PEOPLE WHO BUILD

ADCO

STAGING REPORT

TAFE NSW
INSTITUTE OF APPLIED TECHNOLOGY FOR CONSTRUCTION

PROJECT NO. 3547

REVISION: 3.0
DATED: 15/03/22

STAGING REPORT

ADCO

CONTENTS

1.0 INTRODUCTION

The Staging Repot has been prepared to satisfy condition A9 - A13 of the SSD 8571481 consent for the TAFE NSW IATC Project. The staging report has been produced by ADCO Constructions in line with the intended construction methodology and programme staging for the project build.

1.1 PROJECT OVERVIEW

The Institute of Applied Technology for Construction (IATC) has been approved by the Department of Planning, Industry and Environment (DPIE) and is now being delivered to co-innovate, co-design, co-deliver and co-locate schools, tertiary, university and industry to ensure there is an industry ready skilled workforce available to support future infrastructure projects.

ADCO Constructions Pty Ltd (ADCO) have been appointed by TAFE NSW as the contractor of choice to deliver this landmark project. ADCO are now responsible to continue the design finalisation and construction of the following, but not limited to:

External Works
- 16 bay carpark plus 2 accessible and electric vehicle parking
- 26 bicycle parking spaces
- Loading dock and laybacks
- Gate 2 entrance works & miscellaneous driveway upgrades
- Landscaping including Indigenous inclusions
- Services trenching and connections
- Footpaths and driveways

Lower Ground Floor
- Outdoor workshop area & civil sandpit
- Multi trades workshops and shared industry engagement area
- Technical labs and general learning spaces
- Materials and tool storage
- Staff/student amenities incl end of trip
- Building entry from TAFE NSW Nepean – Kingswood Campus

Upper Ground Floor
- General learning spaces
- Trade workshop spaces
- Staff/student amenities
- Dedicated and shared industry engagement space
- Café
- Building entry from Western Sydney University Werrington South Campus

Level 1
- General learning spaces/industry engagement spaces
- Industry engagement/shared auditorium
- Plant Room
- Staff/student amenities

1.2 DATE OF COMMENCEMENT OF CONSTRUCTION

The date of commencement of construction is the **7 December 2021.**

1.3 SUBMISSION TO NSW DEPARTMENT OF PLANNING, INDUSTRY AND ENVIRONMENT (DPIE) FOR APPROVAL

This Staging Report has been prepared to satisfy conditions A9, A10, A11, and A12 of the SSD 8571481 consent, which requires a Staging Report to be prepared and submitted to the Planning Secretary no later than one month before the commencement of construction of the first of the proposed stages of construction.

Relevant Conditions to this staging report;

A9. The project may be constructed and operated in stages. Where compliance with conditions is required to be staged due to staged construction or operation, a Staging Report (for either or both construction and operation as the case may be) must be prepared and submitted to the satisfaction of the Planning Secretary. The Staging Report must be submitted to the Planning Secretary no later than one month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one month before the commencement of operation of the first of the proposed stages of operation).

A10. A Staging Report prepared in accordance with condition A9 must:

- *a) if staged construction is proposed, set out how the construction of the whole of the project will be staged, including details of work and other activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish;*
- *b) if staged operation is proposed, set out how the operation of the whole of the project will be staged, including details of work and other activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant);*
- *c) specify how compliance with conditions will be achieved across and between each of the stages of the project; and*
- *d) set out mechanisms for managing any cumulative impacts arising from the proposed staging.*

A.11. Where a Staging Report is required, the project must be staged in accordance with the Staging Report, as approved by the Planning Secretary.

A.12. Where construction or operation is being staged in accordance with a Staging Report, the terms of this consent that apply or are relevant to the works or activities to be carried out in a specific stage must be complied with at the relevant time for that stage as identified in the Staging Report.

2.0 STAGING DETAILS

2.1 CDVC STAGING REQUIREMENT

The TAFE NSW IATC project is being constructed over a 14-month period. The project will be constructed in five (5) stages as per the following construction activities description and indicative timing:

2. 2 CONSTRUCTION STAGING

Stage 1: Substructure and Inground Services

Timeframe: December 2021- February 2022

- Site Clearing and Removal of selected trees;
- Site Services Isolations and diversions as required
- Bulk excavation and cut/fill works;
- Inground Piling Works and pile capping (to underside of Lower Ground Floor Slab on Ground)
- Inground Services

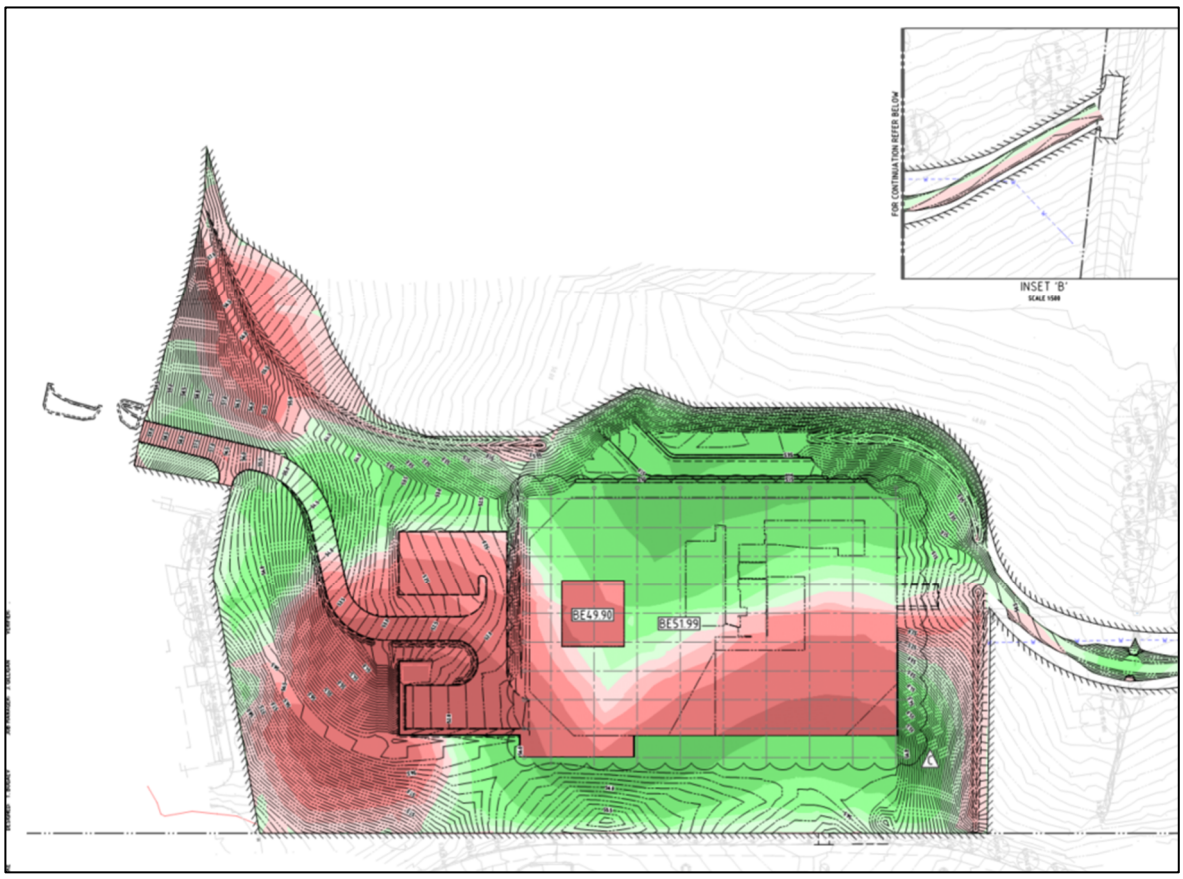

Fig A: Stage 1- Site Clearing and Cut/Fill

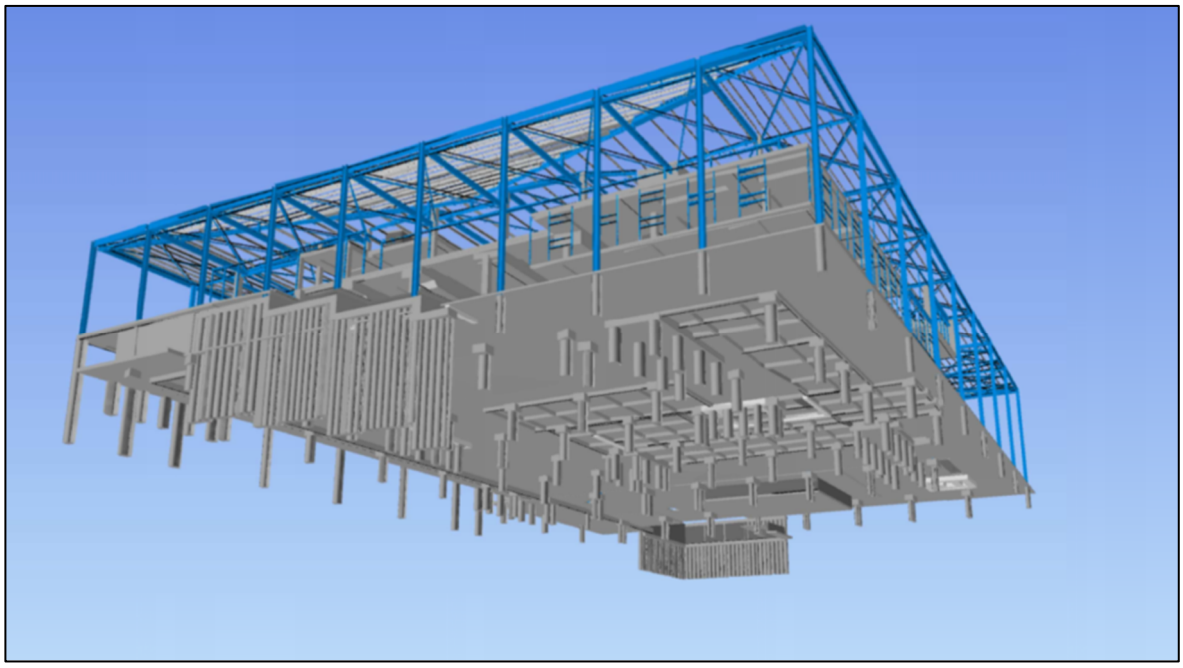

Fig B: Stage 1 Inground Substructure

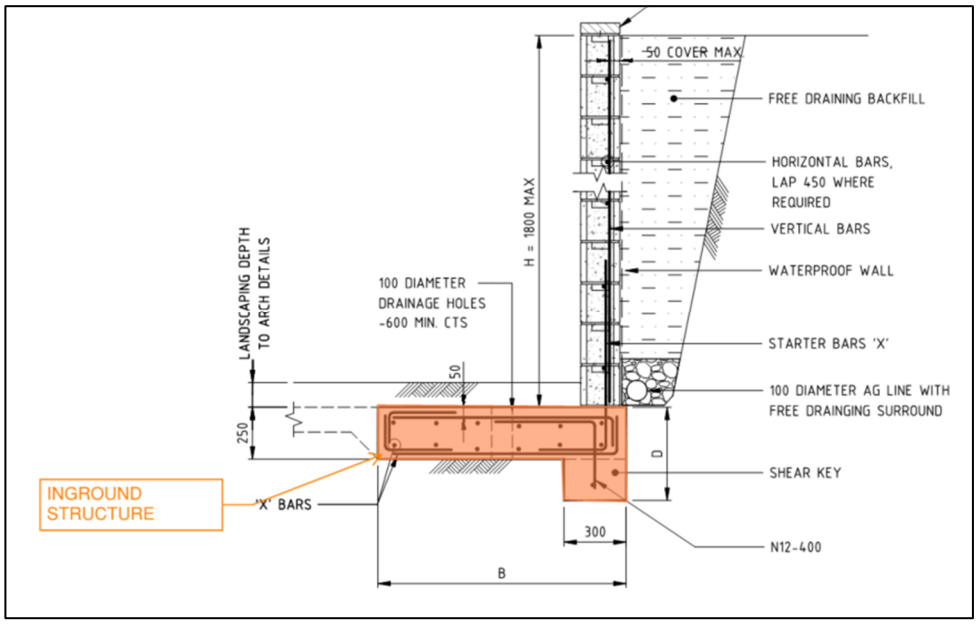

Fig C: Stage 1 Inground Structure (Typical Example)

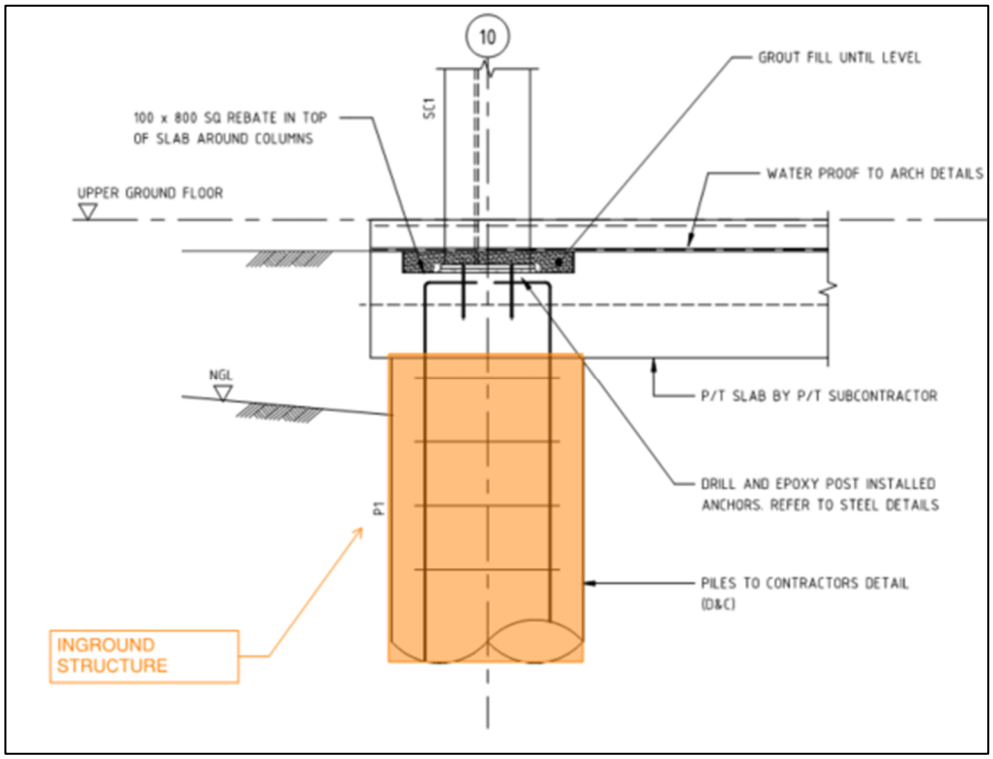

Fig D: Stage 1 Inground Structure (Typical Example)

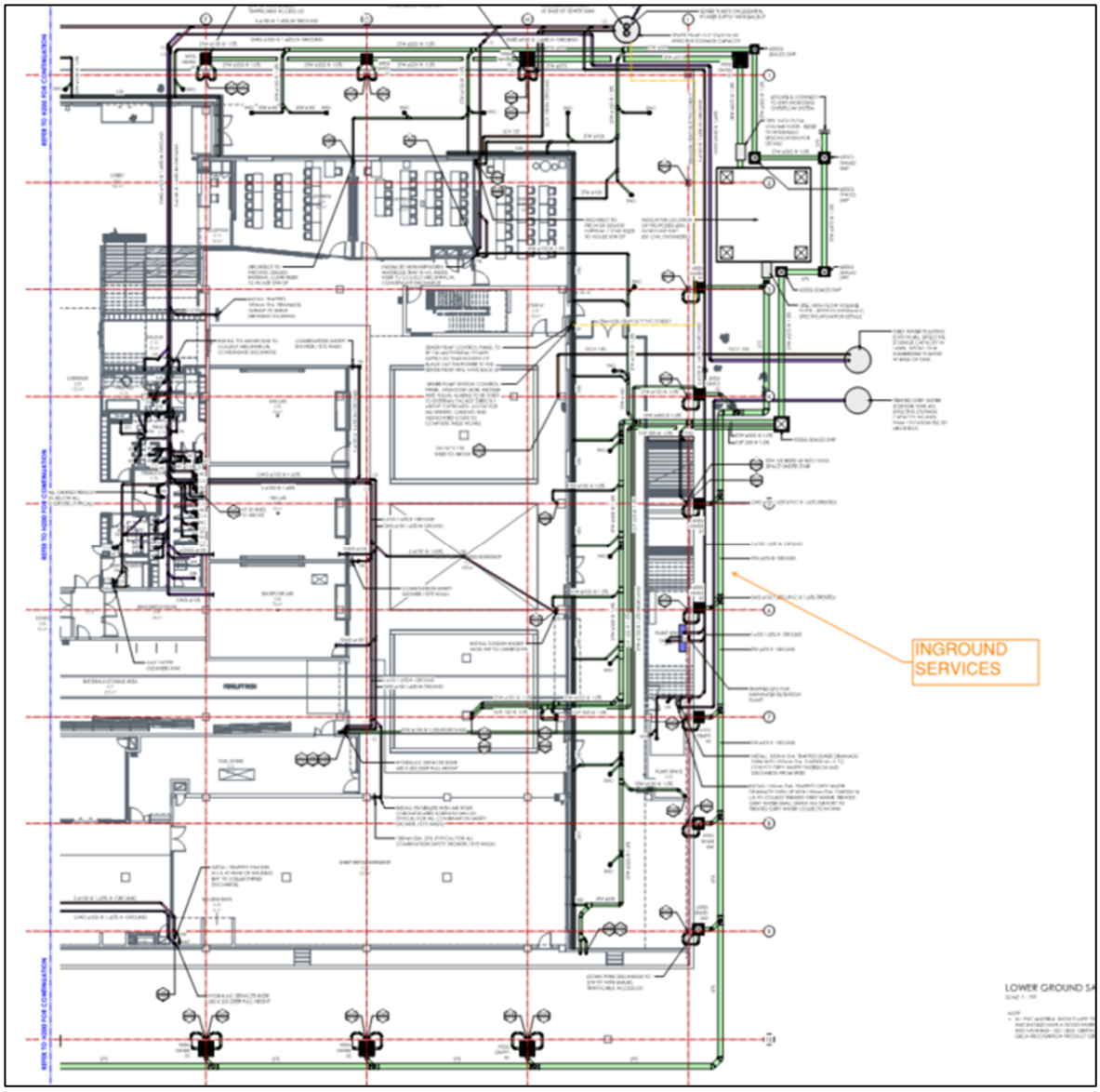

Fig E: Stage 1 Inground Structure (Typical Example- Sanitary Drainage, Stormwater, Electrical, Mechanical etc)

Stage 2.1: Lower Ground Floor Slab on Ground

Timeframe: February 2022- April 2022

- All Structure below Upper Ground Floor including;
  - foundations;
  - slab on ground;
  - shoring walls;
  - concrete columns;
  - block walls;
  - lift pits, and cores and stair works.

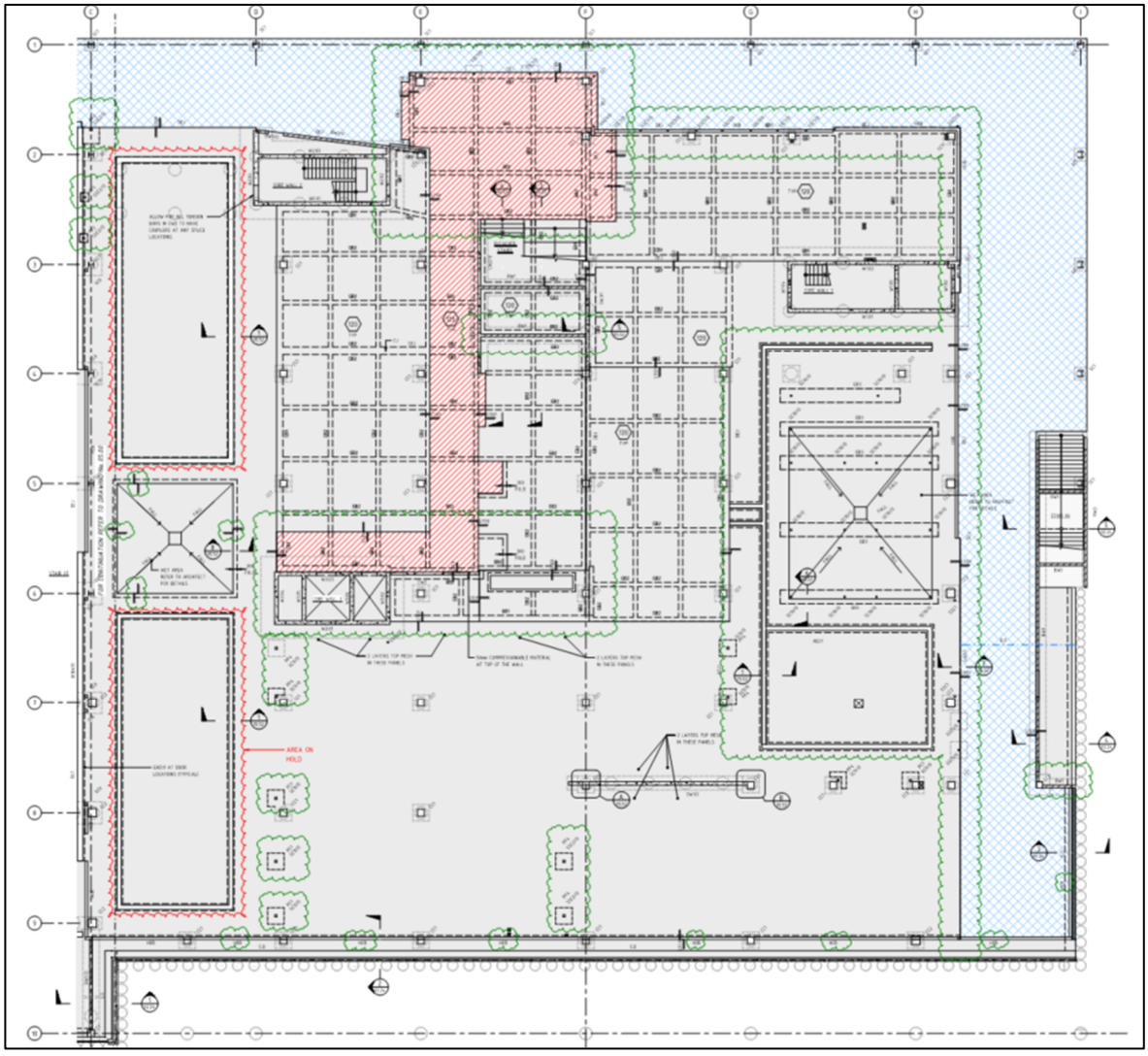

Fig F: Lower Ground Floor Concrete Slab on Ground

Stage 2.2: Full Building Structure and Roof

- Concrete structure to remaining levels
- Structural steel to building roof and perimeter in its entirety
- Roof sheeting gutters and downpipes

Timeframe: April 2022 – August 2022

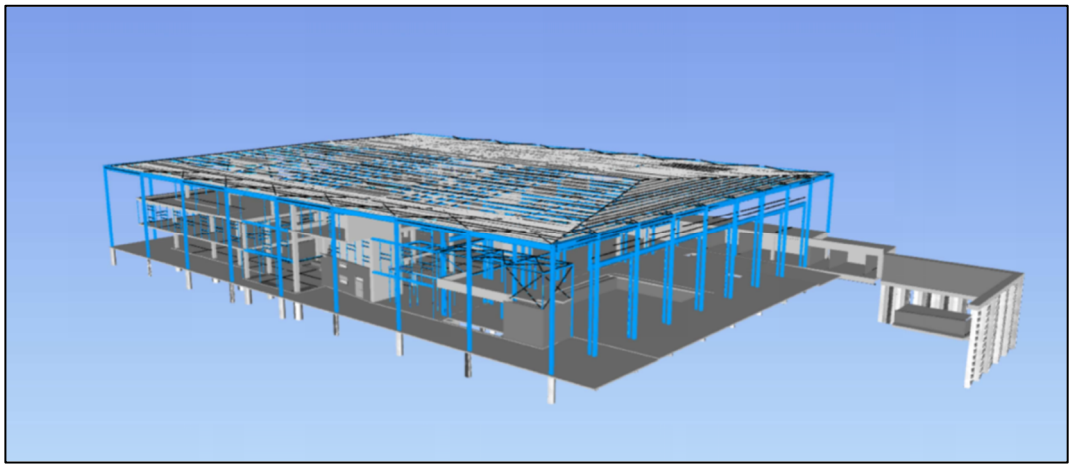

Fig G: Stage 2.2 Full Building Structure- Concrete and Steel

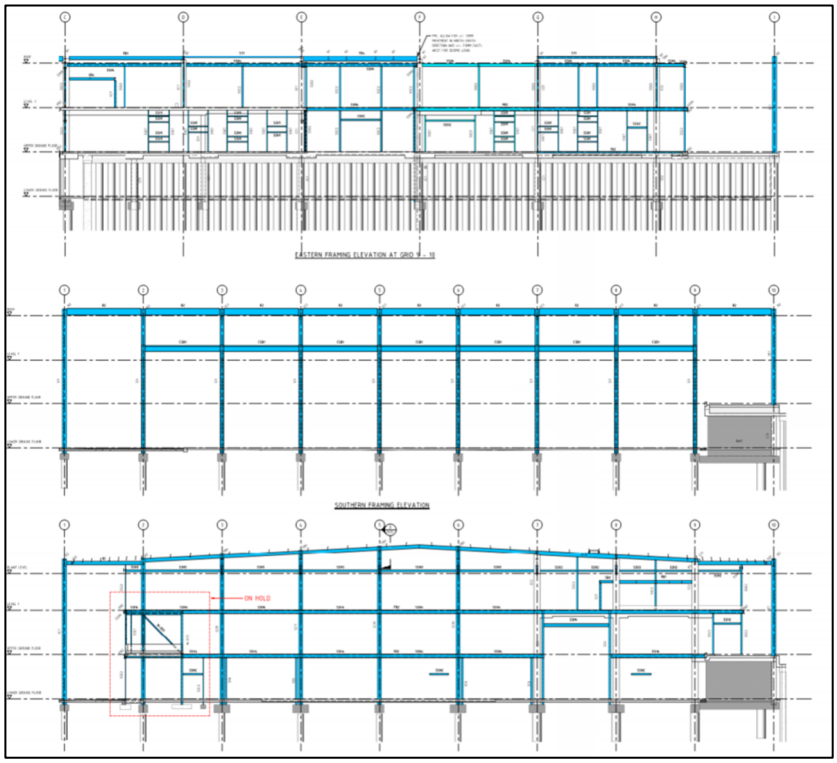

Fig H: Stage 2.2 Full Building Structure- Example- Structural Steel

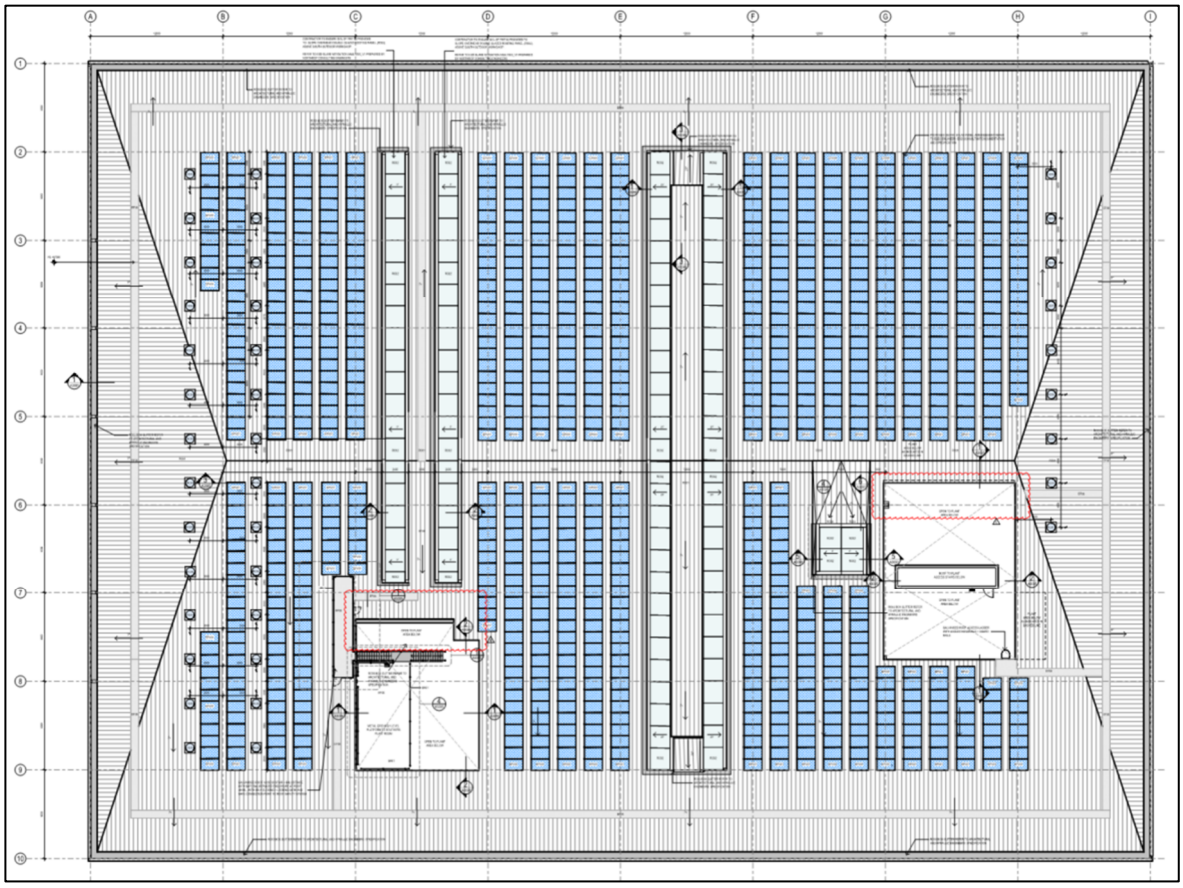

Fig I : Stage 2.2: Roof Cladding

Stage 3: Façade, Fit Out and Services

Timeframe: August 2022 – December 2022

- External Facades works
- Internal Fit out
- Services Installations

Fig J: Stage 3- External Façade

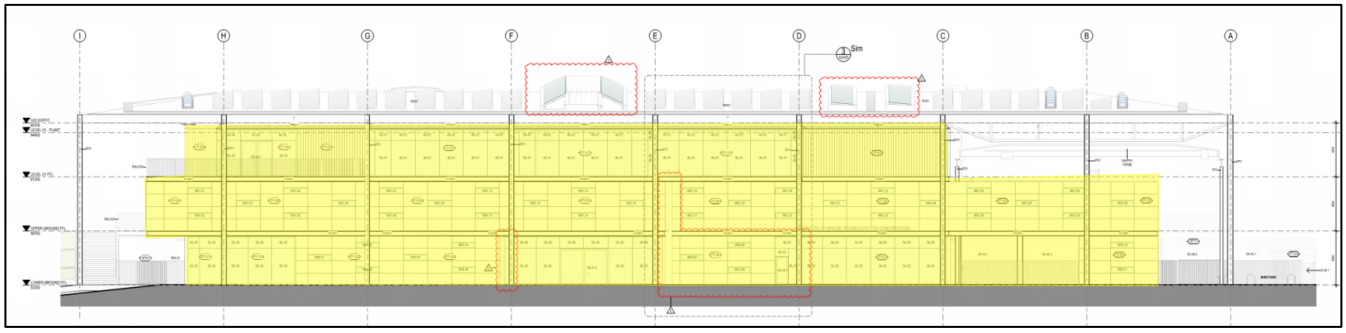

Fig K: Stage 3 External Façade- Cladding, Glazing (Typical elevation example)

