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RE: SSD-10479 200 Aldington Road Estate – Request for Additional Information

Dear David,

The Department of Planning and Environment (DPE) has requested further information is provided in relation to the SSD-10479 for the 200 Aldington Road Industrial Estate (the Site). This response relates to the request for information and further assessment of construction traffic, particularly prior and during construction of the upgrade to construct the signalised Mamre Road/Abbotts Road intersection.

The information provided herewith expands and updates the information provided in the Ason Group Preliminary Construction Traffic Management Plan (PCTMP) provided as part of the revised Transport Management and Accessibility Plan (reference: 1292r04v6).

An expected timetable of works has been prepared based on development and construction on a quarterly basis. This considers peak truck generation for each SSDA project in each quarter and identifies the assumed network conditions of the Mamre Road/Abbotts Intersection.

Noting the preliminary nature of the PCTMP, SIDRA intersection assessment for each combination of heavy vehicle movements and intersection arrangements has not been completed, instead mitigation measures have been proposed to address construction traffic management.

These mitigation measures draw on the knowledge gained from the Oakdale West Industrial Estate development site which utilised the Abbotts Road/Mamre Road intersection for construction traffic during peak periods in 2020, when usage of Bakers Lane was not permitted. One of the mitigation measures implemented included restricting the intersection to left out from Aldington Road during the weekday peak hours. The proposed construction traffic management for the Site will restrict all movement to left in as well as the existing left out to Mamre Road, however it will apply at all times to construction traffic.

The truck routes will form part of the Driver Code of Conduct.

Construction Traffic Management Plan

A further CTMP has been prepared by White Group (see **Attachment 1**) to address the first stage of construction by the developer, prior to any upgrades at the Mamre Road/Abbotts Road intersection. This CTMP will be updated as additional developers accessing sites off Abbotts Road commence work (which is subject to development consent being issued); when the Mamre Road/Abbotts Road and Aldington Road upgrades commence; and during various stages of construction of these external roads. The additional traffic control measures applicable during the intersection upgrade will be determined based on the construction methodology and determined with input from TfNSW during the Works Authorisation Deed process.

Without pre-empting these processes, mitigation measures during construction of the intersection will include speed restriction, and will likely include restriction of right turn movements, moving the centreline to allow construction on the edge of the road and installation of concrete barriers to mitigate risk to workers.

The initial traffic control measures, for access to and from the development site are included in the CTMP from White group and include:

- Speed restriction on Mamre Road (60km/hr).
- Signage on Mamre Road to indicate road works and traffic turning.
- Signage at exit of development site to limit turns to only allow movement south on Aldington Road via Abbotts Road.
- Minimise Heavy Vehicle Movements during Peak periods (7-9am and 4-6pm) to reduce the impact on traffic movements on Mamre Road.
- Controls will also be in place to restrict all heavy vehicles to left in left out on Mamre Road.
- Driver protocol to ensure the above items are front of mind for project driver compliance.

Forecast cumulative traffic movements

As noted by DPE it is expected that the other landowners in LOG-E will also be undertaking construction works accessed via Abbotts and Aldington Road at a similar time to the subject site and upgrades to external roads and intersections.

Prior to Conditions of Consent being issued for any proposed development, a program for construction cannot be finalised. However, following discussions with the relevant land owners, indicative construction traffic numbers have been collated for consideration in this assessment.

The relevant sites are:

- Subject site: Fife Kemps Creek 200 Aldington Road, SSD-10479 (FKC);
- Westlink – Abbotts Road SSD-9138102 (ESR); and
- Frasers Property Industrial site at 155-251 Aldington Rd, SSD-17552047 (Frasers).

Actual timing and traffic movements will be updated as conditions of consent are issued and construction programs finalised. However, **Table 1** provides an updated forecast of staging and daily traffic generation for each stage, for each development site and the associated road upgrade works.

TABLE 1: DAILY CUMULATIVE TRAFFIC FORECAST (MOVEMENTS)

Site Timeframe	FKC 200 Aldington (SSD-10479) Movements / Day		ESR – Westlink (SSD-9138102)		Fraser's (SSD-17552047)		External Road & Intersections Works		Cumulative		Status of Abbotts / Mamre Intersection
0-3 months Sept-Nov 2022	Light	70							Light	70	Existing Mamre Intersection – 60km/hr restriction
	Heavy	70							Heavy	70	
3-6 months Dec 2022-Feb 2023	Light	100	Light	224					Light	320	Existing Mamre Intersection – 60km/hr restriction
	Heavy	100	Heavy	196					Heavy	296	
6-9 months March-May 23	Light	100	Light	130			Light	120	Light	350	Under construction 40km/hr restriction Temp intersection
	Heavy	100	Heavy	164			Heavy	140	Heavy	404	
9-12 months June-August 2023	Light	100	Light	130			Light	120	Light	350	Under construction 40km/hr restriction Temp intersection
	Heavy	100	Heavy	164			Heavy	140	Heavy	404	
12-15 months Sept-Nov 2023	Light	100	Light	130	Light	30	Light	120	Light	380	Under construction 40km/hr restriction Temp intersection
	Heavy	100	Heavy	164	Heavy	10	Heavy	140	Heavy	414	
15-18 months Dec 2023-Feb 2024	Light	150	Light	130	Light	30	Light	120	Light	430	Intersection and Aldington Road/Abbotts Road upgrade complete
	Heavy	100	Heavy	164	Heavy	10	Heavy	140	Heavy	414	
18-21 months Mar-May 2024	Light	150	Light	130	Light	80			Light	360	
	Heavy	100	Heavy	164	Heavy	20			Heavy	284	

When considering the cumulative impacts of the road / intersection works and the above LOG-E development site construction traffic, the peak period (prior to completion of the upgrade of the Mamre Road/Abbotts Road intersection) would be 15-18 months after SSD-10479 commences construction on site, estimated as December 2023-February 2024, when the intersection is under construction but nearing completion. During this period there would be a peak of 844 vehicle movements per day.

Based on an 11-hour day for construction activities (between 7am to 6pm), this equates to 77 vehicle movements per hour (i.e. 39 inbound vehicles / 38 outbound vehicles).

Until such a time that the Mamre Road/Abbotts Road intersection works commence, speed restriction and traffic controls will be established via an approval pathway with the relevant road authority to control the traffic flow and mitigate the risks, as is proposed in the appended CTMP.

Further consideration to the operation of the intersection during construction will be determined during the relevant Works Authorisation Deed process required prior to the commencement of works. When this intersection is under construction it is expected the CTMP will identify the speed be reduced to 40km/hr during construction.

