13 November 2025

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President Private Hospital
Construction Traffic and Pedestrian Management Sub-Plan

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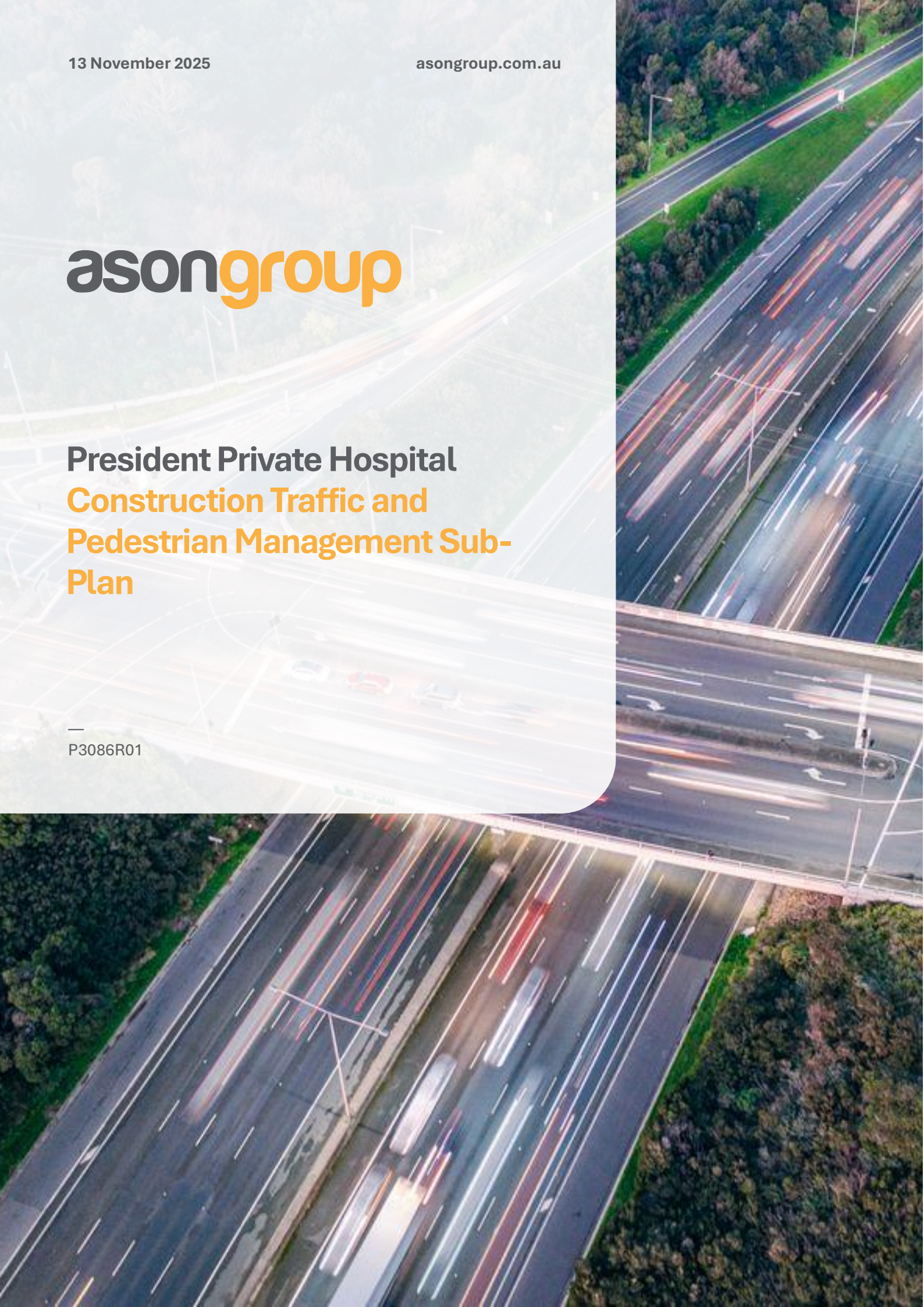
P3086R01



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1 Introduction

1.1 Introduction

Ason Group have been engaged by President Property Company Pty Limited to prepare a Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) in relation to the construction activities associated with the redevelopment of the President Private Hospital (the Proposal), located at 369-381 President Avenue, Kirrawee (the Site).

This CTPMSP details the measures and strategies to be undertaken during construction to minimise the effects of work on the surrounding road network, and to ensure the safety and efficiency of the community, all workers, and all road users.

A Construction Worker Transport Strategy (CWTS) has been prepared separately, and should be read in conjunction with this CTPMSP.

1.2 Background

A State Significant Development Application (SSD-10320[1]) in support of the Proposal has been lodged by Macquarie Health Corporation Limited (the Applicant), and has been approved by the Department of Planning, Housing and Infrastructure (DPHI), with Conditions of Consent (CoC) issued on 16 April 2024. This report has therefore been prepared in response to the relevant CoC as it relates to construction.

The proposed construction activities include the following works:

- Demolition of existing dwellings and on-site excavation
- Construction of a new three-storey building with two basement car park levels, providing inpatient accommodation, therapy and rehabilitation facilities, and support services.

1.3 Project Representatives & Stakeholders

This report has been prepared by a consultant who holds a SafeWork NSW Work Health & Safety Traffic Control Work card, accredited for the 'Prepare a Work Zone Traffic Management Plan'. Details of the accredited consultant is provided below:

- James Laidler Ticket No. TCT0031686
- Emily Duan Ticket No. TCT1054771

This CTPMSP has been prepared to meet the requirements outlined in Appendix A and Appendix E, Section E.2 of the Transport for NSW Traffic Control at Work Sites Technical Manual (Issue No. 6.1, 2022).

Through the preparation of this CTPMSP, the project representatives and stakeholders consulted in the development of the traffic management strategy are listed below:

[1] https://www.planningportal.nsw.gov.au/major-projects/projects/redevelopment-president-private-hospital

Table 1: Project representatives and stakeholders

Name	Organisation	Role
Carlo L'Aurora	Macquarie Health Corporation	Group Project Manager
Dean Fondas	Taylor Constructions	Project Director
Ben Langshaw	Taylor Constructions	Site Manager
James Laidler	Ason Group	Principal Transport Engineer
Emily Duan	Ason Group	Senior Transport Engineer

1.4 Project Details

1.4.1 Site Location

The Site is located at the following addresses are legally described as follows:

- 369-381 President Avenue, Kirrawee: Lot 1 Deposited Plan (DP) 841502
- 65 and 61 Hotham Road, Gymea: Lot 24A and Lot 23 DP 26995
- 2 and 3 Bidurgal Avenue, Kirrawee: Lot 53 and Lot 54 DP 29493

The Site is bound by Bidurgal Avenue to the north, Hotham Road to the east, and President Avenue to the south of the Site. It is generally surrounded by low density residential developments zoned R2. The Site is zoned SP1 Health Services Facilities under the Sutherland Shire local government area.

The surrounding context of the Site is shown in **Figure 1**.

Figure 1: Site Location and Surrounding Roads

Source: MetroMap

1.4.2 Proposed Construction Activity / Works

The proposed construction activities are expected to begin in January 2026 and will generally be completed over a duration of 20 months, subject to authority approvals and inclement weather delays. The description of works is seen in **Table 2**. Construction shall not commence until the CTPMSP required by SSD Condition C15 is approved.

Table 2: Phase and duration of works

Phase	Timeline (Duration)	Description
1	12 January 2026 – 4 May 2026 (16 weeks)	Demolition works
2	4 May 2026 – 7 September 2026 (18 weeks)	Excavation works
3	7 September 2026 – 01 November 2027 (62 weeks)	Construction works

1.5 Authority Requirements

The proposed development received a Development Consent for Application No. SSD-10320 from DPHI on 16 April 2024.

Condition C15 of the SSD-10320 required the preparation and submission of a Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) prior to commencement of construction. This CTPMSP has been prepared to address the relevant CoCs as it relates to construction, including Conditions C15, C19, C24, D4-7 and D9. The relevant CoCs and corresponding Ason Group response have been summarised and provided in **Table 3** below.

This CTPMSP forms part of the Construction Environmental Management Plan (CEMP) and outlines the proposed construction traffic management arrangements associated with the construction phases for the development.

Table 3: Response to SSD-10320 Relevant Conditions

No.	Condition	Response
Construction Traffic and Pedestrian Management Sub-Plan		
C15	The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:	Noted. This CTPMSP has been prepared in accordance with requirement of Condition C15.
a)	be prepared by a suitably qualified and experienced person(s);	Consultants from Ason Group are suitably qualified Traffic Engineers. Refer to **Section 1.3.**
b)	be prepared in consultation with Council and Transport for NSW (TfNSW)	Council and TfNSW shall be consulted following preparation of this draft report, with relevant updates (if required) made following that consultation. Evidence of the consultation shall be included within the updated report.
c)	detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services	Refer to **Section 3.**
d)	detail heavy vehicle routes, access and parking arrangements	Refer to **Sections 2** and **3**.

e)	details of specific measures to ensure the arrival of construction vehicles to the site does not cause additional queuing on President Avenue	Refer to **Sections 3.4** and **3.5**.
f)	measures to prohibit construction vehicles accessing the site directly from President Avenue until such time as a new site access to President Avenue is constructed in accordance with design plans required by condition B6	Refer to **Sections 2.3**, **3.5** and **Appendix F.**
g)	detail measures to ensure that all construction vehicles are contained wholly within the site	Refer to **Sections 2.3, 3.5** and **Appendix F.**
h)	details of the construction program and methodology and how safe and efficient site access will be maintained during construction	Refer to **Sections 2.1, 3.4** and **3.5.**
C19	A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:	Refer to **Appendix F.**
a)	minimise the impacts of earthworks and construction on the local and regional road network;	Refer to **Appendix F.**
b)	minimise conflicts with other road users;	Refer to **Appendix F.**
c)	minimise road traffic noise; and	Refer to **Appendix F.**
d)	ensure truck drivers use specified routes.	Refer to **Appendix F.**
Construction Worker Transportation Strategy		
C24	Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the satisfaction of the Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets or public parking facilities. A copy of the strategy must be submitted to the Planning Secretary for information.	Refer to **Appendix G**.
Construction Hours		
D4	Construction, including the delivery of materials to and from the site, may only be carried out between the following hours: (a) between 7am and 6pm, Mondays to Fridays inclusive; and (b) between 8am and 1pm, Saturdays. No work may be carried out on Sundays or public holidays.	Noted. Taylor has been made aware of this Condition. Refer **Section 2.2** for proposed construction hours.
D5	Construction activities may be undertaken outside of the hours in condition D4 if required: (a) by the Police or a public authority for the delivery of vehicles, plant or materials; or (b) in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or (c) where the works are inaudible at the nearest sensitive receivers; or	Refer to **Section 2.2.**

	(d) where a variation is approved in advance in writing by the Planning Secretary or his nominee if appropriate justification is provided for the works.	
D6	Notification of such construction activities as referenced in condition D5 must be given to affected residents before undertaking the activities or as soon as is practical afterwards.	Refer to **Section 2.2.**
D7	Rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours: (a) 9am to 12pm, Monday to Friday; (b) 2pm to 5pm Monday to Friday; and (c) 9am to 12pm, Saturday.	Refer to **Section 2.2.**
Construction Traffic		
D9	All construction vehicles are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site or an approved on-street work zone before stopping.	Refer to **Sections 2.3** and **2.8**.

1.6 Site Related Data

1.6.1 Road Details

The key roads surrounding the Site are as identified within **Figure 2** and summarised in **Table 4** below.

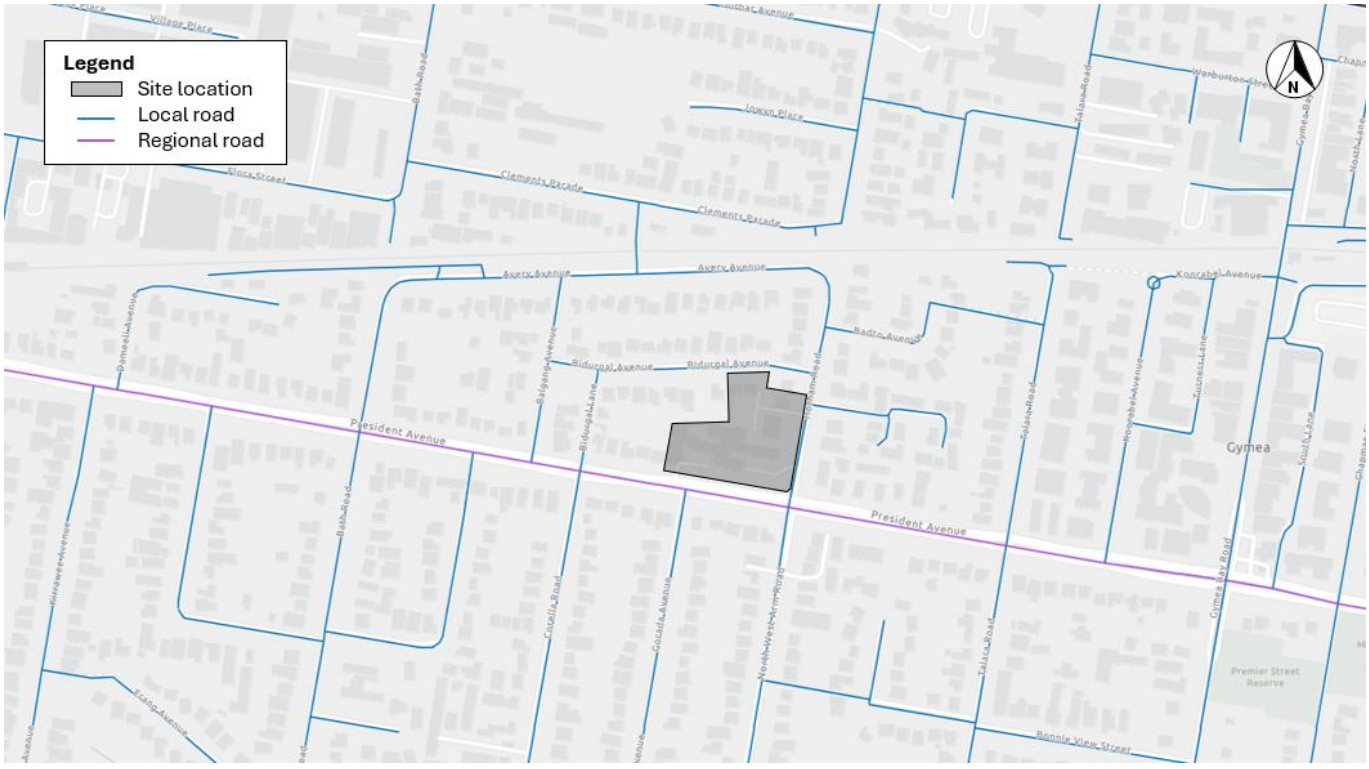


Figure 2: Road Hierarchy[2]

[2] https://maps.transport.nsw.gov.au/egeomaps/road-network-classification/index.html

Table 4: Surrounding Road Network

Road Name	Classification	Speed Limit	Description
Hotham Road	Local road	50km/hr	• Two-way road aligned in a north-south direction. • One travel lane in each direction. • Unrestricted parking permitted on both sides of the road.
President Avenue	Regional Road	60km/hr	• Two-way road aligned in a west-east direction. • Two travel lanes in each direction, separated by a median. • Parking is not permitted on both sides of the road.