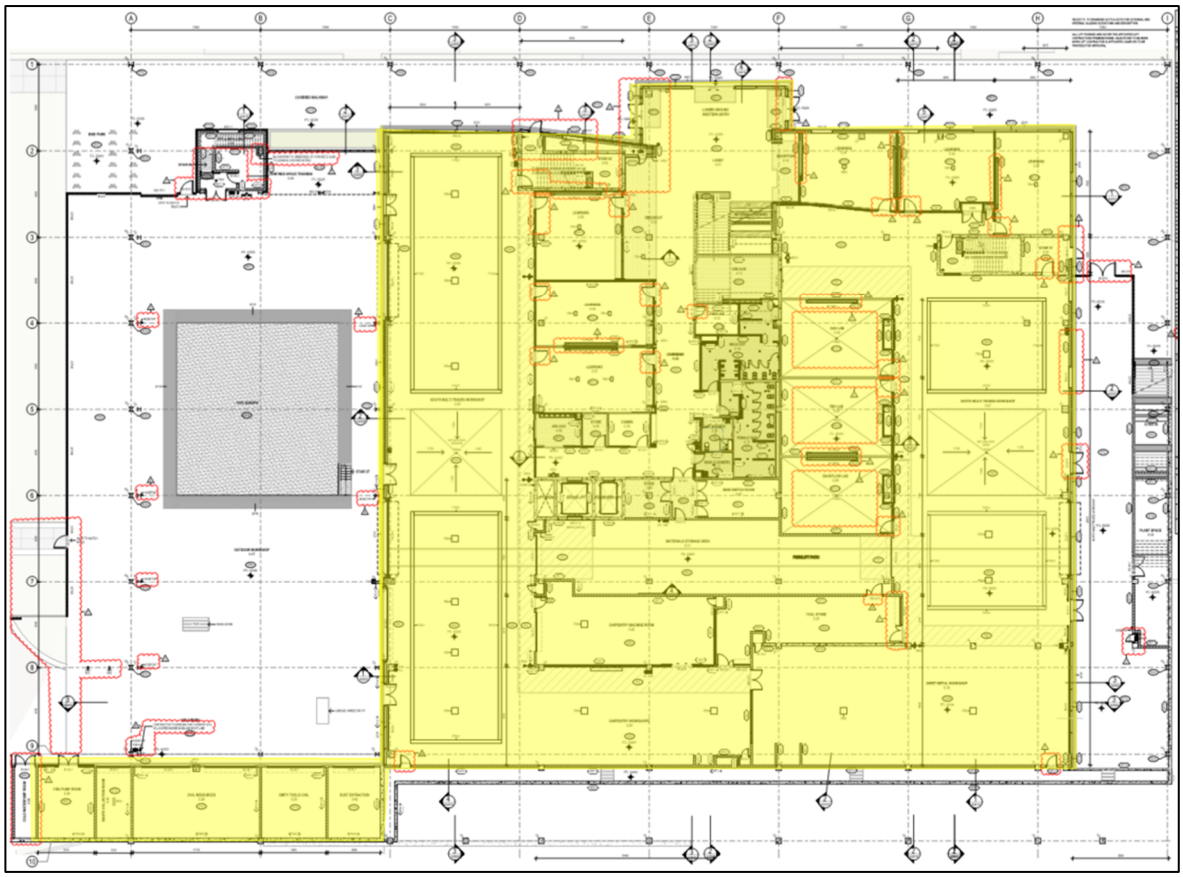

Fig L: Stage 3 Internal Fit Out- Wall Linings, Joinery Services, FFE

Stage 4: External Works

Timeframe: September 2022 – December 2022

- External Pathways;
- Landscape and public domain works;
- Carparking and Vehicles access works;
- External Signage

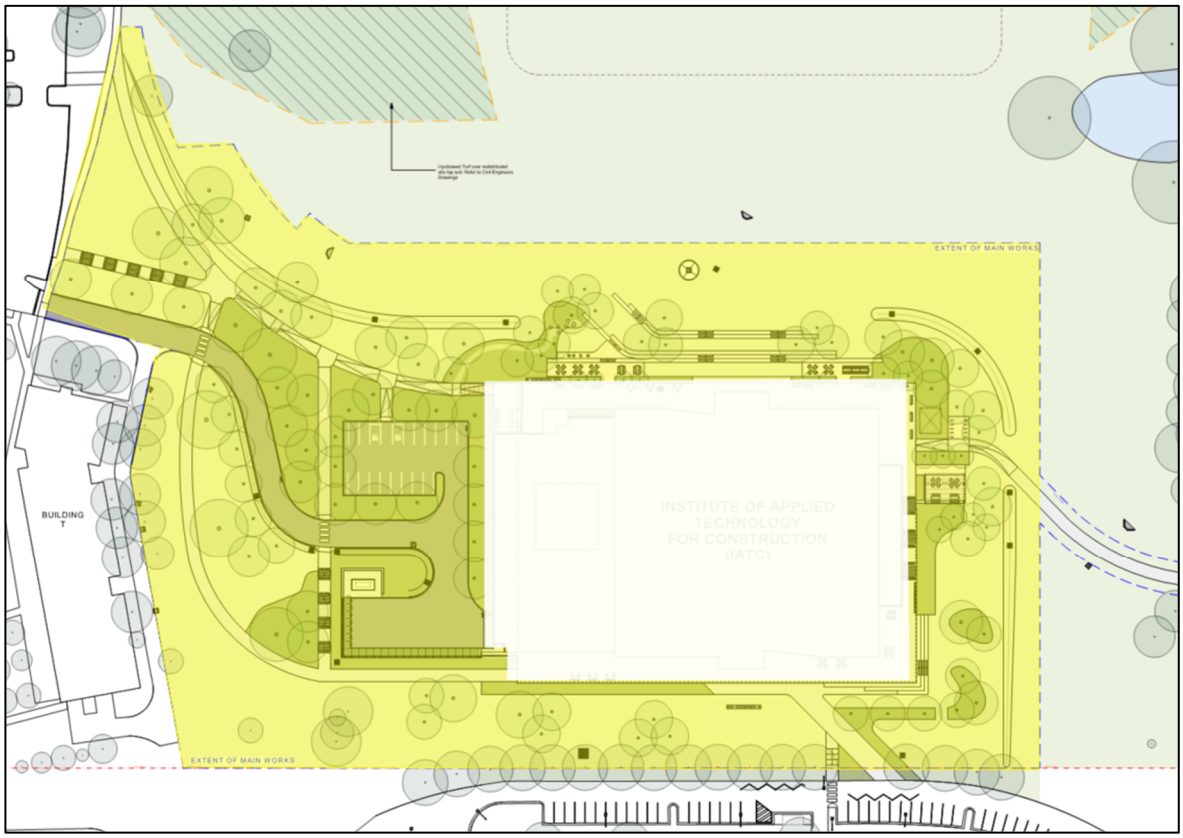

Fig M: Stage 4: External Landscape, Walkways, Asphalt Roads and Streetscape works

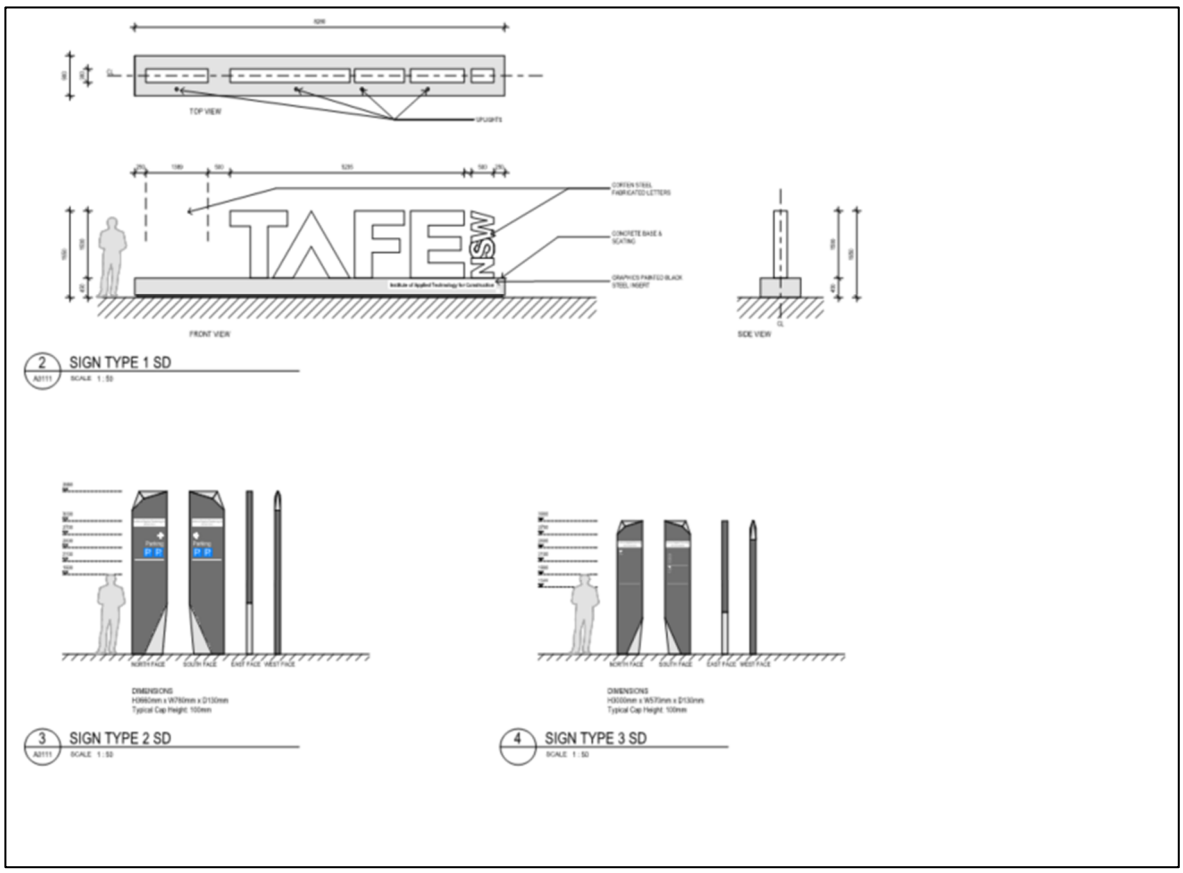

Fig N : Stage 4: Signage

3.0 MECHANISMS FOR MANAGING ANY CUMULATIVVE IMPACTS

Not applicable. The development is not part of a Master Plan process and each construction stage will be managed by this Staging Report and Construction Management Program/Plan.

4.0 TRAFFIC CONTROLS AND SITE MANAGEMENT

In compliance with SSD, TAFE NSW and Western Sydney University ADCO Constructions have produced a CTMP, Traffic Management Plan for the project. The TMP has been produced by Traffic Coordination Consultants ptc Consultants. Refer attached Appendix B for the project CTMP.

As agreed with WSU (WSU have approved and endorsed ADCO's TMP) all deliveries and construction traffic is to enter off Great Western Highway into Kings Street and approach the site from the Western Sydney Uni approach,

Light vehicles for contractor parking and visitor parking enter via TAFE NSW Campus off O'Connell Street being directed into ADCO's on-site parking Facilities.

ADCO Constructions have established a full perimeter 2.1-metre-high chain wire fence with three strand barbed wire. Delivery entry and exit gates are lockable and pedestrian access gate controlled via keypad. In line with TMP and ADCO Constructions communication to contractors and trades- vehicles must enter and exit site in a forward direction. Refer Appendix C for details of the site compound, carpark and hoardings.

5.0 OCCUPATION

The IATC Building will be occupied once stage 4 construction has been completed.

APPENDIX A – CONDITION COMPLIANCE MATRIX

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This section identifies the relevant conditions in terms of construction staging of the project and demonstrates compliance or non-compliance between each construction stage of the project. All compliances and non-compliances are stated within the 'Compliant' table for each condition.

Given the project will be occupied once construction is completed, all Part D of the consent will be satisfied prior to the issue of the occupation certificate and Part E of the consent will be adhere to during the ongoing operation of the project.

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
A1	Obligation to Minimise Harm to the Environment	In addition to meeting the specific performance measures and criteria in this consent, all reasonable and feasible measures must be implemented to prevent, and, if prevention is not reasonable and feasible, minimise any material harm to the environment that may result from the construction and operation of the development.	1	Throughout		Contractor	Triggered in Stage 1 and applies throughout the development
A2	Terms of Consent	The development may only be carried out: a) in compliance with the conditions of this consent. b) in accordance with all written directions of the Planning Secretary. c) generally, in accordance with the EIS, Response to Submissions and additional information provided in support of the application during the assessment period; and d) in accordance with the approved plans in the table below:	1	Throughout		Contractor	Triggered in Stage 1 and applies throughout the development
A3	Terms of Consent	Consistent with the requirements in this consent, the Planning Secretary may make written directions to the Applicant in relation to: a) the content of any strategy, study, system, plan, program, review, audit, notification, report or correspondence submitted under or otherwise made in relation to this consent, including those that are required to be, and have been, approved by the Planning Secretary; b) any reports, reviews or audits commissioned by the Planning Secretary regarding compliance with this approval; and c) the implementation of any actions or measures contained in any such document referred to in (a) above.	1	Throughout		N/A	Triggered in Stage 1 and applies throughout the development
A4	Terms of Consent	The conditions of this consent and directions of the Planning Secretary prevail to the extent of any inconsistency, ambiguity or conflict between them and a document listed in condition. In the event of an inconsistency, ambiguity or conflict between any	1	Throughout		Contractor	Triggered in Stage 1 and applies throughout the development

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
		of the documents listed in condition A2(c), the most recent document prevails to the extent of the inconsistency, ambiguity or conflict.					
A5	Limits of Consent	This consent lapses five years after the date of consent unless work is physically commenced.	1	Throughout		TAFE NSW	Triggered in Stage 1 and applies throughout the development
A6	Prescribed Conditions	The Applicant must comply with all relevant prescribed conditions of development consent under Part 6, Division 8A of the EP&A Regulation.	1	Throughout		TAFE NSW	Triggered in Stage 1 and applies throughout the development
A7	Planning Secretary as Moderator	In the event of a dispute between the Applicant and a public authority, in relation to an applicable requirement in this approval or relevant matter relating to the Development, either party may refer the matter to the Planning Secretary for resolution. The Planning Secretary's resolution of the matter must be binding on the parties.	1	Throughout		Contractor TAFE NSW	Triggered in Stage 1 and applies throughout the development
A8	Evidence of Consultation	Where conditions of this consent require consultation with an identified party, the Applicant must: a) consult with the relevant party prior to submitting the subject document for information or approval; and b) provide details of the consultation undertaken including: (i) the outcome of that consultation, matters resolved and unresolved; and (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.	1	Throughout	Certifying Authority	Contractor TAFE NSW	Triggered in stage 1 and applies throughout the development, where conditions require consultation with an identified party.
A9	Staging	The project may be constructed and operated in stages. Where compliance with conditions is required to be staged due to staged construction or operation, a Staging Report (for either or both construction and operation as the case may be) must be prepared and submitted to the satisfaction of the Planning Secretary. The Staging Report must be submitted to the Planning Secretary no later than one month before the commencement of construction of the first of the proposed stages of construction (or if only staged operation is proposed, one month before the commencement of operation of the first of the proposed stages of operation).	1, 2.1 2.2 3 4	Throughout	Planning Secretary	Contractor TAFE NSW	Triggered one month before the commencement of stage 1.
A10	Staging	A Staging Report prepared in accordance with condition A9 must: a) if staged construction is proposed, set out how the construction of the whole of the project will be staged, including details of work and other activities to be carried out in each stage and the general timing of when construction of each stage will commence and finish.	1 2.1 2.2 3 4	Throughout		Contractor TAFE NSW	Prepared before the commencement of stage 1.

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
		b) if staged operation is proposed, set out how the operation of the whole of the project will be staged, including details of work and other activities to be carried out in each stage and the general timing of when operation of each stage will commence and finish (if relevant); c) specify how compliance with conditions will be achieved across and between each of the stages of the project; and d) set out mechanisms for managing any cumulative impacts arising from the proposed staging.					
A11	Staging	Where a Staging Report is required, the project must be staged in accordance with the Staging Report, as approved by the Certifier.	1 2.1 2.2 3 4	Throughout	Certifying Authority	Contractor TAFE NSW	Apply throughout entire stages of development.
A12	Staging	Where construction or operation is being staged in accordance with a Staging Report, the terms of this consent that apply or are relevant to the works or activities to be carried out in a specific stage must be complied with at the relevant time for that stage as identified in the Staging Report.	1 2.1 2.2 3 4	Throughout	Certifying Authority	Contractor TAFE NSW	Apply throughout entire stages of development.
A13	Staging, Combining and Updating Strategies, Plans or Programs	The Applicant may: a) prepare and submit any strategy, plan (including management plan, architectural or design plan) or program required by this consent on a staged basis (if a clear description is provided as to the specific stage and scope of the development to which the strategy, plan (including management plan, architectural or design plan) or program applies, the relationship of the stage to any future stages and the trigger for updating the strategy, plan (including management plan, architectural or design plan) or program); b) combine any strategy, plan (including management plan, architectural or design plan), or program required by this consent (if a clear relationship is demonstrated between the strategies, plans (including management plan, architectural or design plan) or programs that are proposed to be combined); and c) update any strategy, plan (including management plan, architectural or design plan), or program required by this consent (to ensure the strategies, plans (including management plan, architectural or design plan), or programs required under this consent are updated on a regular	1 2.1 2.2 3 4	Throughout		Contractor TAFE NSW	Apply throughout entire stages of development.

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
		basis and incorporate additional measures or amendments to improve the environmental performance of the development).					
A14	Staging, Combining and Updating Strategies, Plans or Programs	Any strategy, plan or program prepared in accordance with condition A13, where previously approved by the Planning Secretary under this consent, must be submitted to the satisfaction of the Planning Secretary.	1 2.1 2.2 3 4	Throughout	Planning Secretary	Contractor TAFE NSW	Apply throughout entire stages of development.
A15	Staging, Combining and Updating Strategies, Plans or Programs	If the Planning Secretary agrees, a strategy, plan (including management plan, architectural or design plan), or program may be staged or updated without consultation being undertaken with all parties required to be consulted in the relevant condition in this consent.	1 2.1 2.2 3 4	Throughout	Planning Secretary	Contractor TAFE NSW	Apply throughout entire stages of development.
A16	Staging, Combining and Updating Strategies, Plans or Programs	Updated strategies, plans (including management plan, architectural or design plan), or programs supersede the previous versions of them and must be implemented in accordance with the condition that requires the strategy, plan, program, or drawing.	1 2.1 2.2 3 4	Throughout	Certifying Authority	Contractor TAFE NSW	Apply throughout entire stages of development.
A17	Structural Adequacy	All new buildings and structures, and any alterations or additions to existing buildings and structures, that are part of the development, must be constructed in accordance with the relevant requirements of the BCA. Notes: • *Part 8 of the EP&A Regulation sets out the requirements for the certification of the development.*	1 2.1 2.2 3 4	During construction Prior to the issue of a relevant construction certificate.	Certifying Authority	Contractor	All stages of construction undertaken will be structurally adequate.
A18	External Walls and Cladding	The external walls of all buildings including additions to existing buildings must comply with the relevant requirements of the BCA.	3	During Construction	Certifying Authority	Contractor	Certification will be submitted prior to stage 3.
A19	Applicability of Guidelines	References in the conditions of this consent to any guideline, protocol, Australian Standard or policy are to such guidelines, protocols, Standards or policies in the form they are in as at the date of this consent.	1 2.1 2.2 3 4	Throughout		Contractor	Construction at all stages will have current standards, guidelines and protocol applicable.

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
A20	Applicability of Guidelines	Consistent with the conditions of this consent and without altering any limits or criteria in this consent, the Planning Secretary may, when issuing directions under this consent in respect of ongoing monitoring and management obligations, require compliance with an updated or revised version of such a guideline, protocol, Standard or policy, or a replacement of them.	1 2.1 2.2 3 4	Throughout		Contractor TAFE NSW	Secretary may issue directions at any stage.
A21	Monitoring and Environmental Audits	Any condition of this consent that requires the carrying out of monitoring or an environmental audit, whether directly or by way of a plan, strategy or program, is taken to be a condition requiring monitoring or an environmental audit under Division 9.4 of Part 9 of the EP&A Act. This includes conditions in respect of incident notification, reporting and response, non-compliance notification, Site audit report and independent auditing. *Note: For the purposes of this condition, as set out in the EP&A Act, "monitoring" is monitoring of the development to provide data on compliance with the consent or on the environmental impact of the development, and an "environmental audit" is a periodic or particular documented evaluation of the development to provide information on compliance with the consent or the environmental management or impact of the development.*	1 2.1 2.2 3 4	Throughout		Contractor TAFE NSW	Monitoring as required at all stages of development
A22	Access to Information	At least 48 hours before the commencement of construction until the completion of all works under this consent, or such other time as agreed by the Planning Secretary, the Applicant must: a) make the following information and documents (as they are obtained or approved) publicly available on its website: (i) the documents referred to in condition A2 of this consent; (ii) all current statutory approvals for the development. (iii) all approved strategies, plans and programs required under the conditions of this consent. (iv) regular reporting on the environmental performance of the development in accordance with the reporting arrangements in any plans or programs approved under the conditions of this consent; (v) a comprehensive summary of the monitoring results of the development, reported in accordance with the specifications in any conditions of this consent, or any approved plans and programs; (vi) a summary of the current stage and progress of the development;	1	Throughout	As agreed with the planning secretary	Contractor TAFE NSW	Triggered in stage 1 and applies throughout the development

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
		(vii) contact details to enquire about the development or to make a complaint; (viii)a complaints register, updated monthly. (ix) audit reports prepared as part of any independent audit of the development and the Applicant's response to the recommendations in any audit report; (x) any other matter required by the Planning Secretary; and b) keep such information up to date, to the satisfaction of the Planning Secretary and publicly available for 12 months after the commencement of operations.					
A23	Compliance	The Applicant must ensure that all of its employees, contractors (and their sub-contractors) are made aware of, and are instructed to comply with, the conditions of this consent relevant to activities they carry out in respect of the development.	1 2.1 2.2 3 4	Throughout		All	Conditions of consent will be complied with at all stages.
A24	Incident Notification, Reporting and Response	The Planning Secretary must be notified through the major projects portal immediately after the Applicant becomes aware of an incident. The notification must identify the development (including the development application number and the name of the development if it has one), and set out the location and nature of the incident.	1 2.1 2.2 3 4	Throughout	Notify Planning Secretary	Contractor TAFE NSW	Notify as required at all stages of development
A25	Incident Notification, Reporting and Response	Subsequent notification must be given and reports submitted in accordance with the requirements set out in Appendix 2.	1 2.1 2.2 3 4	Throughout	Notify Planning Secretary	Contractor TAFE NSW	Notify as required at all stages of development
A26	Non-Compliance Notification	The Planning Secretary must be notified through the major project's portal within seven days after the Applicant becomes aware of any non-compliance. The Certifier must also notify the Planning Secretary through the major project's portal within seven days after they identify any non-compliance.	1 2.1 2.2 3 4	Throughout	Notify Planning Secretary and Certifying Authority	Contractor TAFE NSW	Notify as required at all stages of development

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
A27	Non-Compliance Notification	The notification must identify the development and the application number for it, set out the condition of consent that the development is non-compliant with, the way in which it does not comply and the reasons for the non-compliance (if known) and what actions have been, or will be, undertaken to address the non-compliance.	1 2.1 2.2 3 4	Throughout		Contractor TAFE NSW	Notify as required at all stages of development
A28	Non-Compliance Notification	A non-compliance which has been notified as an incident does not need to also be notified as a non-compliance.	1 2.1 2.2 3 4	Throughout		Contractor TAFE NSW	Notify as required at all stages of development
A29	Revision of Strategies, Plans and Programs	Within three months of: a) the submission of a compliance report under condition A32; b) the submission of an incident report under condition A25; c) the submission of an Independent Audit under condition C37 or C38; d) the approval of any modification of the conditions of this consent; or e) the issue of a direction of the Planning Secretary under condition A2 which requires a review, the strategies, plans and programs required under this consent must be reviewed, and the Planning Secretary and the Certifier must be notified in writing that a review is being carried out.	1 2.1 2.2 3 4	Throughout	Notify Planning Secretary and Certifying Authority	Contractor TAFE NSW	Notify as required under this condition.
A30	Revision of Strategies, Plans and Programs	If necessary to either improve the environmental performance of the development, cater for a modification or comply with a direction, the strategies, plans, programs or drawings required under this consent must be revised, to the satisfaction of the Planning Secretary or Certifier (where previously approved by the Certifier). Where revisions are required, the revised document must be submitted to the Planning Secretary and / or Certifier for approval and / or information (where relevant) within six weeks of the review. *Note. This is to ensure strategies, plans and programs are updated on a regular basis and to incorporate any recommended measures to improve the environmental performance of the development.*	1 2.1 2.2 3 4	Throughout	Planning Secretary or Certifying Authority	Contractor TAFE NSW	Apply throughout entire stages of development
A31	Compliance Reporting	Compliance Reports of the project must be carried out in accordance with the Compliance Reporting Post Approval Requirements.	1	Throughout		Contractor	Triggered in Stage 1 and applies throughout the development

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
A32	Compliance Reporting	Compliance Reports must be submitted to the Department in accordance with the timeframes set out in the Compliance Reporting Post Approval Requirements, unless otherwise agreed by the Planning Secretary.	Operation	During Occupation		Contractor TAFE NSW	No more than 52 weeks from the date of commencement of operation.
A33	Compliance Reporting	The Applicant must make each Compliance Report publicly available 60 days after submitting it to the Planning Secretary.	Operation	During Occupation		TAFE NSW	Notify public 60 days after submitting to the Planning Secretary.
A34	Compliance Reporting	Notwithstanding the requirements of the Compliance Reporting Post Approval Requirements, the Planning Secretary may approve a request for ongoing annual operational compliance reports to be ceased, where it has been demonstrated to the Planning Secretary's satisfaction that an operational compliance report has demonstrated operational compliance.	Operation	During Occupation	Planning Secretary	TAFE NSW	As required.
B1	Notification of Commencement	The Applicant must notify the Planning Secretary in writing of the dates of the intended commencement of construction and operation at least 48 hours before those dates.	1 2.1 2.2 3 4 Operation	Prior to Commencement of Physical Work and Operation	Planning Secretary	TAFE NSW	Notification of commencement of all stages will be undertaken.
B2	Notification of Commencement	If the construction or operation of the development is to be staged, the Planning Secretary must be notified in writing at least 48 hours before the commencement of each stage, of the date of commencement and the development to be carried out in that stage.	1 2.1 2.2 3 4 Operation	Throughout	Notify the Planning Secretary	Contractor	Notification of commencement of all stages will be undertaken.
B3	Certified	Prior to the commencement of construction, the Applicant must submit to the satisfaction of the Certifier structural drawings prepared and signed by a suitably qualified practising Structural Engineer that demonstrates compliance with this development consent.	1 2.1 2.2 3 4	Throughout	Approval by the Certifying Authority	Contractor/suitably qualified practising Structural Engineer	Drawings for each stage of the development to be submitted prior to commencement of the relevant construction stage.
B4	External Walls and Cladding	Prior to the commencement of construction of external walls and cladding, the Applicant must provide the Certifier with documented evidence that the products and systems proposed for use or used in the construction of external walls, including finishes and claddings such as synthetic or aluminium composite panels, comply with the requirements of the BCA. The Applicant must provide a copy of the	3	Prior to Commencement of Construction	Certifying Authority and Planning Authority	Contractor	External walls and cladding design verification to be submitted prior to commencement of stage 3 construction.

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
		documentation given to the Certifier to the Planning Secretary within seven days after the Certifier accepts it.					
B5	Protection of Public Infrastructure	Prior to the relevant Crown Certificate, the Applicant must: a) consult with the relevant owner and provider of services that are likely to be affected by the development to make suitable arrangements for access to, diversion, protection and support of the affected infrastructure; b) prepare a dilapidation report identifying the condition of all public infrastructure immediately adjacent to the works as defined in drawing DA0103 (including roads, gutters and footpaths); and c) submit a copy of the dilapidation report to the Certifier and relevant infrastructure owner.	1	Prior to the Commencement of Construction	Submit to Certifying Authority / Council / Planning Secretary	Contractor	Consultation and dilapidation report for entire development will be submitted prior to construction of stage 1.
B6	Pre-Construction Dilapidation Report	Prior to the commencement of construction, the Applicant must submit a pre-commencement dilapidation report to Council, and the Certifier. The report must provide an accurate record of the existing condition of adjoining private properties, and Council assets that are likely to be impacted by the proposed works.	1	Prior to the Commencement of Construction	Submit to Certifying Authority/ Council	Contractor	Pre-commencement dilapidation report will be submitted prior to construction of stage 1.
B7	Ecologically Sustainable Development	Prior to the commencement of construction, unless otherwise agreed by the Planning Secretary, the Applicant must demonstrate that ESD is being achieved by either: a) registering for a minimum 5-star Green Star rating with the Green Building Council Australia and submit evidence of registration to the Certifier; or b) seeking approval from the Planning Secretary for an alternative certification process.	1	Prior to the Commencement of Construction	Submit to Certifying Authority	TAFE NSW	Must be submitted prior to stage 1 construction.
B8	Outdoor Lighting	Prior to commencement of lighting installation, evidence must be submitted to the satisfaction of the Certifier that all outdoor lighting within the site has been designed to comply with AS 1158.3.1:2005 Lighting for roads and public spaces — Pedestrian area (Category P) lighting — Performance and design requirements and AS 4282-2019 Control of the obtrusive effects of outdoor lighting.	3 4	Prior to the Commencement of lighting installation	Submit to Certifying Authority	Contractor	Must be submitted prior to of lighting installation for stages 3 and 4.
B9	Environmental Management Plan Requirements	Management plans required under this consent must be prepared having regard to the relevant guidelines, including but not limited to the Environmental Management Plan Guideline: Guideline for Infrastructure Projects (DPIE April 2020). Note: • *The Environmental Management Plan Guideline is available on the Planning Portal at: https://www.planningportal.nsw.gov.au/major-projects/assessment/post- approval* • *The Planning Secretary may waive some of these requirements if they are unnecessary or unwarranted for particular management plans.*	1 2.1 2.2 3 4	Throughout		Contractor	Apply throughout entire stages of development.

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
B10	Construction Environmental Management Plan	Prior to the commencement of construction, the Applicant must submit a Construction Environmental Management Plan (CEMP) to the Certifier and provide a copy to the Planning Secretary for information. The CEMP must include, but not be limited to, the following: a) Details of: (i) hours of work. (ii) 24-hour contact details of site manager. (iii) management of dust and odour to protect the amenity of the neighbourhood; (iv) external lighting in compliance with AS 4282-2019 Control of the obtrusive effects of outdoor lighting. (v) community consultation and complaints handling. b) an unexpected finds protocol for contamination and associated communications procedure to ensure that potentially contaminated material is appropriately managed; c) an unexpected finds protocol for non-Aboriginal heritage and associated communications procedure. d) an unexpected finds protocol for Aboriginal heritage and associated communications procedure, including details of Aboriginal Cultural Heritage induction materials, which must: (i) be prepared in consultation with the Registered Aboriginal Parties; and (ii) incorporate an overview of the types of Aboriginal sites and Aboriginal objects to be aware of during construction (i.e., stone tools, concentrations of shells that could be middens and rock engravings and grinding grooves). e) construction Traffic and Pedestrian Management Sub-Plan (see condition B11); f) construction Noise and Vibration Management Sub-Plan (see condition 812); g) construction Waste Management Sub-Plan (see condition B12(d)); h) construction Soil and Water Management Sub-Plan (see condition B14);	1	Prior to the Commencement of construction	Submit to Certifying Authority and a copy to the Planning Secretary.	Contractor	CEMP will address all stages of development but submitted prior to the commencement of stage 1. Plan to be implemented throughout all stages of construction.
B11	Construction Environmental Management Plan	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: a) be prepared by a suitably qualified and experienced person(s);	1	Prior to the Commencement of construction	In consultation n with Council and TfNSW	Contractor	CTPMP address all stages of development but submitted prior to the commencement of Stage 1.

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
		b) be prepared in consultation with Council and TfNSW; 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; and d) detail heavy vehicle routes, access and parking arrangements.					
B12	Construction Environmental Management Plan	The Construction Noise and Vibration Management Sub-Plan must address, but not be limited to, the following: a) be prepared by a suitably qualified and experienced noise expert; b) describe procedures for achieving the noise management levels in EPA's Interim Construction Noise Guideline (DECC, 2009); c) describe the measures to be implemented to manage high noise generating works such as piling, in close proximity to sensitive receivers; d) include a complaints management system that would be implemented for the duration of the construction; and e) include a program to monitor and report on the impacts and environmental performance of the development and the effectiveness of the implemented management measures in accordance with the requirements of condition B13.	1	Prior to the Commencement of construction		Contractor	To be included as part of CEMP
B13	Construction Environmental Management Plan	The Construction Waste Management Sub-Plan (CWMSP) must address, but not be limited to, the procedures for the management of waste including the following: a) the recording of quantities, classification (for materials to be removed) and validation (for materials to remain) of each type of waste generated during construction and proposed use; b) information regarding the recycling and disposal locations; and c) confirmation of the contamination status of the development areas of the site based on the validation results.	1	Prior to the Commencement of construction		Contractor	To be included as part of CEMP
B14	Construction Environmental Management Plan	The Construction Soil and Water Management Sub-Plan (CSWMSP) must address, but not be limited to the following: a) be prepared by a suitably qualified expert, in consultation with Council; b) incorporate the management and mitigation measures contained within the 'Salinity Assessment and Management Plan (Rev A)' prepared by JBS&G Australia and dated 5 February 2021. c) measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the site;	1	Prior to the Commencement of construction		Contractor	To be included as part of CEMP

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
		d) describe all erosion and sediment controls to be implemented during construction, including as a minimum, measures in accordance with the publication Managing Urban Stormwater: Soils & Construction (4th edition, Landcom 2004) commonly referred to as the 'Blue Book'; e) provide a plan of how all construction works will be managed in a wet-weather events (i.e. storage of equipment, stabilisation of the Site); f) detail all off-site flows from the site; and g) describe the measures that must be implemented to manage stormwater and flood flows for small and large sized events, including, but not limited to 1 in 5- year ARI.					
B15	Construction Environmental Management Plan	A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following: a) minimise the impacts of earthworks and construction on the local and regional road network; b) minimise conflicts with other road users; c) minimise road traffic noise; and d) ensure truck drivers use specified routes.	1 2.1 2.2 3 4	During construction		Contractor	To notify heavy vehicle drivers via the implementation of Drive Code of Conduct throughout all stages of construction.
B16	Construction Parking	Prior to the commencement of construction, the Applicant must provide sufficient parking facilities on-site, including for heavy vehicles and for site personnel, to ensure that construction traffic associated with the development does not utilise public and residential streets or public parking facilities.	1 2.1 2.2 3 4	During construction		Contractor	Sufficient parking facilities to be located on site for site personnel.
B17	Soil and Water	Prior to the commencement of construction, the Applicant must: a) install erosion and sediment controls on the site to manage wet weather events; and b) divert existing clean surface water around operational areas of the site.	1	Prior to the Commencement of construction		Contractor	Erosion and sediment controls to be installed prior to stage 1 construction.
B18	Soil and Water	Prior to the commencement of construction, erosion and sediment controls must be installed and maintained, as a minimum, in accordance with the publication Managing Urban Stormwater: Soils & Construction (4th edition, Landcom 2004) commonly referred to as the 'Blue Book'.	1	Prior to the Commencement of construction		Contractor	Erosion and sediment controls to be installed prior to stage 1 construction.

