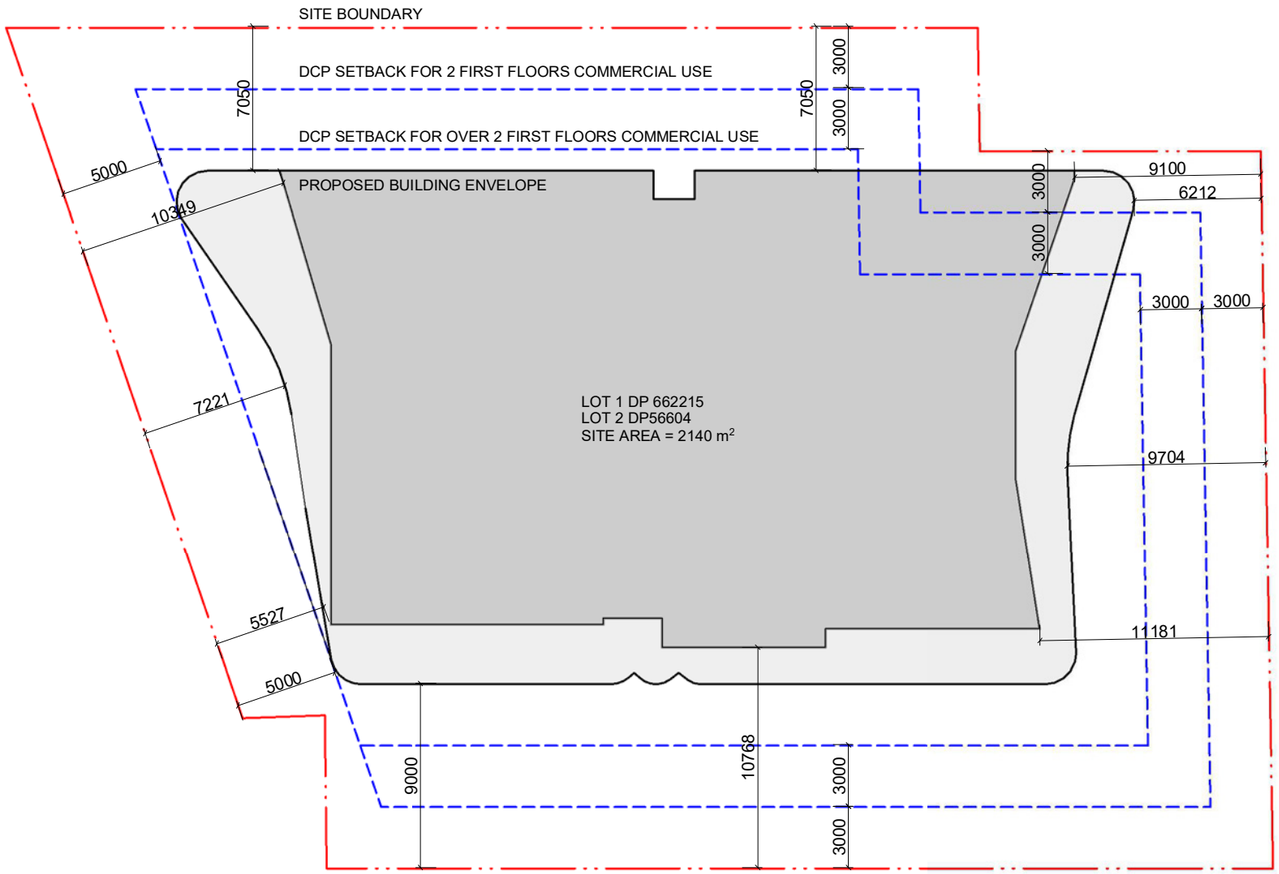

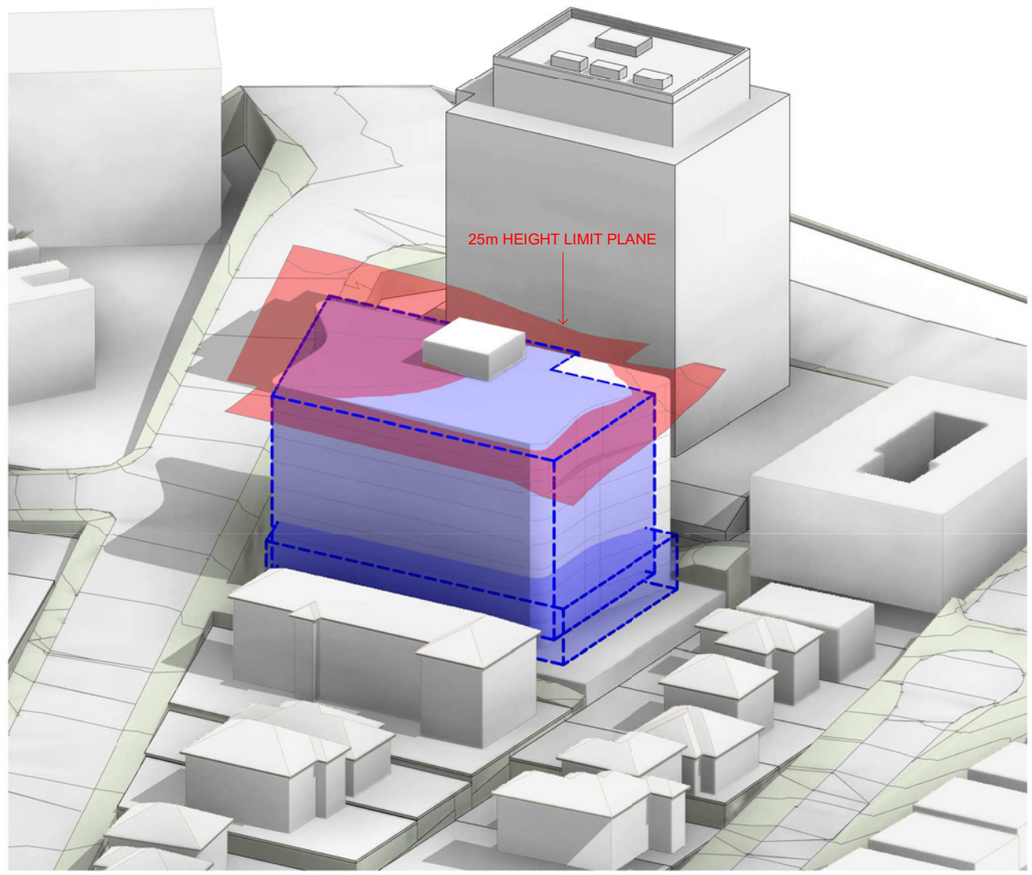

LEP Height Compliance diagram

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PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
LEP&DCP CONSTRAINTS DIAGRAM

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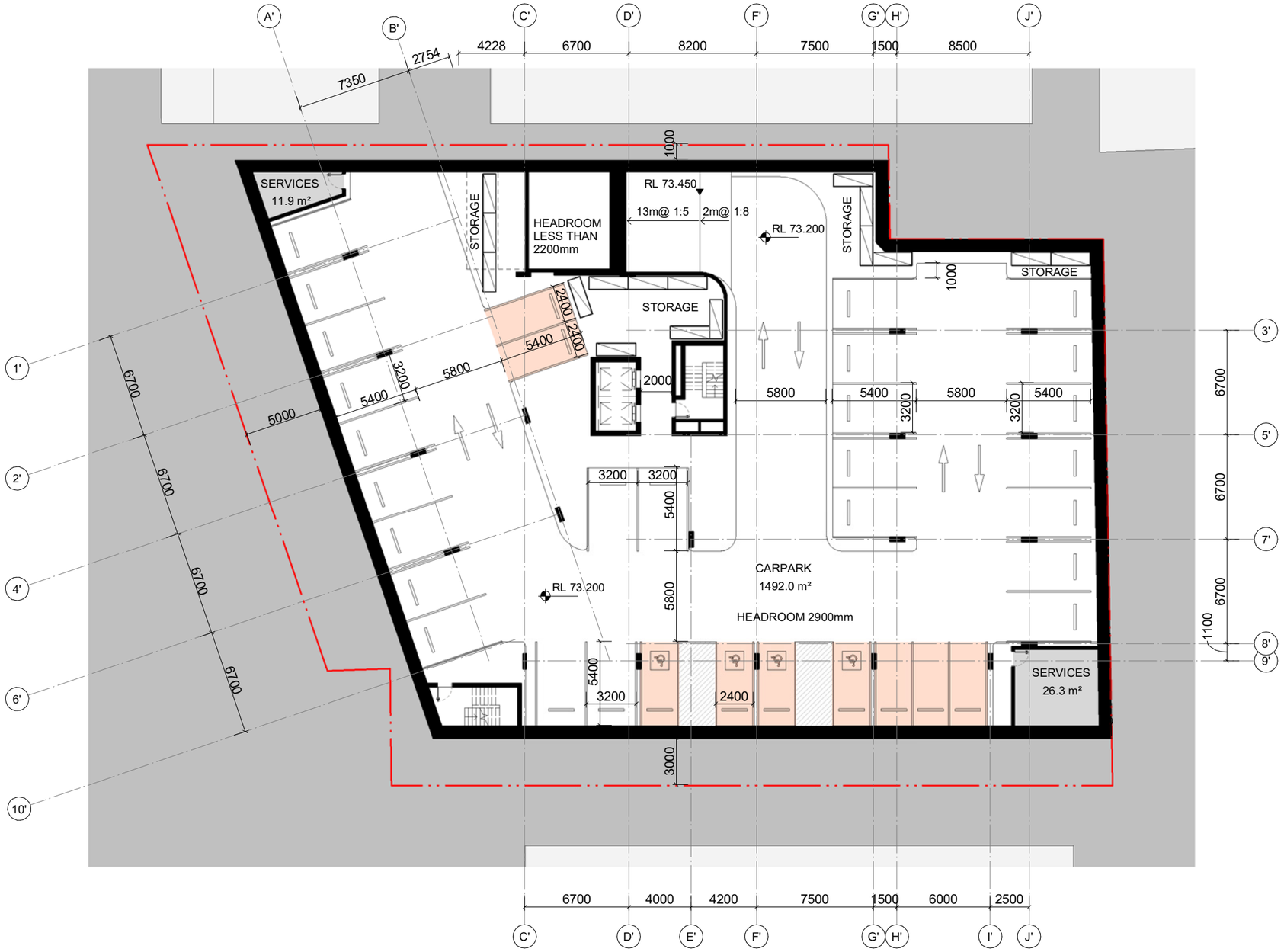

B3 PARKING	
SENIORS SPACES	25
VISITORS	5
VISITORS DISABLE	4

TOTAL: 34

B3 STORAGE	
STORAGE CAGES	16

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PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
BASEMENT 3

SCALE	DATE	DRAWN	CHECKED
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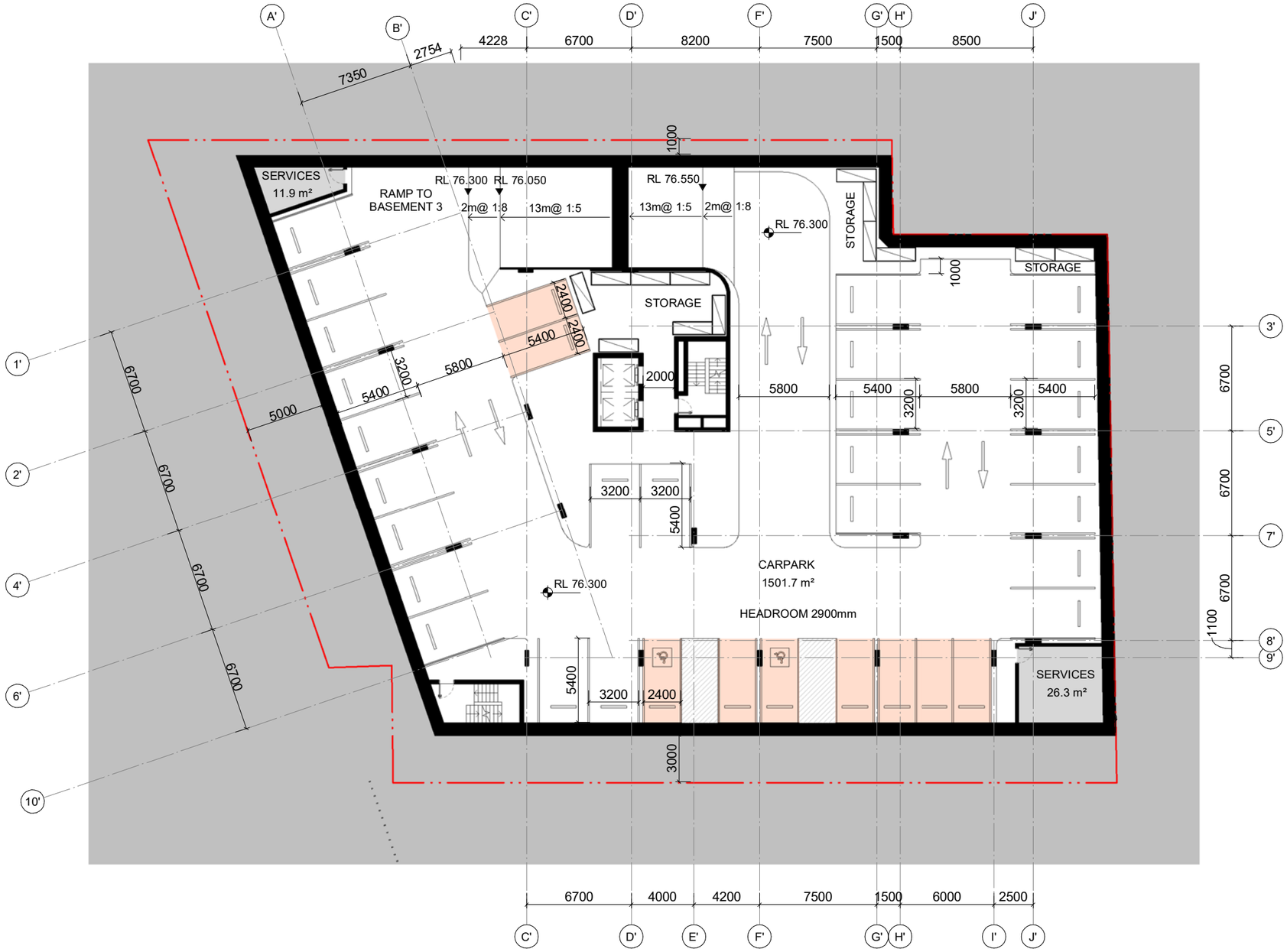
JOB	DRAWING		REVISION
19118	DA2.01		A



