St Francis College, Edmondson Park

Landscape Works Construction Traffic Management Plan

Catholic Education Diocese of Wollongong

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Gold Coast
Suite 26, 58 Riverwalk Avenue
Robina QLD 4226
P: (07) 5562 5377

Brisbane
Level 2, 428 Upper Edward Street
Spring Hill QLD 4000
P: (07) 3831 4442

Sydney
Studio 203, 3 Gladstone Street
Newtown NSW 2042
P: (02) 9557 6202

W: www.bitziosconsulting.com.au

E: admin@bitziosconsulting.com.au

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1. INTRODUCTION

1.1 Background

Bitzios Consulting (Bitzios) has been commissioned by Catholic Education Diocese of Wollongong to prepare a Construction Traffic Management Plan (CTMP) for landscape works proposed at 130-160 Jardine Drive, Edmondson Park (subject site). This CTMP is required in accordance with Item 7 of the Secretary's Environmental Assessment Requirements (dated 9 September 2019) to accompany the State Significant Development (SSD) application (SSD 10365).

The location of the subject site is illustrated in Figure 1.1.

Adapted from Google Maps and Nearmap

Figure 1.1: Subject Site Location

1.2 Purpose of this CTMP

The purpose of this CTMP document is to ensure the safety of the public and maintain an accessible and efficient road network for all users.

This document has been prepared to assist St Francis College in implementing vehicle and pedestrian management measures when carrying out the works phase of the project.

1.3 Limitations

This preliminary CTMP has been prepared to give a general understanding of construction traffic impacts associated with the project. Following the availability for detailed construction information, the CTMP will need to be reviewed and revised to incorporate the detailed information of the project.

2. EXISTING CONDITIONS

2.1 Existing Road Network

The road network surrounding the site is summarised in Table 2.1.

Table 2.1: Existing Road Network

Road Name	Jurisdiction	Hierarchy	Cross-section	Speed Limit
Vinny Road	Liverpool City Council	Local Access	2 lanes undivided	50km/h*
Guillemont Road	Liverpool City Council	Local Access	2 lanes undivided	50km/h*
Jardine Drive	Liverpool City Council	Local Access	2 lanes undivided	50km/h*
Poziers Road	Liverpool City Council	Local Access	2 lanes undivided	50km/h*
McFarlane Road	Liverpool City Council	Local Access	2 lanes undivided	50km/h*

**Default urban speed limit where there is no signage*

2.1.1 Background Traffic Volumes

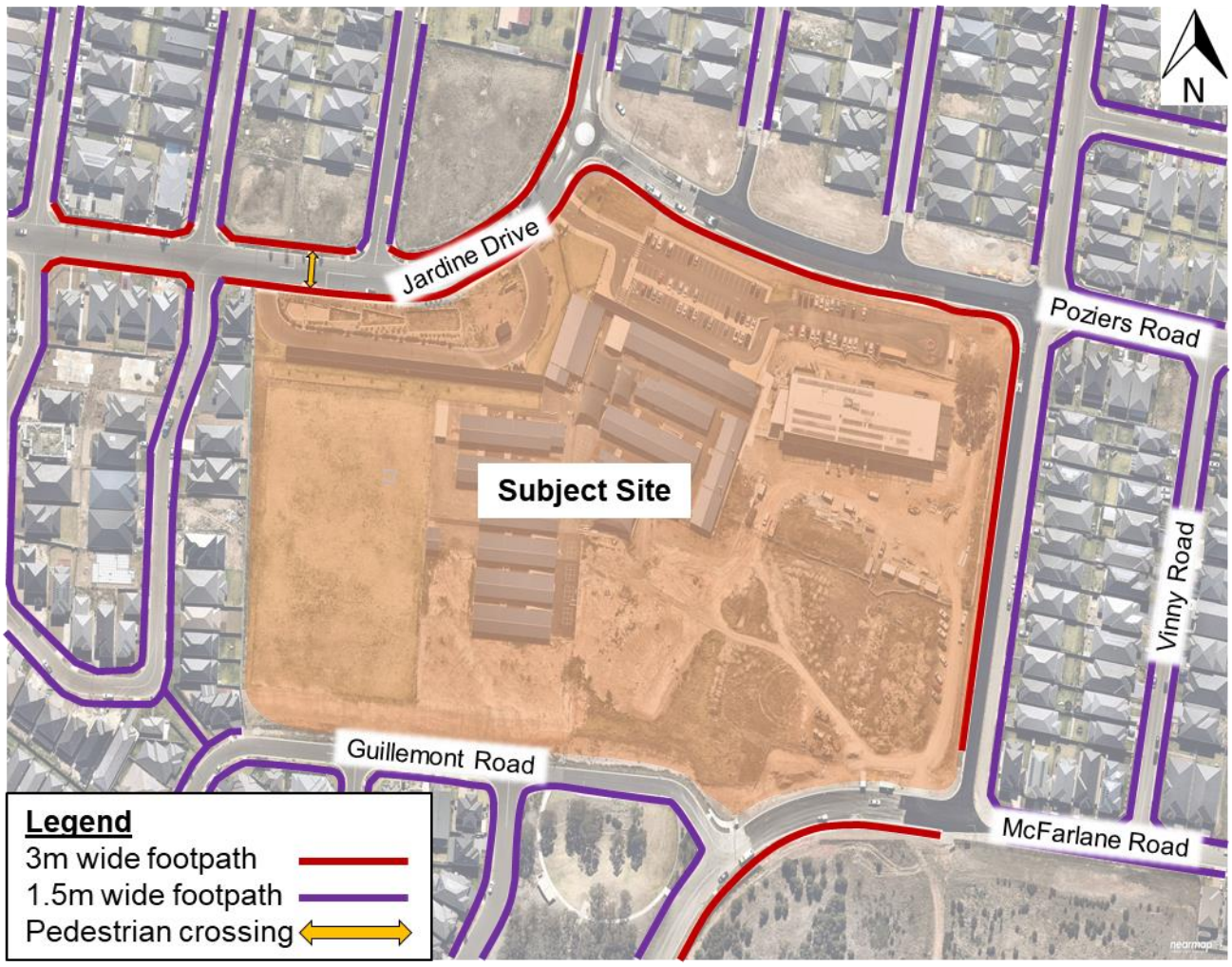
Transport for NSW's (formerly Roads and Maritime Services) *Traffic Volume Viewer* was used to source background traffic volumes for Camden Valley Way (Station ID 85019). Transport for NSW has placed a permanent traffic counter on Camden Valley Way, 90 metres west of Heath Road. The latest full year of available data was from 2013, which has been used for this assessment. The recorded traffic volumes are summarised in Table 2.2.