1.6.2 Crash History

A review of Transport for NSW (TfNSW) crash database has been undertaken to establish the crash history in the vicinity of the Site. The crash history for the 5-year period between 2019 and 2023 (inclusive) is outlined below in **Figure 3**.

Figure 3: 2019 to 2023 Crash History Surrounding the Site

Source: TfNSW Crash Map

Of those crashes, the ones that occurred on the Site frontage roads are highlighted in **Table 5**.

Table 5: Crash History

Year	Location	RUM Code	Injured	Degree of Crash
2020	North West Arm Road and President Avenue intersection	21 – right through	1	Serious injury
2021	President Avenue and Gorada Avenue intersection	13 – right near	1	Serious injury
2021	North West Arm Road and President Avenue intersection	21 – right through	1	Moderate injury
2021	North West Arm Road and President Avenue intersection	10 – cross traffic	0	Non-casualty (towaway)
2022	After Gorada Avenue, before Corella Road, on President Avenue	30 – rear end	1	Minor/ other injury
2022	After North West Arm Road, before Gorada Avenue, on President Avenue	30 – rear end	2	Serious injury
2023	North West Arm Road and President Avenue intersection	10 – cross traffic	1	Serious injury

Source: TfNSW Crash Statistics Website

As shown, 4 crashes are recorded along the Site frontage – President Avenue over the 5-year period between 2019 to 2023. Our review of the crashes found that two crashes involved cross traffic crash, while another two crashes involved right through crashes.

1.6.3 Vulnerable Road Users

Vulnerable road users (VRU) are road users not in a car, bus, or truck. In the event of a crash, VRUs have little to no protection from crash forces, therefore, need to be addressed within this CTPMSP.

Table 6: Stakeholder consultation actions

Road Name	Pedestrian footpath	Cycling	Public Transport
Hotham Road	1.5 metres wide on both sides of the road	No dedicated cycle/shared path	No
President Avenue	1.5 metres wide on both sides of the road	No dedicated cycle/shared path	Yes

1.7 Stakeholder Engagement

1.7.1 Stakeholder Engagement Plan

Taylor will liaise with relevant stakeholders regarding construction schedules and trucks routes and will raise any potential conflict with stakeholder at the earliest time. The subsequent consultation actions are shown in **Table 7**.

Table 7: Stakeholder consultation actions

Stakeholder	Action
TfNSW	Taylor to submit CTPMSP to stakeholder. Taylor to liaise with stakeholder to address comments and re-submit final CTPMSP.
Sutherland Shire Council	Taylor to submit CTPMSP to stakeholder. Taylor to liaise with stakeholder to address comments and re-submit final CTPMSP.
Community Consultative Committee	Taylor to submit CTPMSP to stakeholder. Taylor to liaise with stakeholder to address comments and re-submit final CTPMSP.
NSW Police	Taylor to notify NSW Police in the event of lane or road closure as required. Taylor is available to meet with NSW Police if necessary.
Emergency Services	Taylor is available to meet with Emergency Services if necessary.
Bus Operators	Taylor to inform bus operators in the event of any construction activities which will affect the bus operations as required.

1.7.2 Stakeholder Notification

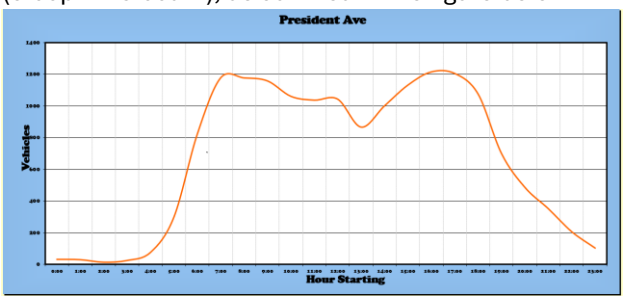
In the event that any disruptions (unexpected or in advance) to roadways / footpath occur as a result of construction works, the procedure outlined below is to be followed:

- If any future disruptions to Council or TfNSW owned roadways / footpaths are required, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers using letter drops and Variable Message Sign (VMS).
- If any unforeseen disruptions to Council or TfNSW owned roadways / footpaths occur, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers via traffic controllers and Variable Message Sign (VMS).
- In the event that heavy vehicle damage to Council / TfNSW assets / infrastructure, contractors will notify Inner West Council's Traffic & Transport team and / or Assets Branch.

1.7.3 Consultation with TfNSW

TfNSW was provided with a copy of the CTPMSP as part of the consultation process. Comments were received on 29 October 2025. The comments and responses are shown in **Table 8**. Evidence of consultation can be found in **Appendix A**.

Table 8: TfNSW comments – dated 29 October 2025

Item	TfNSW comments	Ason Group Responses
1	Include assessment on public transport impacts (if any) – including impacts to bus stops.	Noted. There are no impacts on public transport services in the vicinity of the Site are expected, as outlined in **Section 3.3**.
2	Access for heavy vehicles to be left in/left out.	The following site access arrangements will be implemented as outlined in **Section 2.4**. • Vehicle movements at the President Avenue access will be restricted to **left-in/left-out** only. • The Hotham Road access will be restricted to left-in/right-out movements for heavy vehicles, allowing them to exit towards President Avenue upon departing the Site.
3	No lane closures on President Avenue permitted due to traffic volumes and proximity to signals	A temporary one-lane closure on President Avenue will be required only for the duration of the construction of the new access driveway. • This closure is unavoidable due to the nature of the driveway construction works. • The works are expected to take approximately **2 weeks** to complete • To minimise impacts on traffic, the works are proposed to be undertaken **at night**, between **8:00 pm and 5:00 am**. – A 24-hour tube account survey was conducted on 6 November 2025. – The survey results indicate that a maximum traffic volume of 485 veh/hr during the proposed work period (8:00pm - 5:00am), as outlined in the figure below.  – According to Austroads *Guide to Traffic Management Part 3*, the one-way mid-block capacity for a Kerb Lane under clearway conditions is 900 pcu/hr. – Therefore, during the proposed work hours, the remaining lane will have sufficient capacity to accommodate the expected traffic volumes while the temporary closure is in place. – Both eastbound lanes along President Ave will be open and unaffected by construction works between 5:00am and 8:00pm
4	The proposed footway closure along Hotham Road and President Avenue is not supported. The footway should remain open and only be closed off for short periods (minutes) when loads are carried from the loading bay to the building.	Temporary footpath closures along Hotham Road and President Avenue will be required only for the duration of the construction of the new access crossovers. These temporary closures are unavoidable due to the nature of the construction

		works. Appropriate mitigating measures have been outlined within the TGS. For the remainder of the construction period, the footpaths will remain open to pedestrians.
5	The TGS for the proposed footway closure does not provide a pedestrian detour route, or traffic controllers at the diversion points.	Noted. The TGS has been updated to include a clearly identifiable pedestrian detour route, refer to **Appendix B**.
6	The swept path assessment shows the heavy vehicle entering the site encroaches on the site boundary.	It is understood that the existing access driveway cannot currently accommodate construction vehicles. However, the access driveway will be modified to allow construction vehicle access for the duration of the works and until the new access driveway is completed. Therefore, it is not anticipated that the heavy vehicles will create additional or inadvertent safety / maintenance issues (i.e. hitting existing power poles or other services, increase safety issues for pedestrians).
7	The swept path assessment shows the heavy vehicle exiting the site onto President Avenue enter lane 2.	Noted. The New President Avenue Access will be limited to vehicles up to a 12.5m Heavy Rigid Vehicle (HRV) for entry manoeuvres, and up to a 6.4m Small Rigid Vehicle (SRV) for exit, as outlined in Section 2.3. The swept path assessment has been updated accordingly and is provided in Appendix D.

1.7.4 Consultation with Council

Sutherland Shire Council was provided with a copy of the CTPMSP for the consultation process. Council provided their feedback and endorsement on 03 November 2025, as shown in **Table 9**. Evidence of consultation can be found in **Appendix A**.

Table 9: Council feedback – dated 03 November 2025

Item	Council feedback	Ason Group Responses
1	Thank you for submitting the Construction Management Plan. Council has reviewed and accepted the plan.	Noted.
2	For approval of the proposed works zone on Hotham Road, please submit an online application via the following link: Work in public places | Sutherland Shire Council	Noted. A submission will be made prior to the works zone required on Hotham Road.

2 Proposed Works and Staging

2.1 Proposed Construction Activity / Works

The works to be undertaken for the proposed construction activities are outlined within **Table 10** to **Table 12**. It is estimated that the total duration of the construction works will be approximately 20 months from the commencement in January 2026.

Table 10: Phase 1 – Demolition

Criteria	Response			
Description of Key Activities	Demolition			
Timing	Dates	Start	End	
		12/01/2026	4/05/2026	
	Work Times	7:00 am	5:00 pm	
Max. Vehicle Size	19.0m Truck and Dog & 20.0m Articulated Vehicle			
Worker Numbers	Average over stage:	10	Peak Times:	15
Vehicle Movement Frequency	Approximately 20 light vehicle movements / day + Approximately 32 heavy vehicle movements / day			
Truck Access Requirements	All vehicles shall access via Hotham Road			
Vehicle access / egress in a forward direction (Y / N)	Y			
Contractor Parking	Y – On-site parking provided			
Details of any proposed hoarding and pedestrian protection/ control	Mainly temporary fence installed during this phase with solid hoarding being erected during this period.			
Crane Usage	N			
Road Occupancy Requirements (if yes, provide further details)	N			
Lane or Footpath Closures (if yes, provide further details)	N			
Traffic Guidance Scheme	Refer to **Appendix B**			

Table 11: Phase 2 – Excavation Works

Criteria	Response			
Description of Key Activities	Excavation, Shoring/Piling			
Timing	Dates	Start	End	
		04/05/2026	07/09/2026	
	Work Times	7:00 am	5:00 pm	
Max. Vehicle Size	19.0m Truck and Dog			
Worker Numbers	Average over stage:	10	Peak Times:	15
Vehicle Movement Frequency	Approximately 20 light vehicle movements / day + Approximately 32 heavy vehicle movements / day			
Truck Access Requirements	All vehicles shall access via Hotham Road			
Vehicle access / egress in a forward direction (Y / N)	Y			
Contractor Parking	Y – On-site parking provided			
Details of any proposed hoarding and pedestrian protection/ control	Solid hoarding to all work areas.			
Crane Usage	N			
Road Occupancy Requirements **(if yes, provide further details)**	N			
Lane or Footpath Closures **(if yes, provide further details)**	N			
Traffic Guidance Scheme	Refer to **Appendix B**			

Table 12: Phase 3 – Construction Works

Criteria	Response			
Description of Key Activities	Construction post-excavation, Shoring/Piling			
Timing	Dates	Start	End	
		07/09/2026	01/11/2027	
	Work Times	7:00 am	5:00 pm	
Max. Vehicle Size	20.0m Articulated Vehicle			
Worker Numbers	Average over stage:	70	Peak Times:	100
Vehicle Movement Frequency	Approximately 140 light vehicle movements / day + Approximately 90 heavy vehicle movements / day			
Truck Access Requirements	All vehicles shall access via Hotham Road as primary access. Vehicles can access via President Avenue as secondary access upon the new access is constructed.			
Vehicle access / egress in a forward direction (Y / N)	Y			
Contractor Parking	Y – On-site parking provided			
Details of any proposed hoarding and pedestrian protection/ control	Solid hoarding to all work areas.			
Crane Usage	Y - Cranes will be in use.			
Road Occupancy Requirements **(if yes, provide further details)**	N			
Lane or Footpath Closures **(if yes, provide further details)**	N			
Traffic Guidance Scheme	Refer to **Appendix B**			

The Site establishment plan has been reproduced below in **Figure 4**.