B2 PARKING	
SENIORS SPACES	25
VISITORS	5
VISITORS DISABLE	4
TOTAL: 34	

B2 STORAGE	
STORAGE CAGES	13

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PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
BASEMENT 2

SCALE	DATE	DRAWN	CHECKED
1:150 @A1 1:300 @A3	01/04/2020	RS	EB
JOB	DRAWING		REVISION
19118	DA2.02		A

B1 PARKING	
COMMERCIAL / RETAIL	9
COMMERCIAL / RETAIL DISABLE	1
SENIORS SPACES	4
VISITORS	4
VISITORS DISABLE	3

TOTAL: 21

B1 STORAGE	
STORAGE CAGES	18

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PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
BASEMENT 1

SCALE	DATE	DRAWN	CHECKED
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JOB	DRAWING	REVISION
19118	DA2.03	A

4| FLOOR PLANS
4.7 Lower ground

154 PACIFIC HWY.

130-134 ANGLO RD

CINEMA AT HOME

ANGLO RD 1

BEAUTY SALON

ANGLO RD 3

ANGLO RD 5

ART ROOM

GREENWICH ROAD

GREENWICH RD 4

SUBSTATION

LANDSCAPE BUFFER

ESCAPE PATH

BASEMENT BELOW

CINEMA

FACILITIES
253.6 m²

BEAUTY

BEAUTY

VOID OVER

G.R

2000

HEAD CLEARANCE
2800mm

14.54m@ 1:5

8.30m@ 1:5

1:5

CONC

RETAIN

WALL

GRASS

PLANTER

PRIVATE OPEN SPACE
149.0 m²

2B
95.0 m²

2B
95.2 m²

2B
96.7 m²

1B
60.0 m²

1B
60.0 m²

PRIVATE OPEN SPACE
63.7 m²

PRIVATE OPEN SPACE
48.0 m²

PRIVATE OPEN SPACE
47.9 m²

PRIVATE OPEN SPACE
225.0 m²

NOTE: REFER TO LANDSCAPE DRAWINGS

NOTE:
REFER TO LANDSCAPE DRAWINGS

RL 85.357
RL 84.371
RL 83.997
RL 83.860
RL 83.660
RL 82.998
RL 83.730
RL 83.829
RL 83.850
RL 83.806
RL 83.495
RL 82.609
RL 83.560
RL 83.560
RL 83.560
RL 83.560

6250 | 3500 | 2850 | 8500 | 2850 | 3500 | 5970 | 2732
A B C E G I J K L

6250 | 3500 | 3350 | 3100 | 4250 | 3500 | 3500 | 5970 | 2732
A B C D F H I J K L

1 2 3 4 5
8595 | 4630 | 8540 | 1335

6750 | 7050

9000 | 3450 | 4000 | 5891 | 7420 | 1600 | 8000 | 3500 | 2400 | 4734 | 9000

3250 | 3000 | 4000 | 3250 | 8000 | 4000 | 4000 | 8000 | 3250 | 5150 | 8000 | 3500 | 3500

ø 1550

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DRAWING TITLE
LOWER GROUND

PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

SCALE	DATE	DRAWN	CHECKED
1:150 @A1 1:300 @A3	01/04/2020	RS	EB

JOB	DRAWING	REVISION
19118	DA2.04	A

4| FLOOR PLANS
4.8 Ground floor

154 PACIFIC HWY.

130-134 ANGLO RD

WELLNESS CENTER

ANGLO RD 1

INDOOR - OUTDOOR TERRACE

ANGLO RD 3

ANGLO RD 5

CAFE - LIBRARY

BELLEVUE AVE

BUS STOP

LOADING ZONE

GREENWICH ROAD

GREENWICH RD 4

49

11

PLAZA

EXISTING RAMP

IN

OUT

RL 86.207

RL 85.880

NEW GATE

PERGOLA ABOVE

NEW RAMP

3m@ 1:10

8.30m@ 1:5

RL 85.810

RL 83.829

RL 83.850

RL 83.495

7050

HEAD CLEARANCE 3725mm

DDA TOILET 6.7 m²

CAFE 62.7 m²

G.R.

VOID

2000

COMMERCIAL 146.4 m²

9000

LEVEL 1 ABOVE

RL 85.305

RL 85.015

RL 86.660

LOBBY 160.7 m²

RL 84.515

5000

RL 83.860

RL 84.560

GALLERY / LIBRARY 108.8 m²

WELLNESS CENTRE 142.3 m²

RESIDENTS TERRACE 90.8 m²

RL 83.560

1 2 3 4 5

8595 4630 8540 1335

A B C E G I J K L

6250 3500 2850 8500 2850 3500 5970 2732

A B C D F H I J K L

6250 3500 3350 3100 4250 3500 3500 5970 2732

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PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
GROUND LEVEL

SCALE	DATE	DRAWN	CHECKED
1:150 @A1 1:300 @A3	01/04/2020	RS	EB
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4| FLOOR PLANS
4.9 Levels 1-2

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DRAWING TITLE
LEVELS 1-2

PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

SCALE	DATE	DRAWN	CHECKED
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DRAWING TITLE
LEVEL 3

PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

SCALE	DATE	DRAWN	CHECKED
1:150 @A1 1:300 @A3	01/04/2020	RS	EB

JOB	DRAWING	REVISION
19118	DA2.08	A

4| FLOOR PLANS

4.11 Levels 4-6

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PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
LEVELS 4-6

SCALE	DATE	DRAWN	CHECKED
1:150 @A1 1:300 @A3	01/04/2020	RS	EB

JOB	DRAWING	REVISION
19118	DA2.09	A

4| FLOOR PLANS
4.12 Roof top

CITY VIEW
ROOFTOP SETTING

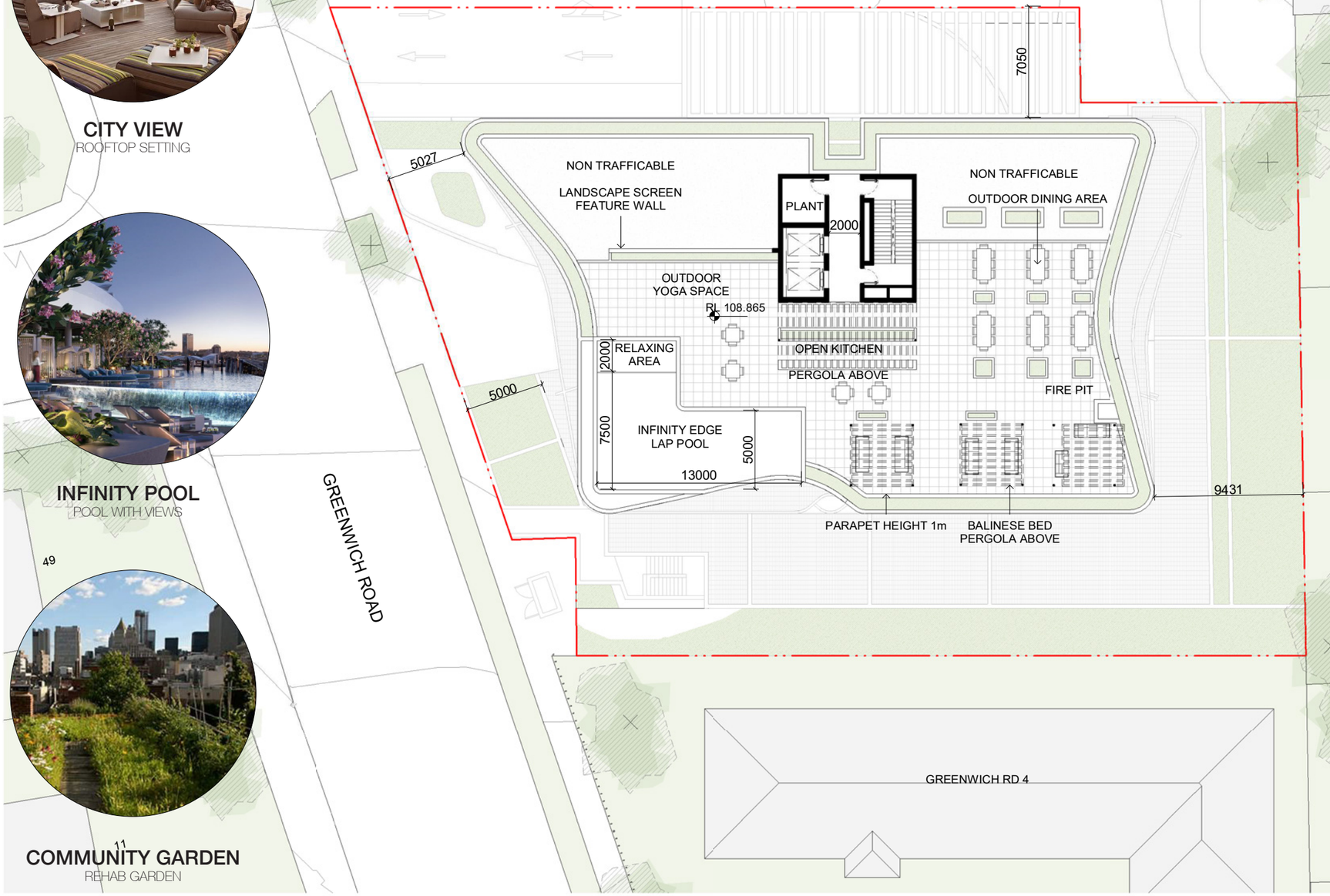
INFINITY POOL
POOL WITH VIEWS

COMMUNITY GARDEN
REHAB GARDEN

GREEN VILLAGE
COMMUNITY INTERACTION

ROOF TOP VIEWS
ROOF TOP DINNING

COMMUNITY GARDEN
REHAB GARDEN



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DRAWING TITLE
ROOF TOP GARDEN

PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

SCALE	DATE	DRAWN	CHECKED
1:150 @A1 1:300 @A3	01/04/2020	RS	EB

JOB	DRAWING	REVISION
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1 NORTH ELEVATION
1 : 150

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PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
NORTH