Table 2.2: Camden Valley Way Traffic Survey Volumes

Year	Daily Traffic Volume	AM Peak Traffic Volume	PM Peak Traffic Volume
2013	19,648	6,227	6,157

2.2 Active Transport Network

As highlighted in Figure 2.1 below, the subject site is surrounded by an extensive active transport network, with pedestrian footpaths available on all surrounding roads. The footpaths fronting the site are typically 3 metres wide and footpaths fronting residential properties are typically 1.5 metres wide.



Adapted from Nearmap

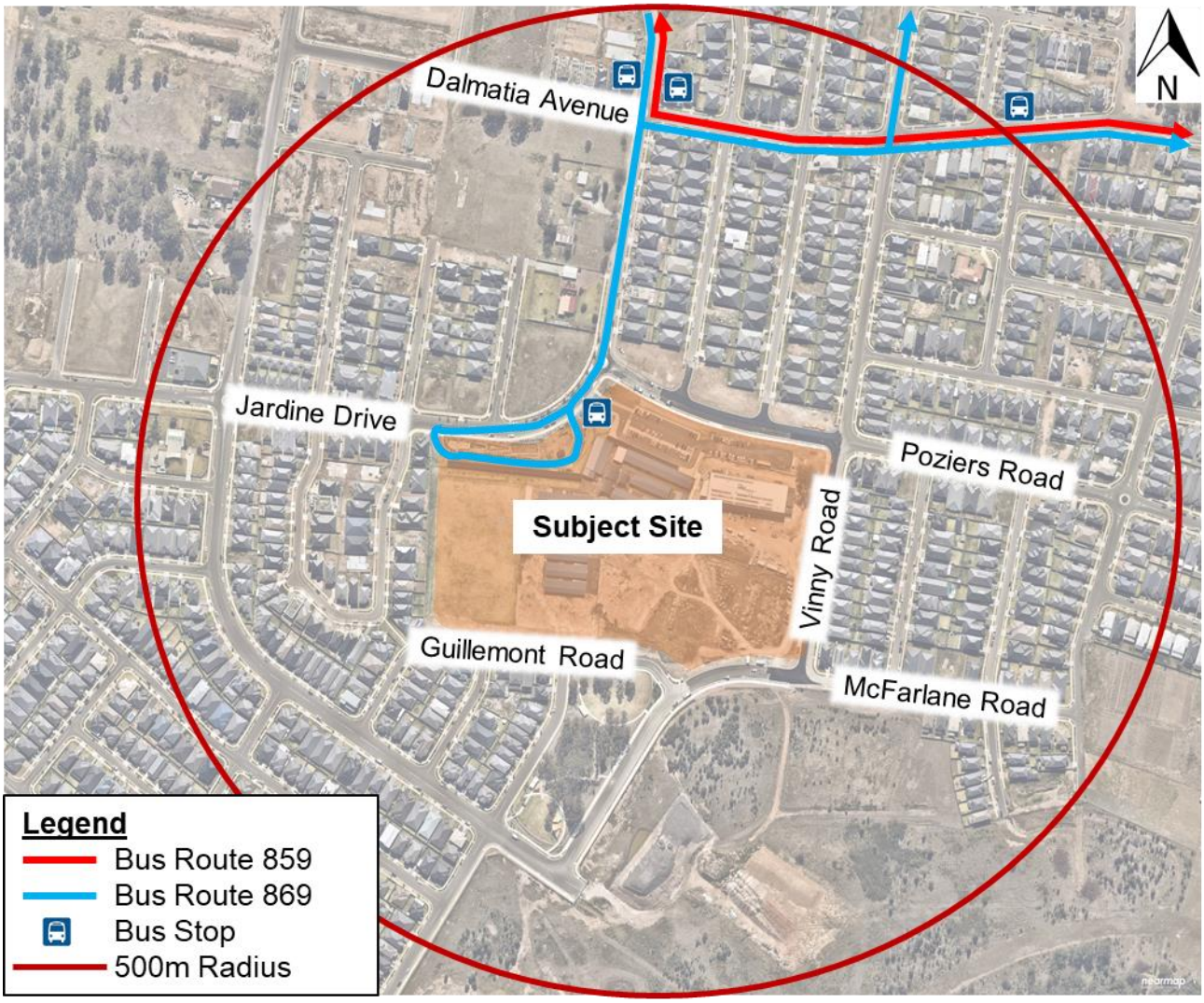
Figure 2.1: Active Transport Network

2.3 Public Transport Network

2.3.1 Buses

The subject site is located within a 500-metre radius of four (4) bus stops. Bus route 859 (Carnes Hill to Edmondson Park Station) is serviced every 30 minutes during peak hours and every 60 minutes during off-peak hours Monday to Friday. Bus route 869 (Ingleburn to Liverpool via Edmondson Park & Prestons) is serviced five