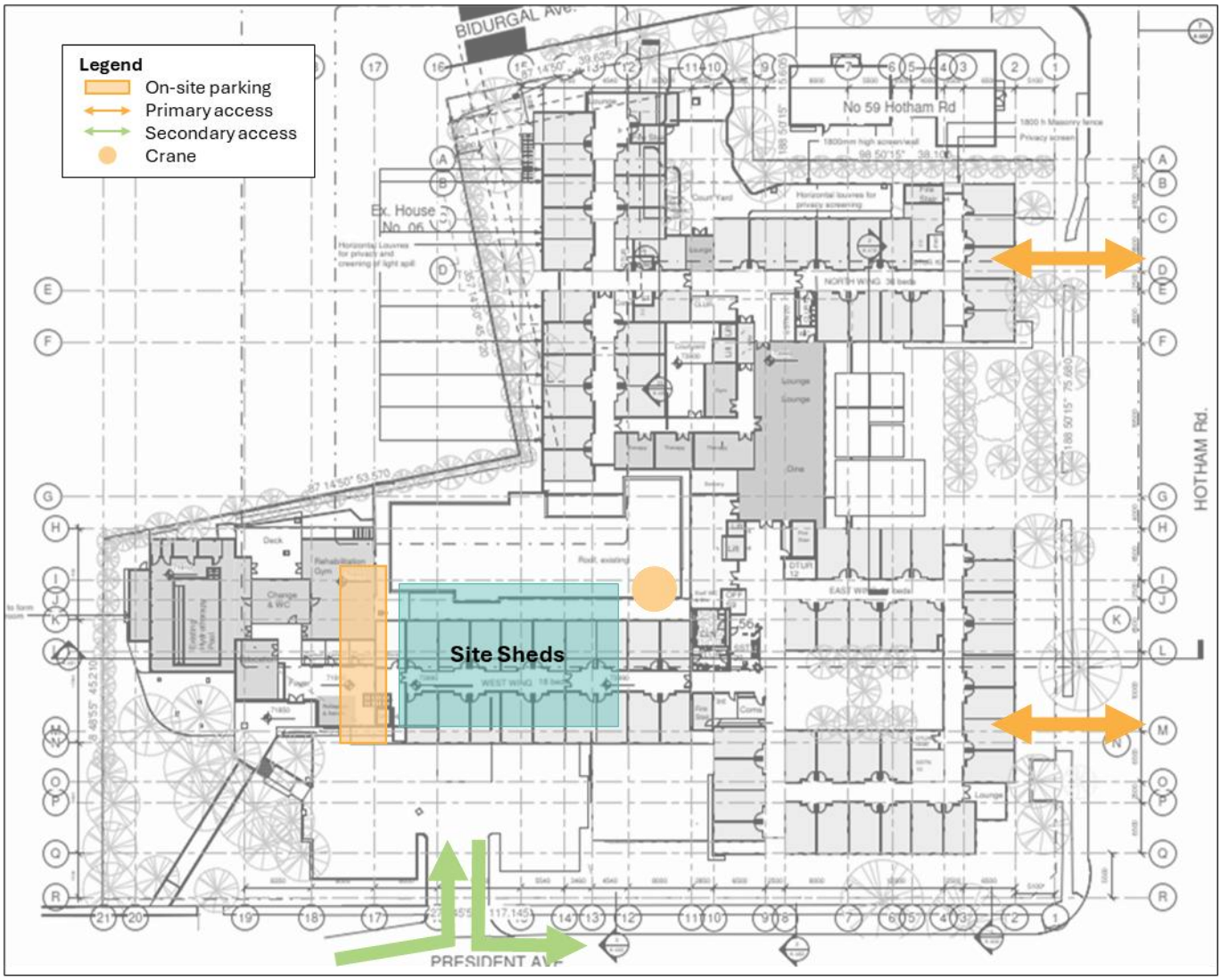


Figure 4: Site Establishment Plan

The access and traffic management required is outlined in **Section 2.3** and **Section 3** of this report.

2.2 Construction Hours

The approved construction hours have been outlined below in **Table 13** per SSD Condition D4.

Table 13: Hours of work

Activity	Day	Hours
Construction works (Condition D4)	Monday – Friday	7 am to 5 pm
	Saturday	8 am to 1 pm
	Sunday & Public Holidays	No Work to be carried out
Rock breaking, rock hammering, sheet piling, pile driving and similar activities (Condition D7)	Monday – Friday	9 am to 12 pm and 2 pm to 5 pm
	Saturday	9 am to 12 pm
	Sunday & Public Holidays	No Work to be carried out

Condition D5 states that construction activities may be undertaken outside of the hours in Condition D4 stated above if required:

a) by the Police or a public authority for the delivery of vehicles, plant, or materials; or

b) in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or

c) where the works are inaudible at the nearest sensitive receivers; or

d) where a variation is approved in advance in writing by the Planning Secretary or his nominee if appropriate justification is provided for the works.

Notification of the above must be given to affected residents before undertaking the activities or as soon as is practical afterwards, in accordance with Condition D6.

Requests to work outside of these types of working hours will also be submitted to Taylor for review and approval through a Notice of Disruption (NOD) process that clearly defines the scope of works to be carried out and specific timeframes including risks assessment within a Contractors Access Form (CAF).

2.3 Site Access

Access to the work sites will be via two existing access driveways along Hotham Road. A secondary access driveway via President Avenue will be delivered as required by Condition B6, construction vehicle access via President Avenue is allowed upon delivery of this permanent site access driveway, as outlined in Condition C15(f).

In this regard, construction vehicle site access are identified for two stages, and outlined in **Figure 5** and **Figure 6**. All vehicles are to enter and exit the Site in a forward direction, with all reverse movements within or on to public roads prohibited.

Figure 5: Construction Accesses – before delivery of new President Avenue Access

Figure 6: Construction Accesses – post delivery of New President Avenue Access

The existing site accesses along the Hotham Road, as outlined in **Figure 7** and **Figure 8**, will be retained during construction and used as a primary construction site access.

The use of the secondary access along President Avenue shall be limited to the following situations only:

- To provide unobstructed access for emergency services, if required;
- When the primary access is impacted or blocked by reasons outside of Taylor's control; or
- When the on-site Traffic Controller(s) identify any potential operational and/or safety issues at the primary site access (TC's would then direct the vehicles to the secondary access to ensure safe and efficient operations).

Swept path assessments have been undertaken for the existing and proposed site access driveways, and are annexed in **Appendix D**. It is demonstrated that the site access driveways can accommodate the following construction vehicles:

- Hotham Road (primary access): Vehicles up to a 19m Truck and Dog trailer & a 20m Articulated Vehicle (AV)
- President Avenue (secondary access):
  - Vehicles up to a 12.5m Heavy Rigid Vehicle (HRV) are permitted to enter from President Avenue and exit from Hotham Road.
  - Vehicles up to a 6.4m Small Rigid Vehicle (SRV) are permitted to exit from President Avenue.
  - Once the internal circulation roadway within the site can no longer accommodate the manoeuvring of construction vehicles, only vehicles up to SRV will be permitted to enter and exit via President Avenue.

Figure 7: Northern Primary Site Access

Figure 8: Southern Primary Site Access

At all other times, access to and from the Site would be restricted to the access gates.

In accordance with Condition D9:

- *All construction vehicles are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site or an approved on-street work zone before stopping.*

Cranes will be set up within the Site when required. Refer to **Figure 4**, showing the location of cranes, access points and site sheds and parking for site personnel.

2.4 Truck Routes

All construction vehicles will enter and exit the Site via the primary access on Hotham Road, and the new access driveway along President Avenue as the secondary access once is constructed.

All vehicles relating to construction shall adhere to the following routes:

- Vehicles up to 19.0m Truck and Dog trailer as well as 20m AVs are allowed to perform a left-in and right-out from Hotham Road, as illustrated in **Figure 9**.
- Vehicles up to 12.5m HRV will be permitted to perform a left-in movement, and a 6.4m SRV will be permitted to perform a left-out movement from President Avenue, after the new access driveway is constructed, as illustrated in **Figure 10**.

These routes demonstrate the shortest route between the local and arterial road networks – hence minimising the impacts of the construction process. An on-site turning area shall be provided so that all movements across the property boundary will be in a forward direction at all times.

No heavy vehicles related to the construction works are to be queued on public roads. Mobile phones, two-way radios or application-based solutions should be used to coordinate construction vehicle arrivals. A copy of the approved routes will be distributed by Taylor to all drivers before their arrival to Site.

Figure 9: Construction Vehicle Route Map – before delivery of New President Avenue Driveway

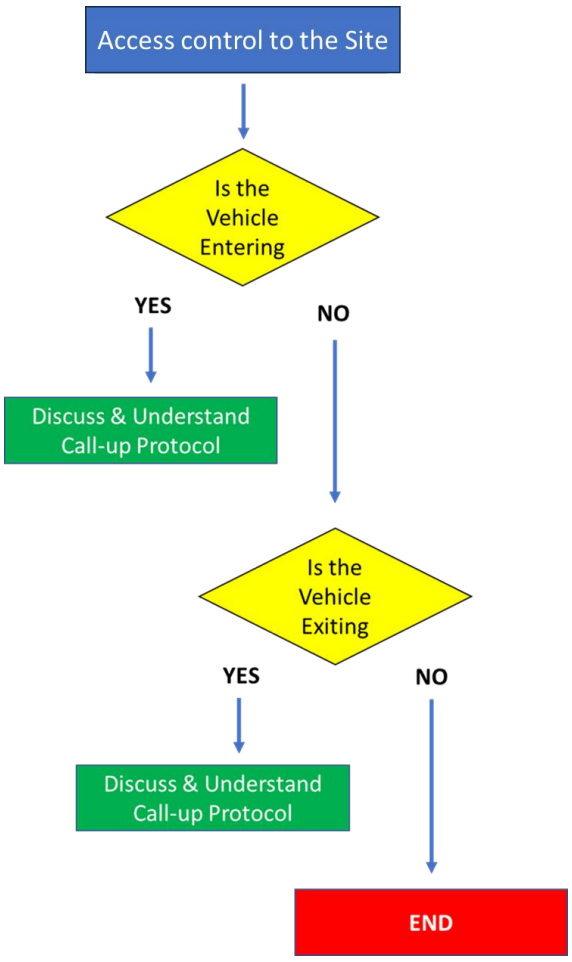
Figure 10: Construction Vehicle Route Map – after delivery of New President Avenue Driveway

2.5 Temporary Traffic Management Method

Traffic management shall be undertaken in accordance with the methodology outlined within the Traffic Guidance Scheme (TGS), **Table 14** and attached within **Appendix B**. Traffic and non-vehicle related road users are expected to be directed around the worksite in order to physically separate the road user from any hazards within the worksite.

It is noted that any traffic control/devices on Hotham Road are subject to further ROL applications and TfNSW approval. The TGS and hours associated with the lane closure and traffic stoppages on Hotham Road will be approved as part of the ROL applications.

Table 14: Access protocols & methodology

Procedure	Responsibility	Notes
	Site Manager / Foreman / Traffic Controller	**ENTRY PROTOCOL:** Via UHF radio, channel agreed at pre-start. 1. Vehicle to advise gate controller on approach to gate via UHF — vehicle to ensure flashing lights are on. 2. Gate Controller advises safe to enter, vehicle enters site and decelerates behind barriers 3. If not safe to enter, vehicle is to continue driving and not stop / queue on the public roadway. 4. Vehicle uses road network to return and make another attempt at entering site
	Site Manager / Foreman / Traffic Controller	**EXIT PROTOCOL:** Via UHF radio, channel agreed at pre-start. 1. Vehicle driver to radio Gate Controller to ensure exit is possible – vehicle to ensure flashing lights are on. 2. If no issues driver to accelerate to exit gate and merge with traffic. 3. If driver cannot exit, Gate Controller to order vehicle to hold until gate is clear.

2.6 Risk Assessment

A risk assessment is aimed to identify the hazards and risks associated with the works. The purpose of this risk assessment is to determine the controls required for the protection of the road workers and road users. A Risk assessment has been completed and is attached in **Appendix D**.

2.7 Site Contact

The key contacts for the Site during Construction have been outlined in **Table 15**. This list is considered a live document; therefore, any changes/additions shall be made at the time.

Table 15: Construction contact list

Role	Name	Company	Contact
Project Director	Dean Fondas	Taylor Construction Group	0415 161 350
Site Manager	Ben Langshaw	Taylor Construction Group	0423 325 254

The list of key contacts shall be provided within the site induction to all staff and contractors, as well as be posted on the site shed. Consideration should also be given to presenting this list of contacts within the project's website.

2.8 Works Zone

A Work Zone is not required during Phases 1 and 2.

A work zone is proposed on Hotham Road for Phase 3 construction works. The proposed Work Zone location is shown in **Figure 11** below.