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
B19	Flood Management	Prior to the commencement of construction, the Applicant must submit evidence to the Certifier demonstrating that the design of the development has incorporated the management and mitigation measures contained within the 'Floodplain Management Report for 2-44 O'Connell Street, Kingswood NSW 2747 (Revision B)' prepared by Northrop and dated 11 February 2021.	1	Prior to the Commencement of construction	Submit evidence to certifying authority	Contractor	Evidence to be provided to certifier that design of the development has incorporated the management and mitigation measures contained within the 'Floodplain Management Report for 2-44 O'Connell Street, Kingswood NSW 2747 (Revision B)' prepared by Northrop and dated 11 February 2021.
B20	Operational Noise-Design of Mechanical Plant and Equipment	Prior to installation of mechanical plant and equipment: a) a detailed assessment of mechanical plant and equipment with compliance with the relevant project noise trigger levels as recommended in 'Acoustic Services — Noise and Vibration Impact Assessment for TAFE NSW Construction Centre of Excellence (Revision 4.0)' prepared by Norman, Disney & Young and dated 10 March 2021 must be undertaken by a suitably qualified person; and b) evidence must be submitted to the Certifier that any noise mitigation recommendations identified in the assessment carried out under (a) have been incorporated into the design to ensure the development will not exceed the project noise trigger levels identified in 'Acoustic Services — Noise and Vibration Impact Assessment for TAFE NSW Construction Centre of Excellence (Revision 4.0) prepared by Norman, Disney & Young and dated 10 March 2021.	3	Prior to installation of mechanical plant and equipment	Council for endorsement and submit to Certifying Authority for information	Contractor	Addressed in stage 3.
B21	Operational Waste and Storage	Prior to the commencement of construction of waste storage and processing areas, the Applicant must obtain agreement from Council for the design of the operational waste storage area (where waste removal will be undertaken by Council). Where waste removal will be undertaken by a third party, evidence must be provided to the Certifier that the design of the operational waste storage area: a) is constructed using solid non-combustible materials; b) is designed to ensure the door/gate to the waste storage area is vermin proof and can be openable from both inside and outside the storage area at all times; c) includes a hot and cold-water supply with a hose through a centralised mixing valve; d) is naturally ventilated or an air handling exhaust system must be in place; and e) (e) includes signage to clearly describe the types of materials that can be deposited into recycling bins and general garbage bins.	3	Prior to commencement of construction of waste storage system	Council for endorsement and submit to Certifying Authority for information	Contractor	Addressed in stage 3.
B22	Construction Access arrangements	Prior to the commencement of construction, evidence of compliance of construction parking and access arrangements with the following requirements must be submitted to the Certifier:	1	Prior to commencement of construction of	Certifying Authority	Contractor	Evidence of compliance of construction parking and access arrangements must be submitted to the Certifier

Condition Ref	Condition heading	Condition/Compliance	Stage (s)	Phase	Relevant Authority	Responsibility	Comment
		a) all vehicles must enter and leave the Site in a forward direction; b) the swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, is in accordance with the latest version of AS 2890.2; and c) the safety of vehicles and pedestrians accessing adjoining properties, where shared vehicle and pedestrian access occurs, has been addressed.		waste storage system			
B23	Operational Access, Car Parking and Service Vehicle Arrangements	Prior to commencement of construction of operational parking and access facilities, evidence of compliance of the design of operational parking and access arrangements with the following requirements must be submitted to the Certifier: a) all vehicles must enter and leave the site in a forward direction; b) a minimum of 16 on-site car parking spaces for use during operation of the development and designed in accordance with the latest versions of AS 2890.1 and AS 2890.6; and c) the swept path of the largest service vehicle entering and exiting the Site in association with the new work, as well as manoeuvrability through the site, must be in accordance with the latest version of AS 2890.2.	4	Prior to commencement of construction	Certifying Authority	Contractor	Evidence of compliance of the design for operational parking and access facilities to be submitted to the certifier prior to stage 4 construction.
B24	Public Domain Works	Prior to the commencement of any footpath or public domain works, the Applicant must consult with Council and demonstrate to the Certifier that the streetscape design and treatment meets the requirements of Council, including addressing pedestrian management. The Applicant must submit documentation of approval for each stage from Council to the Certifier.	4	Prior to commencement of any footpath or public domain works	Consultation with Council.		Streetscape design and treatment of entire development will be approved by the Council and PCA
C1 – C39 inclusive	Part C During Construction		1, 2.1, 2.2, 3 & 4	During construction	As required under each condition where applicable	Contractor	Applies to all stages of construction.
D1 - D32 inclusive	Part D - Prior To Occupation		Prior to commencement of occupation		As required under each condition where applicable	Contractor/ TAFE NSW	Prior to Occupation
E1 – E9 inclusive	Part E - Post Occupation		Post occupation		As required under each condition where applicable	TAFE NSW	Applies to the entire occupancy duration of the development

APPENDIX B – CONTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT

Construction Traffic Management Plan

2-44 O'Connell Street, Kingswood

For TAFE NSW

22 December 2021

parking;
traffic;
civil design;
wayfinding;

ptc.

Document Control

2-44 O'Connell Street, Kingswood, Construction Traffic Management Plan

Issue	Date	Issue Details	Author	Reviewed	For the attention of
1	09/11/21	Draft Issue	KY	SW	Pierce Brennan (ADCO Constructions)
2	11/11/21	Final Issue	KY/HL	SW/DB	Pierce Brennan (ADCO Constructions)
3	19/11/21	Final Issue (updated)	HL	SW	Pierce Brennan & Kieran Hill (ADCO Constructions)
4	24/11/21	Final Issue (updated)	HL	SW	Pierce Brennan & Kieran Hill (ADCO Constructions)
5	22/12/21	Final Issue (updated)	HL	SW/DB	Pierce Brennan & Kieran Hill (ADCO Constructions)

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Contents

1. Introduction

1.1 Project Description

ptc. has been engaged by ADCO Constructions to prepare a Construction Traffic Management Plan (CTMP) outlining the construction traffic management arrangements for the construction of the proposed TAFE NSW Institute of Applied Technology for Construction (IATC) at the Nepean Kingswood Campus at 2-44 O'Connell Street, Kingswood.

The IATC is proposed to be located within the TAFE NSW Nepean Kingswood Campus (TAFE Kingswood) as shown in Figure 1. The overall campus is bounded by the Great Western Highway to the north and O'Connell Street to the west. It is noted that the Western Sydney University (WSU) Werrington South Campus is situated to the east of the TAFE Kingswood Campus. Vehicular access to the TAFE Kingswood site is provided via the O'Connell Street frontage.

Figure 1.1 - Location Plan

2. Site Context

2.1 Site Location

The TAFE NSW Nepean Kingswood campus is located approximately 50km from Sydney CBD as the crow flies, 6km from Penrith and is on the outskirts of the Blue Mountains National Park. Kingswood is one of the 37 suburbs that form the City of Penrith local government area (LGA).

The site occupies part of the traditional lands of the Darug people, with the area first incorporated as a municipality in May 1871.

The campus has its primary access from O'Connell Street, a local road providing connection to the Great Western Highway with access to Transport for NSW bus routes both on O'Connell Street and on the Great Western Highway. Kingswood Station is approximately 2.5km to the west.

2.2 Surrounding Land Uses

The site lies within an SP2 - Educational Establishment Zone as defined by the NSW Department of Planning, Industry and Environment and is illustrated in Figure 2.1.

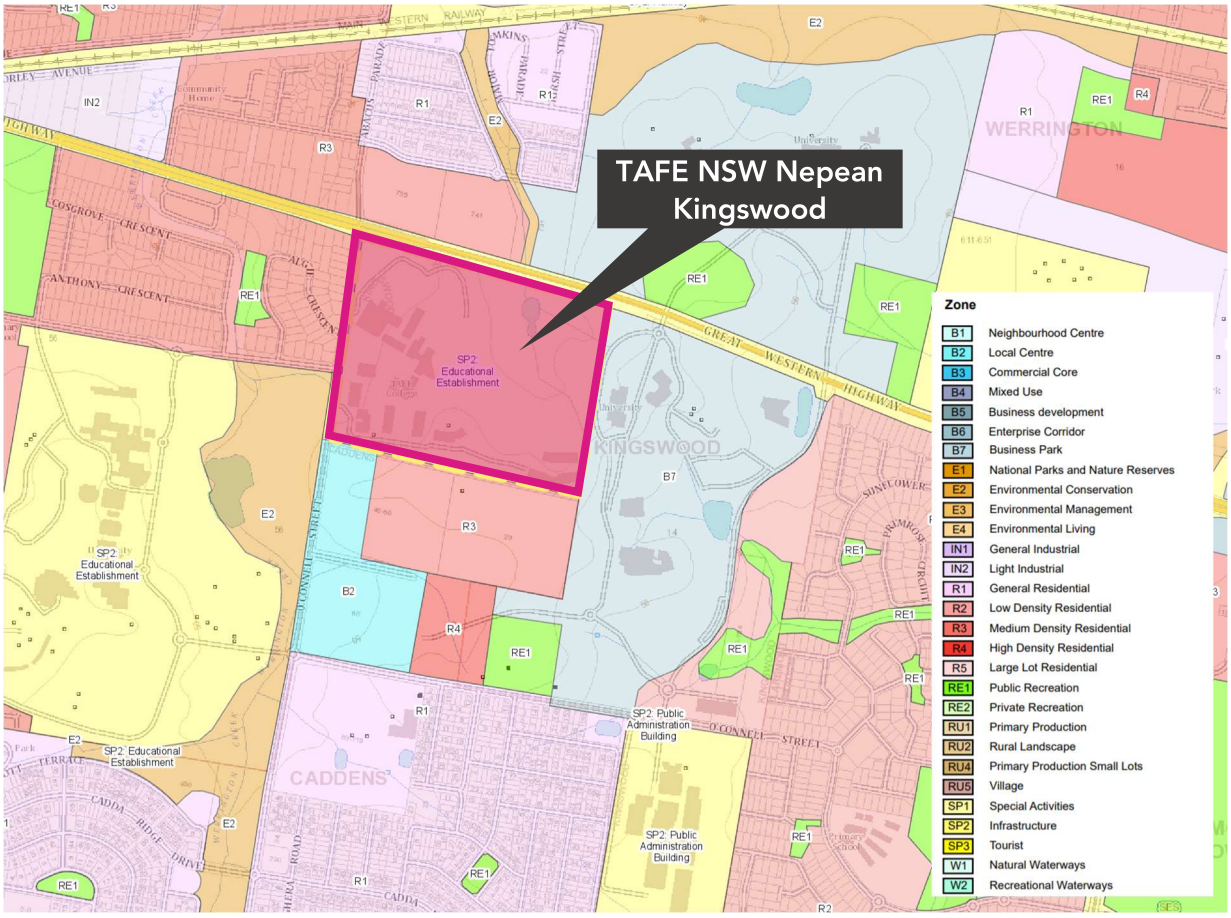

Figure 2.1 - Local Land Use Map (source: NSW Planning Viewer)

2.3 Development Site

The proposal relates to the following sites:

- Lot 1, DP866081

The property has a total site area of 22.77 hectares and situated to the east of Western Sydney University Kingswood and to the west of Western Sydney University Werrington.

Figure 2.2: Aerial View of Site and Surrounds (source: SIXMAPS)

2.4 Development Proposal

As outlined within the Environmental Impact Statement prepared by Urbis (dated 10 March 2021), the project involves the following works which are related to the scope of this Construction Traffic Management Statement:

- *Construction of a three-storey educational facility with a building height of 18.5m and a total GFA of 7,857sqm accommodating both internal and external learning spaces, an auditorium, collaboration / breakout spaces, practical workshop areas and external terraces. The educational facility will provide:*
    - *Principal building entries on the eastern and western building frontages, level with the adjacent sloped terrain. Secondary access points are located on the northern and southern building frontages. Internal circulation will be provided via two stairways, two lift cores and breezeways.*

- *Workshop spaces provided with both single, double and triple-height volumes to accommodate a range of physical activities associated with trade and construction courses.*
- *A specialised industry engagement area on the eastern elevation of the building.*
- *An internal café kiosk for use of TAFE NSW students and employees.*
- *Installation of rooftop photovoltaic panels.*
- *End of trip facilities.*
- *Plant, storage and amenities dispersed where required throughout the building.*

- *Provision of an at-grade car parking, loading and access area on the building's southern frontage with:*
  - *16 car parking spaces (including 1 accessible) and 26 bicycle spaces within a bicycle storage area.*
  - *A loading and waste collection area.*
- *Alteration to the existing vehicular entry/ exit point (Gate 2) on O'Connell Street to widen the width of the vehicular access and remove the existing road median, and extension of the existing internal vehicular access network to provide vehicular access to the development on the southern elevation.*

The proposed layout of the IATC and widening of TAFE NSW Gate 2 is shown in Figure 2.3.

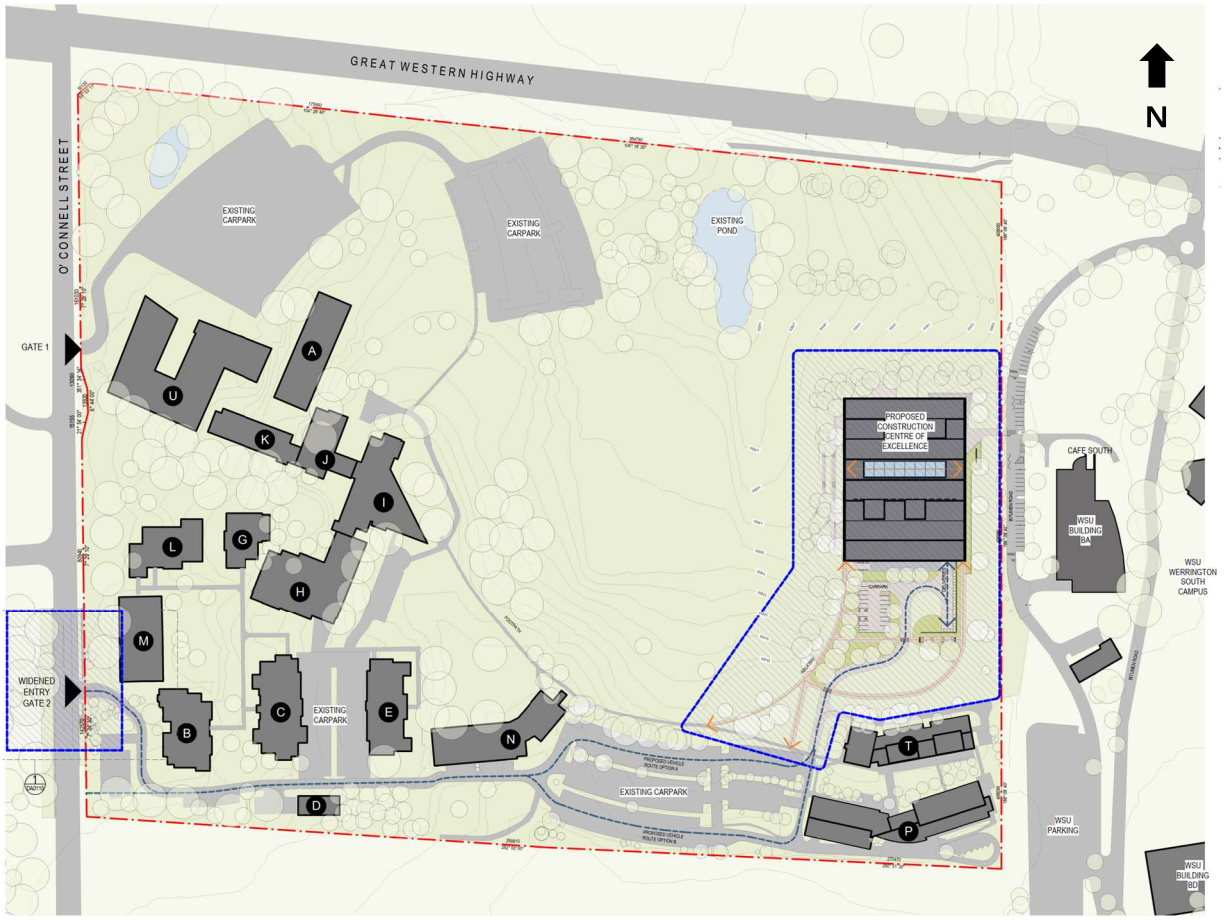

Figure 2.3 – TAFE NSW IATC Proposed Site Plan (Source: Gray Puksand)

3. Existing Transport Facilities

3.1 Road Hierarchy

Figure 3.1 - Road Hierarchy (Source: TfNSW State and Regional Roads)

The NSW administrative road hierarchy comprises the following road classifications, that align with the generic road hierarchy as follows:

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

The existing road network is shown in the following tables:

Table 3.1 - Existing Road Network – Great Western Highway

Great Western Highway	
Road Classification	State Road
Alignment	East-West
Number of Lanes	3 lanes in each direction
Carriageway Type	Divided
Carriageway Width	Approximately 24.1m
Speed Limit	60km/h (Eastbound) and 80 km/h (Westbound)
School Zone	No
Parking Controls	No Stopping
Forms Site Frontage	Yes

Figure 3.2: Great Western Highway (source: Google Maps)

Table 3.2 - Existing Road Network – O'Connell Street (North-South)

O'Connell Street (North-South)	
Road Classification	Local Road
Alignment	North - South
Number of Lanes	1 lane in each direction with parking lanes on either side of the carriageway
Carriageway Type	Divided
Carriageway Width	Approximately 7.2m
Speed Limit	50 km/h
School Zone	No
Parking Controls	Generally unrestricted, but otherwise No Stopping or Bus Zones
Forms Site Frontage	Yes

Figure 3.3 – O'Connell Street, Northbound (Source: Google Maps)

Table 3.3 - Existing Road Network – O'Connell Street (East-West)

O'Connell Street (East-West)	
Road Classification	Local Road
Alignment	East - West
Number of Lanes	A single lane in each direction with parking lanes on either side of the carriageway
Carriageway Type	Divided (by white barrier lines)
Carriageway Width	Approximately 7.1m
Speed Limit	50 km/h
School Zone	No
Parking Controls	No Restrictions
Forms Site Frontage	Yes

Figure 3.4: O'Connell Street Eastbound (source: Google Maps)

Table 3.4 - Existing Road Network – First Avenue

First Avenue	
Road Classification	Local Road
Alignment	North – South
Number of Lanes	A single lane in each direction
Carriageway Type	Undivided
Carriageway Width	Approximately 18m
Speed Limit	5di0 km/h
School Zone	No
Parking Controls	No
Forms Site Frontage	Yes

Figure 3.5: First Avenue Southbound (source: Google Maps)

Table 3.5 - Existing Road Network - Third Avenue

Third Avenue	
Road Classification	Local Road
Alignment	East - West
Number of Lanes	A single lane in each direction
Carriageway Type	Undivided
Carriageway Width	Approximately 6.8m
Speed Limit	40 km/h
School Zone	No
Parking Controls	No
Forms Site Frontage	Yes – internal road

Figure 3.6: Third Avenue Westbound (Source: Google Maps)

Table 3.6 - Existing Road Network – King Street

King Street	
Road Classification	Local Road
Alignment	North - South
Number of Lanes	A single lane in each direction
Carriageway Type	Undivided
Carriageway Width	Approximately 6.8m
Speed Limit	40 km/h
School Zone	No
Parking Controls	No
Forms Site Frontage	Yes – internal road

Figure 3.7: King Street Northbound (Source: Google Maps)

Table 3.7 - Existing Road Network – Fourth Avenue

Fourth Avenue	
Road Classification	Local Road
Alignment	East - West
Number of Lanes	A single lane in each direction
Carriageway Type	Undivided
Carriageway Width	Approximately 7.5m
Speed Limit	40 km/h
School Zone	No
Parking Controls	No
Forms Site Frontage	Yes – internal road

Figure 3.8: Fourth Avenue Eastbound (Source: Google Maps)

3.2 Key Intersections

The major intersections in the vicinity of the development site and their characteristics are listed below:

1. O'Connell Street / Great Western Highway: traffic signal controlled, 4-leg intersection
2. First Avenue / Great Western Highway: traffic signal controlled, 4-leg intersection

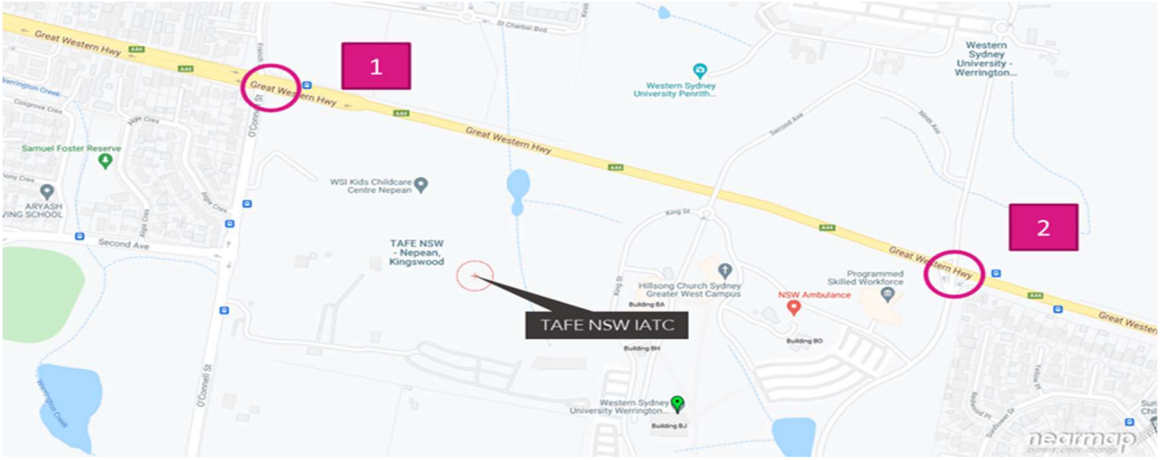

Figure 3.9 - Key Intersections (Source: Nearmap)

3.3 Public Transport

The locality has been assessed in the context of available forms of public transport that may be utilised by prospective staff and visitors. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggest that 400m-800m is a comfortable walking distance. The area of comfortable walking distance is shown in Figure 3.10.

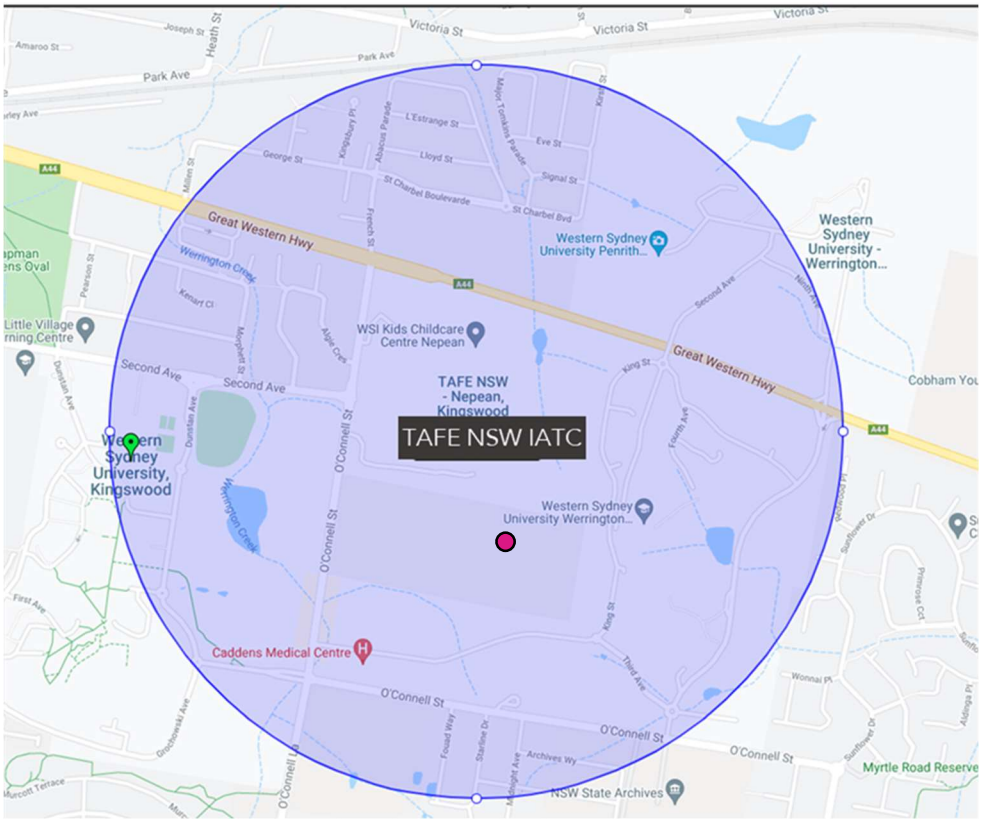

Figure 3.10 - Public Transport Accessibility (Source: Nearmap)

3.3.1 Bus Services

The subject site is well serviced with multiple bus stops within a comfortable walking distance. A summary of the available bus routes that service the site is shown in Table 3.8.

Table 3.8 - Bus Route Summary

Route	Coverage	Frequency (approx.)
770	**Mount Druitt to Penrith via St Marys**	Mondays to Fridays: Every 30 minutes Saturdays: Every 1 hour Sundays and Public Holidays: Every 1 hour
775	**Mount Druitt to Penrith via Erskine Park**	Mondays to Fridays: Every 12 minutes to 30 minutes

Route	Coverage	Frequency (approx.)
		Saturdays: Every 1 hour Sundays and Public Holidays: Every 1 hour
776	**Mount Druitt to Penrith via St Clair**	Mondays to Fridays: Every 30 minutes Saturdays: Every 1 hour Sundays and Public Holidays: Every 1 hour
835	**WSU Penrith to Prairiewood**	Mondays to Fridays: Every 15 minutes

In addition, WSU also runs a shuttle bus service. More information concerning the WSU Shuttle Bus Service can be found on the website:
https://www.westernsydney.edu.au/campus_safety_and_security/security/accessibility_transport_parking/shuttle_bus_timetable

3.3.2 WSU Shuttle Bus

Western Sydney University runs a shuttle bus service which operates between Kingswood Station and the WSU Kingswood Campus. The shuttle bus service runs approximately every 35 minutes between 7am and 10am weekdays and would serve the students, staff and visitors of WSU.

Access to the existing shuttle bus stops within the WSU Campus will be maintained during the construction works.

3.3.3 Train Services

The TAFE Nepean Kingswood Campus is not within walking distance of the nearest train stations. Students can use the buses to connect to Penrith, St Mary and Mount Druitt Train Stations.

3.4 Active Transport

Figure 3.10 shows the extent of cycle infrastructure within the surrounding area of the subject site. The site is reasonably serviced by a range of cycleways (freeway, hard difficulty, moderate difficulty, low difficulty and off-road).

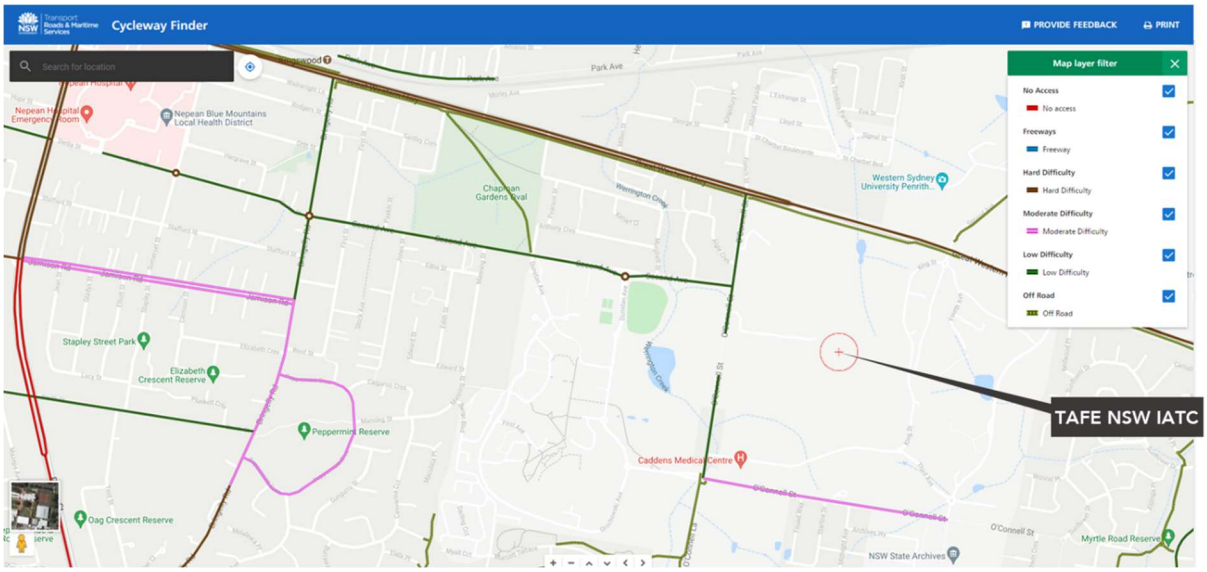

Figure 3.11 - Cycleways (Source: TfNSW Cycleway Finder)

4. Traffic Management Plan

4.1 Traffic Management Planning Process

Temporary Traffic Management (TTM) for the project has been planned in accordance with Transport for NSW, *Traffic control at work sites – Technical Manual, Issue No.6.0,* 14 September 2020 (TCAWS). The process is shown in Figure 4.1.

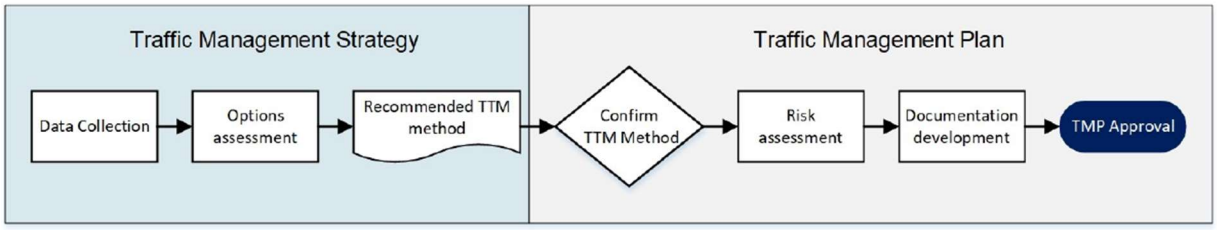

Figure 4.1 - Traffic Management Plan Process

An iterative process is being adopted in collaboration with relevant stakeholders to adopt the most appropriate traffic management approach and develop the associated documents for the work.

4.2 Traffic Management Strategy

A traffic management strategy has been chosen to ensure the safest and most efficient way for road users to interact with the work site and support the appropriate allocation of time, funds and resources for the project. The following have been considered in determining the TTM method:

Detour options
No detours are necessary or proposed by the client and therefore, disproportionate amount of disruption to the road users will NOT be introduced.

Site location
The site is the TAFE NSW Nepean Kingswood Campus with access roads to the site through the WSU internal road network.

To facilitate construction vehicle access to and from the works site, an Access Deed between TAFE NSW and WSU has been executed which governs construction traffic access within the WSU Werrington Campus road network associated with the TAFE NSW IATC project.

The access roads to the works site contains slight curves (First Avenue, Third Avenue, King Street, Fourth Avenue as well as the internal roads of the TAFE NSW Nepean Kingswood Campus), roundabouts, vegetation, existing signage and infrastructure that may obstruct signs and devices needed for certain strategies.

Work area
The area needed to safely perform the work does not require full closures of any sections of the road.

Vulnerable road users
Desire lines of pedestrians, cyclists, motorcyclists and users of scooters do not generally impact on works or create undesired interaction between these road users and traffic. At some locations, pedestrian crossings are located along the truck access and egress routes within the internal road network to and from the work site, appropriate signage and warning measures will be put into place to ensure safety of pedestrians.

Community facilities and needs

The WSU Campus is located in the vicinity of the site will be affected by the works. Appropriate traffic management measures will be put in place to mitigate any impacts. Ongoing stakeholder engagement meetings will be held on a regular basis at which the performance of the traffic management will be reviewed.