Approval Processes

Road Occupancy Licence

For any works that will impact the traffic flows on the external road network, a permit will need to be obtained from the relevant road authority (Council and / or TfNSW) by the Contractor.

Any Road Occupancy License (ROL) would need to ensure that the impact of construction activities on the efficiency of the road network is minimised. It provides another method for direct communication of construction activities to the road authorities and allows for further coordination of possibly conflicting demands on the road network.

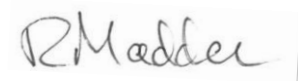
Works Authorisation Deed (WAD)

A Works Authorisation Deed (WAD) will need to be agreed with TfNSW for the delivery of the signalised intersection at the Mamre Road/Abbotts Road intersection. Part of the WAD will be to ensure that impacts to road users is minimised during construction and to ensure that works are completed in a safe and timely fashion.

Through the WAD process, TfNSW will provide requirements and conditions under which the intersection can be delivered. This is another approvals process whereby cumulative impacts will be considered.

Should you have any questions, please don't hesitate to contact the undersigned.

Yours sincerely,



Rebecca Butler-Madden

Senior Transport Planner

E: rebecca.bmadden@asongroup.com.au

Attachment 1



Construction Traffic Management Plan (CTMP)

200 Aldington Road, Kemps Creek, NSW – Industrial Estate

Revision Record


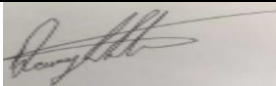
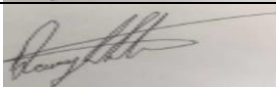
Issue No.	Author	Reviewed/Approved	Description	Date
0.	Danny White		Rev 01	31/07/22
1.	Danny White		Rev 02	1/08/22
2.	Danny White		Rev 03	3/08/22
3.			Rev 04	
4.			Rev 05	
5.			Rev 06	
6.			Rev 07	
7.			Rev 08	

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1. Introduction

This CTMP covers stages for the new industrial estate at 200A Aldington Road, Kemps Creek, NSW.

1.1 Executive Summary

Construction Consent provides for the creation of the Construction Traffic Management Plan (CTMP) for the works at 200 Aldington Road, Kemps Creek.

The works will cover the construction of the proposed new industrial estate on Aldington Road.

Within this Construction Traffic Management Plan (CTMP), all relevant Conditions relating to traffic management have been addressed.

1.2 Background

200 Aldington Road, Kemps Creek, Industrial Estate SSDA – Development is subject to approval by Dept Planning & Environment.

White Group has been engaged by Simmons Civil, to prepare a Construction Traffic Management Plan (CTMP) to be implemented during the on-site work.

1.3 Site Location

The site is located at 200 Aldington Road, Kemps Creek, NSW, as shown in Figure 1-1.



Figure 1-1: Site Location

1.4 Scope

The works within the site will include clearing of the land, leveling, haulage of soil both to & from the site, excavation, instillation of stormwater, sewage, roads, driveways, car parks & footpaths.

External works will include upgrades to the local road network. These are currently subject to design & approval by PCC & TfNSW. This CTMP will be updated when these works commence.

1.5 Objective of this Plan

The Primary objective of this Construction Traffic Management Plan (CTMP) is to ensure safe & efficient movement of vehicles & pedestrians on to, off & around the site, whilst minimising disruptions / impacts & maintaining a safe environment for both vehicular & pedestrian traffic

1.6 Guideline & Design Standards – Reference Documents

The Construction Traffic Management Plan (CTMP) has been developed in accordance with the requirements of Transport for NSW (RMS) Traffic Control at Works Sites Manual (Version 6.1, issued February 2022) and are referenced in this report:

- NSW Roads and Maritime Services Traffic Control at Worksites Manual V6.1.
- AS1742.3 Manual of Uniform Traffic Control Devices: Works on Roads & in accordance with the relevant legislation, codes of practice or other requirements.

This document will:

- Ensure the project establishes and maintains best practice to manage traffic & pedestrians during all stages of work.
- Ensure a safe environment for members of the public & construction personnel is maintained at all times.
- Ensure compliance with relevant specifications and the RMS's - "Traffic Control at Work Sites" (TCAWS V-6.1) Manual.
- Deliver a high standard of community engagement and awareness during the works.

1.7 Limitations of this Construct

The Construction Traffic Management Plan (CTMP) developed by White Group only considers the impact of works on traffic & pedestrians. Impacts on other aspects in the local environments, such as noise, are not considered here but will be in other parts of the Construction Environmental Management Plan. The CTMP is based on information provided by Simmons Civil regarding the expected characteristics & requirements of the construction program.

2. ROLES AND RESPONSIBILITIES

2.1 Key Personnel & Contact Details

2.1.1 Project Manager

Name:

Mobile Phone:

Email:

2.1.2 Site Supervisor

Name:

Mobile Phone:

Email:

2.1.3 Emergency Contact

Name:

Mobile Phone:

Email:

2.1.4 Traffic Control Contractor

Company: White Group

Name: Danny White

Mobile Phone: 0427 281 171

Email: whitegroupops@outlook.com

2.1.5 TfNSW Project Manager

Name:

Mobile Phone:

Email:

2.1.6 Project Verifier/Penrith Council Inspector

Name:

Mobile Phone:

Email:

2.1.7 Transport Management Centre

Phone: 02 8396 1513

Email: tmc_piu@tmc.transport.nsw.gov.au

2.2 Responsibilities

All site personnel have a responsibility to,

- Ensure a safe workplace and safe environment during works.
- Report any hazards to a supervisor immediately.
- Advise supervisory personnel immediately of any concerns.

2.2.1 Project Manager

The Project Manager has ultimate responsibility to,

- Promote at all times the company's policies, procedures and standards relating to health, safety and environmental management and ensure that they are complied with.
- Ensure sufficient resources are available to achieve the CTMP, objectives and targets and that those resources have sufficient skills to conduct the roles competently.
- Ensuring the Project achieves compliance with the CTMP.
- Providing leadership in the development and implementation of the CTMP.
- Ensure that all staff and contractors engaged to work on the Project are appropriately inducted and trained in all relevant CTMP issues and controls.
- Organise and coordinate construction activities in accordance with the CTMP.
- Ensure that staff have been trained appropriately for the tasks that they are undertaking prior to commencing work.