times a day Monday to Friday around school start and finish times. There are pedestrian facilities providing a continuous connection between these bus stops and the subject site.

Figure 2.2 shows the public transport network surrounding the site.



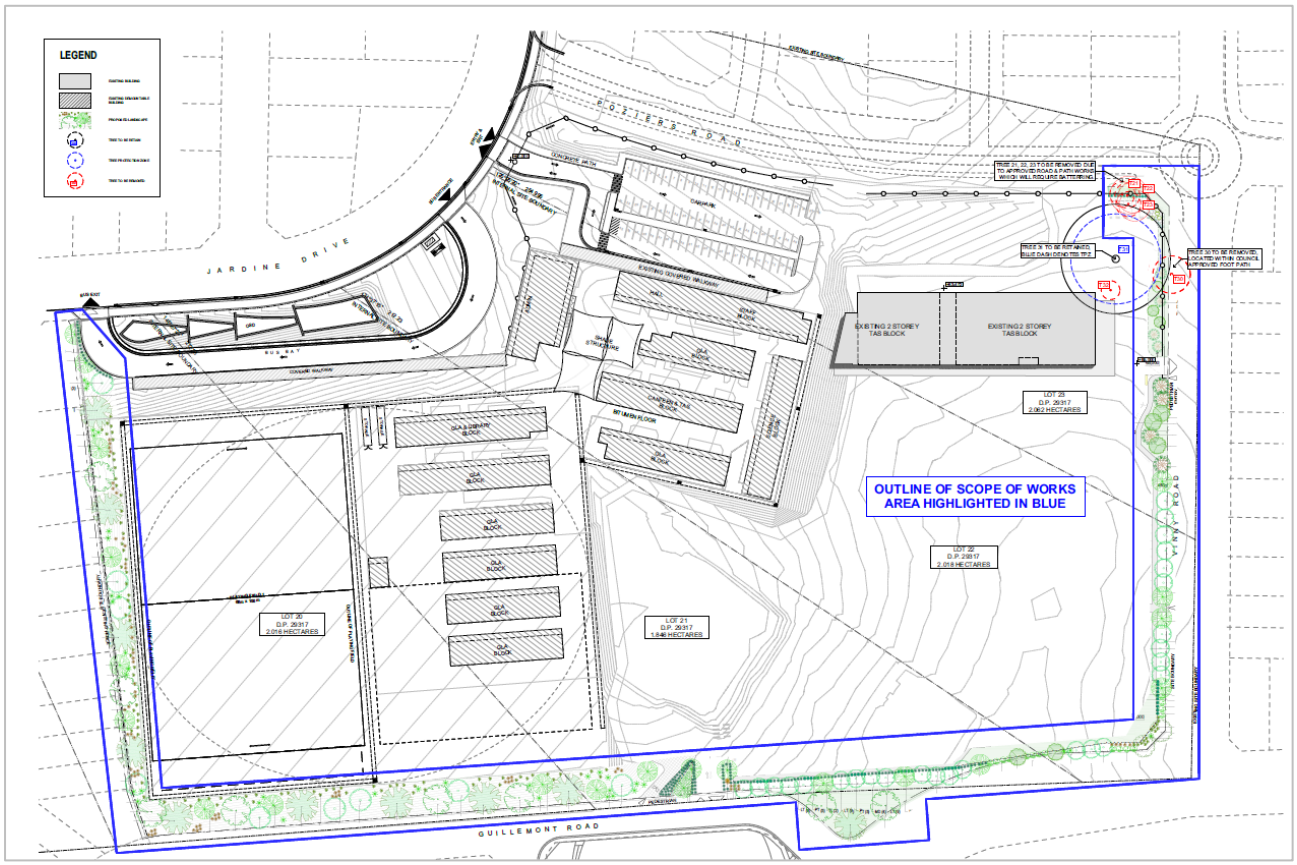
Adapted from Nearmap

Figure 2.2: Public Transport Network

3. CONSTRUCTION ACTIVITIES

3.1 Description of Construction Activities

It is understood that construction activities will include the construction of a temporary roadway and car park within the school to accommodate all construction vehicles. It will also include landscaping works on the western, southern and eastern site boundaries as shown in Figure 3.1. The proposed works also includes internal footpaths connecting the existing school buildings to new pedestrian accesses located on Vinny Road and Guillemont Road. The footpaths will not be open for use by pedestrians until post-site construction.