4.3 Decision of TTM Method

After considering the factors in Section 4.2 and the recommendation of the client, the TTM method chosen is “Around (elimination)” as traffic can and will be completely separated from the work area. This method will provide the lowest overall net risk option.

5. Overview of Construction Program

5.1 Staging and Program

The project will be undertaken with three phases commencing in November 2021 and is expected to be completed by February 2023 (approximately 16 months).

The possession date of the site is 1st November 2021.

The three phases of this construction program are as follows:

Table 5.1: Construction Program

Phase	Works	Date	Timeframe	Remarks
1	Inground and Substructure Works	1st November 2021 until 25th January 2022	3 months	
2	Structural and Façade Works	25th January 2022 to 30th September 2022	8 months	
3	Fitout till Completion	30th September 2022 until 5th February 2023	5 months	Ends on 24th December 2022 and recommence on 14th January 2022 (Christmas and New Year's break)
		Total	16 months	

During the project, the maximum expected vehicle size is a 19m Articulated Vehicle (AV). Smaller vehicles including 19m Truck and Dogs, 12.5m Heavy Rigid Vehicles (HRVs) and 8.8m Medium Rigid Vehicles (MRVs) and will also be utilised at various stages of the project. The number of estimated daily truck trips are outlined in Section 6.1.

5.2 Hours of Work

All works associated with the project shall be undertaken in accordance with the permitted hours of work as outlined within the SSD-8571481 DA Conditions of Consent:

- Mondays to Fridays: 7am to 6pm
- Saturdays: 8am to 1pm
- Sundays and Public Holidays: No works to be carried out.

5.3 General Requirements

In accordance with TfNSW requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. All subcontractors shall undergo a site induction facilitated by the lead contractor / project manager to ensure all 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 undertake all necessary steps to rectify any road deposits caused by the construction activity.

Vehicles operating to, from and within the site shall do so in a manner that does not create unreasonable or unnecessary noise or vibration. No tracked vehicles are required nor permitted 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.

The applicant/contractor is required to follow and abide the specific standard requirements for construction management including the requirements of the TAFE NSW / WSU Access Deed Agreement. An Access Deed Management Plan prepared by ADCO Constructions has been included in Attachment 5.

6. Construction Traffic Management Plan

6.1 Construction Traffic Types and Volumes

The construction will be undertaken in three different stages and will require access and egress for various vehicles depending on the stage. The largest expected vehicle types for each stage have been summarised in Table 6.1.

Table 6.1 – Largest Expected Vehicle Types during each Phase

Phase	Works	Largest Expected Vehicle Type	Duration
1	Inground and Substructure Works	19m Truck and Dog	1st November 2021 – 25th January 2022
2	Structural and Façade Works	19m Truck and Dog	25th January 2022– 30th September 2022
3	Fitout till Completion	19m AV	30th September 2022 – 5th February 2023

The movements of trucks to and from the site, and deliveries to the site are to be managed such that no queuing or temporary standing on the public roadway / domain occurs in the vicinity of the site.

Once distributed throughout the day, the relatively low construction vehicle movements will have minimal impact on the performance of the local road network during the morning and evening peaks. Table 6.2 and Table 6.3 shows the anticipated construction schedules from October 2021 to February 2023.

Table 6.2 - Construction Schedule 1

Phase	Description of Works during Stage	Largest Expected Vehicle Type	Estimated Peak Traffic Volume
1 **(12 weeks)**	• Inground and Substructure Works	19m Truck and Dog	Max 58 trucks/day (58 in / 58 out) (approx. 6 trucks every hour)
2 **(32 weeks)**	• Structural and Façade Works	19m Truck & Dog	Max 58 trucks/day (58 in / 58 out) (approx. 6 trucks every hour)
3 **(20 weeks)**	• Fitout till Completion	19m AV	Max 30 trucks/day (30 in / 30 out) (approx. 3 truck per hour)

Table 6.3 - Construction Schedule 2

Phase	Timeframe	Week	Estimated workers on site	Estimated Trucks under 8.8m per day (max)	Estimated trucks over 8.8m per day (max)	Estimated Total Trucks per day (max)
0	October 2021	Week 1	5	0	0	**0**
		Week 2	5	0	0	**0**
1	November 2021	Week 3	15	4	4	**8**
		Week 4	20	6	6	**12**
		Week 5	20	6	6	**12**
		Week 6	30	6	6	**12**
	December 2021	Week 7	25	10	10	**20**
		Week 8	25	10	10	**20**
		Week 9	25	10	10	**20**
		Week 10	25	10	10	**20**
	January 2022	Week 11	40	10	10	**20**
		Week 12	40	48	10	**58**
		Week 13	40	48	10	**58**
		Week 14	50	48	10	**58**
2	February 2022	Week 15	50	48	6	**54**
		Week 16	60	48	6	**54**
		Week 17	60	48	6	**54**
		Week 18	70	48	6	**54**
	March 2022	Week 19	70	48	6	**54**
		Week 20	75	48	6	**54**
		Week 21	80	48	6	**54**
		Week 22	90	48	6	**54**
	April 2022	Week 23	100	48	6	**54**
		Week 24	120	48	6	**54**
		Week 25	120	48	6	**54**
		Week 26	130	48	6	**54**
	May 2022	Week 27	140	48	10	**58**
		Week 28	150	48	10	**58**
		Week 29	170	48	10	**58**
		Week 30	180	48	10	**58**
	June 2022	Week 31	190	48	10	**58**

Phase	Timeframe	Week	Estimated workers on site	Estimated Trucks under 8.8m per day (max)	Estimated trucks over 8.8m per day (max)	Estimated Total Trucks per day (max)
		Week 32	200	48	10	**58**
		Week 33	200	48	10	**58**
		Week 34	220	48	10	**58**
	July 2022	**Week 35**	230	10	15	**25**
		Week 36	220	10	15	**25**
		Week 37	210	10	15	**25**
		Week 38	200	10	15	**25**
	August 2022	**Week 39**	200	10	10	**20**
		Week 40	200	10	10	**20**
		Week 41	190	15	10	**25**
		Week 42	190	15	15	**30**
	September 2022	**Week 43**	190	15	15	**30**
		Week 44	185	15	15	**30**
		Week 45	180	10	10	**20**
		Week 46	180	10	10	**20**
3	**October 2022**	**Week 47**	170	10	10	**20**
		Week 48	160	10	10	**20**
		Week 49	150	10	10	**20**
		Week 50	130	10	10	**20**
	November 2022	**Week 51**	120	10	10	**20**
		Week 52	115	15	15	**30**
		Week 53	115	15	15	**30**
	December 2022	**Week 54**	110	15	15	**30**
		Week 55	100	15	15	**30**
		Week 56	100	15	15	**30**
		Week 57	80	15	8	**23**
		Week 58	60	15	8	**23**
	January 2023	**Week 59**	60	15	8	**23**
		Week 60	50	15	8	**23**
		Week 61	40	15	8	**23**
		Week 62	40	10	5	**15**
	February 2023	**Week 63**	30	10	5	**15**

Phase	Timeframe	Week	Estimated workers on site	Estimated Trucks under 8.8m per day (max)	Estimated trucks over 8.8m per day (max)	Estimated Total Trucks per day (max)
		Week 64	30	10	5	**15**
		Week 65	30	10	5	**15**
		Week 66	60	10	5	**15**

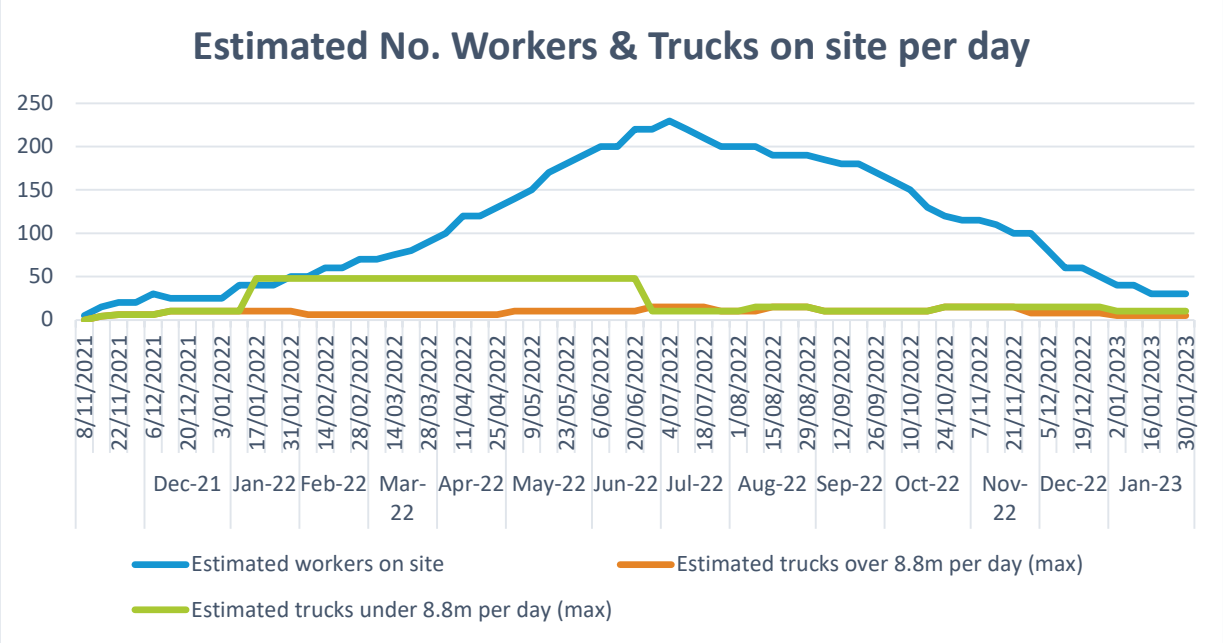

Figure 6.1 - Estimated No. of Workers & Trucks on site per day

As shown in Figure 6.1, the estimated peak daily construction traffic volume of 58 trucks/day occurs from January 2022 to June 2022. The majority of the construction vehicles during this peak period is associated with the concrete pours associated with Phase 2 - Structural and Façade Works. The average concrete pour volume is approximately 300-400m^3 and this will be facilitated using concrete agitator trucks which have average capacities of 6.5-8 m^3. The remainder of the construction traffic volumes would typically be associated with scaffold and steel reinforcement deliveries.

6.2 Construction Vehicle Routes and Access

The TAFE Kingswood site is primarily serviced by Great Western Highway (State road) to the north, First Avenue to the east and O'Connell Street to the west which are classified as local roads. The proposed construction vehicle routes have regard for the surrounding traffic arrangements within the vicinity of the site.

There are three proposed routes to access the TAFE Kingswood site, dependent on the location of the associated works, being either at the IATC site or the widening of the existing TAFE NSW Gate 2 driveway. It is noted that construction worker vehicles will access the site via Gate 2 and will park within the site boundary.

A summary of the vehicular access arrangements during the various stages of the project are outlined in Table 6.4.

Table 6.4 – Summary of Vehicular Access Arrangements by each Stage

Phase	Access Arrangement
Phase 1 (prior to WSU approval of the CTMP)	• ADCO will utilise TAFE NSW Gate 2 for all traffic movements.
Phase 2 – Part 1 (WSU endorsed CTMP)	• ADCO construction vehicles will utilise the WSU internal road network. • Construction worker vehicles will access the construction trades parking area via TAFE NSW Gate 2.
Phase 2 – Part 2 (TAFE NSW Gate 2 Widening Upgrade)	• To occur while Phase 2 – Part 1 is still in operation • ADCO construction vehicles will utilise the Works Zone on O'Connell Street adjacent to TAFE NSW Gate 2.
Phase 2 – Part 3 (Services Trenching)	• To occur while Phase 2 – Part 1 is still in operation • Services trenching proposed within the TAFE NSW internal roadways between TAFE Gate 2 and IATC Gate 1. • ADCO construction vehicle movements for the localised services trenching to utilise TAFE NSW Gate 2 and the internal roadways through the existing TAFE car parks.

The construction vehicle routes to and from the IATC and TAFE NSW Gate 2 driveway works areas are outlined in the following subsections.

6.2.1 Works Zones

A Works Zone at the eastern side of the proposed IATC building will be provided and accessed via separate entry and exit gates on King Street.

Construction access gates to the IATC site and associated Works Zone area are proposed to be approximately 14m in width. The site access locations for the IATC site are shown in Figure 6.2, with a full-size version included in Attachment 1.

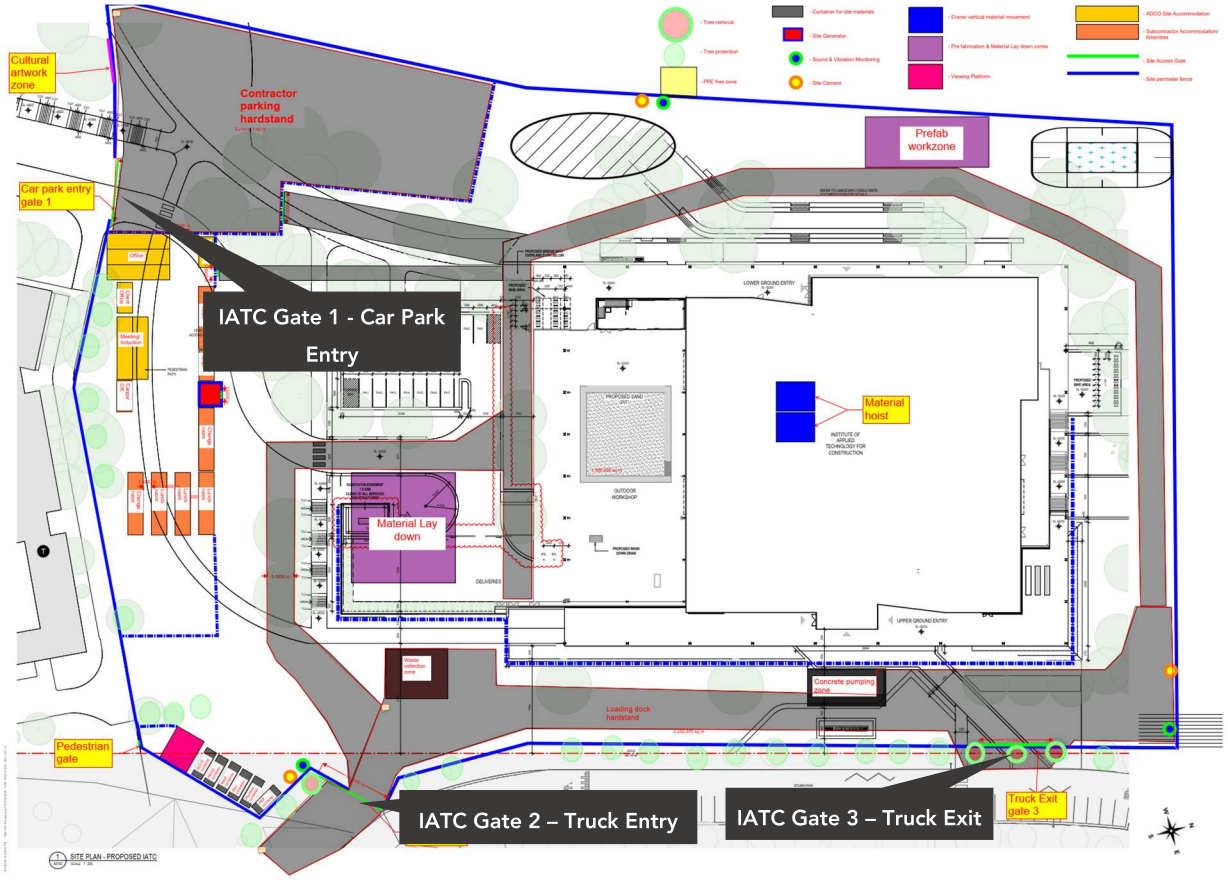

Figure 6.2 - Site Establishment Plan (Source: ADCO)

A separate Works Zone is proposed for the TAFE NSW Gate 2 driveway widening works accommodating vehicles up to 8.8m MRVs as outlined in Section 6.2.4.

6.2.2 Route 1 - IATC Site

As per the TAFE NSW/WSU Access Deed Agreement, access to the IATC site is proposed to be via Great Western Highway, First Avenue, Third Avenue and King Street. A Works Zone is proposed to be provided to the east of the IATC site, which is accessible from King Street, whereby construction vehicles will enter the Works Zone just prior to the existing at-grade car park adjacent to the WSU Building BA.

Construction vehicle access gates to the IATC site and associated Works Zone area are proposed to be approximately 14m in width. The proposed site access locations for the IATC site are shown in Attachment 1.

The swept path assessment undertaken demonstrates access and egress is possible for a 19m AV, with appropriate traffic control measures (refer to Section 6.4 and the drawings in Attachment 2 for details).

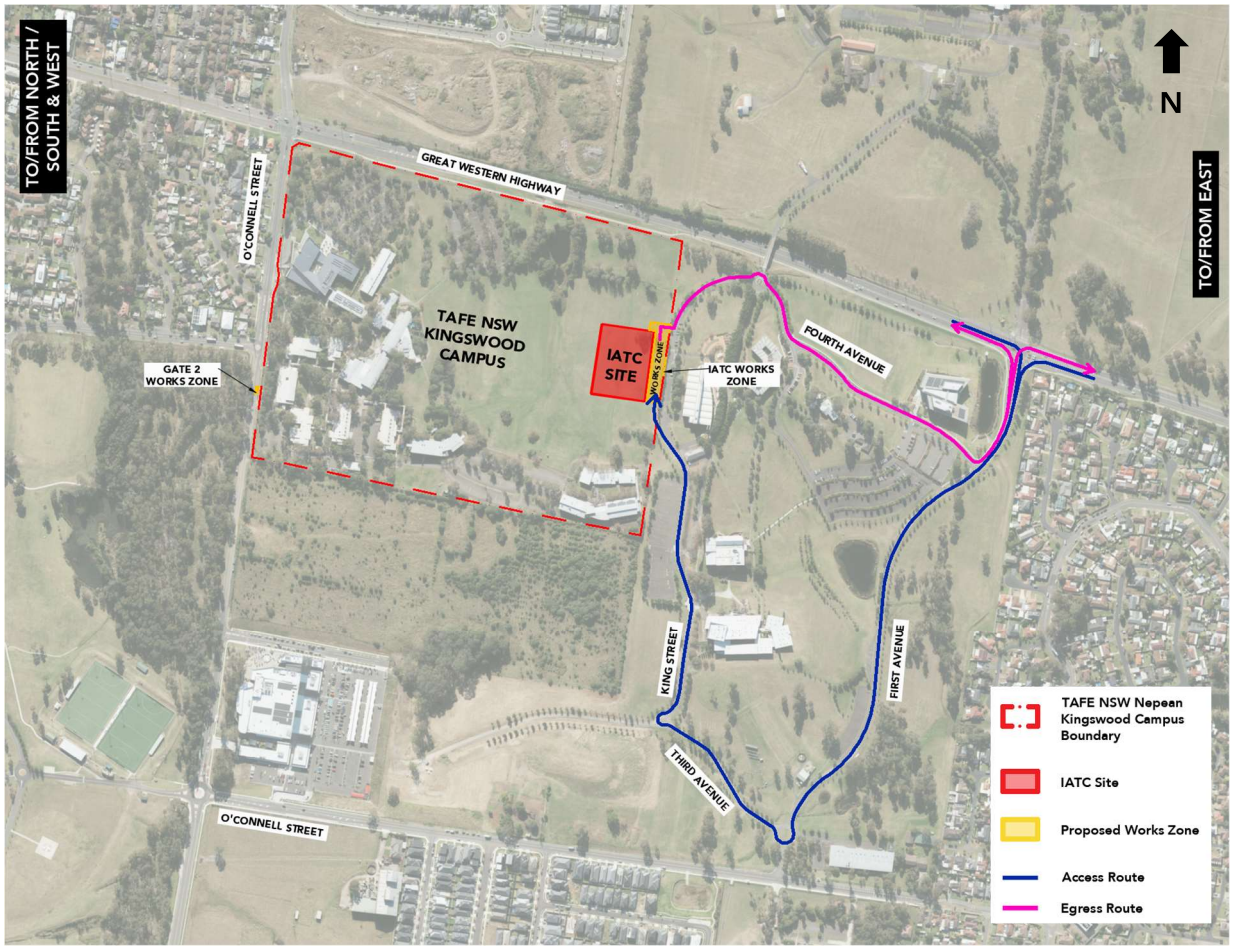

Figure 6.3 - Construction Vehicle Routes (Routes 1)

A description of the access and egress routes is outlined as follows.

- Route 1 Entry (All construction vehicles)
    1. Trucks arrive along Great Western Highway, eastbound or westbound
    2. Turn onto First Avenue, southbound.
    3. Turn right into Third Avenue.
    4. Turn right into King Street.
    5. Continue northbound to the IATC site.
- Route 1 Exit (All construction vehicles)
    1. Trucks continue along the King Street.
    2. Continue past Fourth Avenue.
    3. Turn left at First Avenue.
    4. Turn left or right at Great Western Highway.

It is noted that the existing WSU parking located on the eastern side of King street will be maintained. A TfNSW-accredited traffic controller will be stationed at the exit Gate for the IATC Works Zone and will be

responsible for monitoring the existing parking and coordinate vehicular egress from the Works Zone to prevent conflict between car park users and construction traffic. IATC Gate 2 is located off King Street and has approximately 35m of vehicle storage capacity prior to the gate. Furthermore, deliveries will be scheduled with sufficient headways between each vehicle to ensure that queuing does not occur on King Street.

6.2.3 Route 2 – IATC Trenching Works & Construction Trades Parking

There are trenching works proposed to be undertaken within the existing roadways connecting TAFE NSW Gate 2 to the IATC Gate 1 (car park entry) to the south of the proposed IATC building. The location of the IATC Gate 1 and the access and egress routes for the trenching works are illustrated in Figure 6.4. It is highlighted that Route 2 will predominantly be used for access and egress by construction worker light vehicles and trucks will only be accessing the site via TAFE NSW Gate 2 during the widening of the TAFE NSW Gate 2 driveway and the localised services trenching works which will only be undertaken in Phase 2 – Part 2 and Part 3.

During the TAFE NSW Gate 2 widening and services trenching works, appropriate traffic, pedestrian and cyclist management measures will be established, and these are outlined in Section 6.4 and Section 6.5.

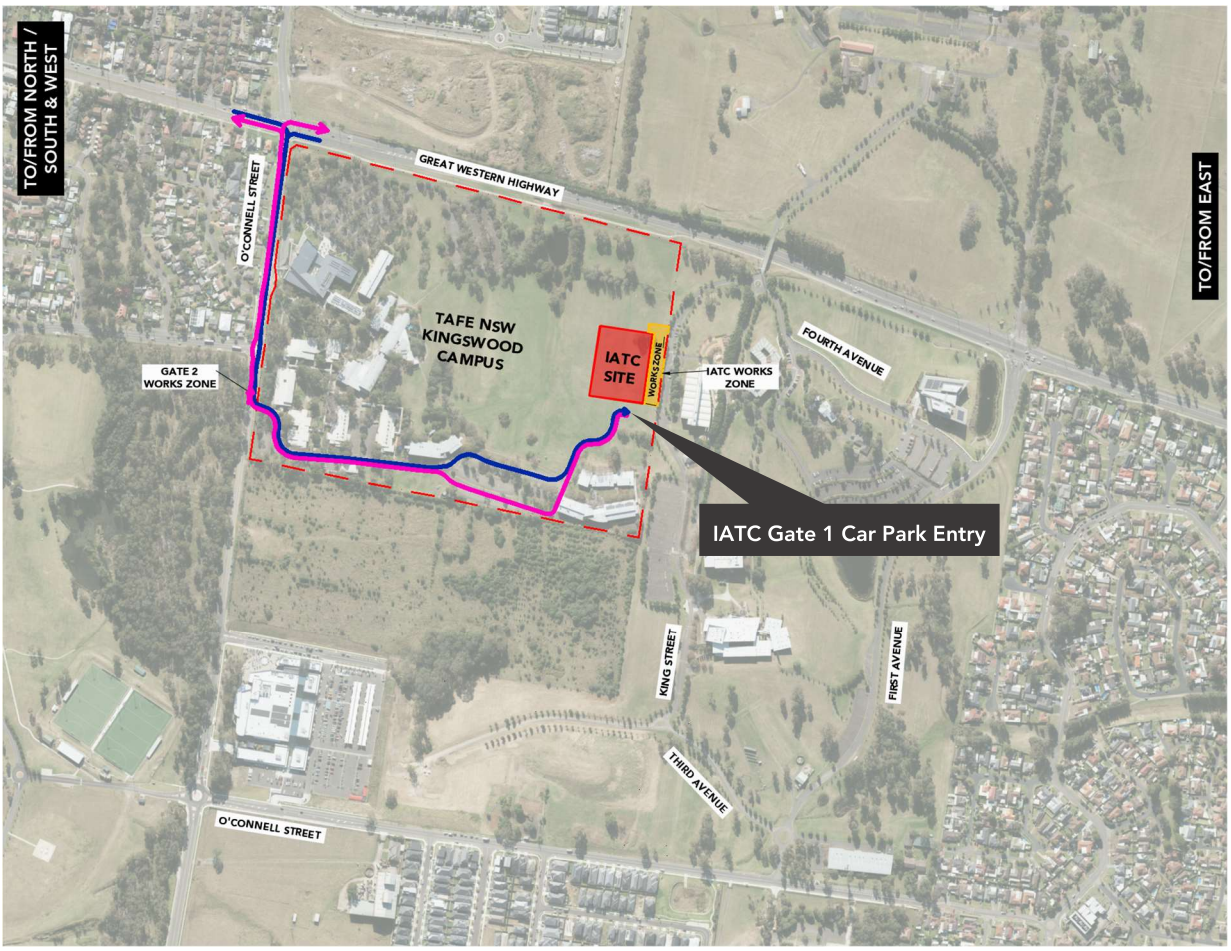

Figure 6.4 - Construction Vehicle Routes (Routes 2)

A description of the access and egress routes is outlined as follows.

- Route 2 Entry (All construction vehicles)

    1. Trucks arrive along Great Western Highway, eastbound or westbound

2. Turn left or right into O'Connell Street.
3. Turn left into TAFE NSW Gate 2.
4. Proceed through the existing TAFE car park.
5. Continue northbound to the IATC delivery hardstand area.

- Route 2 Exit (All construction vehicles)

1. Trucks perform a 3-point turn within the delivery hardstand area.
2. Proceed southbound along the internal roadway connecting to the existing TAFE car park.
3. Proceed westbound through the existing TAFE car park utilising the southern-most exit aisle due to the one-way circulation of the car park.
4. Continue through the internal road network to exit via TAFE NSW Gate 2.
5. Turn right at O'Connell Street and proceed northbound.
6. Turn left or right onto the Great Western Highway.

The largest vehicle expected to access the delivery hardstand area is an 11m HIAB truck during site establishment. However, it is noted that the trenching works will typically be undertaken by vehicles up to 6.4m SRVs which are significantly smaller in size. A swept path assessment has been undertaken to demonstrate feasibility of access and egress. For the swept path assessment, the 11m HIAB truck has been modelled using a standard 12.5m Heavy Rigid Vehicle (HRV).

It is noted that access by the HRV will require the driveway separator island at TAFE NSW Gate 2 to be removed to facilitate the swept paths. Some minor kerbing works will also need to be undertaken at the intersection of the existing TAFE car park and the new roadway towards the delivery hardstand to facilitate access by heavy vehicles, as illustrated in the swept path assessment in Attachment 2.

It should be highlighted that access and egress via TAFE NSW Gate 2 to IATC Gate 1 by vehicles larger than a 6.4m Small Rigid Vehicle (SRV) will need to be restricted to outside the operational hours of the TAFE Campus. Access and egress will be managed by ADCO staff for these works.

6.2.4 Route 3 – TAFE NSW Gate 2 Driveway Widening Works

The TAFE NSW Gate 2 driveway widening works does not require construction vehicles to enter the site. However, in order to carry out the works and to facilitate the delivery of construction materials, a Works Zone is proposed to be provided within the existing road shoulder located to the north of TAFE NSW Gate 2 on O'Connell Street (refer to Attachment 2 for details of the proposed Works Zone location).

The Works Zone is proposed to be approximately 9m in length and 3.4m in width to accommodate vehicles up to 8.8m MRVs. The proposed Works Zone will require the conversion of the existing No Parking Zone to a Works Zone (subject to Council approval). The swept path assessment demonstrates an 8.8m MRV entering and exiting the Works Zone.

It is noted that there is an existing bus stop located to the south of TAFE NSW Gate 2 on O'Connell Street. The proposed driveway works at TAFE NSW Gate 2 will require the diversion of pedestrians during the works as pedestrian access to the bus stop may be affected when the widening works are being carried out. For further details of the pedestrian management measures, refer to Section 6.5.2.

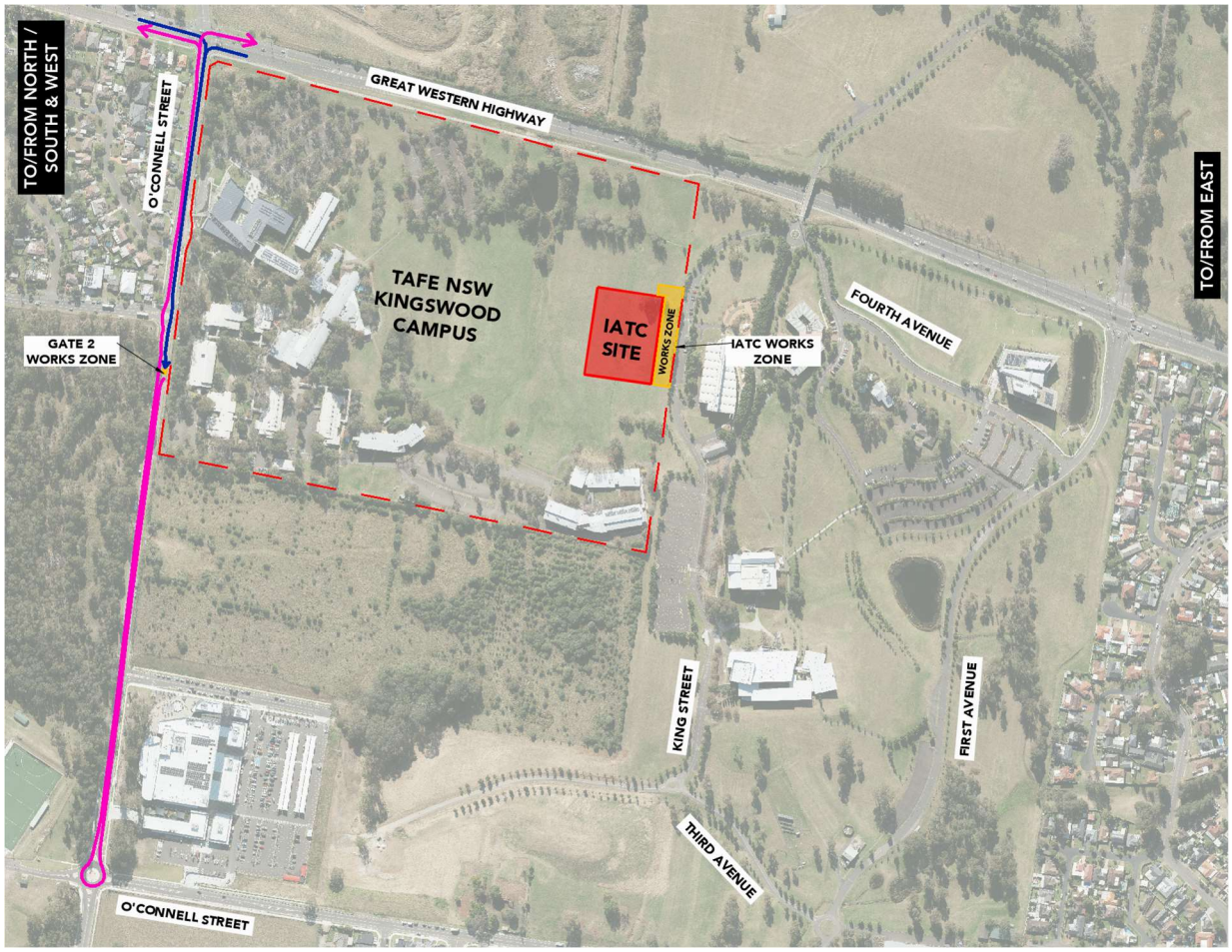

Figure 6.5 - Construction Vehicle Routes (Route 3)

- Route 3 Entry
    1. Trucks arrive along the Great Western Highway, eastbound or westbound.
    2. Turn left or right into O'Connell Street.
    3. Continue south along O'Connell Street towards the TAFE NSW Gate 2 Works Zone.
- Route 3 Exit
    1. Trucks exit out of the TAFE NSW Gate 2 Works Zone.
    2. Continue south along O'Connell Street towards the roundabout intersection with O'Connell Street (east-west)
    3. Make a U-Turn at the roundabout intersection.
    4. Continue north along O'Connell Street towards the Great Western Highway.
    5. Turn left into Great Western Highway.