2.2.2 Site Supervisor

The Site Supervisor has the responsibility to,

- Support the Project Manager in providing leadership in the implementation of the CTMP.
- Conduct surveillance with the aim to identify unusual, non-conforming conditions.
- Perform investigations of construction sites and temporary traffic control schemes, prepare necessary reports, as well as maintain incident records and inspections logs.
- Ensures receipt of the relevant approvals for construction activities and traffic control.
- Ensures the relevant Supervisors and workforce are familiar with the approval conditions and requirements prior to implementation.
- Ensures the Supervisors and workforce are re-familiarised in the approval conditions and requirements at regular intervals during the period of the approvals.
- Liaises with the Traffic Control Company and crews in the planning and implementation of the required traffic management arrangements.
- Conducts regular inspections (including pre-starts) of traffic controls and where necessary instructs the rectification of deficiencies.
- Allocates plant, equipment and human resources for the works including the provision of the temporary traffic control arrangements.
- Conducts and keeps records of daily and weekly (day and night) inspections of the traffic control arrangements, assist audits and where necessary rectifies deficiencies.
- Inform and assist with the management of unplanned incidents, providing initial response to make the site safe.
- Assist with the implementation of mitigation measures to address unsafe or unusual conditions.
- Records unplanned incident details, and when traffic controls are in operation, including the installation and removal of regulatory signage.

2.2.3 Nominated Traffic Officer

The Nominated Traffic Officer has the responsibility to,

- has authority to stop work on any activity if it is considered to be necessary to prevent a traffic accident, or to comply with the direction of RMS, Council or Police.
- Ensure that the approved traffic control measures are established, implemented and maintained in accordance with the approved plan.
- Carrying out regular inspections and auditing (TCAWS V-6.1 Section 8.1.3) of the traffic control measures to ensure that they are effective and are being followed.
- Monitoring traffic conditions.
- Ensuring and monitoring conformance to time and period of operation.
- Maintaining current copies of the construction Traffic Management Plan, Traffic Guidance Schemes, approvals, and their controlled distribution.
- Facilitate traffic awareness and giving toolbox talks to the site personnel.
- Managing the dedicated Traffic Control Crew in the delivery of required maintenance activities, incident and emergency support, and providing support/resources during implementation.
- Updating the CTMP in response to any incidents arising from the Contractor's Works.
- Develop a strategy for the dissemination of changed traffic condition information to potentially affected stakeholders, including road users, local communities and residents.

3. EXISTING TRANSPORT INFRASTRUCTURE

3.1 The Road Network

3.1.1 Key Roads

The roads in the immediate vicinity of the site are administered by Penrith City Council & TfNSW. The characteristics of roads in the immediate vicinity of the site are shown below in Table 1-1.

Road	Speed limit	Lanes	Road Authority
Aldington Road	60 kph	Two lanes north & south bound, un-divided.	Council
Abbotts Road	60 kph	Two lanes east & west bound, un-divided.	Council
Mamre Road	80 kph	Two lanes north & south bound, un-divided.	TfNSW

Table 1-1: Road Characteristics

3.2 Existing Traffic Controls

Key features of the existing traffic controls which apply to the road network in the vicinity of the site are:

- No right turn from Abbotts Road onto Mamre Rd between 0800 – 0930 & 1430 – 1600, Monday to Friday.

3.3 Parking

All construction work vehicles as well as staff & visitors, will be parked on-site only.

[3.4 Public Transport](#)

[3.4.1 Bus routes](#)

There are currently no bus stops or bus routes within the area affected by the works, no consultation with bus companies will be required at this time:

[3.5 Pedestrian Infrastructure](#)

The project site will have no impact on footpaths as there are currently no formed footpaths on Aldington Road, Abbots Road or Mamre Road at this location, pedestrian management will be in place as required.

[3.6 Cyclist Infrastructure](#)

Cyclists will not be affected & are to comply with the road conditions & rules and shall adhere to any posted regulatory signage.

[4. CONSTRUCTION METHODOLOGY](#)

[4.1 Duration of works and Daily / Weekly schedule](#)

The construction site works for the proposed stage are expected to take 15 months and will be undertaken as per the following condition:

- Construction works between:

Monday to Friday 7:00am to 6:00pm

Saturday 7:00am to 1:00pm, if inaudible to adjoining properties otherwise 8:00am to 1:00pm

No work to be undertaken on Sunday or public Holiday's.

[4.1.2 Construction Traffic management plan compliance](#)

In compliance with TfNSW & Penrith Council conditions, across the entire duration of the project the Contractor and all subcontractors and employees will obey any direction or notice from the Prescribed Certifying Authority.

[4.2 STAGING](#)

Simmons Civil propose the following staging of works:

- Demolition & clearing of any existing structures
- Drainage & infill of existing dams & any ground dewatering
- Clearing of existing trees & vegetation from site
- Bulk earthworks for site preparation & stabilisation works
- Create 15 individual sub-division lots
- Roadworks & access infrastructure
- Stormwater & drainage
- Sewers
- Road & boundary retaining walls

4.2.1 Type and Number of Construction Vehicles

The construction works for the Initial site infrastructure will be over a 15-month construction period. Throughout the main stages, the maximum number of trucks accessing the site on any given day will be 100 truck & dogs.

Stage	Times per day	Movement numbers	Largest vehicles
Haulage	7am to 6pm Minimise heavy traffic movements during peak times of 7-9am & 4-6pm.	100 movements	Semi / Truck & dog

4.3 TRUCK ROUTES

4.3.1 Haulage Routes

Haulage vehicle traveling to site will travel from the M4 Motorway or Lenore Drive, south along Mamre Road for approx. 9km left onto Abbotts Road, continue along Abbotts Road, turning left onto Aldington Road & continue to the work site turning right & entering the work site at the marked site entry point.

Haulage vehicles leaving 200A development site will turn left onto Aldington Road & then right onto Abbotts Road, continue to Mamre Road & turn left only, continue Elizabeth Drive & turn left heading towards the M7 Motorway.

No construction traffic is permitted to use Bakers Lane to enter or exit the site.