Source: JDH Architects

Figure 3.1: Scope of Construction Activities

3.2 Other Construction Activities

No other construction activities are proposed to occur during the landscaping works.

3.3 Construction Program

A construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process is yet to be confirmed as it will form part of the detailed project management program provided by the head contractor prior to the construction works.

3.4 Construction Hours

Construction works for the project, including the delivery of machinery and materials to and from the site are yet to be confirmed at this stage. Standard construction hours are between 7:00am-6:00pm Monday to Friday and 8:00am-1:00pm Saturday. Construction vehicle traffic movements should be scheduled to occur outside school peak periods between 7:30am-9:00am and 2:00pm-3:30pm.

3.5 Construction Worker Induction

All workers and subcontractors engaged on-site should be required to undergo a site induction. The induction should address elements related to traffic and transport management, including:

- Existence and requirements of the CTMP
- Relevant legislation, regulations and conditions (i.e. Workplace Health and Safety and emergency procedures)
- Roles and responsibilities
- Incident response, management and reporting procedures
- Construction hours
- Access routes
- Road safety
- Road occupancy
- Temporary and interim traffic arrangements.

Informal training on traffic management (including monitoring and reviewing the effectiveness of traffic control devices and mitigation measures) should be undertaken during toolbox meetings with site personnel.

3.5.1 Safe Work Method Statements

A Safe Work Method Statement (SWMS) should be completed prior to undertaking any high-risk works on or adjacent to the public domain. All SWMSs are to be submitted to the Principal Contractor for review prior to undertaking the subject work. They should be updated in the event relevant control measures are revised and be kept on record until the subject work is completed.

The Principal Contractor is required to submit all SWMSs to the relevant authority for review and approval prior to issuing the Construction Certificate.

3.5.2 Safe Work Requirements

To maintain the safety of workers and the public, the work site should be adequately secured (i.e. security/temporary fence) to prevent access by unauthorised personnel. Additionally, all works must be conducted at all times in accordance with the relevant SafeWork requirements.

3.5.3 Truck Driver Code of Conduct

Drivers associated with the project are to abide by a Code of Conduct in order to:

- Minimise impacts of construction on the local road network
- Minimise conflicts with other road users
- Minimise road traffic noise
- Ensure truck drivers use specified routes.

3.6 Construction Worker Parking

All construction worker parking should be accommodated within the project site and separated from general on-street parking areas. Some on-street parking may be required to accommodate construction work parking demands. No impact on surrounding public parking is expected as a result the construction of the project.

Carpooling and alternate modes of transport should be encouraged where possible.

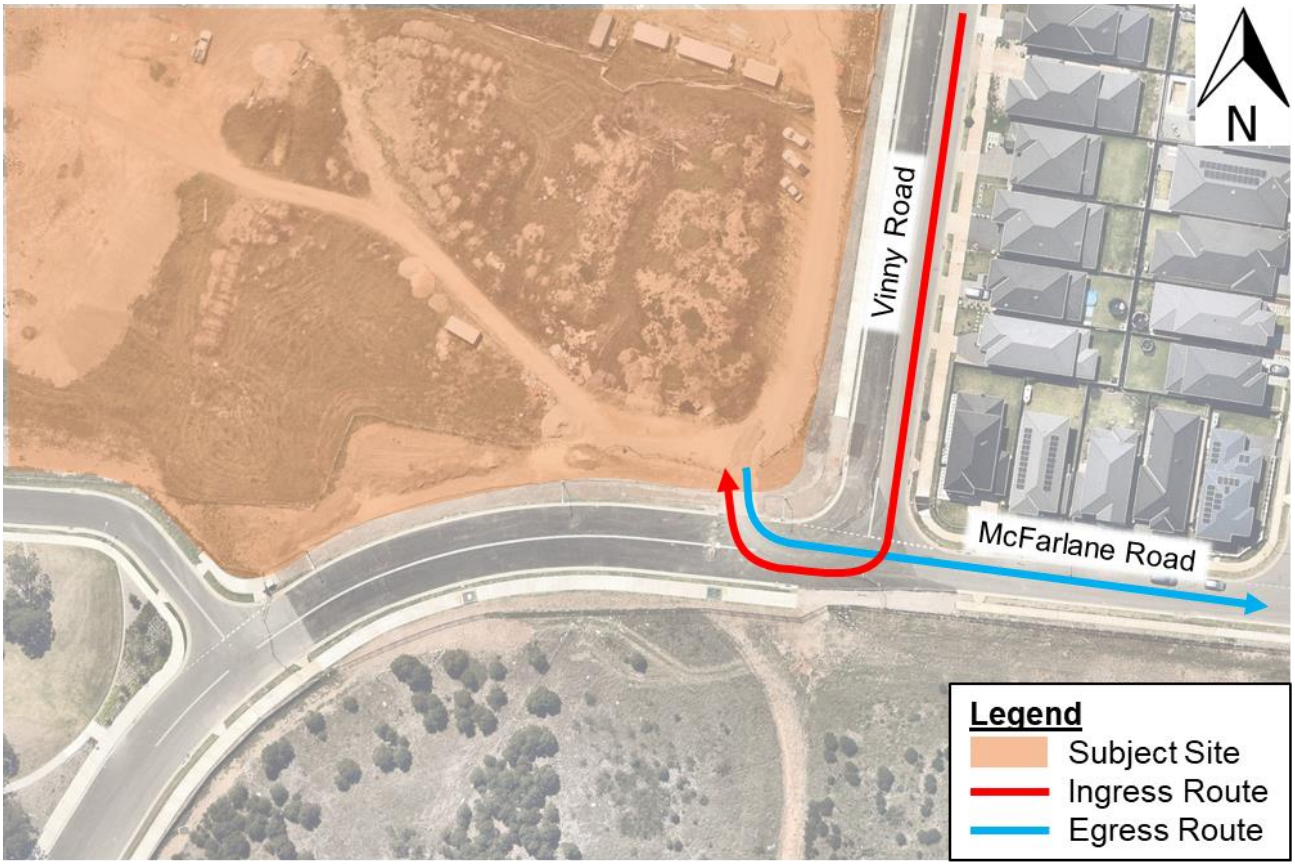
3.6.1 Construction Worker Alternate Transport