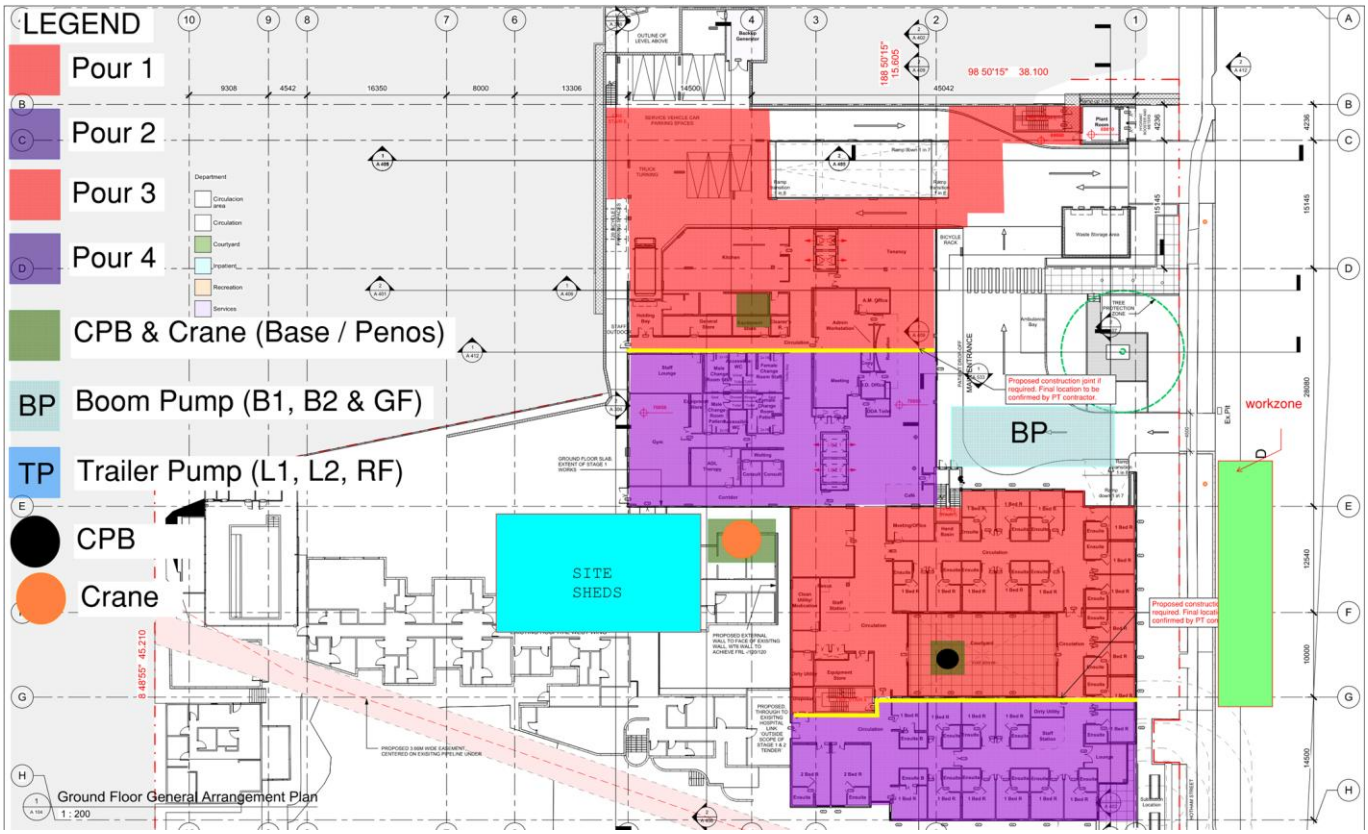


Figure 11: Proposed Phase 3 Work Zone Location

In the event that any temporary traffic control measures on public road/road related areas are required, Taylor will obtain a Road Occupancy Licence (ROL) from the Sutherland Shire Council. If excavation and/or road opening works on a public road is required, Taylor will obtain a Road Opening Permit (ROP).

3 Traffic Management

3.1 Approved Volumes

The traffic report (ML Traffic Engineers – Traffic and Parking Impact Assessment of a Proposed Expansion of President Avenue Private Hospital - Reference: N1815947N (Version 3a)) supporting the SSD, outlined the following relevant figures with regard to future additional traffic volumes associated with the proposal:

- AM: 81 movements per hour (movements, in & out combined) in the peaks
- PM: 83 movements per hour (movements, in & out combined) in the peaks

For the purpose of this report, 1 truck delivery is equal to 1 inbound movement plus 1 outbound movement which equals to a total of 2 movements.

3.2 Construction Vehicle Traffic Generation

The anticipated vehicle movements generated by the construction of the site have been estimated having consideration of the likely requirements for construction staff, plant, equipment, and haulage. The anticipated construction schedule has been provided by the contractor, with the estimated peak daily construction traffic volumes are as follows:

- 140 Light Vehicle Movements per day

  (up to 70 & 70 movements in the AM & PM Peak Periods respectively)
- 90 Heavy Vehicle Movements per day

  (up to 10 & 0 movements in the AM & PM Peak Periods respectively)

Therefore, the expected maximum daily construction vehicles generation is:

- Up to 230 vehicle movements per day,

(with a maximum of 80 movements in either peak period).

As such, it is shown that construction traffic will be less than the approved volumes during AM & PM Peak Periods and will therefore not have any unacceptable impacts on the surrounding road network more broadly.

3.3 Construction Traffic Impacts

The maximum of 80 vehicle movements during either peak period would not create any unacceptable traffic impacts to the surrounding road network. Moreover, no material impacts on public transport services in the vicinity of the Site are expected.

3.4 Impact Mitigation on Surrounding Network

The impacts of construction traffic and the mitigating measures to be implemented are outlined below.

- **Construction Traffic**: It is noted that there will be an increased number of heavy vehicles along Hotham Road during the construction period. Any vehicles required to access the Site that do not comply with the mass, dimension or operating requirements as specified by the National Heavy Vehicle Regulator (NHVR) will need to apply for a class 1 Oversize Over-mass (OSOM) permit. Permits may be issued with conditional restrictions that limit the time and days that these vehicles are allowed to access the Site. Additionally, Traffic Guidance Schemes for the site access will be designed to minimise vehicle, pedestrian and cyclists' impacts along President Avenue and Hotham Road, as far as practicable.
- **Management of deliveries**: The Contractor will manage deliveries to ensure that any construction related vehicles will not park, load/unload deliveries outside the construction site boundary. In the event materials handling is required from a public roadway, then prior approval shall be sought and obtained from the relevant Authorities.

- **Safety During Construction**: Safety to motorists and pedestrians throughout the area will be maintained during construction through the preparation and execution of Traffic Guidance Schemes (TGS's). A range of TGS's will be incorporated to the contractor CTPMSPs, for each access throughout construction, to identify all reasonably foreseeable hazards, assess the hazards, and manage the hazards as best possible by either eliminating or minimising the risks. TGS's shall be monitored and updated accordingly throughout the project.
- **Reporting**: Reporting and monitoring of movements during peak periods are to be undertaken to ensure that drivers are adhering to restricted times, and to ensure that the approved traffic generation, and subsequent impacts on the road network, are in line with those approved.

In summary, based on the traffic numbers currently envisaged, the traffic impacts are considered acceptable.

3.5 Vehicle Management

In accordance with TfNSW requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. All drivers are to be familiar with the Driver Code of Conduct before attending the Site. A copy of the Code is included in **Appendix G**.

All subcontractors must be inducted by the lead contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The lead contractors will monitor the roads leading to and from the Site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicle movements to, from and within the site shall do so in a manner which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

At no stage shall queueing occur on the public road network. It is expected that a schedule for deliveries of materials and goods will be established prior to that day, with Traffic Controllers maintain radio contact with construction vehicles at all times. This schedule shall be prepared by utilising construction traffic management software (such as Mooven or other similar products).

All vehicles must be held within the Site and give-way to incoming vehicles off Hotham Road. Construction vehicles should not be held on Hotham Road and made to freely enter to prevent bank up and congestion back to President Avenue.

3.6 Contractor & Heavy Vehicle Parking

On-site parking will be available for workers associated with the construction works. Suitable pedestrian connectivity shall be maintained between the work areas and this contractor parking at all times.

A dedicated area for the parking of contractor and heavy vehicles shall be developed and updated / relocated as the project progresses. The number of parking spaces provided within the Site throughout the construction will change as construction progresses. The proposed on-site contractor parking area is indicated in **Figure 4**.

The Site is accessible via public transport. To encourage the use of public transport, an on-site secure tool storage facility would be provided by the project team to allow construction workers to drop off and securely store their tools and equipment for the project within the Site.

A Construction Worker Transportation Strategy (CWTS) has been prepared with the objective to minimise demand for parking in nearby public and residential streets or public parking facilities. The site personnel vehicles will be managed in accordance with the CWTS, included in **Appendix G**.

3.7 Pedestrian and Cyclist Management

As outlined in Section 1.6.3, both President Avenue and Hotham Avenue have footpaths on both sides of the road.

In the event that there are pedestrians or cyclists needing to cross an access driveway they will be halted by an accredited Traffic Controller while construction vehicles are entering or exiting the Site. Once the construction vehicles are clear, the Traffic Controller can allow pedestrians/cyclists to continue along their journey.

3.8 Fencing Requirements

A mix of existing fencing, hoarding with shade cloth or similar for permanent covering and ATF Fencing with shade cloth covering will be utilised along the entire boundary of the construction works and will be maintained for the duration of the construction program.

The fencing is to ensure unauthorised persons are kept out of the Site. Site access gates would be provided along the Hotham Road frontages and will be closed at all times outside of the permitted construction hours. Any control points—operational during work hours—shall be sufficiently setback so that no queuing will occur on-street.

3.9 Traffic Control

Site-specific Traffic Guidance Scheme (TGS) (which complies with AS1742 series and Traffic Control at Worksites Technical Manual version 6.1) have been developed and provided in **Appendix B** as required, to reflect specific work activities and/or changes to road conditions.

It should be noted that an accredited Traffic Controllers shall be on-site to supervise construction vehicles passing general traffic.

3.10 Authorised Traffic Controller

Authorised traffic controllers will be present as required throughout the project.

Whilst on Site, the responsibilities include:

- Implementation of the TGS.
- Pedestrian and cyclist management, to ensure that adverse conflicts between vehicle movements and pedestrians do not occur.
- Supervision of all vehicle movements across pedestrian footpaths at all times, and
- Supervision of all loading and unloading of construction materials during the deliveries in the construction phase of the project.

Refer to **Appendix B** for the TGS for details of the proposed location of traffic controllers and associated traffic management measures.

Supervised personnel at driveway crossing points for pedestrians will be accredited traffic controllers.

3.11 Driver Code of Conduct

All drivers shall adhere to the Driver Code of Conduct, outlined in **Appendix F**.

3.12 Worker Induction

All workers and subcontractors engaged on-site would be required to complete a site induction. The induction should include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work, health, and safety (WHS), driver protocols and emergency procedures.

Any workers required to undertake works or traffic control within the public domain would be suitably trained and covered by adequate and appropriate insurances.

3.13 Occasional Machinery Deliveries

As part of the Site's set-up, it is not uncommon for delivery of larger machinery (diggers, cranes, etc). This machinery is expected to be delivered via the main access gate along Hotham Road. Permits will be pursued through council as required.

4 Monitoring and Review

4.1 Work Site Inspections, Recording, Reporting and Monitoring

Construction works will be monitored to ensure it complies with this CTPMSP. A daily inspection before starting works should take place to ensure that conditions are in accordance with those stipulated in the plan and there are no potential hazards. Any potential risks or non-conformances to the CTPMSP must be identified, recorded, and appropriately resolved if they arise.

4.2 Contingency Plan

A contingency plan shall be established by Taylor and is to be included in the overarching CEMP. Notwithstanding, **Table 16** outlines an indicative plan to be undertaken by the builder in the event that the monitoring program identifies the management plan is not effective in managing the construction impacts.

Table 16: Contingency plan

Risk		Condition Green	Condition Amber	Condition Red
Construction Movements	Trigger	Construction traffic volume is in accordance with permissible and programmed volume and time constraints	Construction traffic volumes exceed programmed volume but is within permissible volume constraints	Construction traffic volumes exceed permissible volume and time constraints
	Response	No response required	Review and investigate construction activities, and where appropriate, implement additional remediation measures such as: Review CTPMSP and update where necessary Provide additional training.	As with Condition Amber, plus; If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies. Stop all transportation into and out of the site.
Queuing	Trigger	No queuing identified	Queuing identified within site	Queuing identified on the public road
	Response	No response required Continue monitoring program	Review the delivery schedule prepared by the builder. If drivers are not following the correct schedule, then they should be provided with additional training and an extra	As with Condition Amber, plus Review and investigate construction activities. If it is concluded that construction activities were directly responsible for the exceedance, submit an

			copy of the Driver Code of Conduct TC may decide to direct additional vehicles to the secondary access to ensure not queueing on the public road	incident report to government agencies. Temporary halting of activities and resuming when conditions have improved. Stop all transportation into and out of the site. Review CTPMSP and update where necessary, provide additional training.
Noise	Trigger	Noise levels do not exceed imposed noise constraints	Noise levels in minor excess of imposed noise constraints	Noise levels greatly in excess of imposed noise constraints
	Response	No response required	Undertake all feasible and reasonable mitigation and management measures to minimise noise impacts.	As with Condition Amber If noise levels cannot be kept below applicable limits, then a different construction method or equipment must be utilised.
Traffic Guidance Scheme	Trigger	No observable issues	Minor inconsistencies with TGS to onsite operations	Near miss or incident occurring regardless of / as a result of the TGS being implemented
	Response	No response required	Traffic Controller to amend TGS on site and to keep a log of all changes	Stop work until an investigation has been undertaken into the incident. There are to be changes made to the TGS to ensure that the safety of all workers and civilians are catered for.
Dust	Trigger	No observable dust	Minor quantities of dust in the air and tracking on to the road	Large quantities of dust in the air and tracking on to the road
	Response	No response required	Review and investigate construction activities and respective control measures, where appropriate. Implement additional remedial measures, such as: Deployment of additional water sprays	As with Condition Amber. If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies. Implement relevant responses and undertake immediate review to avoid such occurrence in future.

