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Traffic Management Plans

Construction Traffic Management Plan

MIXED USE RESIDENTIAL, RETAIL AND COMMERCIAL DEVELOPMENT

330 CHURCH STREET, PARRAMATTA NSW

Prepared for: MERITON

Prepared By: Matthew Young
RMS Design & Inspect Traffic Control Plans
Certificate #: 2243017058 Exp: 06/02/2018

Friday, 14 August 2015
Document Number: SBMG01253-00

Table of Contents

1 Project Details

1.1 Project Summary

Project: Mixed Use Residential, Retail and Commercial Development
Location: 330 Church Street, Parramattta NSW 2150
Proposed Hours of Operation: Normal construction hours (Monday-Friday 0700 - 1700 & Sat 0800 - 1500).

1.2 Scope of Works

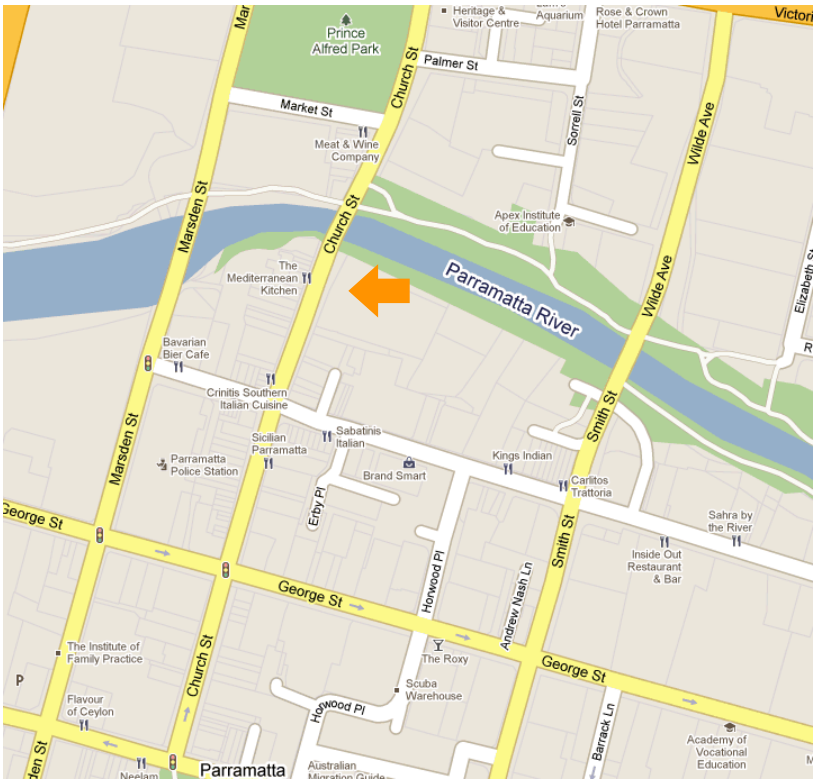
Demolition of the existing, Excavation and site preparation, then construction of new mixed use development containing residential, retail and commercial spaces.

Included Stage(s):
1. Demolition
2. Excavation / Site preparation
3. Construction of new building(s)

1.3 Revisions

Rev #	Date	Description
0	14/08/15	Initial Submission
1		
2		

1.4 Location Map



2 Existing Traffic Environment

2.1 Road Configurations

Church Street - One lane in each direction past site divided by BB Line with a posted speed limit of 40km/h at all times. Parking lanes on both sides where there is no marked pedestrian crossing.

Phillip Street - One lane in each direction at Phillip Lane divided by BB Line with a posted speed limit of 40km/h at all times. Parking lanes on both sides where there is no marked pedestrian crossing.

Phillip Lane - Two way road undivided with a posted speed limit of 40km/h at all times. Metered parking along the western side only. Lane used for access to Multilevel parking area and parking access to the GE building.

2.2 Traffic

(a) Vehicular
- Surrounding Streets have high traffic volumes mainly consisting of passenger and light commercial vehicles.
- All on-street parking use meters with a 1 hour limit during weekday peak hours

(b) Pedestrian
- High pedestrian traffic area (signs posted around CBD)
- Pedestrian crossing via marked pedestrian bays and at traffic signals.
- Concentrated retail and commercial area generating a high flow of pedestrians in and out of area.

(c) Cyclist
- Limited cycle use observed during site inspections (carried out weekdays during proposed construction hours), however as there are no dedicated cycleways installed around the site area, cyclists must therefore use existing roadways and obey normal road rules.

2.3 Public Transport

(a) Rail
- Parramatta Station is a 900m walk from site, it would be expected many pedestrian would walk past site towards the train station along Church Street.

(b) Bus
- Multiple bus stop locations along Church Street (See Appendix A).
- Free Shuttle Bus service location on Church Street on front of site.

(c) Other
- Taxi are utilised frequently along all surrounding streets with one Taxi Zone outside Riverside Theatre.
- Ferry Services leave via wharf at eastern end of Phillip Street.

2.4 Existing Traffic Generating Areas

Surrounding area is concentrated with various retail and commercial buildings.

2.5 Other Environmental Considerations

Mail Zone is located on Church Street on front of site location

2.6 Considerations for Impact Reduction

Consideration is given to:
- Minimising impact to existing pedestrian activity surrounding the proposed development site (Includes maintaining stairs from the bridge to the river and connecting footpath).
- Reduce impact to local traffic by routing trucks away from the main traffic areas.
- Maintaining existing public transport access on Church Street.
- Minimise impact to surrounding businesses.
- Limit the requirement to remove existing parking areas to reduce impact to the public.

3 Proposed Construction Vehicle Management

3.1 Site Entry & Exit

Demolition & Excavation Stages
Gate 1, 2 & 3
Entry Route - From Church Street cross the lennox bridge heading southbound, then turn left into site in a forward facing direction.

Exit Route - In a forward facing direction turn left from site onto Church Street, turn left onto Phillip Street, turn left into Wilde Avenue, then turn onto the Victoria Road

Gate 4
Entry Route - Vehicles turn onto Wilde Avenue from Victoria Road then turn right onto Phillip Street, Right onto laneway between the Parkroyal & GE Buildings and left into proposed loading / unloading zone in a forward facing direction.