SCALE	DATE	DRAWN	CHECKED
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JOB	DRAWING		REVISION
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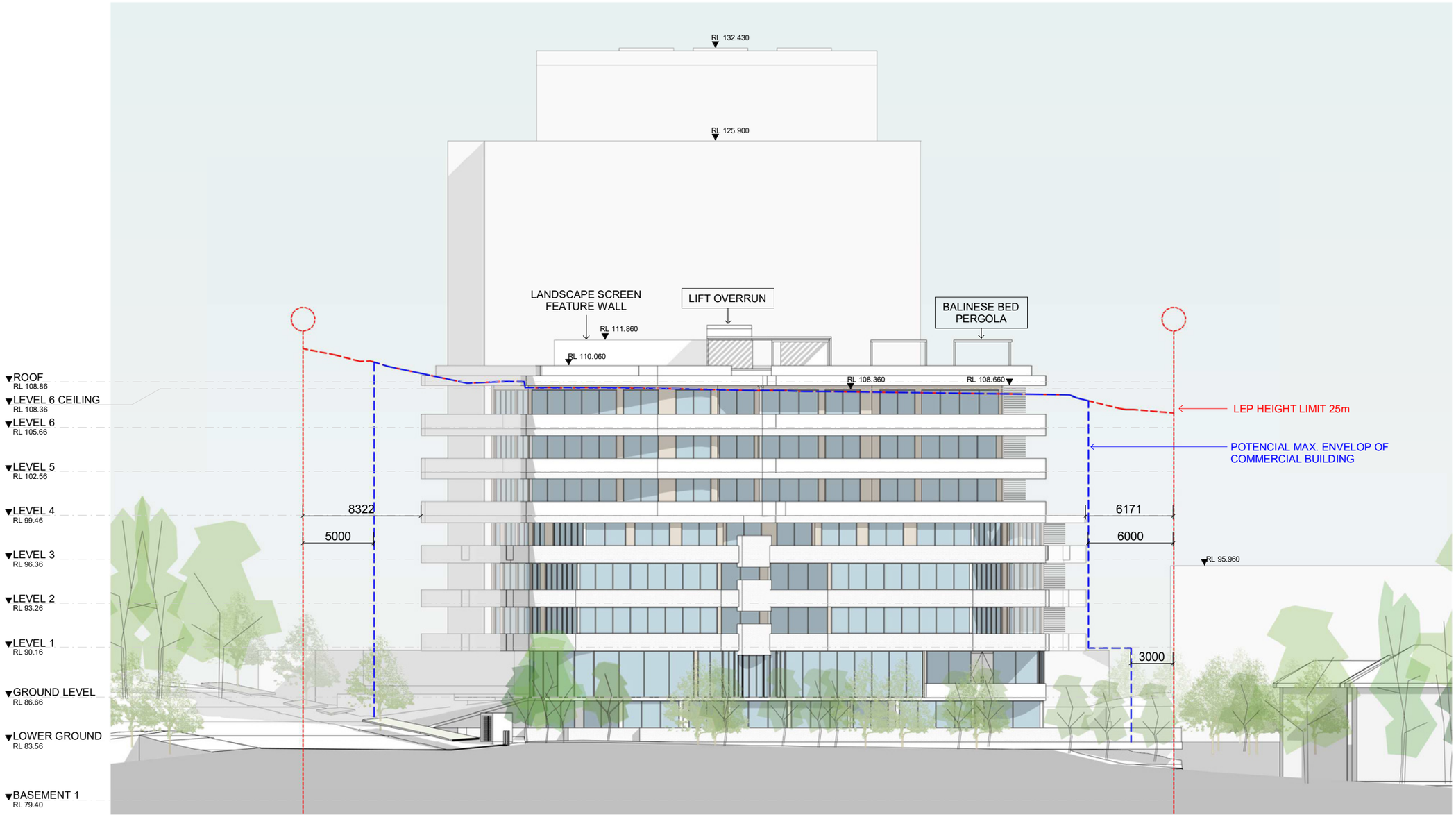

1 SOUTH ELEVATION
1 : 150

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PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
SOUTH

SCALE	DATE	DRAWN	CHECKED
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JOB	DRAWING		REVISION
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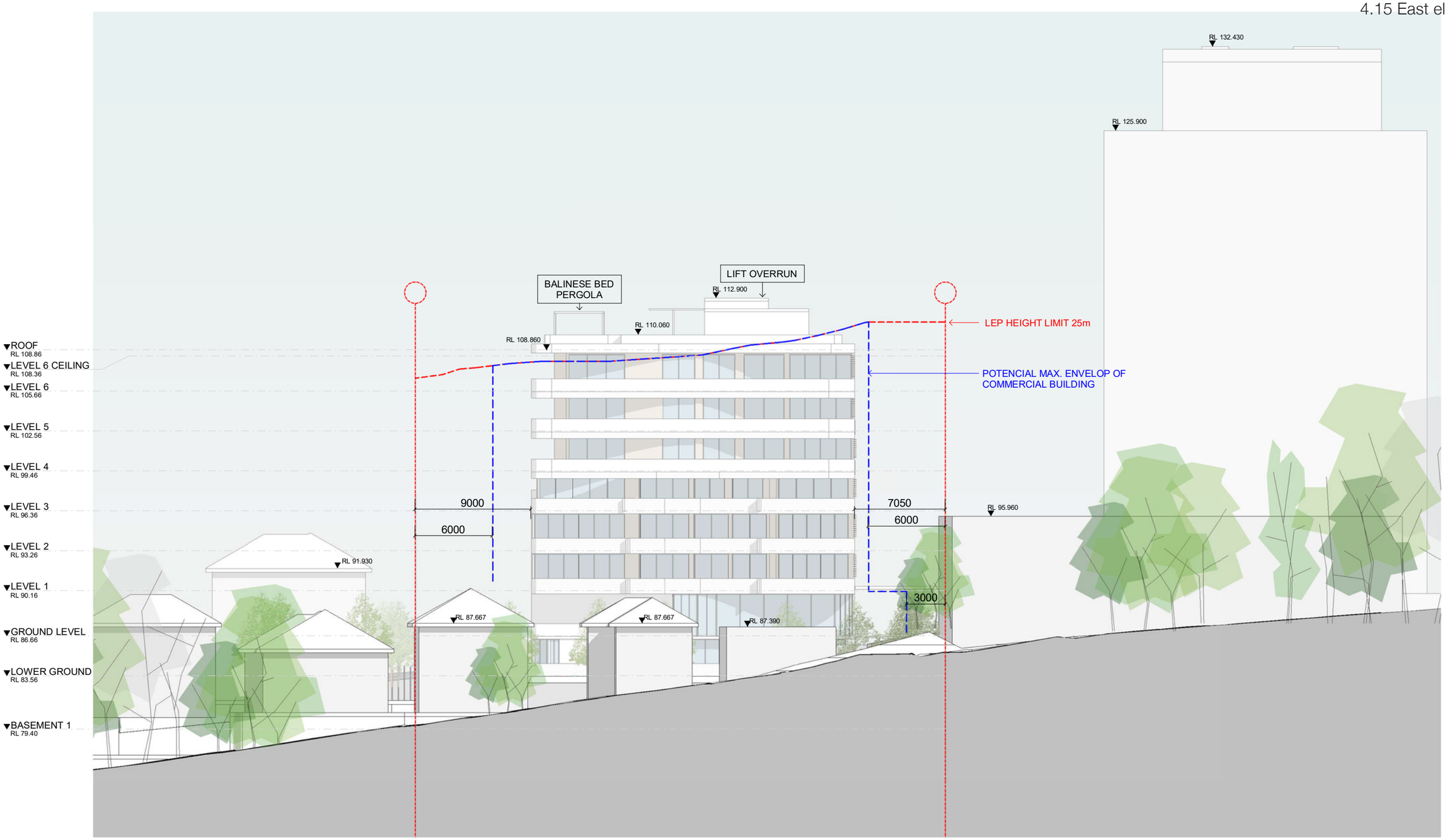

1 EAST ELEVATION
1 : 150

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CLIENT
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DRAWING TITLE
EAST

PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

SCALE	DATE	DRAWN	CHECKED
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JOB	DRAWING		REVISION
19118	DA3.03		A

1 WEST ELEVATION
1 : 150

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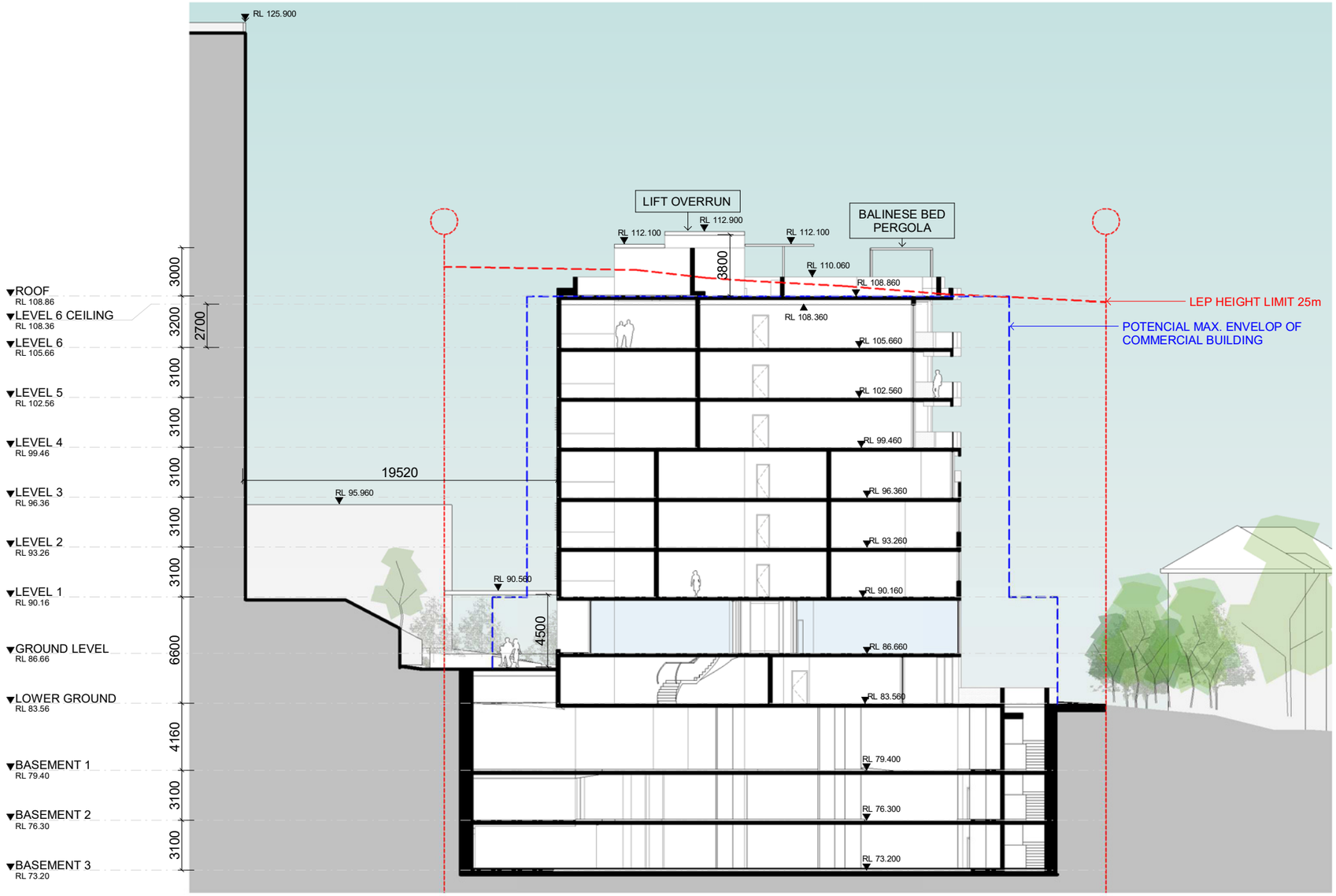
CLIENT
ALCEON GROUP

PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
WEST - GREENWICH RD.