			Relocation or modification of dust-generating sources Check condition of vibrating grids to ensure they are functioning correctly. Temporary halting of activities and resuming when conditions have improved	

Appendix A Evidence of Consultation

Emily Duan

From:	Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Sent:	Wednesday, October 29, 2025 2:02 PM
To:	Emily Duan
Cc:	Development CTMP CJP
Subject:	RE: President Private Hospital (SSD-10320) - Condition C15 CTPMSP - Consultation
Follow Up Flag:	Follow up
Flag Status:	Flagged

Hi Emily,

Thank you for providing the CTMP. Following our initial review, could you please clarify or provide the following:

- *Include assessment on public transport impacts (if any) – including impacts to bus stops*
- *Access for heavy vehicles to be left in/left out*
- *No lane closures on President Avenue permitted due to traffic volumes and proximity to signals*
- *The proposed footway closure along Hotham Road and President Avenue is not supported. The footway should remain open and only be closed off for short periods (minutes) when loads are carried from the loading bay to the building.*
- *The TGS for the proposed footway closure does not provide a pedestrian detour route, or traffic controllers at the diversion points.*
- *The swept path assessment shows the heavy vehicle entering the site encroaches on the site boundary*
- *The swept path assessment shows the heavy vehicle exiting the site onto President Avenue enter lane 2.*

Regards,

Operations Planning | Coordinator General-Division | Greater Sydney
25 Garden Street Eveleigh NSW 2015
Transport for NSW

OFFICIAL

From: Emily Duan <emily.duan@asongroup.com.au>
Sent: Friday, 17 October 2025 9:21 AM
To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Maryam Yadak <Maryam.Yadak@transport.nsw.gov.au>; Patrick Wu <Patrick.Wu@transport.nsw.gov.au>
Subject: President Private Hospital (SSD-10320) - Condition C15 CTPMSP - Consultation

Dear Officers,

By way of introduction, my name is Emily with Ason Group.

Ason Group is the appointed traffic consultant for President Property Company, engaged to provide traffic input for the construction works associated with the President Private Hospital (SSD-10320), at 369-381 President Avenue, Kirrawee.

As part of Condition C15 of SSD-10320, a Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) is required to be prepared in consultation with TfNSW. We have now completed the CTPMSP and would like to formally commence the consultation process in accordance with this requirement. Please find the relevant documentation attached for your review.

I believe my manager (Ali Rasouli) has already spoken with Mr. Patrick Wu regarding the urgency for this request. We would greatly appreciate it if you could provide your comments/ feedback next week since we aim to finalise the CTMP in October 2025 to assist in progressing the approval of the CTPMSP.

Should you have any questions or require clarifications, please do not hesitate to contact us.

Many thanks, and look forward to your feedback.

Kind Regards,

Emily Duan
MS. Transport Eng.
Senior Transport Engineer | Ason Group

asongroup

T: +61 2 9083 6601 | **M:** +61 421 619 518
E: emily.duan@asongroup.com.au
NSW: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000
QLD: Suite A, Level 20, 127 Creek Street, Brisbane QLD 4000

Emily Duan

From: Ines Vallely <IVallely@ssc.nsw.gov.au>
Sent: Monday, November 3, 2025 1:10 PM
To: James Laidler
Cc: Ali Rasouli; Emily Duan
Subject: RE: President Private Hospital, Kirrawee

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon James,

Thank you for submitting the Construction Management Plan. Council has reviewed and accepted the plan.

For approval of the proposed works zone on Hotham Road, please submit an online application via the following link:
Work in public places | Sutherland Shire Council

If you have any questions throughout the project, please do not hesitate to contact me.

Kind regards,
Ines

SUTHERLANDSHIRE

Ines Vallely
Acting Team Leader | Public Domain Services
9710 0564
ivallely@ssc.nsw.gov.au
sutherlandshire.nsw.gov.au

Connect with us:

From: James Laidler <james.laidler@asongroup.com.au>
Sent: Friday, 17 October 2025 2:10 PM
To: Bruce Powe <BPowe@ssc.nsw.gov.au>
Cc: SSC <ssc@ssc.nsw.gov.au>; Ali Rasouli <ali.rasouli@asongroup.com.au>; Emily Duan <emily.duan@asongroup.com.au>
Subject: President Private Hospital, Kirrawee

Hi Bruce,

Thanks for taking my call earlier and allowing me to discuss the PPH site with you.

As mentioned, we have been engaged to prepare the Construction Traffic and Pedestrian Management Plan for the Site, and as part of this condition, we are required to consult with Council. Link to Major Projects website for the Site is here

Therefore, if you could please review the CT&PMP or pass on to the appropriate person with within Council to review, that would be greatly appreciated.

If you have any questions or queries, please feel free to ask.

Thanks again and regards,

James Laidler
Principal Transport Engineer

asongroup

T: +61 2 9083 6601 | **M:** +61 421 209 996
E: james.laidler@asongroup.com.au
NSW: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000
QLD: Suite A, Level 20, 127 Creek Street, Brisbane QLD 4000

Appendix B Traffic Guidance Scheme

LEGEND

- WORK AREA
- SIGN AND POST
- PRIMARY ACCESS GATE
- SECONDARY ACCESS GATE
- TRAFFIC CONE

Avery Avenue
Bidurgal Avenue
President Avenue
Badto Avenue
Hotham Road
N W Arm Road

W8-20/N 100m ON RIGHT
W8-20/N 100m ON LEFT
W5-22
W5-24
W5-27
50.000
31.000
12.000
39.161
19.000

- ALL PUBLIC ROADS WILL HAVE A SPEED LIMIT OF 50KM/H UNLESS IDENTIFIED OTHERWISE
- NOT ALL DIMENSIONS SHOWN ARE TO SCALE
- LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY
- ALL SIGNS ARE TO BE MINIMUM SIZE A
- ALL SIGNS ARE TO BE CLASS 1 RETROREFLECTIVE
- ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH TFNSW'S TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL ISSUE 6.1 (RELEASED 2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS
- THIS TRAFFIC CONTROL PLAN MUST BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND TFNSW'S TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION

- THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT THE IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL
- IT IS THE RESPONSIBILITY OF THE AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TO ENSURE THE FOLLOWING:
  * THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURE THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
  * VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
  * AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE

- ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN
- IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS
- TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS ARE TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
- ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED
- ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019
- ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS
- IF REQUIRED, A TGS MUST BE SELECTED, DEVELOPED AND IMPLEMENTED BY A SUITABILITY QUALIFIED PERSON (PWZTMP AND ITCP QUALIFICATIONS)

Designer	Approver
Full Name: Emily Duan	Full Name: James Laidler
Role: Traffic Engineer	Role: Principal Traffic Engineer
Division / Organisation: Ason Group	Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1054771	SafeWork NSW Card Number: TCT0031686
Signature: EDuan	Signature: Laidler
Date: 09.10.2025	Date: 09.10.2025

AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
DFT	09.10.25	TGS	AJ	XX	XX

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Aerial Image Acquired from Nearmap, dated 08.10.2025.
Hotham Road has a posted speed limit of 50km/h.
President Avenue has a posted speed limit of 60km/h.

DESIGNED: Emily Duan	PAPER SIZE: A1
CHECKED BY: J. Laidler	DATE: 05.11.2025
APPROVED BY: J. Laidler	SCALE: 1:1000

CLIENT
President Property Company Pty Limited

PROJECT
3086
381 President Ave, Kirrawee, NSW 2232

DOCUMENT INFORMATION
TRAFFIC GUIDANCE SCHEME
Truck Turning at Hotham Road Accesses

DRAWING STATUS: DRAFT
FILE NAME: AG3086-02-v02.dwg
SHEET: AG01

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

- ALL PUBLIC ROADS WILL HAVE A SPEED LIMIT OF 50KM/H UNLESS IDENTIFIED OTHERWISE
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Designer	Approver
Full Name: Emily Duan	Full Name: James Laidler
Role: Traffic Engineer	Role: Principal Traffic Engineer
Division / Organisation: Ason Group	Division / Organisation: Ason Group
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Signature: EDuan	Signature:
Date: 09.10.2025	Date: 09.10.2025

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DESIGNED: Emily Duan	PAPER SIZE: A1
CHECKED BY: J. Laidler	DATE: 05.11.2025
APPROVED BY: J. Laidler	SCALE: 1:500

CLIENT

President Property Company Pty Limited

PROJECT

3086

381 President Ave, Kirrawee, NSW 2232

DOCUMENT INFORMATION

TRAFFIC GUIDANCE SCHEME

Truck Turning at President Avenue Access

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
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DRAWING STATUS	FILE NAME	SHEET
DRAFT	AG3086-02-v02.dwg	AG02

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Designer

Full Name: Emily Duan
Role: Traffic Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1054771
Signature: EDuan

Date: 09.10.2025

Approver

Full Name: James Laidler
Role: Principal Traffic Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT0031686
Signature:

Date: 09.10.2025

AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
DFT	09.10.25	TGS	AJ	XX	XX

GENERAL NOTES

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Aerial Image Acquired from Nearmap, dated 08.10.2025.
Hotham Road has a posted speed limit of 50km/h.
President Avenue has a posted speed limit of 60km/h.

DESIGNED Emily Duan	PAPER SIZE A1
CHECKED BY J. Laidler	DATE 05.11.2025
APPROVED BY J. Laidler	SCALE 1:1000

CLIENT

President Property Company Pty Limited

PROJECT

3086

381 President Ave, Kirrawee, NSW 2232

DOCUMENT INFORMATION

TRAFFIC GUIDANCE SCHEME

Construction of Hotham Road Access Driveway

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
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DRAWING STATUS	FILE NAME	SHEET
DRAFT	AG3086-02-v02.dwg	AG03

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Designer	Approver
Full Name: Emily Duan	Full Name: James Laidler
Role: Traffic Engineer	Role: Principal Traffic Engineer
Division / Organisation: Ason Group	Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1054771	SafeWork NSW Card Number: TCT0031686
Signature: EDuan	Signature: Jaidler
Date: 09.10.2025	Date: 09.10.2025

AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
DFT	09.10.25	TGS	AJ	XX	XX

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DESIGNED: Emily Duan	PAPER SIZE: A1
CHECKED BY: J. Laidler	DATE: 05.11.2025
APPROVED BY: J. Laidler	SCALE: 1:1000

CLIENT: President Property Company Pty Limited

PROJECT: 3086
381 President Ave, Kirrawee, NSW 2232

DOCUMENT INFORMATION
TRAFFIC GUIDANCE SCHEME
Construction of President Avenue Access Driveway

DRAWING STATUS: DRAFT
FILE NAME: AG3086-02-v02.dwg
SHEET: AG04

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Full Name: Emily Duan	Full Name: James Laidler
Role: Traffic Engineer	Role: Principal Traffic Engineer
Division / Organisation: Ason Group	Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1054771	SafeWork NSW Card Number: TCT0031686
Signature: E Duan	Signature: Laidler
Date: 05.11.2025	Date: 05.11.2025

AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
DFT	05.11.25	TGS	ED	ED	JL
DFT	09.10.25	TGS	ED	JL	JL

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DESIGNED: Emily Duan	PAPER SIZE: A1
CHECKED BY: J. Laidler	DATE: 05.11.2025
APPROVED BY: J. Laidler	SCALE: 1:500

CLIENT: President Property Company Pty Limited

PROJECT: 3086
381 President Ave, Kirrawee, NSW 2232

DOCUMENT INFORMATION
TRAFFIC GUIDANCE SCHEME
Construction of Hotham Road Access Driveway

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

DRAWING STATUS	FILE NAME	SHEET
Issue II	AG3086-02-v02.dwg	AG05

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Division / Organisation: Ason Group	Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1054771	SafeWork NSW Card Number: TCT0031686
Signature:	Signature:
Date: 05.11.2025	Date: 05.11.2025

AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
DFT	05.11.25	TGS	ED	ED	JL
DFT	09.10.25	TGS	ED	JL	JL

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DESIGNED	Emily Duan	PAPER SIZE	A1
CHECKED BY	J. Laidler	DATE	05.11.2025
APPROVED BY	J. Laidler	SCALE	1:500

CLIENT

President Property Company Pty Limited

PROJECT

3086

381 President Ave, Kirrawee, NSW 2232

DOCUMENT INFORMATION

TRAFFIC GUIDANCE SCHEME

Construction of President Avenue Access Driveway

DRAWING STATUS	FILE NAME	SHEET
Issue II	AG3086-02-v02.dwg	AG06

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
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PLOT DATE: 11/5/2025 11:45:05 PM | CAD REFERENCE: C:\Users\Emily Duan\Desktop\WORK\P3086 President Private Hospital- Post DA\06 CTMP\AG3086-02-v02 - Standard\AG3086-02-v02.dwg | Emily Duan |

Appendix C Risk Assessment

Proposed Warehouse Development

Risk Assessment and Communication Tool

Project Number	P3086r01
Project Name	President Private Hospital
Site Location	369-381 President Avenue, Kirrawee
Date of Assessment	02/10/2025
Revision	Issue I

Name	Company	Title
E. Duan	Ason Group	Senior Transport Engineer
J. Laidler	Ason Group	Principal Transport Engineer

Document Control

Date Issued	Revision	Issued By	Checked By
03/10/2025	Draft	E. Duan	J. Laidler
13/10/2025	Issue I	E. Duan	J. Laidler

Risk Matrix		**Consequence**				
		Minor	Major	Severe	Critical	Catastrophic
		A	B	C	D	E
Very Unlikely	1	Low	Low	Medium	Medium	Medium
Unlikely	2	Low	Low	Medium	Medium	High
Possible	3	Low	Medium	High	High	High
Likely	4	Medium	Medium	High	High	Extreme
Almost Certain	5	Medium	High	High	Extreme	Extreme

Description	
A - Minor	Could result in injury or illness not resulting in a lost work day or minimal environmental damage not required to be notified under jurisdiction requirements.
B - Major	Could result in injury or illness resulting in one or more lost work day(s) or environmental damage can be mitigated and is not required to be notified under jurisdiction
C - Severe	requirements where restoration activities can be accomplished.
D - Critical	Could result in permanent partial disability, injuries or illness that may result in
E - Catastrophic	hospitalisation of persons or environmental damage can be mitigated and is required to be notified under jurisdiction requirements.