Exit Route - Exit loading / unloading zone in a forward facing direction head south along laneway, turn left onto Phillip Street, left onto Wilde Avenue, then turn onto Victoria Road.

Construction Stage
Church Street Works Zone
Entry Route - From Church Street cross the lennox bridge heading southbound, then turn left into site in a forward facing direction.

Gate 4
Entry Route - Vehicles turn onto Wilde Avenue from Victoria Road then turn right onto Phillip Street, Right onto laneway between the Parkroyal & GE Buildings and left into proposed loading / unloading zone in a forward facing direction.

Exit Route - Exit loading / unloading zone in a forward facing direction head south along laneway, turn left onto Phillip Street, left onto Wilde Avenue, then turn onto Victoria Road.

Note: Maps showing the approved approach and departure routes will be distributed to all contractors prior to commencement of deliveries to site.

3.2 Site Access Points and Works Zone Access

All vehicle movements into or out of site gates or Works Zones are to be carried out in a forward facing manner with an exception required only for concrete truck movements during the construction phase. Concrete trucks accessing the site from the rear Phillip Lane access points are required to reverse into the site to access the concrete pump hopper. All site movements are managed by onsite traffic controllers at each access point with additional traffic management required for the reversing maneuver as per the TCPs SBMG01253-04 & 05 in Appendix A

3.3 Vehicle Movements within site

Minimal movement within site boundaries.

3.4 Work Zones

Two Work Zones are proposed, one along Church Street frontage and the second using the existing on-street parking area on Phillip Lane (both are subject to Council approval and requires separate application to Council).

3.5 Standing Plant Locations (i.e Cranes)

All plant and equipment will operate within the site boundaries.

3.6 Parking for Site Workers

Site workers will park within site boundaries where possible or alternatively use existing parking areas surrounding site and subject to existing restrictions.

3.7 Loading and Unloading of Equipment and Materials

All vehicles to be loaded from within site boundaries. During construction access to the rear loading dock gate under the hoarding and gate 4 concrete trucks are required to reverse onto the site in order to access the pump hopper from the rear of the vehicle. All these movements will be managed by traffic controllers as per TCP # SBMG01253-03 (see appendix A).

3.8 Vehicle Queuing

Site Vehicles are coordinated in such a way as all vehicles required to access Church Street fit within the proposed Works Zone area only. All vehicles requiring access to Phillip Lane access points stand either within the site boundaries or use the Works Zone along the western side of Phillip Lane approaching the site. No site vehicles are required or permitted to queue outside of the approved Works Zone areas.

3.9 Storage of Equipment, Materials and Waste

The storage area for all equipment, materials and waste are within site boundaries.

3.10 Removal of Excavated Materials from Site

Where it is required to remove excavated materials from site trucks will be loaded in hard stand area at rear of building, all vehicles to be checked (cleaned as required) and covered to ensure spoil does not contaminate streets along exit route.

3.11 Council Conditions (D10)

(1) A requirement to ensure that all dedicated construction site entrance and exits shall be controlled by a certified traffic controller.

Throughout the project all dedicated site entrance and exit points will be controlled by a certified traffic controller with their locations shown on the respective traffic control plan attached in Appendix A.

(2) A requirement to ensure all dedicated construction vehicles must enter and exit the site in a forward gear.

As discussed in item 3.2 of this CTMP all construction vehicles are to enter and exit the site in a forward facing direction with the only exception of concrete trucks using the Phillip Lane access points during construction phase as the concrete agitator needs to be fed from the rear of the mixer truck. These reversing maneuvers with traffic management installed as per the appropriate TCP in Appendix A.

(3) A plan depicting the material, plant and spoil bin storage areas within the site.

As shown in plan # SBMG01253-01 the storage area for the site is contained within site boundaries off Phillip Lane

(4) A requirement for the map depicting the construction vehicle access route to be distributed to all contractors prior to the commencement of deliveries to the site.

The plan # SBMG01253-01 is sent to all contractors as part of the ordering process to show the delivery location. It is also used as part of the induction process to ensure all workers are aware of the approved vehicle routes through the local area.

(5) A requirement to ensure truck movements are stages and coordinated to prevent trucks from circling the CBD streets whilst awaiting access to the site.

As stated in item 3.8 of this CTMP vehicle queuing is only permitted and required within the approved Works Zone area along Church Street and Phillip Lane. Site vehicles are scheduled and coordinated to ensure that all vehicles can fit within these areas only.

4 Project Impact

4.1 Residents

Site located in commercial & retail zone, residential areas not in close proximity to site. Access to hotels located near site will remain as per normal conditions throughout the project.

4.2 Pedestrians & Cyclists

Existing pedestrian access along Church Street to remain as normal with the stairs from the bridge to the footpath along to the river to also be maintained. Hoarding to be installed over pedestrian access ways when work is being carried out overhead. Existing pedestrian access from Phillip Lane to footpath along the river will be reduced, however access from multilevel parking area will be maintained.

Cyclist access to remain as per normal conditions along roadways.

4.3 Emergency Services

Access along Church & Phillip Streets to remain as per normal conditions and access through laneway will not be impeded by site vehicles. Priority access will be given to all emergency vehicles as per normal procedure especially when movements are managed by onsite traffic controllers.

4.4 Local Traffic

Access along Church Street to remain as per existing conditions. Limited impact to Phillip Street due to proposed as the entry and exit route, however trucks to be scheduled to ensure queues do not form along roadways. Entry and exit route used to minimise impact of site vehicles to CBD.

4.5 Impact on Community & Businesses

Minimal Impact to businesses surrounding site as pedestrian access way to be maintained and no road closures are proposed. Existing parking areas are to remain as normal except the small parking area at the rear of the building to be used as the proposed loading / unloading zone (approx. 20 parking spaces only).