SCALE	DATE	DRAWN	CHECKED
1:150 @A1 1:300 @A3	01/04/2020	RS	EB
JOB	DRAWING		REVISION
19118	DA3.04		A



1 / - Section 1
1 : 150

PRELIMINARY

NOT FOR CONSTRUCTION

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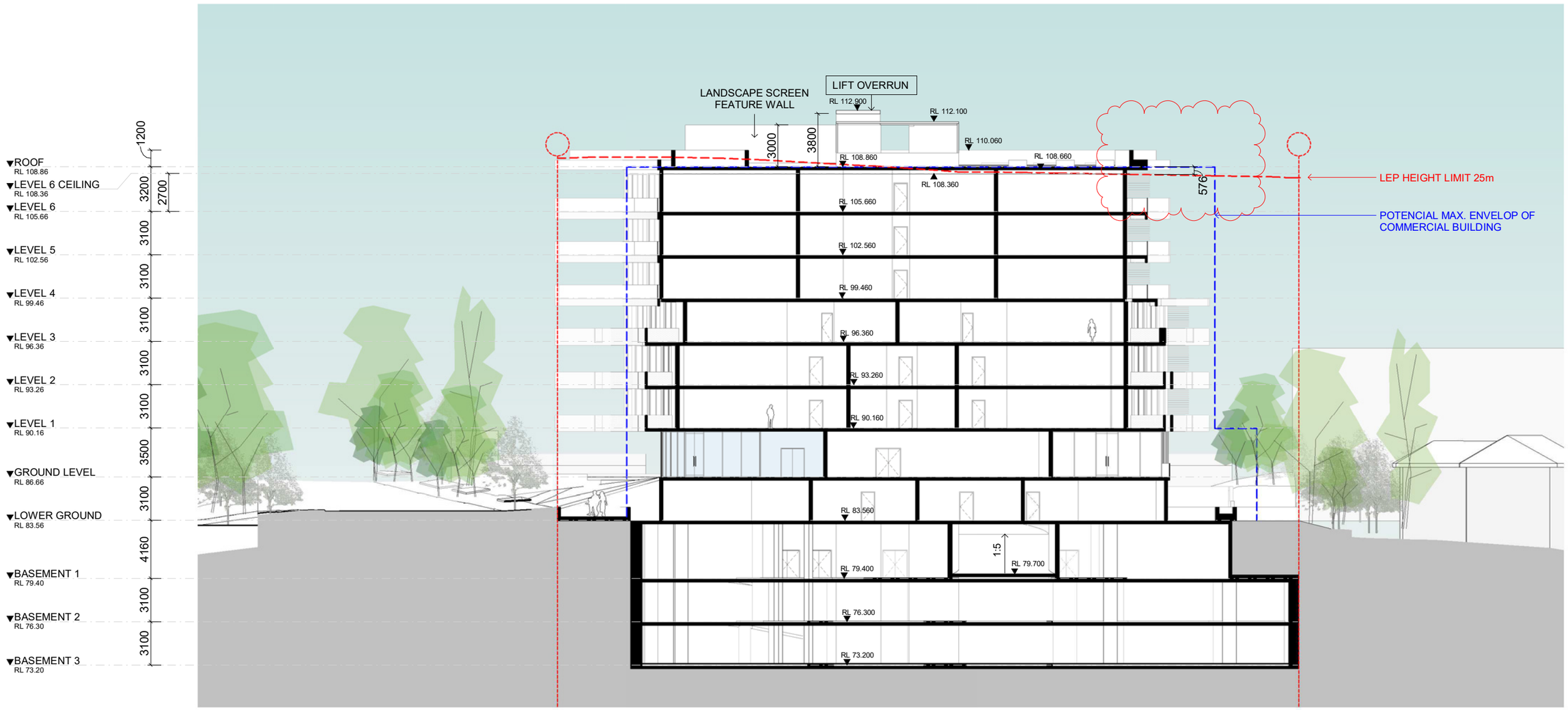
PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
SECTION 1

SCALE	DATE	DRAWN	CHECKED
1:150 @A1 1:300 @A3	01/04/2020	RS	EB

JOB	DRAWING	REVISION
19118	DA4.01	



1 / - Section 2
1 : 150

IMPORTANT NOTES:
Do not scale from drawings. All dimensions to be checked on site before commencement of work. All discrepancies to be brought to the attention of the Architect. Larger scale drawings and written dimensions take preference. This drawing is copyright and the property of the author, and must not be retained, copied or used without the express authority of MARCHESE + PARTNERS INTERNATIONAL PTY. LTD.

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PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

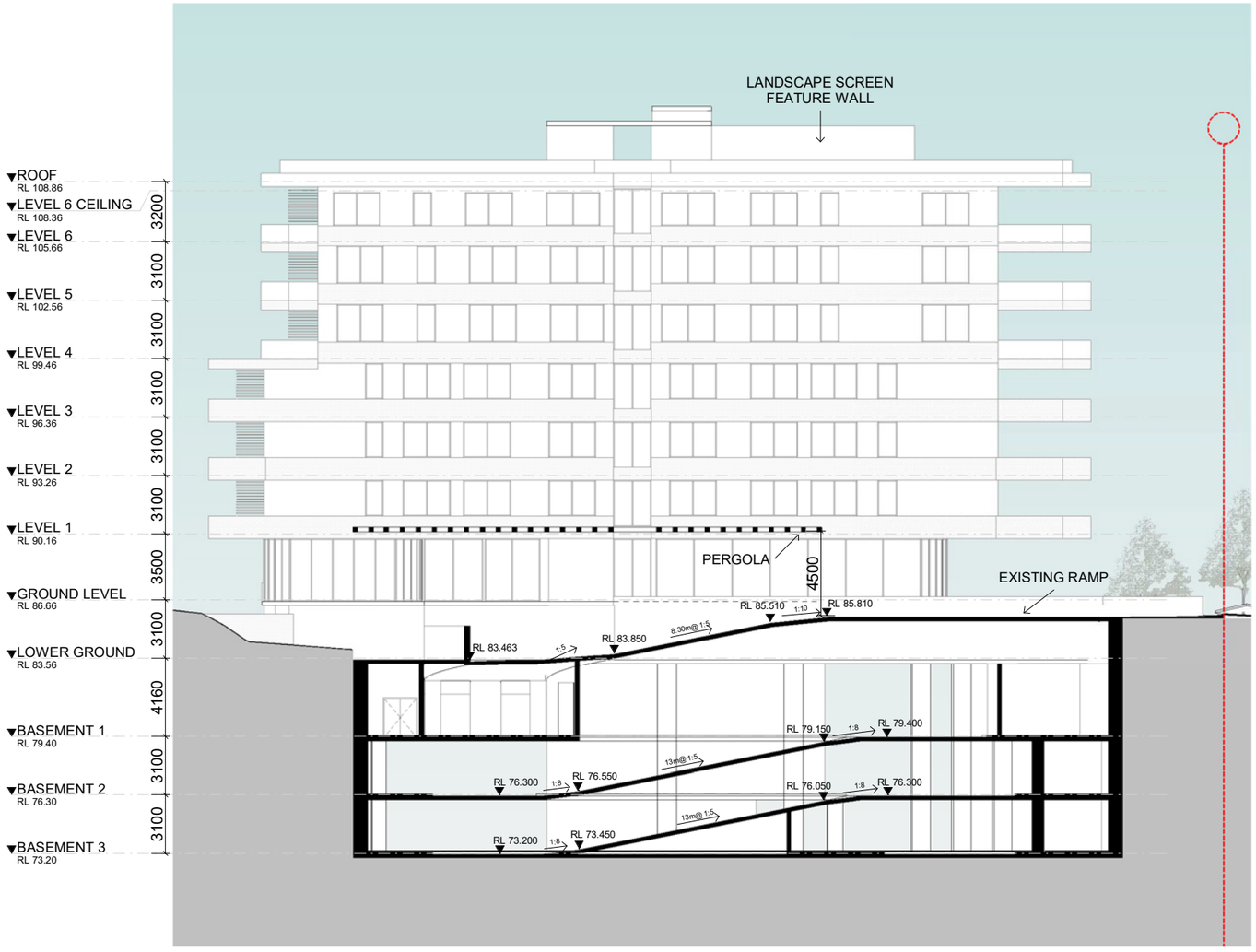
DRAWING TITLE
SECTION 2

SCALE	DATE	DRAWN	CHECKED
1:150 @A1 1:300 @A3	01/04/2020	RS	EB

JOB	DRAWING	REVISION
19118	DA4.02	A

4| FLOOR PLANS

4.19 Access ramp sections



1 / - Access RAMP_1
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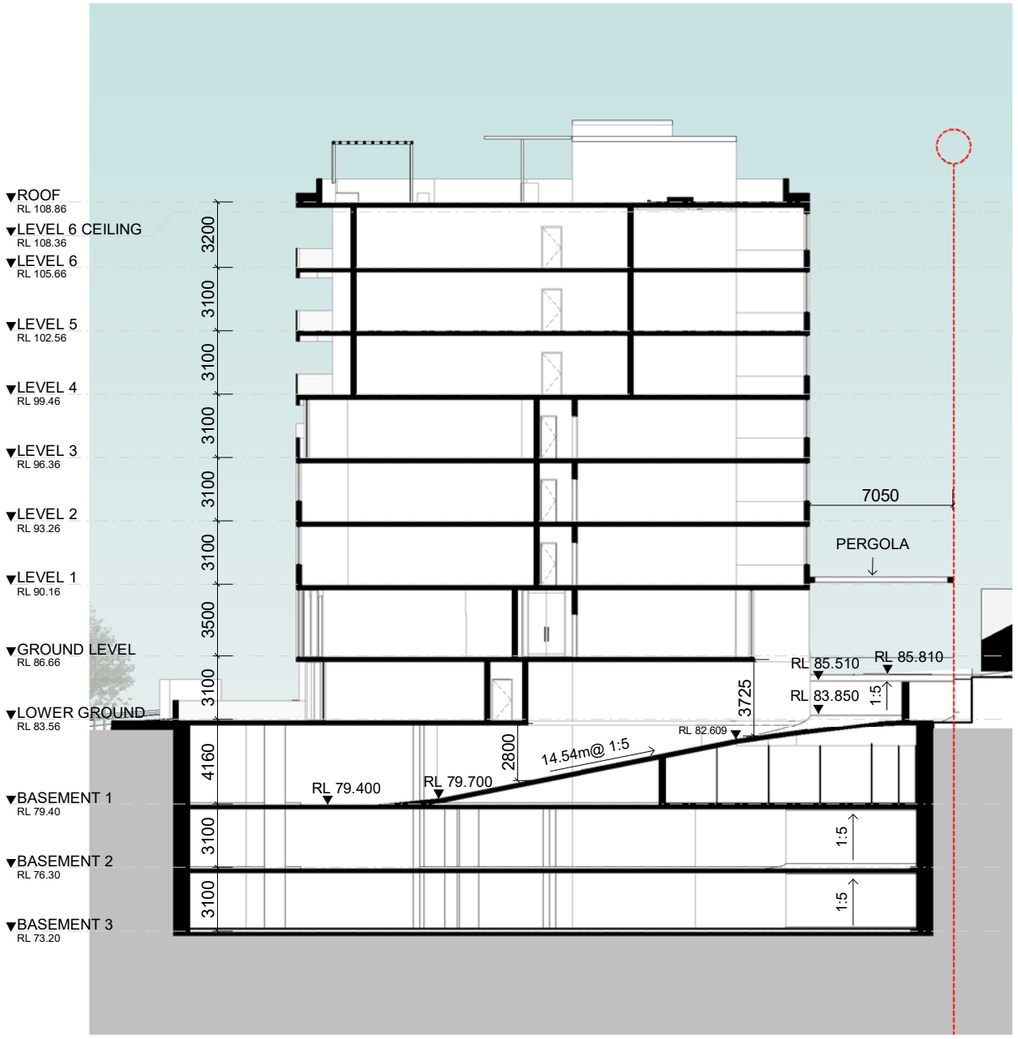

2 Access RAMP_2
1 : 150

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PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