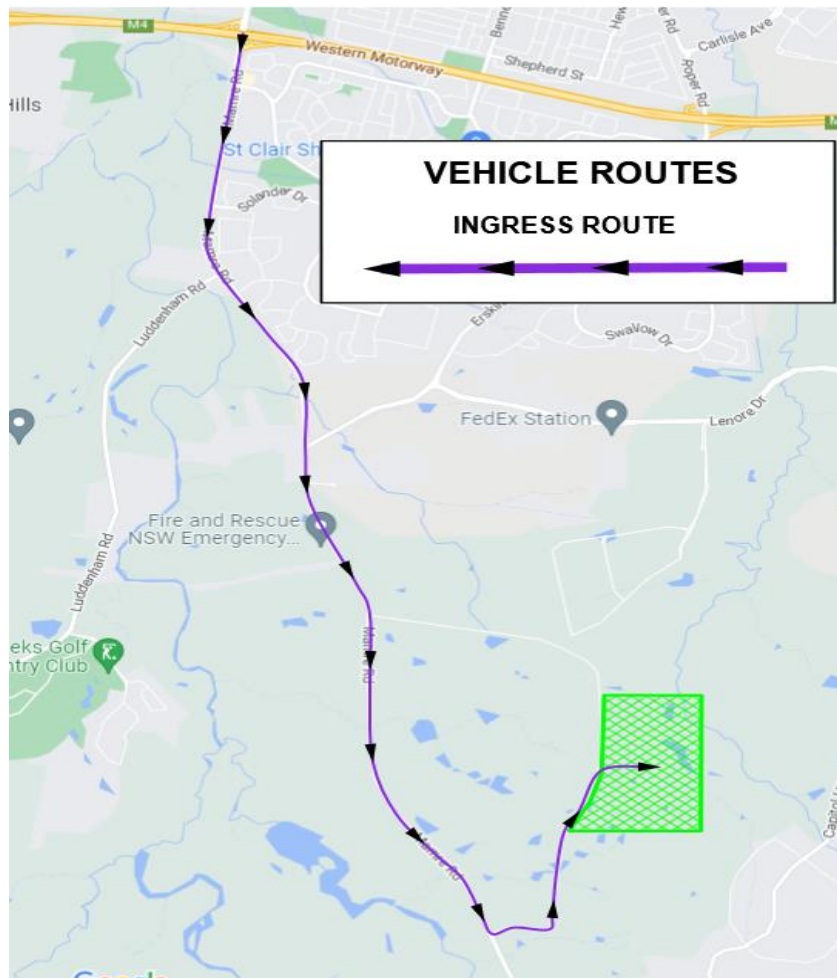


Figure 1-2: Haulage Ingress

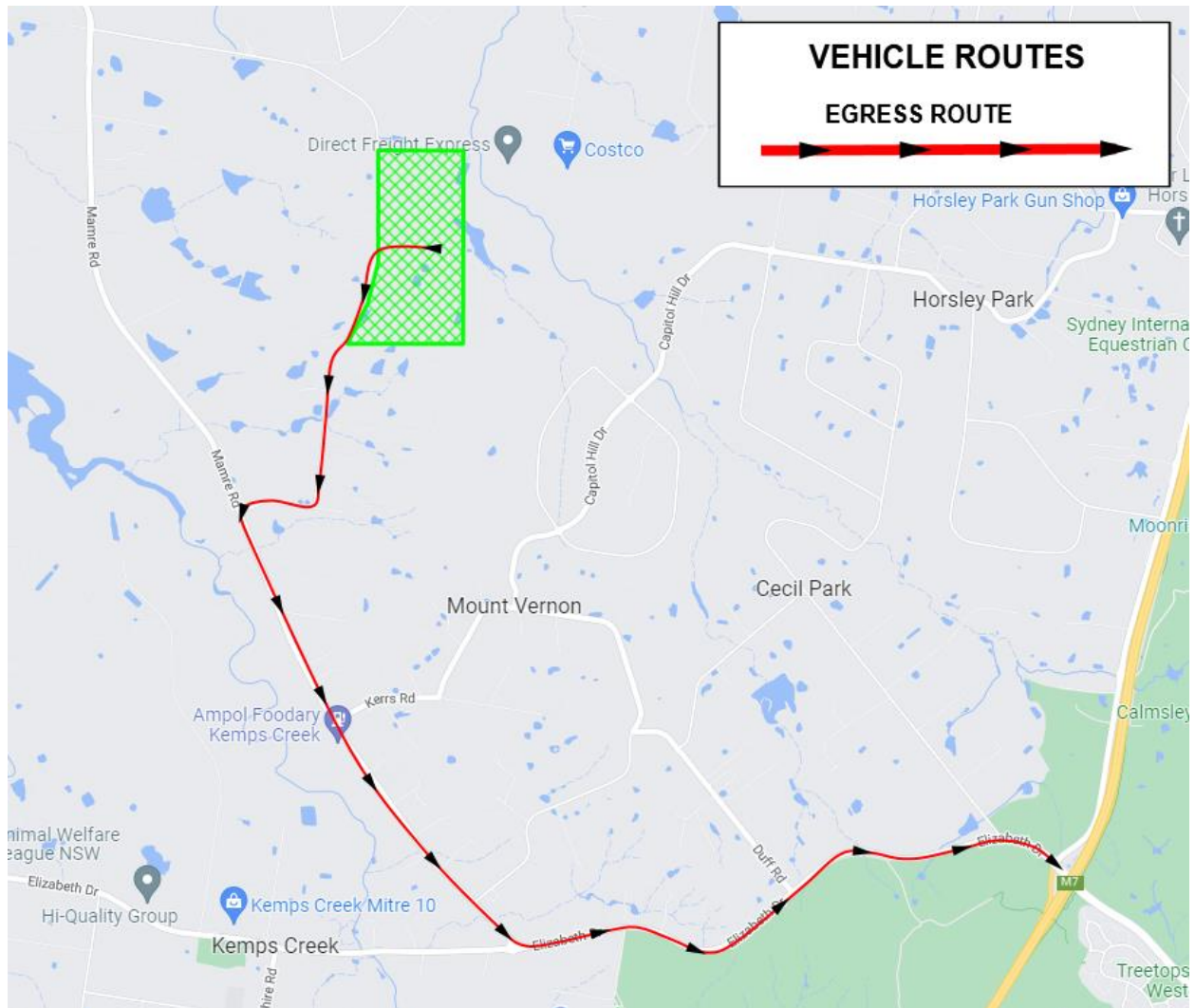


Figure 1-3: Haulage egress

4.4 Materials on site

4.1.1 Building Materials

All construction materials are to be stored in the designated storage areas.

4.1.2 Materials on Road Reserve

No building materials, work sheds, vehicles, machines or the like shall be allowed to remain in the road reserve area unless they are behind authorised traffic barriers.

4.5 Scrub & Dry

4.5.1 Mud & Sediment Control

Wheel wash to be in place at site egress point to remove mud from vehicle tyres before allowing them to re-enter the public traffic lanes, a water cart may also be used to clean tyres if required, if a risk assessment highlights the possibility of mud or sediment being trafficked onto the road, a street sweeper is to be placed on standby to clean the road.