Public and active transport trips generated by construction activities are expected to be low, particularly given the low-frequency of bus services and lack of dedicated cycling routes surrounding the site. As a minimum, carpooling should be encouraged where possible.

3.7 Construction Vehicle Site Access

Construction vehicle access during the construction phase of the project is proposed to be via a single gate from McFarlane Road west of Vinny Road.

Construction vehicles will enter/exit the gates in a forward direction. Inbound vehicles will ingress via Vinny Road and outbound vehicles will egress via McFarlane Road. This access arrangement is illustrated in Figure 3.2.



Adapted from Nearmap

Figure 3.2: Construction Vehicle Site Ingress/Egress

Appropriate signage will be placed at the entry gate and surrounding areas to notify vehicles of the location. Details of the required signage is provided in the Traffic Control Plan in **Appendix A**.

Swept paths demonstrating egress of the largest design vehicle in a forward gear are presented in **Appendix B**.

3.8 Delivery, Loading and Unloading of Plant, Equipment and Materials

During all stages of the works, the loading and unloading and storage of all plant, equipment and/or materials will only occur within the site area, separated from existing car parking areas and pedestrian pathways.

In the event that loading, unloading and/or storage of any plant, equipment and/or materials is required outside of the site area, an appropriate application for a Work Zone should be made to the relevant road authority.

3.9 Dust Minimisation

The site access is to be provided with a shakedown device in accordance with Liverpool City Council (Council) requirements so that trucks do not track soil and aggregates onto the public road network.

All trucks entering or exiting the site are to have their loads sealed and covered.

3.10 Section 138 Permit

In accordance with Section 138 of the *Roads Act 1993*, a Road Reserve Works Application Form is required to be submitted to Council and approved before carrying out work within a road or any intrusive digging work in the public road or footpath.

4. CONSTRUCTION TRAFFIC IMPACTS

4.1 Construction Traffic Generating Activities

An increase in traffic volumes is expected during the construction of the project as the result of commuting workers, deliveries of equipment and haulage of materials to and from the subject site. Construction vehicle movement numbers have not been provided specifically for Stage 1 (landscaping works), however, approximate construction vehicle movement numbers have been provided for Stage 2 (creative and performing arts building) and Stage 3 (hall) as a guide and are outlined below. It is assumed that construction vehicle movement numbers for Stage 1 will be insignificant given the major works required for Stages 2 and 3.

- The average truck movements in the first 8-10 weeks will be between 3-5 trucks per day, though on some days there may only be cars/utes/vans which will be an additional 20-30 movements. This will cover movements relating to float trucks bringing in plant(excavator/piling rig), trucks exporting materials, pile drilling rig, reinforcement deliveries, concrete trucks, boom pumps and formwork materials, truck transportation, general transport trucks for materials and cranage for scheduled materials lifts
- For the duration thereafter, there will be approximately 1-2 trucks per day, though on some days there may only be cars/utes/vans which will be an additional 20-30 movements. The truck movements during this period will relate to concrete trucks, boom pumps, reinforcement deliveries, general transport trucks for materials, scaffold drops/erection and cranage for scheduled materials lifts
- The anticipated peak hours will be between 8:00am-12:00pm, however, construction vehicle traffic movements should be scheduled to occur outside the AM school peak period between 7:30am-9:00am.

It is anticipated that the primary traffic generation of construction will comprise of:

- The delivery and removal of construction machinery and materials, spoil and waste
- The movement of construction personnel, including contractors, the project labour force and management staff.