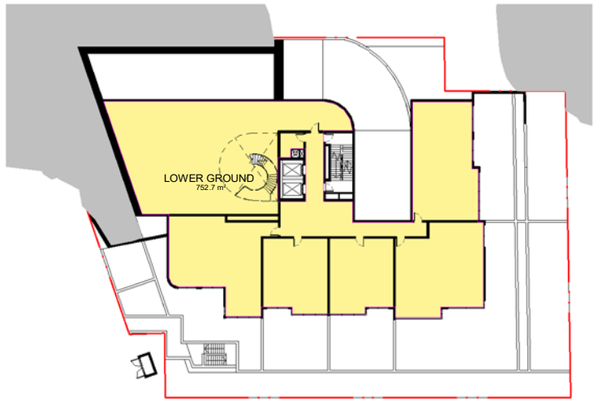
DRAWING TITLE
ACCESS RAMP SECTIONS

SCALE	DATE	DRAWN	CHECKED
1:150 @A1 1:300 @A3	01/04/2020	RS	EB

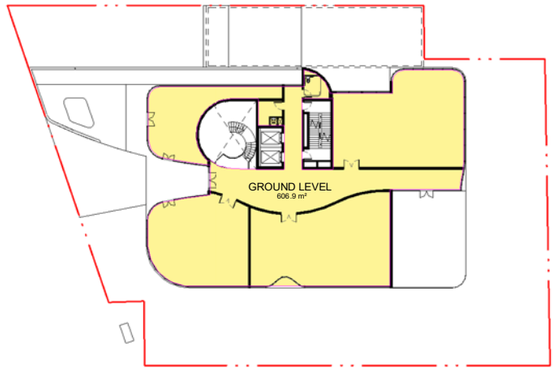
JOB	DRAWING	REVISION
19118	DA4.03	A

4| FLOOR PLANS

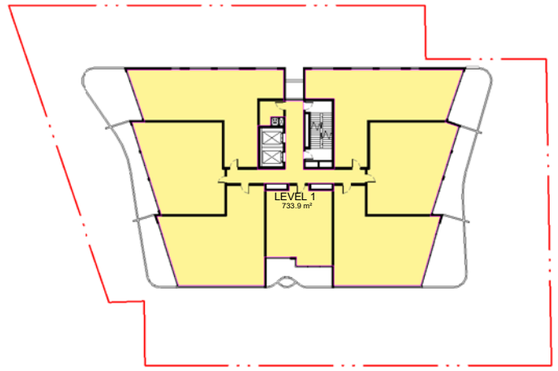
4.20 GFA calculations LEP



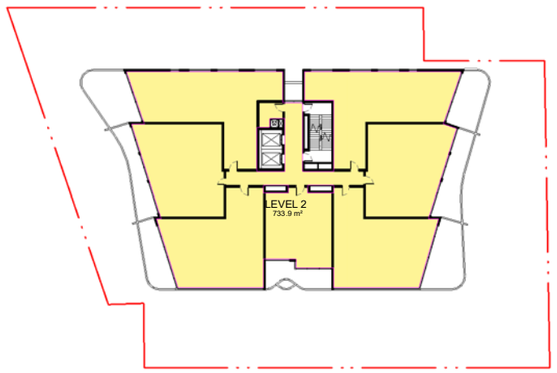
1 DA3.01 LOWER GROUND
1 : 350



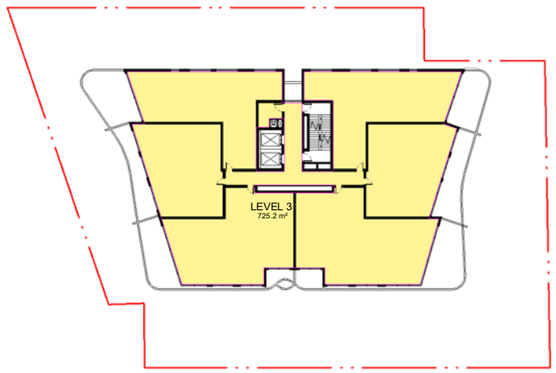
4 DA3.01 GROUND LEVEL
1 : 350



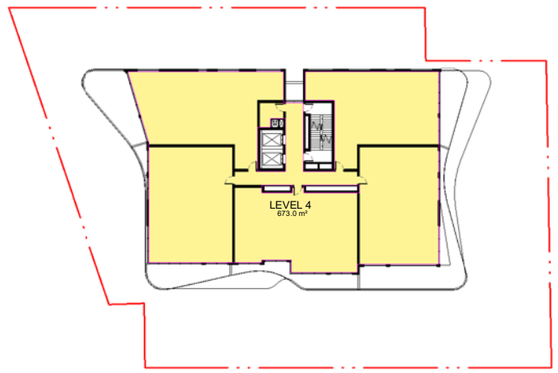
2 DA3.01 LEVEL 1
1 : 350



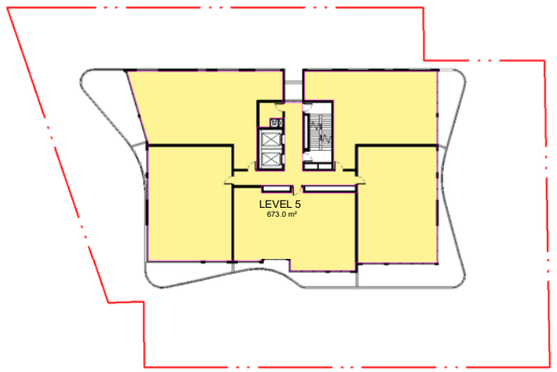
5 DA3.01 LEVEL 2
1 : 350



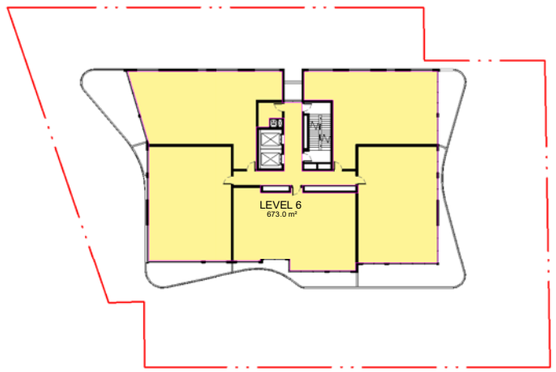
6 DA3.01 LEVEL 3
1 : 350



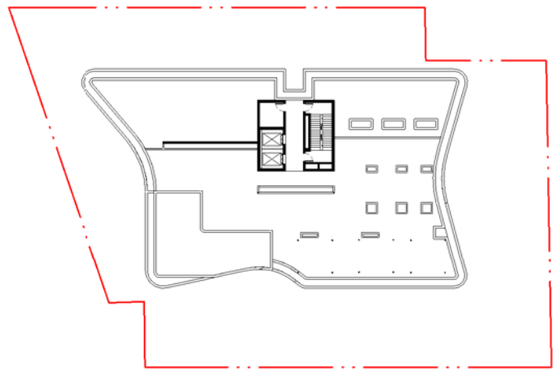
3 DA3.01 LEVEL 4
1 : 350



7 DA3.01 LEVEL 5
1 : 350



8 DA3.01 LEVEL 6
1 : 350



9 DA3.01 ROOF LEVEL
1 : 350

GFA LEP	
Level	Area
LOWER GROUND	752.7 m²
GROUND LEVEL	606.9 m²
LEVEL 1	733.9 m²
LEVEL 2	733.9 m²
LEVEL 3	725.2 m²
LEVEL 4	673.0 m²
LEVEL 5	673.0 m²
LEVEL 6	673.0 m²
Grand total	5571.6 m²

PRELIMINARY

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CLIENT
ALCEON GROUP

DRAWING TITLE
GFA (LEP)

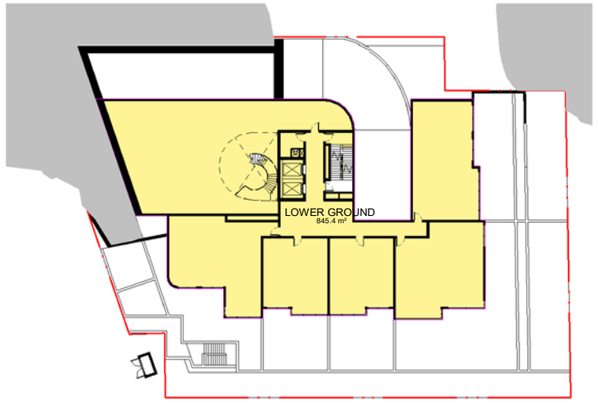
PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

SCALE	DATE	DRAWN	CHECKED
1:350 @A1 1:700 @A3	01/04/2020	RS	EB

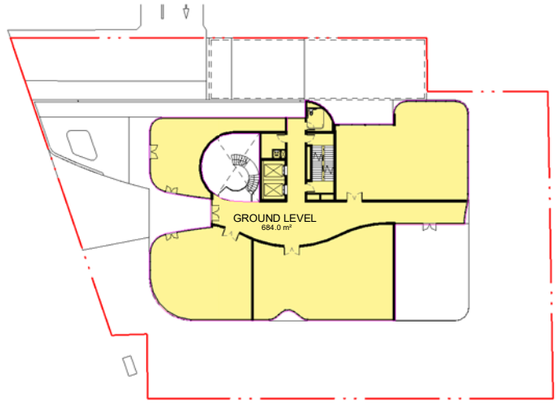
JOB	DRAWING	REVISION
19118	DA5.01	A

4| FLOOR PLANS

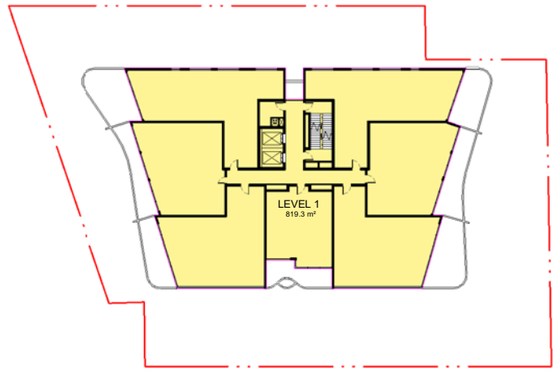
4.21 GFA calculations SEPP



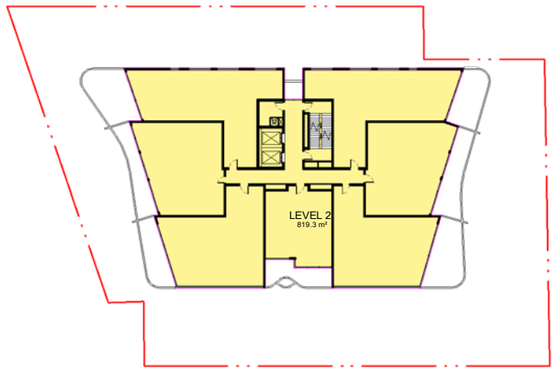
1 LOWER GROUND
DA3.01 1 : 350



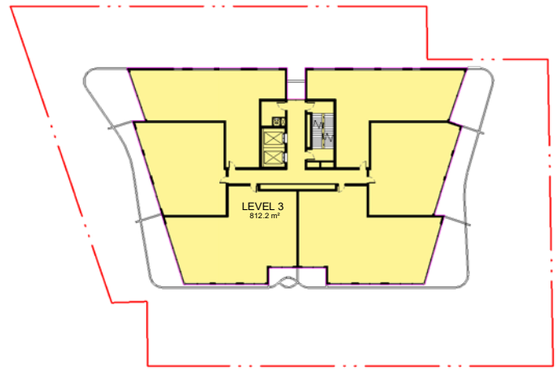
2 GROUND LEVEL
DA3.01 1 : 350



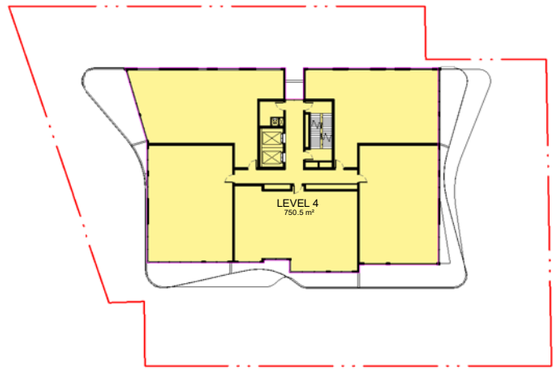
3 LEVEL 1
DA3.01 1 : 350



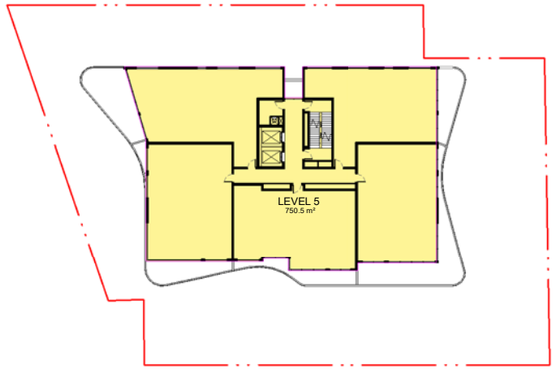
4 LEVEL 2
DA3.01 1 : 350



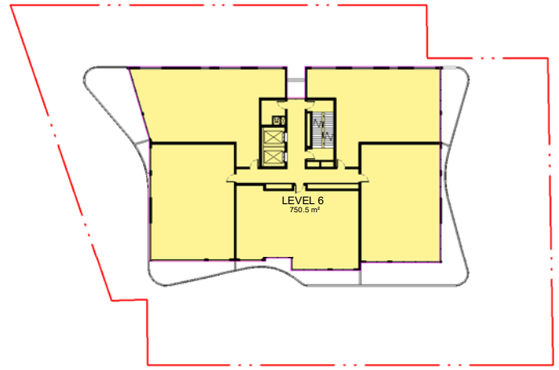
5 LEVEL 3
DA3.01 1 : 350



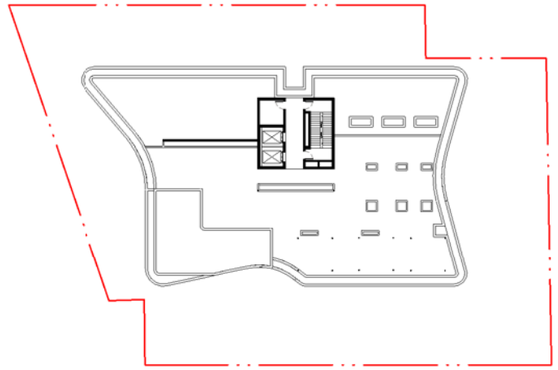
6 LEVEL 4
DA3.01 1 : 350



7 LEVEL 5
DA3.01 1 : 350



8 LEVEL 6
DA3.01 1 : 350



9 ROOF LEVEL
DA3.01 1 : 350

GFA SEPP	
Level	Area
LOWER GROUND	845.4 m²
GROUND LEVEL	684.0 m²
LEVEL 1	819.3 m²
LEVEL 2	819.3 m²
LEVEL 3	812.2 m²
LEVEL 4	750.5 m²
LEVEL 5	750.5 m²
LEVEL 6	750.5 m²
Grand total	6231.7 m²