A swept path assessment for access/egress to the IATC site has been undertaken using an 8.8m MRV for this route. The construction vehicle swept paths demonstrating access and egress at the key intersections have been included in Attachment 2.

6.2.5 Oversized Vehicle Access

Whilst not anticipated, any oversized vehicle that is required to travel to the site will be dealt with separately, with the submission of required permits to and subsequent approval by Council prior to any delivery. Requests shall be submitted at least 28 days prior to the scheduled date of use of an oversized vehicle.

6.3 Emergency Vehicle Access

The proposed traffic control arrangements do not proposed closure of any local roads. Any emergency vehicles requiring access to the project site will do so via the site accesses on O'Connell Street and First Avenue.

- NSW Police
- NSW Ambulance
- NSW SES (Fire and Rescue NSW)

6.4 Traffic Guidance Schemes

Traffic Guidance Schemes (TGSs) outlines the proposed traffic management measures to inform road users of the change traffic conditions in the vicinity of the works site. Traffic control measures are required as trucks will be turning into the site intermittently at various access points around the construction site.

It is noted that detailed TGSs are to be prepared by the appointed traffic management contractor prior to commencement of works and submitted to Council and TfNSW for approval. All TGSs associated with the CTMP must comply with the Australian Standards and the TfNSW Traffic Control at Work Sites Technical Manual (TCAWS).

Traffic controllers will play a major role in controlling traffic and will need to be provided at the following intersections:

- First Avenue / Third Avenue;
- King Street / Third Avenue;
- King Street / IATC Works Zone;
- King Street / Bitumen Road; and
- First Avenue / Fourth Avenue.

TfNSW accredited traffic controllers will be required to be stationed at the locations outlined in Table 6.5 when the vehicle type exceeds that listed in the table to manage construction and non-construction related traffic. Refer to *Drawing TRD-002* in Attachment 1 for the concept traffic controller location plan.

Table 6.5: Summary of Traffic Controller Requirements

Intersection	Traffic Management Measure	Traffic Controllers
First Avenue / Third Avenue	Traffic Controllers	Vehicles larger than an 8.8m MRV
King Street / Third Avenue	Traffic Controllers	All construction vehicles
King Street / IATC Works Zone	Traffic Controllers	All construction vehicles

Intersection	Traffic Management Measure	Traffic Controllers
King Street / Bitumen Road	Traffic Controllers	All construction vehicles
First Avenue / Fourth Avenue	Traffic Controllers	Vehicles larger than 12.5m HRV

Traffic control shall be established in accordance with the requirements of the TCAWS and gate controllers are to be stationed at the site access gates to manage access and egress of the site. Concept TGSs have been prepared and included in Attachment 3. It is noted that these TGSs need to be finalised by the appointed traffic management contractor.

It is noted that TfNSW Traffic Controllers will be required to give way to public vehicles already on the road and only allow construction vehicles to proceed through an intersection which requires traffic control measures when there is a suitable gap in the traffic.

6.5 Pedestrian Access

Pedestrian access to and around the works area must be maintained at all times. Detailed pedestrian movement plans will be developed by ADCO in consultation with stakeholders and incorporated where necessary into the Traffic Guidance Schemes (TGSs).

Traffic controllers will control pedestrian-vehicle interfaces at any point of confluence that does not have dedicated pedestrian pathways.

Construction workers travelling by foot or bike will follow WSU designated pedestrian routes and enter site through the controlled pedestrian gates. Construction workers travelling by car will enter the contractor parking area through TAFE NSW Gate 2 and enter the site through the controlled pedestrian gates. Subsequent pedestrian movements will be entirely within the site boundaries and will be managed in line with Site Management Plans.

6.5.1 Pedestrian Crossing Measures within the WSU Campus

Pedestrian crossing signage and advance warning signage are proposed to be installed to advise drivers of the presence of crossings as currently there are no signs indicating this at some locations within the WSU Campus. This will help in ensuring the safety for the students, staff and visitors of WSU. Specifically, the pedestrian crossings located along King Street and Fourth Avenue will require installation of the appropriate signage in accordance with *AS1742.10:2009 Pedestrian Control and Protection*. Where required, sign spacing has been adjusted to suit the specific road geometry of the site as illustrated in Attachment 3.

6.5.2 Pedestrian & Cyclist Management at TAFE NSW Gate 2

During the TAFE NSW Gate 2 driveway widening works, the existing footpath between the driveway and the bus stop on O'Connell Street will be closed. During construction work hours, pedestrians and cyclists on the footpath will be redirected into the TAFE grounds and utilise the existing pedestrian crossing to proceed to the bus stop. A temporary gate will be installed within the existing TAFE boundary fence to facilitate access to and from the bus stop.

The proposed pedestrian and cyclist management controls and signage for works being undertaken during construction work hours is illustrated in Figure 6.6.

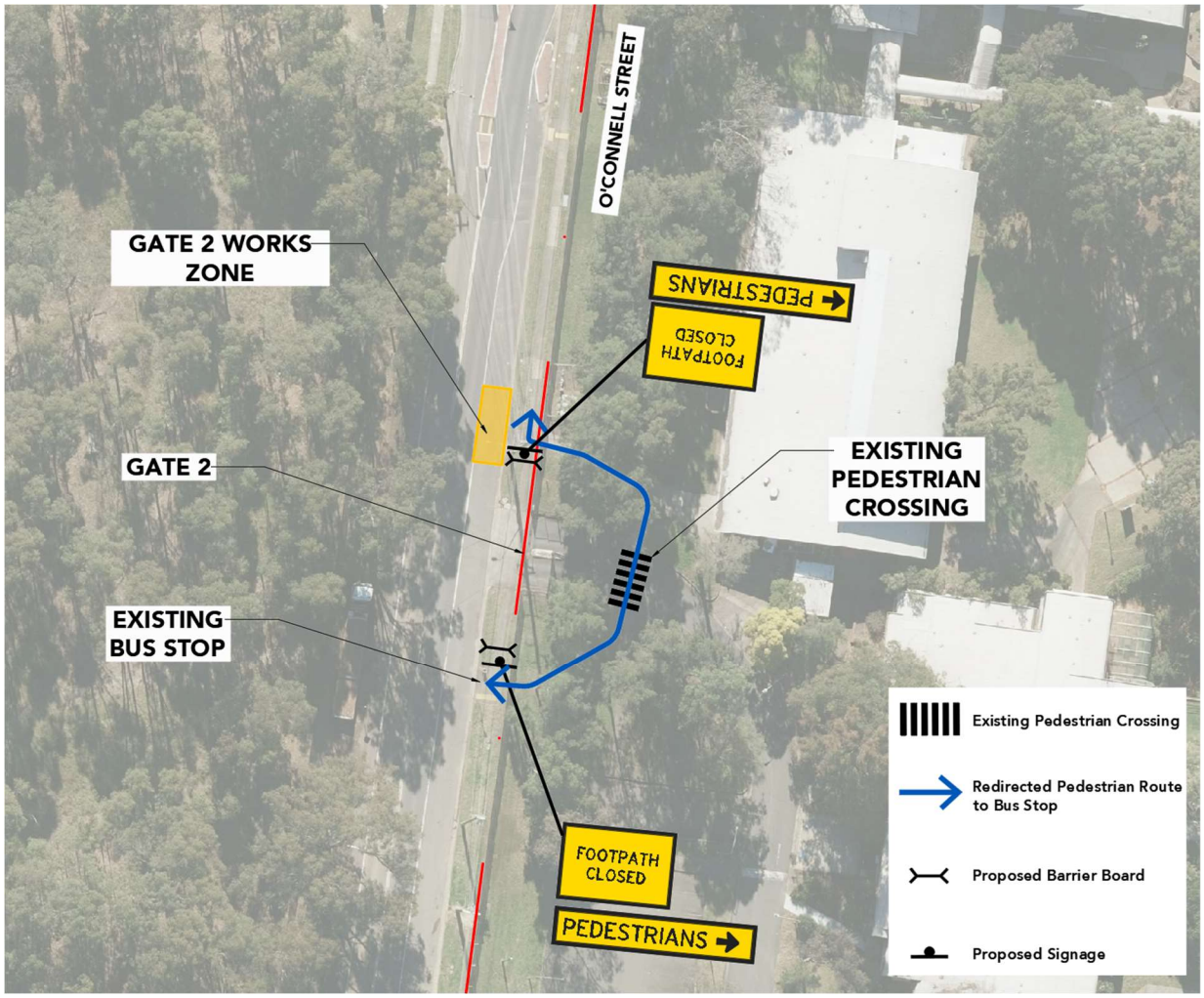

Figure 6.6 – Pedestrian & Cyclist Management Measures during Construction Work Hours

Outside of the construction work hours, the TAFE site will be secured and public access to the bus stop via the internal connections of the TAFE will not be available. To ensure access to the TAFE NSW Gate 2 bus stop is maintained outside of construction work hours for TAFE students, staff and visitors, the footpath across the TAFE NSW Gate 2 driveway will be restored to a suitable condition at the end of each day. The footpath will be re-opened at the end of each day to allow for safe pedestrian and cyclist passage to and from the bus stop.

It is highlighted that the existing operation of the bus stop will not be impacted by the construction works.

6.6 Special Deliveries

Any oversized vehicles that are required to travel to the site will be dealt with separately, with the submission of relevant permits to and subsequent approval by the Penrith City Council prior to any delivery.

6.7 Site Security

To provide segregation and protection for pedestrians and the works area, the construction site and the materials handling area are to be secured using A-class hoardings. These hoardings will be used to secure the site and define the works area.

- All access points are to be securely locked when construction activities are not in progress.
- The exact locations of the hoardings are to be agreed prior to the commencement of the works.

6.8 Plant / Equipment Management

At the commencement of construction, plant and equipment, including construction scaffolding material, site sheds, mobile cranes and machinery will be required to be delivered to the site. The delivery and removal of plant and equipment to and from the site will be undertaken from the on-site materials handling/loading area, via the use of machine floats.

The delivery and removal of plant and equipment that requires a wide or long load vehicle will be subject to a separate application/permit and separate prior approval from Penrith City Council and other relevant authorities. In order to minimise traffic disruption during the delivery of the plant and equipment, it is proposed to undertake this work during the evening/early morning period. All plant and equipment deliveries will be carried out in accordance with Council's requirements and the NSW Police regulations.

6.9 Spoil Management

Contaminated material will be checked, sorted and treated prior to the removal from the site. Contaminated material will be classified in accordance with the provisions of the Protection of the 'Environment Operations Act 1997 and the NSW DECC Waste Classification Guidelines, Part 1: Classifying Waste (April 2008)'.

All construction work involving the removal and disposal of asbestos cement will be undertaken by appropriately qualified contractors duly licensed with SafeWork NSW, holding either a Friable (Class A) or a Non-Friable (Class B) Asbestos Removal License whichever applies.

During the removal of asbestos material from the site, signs containing the words 'DANGER ASBESTOS REMOVAL IN PROGRESS' will be erected in prominent visible positions on the site. The signs will be in accordance with AS1319-1994 Safety signs for the occupational environment for size, illumination, location and maintenance.

All trucks removing spoil from the site will be loaded to prescribed weight limits and loose material will be covered during transport from the site. Loose material will be removed from all vehicles and/or machinery before leaving the site and entering the road system.

All vehicles leaving the site will be cleaned. The construction contractor will be responsible for locating a truck wash facility or other appropriate cleaning mechanism adjacent to the construction access driveways. Any run-off from the washing down of vehicles will be directed to the sediment control system to be located within the site.

The loading of spoil onto trucks will be carried out on-site in an approved and controlled manner. The management of the on-site materials handling/loading area and the movement of trucks on and off the site will be the responsibility of the contractor.

6.10 Staff Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedure. Additionally, the lead contractor will discuss TMP requirements regularly as part of toolbox talks and advise workers of public transport and carpooling opportunities.

6.10.1 Communications Protocol

During the staff inductions, all construction staff and subcontractors will be advised not to communicate between contractors, staff, students and stakeholders without prior approval from the lead contractor.

6.11 Road Closure

The western arm of the intersection of King Street and Third Avenue is currently closed and is not currently used by the public. The timeframe for the reopening of this road is unknown at the time of writing, and the CTMP will be updated to reflect any impacts associated with the reopening of the road.

Figure 6.7 illustrates the extents of the existing road closure between the Caddens Corner Shopping Centre and the King Street / Third Avenue roundabout.

Figure 6.7: Road Closure (source: Google Maps)

6.12 Occupational Health and Safety

All workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurances. All traffic control personnel will be required to hold TfNSW accreditation in accordance with Section 8 of Traffic Control at Worksites.

6.13 Adjoining Properties

Access to all adjoining properties will be maintained throughout the works. An Access Deed between TAFE NSW and WSU has been executed. Regular review of the WSU road condition will be undertaken with maintenance to be agreed by the parties.

6.14 Method of Communicating Traffic Changes

TGSs in accordance with Australian Standards (AS1742.3 – Traffic Control Devices for Works on Roads) and TCAWS manual will advise motorist of upcoming changes in the road network.

- The contractor shall each morning, prior to work commencing, ensure all signage is erected in accordance with the TGS and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or removed as required. Sign size is to be size "A".
- No deviation from the approved TGS shall be permitted, unless otherwise approved by Council and certified by an TfNSW accredited personnel and WSU where changes impact WSU roads.
- The associated TGS road signage will inform drivers of work activities in the area including truck movements in operation.
- Prior to commencement of works on site, the contractor is to inform neighbouring properties of proposed works and provide site contact information by means of a letter box distribution. Additionally, a minimum 14 days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

6.15 Construction Trades Parking

A designated contractor parking area is provided within the site as illustrated in Figure 6.8. The construction trades parking area will be accessible via TAFE NSW Gate 2 within the O'Connell Street frontage. It is noted that the existing TAFE and WSU parking areas will be maintained, and no contractor parking will be permitted in these areas without prior agreement.

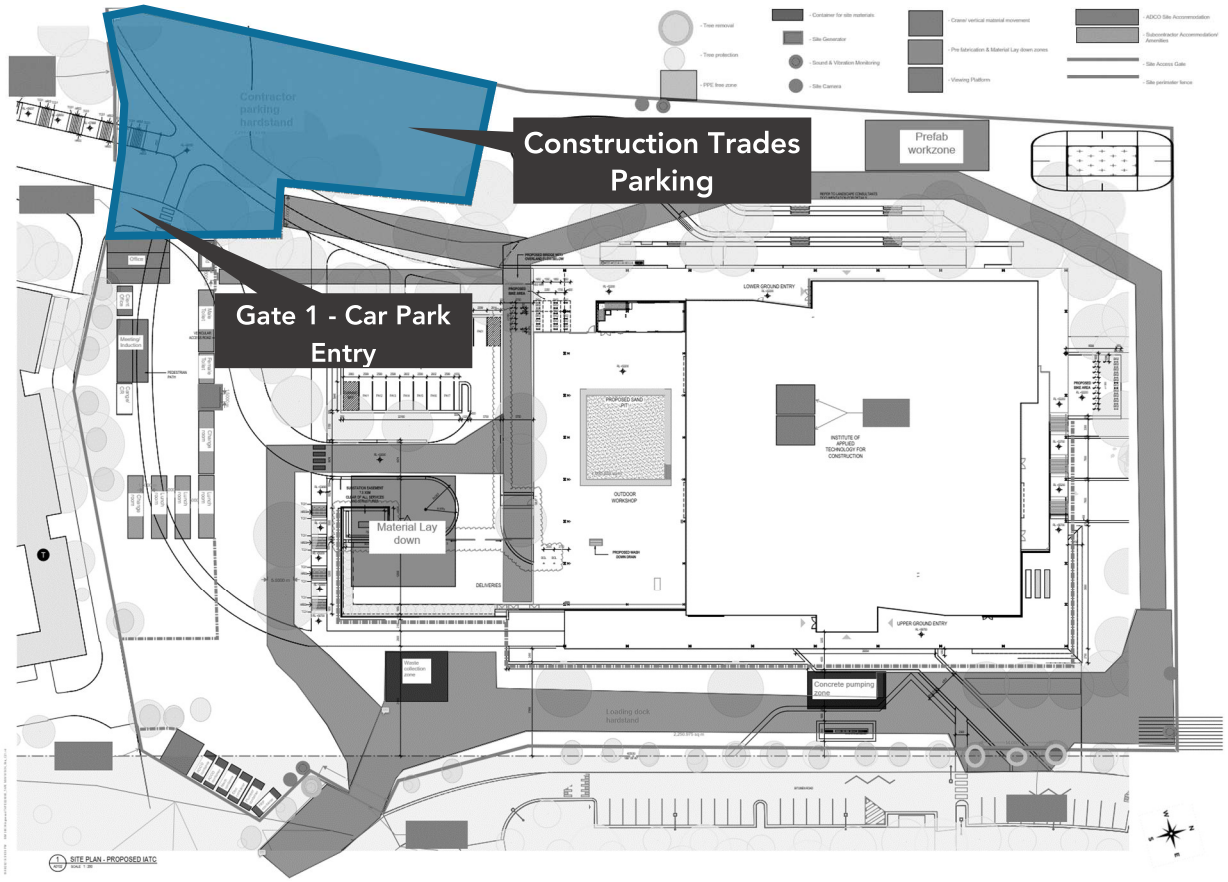

Figure 6.8: Site Establishment Plan (Source: ADCO)

6.16 Driver Code of Conduct

All heavy vehicle drivers are required to follow the ingress and egress routes in a "forward in, forward out" manner as described previously, whilst adhering to all road rules and regulations. This in conjunction with the Traffic Guidance Schemes (TGS) prepared in Attachment 2 will be paramount in managing construction activity. In addition, all construction vehicles entering or exiting the site shall always operate under the direction of a TfNSW accredited traffic controllers.

This code of conduct will be advised to all drivers engaged on site at the staff induction, where all construction vehicles are to be contained within the site boundary. A Driver Code of Conduct has been prepared and included in Attachment 4.

6.17 Maintenance of Roads and Footpaths

In accordance with the TAFE NSW/WSU Access Deed Agreement, all roads and footpaths will be maintained in their proper condition during the process of the construction works. Pedestrian access will be controlled through signage and traffic controller as described previously and road closures will be undertaken in a similar fashion. Further consultation with Penrith City Council may be necessary if trees and vegetation belonging to Council is affected and an arborist will be engaged to prepare relevant reports.

6.18 Traffic Incident Management

In the event of an incident, the Project Manager is to be notified immediately. The Project Manager will then be responsible for notifying TAFE NSW and WSU of the incident.

During an emergency, construction personnel are to call the emergency number (000) before notifying the Project Manager.

Any incident that occurs within the public road shall be reported to Transport Management Centre (TMC).

6.19 Hazard and Risk Identification

All construction projects entail a set of risks—from a transport perspective—that may need to be mitigated. Some of these hazards and risks are related to:

- moving traffic
- queued traffic
- site vehicle access and egress points
- topographical constraints

A risk matrix has been prepared as shown in Table 6.6 to assess the transport risks associated with the construction work. The definitions of the risk matrix are as follows:

Likelihood (L)

- Almost unprecedented: not expected to occur in the next 100 years.
- Very unlikely: expected to occur once every 10 to 100 years.
- Unlikely: expected to occur once every 1 to 10 years.
- Likely: expected to occur once during any given year.

- Very likely: expected to occur occasionally (1 to 10 times) during any given year.
- Almost certain: expected to occur multiple times (10 or more times) during any given year.

Consequence (C)

- Insignificant: Illness, first aid or injury not requiring medical treatment. No lost time.
- Minor: Minor injury or illness requiring medical treatment. No lost time post medical treatment.
- Moderate: Minor injuries or illnesses resulting in lost time.
- Major: 1 to 10 serious injuries or illnesses resulting in lost time or potential permanent impairment
- Severe: single fatality and/or 11 to 20 serious injuries or illnesses* resulting in lost time or potential permanent impairment.
- Catastrophic: multiple fatalities and/or more than 20 serious injuries or illnesses* resulting in lost time or potential permanent impairment.

Risk Rating (R)

- Low (L)
- Medium (M)
- High (H)
- Very High (VH)

Table 6.6 - Risk Matrix

Likelihood	Consequence						
		Insignificant C6	Minor C5	Moderate C4	Major C3	Severe C2	Catastrophic C1
	Almost certain L1						
	Very likely L2						
	Likely L3						
	Unlikely L4						
	Very unlikely L5						
	Almost unprecedented L6						

The risk of the construction activities and the proposed mitigation measures are provided in Table 6.7.

Table 6.7 - Risks and Mitgations

Risk	L/C/R	Mitigation	L/C/R
Construction vehicles unexpectedly stopping/slowing down after turning off The Great Western Highway and possibly being rear-ended by other motorists	L4/C4/M	Provide adequate signage to forewarn other motorists to the presence of large construction vehicles.	L5/C5/L
Queued traffic or vehicles accessing the car park on King Street could pose manoeuvrability issue for trucks turning into and out of the site, prolong and delay the construction process	L1/C6/M	TfNSW accredited traffic controllers will be stationed at key intersections to manage and coordinate traffic to mitigate any potential for queuing.	L5/C6/L
Parked vehicles on King Street opposite IATC Works Zone may leave when a construction vehicle is exiting the IATC Works Zone	L3/C5/M	TfNSW accredited traffic controllers will manage and monitor the existing parking to prevent conflict with exiting construction vehicles.	L5/C6/L

6.20 Contact Details for On-site Enquiries and Site Access

Table 6.8 below shows the contact details of the site personnel involved in the construction project.

Table 6.8: Contact Details of the Site Personnel

Name	Position	Phone
Pierce Brennan	Project Manager	0419 422 566
Dean Israel	Construction Manager	0413 777 152
Jed Nicholl	Contract Administrator	0413 425 139
Kieran Hill	Project Engineer	0439 042 092
Paul Gower	Site Manager	0413 425 089
Donald Geale	Site Foreman	0418 365 052

6.21 CTMP Approval, Monitoring and Review

This CTMP has been reviewed and endorsed by the designer's one-up manager who holds a current Prepare Works Zone Traffic Management Plan qualification. This approved CTMP has been used to inform the development of all TGSs for the work.

Regular monitoring and review are to be conducted throughout the life of the project to ensure that the CTMP remains current and addresses all risks at the work site for the duration of the project or activity.

To ensure that this CTMP is kept up to date, the activities identified in Table 6.9 will be undertaken to facilitate review and continuous improvement

Table 6.9 - Monitoring Activities

Stage	Activity	Purpose	Qualification	Tools and checklists
Planning	TGS verification	To ensure that the TGS selected or designed is suitable for the works and location.	ITCP or PWZTMP	TCAWS Appendix E.2 TGS verification checklist
During TTM	Weekly TTM inspections (includes preopening inspection)	To ensure that the CTMP and relevant TGS are appropriate and operating safely, effectively and efficiently	PWZTMP	TCAWS Appendix E.3 Weekly TTM inspection checklist
	Shift TTM inspections	To ensure that the TGS is implemented as designed. This includes at a minimum, twice per shift and when: • A TGS is installed, changed or updated. • At regular frequency afterwork commences, recommended every 2hours; and • Once after care arrangements have been installed if required	ITCP or PWZTMP	TCAWS Appendix E.4 Shift / Daily TTM inspection checklist
	CTMP review	To ensure that CTMP controls are achieving the required outcomes.	PWZTMP	Not provided
	Client inspections	Verification of TTM through the Transport Traffic Engineering Services, Work Health and Safety Branch, Surveillance Officers or other client representatives.	Divisionally determined	Not provided
Post Completion	Post-completion inspection	To ensure that the site has been demobilised as planned and is safe for opening to traffic	ITCP or PWZTMP	Appendix E.5 Post completion inspection checklist

All relevant changes must be considered and recorded in the CTMP with any changes made by an appropriately qualified person. A copy of all documentation relating to the endorsement of the changes must be available to be accessed, either electronically or in hard copy, by the person responsible for the works.

7. TGS Confirmation and Approval

In the event a Traffic Guidance Scheme (TGS) is required, the lead contractor is to design and set out the TGS in accordance with Issue 6.0 of the Traffic control at work sites Technical Manual, November 2020 (TCAWS).

It is noted that any changes to the existing parking restrictions will require a minimum fourteen (14) days notification to adjoining property owners prior to the implementation of any temporary traffic control measures.

Any revisions or additional TGSs ones must be prepared by a PWZTMP qualified person upon engagement of the traffic management contractor and prior to commence of works on site.

7.1 TGS Verification

The concept TGSs prepared are based on the TCAWS TGS D.4.7 and TCP 77[1]. Site confirmation must be undertaken via the completion of the TGS verification.

A TGS verification must be undertaken to confirm the selected or designed TGS is fit for purpose. A TGS verification must be completed in accordance with Section 8.1.2 TGS verification by an ITCP or PWZTMP qualified person. TGS verification must include an inspection of the work site where the TGS will be implemented.

7.2 TGS Approval

The PWZTMP qualified person who has designed or modified the relevant TGS has approved the TGS for use. Approval of the TGS includes:

- Review of the relevant TMP, risk assessment and associated TTM specific documentation;
- Design, redesign or modification of the TGS must be in accordance with the requirements of TCAWS;
- Confirmation that the TGS provides the relevant information for the ITCP person to safely implement on-site.

The one up manager of the PWZTMP qualified person has approved the TGS, including:

- Any non-standard or unaccepted signs or devices;
- Any departures from the requirements of TCAWS;
- If a manual traffic controller is proposed for use.

[1] Naming of TCP as per TCAWS Version 5

8. Summary

This CTMP has been prepared for the construction activities associated with the construction of the TAFE NSW IATC at 2-44 O'Connell Street, Kingwood. This report outlines the traffic process associated with the construction work, as well as the traffic management measures to improve and regulate the safety of pedestrians, cyclists, motorists, and works in the site vicinity.

It is envisaged that this document will be continually reviewed and amended if required, in the event of changes to design, the surrounding road network, or additional requirements of Council, or any other relevant authority.

Attachment 1 - Site Establishment Plan (ADCO)

- Tree removal
- Tree protection
- PPE free zone
- Container for site materials
- Site Generator
- Sound & Vibration Monitoring
- Site Camera
- Crane/ vertical material movement
- Pre fabrication & Material Lay down zones
- Viewing Platform
- ADCO Site Accommodation
- Subcontractor Accommodation/ Amenities
- Site Access Gate
- Site perimeter fence

Cultural artwork zone

Contractor parking hardstand
2,219.473 sq m

Prefab workzone

Car park entry gate 1

Office

Client Office

Meeting/ Induction

Cange/ CR

First aid

Male Toilet

Female Toilet

Change room

VEHICULAR ACCESS ROAD

PEDESTRIAN PATH

1.5000 m

Change room

Lunch room

Lunch room

Lunch room

Change room

PROPOSED BRIDGE WITH OVERLAND FLOW BELOW

PROPOSED BIKE AREA

PROPOSED CARPARK

TURNING BAY

PROPOSED SAND PIT
1,990.426 sq m

OUTDOOR WORKSHOP

PROPOSED WASH DOWN DRAIN

SUBSTATION EASEMENT
7.3 X5M
CLEAR OF ALL SERVICES
AND STRUCTURES

Material Lay down

DELIVERIES

5.0000 m

REFER TO LANDSCAPE CONSULTANTS DOCUMENTATION FOR DETAILS

LOWER GROUND ENTRY
RL +52200

UPPER GROUND ENTRY
RL +56700

Material hoist

INSTITUTE OF APPLIED TECHNOLOGY FOR CONSTRUCTION

Waste collection zone

Concrete pumping zone

Loading dock hardstand
2,250.975 sq m

Pedestrian gate

ADCO container
ADCO Washroom
Mech Workshop
Elec. container
Plumber container
Prop container

14.0000 m

Truck Entry gate 2

Truck Exit gate 3

BITUMEN ROAD

1 SITE PLAN - PROPOSED IATC
A0102 SCALE 1 : 200

BIM 365://Kingswood TAFE/22009S_TAFE NSW WSCH_Site_C21.rvt
10/05/2021 6:59:58 PM

Attachment 2 - Swept Path Analysis (ptc.)

comments

A3

TAFE NSW Nepean Kingswood Campus Boundary

IATC Site

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	12/07/21	PRELIMINARY CTMP	HL	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE
OVERALL SITE PLAN

CLIENT	ADCO
DRAWING #	SITE-001
PROJECT #	21-3317
SCALE	1 : 4000 @ A3

PRELIMINARY

REV P4

TO/FROM NORTH / SOUTH & WEST

GREAT WESTERN HIGHWAY

O'CONNELL STREET

TAFE NSW KINGSWOOD CAMPUS

GATE 2 WORKS ZONE

IATC SITE

WORKS ZONE

IATC WORKS ZONE

FOURTH AVENUE

TO/FROM EAST

KING STREET

FIRST AVENUE

THIRD AVENUE

O'CONNELL STREET

comments

A3

- TAFE NSW Nepean Kingswood Campus Boundary
- IATC Site
- Proposed Works Zone
- Access Route
- Egress Route

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT

TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE

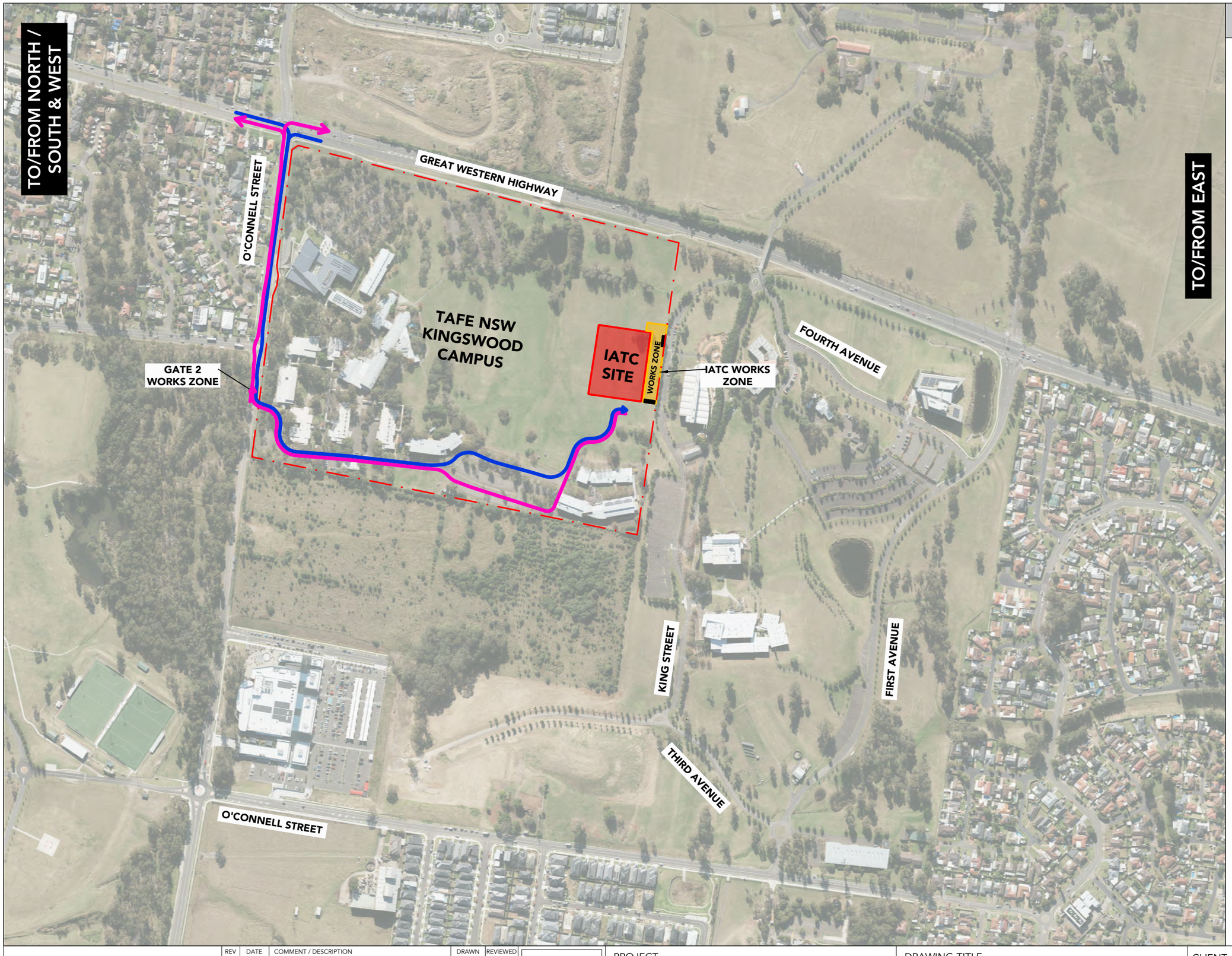
TRUCK ROUTE DIAGRAM

ROUTE 1 - ACCESS/EGRESS TO IATC SITE

CLIENT	ADCO
DRAWING #	TRD-001
PROJECT #	21-3317
SCALE	1 : 5000 @ A3

PRELIMINARY

REV P4



comments

A3

- TAFE NSW Nepean Kingswood Campus Boundary
- IATC Site
- Proposed Works Zone
- Access Route
- Egress Route