4.5.2 Unexpected Finds & Soil Contamination

Any unexpected finds or contaminated soil will be controlled and dealt with in accordance with the on-site Environmental Management Plan.

5. TRAFFIC MANAGEMENT STRATEGY

5.1 Traffic Management Options

The traffic management strategy prioritises the free flowing, unimpeded movement of vehicles past the worksite.

5.1.1 Continuous Flow of traffic on Aldington Road

Trucks and the like will be brought onto the site at the designated entry points for safety & to avoid interruptions to the traffic flow on Aldington Road, Abbotts Road & Mamre Road.

5.1.2 Stop / Slow Control Measures

Stop/Slow traffic control measures will not be required.

5.2 Temporary Road Closure

There will not be a requirement for any road closures.

5.3 Working on Footpaths

There are no footpaths at this location.

5.4 Pedestrian & Cyclist Management

During the construction works there will be limited movements of pedestrian and cyclists on the verge & road reserve, this is to be monitored to maintain a safe area for them.

5.5 Emergency Services

Access must be available at all times for emergency services to adjacent properties & to the site itself. No access will be impeded by the works at this location.

5.6 ROL's & SZA's

TfNSW Road Occupancy Licences (ROL) & Speed Zones (SZA) are to be obtained prior to the commencement of any works that will affect traffic movements on TfNSW roads, they are to be activated as per TfNSW requirements & deactivated at the end of each shift.

5.7 Road Barriers

Road barriers ranging from Concrete Jersey Barriers to water filled barriers may be used on this project.

5.8 Line Marking

N/A.

5.9 Lighting

N/A.

6. INSPECTION, AUDITING AND REPORTING

6.1 Inspections & Audits

Daily site checks of signs and devices to be undertaken prior to work commencing.

The specific requirements for safety inspection and audits will meet with the requirements of the Traffic Control at Worksite Manual V6.1, Traffic audits will be undertaken after every major traffic change.

Inspection of traffic control devices for short term traffic management will be completed on weekly basis by a site supervisor with 2 years or more experience with work carried out on, in or adjacent to a road, railway, shipping lane or other traffic corridor that is used by traffic other than pedestrians.

Reporting will be in a format provided in the Traffic Control at Worksite Manual.

6.2 TMP Up-dates & Amendments

Update of this plan will occur as necessary and reasons for update of the plan may include the following,

- Consideration of monitoring, inspection and audit results.
- Consideration of incidents and any lessons learnt.
- Consideration of any new regulatory issues.
- A review of the effectiveness of traffic management controls.
- Consideration of changes in operational needs such as resourcing.
- Feedback from management reviews.
- At the request of the Principal or their representative.
- Commencement of construction by additional developers on Aldington or Abbotts Road or Mamre / Abbotts Road upgrade.

A copy of the updated plan and changes will be distributed to all relevant stakeholders in accordance with the approved document control procedure.

7. CONSULTATION AND COMMUNICATION

For businesses & residences impacted by the works, a letterbox drop providing details of the works and the timing will be provided a minimum 7 days in advance of any changes to traffic conditions.

7.1 Site Contact Details

The site shall be clearly posted with a sign erected in a prominent position on the site perimeter, it is to be maintained & removed at the completion of works. The sign must contain the following information,

- Name, address, contractor licence number and telephone number of the *principal contractor*, including a telephone number at which the person may be contacted outside working hours, or *owner-builder* permit details.
- Name, address and telephone number of the *Principal Certifying Authority*
- A statement stating that ‘unauthorised entry to the work site is prohibited’.
- A notice with contact names and mobile phone numbers of site supervisors be displayed at the entrance to the site for community to make contacts regarding work activities.

<div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;"> YOUR LOGO HERE </div>	SITE CONTACT: PHONE #: LICENCE No:
ACCESS TO THIS SITE IS PERMITTED ONLY BY PREVIOUS ARRANGEMENT WITH THE BUILDER	
<div style="background-color: black; color: white; text-align: center; padding: 5px; margin-bottom: 5px;"> DANGER </div> <div style="text-align: center;"> CONSTRUCTION SITE UNAUTHORISED PERSONS KEEP OUT </div>	<div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%; text-align: center;">   </div> <div style="width: 50%; text-align: center;">   </div> </div>
PROTECTIVE EQUIPMENT MUST BE WORN BEYOND THIS POINT	
ALL CONTRACTORS MUST HAVE PROOF OF INDUSTRY SAFETY INDUCTION TRAINING PRIOR TO COMMENCING WORK	
<div style="text-align: center;">  </div> <div style="text-align: center;"> ALCOHOL AND DRUGS NOT PERMITTED ON THIS SITE </div>	<div style="text-align: center;"> IN CASE OF EMERGENCY CALL 000 AND CONTACT THE SITE MANAGER ON MOBILE NUMBER PROVIDED </div>
PROPERTY OWNERS SHOULD CONTACT THE BUILDER TO ARRANGE ACCESS	