PRELIMINARY

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A	01/04/2020	PRELIMINARY	RS

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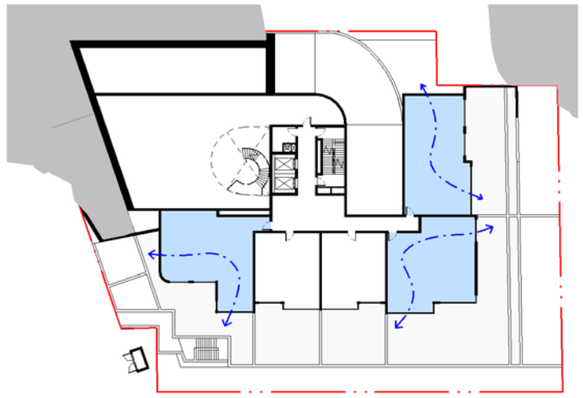
CLIENT
ALCEON GROUP

DRAWING TITLE
GFA (SEPP)

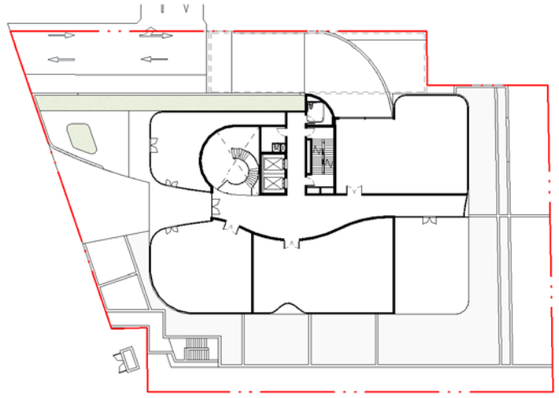
PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

SCALE	DATE	DRAWN	CHECKED
1:350 @A1 1:700 @A3	01/04/2020	RS	EB

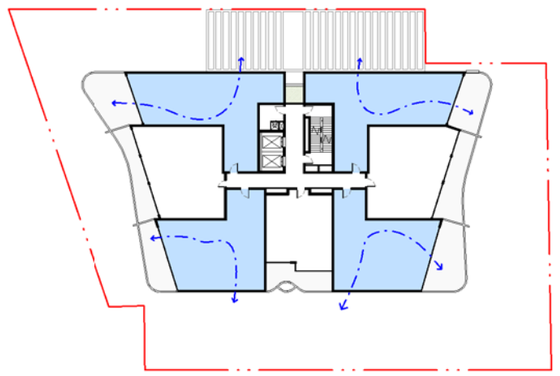
JOB	DRAWING	REVISION
19118	DA5.02	A



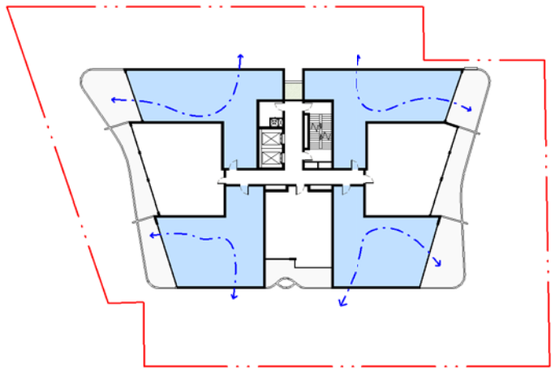
1 DA3.01 5.11 LOWER LEVEL
1 : 350



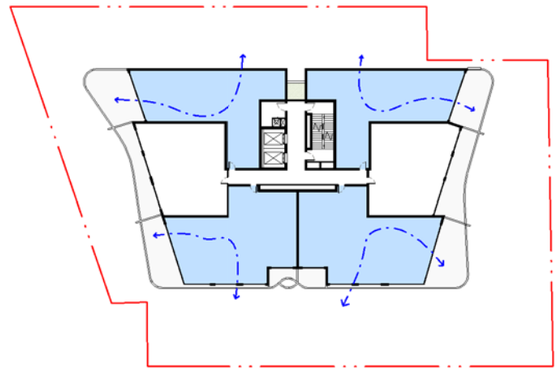
2 DA3.01 5.12 GROUND LEVEL
1 : 350



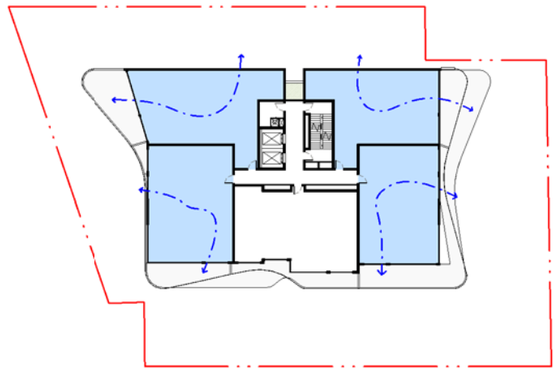
3 DA3.01 5.13 LEVEL 1
1 : 350



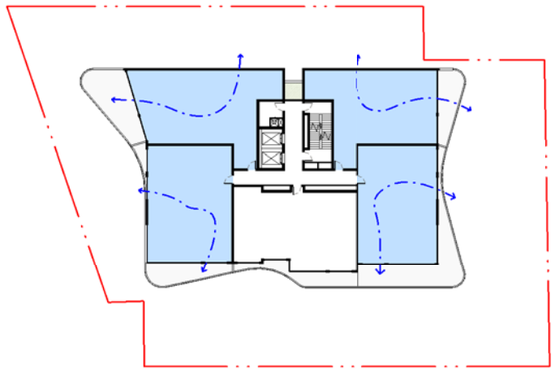
4 DA3.01 5.14 LEVEL 2
1 : 350



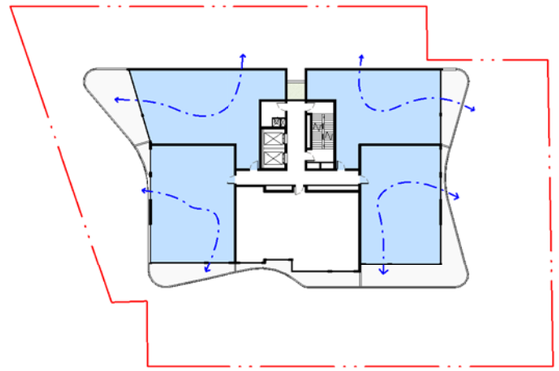
5 DA3.01 5.15 LEVEL 3
1 : 350



6 DA3.01 5.16 LEVEL 4
1 : 350



7 DA3.01 5.17 LEVEL 5
1 : 350



8 DA3.01 5.18 LEVEL 6
1 : 350

CROSS VENTILATION		
Level	Cross Ventilation YES	Cross Ventilation NO
LOWER GROUND	3	2
LEVEL 1	4	3
LEVEL 2	4	3
LEVEL 3	4	2
LEVEL 4	4	1
LEVEL 5	4	1
LEVEL 6	4	1
Grand total: 40	27	13
PERCENTAGE		68%

PRELIMINARY

NOT FOR CONSTRUCTION

REVISION	DATE	DESCRIPTION	BY
A	01/04/2020	PRELIMINARY	RS

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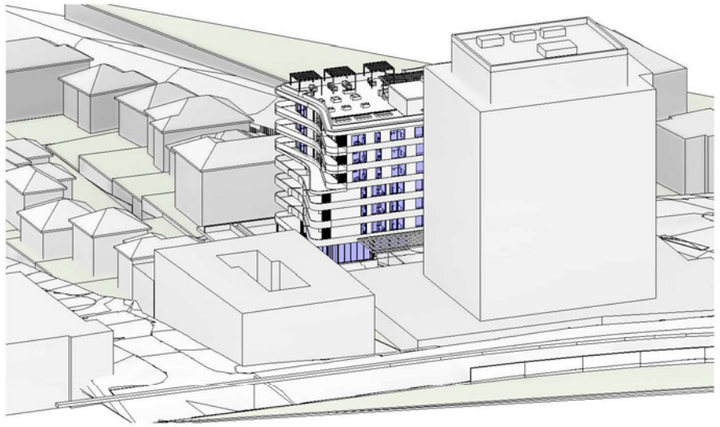
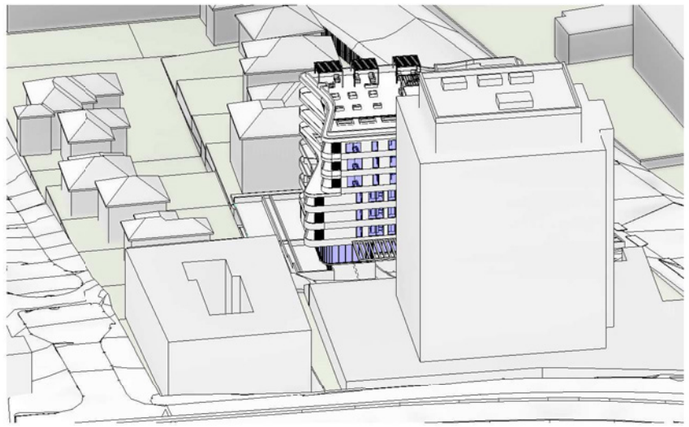
PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
CROSS VENTILATION

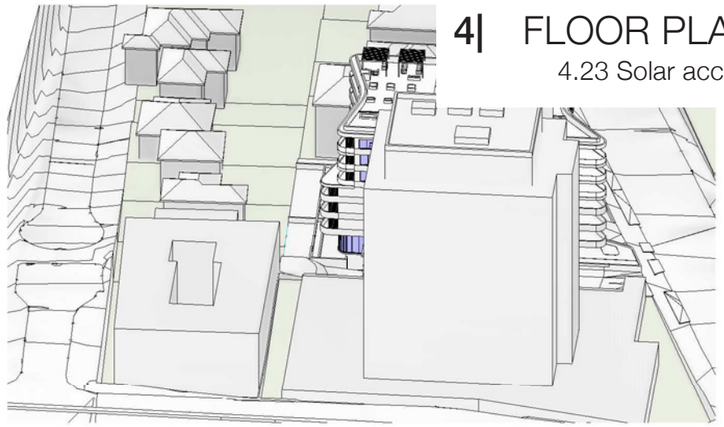
SCALE	DATE	DRAWN	CHECKED
NTS	01/04/2020	RS	EB
JOB	DRAWING		REVISION
19118	DA5.11		A