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

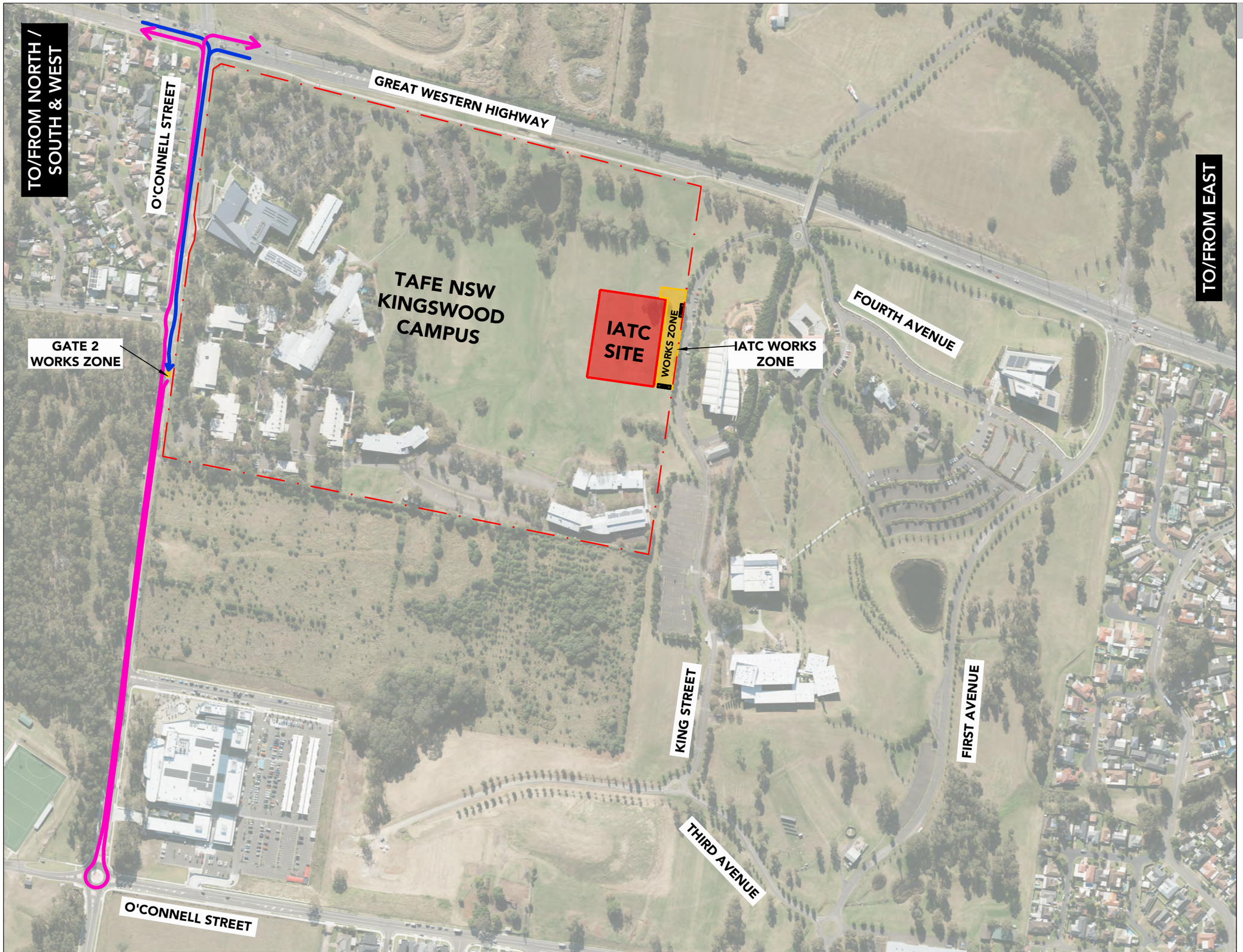
DRAWING TITLE
TRUCK ROUTE DIAGRAM

ROUTE 2 - ACCESS/EGRESS TO IATC DELIVERY HARDSTAND AREA

CLIENT	ADCO
DRAWING #	TRD-002
PROJECT #	21-3317
SCALE	1 : 5000 @ A3

PRELIMINARY

REV P4



comments

A3

- TAFE NSW Nepean Kingswood Campus Boundary
- IATC Site
- Proposed Works Zone
- Access Route
- Egress Route

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	12/07/21	PRELIMINARY CTMP	HL	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

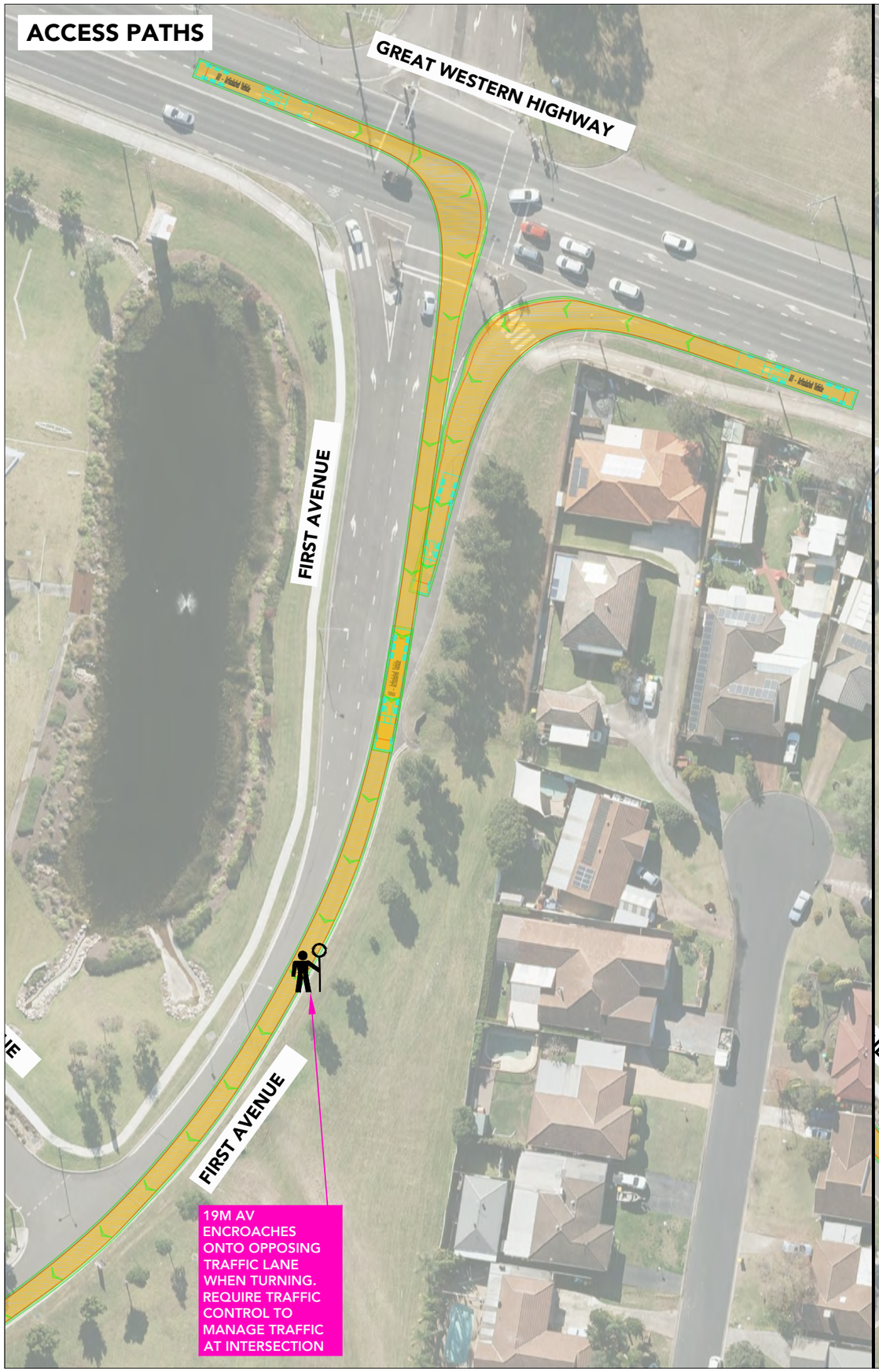
DRAWING TITLE
TRUCK ROUTE DIAGRAM

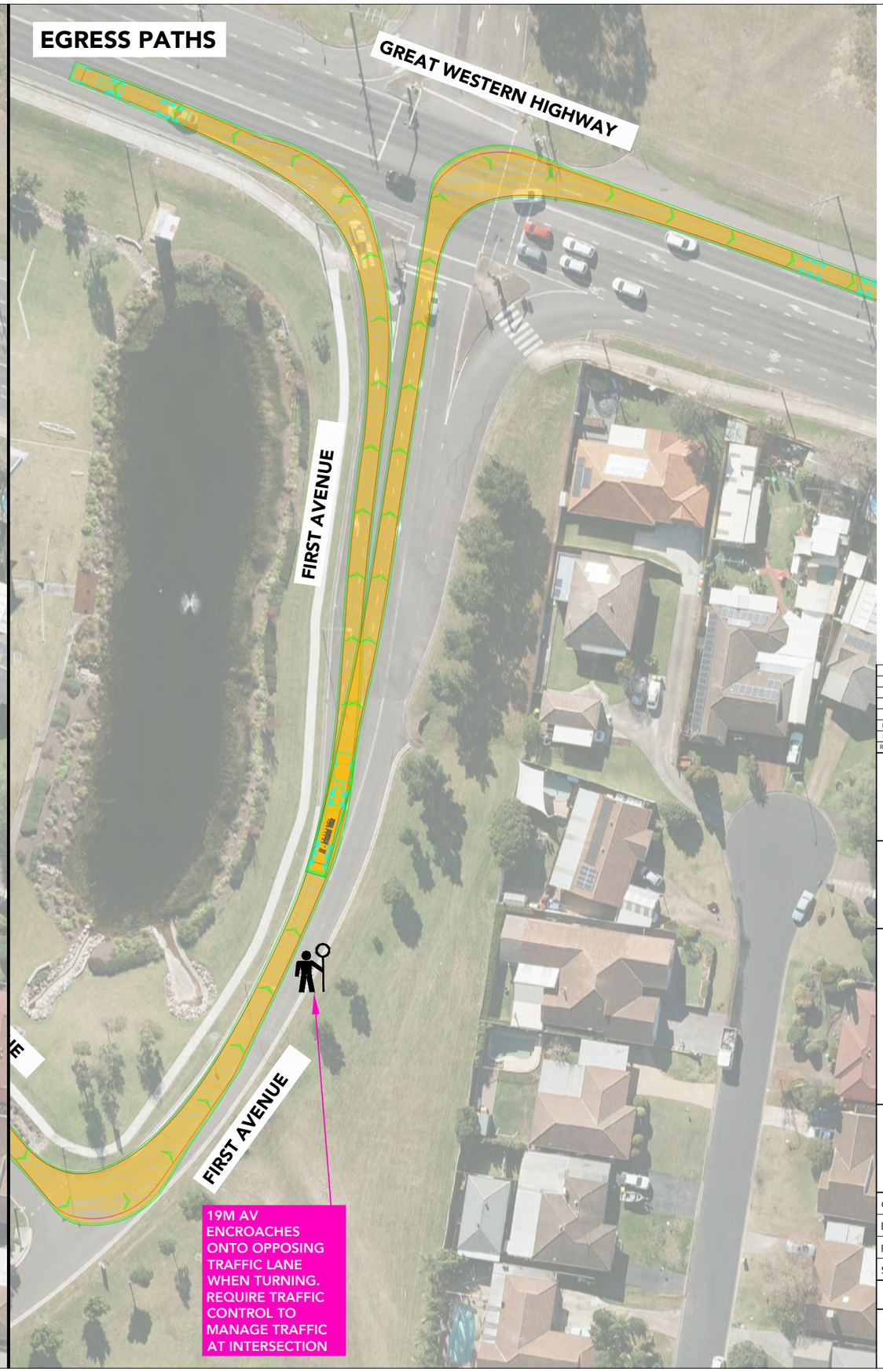
ROUTE 3 - ACCESS/EGRESS TO GATE 2 WORKS ZONE

CLIENT	ADCO
DRAWING #	TRD-003
PROJECT #	21-3317
SCALE	1 : 4000 @ A3

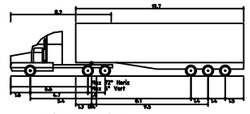
PRELIMINARY

REV P4





A3



AV - Articulated Vehicle

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.419m
Track Width	2.500m
Lock-to-Lock Time	6.00s
Kerb to Kerb Turning Radius	12.500m

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
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3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT

TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE

Construction Access & Egress Route 1
Sheet 1

DRAWING KEY

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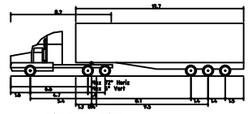
ptcconsultants.co

CLIENT	ADCO
DRAWING #	R1-001
PROJECT #	21-3317
SCALE	1 : 750 @ A3

PRELIMINARY

REV P4

A3



Traffic Control required for eastbound traffic onto First Ave/Third Ave Roundabout

THIRD AVENUE

Traffic Control required for southbound traffic egress onto O'Connell Street Intersection

KING STREET

VEHICLES LARGER THAN MRV ENCROACH ONTO OPPOSING TRAFFIC LANE WHEN TURNING. REQUIRE TRAFFIC CONTROLLERS TO MANAGE TRAFFIC AT INTERSECTION

THIRD AVENUE

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT

TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE

Construction Access
Route 1
Sheet 2

DRAWING KEY

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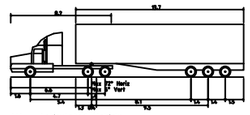
CLIENT	ADCO
DRAWING #	R1-002
PROJECT #	21-3317
SCALE	1 : 750 @ A3

PRELIMINARY

REV P4

A3



19M AV REQUIRES ENTIRE ROADWAY BETWEEN WORKS ZONE AND KING STREET/FOURTH AVENUE ROUNDABOUT. REQUIRE TRAFFIC CONTROL TO MANAGE TRAFFIC AT INTERSECTION & MONITOR PARKING

TC

TE

ORKS ZONE

WOR

KING STREET

FOURTH AVENUE

19M AV REQUIRES ENTIRE ROADWAY BETWEEN WORKS ZONE AND KING STREET/FOURTH AVENUE ROUNDABOUT. REQUIRE TRAFFIC CONTROL TO MANAGE TRAFFIC AT INTERSECTION

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
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P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT

TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE

Construction Access & Egress
Option 1
Sheet 3

DRAWING KEY

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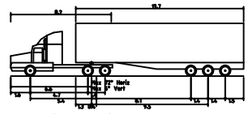
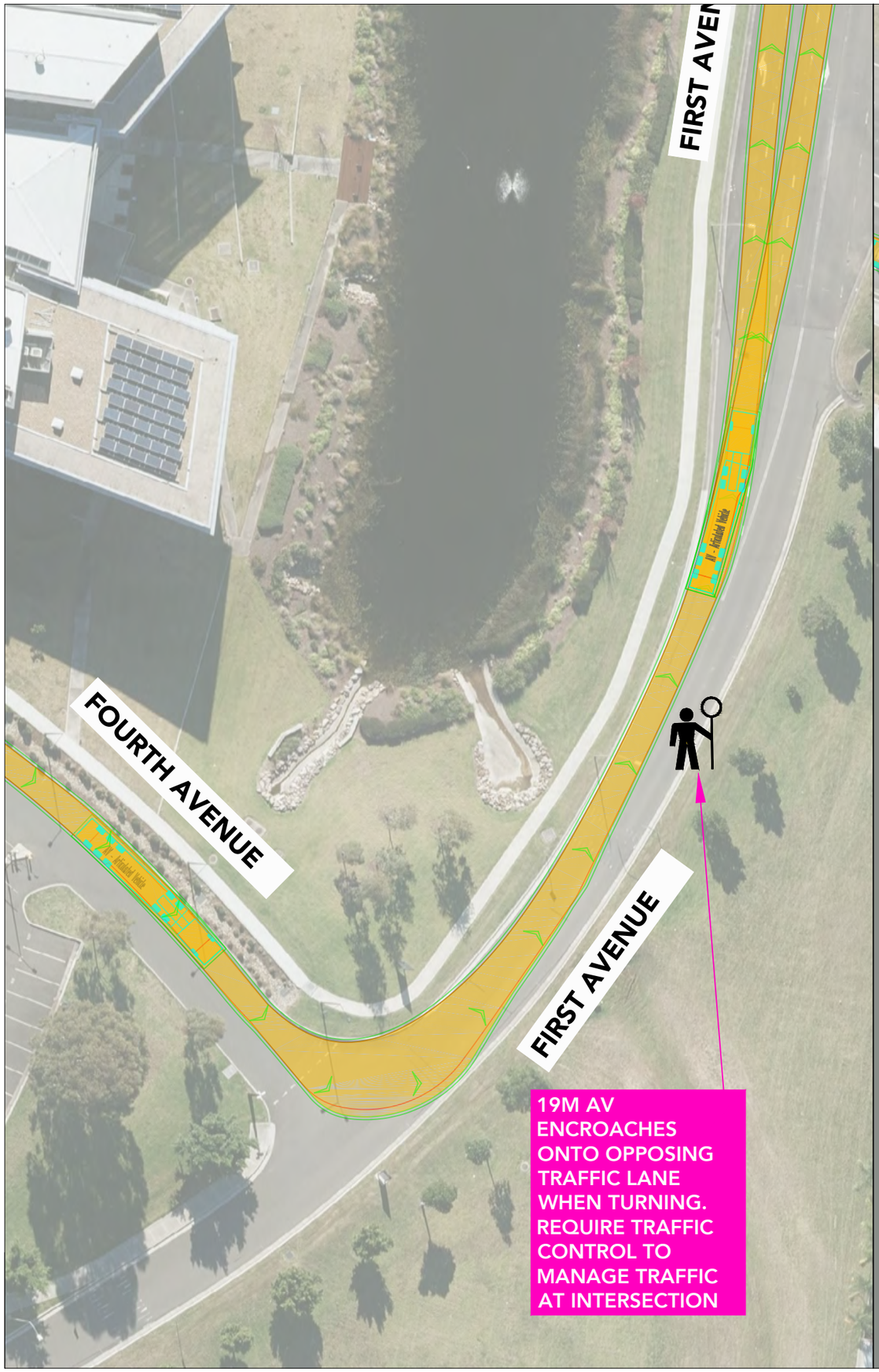
CLIENT	ADCO
DRAWING #	R1-003
PROJECT #	21-3317
SCALE	1 : 750 @ A3

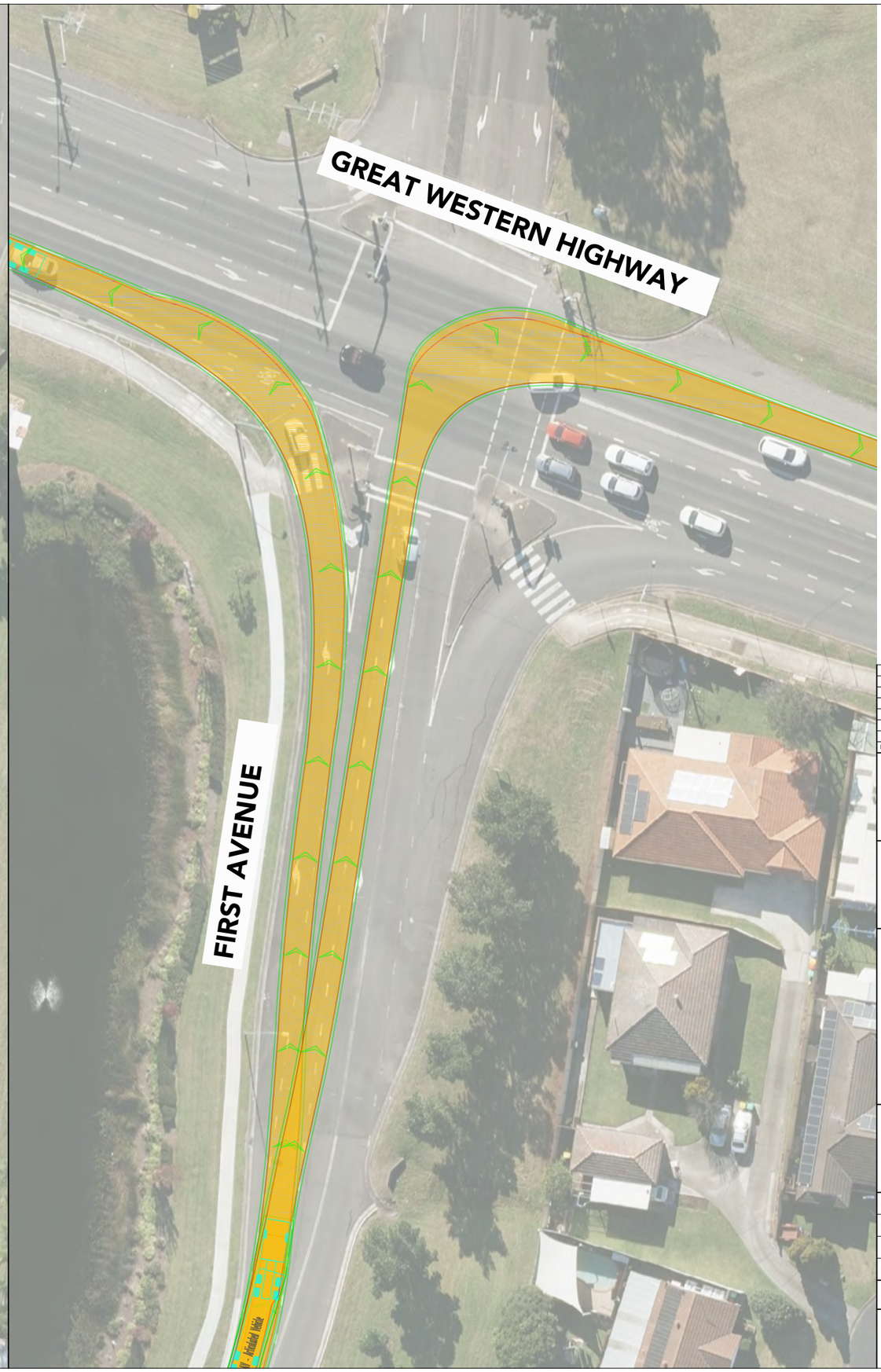
PRELIMINARY

REV P4

A3







REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
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3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT

TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE

Construction Access & Egress Route 1
Sheet 4

DRAWING KEY

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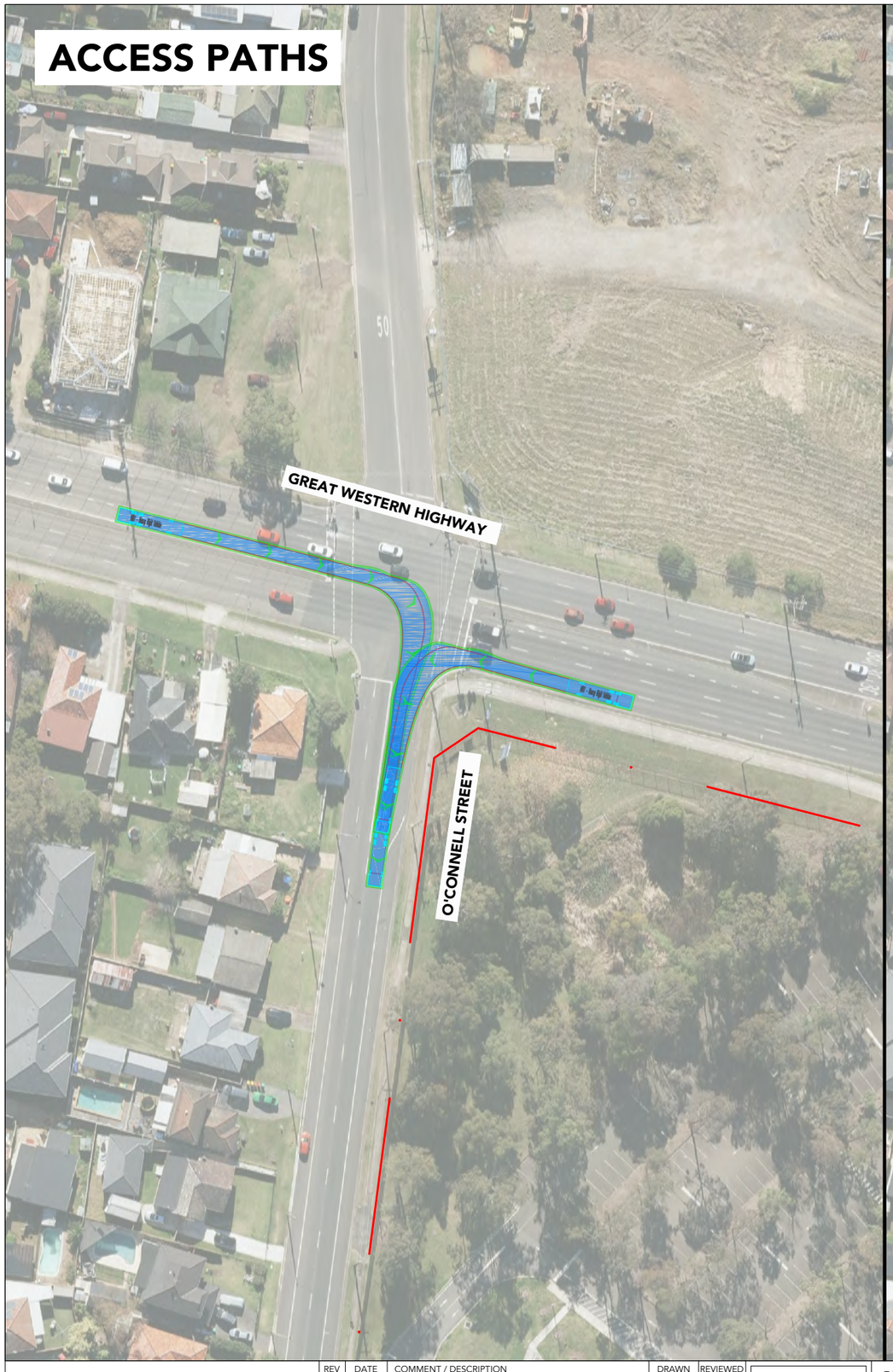
CLIENT	ADCO
DRAWING #	OPT1-004
PROJECT #	21-3317
SCALE	1 : 500 @ A3

PRELIMINARY

REV P4

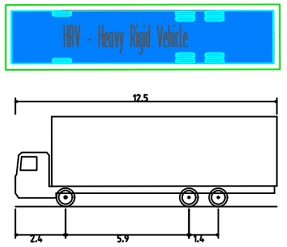
ACCESS PATHS



EGRESS PATHS

comments

A3



HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	12/07/21	PRELIMINARY CTMP	HL	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE
SWEPT PATH ASSESSMENT

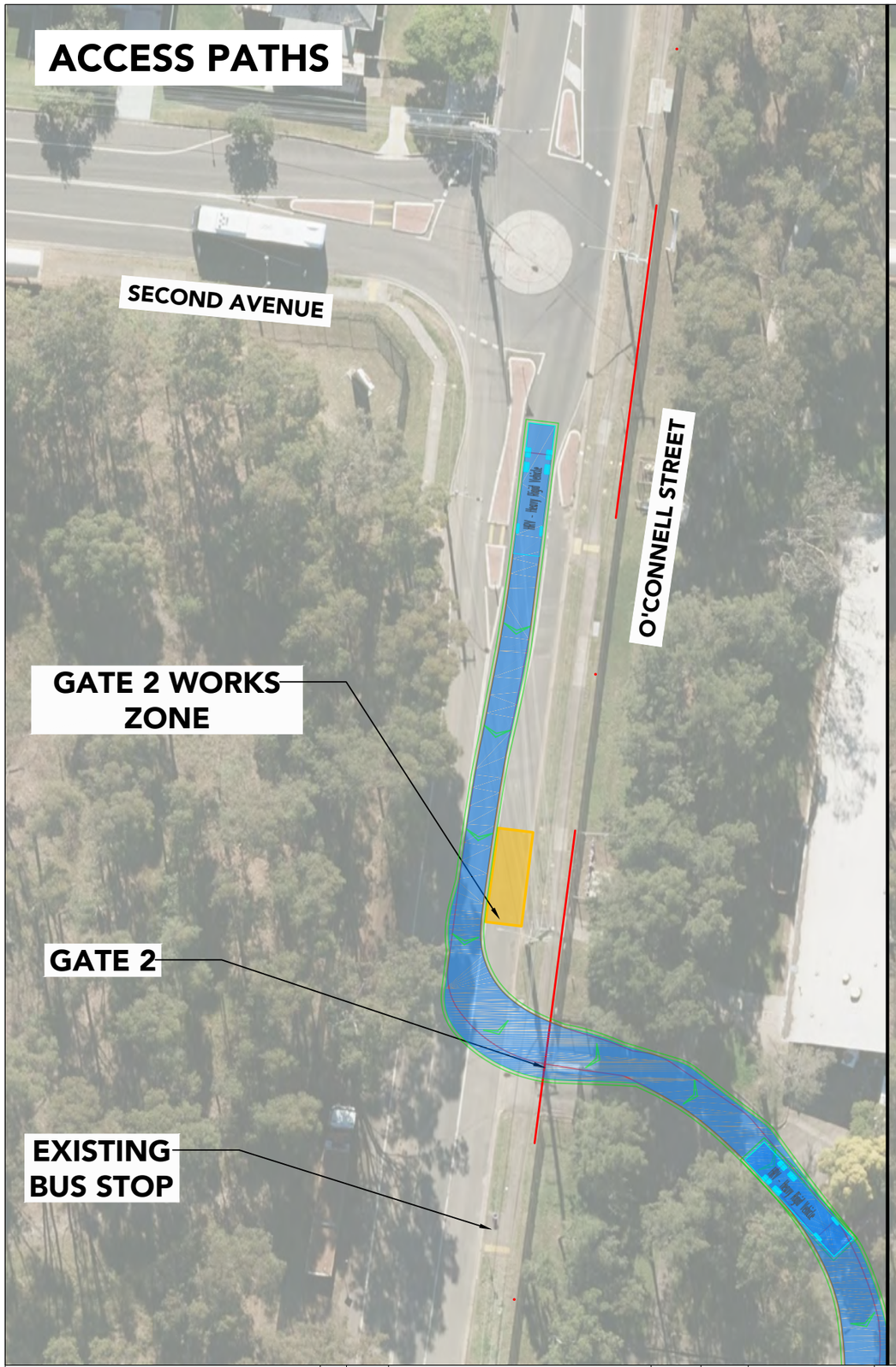
12.5M HEAVY RIGID VEHICLE (HRV)
GREAT WESTERN HWY / O'CONNELL ST

CLIENT	ADCO
DRAWING #	R2-001
PROJECT #	21-3317
SCALE	1 : 1000 @ A3

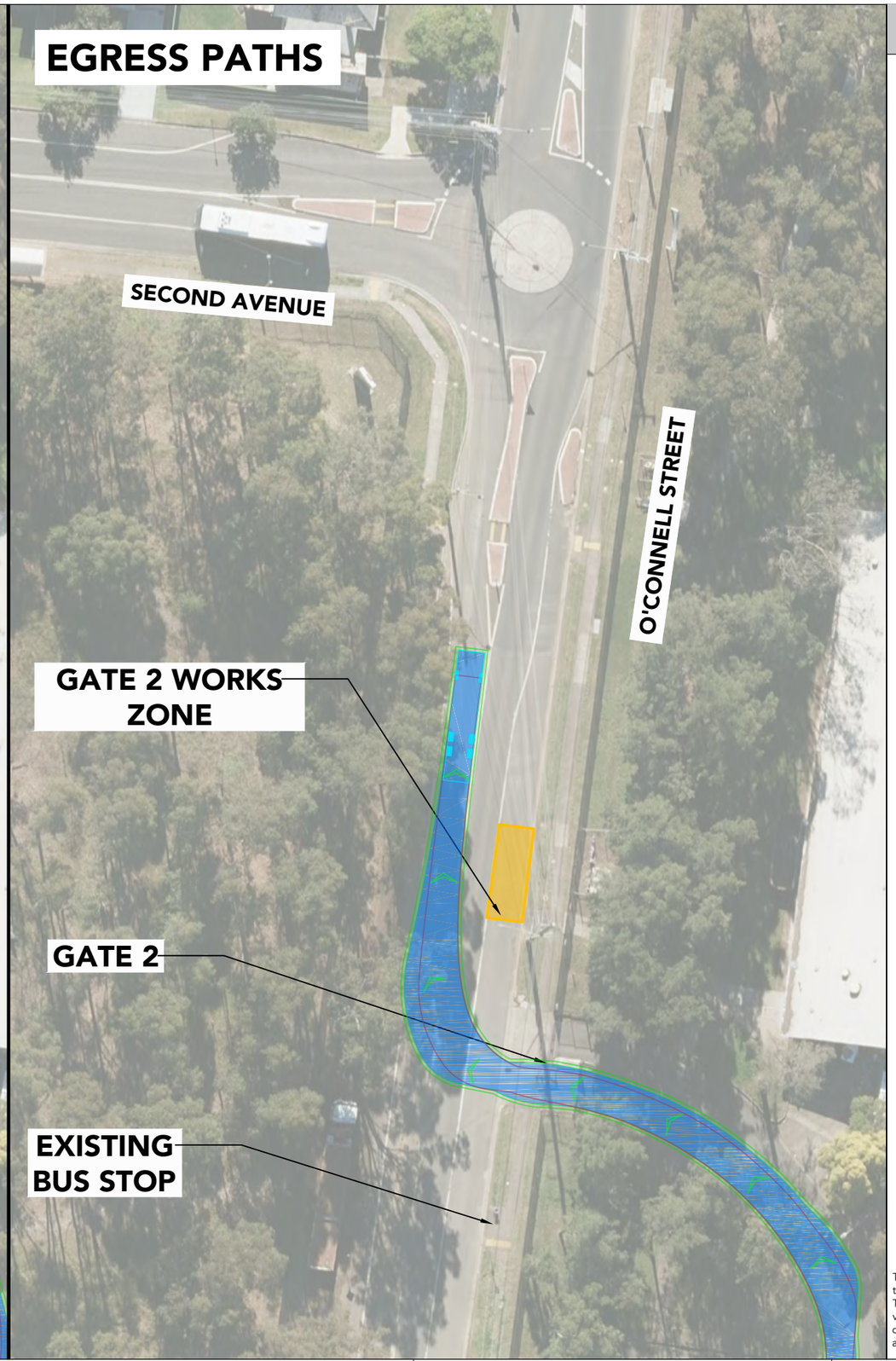
PRELIMINARY

REV P4

ACCESS PATHS

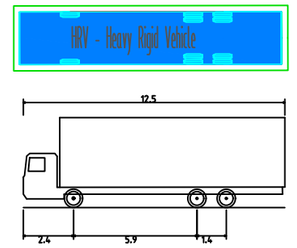


EGRESS PATHS



comments

A3



HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	12/07/21	PRELIMINARY CTMP	HL	SW