Likelihood Descriptor	Design Likelihood
1 - Very unlikely	Industry experience suggests design failure is very unlikely. It can be assumed failure
2 - Unlikely	Industry experience suggests design failure is unlikely to occur in the life of design.
3 - Possible	Industry experience suggests design failure is possible sometime during the life of the
4 - Likely	Industry experience suggests design failure is likely to occur during the life of the product.
5 - Almost certain	Industry experience suggests design failure is almost certain to occur during the life of the

Risk Assessment and Communication Tool Example

ID. Ref	Risk and/ or Hazard	Risk Description	Location	Existing Control	Initial Risk Rating			Design Response to risk and /or hazard	Status of Risk	Assignment of risk or hazard	Residual risk rating		
					C	L	RR				C	L	RR
1	Unauthorized Access to the site	Site prevents unauthorised access	Entire Site	Nil	C	3	High	Exclusion barriers will be provided as part of the main works. The design provides a defined separation between construction and work areas.	Design Solution	Main Contractor	B	2	Low
2	Interaction between pedestrians and vehicles	Vehicles and pedestrians to be separates as best possible	Entire Site & Access Roads	Nil	D	3	High	Dedicated footpath, pedestrian crossings and additional signage shall be provided to separate vehicles and pedestrians as best possible.	Design Solution	Main Contractor	B	2	Low
3	Potential vehicle conflict points	Vehicles can crash with each other while manoeuvring through the site	Entire Site & Access Roads	Nil	B	3	Medium	Roadways are capable of two-way flow. Nonetheless, Traffic Controllers shall limit movements within disrupted areas to limit any safety issues. Low speeds throughout the site also reduce potential for crashes	Design Solution	Main Contractor	B	1	Low

4	Fatigue	Injury caused by fatigue	Entire Site	Nil	C	3	High	Toolbox meetings and regular breaks (in line with WHS practices) to minimise fatigue	Design Solution	Main Contractor	B	1	Low
5	Fall risks	Injury due to falls (in general)	Entire Site	Nil	E	3	High	Ensuring level changes across the site to be minimised as best possible, with additional black & yellow hazard tape/marking being installed where appropriate. Installation of handrails where level changes / ramps grades are significant.	Design Solution	Main Contractor	C	2	Medium
6	Misdirected access into neighbouring site	Vehicle in unsafe locations	Entire Site	Nil	C	3	High	Ensuring appropriate directional signage has been provided to ensure vehicles do not access the wrong construction site, which could create potential safety breaches and hazards for all partied	Design Solution	Main Contractor	B	2	Low
7	Conflicting Traffic Management	Coordinating Traffic Controllers could create misleading and wrong advice	Entire Site	Nil	C	3	High	Toolbox meetings, regular liaison with all construction teams and review of signage plans on site in order to minimise contradicting signage.	Design Solution	Main Contractor	C	2	Medium

Appendix D Swept Path Assessment

GENERAL NOTES

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Aerial image acquired from Nearmap, dated 08.10.2025.
Hotham Road has a posted speed limit of 50km/h.
Swept path assessments completed at 10 km/h and 300mm clearance.

DESIGNED	Emily Duan
PAPER SIZE	A3
APPROVED BY	James Laidler
DATE	05.11.2025
SCALE	1:500 (0 5 10)

CLIENT

President Property Company Pty Limited

PROJECT

P3086

381 President Ave, Kirrawee, NSW 2232

DOCUMENT INFORMATION

Swept Path Assessment

Hotham Road Access

FILE NAME	SHEET
AG3086-03-v02.dwg	AG01

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Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

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DESIGNED Emily Duan	PAPER SIZE A3
APPROVED BY James Laidler	DATE 05.11.2025
SCALE 1:500	0 5 10

CLIENT

President Property Company Pty Limited

PROJECT

P3086

381 President Ave, Kirrawee, NSW 2232

DOCUMENT INFORMATION

Swept Path Assessment

Hotham Road Access

FILE NAME	SHEET
AG3086-03-v02.dwg	AG02

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Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
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DATE	05.11.2025
SCALE	1:500 (0 5 10)

CLIENT

President Property Company Pty Limited

PROJECT

P3086

381 President Ave, Kirrawee, NSW 2232

DOCUMENT INFORMATION

Swept Path Assessment

President Avenue Access

FILE NAME	SHEET
AG3086-03-v02.dwg	AG03

asongroup

Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

Appendix E Verification Checklist

TGS Verification must be undertaken after selecting or designing a TGS as a confirmation of appropriateness prior to approval for use. A PWZTMP or TGS qualified person must undertake this verification.

Completed by:				
Name:	Emily Duan	**Signature:**		
Qualification	Senior Transport Engineer Ticket No. TCT1054771			
TGS details:				
TMP Reference:	P3086r01v03 President Private Hospital – CTPMSP, Issue III	**TGS Reference:**		
Date:	02/10/2025	**Review type**	☑ Site Inspection	☐ Desktop Review
Sources used for desktop review				
Site details				
Street name:	Hotham Road	**Confirmed posted speed limits:**	50km/h	
Street name:		**Confirmed posted speed limits:**		
Street name:		**Confirmed posted speed limits:**		
List unique site-specific Hazards / Risks identified on site. **E.g., utilities, infrastructure, vegetation, schools,**				
n/a				

TGS details					
Have the below been addressed on the TGS for this location?					
Traffic volumes	☑ Yes	☐ No	☐ N/A	**Details**	Traffic volumes have been assessed for Hotham Road.
Predicted queue length	☑ Yes	☐ No	☐ N/A	**Details**	As Hotham Road has low traffic movements, there is sufficient distance available to manage any potential internal queuing without disrupting traffic flow on the State Road – President Avenue.
Shoulder widths	☑ Yes	☐ No	☐ N/A	**Details**	Hotham Road has formed road shoulder.
Sight distances	☑ Yes	☐ No	☐ N/A	**Details**	Straight road with no obstructions and good sight distance.
Existing infrastructure	☑ Yes	☐ No	☐ N/A	**Details**	There are trees along Hotham Road. The site access will have no impacts on the existing trees.
Transport services	☑ Yes	☐ No	☐ N/A	**Details**	There is no bus stop directly fronting the Site and will not be affected by the construction works.
Pedestrian generators	☑ Yes	☐ No	☐ N/A	**Details**	There are footpaths along the Hotham Road, pedestrians are given right of way as far as possible.
Appropriate site access	☑ Yes	☐ No	☐ N/A	**Details**	Appropriate site access for largest vehicle.
Appropriate escape route for traffic controllers	☑ Yes	☐ No	☐ N/A	**Details**	Traffic controllers will be positioned away from the road and have a 6m-wide verge area adjacent to Hotham Road as an escape route in case of an incident, ensuring their safety.

Appendix F Driver Code of Conduct

Drivers Code of Conduct

Safe Driving Policy for Redevelopment of President Private Hospital.

Objectives of the Drivers Code of conduct

- To minimise the impact of earthworks on the local and regional road network;
- To minimise conflict with other road users;
- To minimise road traffic noise; and
- To ensure truck drivers use specified heavy vehicles routes between the Site and the sub-regional road network.

Purpose of Drivers Code of Conduct

The code of conduct requires that while driving any vehicle for work-related purposes. Drivers are to be issued with a copy of the Drivers Code of Conduct, and must comply with all of the following:

- Demonstrate safe driving and road safety activities.
- Abide by traffic, road, and environmental legislations.
- Follow site signage and instructions.
- Drivers must only enter and exit the site via the approved entry and exit points and travel routes, as shown in **Figure 9** and **Figure 10**, illustrating construction vehicle routes.

Code of Conduct

All vehicle operators accessing the site must:

- Take reasonable care for his or her own personal health and safety;
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons;
- Notify their employer if they are not fit for duty prior to commencing their shift;
- Obey all applicable road rules and laws at all times;
- In the event an emergency vehicle behind your vehicle, pull over and allow the emergency vehicle to pass immediately;
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness;
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas;
- Ensure all loads are safely contained / restrained, as necessary;
- Drive over devices – located at the site's access – to vibrate off and wash off any loose material attached to heavy vehicles;
- Operate their vehicles in a safe and professional manner, with consideration for all other road users;
- Hold a current Australian State or Territory issued driver's licence;
- Notify their employer or operator immediately should the status or conditions of their driver's license change in any way;

- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs;
- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device;
- Advise management of any situations of which you know, or think, may present a threat to workplace health and safety;
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary; and
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the Site, as necessary, to avoid unnecessary delays to other vehicles.

Crash or incident Procedure

Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.

- Ensure the following information is noted:
  - Details of the other vehicles and registration numbers;
  - Names and addresses of the other vehicle drivers;
  - Names and addresses of witnesses; and
  - Insurers details.
- Give the following information to the involved parties:
  - Name;
  - Address; and
  - Company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
  - If there is a disagreement over the cause of the crash;
  - If there are injuries; and / or
  - If you damage property other than your own.
- As soon as reasonably practical, report all incident details to your manager.

Road Traffic Noise

Generating excessive noise is governed by legislation and is an offence. Heavy trucks generate a higher level of noise than light vehicles. The amenity of surrounding road users/residents is to be maintained as far as practical during the construction process.

Vehicles traveling to, from and within the site shall not create unreasonable or unnecessary noise or vibration to minimise interference to adjoining building operations.

No tracked vehicles will be permitted or required on any paved roads.

All heavy vehicle operators are required to adhere to the following during the course of their duty:

- If possible, minimise road traffic noise by not using engine brakes near residences and built up areas.
- All vehicles must be fitted with audible reversing alarms. These are essential for the safety of all personnel. Reversing alarms are however the source of potential noise complaints from neighbouring residents so all drivers should be aware of this and try to minimise reversing when possible.

- Avoid loading and unloading of materials / deliveries outside of daytime hours.
- Compounds and work areas should be designed to as one-way to minimise the need for vehicles to reverse.
- Trucks should not idle near to residential receivers.
- Stationary sources of noise, such as generators, should be located away from sensitive receivers.
- Project personnel, including relevant sub-contractors, to acquaint themselves on noise and vibration requirements and the location of sensitive receivers during inductions and toolbox talks.
- Delivery vehicles should be fitted with straps rather than chains for unloading, wherever possible.
- Truck drivers should avoid compression braking as far as practicable.
- Where night-time works are required, trucks should use broadband reversing alarms.

Appendix G Construction Worker Transportation Strategy

16 October 2025

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President Private Hospital

Construction Worker Transportation Strategy

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P3086R02

Document control

Project number	P3086r02
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1 Introduction

1.1 Overview

Ason Group have been engaged by President Property Company Pty Limited to prepare a Construction Worker Transportation Strategy (CWTS) in relation to the construction activities associated with President Private Hospital (the Hospital) expansion at 369-381 President Avenue, Kirrawee (the Site).

This CWTS details the measures and strategies to be undertaken during construction to minimise the effects of construction worker parking demand on the community.

This report is to be read in conjunction with the Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP).

1.2 Purpose

The Site is relatively well serviced with public transport including train and bus services. It is located approximately 650 metres from Gymea train station. The closest bus stop is located on President Avenue and is approximately 200 metres from the Site.

This document aims to address the relevant conditions of State Significant Development Application (SSD-10320), which relates to outlining the appropriate public and active transport solutions to minimise impacts from construction traffic. The relevant Condition of Consent (C24) is reproduced below:

Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the satisfaction of the Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets or public parking facilities. A copy of the strategy must be submitted to the Planning Secretary for information.

1.3 Scope and Application of Strategy

It is the intent of this CWTS to outline the management of construction worker transportation to and from the Site. In particular, the CWTS has been prepared to minimise demand for parking in nearby public and residential streets during the construction of the Site.

Recognising the need for these management measures to adapt to changing circumstances in order to achieve the desired outcome, this CWTS may be updated at a suitable time to account for the changing circumstances.

Any changes to the CWTS shall be communicated to all construction workers, impacted community members and stakeholders.

Taylor will be responsible for the review and update of this CWTS. It is expected that a review will be undertaken when any construction methodologies and/or construction stages change. Additionally, the CWTS will be continually monitored, with the appropriate changes made if major issues are observed.

Council and Police/TfNSW also reserve the right to re-enter in discussions with the builder to review the CWTS if major issues arise.

2 Site details

2.1 Site & Location

The Site is located at the following addresses are legally described as follows:

- 369-381 President Avenue in Kirrawee: Lot 1 Deposited Plan (DP) 841502
- 65 and 61 Hotham Road, Gymea: Lot 24A and Lot 23 DP 26995
- 2 and 3 Bidurgal Avenue, Kirrawee: Lot 53 and Lot 54 DP 29493

The Site is bound by Bidurgal Avenue to the north, Hotham Road to the east, and President Avenue to the south of the Site. It is generally surrounded by low density residential developments zoned R2. The Site is zoned SP1 Health Services Facilities under the Sutherland Shire local government area.

The surrounding context of the Site is shown in **Figure 1**.

Figure 1: Site context

Source: MetroMap

2.2 Surrounding Road Network

The key roads surrounding the Site are summarised in **Table 1** and **Figure 2**.

Table 1: Surrounding Road Network

Road Name	Classification	Speed Limit	Description
Hotham Road	Local road	50km/hr	• Two-way road aligned in a north-south direction. • One travel lane in each direction. • Unrestricted parking permitted on both sides of the road.
President Avenue	Regional Road	60km/hr	• Two-way road aligned in a west-east direction. • Two travel lanes in each direction, separated by a median. • Parking is not permitted on both sides of the road.