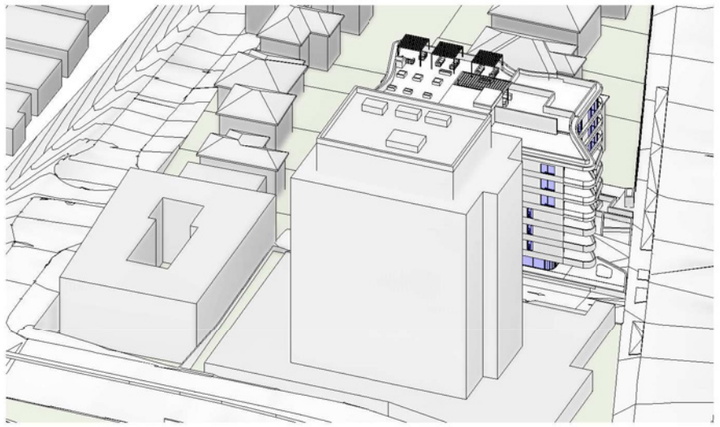
1 21st JUNE - 9:00 am



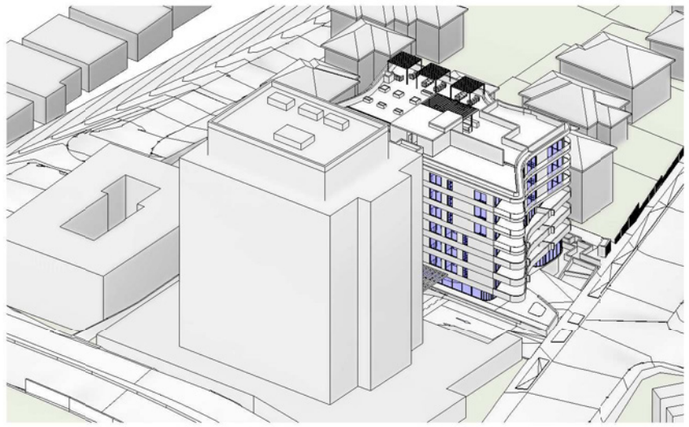
2 21st JUNE - 10:00 am



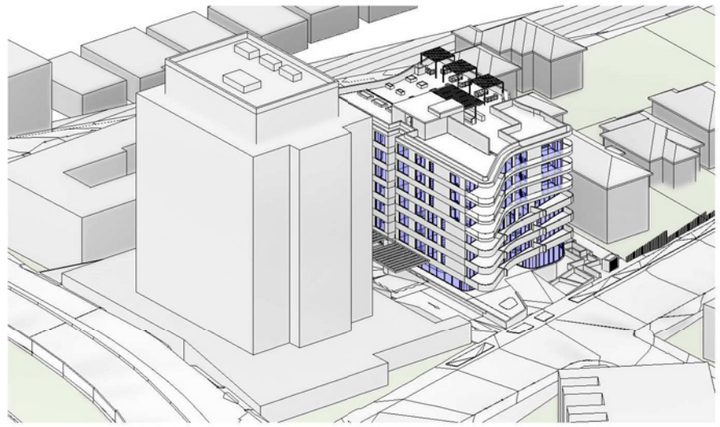
3 21st JUNE - 11:00 am



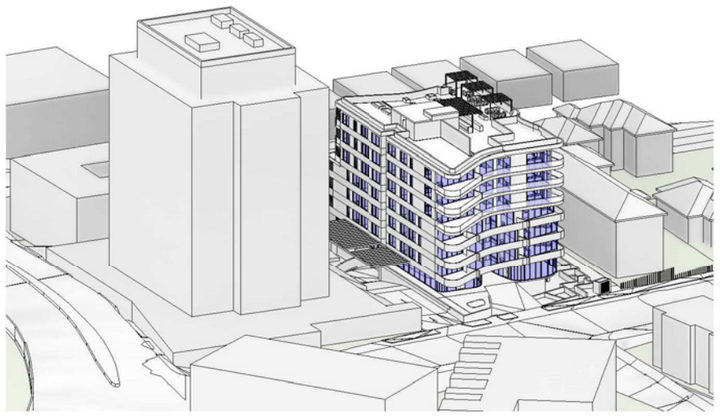
4 21st JUNE - 12:00 pm



5 21st JUNE - 1:00 pm



6 21st JUNE - 2:00 pm



7 21st JUNE - 3:00 pm

SUN ACCESS		
Level	Sun Acces YES	Sun Acces NO
LOWER GROUND	2	3
LEVEL 1	4	3
LEVEL 2	4	3
LEVEL 3	4	2
LEVEL 4	3	2
LEVEL 5	3	2
LEVEL 6	5	0
Grand total: 40	25	15
PERCENTAGE		63%

REVISION	DATE	DESCRIPTION	BY

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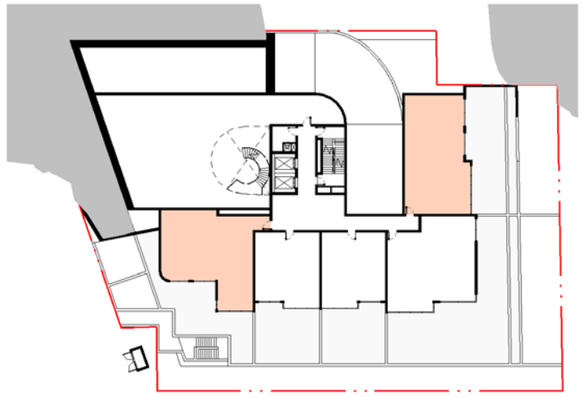
CLIENT
ALCEON GROUP

DRAWING TITLE
SOLAR ACCESS - SHEET 1

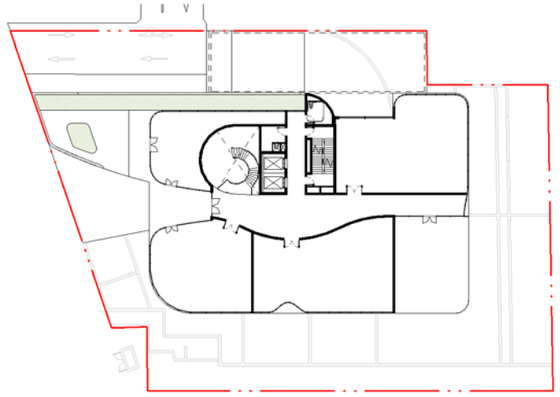
PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

SCALE	DATE	DRAWN	CHECKED
NTS	01/04/2020	BM	EB
JOB	DRAWING		REVISION
19118	DA5.21		

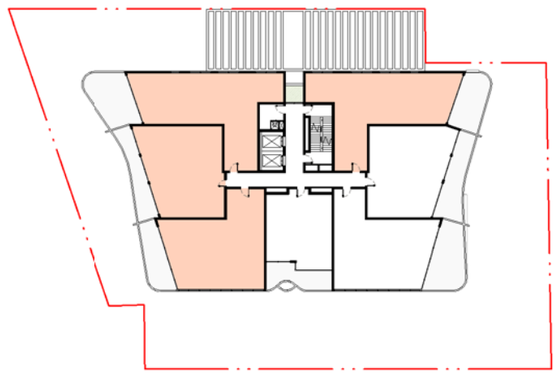
4| FLOOR PLANS
4.24 Solar access 2



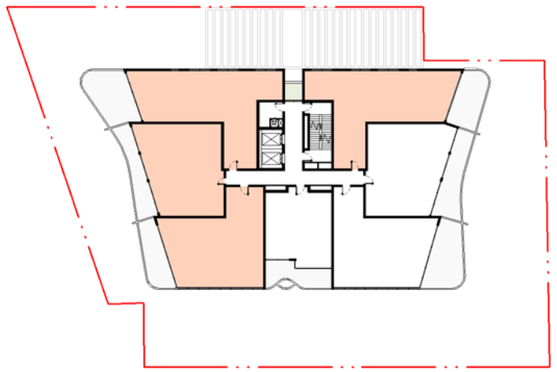
1 DA3.01 5.21 LOWER LEVEL
1 : 350



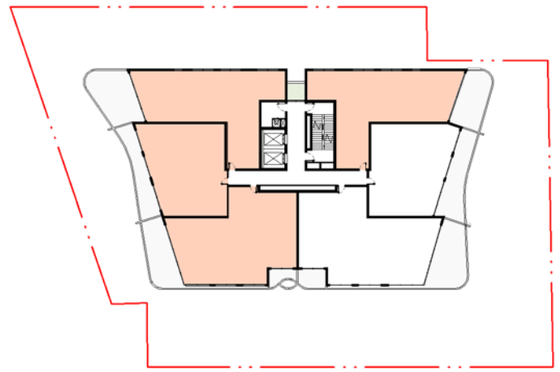
2 DA3.01 5.22 GROUND LEVEL
1 : 350



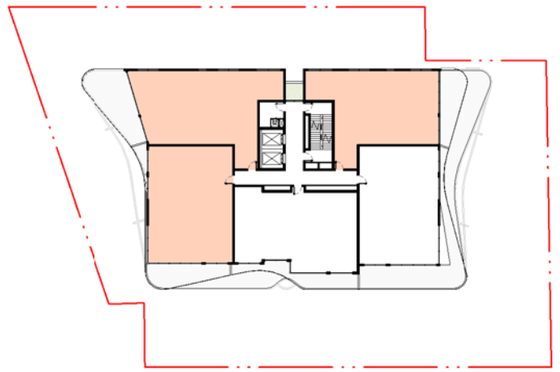
3 DA3.01 5.23 LEVEL 1
1 : 350



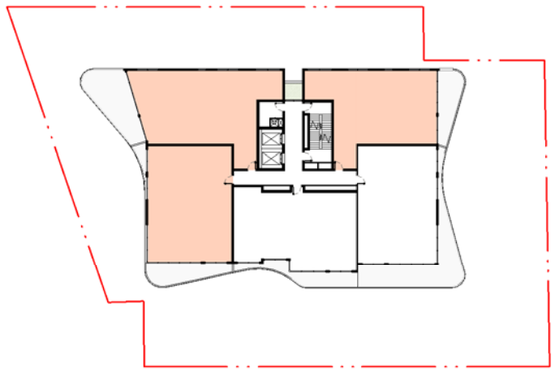
4 DA3.01 5.24 LEVEL 2
1 : 350



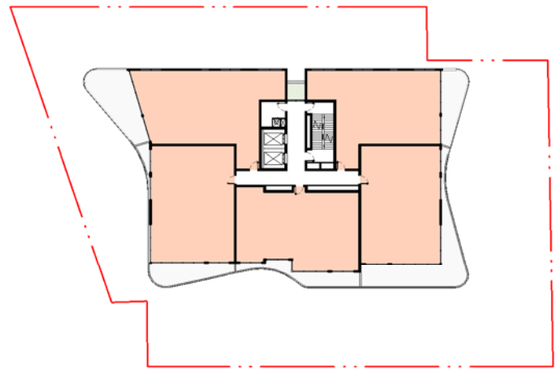
5 DA3.01 5.25 LEVEL 3
1 : 350



6 DA3.01 5.26 LEVEL 4
1 : 350



7 DA3.01 5.27 LEVEL 5
1 : 350



8 DA3.01 5.28 LEVEL 6
1 : 350

SUN ACCESS		
Level	Sun Acces YES	Sun Acces NO
LOWER GROUND	2	3
LEVEL 1	4	3
LEVEL 2	4	3
LEVEL 3	4	2
LEVEL 4	3	2
LEVEL 5	3	2
LEVEL 6	5	0
Grand total: 40	25	15
PERCENTAGE		63%

PRELIMINARY

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REVISION	DATE	DESCRIPTION	BY
A	01/04/2020	PRELIMINARY	RS

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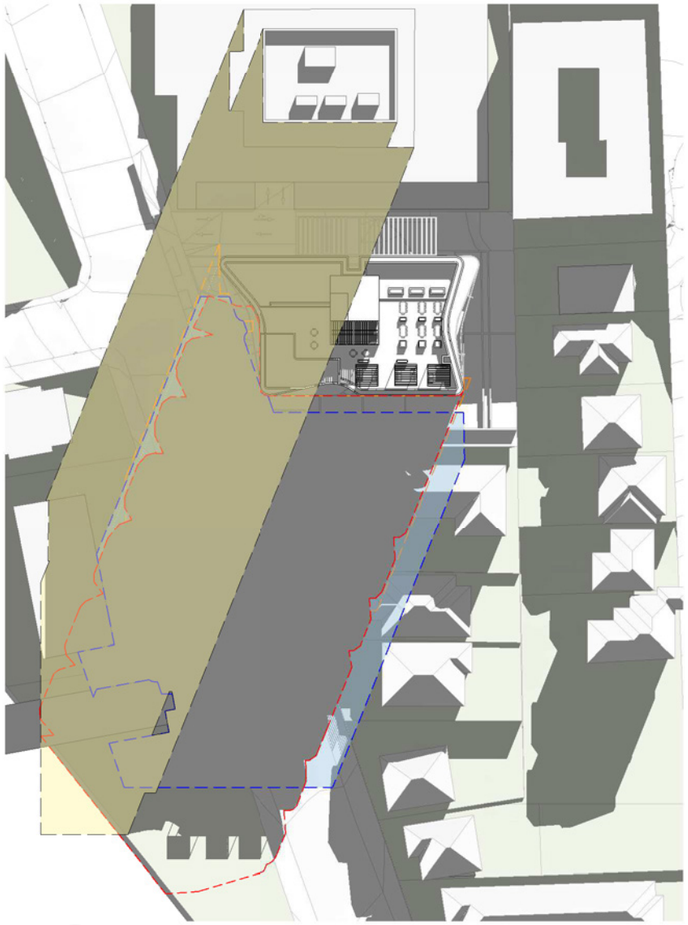
CLIENT
ALCEON GROUP

PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

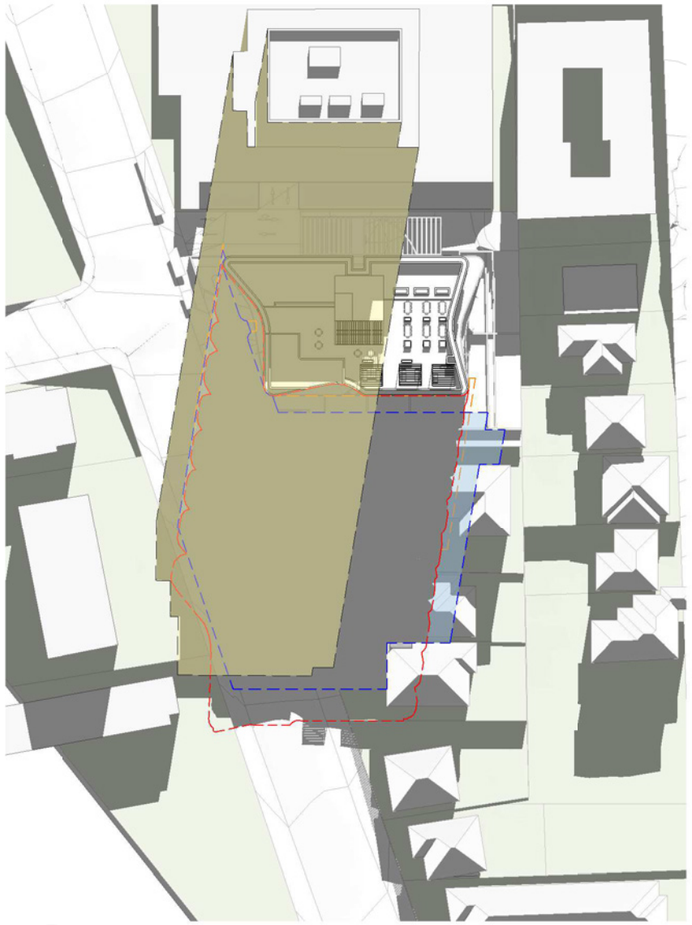
DRAWING TITLE
SOLAR ACCESS - SHEET 2

SCALE	DATE	DRAWN	CHECKED
NTS	01/04/2020	RS	EB

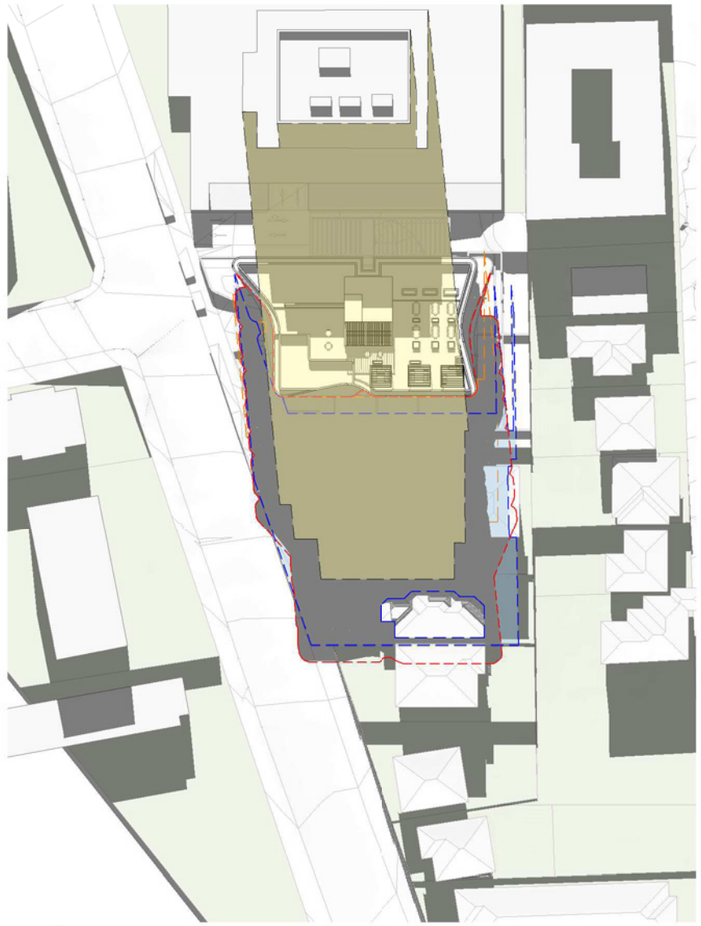
JOB	DRAWING	REVISION
19118	DA5.22	A



1 - 8 Storeys - 21 Jun -9.00am - Comparison



2 - 8 Storeys - 21 Jun -10.00am - Comparison



3 - 8 Storeys - 21 Jun -11.00am - Comparison

IMPORTANT NOTES:
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PRELIMINARY

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REVISION	DATE	DESCRIPTION	BY
A	01/04/2020	PRELIMINARY	RS

SHADOWS CAST BY PROPOSED BUILDING
SHADOWS CAST BY NORTH TOWER
ADDITIONAL SHADOW CAST FOR MAX ENVELOPE OF COMMERCIAL BUILDING VS PROPOSED ENVELOP
SHADOWS CAST BY EXISTING BUILDING

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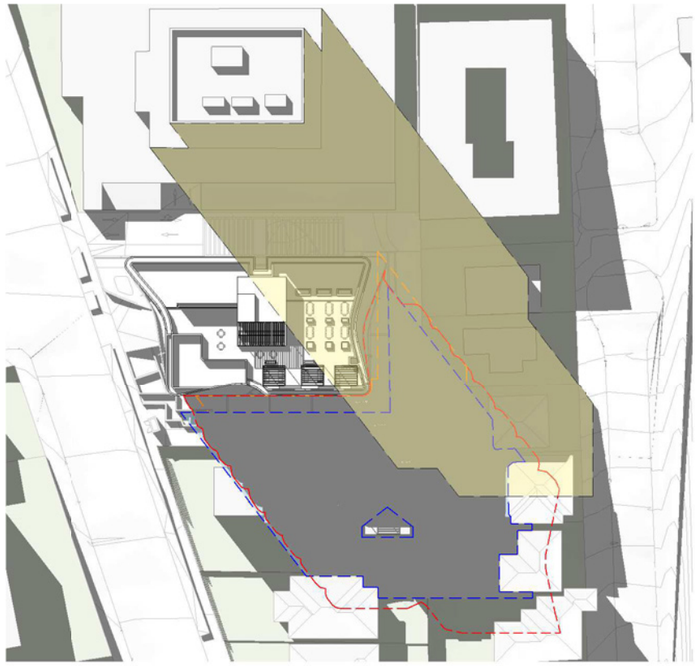
PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
SHADOW STUDY - SHEET 1

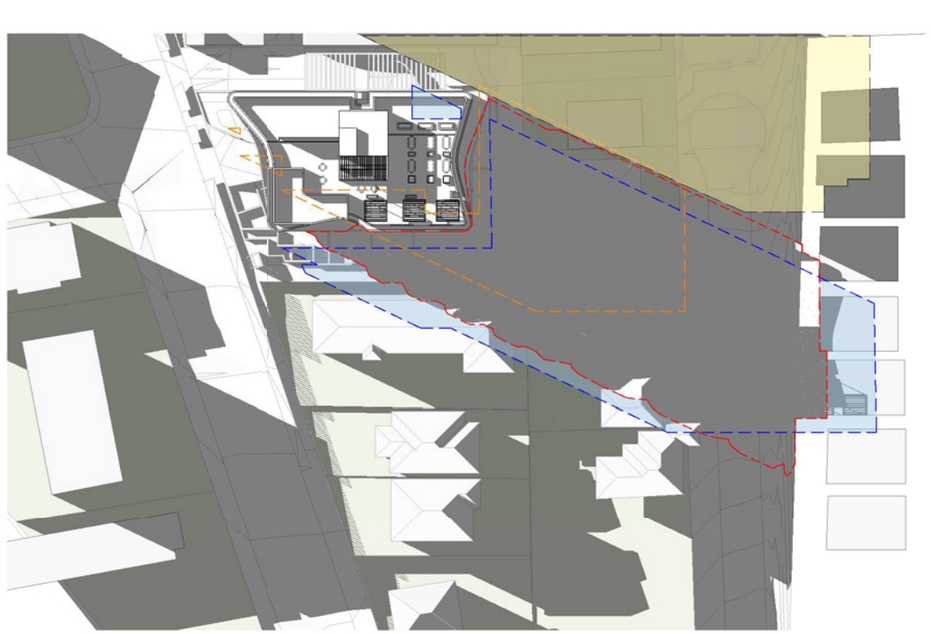
SCALE	DATE	DRAWN	CHECKED
NTS	01/04/2020	RS	EB
JOB	DRAWING		REVISION
19118	DA5.31		A

1 - 8 Storeys - 21 Jun -12.00am - Comparison



2 - 8 Storeys - 21 Jun -1.00pm - Comparison

3 - 8 Storeys - 21 Jun -2.00pm - Comparison



4 DA3.01 - 8 Storeys - 21 Jun -3.00pm
1 : 550

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REVISION	DATE	DESCRIPTION	BY
A	01/04/2020	PRELIMINARY	RS

- SHADOWS CAST BY PROPOSED BUILDING
- SHADOWS CAST BY NORTH TOWER
- ADDITIONAL SHADOW CAST FOR MAX ENVELOPE OF COMMERCIAL BUILDING VS PROPOSED ENVELOP
- SHADOWS CAST BY EXISTING BUILDING

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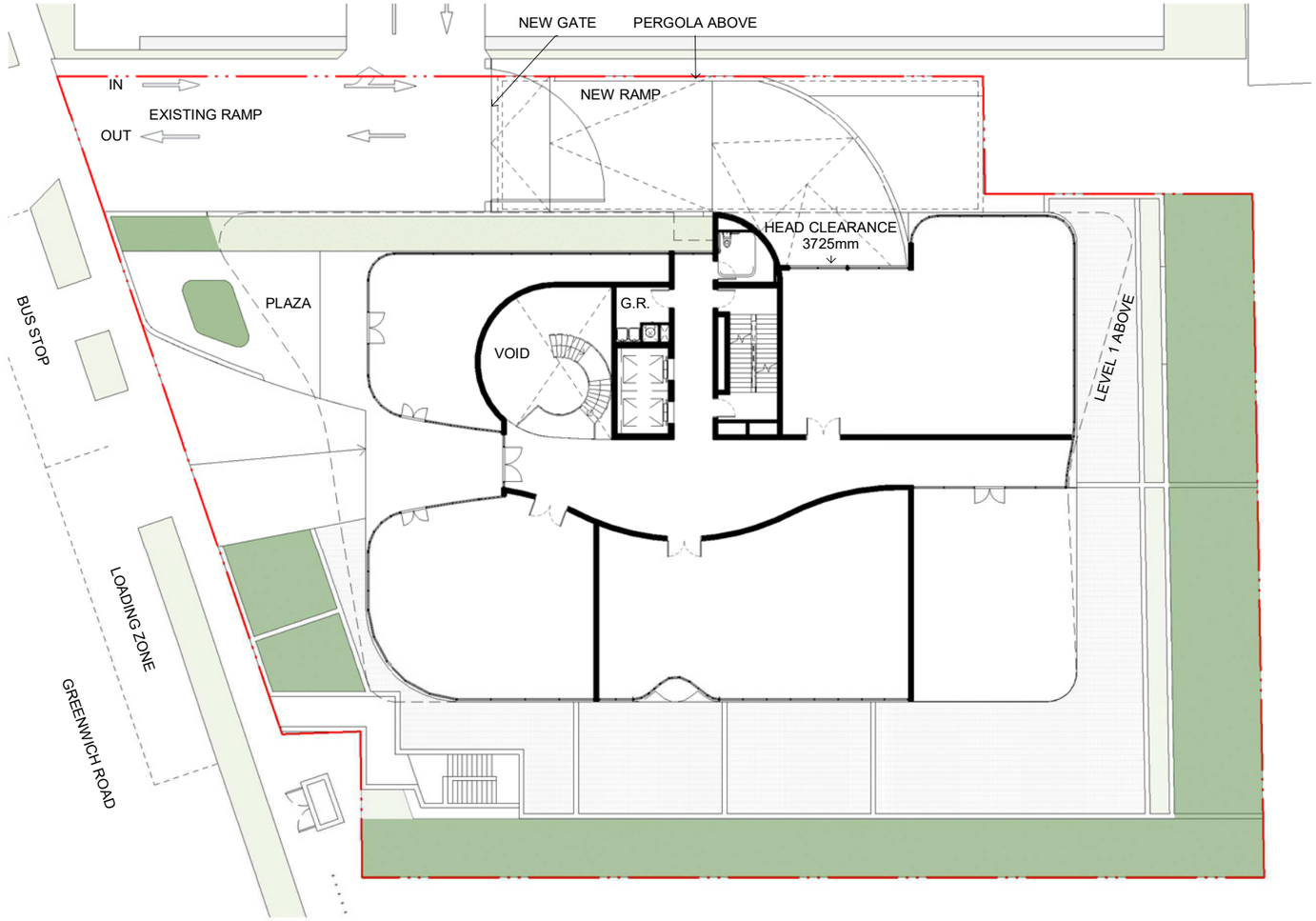
PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
SHADOW STUDY - SHEET 2

SCALE	DATE	DRAWN	CHECKED
NTS	01/04/2020	RS	EB
JOB	DRAWING		REVISION
19118	DA5.32		A



DEEP SOIL CALCULATION

DEEP SOIL ADG/DCP COMPLIANT AREAS: 320sqm, 15% of site

IMPORTANT NOTES:
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PROJECT
GREENWICH SENIORS LIVING
2 GREENWICH ROAD, GREENWICH

DRAWING TITLE
DEEP SOIL

SCALE	DATE	DRAWN	CHECKED
1:150 @A1 1:300 @A3	01/04/2020	RS	EB

JOB	DRAWING	REVISION
19118	DA5.51	A

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