PROJECT

TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE

SWEPT PATH ASSESSMENT

12.5M HEAVY RIGID VEHICLE (HRV)
O'CONNELL STREET GATE 2

CLIENT	ADCO
DRAWING #	R2-002
PROJECT #	21-3317
SCALE	1 : 500 @ A3

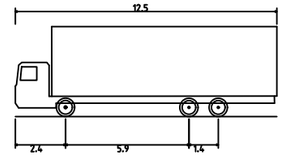
PRELIMINARY

REV P4

comments

A3

HRV - Heavy Rigid Vehicle



HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	12/07/21	PRELIMINARY CTMP	HL	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE
SWEPT PATH ASSESSMENT
12.5M HEAVY RIGID VEHICLE (HRV)
GATE 2 INTERNAL ROADS - ACCESS

CLIENT	ADCO
DRAWING #	R2-003
PROJECT #	21-3317
SCALE	1 : 2000 @ A3

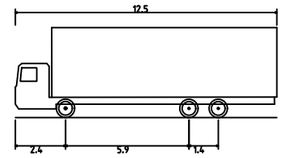
PRELIMINARY

REV P4

comments

A3

HRV - Heavy Rigid Vehicle



HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	12/07/21	PRELIMINARY CTMP	HL	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE
SWEPT PATH ASSESSMENT
12.5M HEAVY RIGID VEHICLE (HRV)
GATE 2 INTERNAL ROADS - EGRESS

CLIENT	ADCO
DRAWING #	R2-004
PROJECT #	21-3317
SCALE	1 : 2000 @ A3

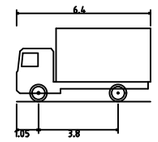
PRELIMINARY

REV P4

comments

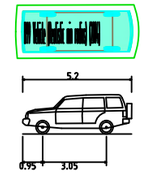
A3

SRV - Small Rigid Vehicle



SRV - Small Rigid Vehicle	
Overall Length	6.400m
Overall Width	2.330m
Overall Body Height	3.500m
Min Body Ground Clearance	0.398m
Track Width	2.330m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.100m

B99 Vehicle (Realistic min radius) (2004)



B99 Vehicle (Realistic min radius) (2004)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	12/07/21	PRELIMINARY CTMP	HL	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE
SWEPT PATH ASSESSMENT

6.4M SMALL RIGID VEHICLE (SRV)
GATE 2 INTERNAL ROADS - ACCESS

CLIENT	ADCO
DRAWING #	R2-005
PROJECT #	21-3317
SCALE	1 : 2000 @ A3

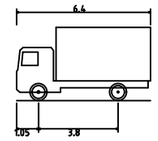
PRELIMINARY

REV P4

comments

A3

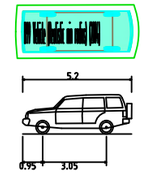
SRV - Small Rigid Vehicle



SRV - Small Rigid Vehicle

Overall Length	6.400m
Overall Width	2.330m
Overall Body Height	3.500m
Min Body Ground Clearance	0.398m
Track Width	2.330m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7.100m

B99 Vehicle (Realistic min radius)



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	12/07/21	PRELIMINARY CTMP	HL	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE
SWEPT PATH ASSESSMENT

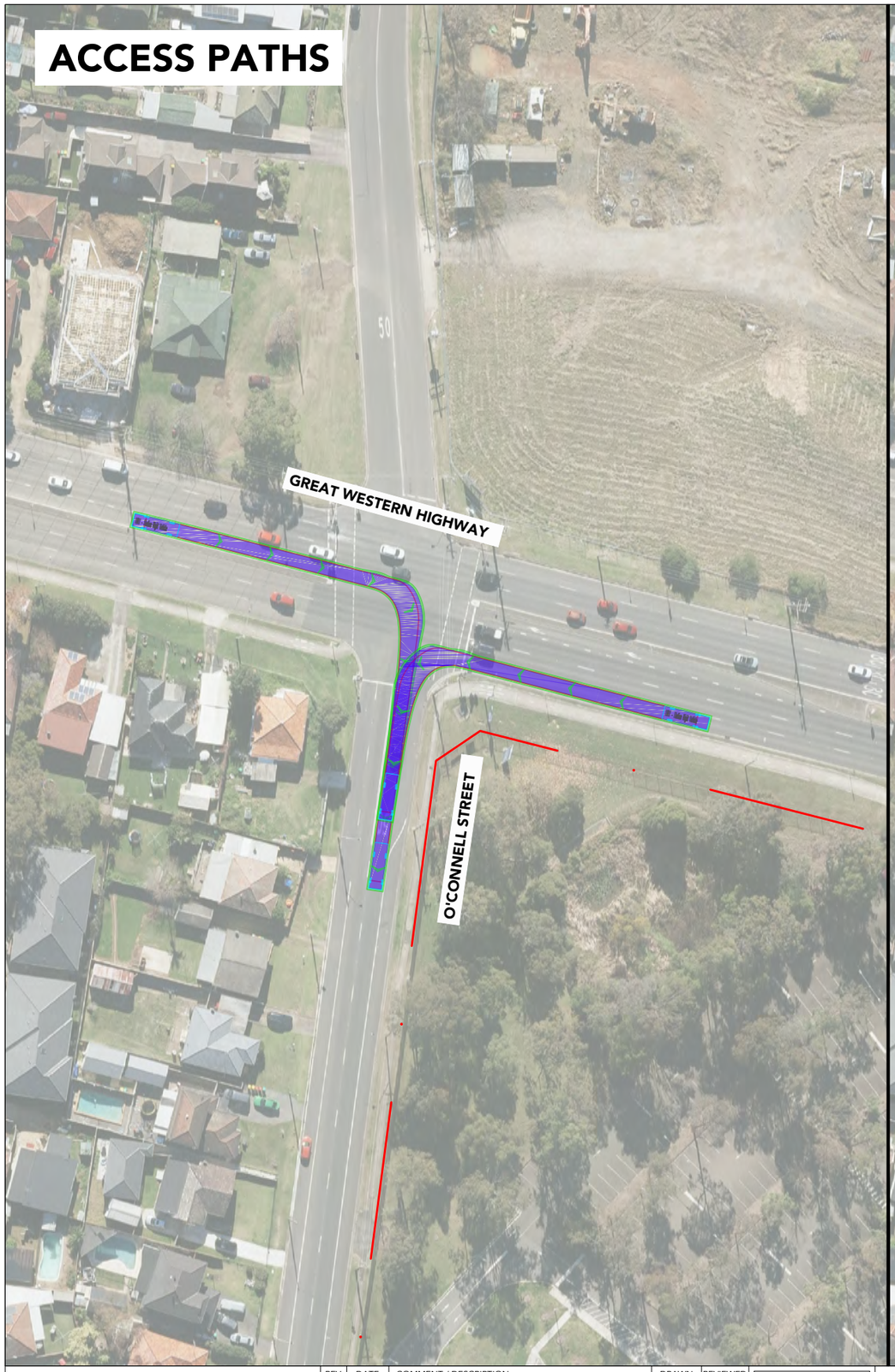
6.4M SMALL RIGID VEHICLE (SRV)
GATE 2 INTERNAL ROADS - EGRESS

CLIENT	ADCO
DRAWING #	R2-006
PROJECT #	21-3317
SCALE	1 : 2000 @ A3

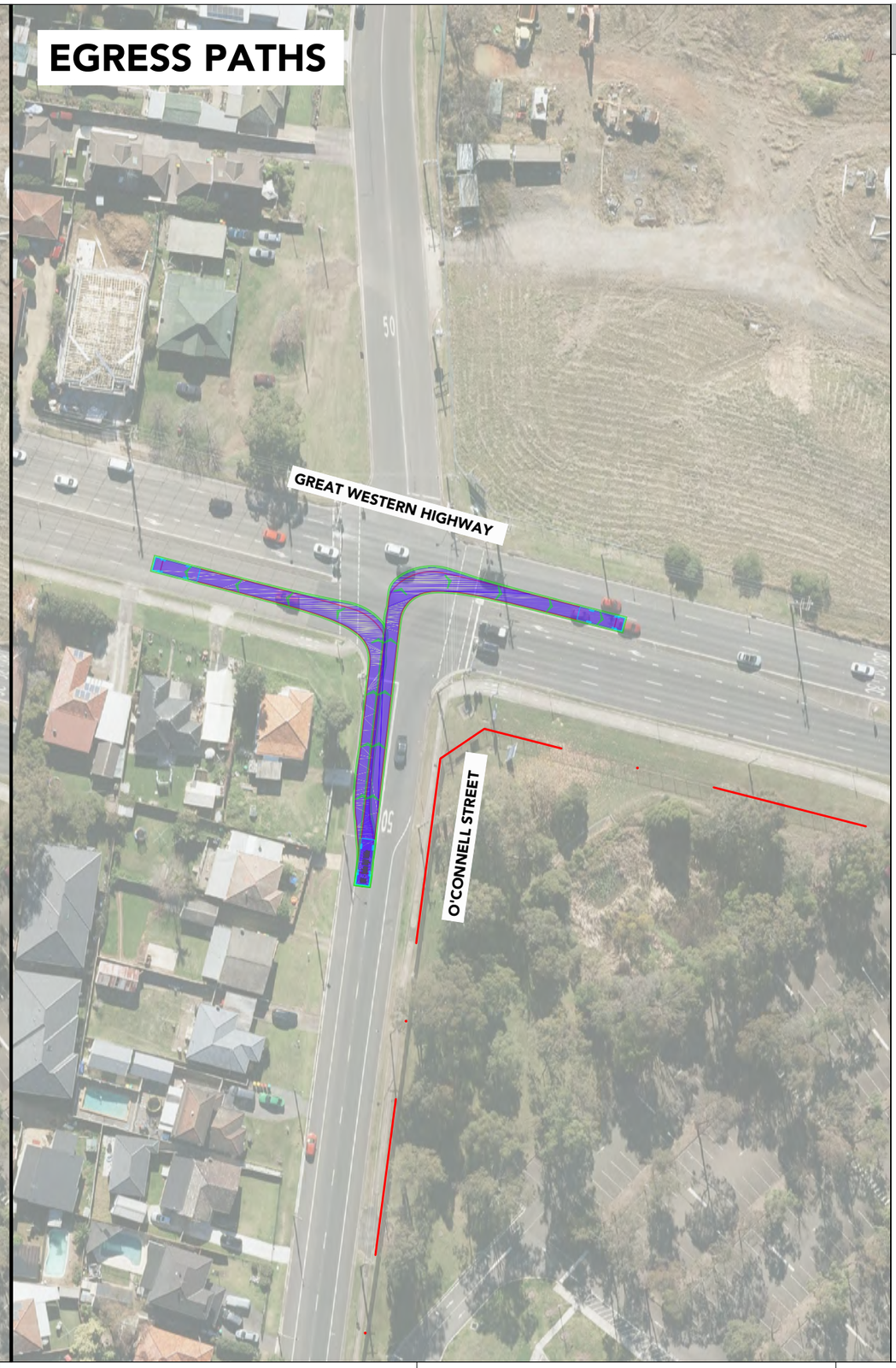
PRELIMINARY

REV P4

ACCESS PATHS



EGRESS PATHS



comments

A3

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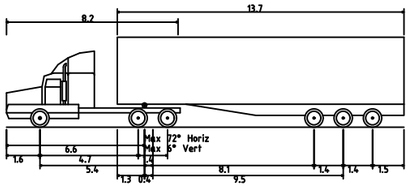
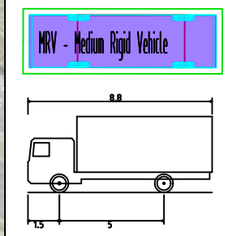
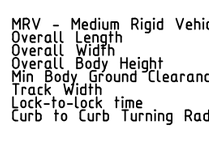
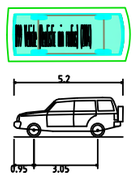


AV - Articulated Vehicle	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-Lock time	6.00s
Curb to Curb Turning Radius	12.500m





MRV - Medium Rigid Vehicle	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m



B99 Vehicle (Realistic min radius) (2004)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	12/07/21	PRELIMINARY CTMP	HL	SW

PROJECT

TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

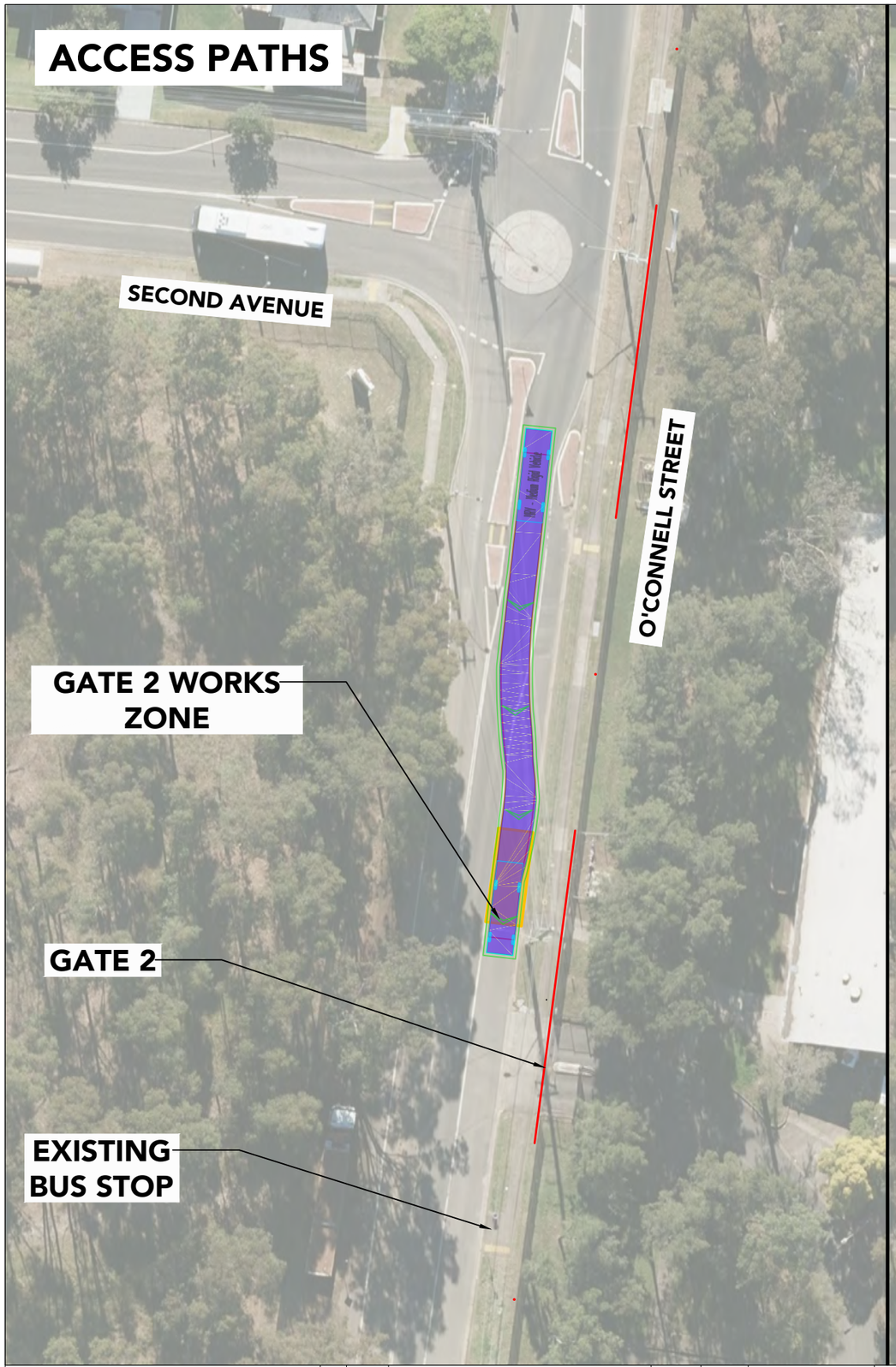
DRAWING TITLE

SWEPT PATH ASSESSMENT

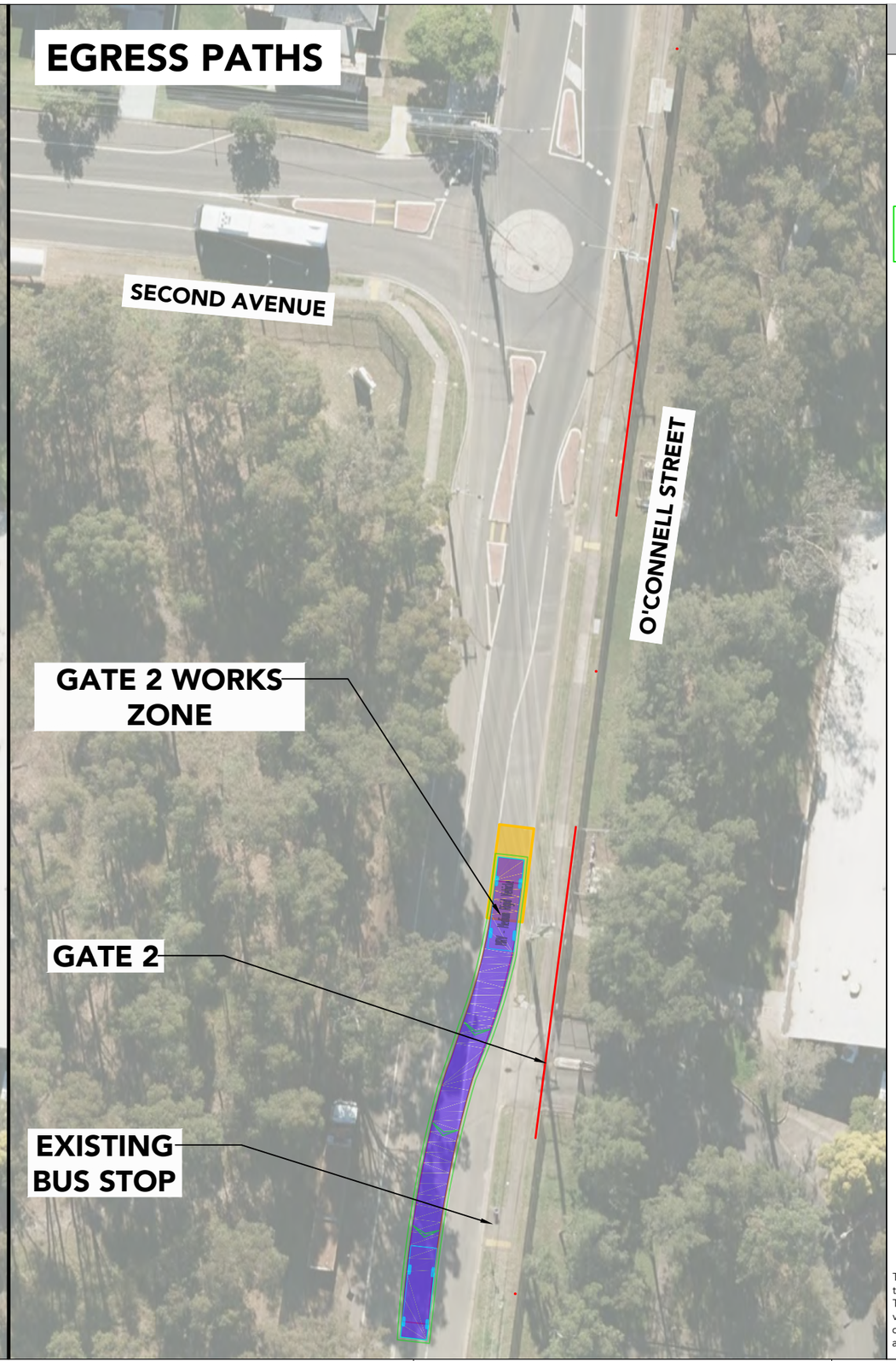
8.8M MEDIUM RIGID VEHICLE (MRV)
GREAT WESTERN HWY / O'CONNELL ST

CLIENT	ADCO	PRELIMINARY
DRAWING #	R3-001	REV P4
PROJECT #	21-3317	
SCALE	1 : 1000 @ A3	

ACCESS PATHS



EGRESS PATHS



comments

A3

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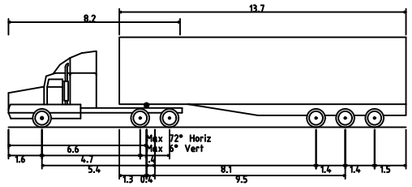
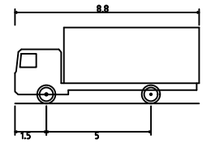


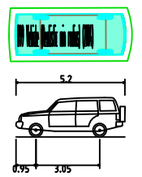
AV - Articulated Vehicle

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-Lock time	6.00s
Curb to Curb Turning Radius	12.500m



MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-Lock time	4.00s
Curb to Curb Turning Radius	10.000m



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-Lock time	4.00s
Curb to Curb Turning Radius	6.250m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	12/07/21	PRELIMINARY CTMP	HL	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

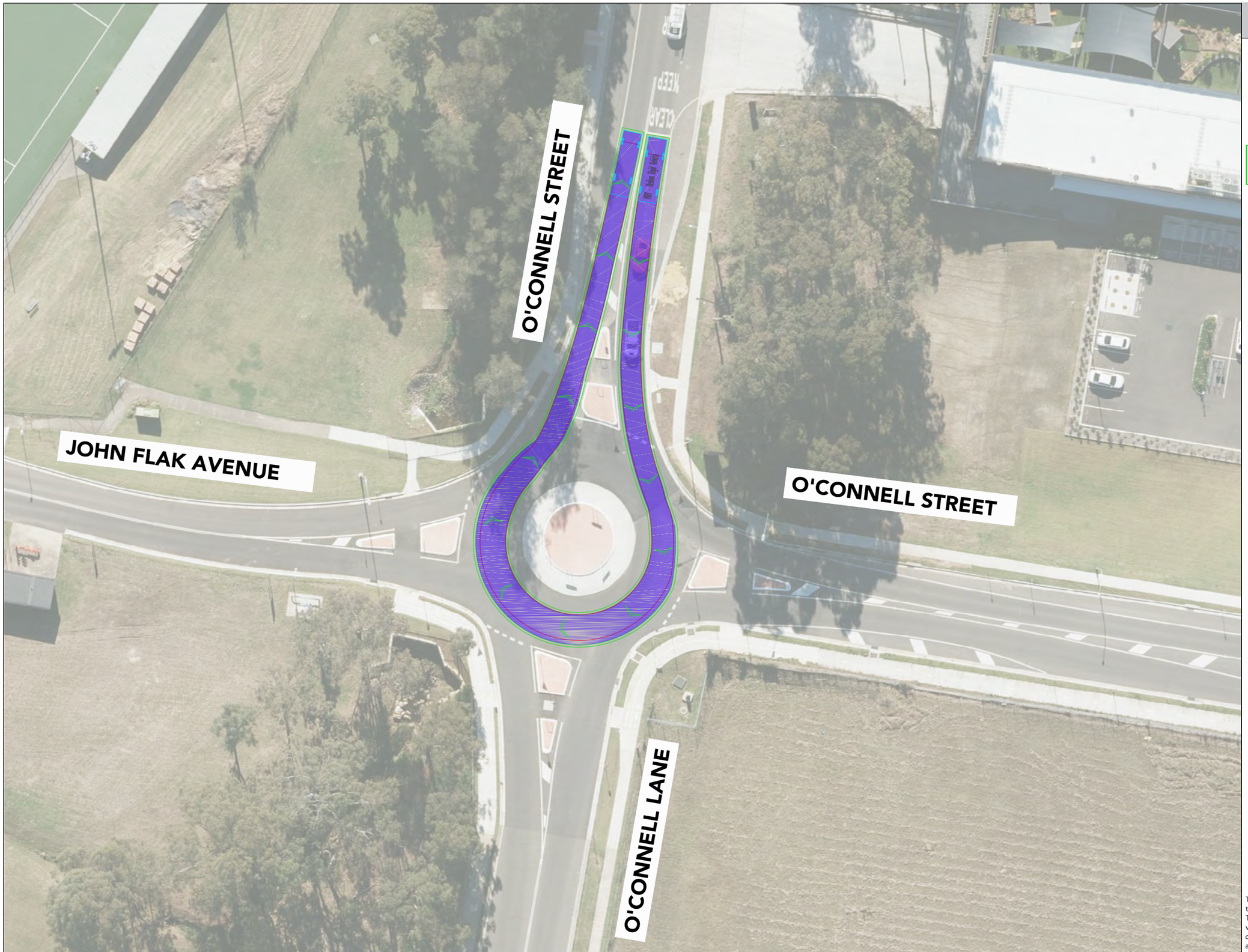
DRAWING TITLE
SWEPT PATH ASSESSMENT

8.8M MEDIUM RIGID VEHICLE (MRV)
O'CONNELL STREET WORKS ZONE

CLIENT	ADCO
DRAWING #	R3-002
PROJECT #	21-3317
SCALE	1 : 500 @ A3

PRELIMINARY

REV P4



comments

A3

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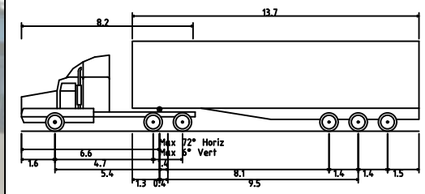
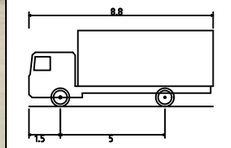


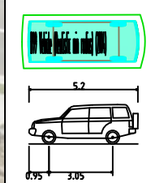
AV - Articulated Vehicle

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-Lock time	6.00s
Curb to Curb Turning Radius	12.500m



MRV - Medium Rigid Vehicle

Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-Lock time	4.00s
Curb to Curb Turning Radius	10.000m



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-Lock time	4.00s
Curb to Curb Turning Radius	6.250m

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	12/07/21	PRELIMINARY CTMP	HL	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE
SWEPT PATH ASSESSMENT

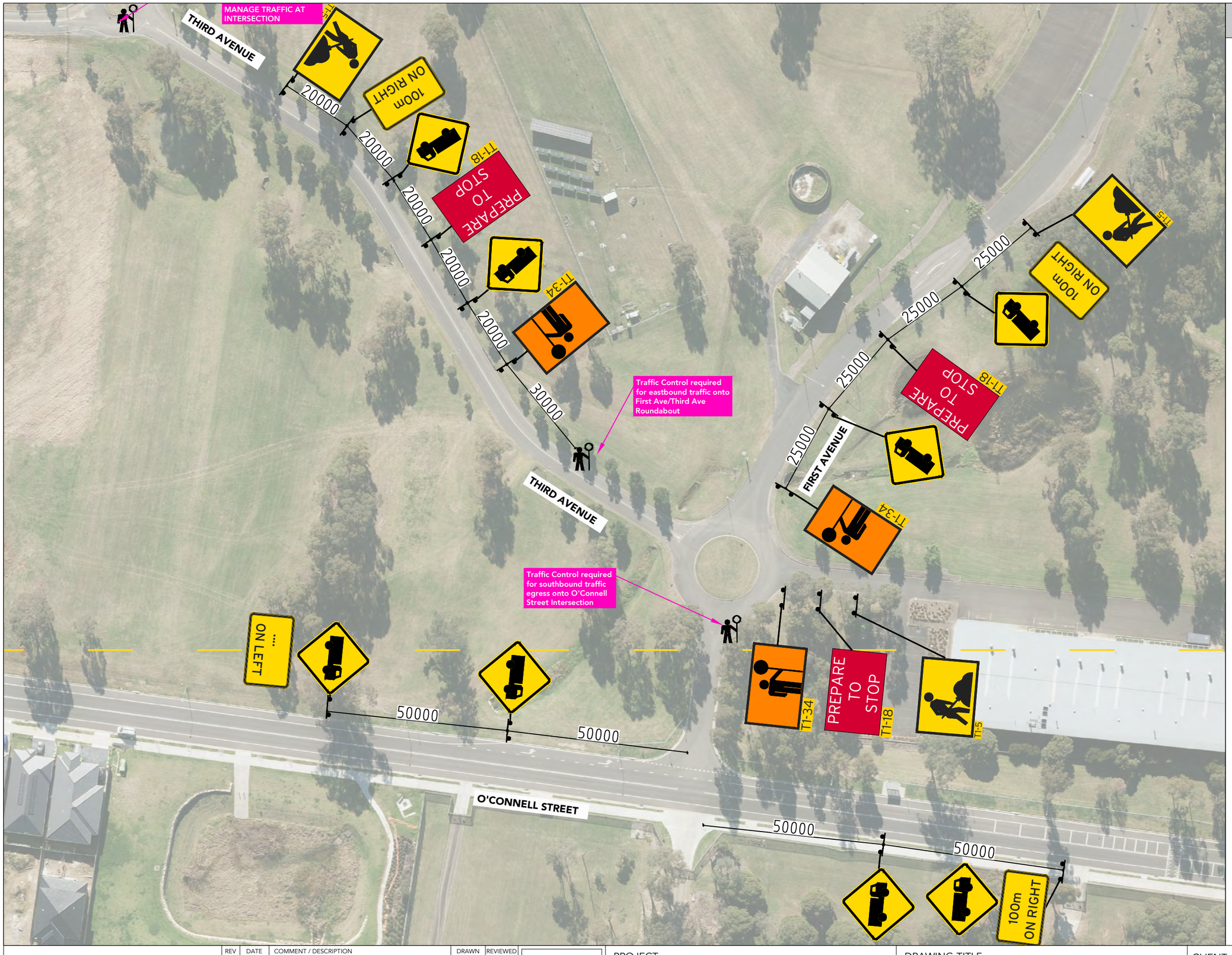
8.8M MEDIUM RIGID VEHICLE (MRV)
O'CONNELL ST / JOHN FLAK AVE

CLIENT	ADCO
DRAWING #	R3-003
PROJECT #	21-3317
SCALE	1 : 500 @ A3

PRELIMINARY

REV P4

Attachment 3 - Concept Traffic Guidance Schemes (TGS)



comments

A3

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Proposed TGS Signage

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

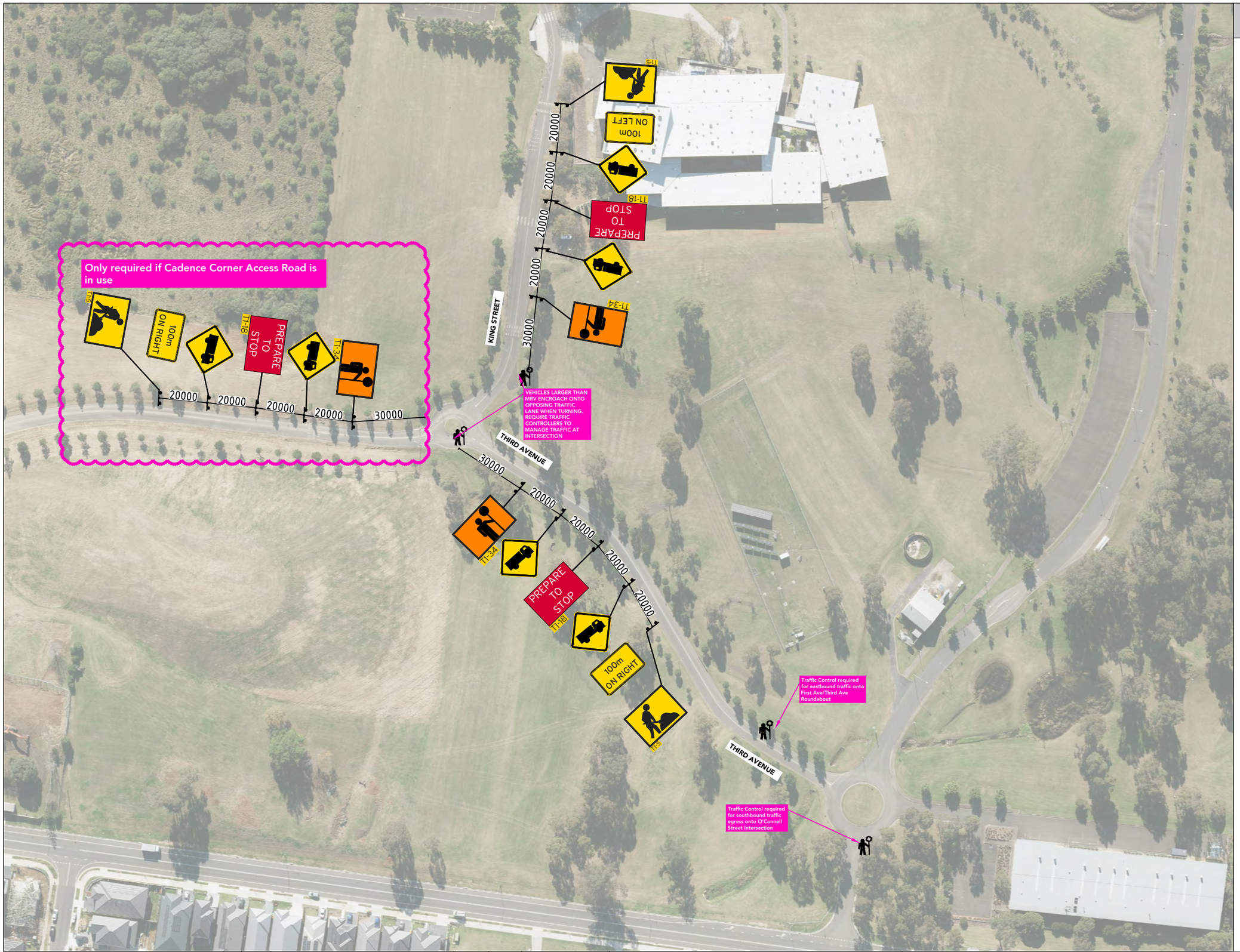
DRAWING TITLE
CONCEPT TRAFFIC GUIDANCE SCHEME

O'CONNELL STREET / FIRST AVENUE / THIRD AVENUE

CLIENT	ADCO
DRAWING #	TGS-001
PROJECT #	21-3317
SCALE	1 : 1000 @ A3

PRELIMINARY

REV P4



comments

A3

TfNSW Accredited Traffic Controller

Proposed TGS Signage

ptc.