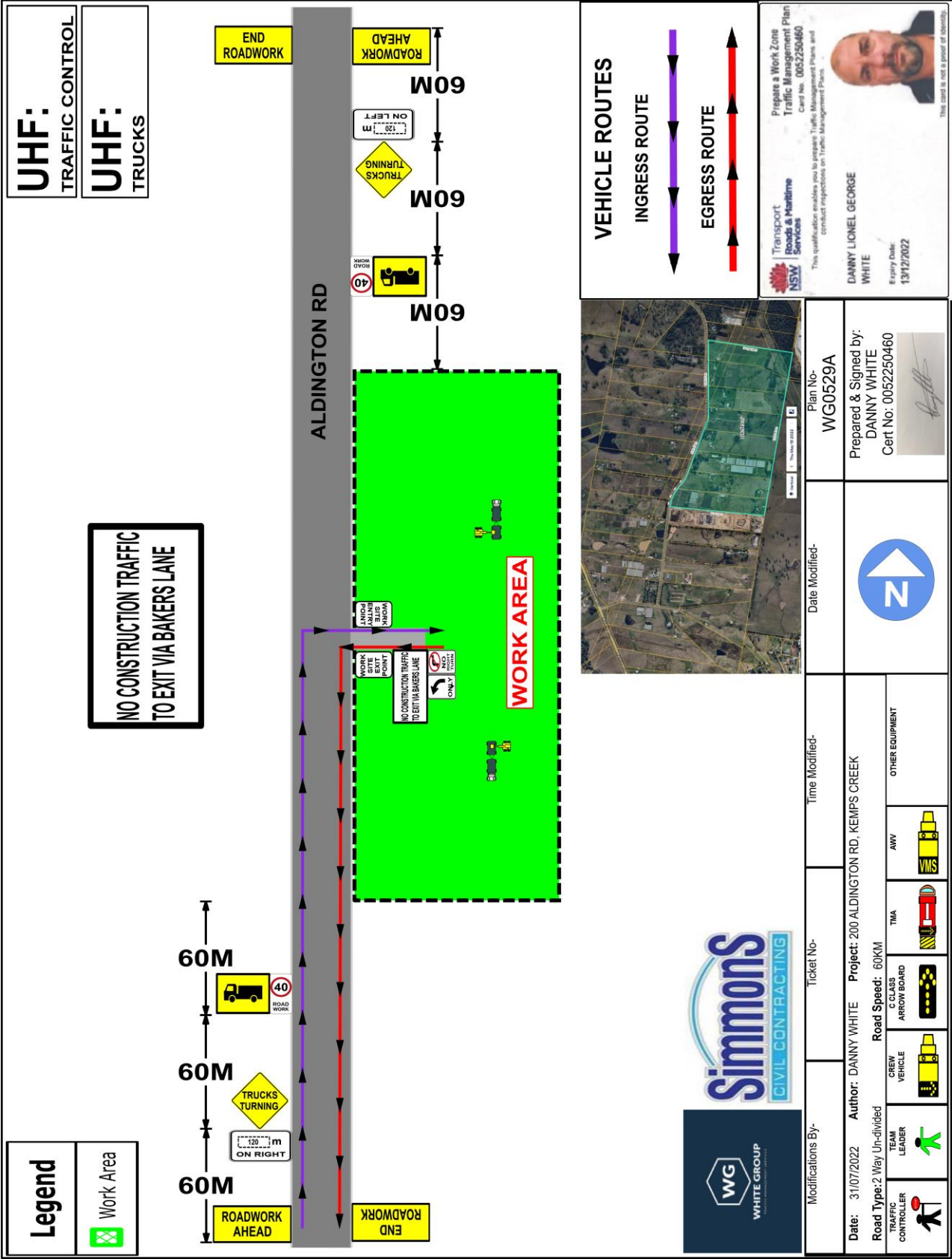
7.2 VMS

Variable message signs may be used to notify motorists of the changed traffic conditions both prior & during works at this location.