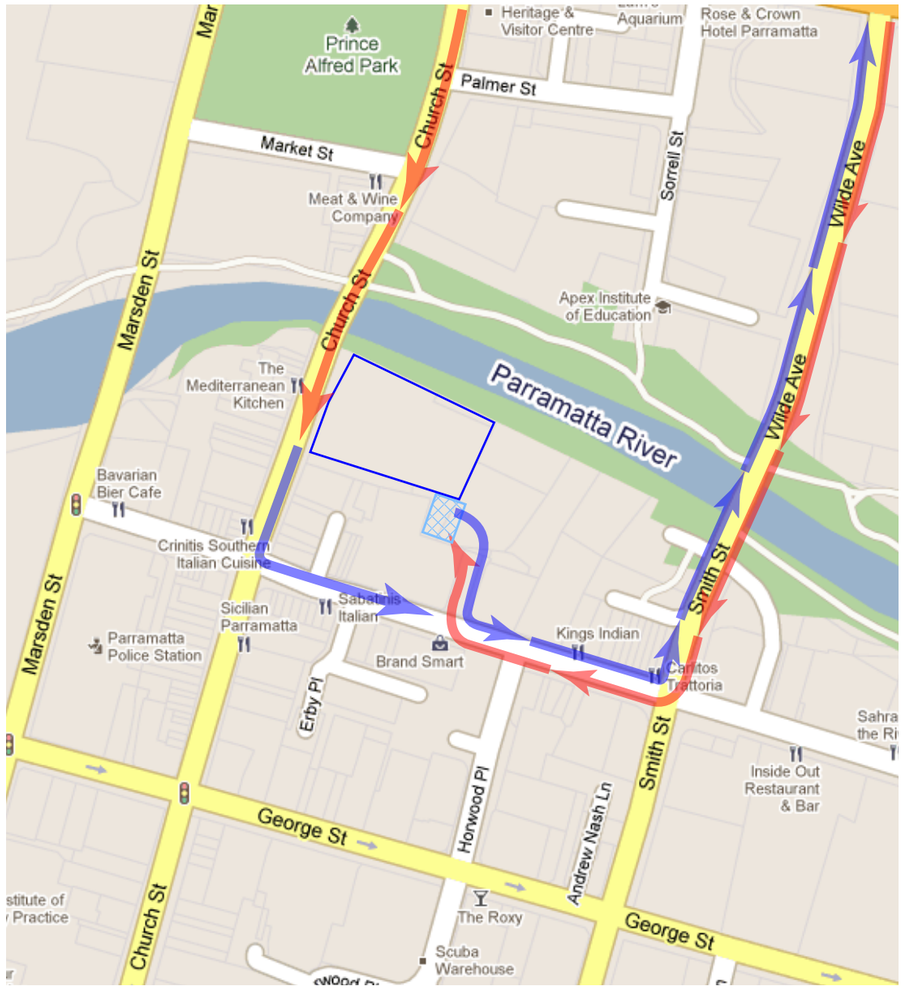
4.6 El-Phoenician Restaurant

During the construction stage an area will be set aside for the restaurant to store waste bins and stand vehicles for the purpose of unloading goods. During unloading a traffic controller will manage site movements to ensure safe pedestrian passage to the rear access of the El-Phoenician.

Pedestrian access to the El-Phoenician's rear access will be maintained throughout the project. There may be occasions where movements are paused within the hoarding area when site vehicles are entering or exiting the site. This will however be for short periods only wit site vehicles to give way to existing pedestrian traffic at all times.

Appendix A - Traffic Control Plans

SBMG01253-01 - Vehicle Approach and Departure Routes - All Stages
SBMG01253-02 - Works Zone - Church Street
SBMG01253-03 - Site Access - Phillip Lane
SBMG01253-04 - Site Access - Phillip Lane (Reversing Vehicles) - Hoarding Gate
SBMG01253-05 - Site Access - Phillip Lane (Reversing Vehicles) - Gate 4
SBMG01253-06 - El-Phoenician - Unloading Area Access