4.2 Construction Vehicle Access Routes

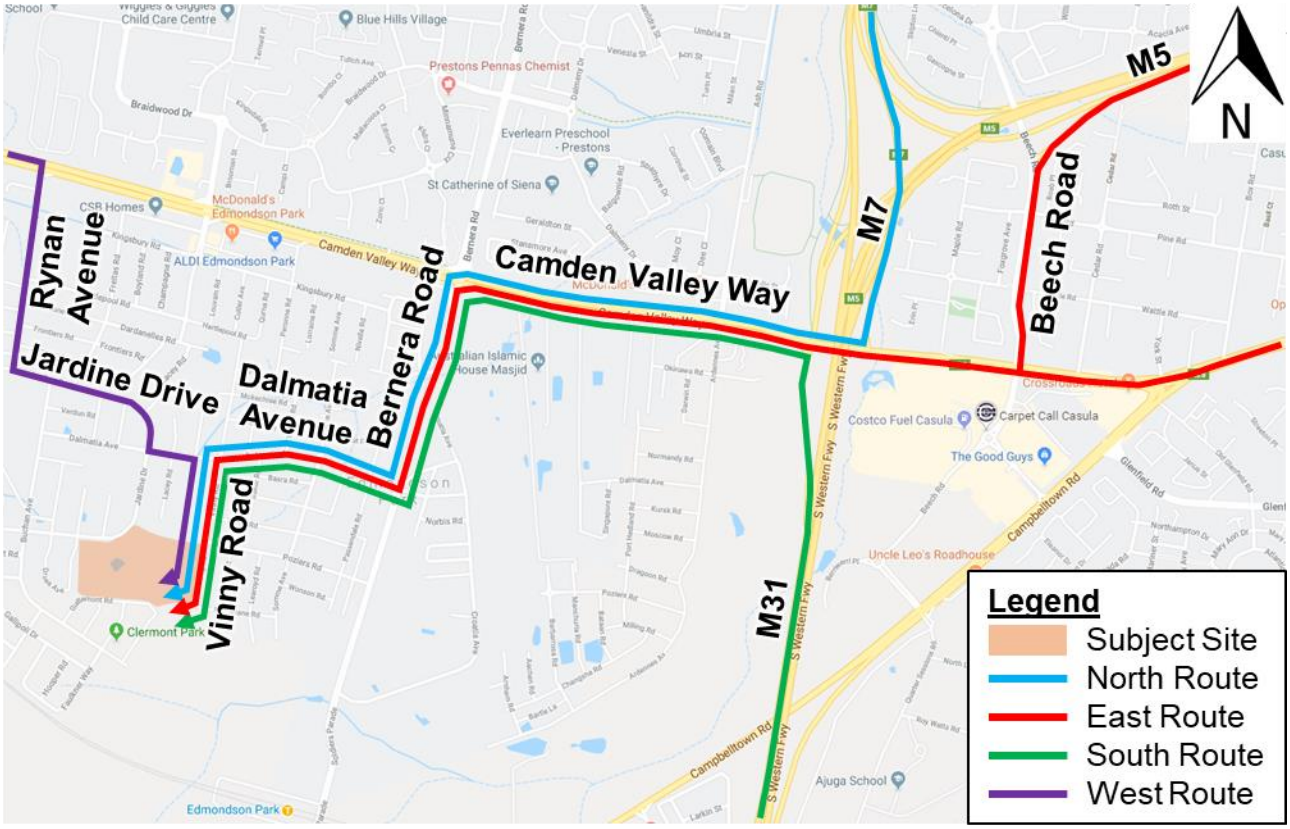
4.2.1 Inbound Routes

Construction vehicle movements are expected to occur between the site and Camden Valley Way (and then to the broader network). Considering this, the proposed inbound construction vehicle access routes are as follows and shown in Figure 4.1:

- **From North (Westlink M7 Motorway):**
  - Exit at Camden Valley Way
  - Turn right at Camden Valley Way
  - Turn left at Bernera Road
  - Turn right at Dalmatia Avenue
  - Turn left at Vinny Road
  - Turn right at McFarlane Road.
- **From East (M5 South-Western Motorway):**
  - Exit at Beech Road
  - Turn right at Beech Road

- Turn right at Camden Valley Way
- Turn left at Bernera Road
- Turn right at Dalmatia Avenue
- Turn left at Vinny Road
- Turn right at McFarlane Road.

- **From East (Hume Highway):**
  - Continue through to Camden Valley Way
  - Turn left at Bernera Road
  - Turn right at Dalmatia Avenue
  - Turn left at Vinny Road
  - Turn right at McFarlane Road.
- **From South (M31 Hume Motorway):**
  - Exit at Camden Valley Way
  - Turn left at Camden Valley Way
  - Turn left at Bernera Road
  - Turn right at Dalmatia Avenue
  - Turn left at Vinny Road
  - Turn right at McFarlane Road.
- **From West (Camden Valley Way):**
  - Turn right at Rynan Avenue
  - Turn left at Jardine Drive
  - Turn left at Dalmatia Avenue
  - Turn right at Vinny Road
  - Turn right at McFarlane Road.