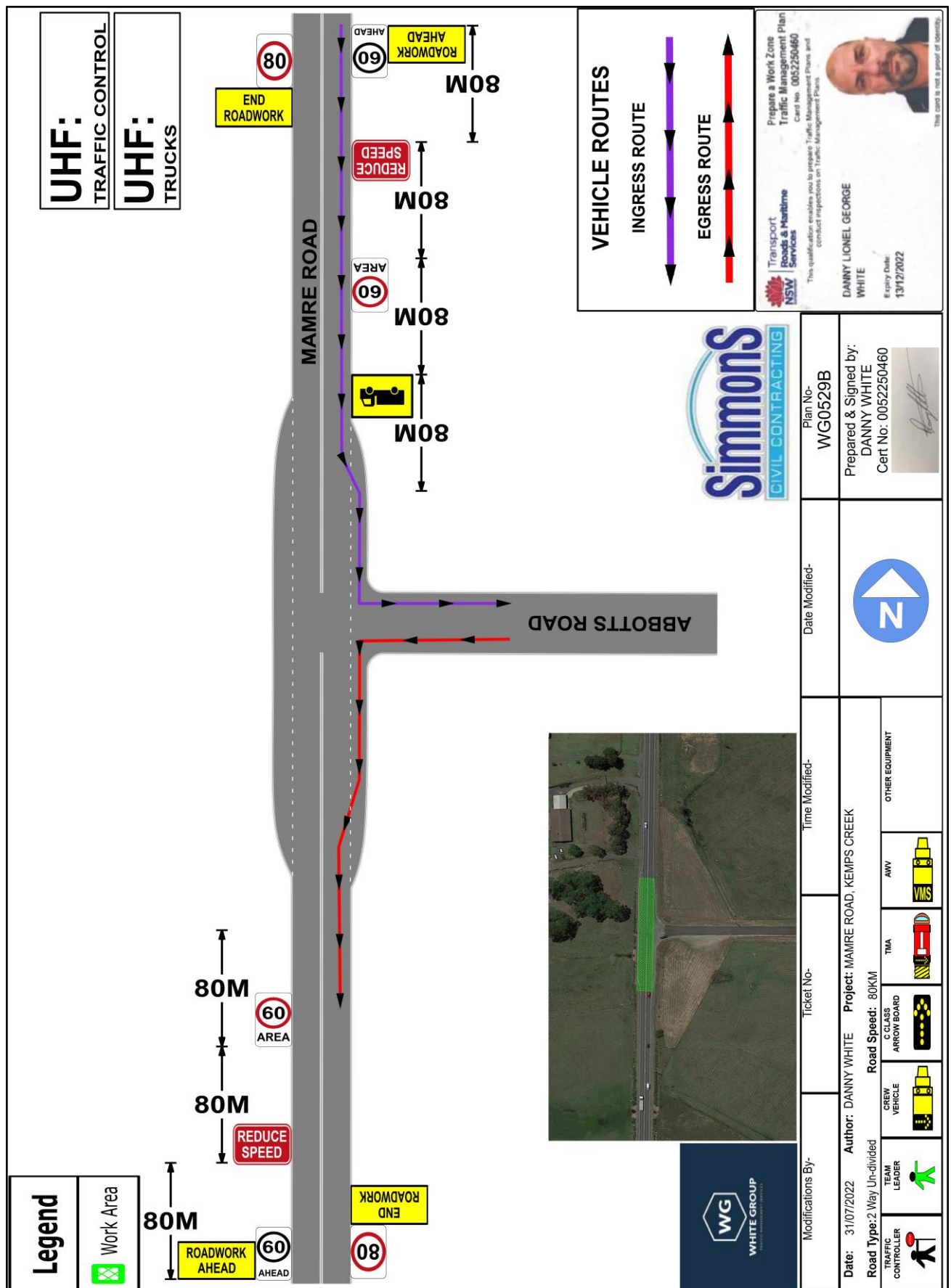
APPENDIX A

Traffic Control Plans

A 1.1 – Long Term Signage & Vehicle Movements on Adlington Road



A 1.2 – Mamre Road Signage & Speed Reduction



APPENDIX B

B 1.1 – RISK ASSESSMENT

No	Risks	Rate	Potential consequences	Evaluate	Proposed risk treatment
1	Work vehicles, truck & dog, moving in & out of site	3 H	Traffic accidents, unfamiliarity with area	1 L	<ul style="list-style-type: none"> Site will require appropriate signs, all drivers to be given written directions on entry & exit procedures. UHF communication with traffic marshal on approach to site
2	Access to site for receiving deliveries	2 M	Traffic disruption or interference, Incidents due to unfamiliarity within site	1 L	<ul style="list-style-type: none"> Regular check of Traffic Management Plan implementation. Limit deliveries during peak times. Have procedures in place for rapid recovery.
3	Working in close proximity to Intersections	2 M	Traffic delays, work vehicles pulling out of site, queuing.	1 L	<ul style="list-style-type: none"> Vehicles leaving site to be aware of traffic flow & conditions. Limit vehicle movements at peak times.
4	Speed Reduction	2 M	Speed reduction on Mamre Road due to slow moving trucks entering from Abbotts Road & possible collisions if speed remains at 80kph	1 L	<ul style="list-style-type: none"> Speed reduced to 60kph to allow for safer vehicle breaking distance when trucks are entering traffic flow on Mamre Road. Ensure speed reduction signage is in place at correct distance & height on approaches to intersection.
5	Pedestrian access	2 M	Potential disruption to progress causing pedestrians to not comply with pedestrian provisions.	1 L	<ul style="list-style-type: none"> Ensure pedestrian access provisions are adequately addressed, well established and maintained.
6	Cyclist access	2 M	Potential disruption to progress causing cyclists to not comply with cyclist provisions.	1 L	<ul style="list-style-type: none"> Ensure cyclist access provisions are adequately addressed, well established and maintained.
7	Noise pollution	1 L	Noise affecting residents & community.	1 L	<ul style="list-style-type: none"> Limit noise near residential areas where possible. Have vehicles are not to use compression braking when entering site.
8	Access for emergency services restricted	2 M	Emergency vehicles & personnel unable to attend to an emergency situation.	1 L	<ul style="list-style-type: none"> Make emergency services in the local area aware of the works & provide them with a copy of the Construction Traffic Management Plan (CTMP)

B 1.2 – RISK ASSESSMENT MATRIX

Step 2: Determine Consequence What will be the expected effect?	
Level of Effect:	Example of each level:
Insignificant/Acceptable	No effect – or so minor that effect is acceptable
Minor	First Aid treatment only; no lost time injury
Moderate	Medical treatment; serious injuries, temporary partial disability; lost time injury < 7 days
Major	Hospital admittance; extensive injuries; lost time injury > 7 days; Permanent Total Disability injury; death
Catastrophic	Permanent Total Disability; Loss of life

Step 1: Determine Likelihood What is the possibility that the effect will occur?	
Criteria	Description
Almost certain	Expected in most circumstances.
Likely	Will probably occur in most circumstances
Possible	Might occur at some time
Unlikely	Could occur at some time
Rare	May occur only in exceptional circumstances

Step 4 Record risk score on worksheet (Note – Risk scores have no absolute value and should only be used for comparison and to engender discussion.)	
Score	Action
4 A: Acute	DO NOT PROCEED. Requires immediate attention. Introduce further high level controls to lower the risk level. Re-assess before proceeding.
3 H: High	Review before commencing work. Introduce new controls and/or maintain high level controls to lower the risk level. Monitor frequently to ensure control measures are working.
2 M: Moderate	Maintain control measures. Proceed with work. Monitor and review regularly, and if any equipment/people/materials/work processes or procedures change.
1 L: Low	Record and monitor. Proceed with work. Review regularly, and if any equipment/people/materials/work processes or procedures change.

Step 3 Determine the risk score				
Consequence	Insignificant	Minor	Moderate	Catastrophic
Almost certain	3 High	3 High	4 Acute	4 Acute
Likely	2 Moderate	3 High	3 High	4 Acute
Possible	1 Low	2 Moderate	3 High	4 Acute
Unlikely	1 Low	1 Low	2 Moderate	4 Acute