Suite 502, 1 James Place
North Sydney NSW 2060

t +61 2 8920 0800

ptcconsultants.co

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT

TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE

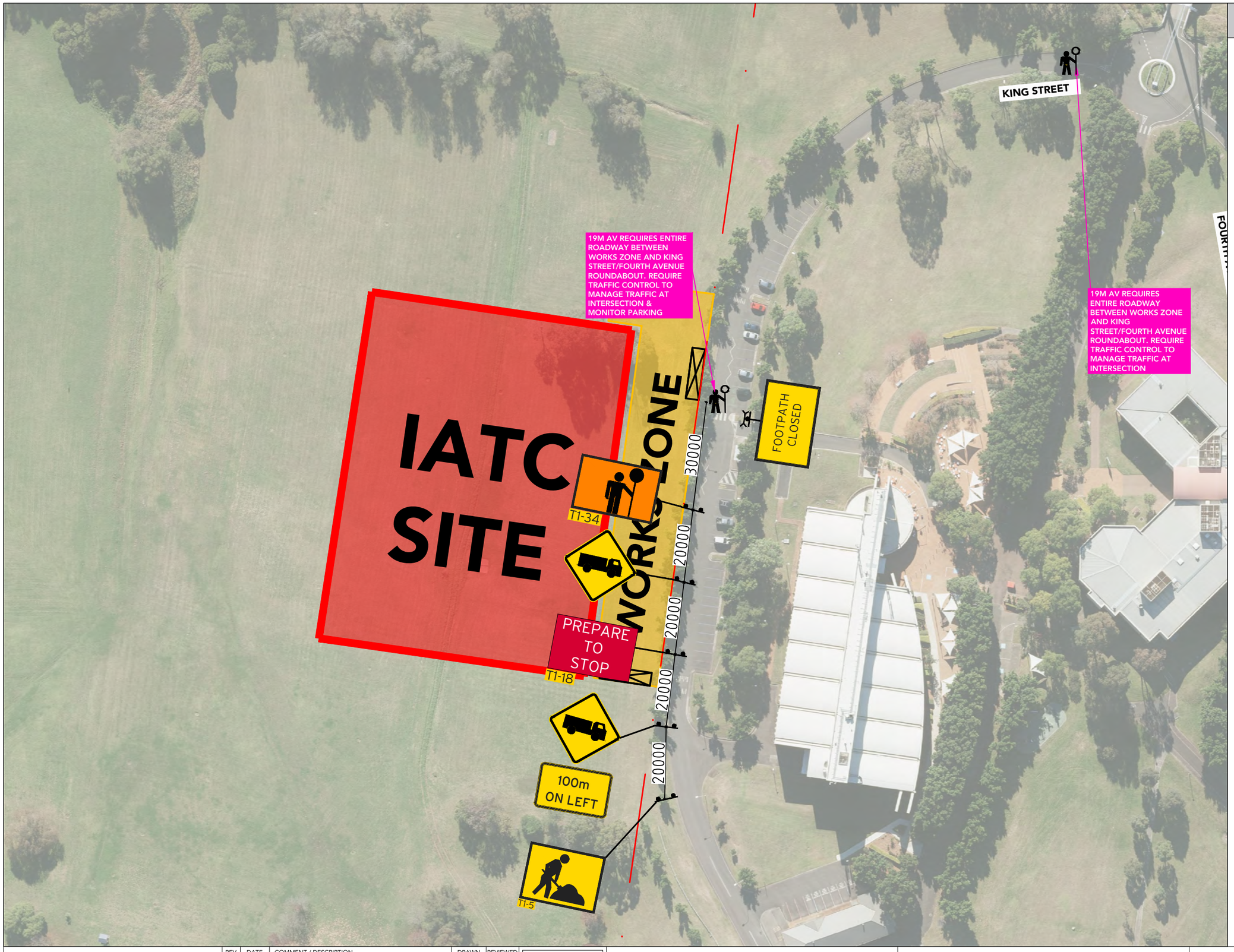
CONCEPT TRAFFIC GUIDANCE SCHEME

KING STREET / THIRD AVENUE

CLIENT	ADCO
DRAWING #	TGS-002
PROJECT #	21-3317
SCALE	1 : 1500 @ A3

PRELIMINARY

REV P4



comments

A3

- TfNSW Accredited Traffic Controller
- Proposed TGS Signage
- Proposed Barrier Board
- Proposed Signage

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

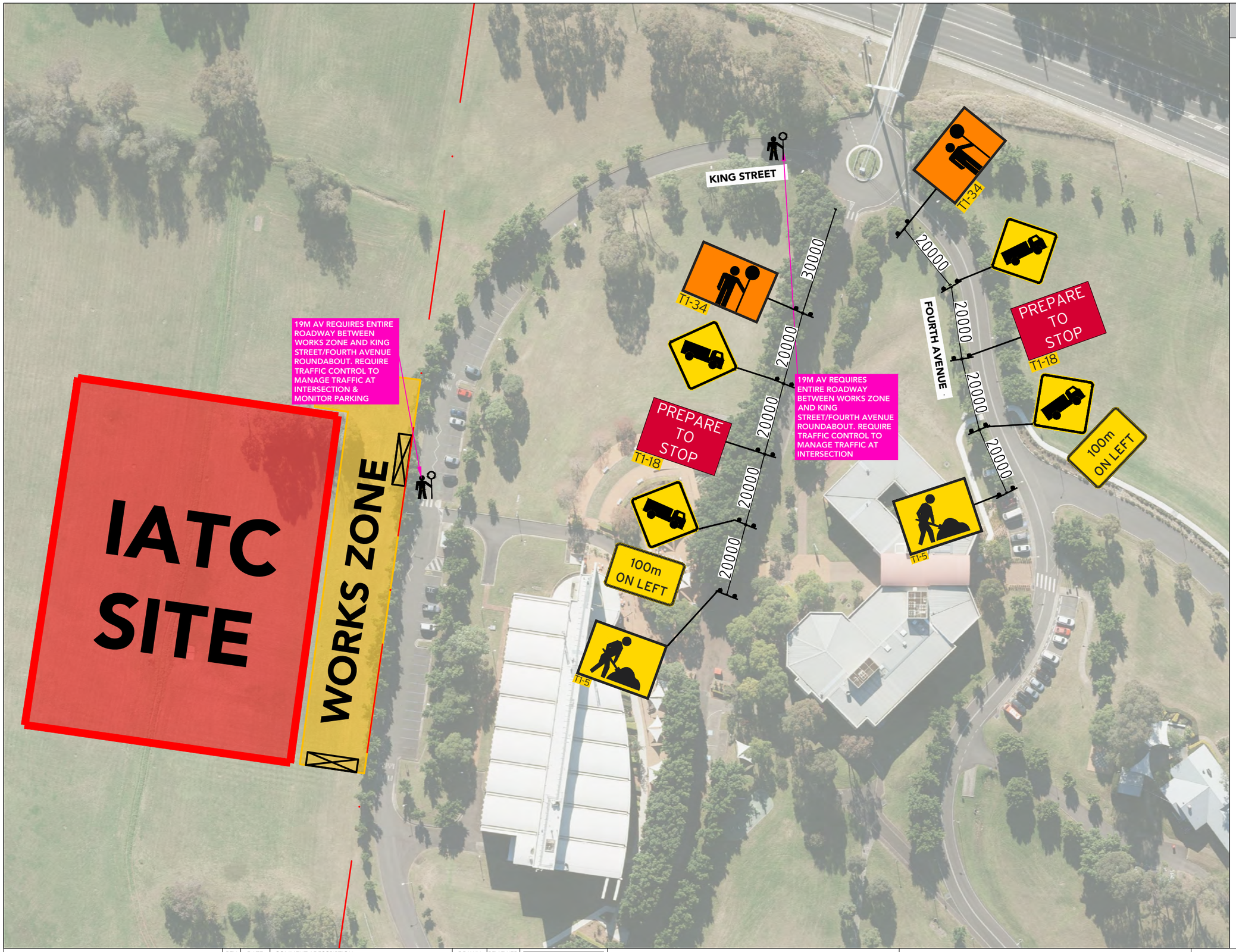
PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE
CONCEPT TRAFFIC GUIDANCE SCHEME
IATC WORKS ZONE / KING ST

CLIENT	ADCO
DRAWING #	TGS-003
PROJECT #	21-3317
SCALE	1 : 1000 @ A3

PRELIMINARY

REV P4



comments

A3

TfNSW Accredited Traffic Controller

Proposed TGS Signage

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT

TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE

CONCEPT TRAFFIC GUIDANCE SCHEME

KING ST / FOURTH AVENUE / BITUMEN RD

CLIENT	ADCO
DRAWING #	TGS-004
PROJECT #	21-3317
SCALE	1 : 1000 @ A3

PRELIMINARY

REV P4

comments

A3

TfNSW Accredited Traffic Controller

Proposed TGS Signage

ptc.

Suite 502, 1 James Place
North Sydney NSW 2060

t +61 2 8920 0800

ptcconsultants.co

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT

TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE

CONCEPT TRAFFIC GUIDANCE SCHEME

KING ST / FOURTH AVENUE / SECOND AVE

CLIENT	ADCO
DRAWING #	TGS-005
PROJECT #	21-3317
SCALE	1 : 1000 @ A3

PRELIMINARY

REV P4

comments

A3

TfNSW Accredited Traffic Controller

Proposed TGS Signage

ptc.

Suite 502, 1 James Place
North Sydney NSW 2060

t +61 2 8920 0800

ptcconsultants.co

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT

TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE

CONCEPT TRAFFIC GUIDANCE SCHEME

FIRST AVE / FOURTH AVE

CLIENT	ADCO
DRAWING #	TGS-006
PROJECT #	21-3317
SCALE	1 : 1000 @ A3

PRELIMINARY

REV P4

comments | A3

Proposed TGS Signage

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

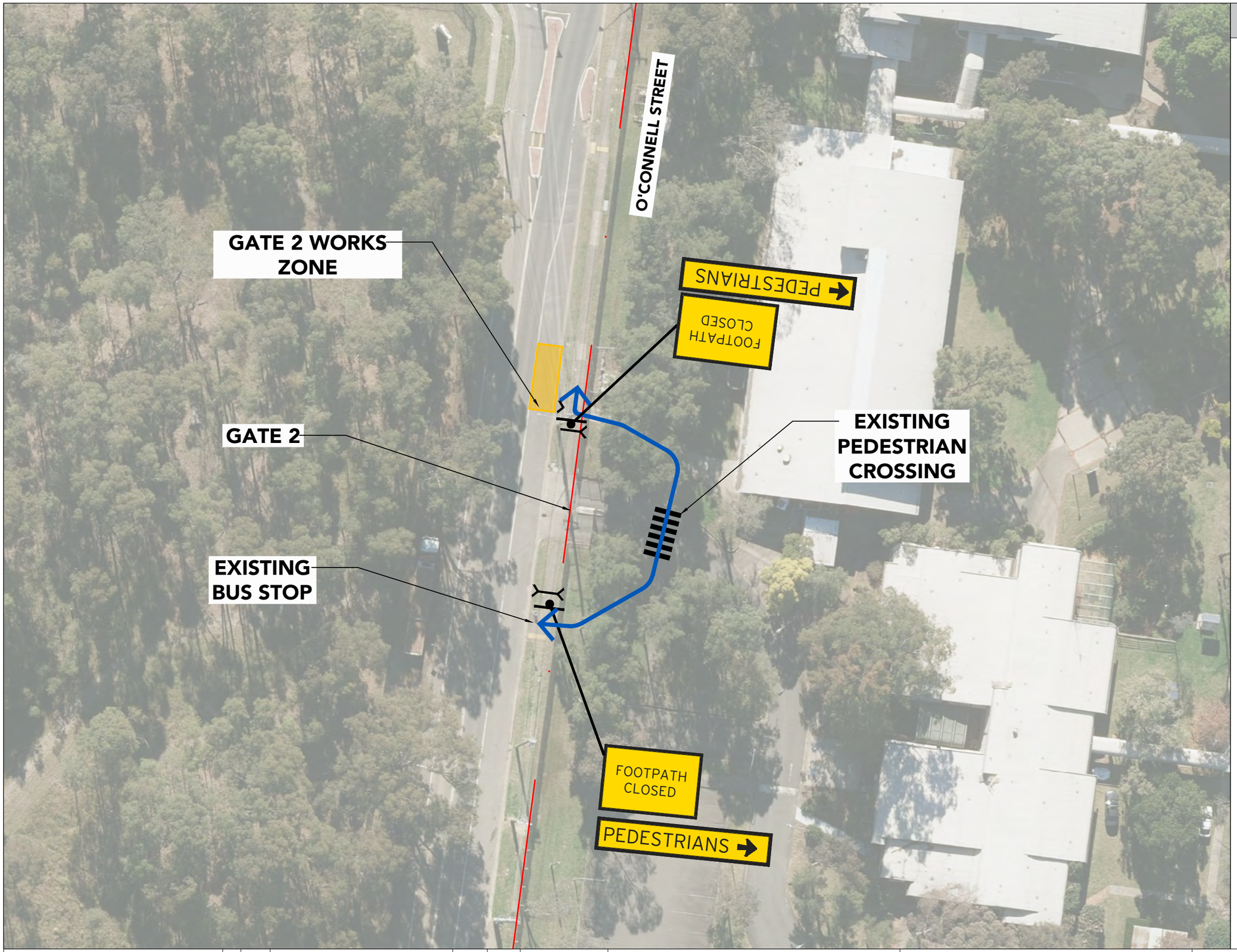
REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE
CONCEPT TRAFFIC GUIDANCE SCHEME
O'CONNELL ST WORKS ZONE

CLIENT	ADCO
DRAWING #	TGS-007
PROJECT #	21-3317
SCALE	1 : 1000 @ A3

PRELIMINARY
REV P4



comments

A3

- Existing Pedestrian Crossing
- Redirected Pedestrian Route to Bus Stop
- Proposed Barrier Board
- Proposed Signage

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
4	19/11/21	FOR COORDINATION	HL	SW
3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE
CONCEPT TRAFFIC GUIDANCE SCHEME
GATE 2 PEDESTRIAN DIVERSION

CLIENT	ADCO
DRAWING #	TGS-008
PROJECT #	21-3317
SCALE	1 : 400 @ A3

PRELIMINARY

REV P4

comments

A3

Proposed Signage

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
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P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE
PEDESTRIAN CROSSING SIGNAGE
KING STREET

CLIENT	ADCO
DRAWING #	SIG-001
PROJECT #	21-3317
SCALE	1 : 1500 @ A3

PRELIMINARY

REV P4

comments

A3

Proposed Signage

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
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3	11/11/21	FOR COORDINATION	HL/KY	SW
P2	09/11/21	FOR COORDINATION	HL/KY	SW
P1	01/11/21	Option 1 Assessment	SW	SW

PROJECT
TAFE NSW CONSTRUCTION CENTRE OF EXCELLENCE

DRAWING TITLE
PEDESTRIAN CROSSING SIGNAGE
FOURTH AVENUE

CLIENT	ADCO
DRAWING #	SIG-002
PROJECT #	21-3317
SCALE	1 : 1000 @ A3

PRELIMINARY

REV P4

Attachment 4 - Driver Code of Conduct

Other Considerations

• Speed Limits – All heavy vehicle drivers are to obey the posted speed limits, within or outside of the construction site. Keep in mind that there are changes in traffic conditions and altered speed limits are posted on approach to the site;

• Driver Fatigue – Driver fatigue is a road safety hazard and one of the biggest causes of accidents especially for heavy vehicle drivers. All drivers have a duty to not drive a vehicle while impaired by fatigue.

• Covering Loads – TfNSW requires all load covers to secure and contain all materials within the vehicle and trailer;

• Heavy Vehicle Interval – To increase road safety, heavy vehicles leaving the construction site should be separated, as far as practicable, a minimum of a 10-minute interval;

• Vehicle Breakdowns – In the case of a breakdown, the vehicle must be towed to the nearest breakdown point as soon as possible and reported to the Service NSW Transport Management Centre (131 700).

• Site Access – Vehicles shall enter and exit the site in a forward direction.

• Drugs and Alcohol – Drivers must not be under the influence of any illicit drugs, alcohol or medication which may impair their ability to operate a vehicle. Drivers will be randomly tested for drugs and alcohol.

Hours of Work

All work associated with the project will be restricted to the permitted working hours as defined in the CTMP:

Monday to Friday	7:00am to 6:00pm
Saturday	7:00am to 5:00pm
Sunday/Public Holiday	No works

Emergency Contact Numbers

Service NSW Transport Management Centre
131 700

Penrith City Council
(02) 4732 7777

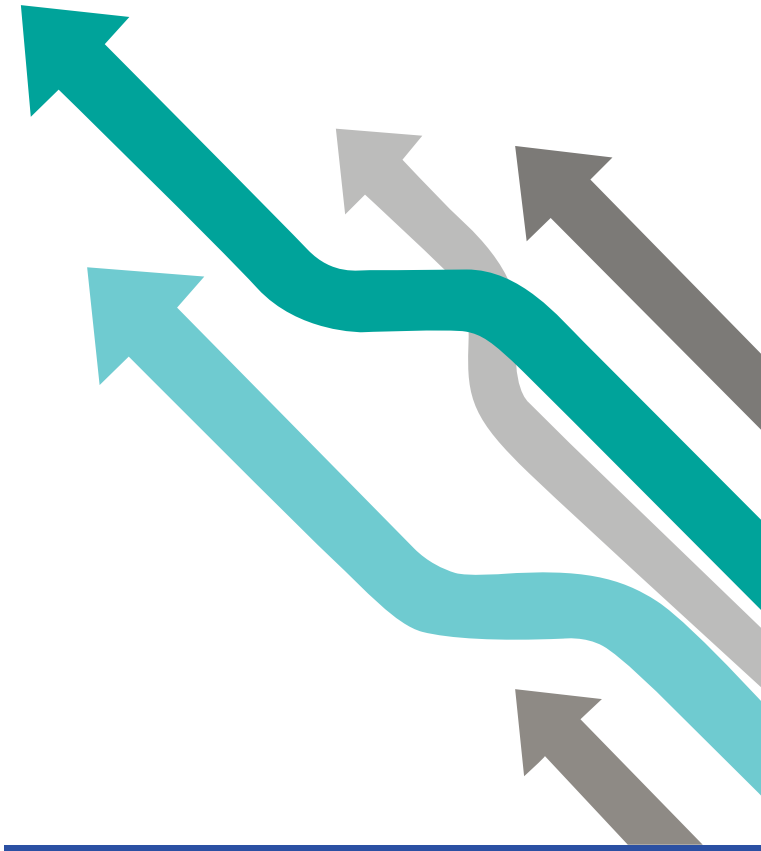
ADCO Constructions Project Manager
Pierce Brennan
0419 422 566

ADCO Constructions Sydney
02 8437 5000

All other Emergencies
000

ADCO
BUILDER OF CHOICE

TAFE NSW
Institute of Applied Technology for Construction (IATC)
Nepean Kingswood Campus



Driver Code of Conduct

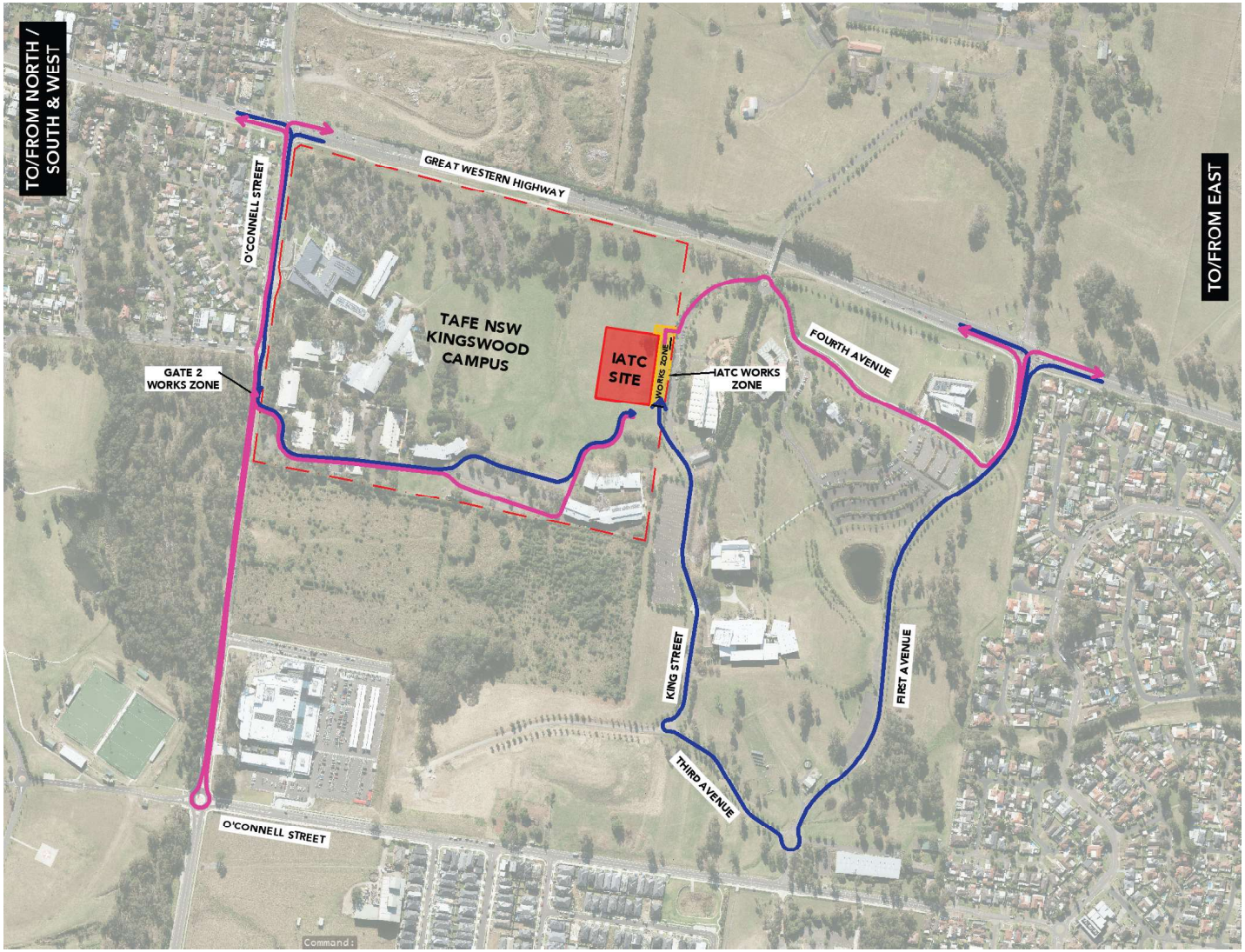
This Driver Code of Conduct applies to all personnel and any other person conducting business for the TAFE NSW IATC whether a direct employee of ADCO Constructions or employed by some other organisation providing service or working with ADCO Constructions.

General Requirements

- As a driver you are required to know and comply with all the road rules pertaining to your vehicle;
- You are expected to hold a valid driver's licence for the class of the vehicle you are operating;
- Undertake a site induction carried out by an approved member of the construction staff or suitably qualified person;
- Participate in regular toolbox meetings with appropriate and qualified person;
- Promote road safety and obey all NSW Road Rules; and
- You are to operate the vehicle in a safe manner within and outside the construction site and comply with the direction of authorised site personnel while inside the site.

Truck Routes

Heavy vehicle drivers are to carefully plan their routes so that state and regional roads are given priority for route selection, keeping in mind the certain restrictions during particular times of the day.



TAFE NSW Nepean Kingswood Campus Boundary

IATC Site

Proposed Works Zone

Access Route

Egress Route

Attachment 5 - TAFE NSW / WSU Access Deed Management Plan (ADCO)

PEOPLE WHO BUILD

ADCO

WESTERN SYDNEY UNIVERSITY ACCESS DEED MANAGEMENT PLAN

PROJECT NAME

TAFE NSW INSTITUTE OF APPLIED TECHNOLOGY FOR CONSTRUCTION

PROJECT NO

3547

CONTENTS

PROJECT OVERVIEW

The NSW IATC building will facilitate an active learning environment collocating building, construction, engineering, and manufacturing disciplines. Students will have access to state-of-the-art facilities and technology that is flexible and adaptable to industry needs. The building will connect students and staff with industry partners and will provide flexible space for training purposes to simulate real world scenarios and environments, exhibition and function space and shared workspace.

The TAFE NSW IACT includes the Design Finalisation and Construction of the following:

- **External Works**
  - Carpark
  - Loading Dock and Laybacks
  - Gate 2 Entrance Works & miscellaneous driveway upgrades
  - Landscaping
  - Services Trenching and Connections
  - Footpaths and Driveways
- **Lower Ground Floor**
  - Outdoor workshop Area & Sandpit
  - Multi Trades Workshops
  - Technical Labs
  - Carpentry Machine Room
  - General Learning spaces
  - General Materials and Tool Storage Area
  - Staff/Student Amenities incl End of Trip
  - Upper Ground Floor
- **Upper Ground Floor**
  - General Learning Spaces
  - Trade Workshop Spaces
  - Staff/Student Amenities
  - Industry Engagement Space
  - Seminar Rooms
  - Café
- **Level 1 Public domain elements**
  - General Learning Spaces
  - Auditorium
  - Plant Room
  - Staff/Student Amenities
  - Industry Engagement Space
  - Staff Workspaces

PROJECT INFORMATION

Project Description	TAFE NSW Institute of Applied Technology for Construction (IATC)
Project Address	12-44 O'Connell St, Kingswood, NSW 2747
SSD Number	SSD-8571481
Contract Number	0419433566

PRINCIPAL CONTRACTOR PROJECT PERSONNEL

A representative of ADCO will be onsite while there is works being undertaken on site. For any questions or issues that may arise over the course of the project, the below contact details can be contacted to discuss the questions and resolve the issue.

Name	Position	Phone Number	Email
Dean Israel	Construction Manager	0413 777 152	disrael@adcoconstruct.com.au
Pierce Brennan	Project Manager	0419 422 566	pbrennan@adcoconstruct.com.au
Paul Gower	Site Manager	0413 425 089	pgower@adcoconstruct.com.au
Kieran Hill	Project Engineer	0439042092	khill@adcoconstruct.com.au
Donald Geale	Site Foreman	0418 365052	dgeale@adcoconstruct.com.au

PRINCIPAL CONTRACTORS HEAD OFFICE DETAILS

Name	State Address		ABN
ADCO Constructions Pty Ltd	Address	Level 2, 7-9 West Street	46 001 044 391
	Suburb	North Sydney	
	State	New South Wales	
	Phone	02 8437 5000	

INTRODUCTION

TAFE NSW has entered into an Access Deed (Deed) agreement with Western Sydney University (WSU) which facilitates construction traffic access on WSU Werrington campus road network associated with TAFE NSW Institute of Applied Technology for Construction Project (Project).

This sub plan responds to the requirements stated with the Deed, specifically with how construction traffic will be safely managed on the WSU road network.

LICENCE PERIOD

The Licence period detailed in the deed as following:

- Commencement Date: 1 August 2021
- Completion Date: 31 March 2021

CONSTRUCTION PERIOD

The Construction period is proposed as following:

- Commencement Date: 1 August 2021
- Completion Date: 13 January 2023
- TAFE operational readiness:5 February 2023

It is noted that the termination date of the Deed is stated as 31 March 2023, which will allow for delays to the construction program. Should the construction completion date put the deed termination date at risk, TAFE NSW will consult with WSU at the earliest date possible.

INSURANCES

The following insurances have been put in place for the duration of the project:

Type	Insurer	Cover	Held By
Project Works Insurance	I Care	$60,308,740.00	TAFE NSW
Public Liability Insurance	I Care	$100,000,000.00	TAFE NSW
Professional Indemnity Insurance	Marsh	$20,000,000.00	ADCO
Workers compensation	I Care	$30,188,000.00	ADCO

CTMP MANAGEMENT & GOVERNANCE

TAFE NSW shall facilitate a construction interface stakeholder meeting with WSU on a fortnightly basis. This meeting shall facilitate discussion of the following items:

- Construction Program look ahead – short range (fortnight look ahead)
- Construction disruptive activities – Generally activities outside of the site compound, services shutdowns and or unusual traffic movements
- Traffic Management
    - Safety review – both good practices and those in need of improvement
    - Route review – table any suggested amendments
    - Road condition review – table any concerns with condition of roads. Allow inspection of roads if required. Rectification methods are also to be discussed and agreed

In addition to the above fortnightly interface meeting, it is proposed that the following meetings also take place at the times suggested below:

- CTMP Health Check – Quarterly
- WSU Road Health Check – Quarterly & at construction completion.

CONSTRUCTION ACCESS ROUTE

The proposed access route for the commencement of the Project can be referenced in Section 6.2.2 of the Construction Traffic Management Plan. Once agreed by WSU, this will become the approved construction traffic route.
From time to time, there may be a requirement to amend the approved CTMP. Any amendments to the approved CTMP are to be presented to WSU for review, comment and approval.

PARKING

The site compound has provisions for all contractor parking associated with the Project. There will be no parking permitted on WSU property without prior agreement.

In accordance with the site setup, all vehicles will enter and leave the site in a forward direction. No trucks will be permitted to wait or que on WSU property.

MONITORING, MAINTENANCE & MAKE GOOD

Prior to the undertaking the first vehicle movement on the WSU site, a complete dilapidation report shall by undertaken and issued for record. A regular maintenance regime shall be active for the duration of the construction works which shall include the following:

- Pre-start condition checks – Daily
- Street Sweeping – When required
- End of week checks to ensure roads will not impact or hinder weekend users of the WSU campus.

Should any condition of the road impacted by the Project pose a safety risk to either road and or pedestrian path users, the Contractor shall undertake immediate temporary repair and damage works to be agreed with WSU representative.

On completion of the construction works, a final condition report shall be prepared and issued to WSU for review and comment. Any outstanding rectification works shall be agreed by the parties and rectified in a timeframe also agreed by the parties. All Temporary restoration during construction will be completely restored to match the existing finishes (prior to construction)

PROJECT COMMUNICATION

All project communications are to be agreed between TAFE NSW and WSU in accordance with the agreed communications plan.

The Contractor shall present any information necessary to facilitate the communication of construction traffic management related issues.

APPENDIX C- SITE COMPOUND AND PARKING


ADCO Secondary ATF Fence Line- Defining PPE Area
GATE 1B Contractor Carpark Exit Point
Pedestrian Entry
Walkway- Concrete
Jersey Kerb Edging
TAFE NSW CAR PARK-
NO CONSTRUCTION
PARKING PERMITTED
GATE 1A Contractor
Car park Entry Point
ADCO Primary Perimeter Fence