SITE VEHICLE ROUTES

APPROACH ROUTE

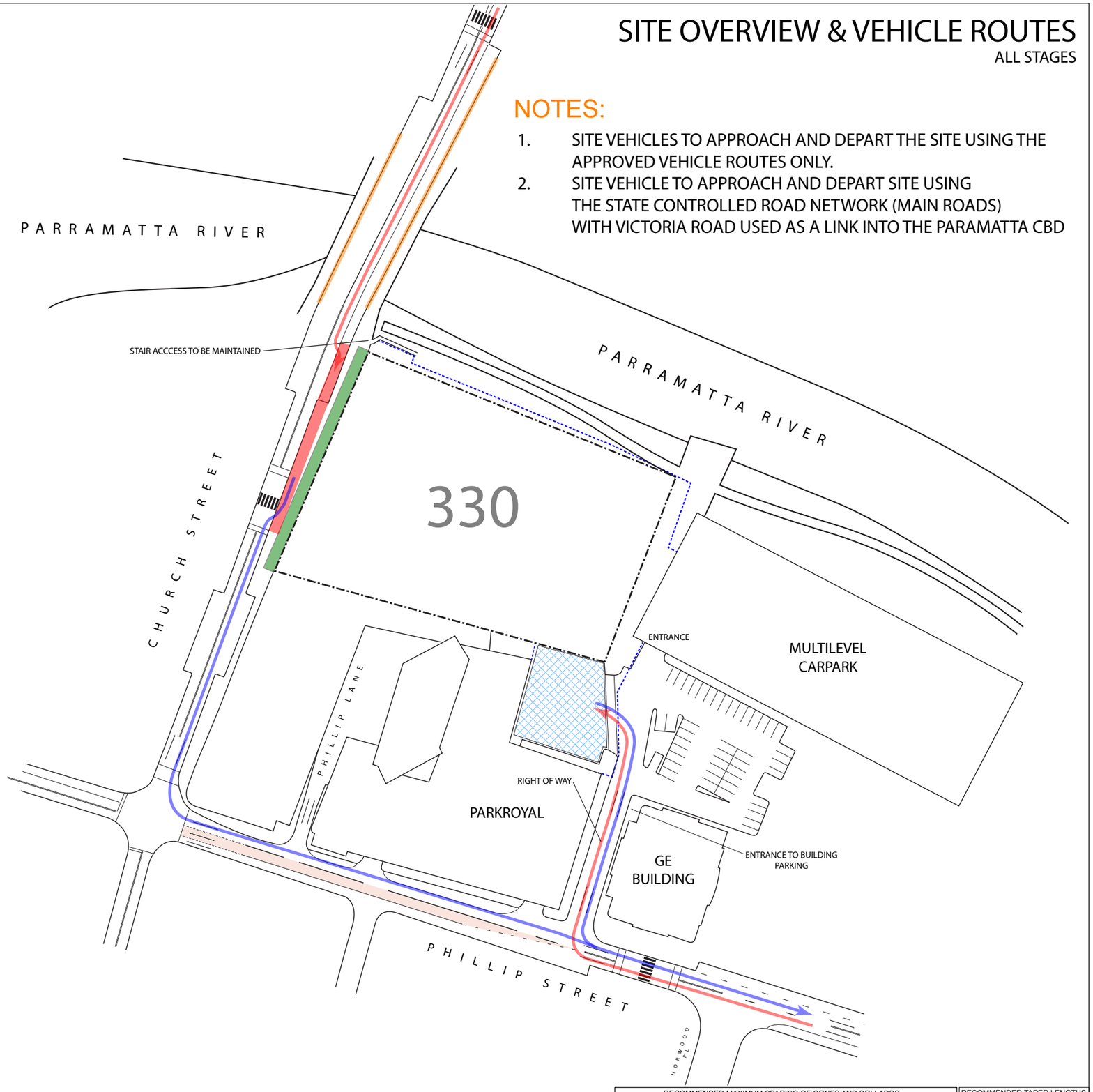
DEPARTURE ROUTE

SITE OVERVIEW & VEHICLE ROUTES

ALL STAGES

NOTES:

1. SITE VEHICLES TO APPROACH AND DEPART THE SITE USING THE APPROVED VEHICLE ROUTES ONLY.
2. SITE VEHICLE TO APPROACH AND DEPART SITE USING THE STATE CONTROLLED ROAD NETWORK (MAIN ROADS) WITH VICTORIA ROAD USED AS A LINK INTO THE PARAMATTA CBD



LEGEND:

- SITE BOUNDARY
- PEDESTRIAN FENCING
- STORAGE AREA (WASTE, MATERIALS & PLANT)
- HOARDING
- EXISTING METERED PARKING ZONE (GENERAL, LOADING ZONE, DISABLED PARKING & CAR SHARE)
- EXISTING BUS STOP ZONES
- EXISTING MAIL ZONE

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS

Purpose an usage	Approach Speed (km/h)	Max Spacing (m)
All purposes on residential or commercial streets	<=50	4
Center-line on approach to Traffic Controller position	All Cases	4
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 60

FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO

RECOMMENDED TAPER LENGTHS

Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper
< 45	15	0	15
46-55	15	15	30
56-65	30	30	60
66-75	N/A	70	115
76-85	N/A	80	130
86-95	N/A	90	145
96-105	N/A	100	160
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Traffic Management Plans

Project/Event:	MIXED USE DEVELOPMENT			
Location:	330 CHURCH STREET, PARRAMATTA NSW			
Client :	MERITON			
Plan No.	SBMG01253-01	A	Date:	14TH AUGUST 2015
SCALE: NOT TO SCALE				

N

PREPARED BY: MATTHEW YOUNG
RMS DESIGN & INSPECT TRAFFIC CONTROL PLANS
CERTIFICATE No. 2243017058
Expiry: 06/02/2018

SIGNED:

DATE		DESCRIPTION
	E	
	D	
	C	
	B	
14/08/15	A	INITIAL SUBMISSION

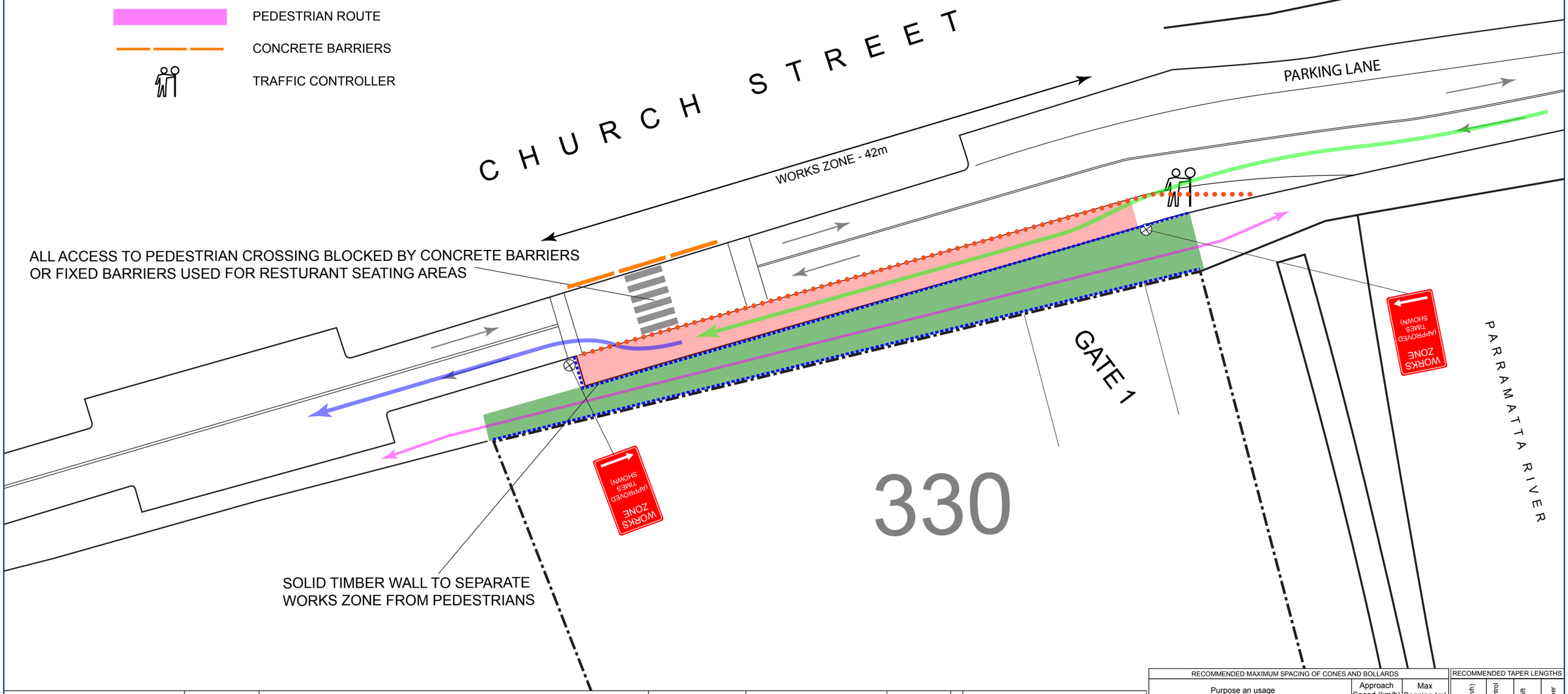
WORKS ZONE
CHURCH STREET

LEGEND:

- SITE BOUNDARY
- PEDESTRIAN FENCING
- HOARDING
- TRAFFIC CONES
- VEHICLE STANDING - PROPOSED WORKS ZONE
- PEDESTRIAN ROUTE
- CONCRETE BARRIERS
- TRAFFIC CONTROLLER

NOTES:

1. VEHICLE IN WORKS ZONE TO USE EXISTING FOOTPATH AREA.
2. ADEQUATE SPACE BETWEEN WORKS ZONE VEHICLES AND SITE BOUNDARY TO MAINTAIN PEDESTRIAN ACCESS (MIN WIDTH 2.4m).
3. TRAFFIC CONTROLLER TO MANAGE SITE VEHICLE WORKS ZONE ENTRY AND EXIT TO ENSURE VEHICLES EXIT IN SUITABLE GAPS IN TRAFFIC TO MINIMISE IMPACT ON EXISTING TRAFFIC FLOWS. TRAFFIC CONTROLLERS ARE NOT TO STOP VEHICULAR TRAFFIC ALONG CHURCH STREET TO FACILITATE CONSTRUCTION VEHICLE EXIT.



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Traffic Management Plans

Project/Event:	MIXED USE DEVELOPMENT			
Location:	330 CHURCH STREET, PARRAMATTA NSW			
Client :	MERITON			
Plan No.	SBMG01253-02	E	Date:	30TH APRIL 2015
SCALE: NOT TO SCALE				

N

PREPARED BY: MATTHEW YOUNG
RMS DESIGN & INSPECT TRAFFIC CONTROL PLANS
CERTIFICATE No. 2243017058
Expiry: 06/02/2018

SIGNED:

DATE		DESCRIPTION
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	C	
	B	
10/08/15	A	INITIAL SUBMISSION

SITE VEHICLE ACCESS

REAR LOADING DOCK
FORWARD FACING VEHICLE ACCESS

NOTES:

1. SITE VEHICLE ACCESS MANAGED BY TRAFFIC CONTROLLERS DURING DELIVERIES.
2. PEDESTRIAN ACCESS TO RESTAURANT MAINTAINED VIA WALKWAY UNDER B-CLASS HOARDING.
3. PEDESTRIAN MOVEMENTS ONLY RESTRICTED WHEN VEHICLES ARE CROSSING THE PEDESTRIAN ROUTE.
4. ONCE VEHICLE IS WHOLLY WITHIN THE SITE BOUNDARIES, PEDESTRIAN ACCESS WILL RESUME.
5. TRAFFIC CONTROLLERS TO BE INPLACE TO ASSIST WITH ALL SITE VEHICLE MOVEMENT INTO AND OUT OF THE SITE BOUNDARIES.

TRAFFIC CONTROLLER LOCATIONS:

(1) TRAFFIC CONTROLLER TO MANAGE PEDESTRIAN TRAFFIC FROM PASSING THIS TC POINT WHILST SITE VEHICLES ARE MOVING THROUGH THE HOARDING AREA.

(3) TRAFFIC CONTROLLER TO MANAGE PEDESTRIANS BY STOPPING PEDESTRIANS FROM PASSING THE TC POINT WHILST SITE VEHICLES ARE MOVING THROUGH THE HOARDING AREA.

(4) TRAFFIC CONTROLLER TO MANAGE PEDESTRIAN TRAFFIC EXITING THE EL-PHOENICIAN RESTURANT BY STOPPING PEDESTRIANS FROM PASSING THE TC POINT WHILST SITE VEHICLES ARE MOVING THROUGH THE HOARDING AREA.

LEGEND:

- SITE BOUNDARY
- PEDESTRIAN FENCING
- PEDESTRIAN ROUTE
- PEDESTRIAN ROUTE (NO ACCESS DURING VEHICLE MOVEMENT)
- SITE VEHICLE APPROACH ROUTE
- SITE VEHICLE APPROACH ROUTE (REVERSING VEHICLE)
- SITE VEHICLE DEPARTURE ROUTE
- HOARDING
- WORKS ZONE
- AREA ALLOCATED FOR THE EL-PHOENCIAN RESTURANT TO STORE WASTE BINS AND UNLOAD DELIVERY VEHICLES.