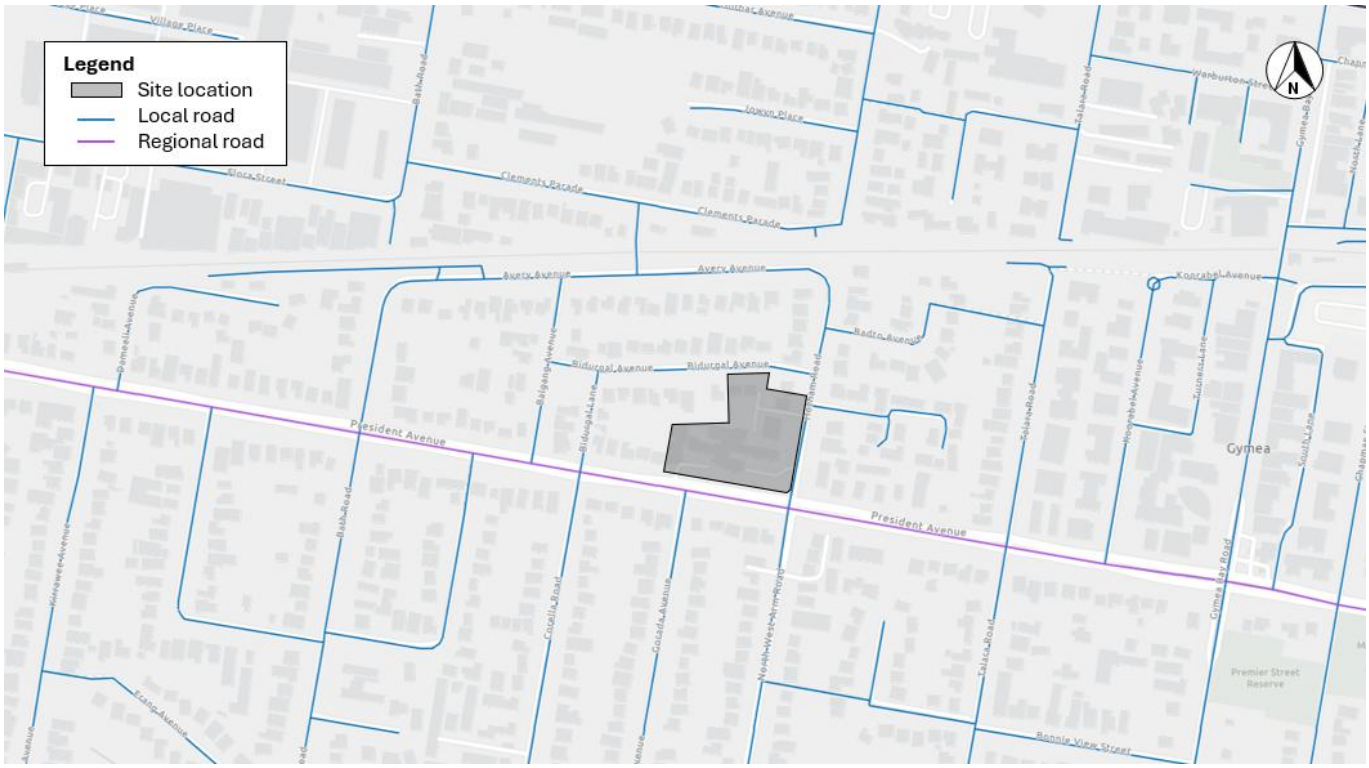

Figure 2: Road Hierarchy

Source: NSW Road Network Classifications

2.3 Existing Public Transport

With reference to the existing bus service connectivity for the area, immediate to the Site is a bus stop along President Avenue. The Site is approximately 200 metres (3-minute walk) from the nearest bus stop and 650 metres (9-minute walk) from Gymea train station.

The bus stop is serviced by the 989, 993, and 976 bus routes, providing connections to local suburbs including Sutherland, Kirrawee, Grays Point, Miranda and Engadine.

Table 2 summarises the public transport services while **Figure 3** shows public transport network map.

Table 2: Surrounding Bus Services

Mode	Route Number	Description	Frequency (peak/ off peak)
Train	T4	Bondi Junction to Cronulla	15 mins/ 15 mins
Bus	975	Miranda to Grays Point	1 hour/ unavailable
	976	Sutherland to Grays Point	1 hour/ unavailable
	993	Miranda to Woronora Heights	45 mins/ 1 hour

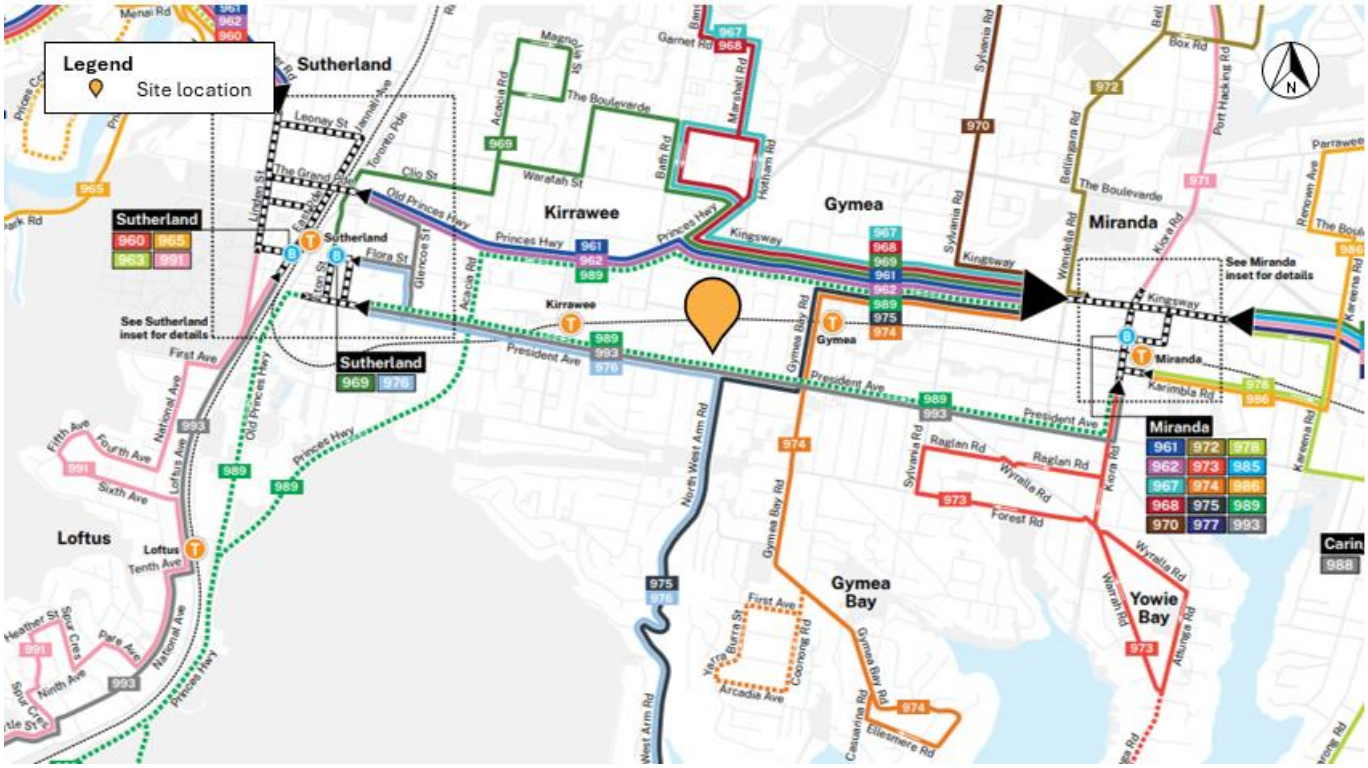

Figure 3: Public Transport Services

Source: Transport for NSW

2.4 Existing Active Transport

The pedestrian road network connecting the Site to the train station is generally not as well serviced by pedestrian footpaths. Pedestrian footpaths are available on both sides of President Avenue while the local road surrounding the site are not serviced by pedestrian footpaths. Notwithstanding, the connectivity of the site is generally saved.

Further, the roads surrounding the site are generally not available for cyclists. The Sutherland Shire Cycling Guide illustrating the cycling network surrounding the site is shown in **Figure 4**.

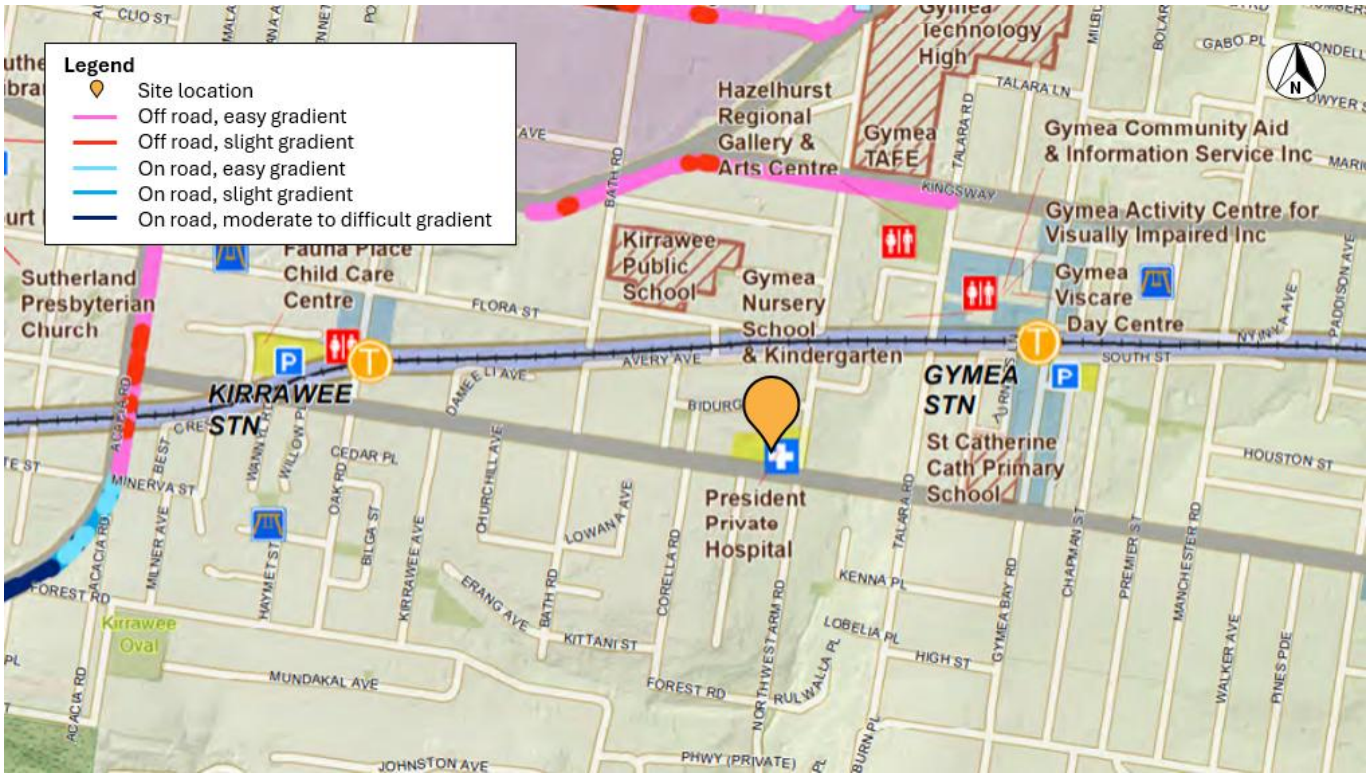

Figure 4: Cycling Road Network

Source: Sutherland Shire Council

3 Key Management Stakeholders

3.1 Taylor Construction

Taylor, being the manager of the Site, has a duty of care to ensure the safety of all personnel working within the Site, as well as all staff and patients within the Site, and persons within surrounding community. Traffic management arrangements should be implemented to enable the orderly use of trafficable space provided within the Site and the road network surrounding it. Whilst every effort will be made to eliminate traffic safety risks, in instances where risks cannot be fully eliminated, traffic management measures are proposed to mitigate those risks.

Taylor shall:

- Ensure all workers are made aware of the CWTS and their obligations in the site induction. This includes responsibility for measures to ensure that all staff and visitors are familiar with site-specific rules through appropriate site induction procedures, including being inducted into this Construction Worker Transportation Strategy (CWTS).
- Conduct all travel in a safe, professional, and legal manner.
- Be familiar with and address their respective duty of care requirements in accordance with the application under the WH&S Act 2011 requirements.
- Ensure WH&S Incident logbooks are maintained and undertake necessary action(s) in relation to any reported issues.

3.2 Sutherland Shire Council

Where and when applicable, Council shall be contacted, specifically relating to any impacts to the President Avenue and Hotham Road.

3.3 Stakeholder Engagement

3.3.1 Stakeholder Engagement Plan

Taylor will liaise with relevant stakeholders regarding construction schedules and trucks routes and will raise any potential conflict with stakeholder at the earliest time. The subsequent consultation actions are shown in **Table 3**.

Table 3: Stakeholder Consultation Actions

Stakeholder	Action
TfNSW	Taylor to submit CTPMSP to stakeholder. Taylor to liaise with stakeholder, address comments and re-submit CTPMSP.
Sutherland Shire Council	Taylor to submit CTPMSP to stakeholder. Taylor to liaise with stakeholder, address comments and re-submit CTPMSP.
Community Consultative Committee	Taylor to submit CTPMSP to stakeholder. Taylor to liaise with stakeholder, address comments and re-submit CTPMSP.
NSW Police	Taylor to notify NSW Police in the event of lane or road closure as required. Taylor is available to meet with NSW Police if necessary.
Emergency Services	Taylor is available to meet with Emergency Services if necessary.
Bus Operators	Taylor to inform bus operators in the event of any construction activities which will affect the bus operations as required.