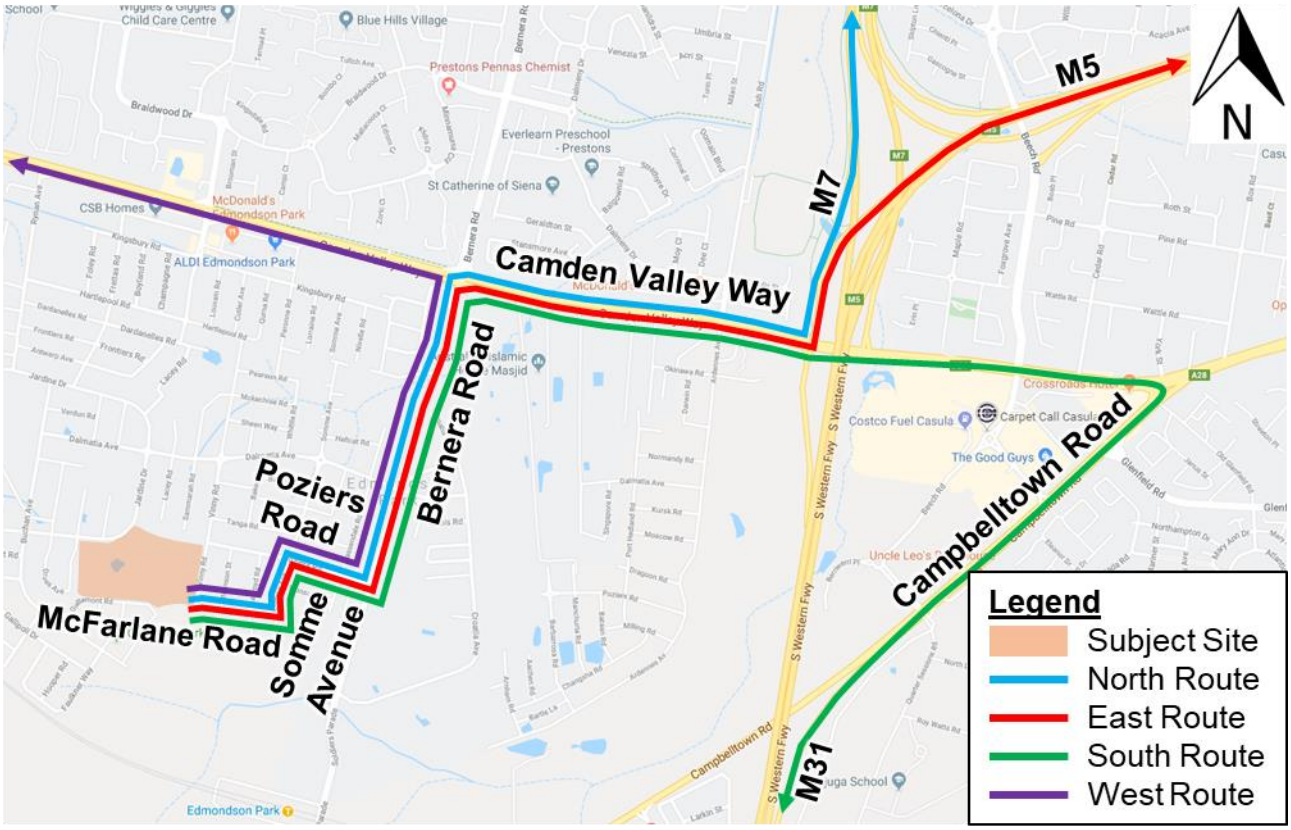
Adapted from Google Maps

Figure 4.1: Inbound Construction Vehicle Movements

4.2.2 Outbound Routes

The proposed outbound construction vehicle access routes are as follows and shown in Figure 4.2:

- **To North (Westlink M7 Motorway) and East (M5 South-Western Motorway):**
  - Turn left at Somme Avenue
  - Turn right at Poziers Road
  - Turn left at Bernera Road
  - Turn right at Camden Valley Way
  - Turn left into the Westlink M7 Motorway or M5 South-Western Motorway.
- **To South (M31 Hume Motorway):**
  - Turn left at Somme Avenue
  - Turn right at Poziers Road
  - Turn left at Bernera Road
  - Turn right at Camden Valley Way
  - Turn right at Campbelltown Road
  - Diverge left into the M31 Hume Motorway on-ramp after Beech Road.
- **To West (Camden Valley Way):**
  - Turn left at Somme Avenue
  - Turn right at Poziers Road
  - Turn left at Bernera Road
  - Turn left at Camden Valley Way.