EL-PHOENICIAN RESTAURANT BOUNDARY

CROWNE PLAZA HOTEL

SITE SHEDS

SITE SHEDS

15m DRIVEWAY (OPENING IN HOARDING)

10m DRIVEWAY (OPENING IN HOARDING)

GATE

ENTRANCE

NEIGHBOURING CONSTRUCTION SITE

WORKS ZONE (APPROVED TIMES SHOWN)

WORKS ZONE (APPROVED TIMES SHOWN)

PHILLIP LANE

PHILLIP ST

ENTRANCE TO BUILDING PARKING

GE BUILDING

MULTILEVEL CARPARK

PEDESTRIAN DETOUR INSTALLED AND MANAGED BY NEIGHBOURING CONSTRUCTION SITE

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Plan No.	SBMG01253-04	A	Date:	10TH AUGUST 2015
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SITE VEHICLE ACCESS

REAR LOADING DOCK
REVERSING VEHICLE ACCESS
HOARDING GATE

NOTES:

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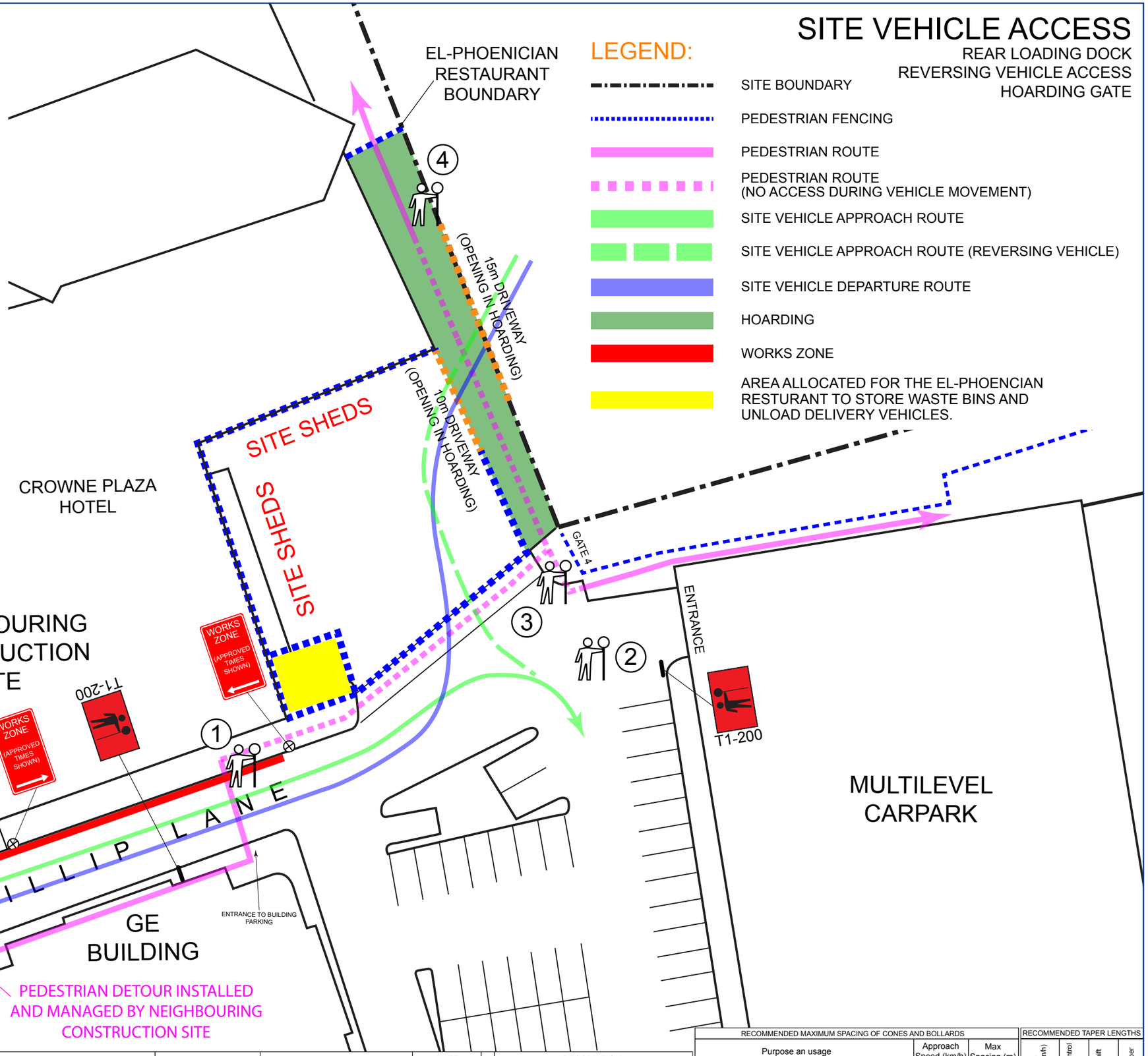

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14/08/15	A	INITIAL SUBMISSION

SITE VEHICLE ACCESS

REAR LOADING DOCK
REVERSING VEHICLE ACCESS
GATE 4

NOTES:

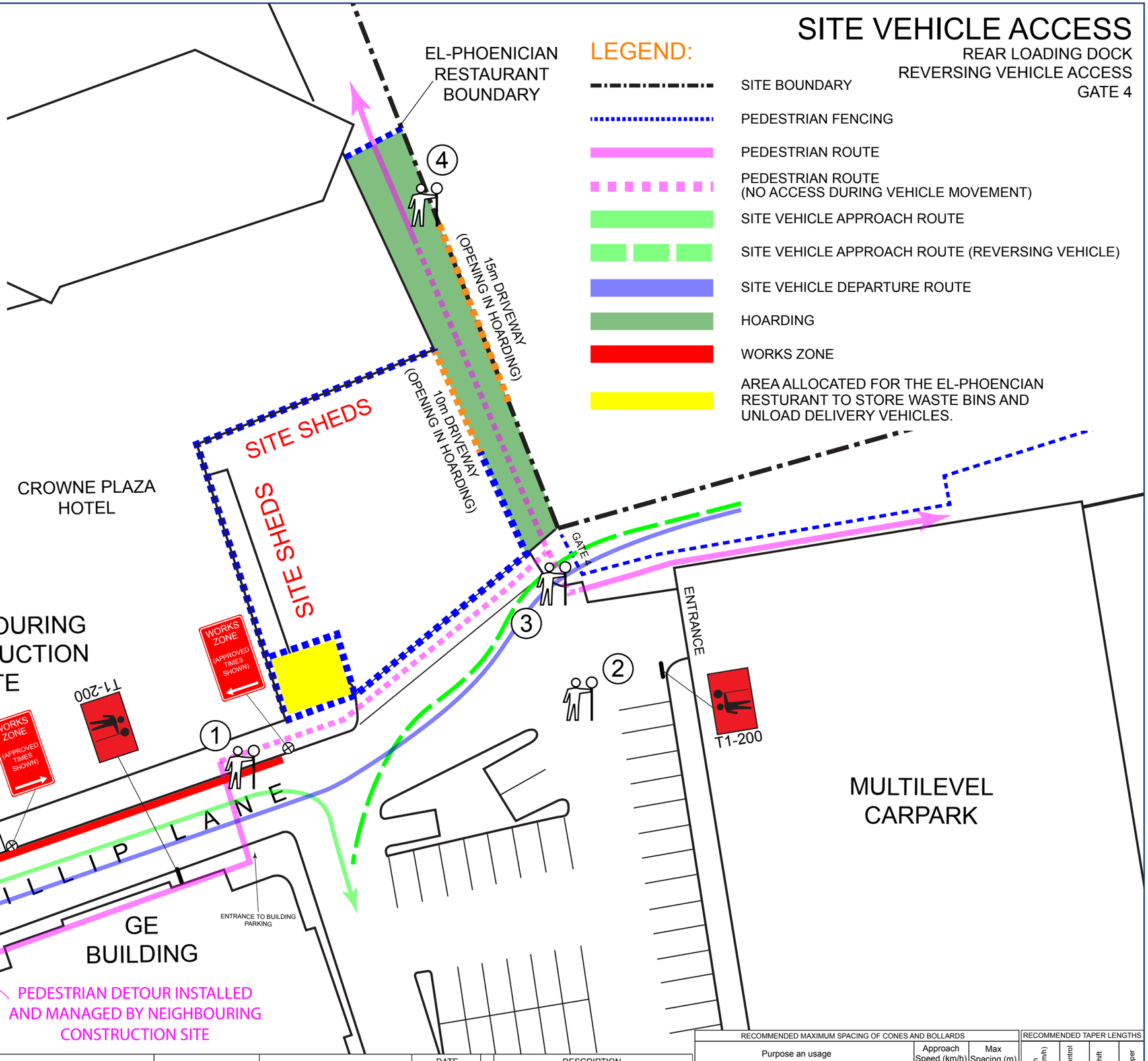
1. SITE VEHICLE ACCESS MANAGED BY TRAFFIC CONTROLLERS DURING DELIVERIES.
2. PEDESTRIAN ACCESS TO RESTAURANT MAINTAINED VIA WALKWAY UNDER B-CLASS HOARDING.
3. PEDESTRIAN MOVEMENTS ONLY RESTRICTED WHEN VEHICLES ARE CROSSING THE PEDESTRIAN ROUTE.
4. ONCE VEHICLE IS WHOLLY WITHIN THE SITE BOUNDARIES, PEDESTRIAN ACCESS WILL RESUME.
5. TRAFFIC CONTROLLERS TO BE INPLACE TO ASSIST WITH ALL SITE VEHICLE MOVEMENT INTO AND OUT OF THE SITE BOUNDARIES.

TRAFFIC CONTROLLER LOCATIONS:

1. TRAFFIC CONTROLLER TO MANAGE BOTH PEDESTRIAN AND VEHICULAR TRAFFIC FROM PASSING THIS TC POINT WHILST SITE VEHICLES ARE REVERSING.
2. TRAFFIC CONTROLLER TO MANAGE VEHICULAR TRAFFIC EXITING THE PARKING AREA BY STOPPING ACCESS TO PHILLIP LANE WHILST SITE VEHICLES ARE REVERSING.
3. TRAFFIC CONTROLLER TO MANAGE PEDESTRIANS BY STOPPING PEDESTRIANS FROM PASSING THE TC POINT WHILST SITE VEHICLES ARE REVERSING.
4. TRAFFIC CONTROLLER TO MANAGE PEDESTRIAN TRAFFIC EXITING THE EL-PHOENICIAN RESTURANT BY STOPPING PEDESTRIANS FROM PASSING THE TC POINT WHILST SITE VEHICLES ARE REVERSING.

LEGEND:

- SITE BOUNDARY
- PEDESTRIAN FENCING
- PEDESTRIAN ROUTE
- PEDESTRIAN ROUTE (NO ACCESS DURING VEHICLE MOVEMENT)
- SITE VEHICLE APPROACH ROUTE
- SITE VEHICLE APPROACH ROUTE (REVERSING VEHICLE)
- SITE VEHICLE DEPARTURE ROUTE
- HOARDING
- WORKS ZONE
- AREA ALLOCATED FOR THE EL-PHOENCIAN RESTURANT TO STORE WASTE BINS AND UNLOAD DELIVERY VEHICLES.



RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS		
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)
All purposes on residential or commercial streets	<=50	4
Center-line on approach to Traffic Controller position	All Cases	4
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18
separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24
Merge tapers	51-70 / >70	9 / 12
Lateral shift tapers	51-70 / >70	12 / 18
Protecting freshly painted lines	51-70 / >70	24 / 60

FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO

RECOMMENDED TAPER LENGTHS			
Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper
< 45	15	0	15
46-55	15	15	30
56-65	30	30	60
66-75	N/A	70	115
76-85	N/A	80	130
86-95	N/A	90	145
96-105	N/A	100	160
> 105	N/A	110	180

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Traffic Management Plans

Project/Event:	MIXED USE DEVELOPMENT			
Location:	330 CHURCH STREET, PARRAMATTA NSW			
Client :	MERITON			
Plan No.	SBMG01253-04	A	Date:	14TH AUGUST 2015
SCALE: NOT TO SCALE				

N

PREPARED BY: MATTHEW YOUNG
RMS DESIGN & INSPECT TRAFFIC CONTROL PLANS
CERTIFICATE No. 2243017058
Expiry: 06/02/2018

SIGNED:

DATE		DESCRIPTION
	E	
	D	
	C	
	B	
14/08/15	A	INITIAL SUBMISSION

EL-PHOENICIAN ACCESS

UNLOADING DELIVERY VEHICLES

NOTES:

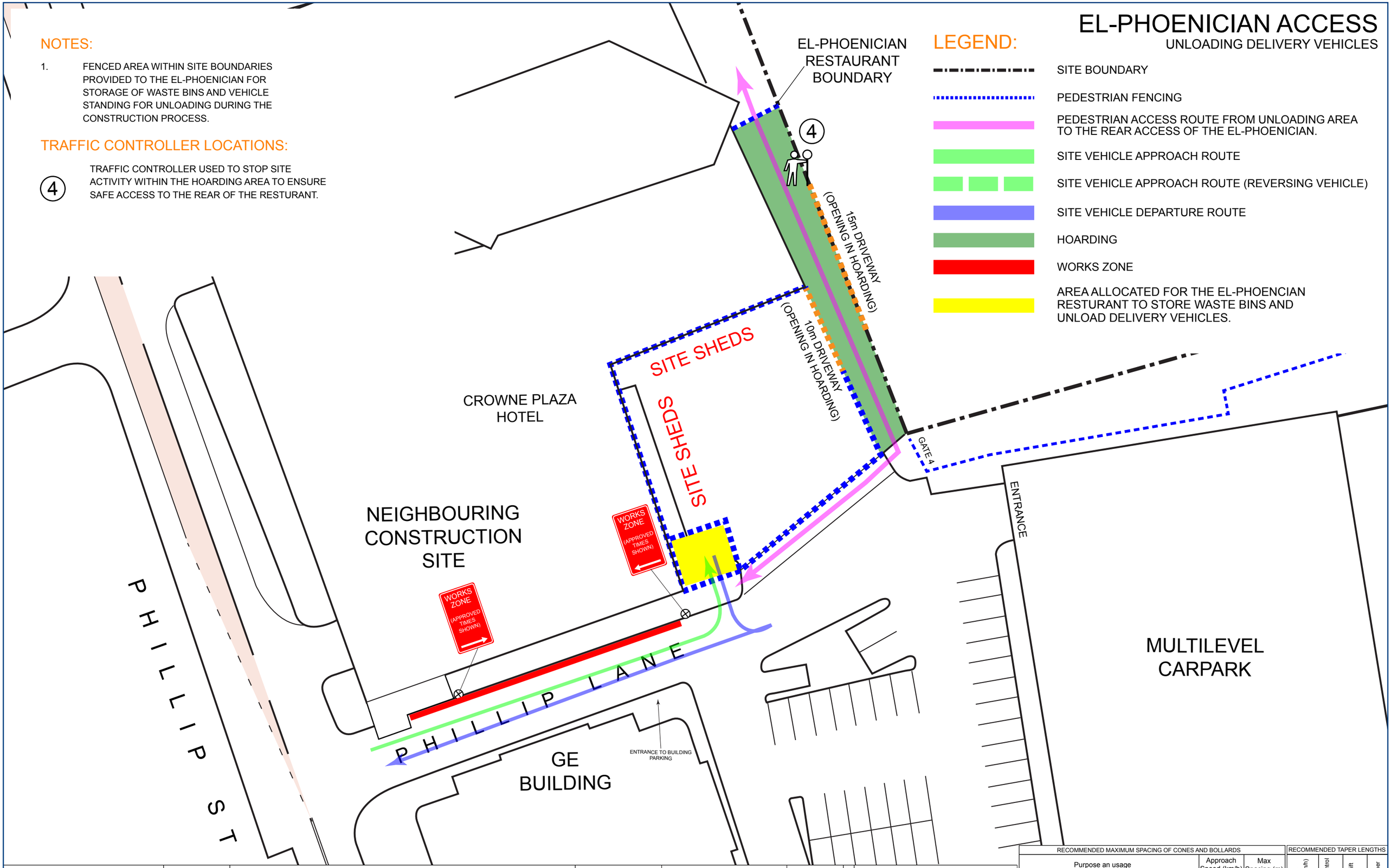
1. FENCED AREA WITHIN SITE BOUNDARIES PROVIDED TO THE EL-PHOENICIAN FOR STORAGE OF WASTE BINS AND VEHICLE STANDING FOR UNLOADING DURING THE CONSTRUCTION PROCESS.

TRAFFIC CONTROLLER LOCATIONS:

④ TRAFFIC CONTROLLER USED TO STOP SITE ACTIVITY WITHIN THE HOARDING AREA TO ENSURE SAFE ACCESS TO THE REAR OF THE RESTURANT.

LEGEND:

- SITE BOUNDARY
- PEDESTRIAN FENCING
- PEDESTRIAN ACCESS ROUTE FROM UNLOADING AREA TO THE REAR ACCESS OF THE EL-PHOENICIAN.
- SITE VEHICLE APPROACH ROUTE
- SITE VEHICLE APPROACH ROUTE (REVERSING VEHICLE)
- SITE VEHICLE DEPARTURE ROUTE
- HOARDING
- WORKS ZONE
- AREA ALLOCATED FOR THE EL-PHOENICIAN RESTURANT TO STORE WASTE BINS AND UNLOAD DELIVERY VEHICLES.



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Traffic Management Plans

Project/Event:	MIXED USE DEVELOPMENT			
Location:	330 CHURCH STREET, PARRAMATTA NSW			
Client :	MERITON			
Plan No.	SBMG01253-06	A	Date:	14TH AUGUST 2015
SCALE: NOT TO SCALE				

N

PREPARED BY: MATTHEW YOUNG
RMS DESIGN & INSPECT TRAFFIC CONTROL PLANS
CERTIFICATE No. 2243017058
Expiry: 06/02/2018

SIGNED:

DATE		DESCRIPTION
	E	
	D	
	C	
	B	
14/08/15	A	INITIAL SUBMISSION

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