3.3.2 Stakeholder Notification

In the event that any disruptions to roadways / footpath occur as a result of construction works, the procedure outlined below is to be followed:

- If any future disruptions to Council or TfNSW owned roadways / footpaths are required, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers using letter drops and Variable Message Sign (VMS).
- If any unforeseen disruptions to Council or TfNSW owned roadways / footpaths occur, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers via traffic controllers and Variable Message Sign (VMS).
- In the event that heavy vehicle damage to Council / TfNSW assets / infrastructure, contractors will notify Inner West Council's Traffic & Transport team and / or Assets Branch.

4 Construction Worker Parking

4.1 Construction Worker Numbers

The proposed number of workers for construction works has been outlined in **Table 4**.

Table 4: Phases of Construction

Phase	Timeline (duration)	Description	Peak worker number
1	12 January 2026 – 4 May 2026 (16 weeks)	Demolition works	15
2	4 May 2026 – 7 September 2026 (18 weeks)	Excavation works	15
3	4 May 2026 – 12 September 2027 (62 weeks)	Construction works	100

4.2 Construction Hours

The approved construction hours have been outlined below in **Table 5** per SSD Condition D4.

Table 5: Hours of Work

Activity	Day	Hours
Construction works (Condition D4)	Monday – Friday	7am to 6pm
	Saturday	8am to 1pm
	Sunday & Public Holidays	No work may be carried out
Rock breaking, rock hammering, sheet piling, pile driving and similar activities (Condition D7)	Monday – Friday	9am to 12pm and 2pm to 5pm
	Saturday	9am to 12pm
	Sunday & Public Holidays	No work may be carried out

Condition D5 states that construction activities may be undertaken outside of the hours in Condition D4 stated above if required:

a) by the Police or a public authority for the delivery of vehicles, plant, or materials; or

b) in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or

c) where the works are inaudible at the nearest sensitive receivers; or

d) where a variation is approved in advance in writing by the Planning Secretary or his nominee if appropriate justification is provided for the works.

Notification of the above must be given to affected residents before undertaking the activities or as soon as is practical afterwards, in accordance with Condition D6.

Requests to work outside of these types of working hours will also be submitted to Taylor for review and approval by the School through a Notice of Disruption (NOD) process that clearly defines the scope of works to be carried out and specific timeframes including risks assessment within a Contractors Access Form (CAF).

4.3 Construction Worker Parking

On-site parking will be available, as shown in **Figure 5**. Suitable pedestrian connectivity shall be maintained between the work areas and this contractor parking at all times.

As the Site is accessible via public transport, it is encouraged to use public transport. An on-site secure tool storage facility would be provided by the project team to allow construction workers to drop off and securely store their tools and equipment for the project within the Site.

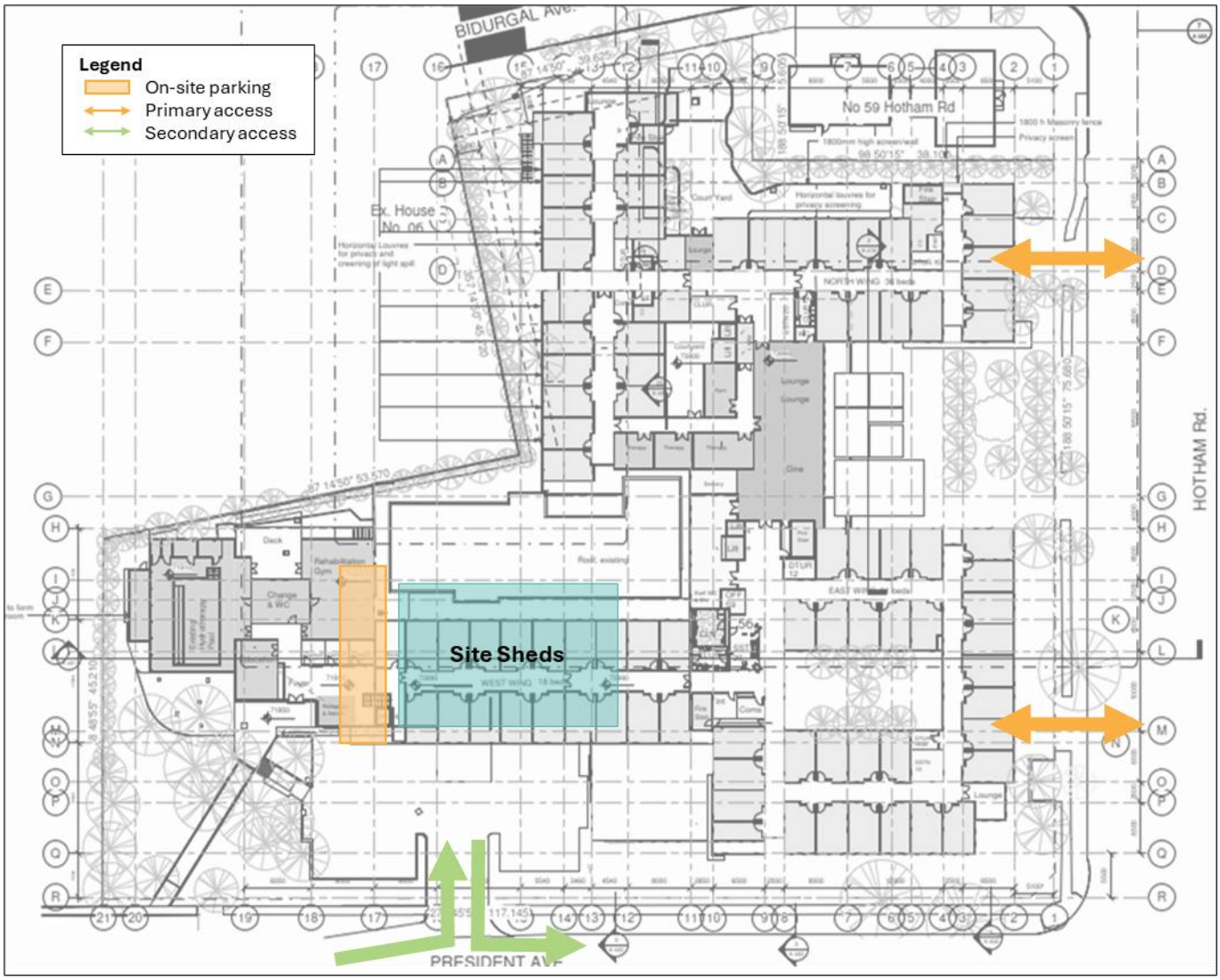

Figure 5: On-site car parking area

4.4 Parking Space Demand Analysis

Journey-to-Work (JTW) data from the Australian Bureau of Statistics (ABS) 2021 Census and specifically aggregated Destination Zones (DZ) have been referenced to understand the baseline travel characteristics of the area. This data informs the initial targets and should be refined and updated as part of the monitoring process through the use of travel survey data of the operational development.

A summary of key travel modes for those travelling to the locality for work have been reviewed with regard for the surrounding DZ 115384630 within the Sutherland – Kirrawee area is shown in **Figure 6**.

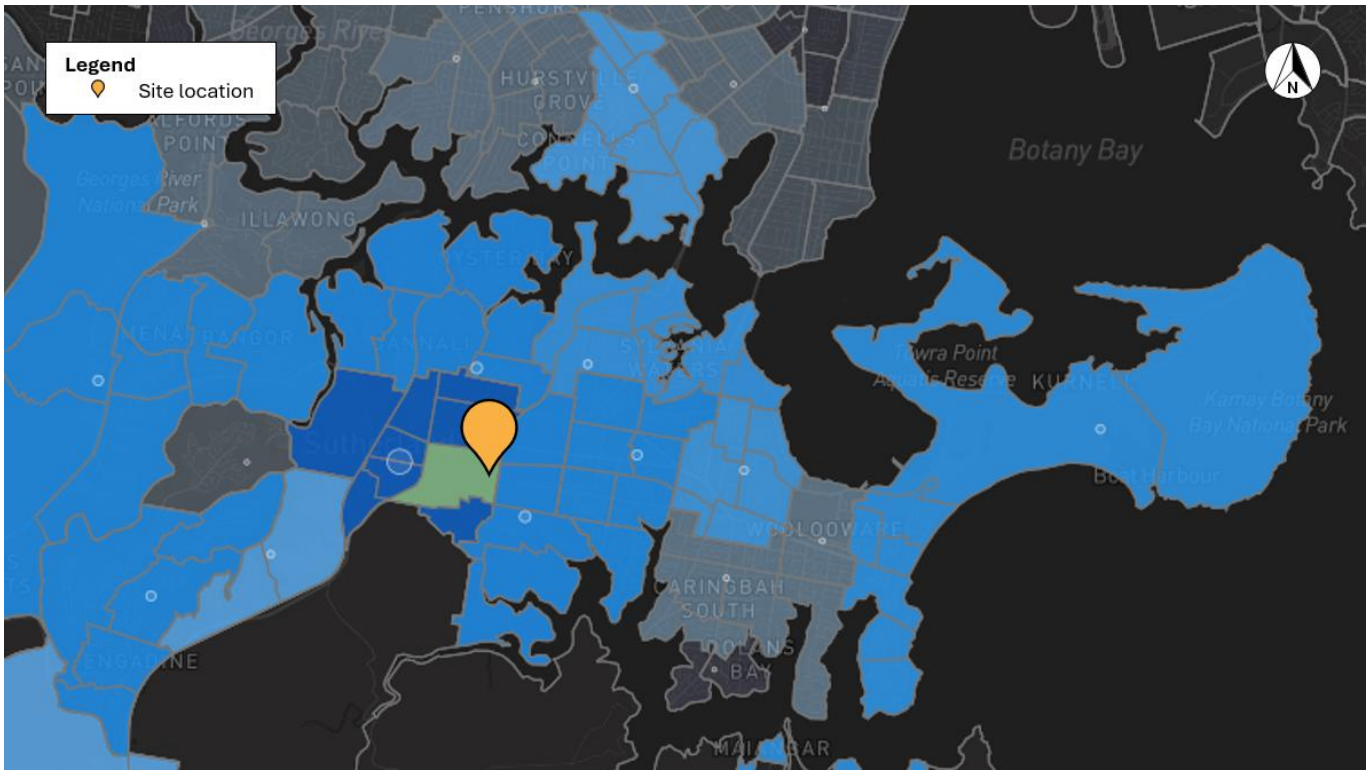

Figure 6: Site within DZ 115384630

Source: Ason Group Explorer

A breakdown of the existing travel mode share is presented in **Table 6**.

Table 6: Travel mode summary (Journey to work)

Travel mode	Mode share of employees
Car as driver	73%
Car as passenger	7%
Train	12%
Walked only	5%
Bus	2%
Motorbike	1%

With reference to the above, the majority of the Sutherland – Kirrawee statistical area travels to work by car as drivers. The data indicates that approximately 80% travel by car, divided between 73% as driver and 7% as passenger, i.e., carpooling.

As such, the estimated on-site parking spaces demand for each construction step are outlined in **Table 7**.

Table 7: Estimated Parking Space Demand

Phase	Peak worker number	Parking spaces required
1	15	11
2	15	11
3	100	73

5 Construction Worker Parking Strategy

5.1 Strategies for Encouraging the Use of Public Transport

As detailed in **Section 2.3** of this report, the Site is located in close proximity to existing train stations and bus stops with frequent services during both AM and PM peaks. As such, it is expected that the majority of the construction workers could access the Site via public transport.

Taylor will encourage workers/subcontractors to utilise public transport and carpool to/from the Site if possible.

The following are potential strategies to be implemented to encourage the use of public transport:

- An on-site secure tool drop-off and storage facility will be provided by Taylor to allow workers to drop off and securely store their tools and equipment for the project within the Site instead of bringing it to the Site on a daily basis.
- Taylor will encourage workers/subcontractors to utilise public transport and carpool to and from the Site. Taylor will provide information on all public transport routes to and from the Site during the site induction and relevant pages of the CWTS will be published within the Site induction room (See **Appendix A**), sheds and lunchrooms to demonstrate alternative modes of transport available.
- Project site induction to include available parking spaces on-site, as outlined in the PowerPoint provided in **Appendix B**.
- Site amenities will include fridges, microwaves, etc to encourage workers to drop off their lunch on-site at the start of the day and not leave the Site for lunch.

5.2 Parking Arrangements for Construction Workers

- During the demolition phase, all contractor parking will be on-site.
- The basement car park is expected to be available for contractor parking once construction is complete.
- During the period that the on-site parking provision does not meet the estimated parking demand, workers/subcontractors are encouraged to utilise public transport or carpool to/from the Site, as outlined in **Section 5.1**.

Suitable pedestrian connectivity shall be maintained between the work areas and the contractor parking at all times.

5.3 Measures for Encouraging Appropriate Worker Parking

Notwithstanding the above, Taylor will implement the following strategies for encouraging appropriate worker parking:

- Include within site induction, encourage workers to utilise designated parking areas and reinforce within toolbox talks.
- Encourage car-pooling to reduce the number of cars which requiring parking within the designated parking streets. Request that subcontractors with a significant number of workers implement car-pooling arrangements. To be requested for structure and finishes trades, etc.
- Encourage site staff and management to work remotely where practicable.
- Equipment and tools to be modularised in shipping containers where practical to reduce multiple small deliveries in personal vehicles.

5.4 Construction Worker Communication Protocols

All construction workers will be required to undertake a site induction. As part of the induction workers will be provided with information as to how to travel to and from the Site, including:

- Promote the use of public transport options including bus and train, including potential benefits of public transport, over car usage.
- Locations to park for those that elect to drive to the Site.
- Suitable walking and cycling routes, including locations of bicycle parking. See “Bike Parking Facility” in the Site Establishment Plan included in **Appendix C**.
- Notifications in relation to arrangements made on-site for any equipment and tool storage and drop-off requirements.

Appendix A Photographic Evidence of CWTS Extracts displayed within Site Induction Room

Appendix B Project Site Induction PowerPoint

Appendix C On-Site Bicycle Parking Location