APPENDIX C

C 1.1 – SITE PHOTOS

Aldington Road – North bound



Aldington Road – South bound



Mamre Road & Abbotts Road – Intersection

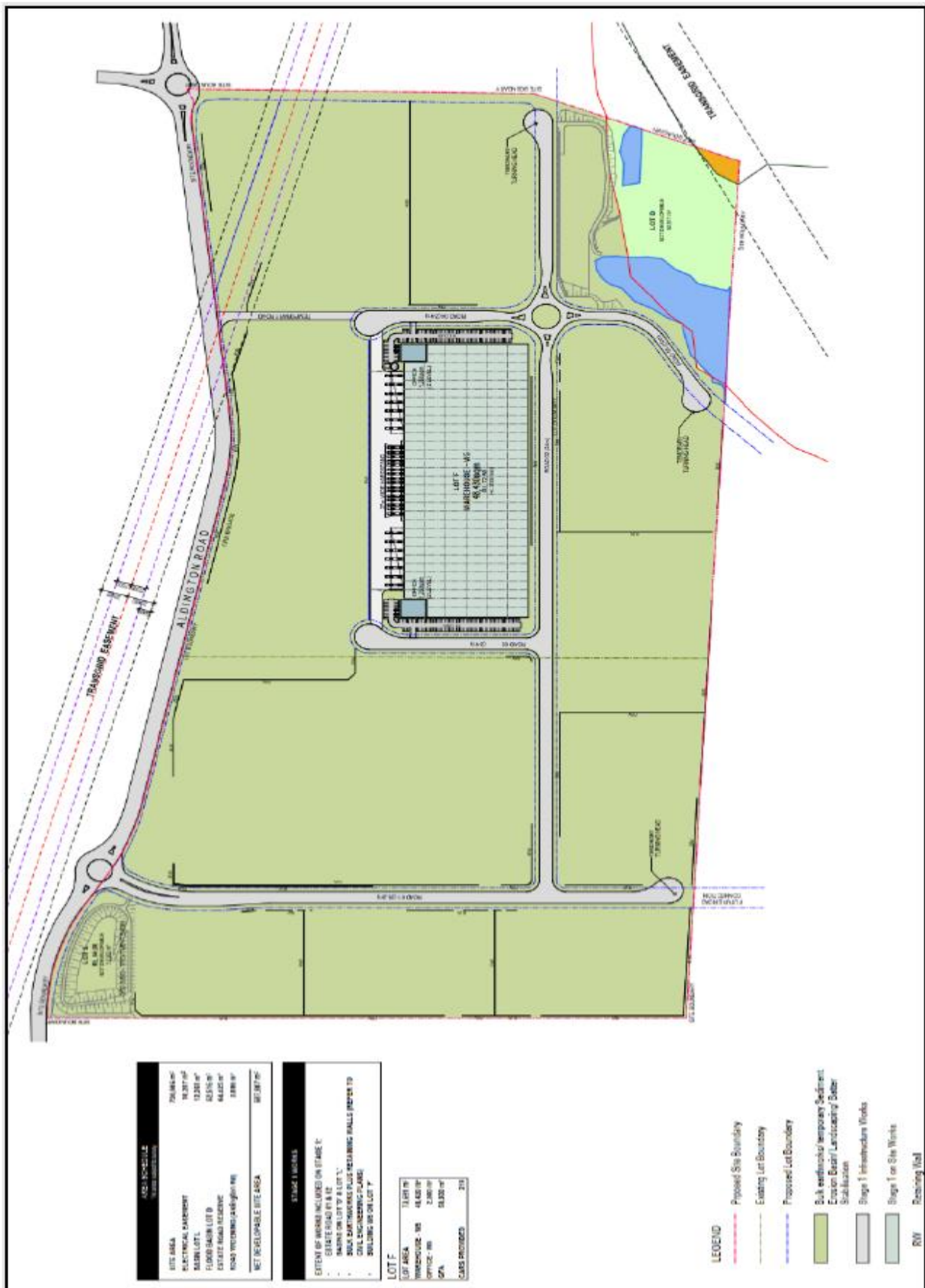


APPENDIX D

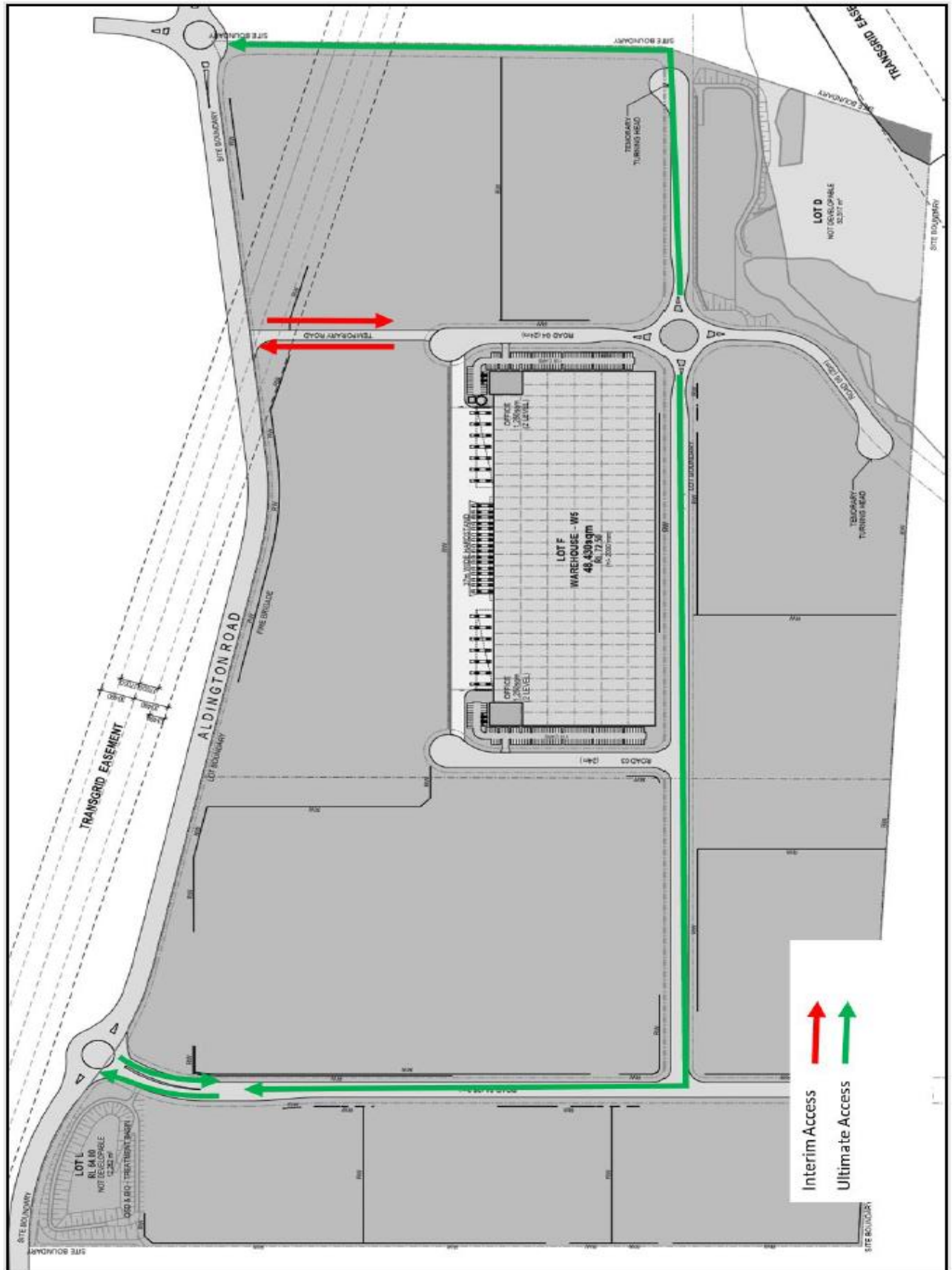
D 1.1 – Site Plans



Stage 1 Works



Site Access Locations



APPENDIX E

E 1.1 – Driver Code of Conduct

- Driver Code of Conduct -

Drivers Code of Conduct

Safe Driving Policy for the 200 Aldington Road, Kemps Creek.

Objectives of the Drivers Code of conduct

- To minimise the impact of earthworks and construction on the local and regional road network;
- Minimise conflict with other road users;
- Minimise road traffic noise; and
- Ensure truck drivers use specified 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 restrained, as necessary.
- Drive over cattle grids located at the Site's access – to vibrate off any loose material attached to construction 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 in 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.
- 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.

All vehicle operators leaving the site:

- Drivers are not to turn right when leaving the site, heavy vehicles are not to use Bakers Lane.
- Vehicle are not to turn right at the intersection of Abbots Road & Mamre Road, this is a left turn only onto Mamre Road.

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
- 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.
- If you damage property other than your own.
- As soon as reasonably practical, report all details gathered to your manager