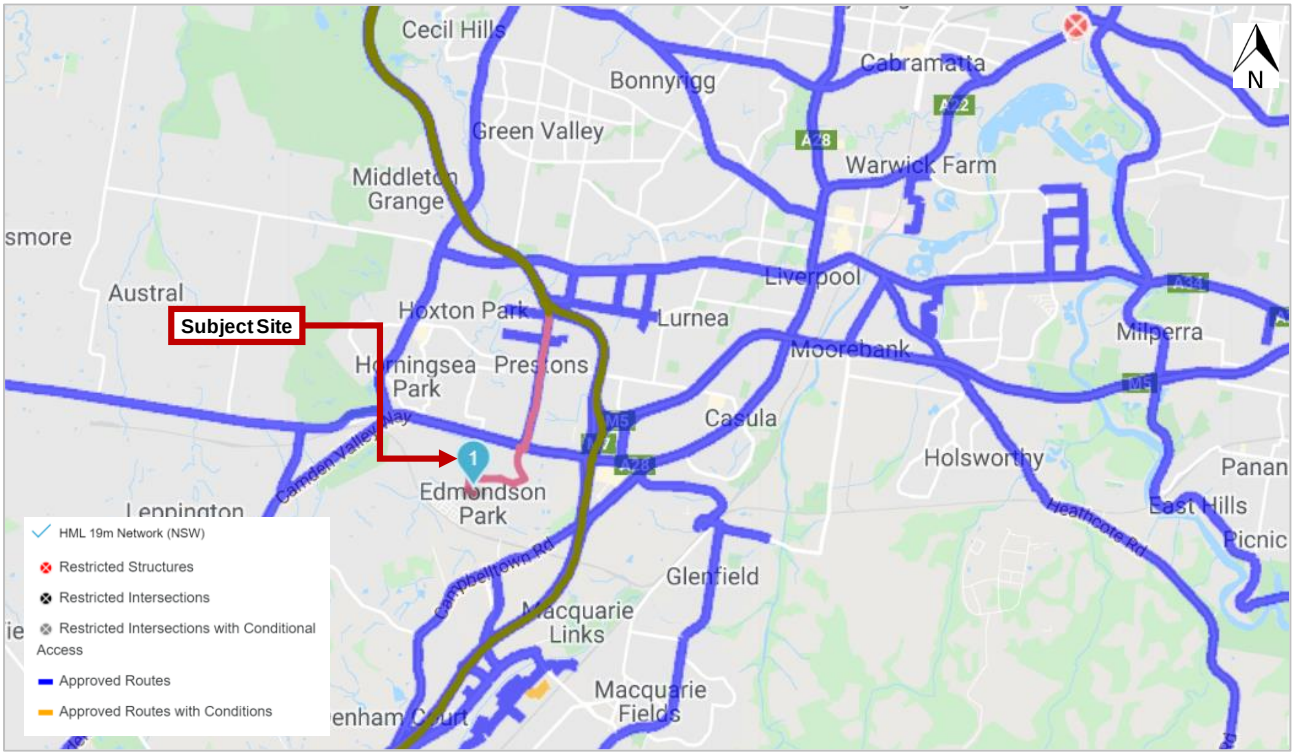


Adapted from Google Maps

Figure 4.2: Outbound Construction Vehicle Movements

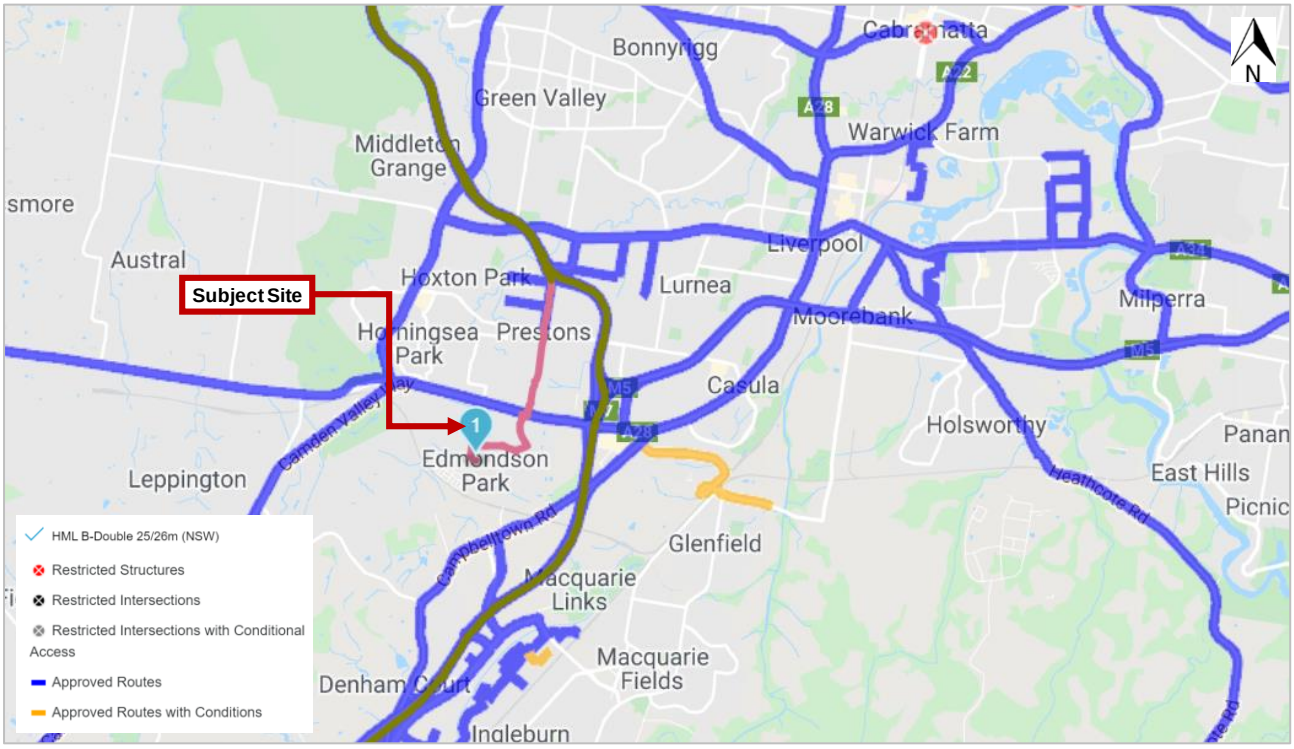
4.2.3 Road Restrictions

There are a number of mobility restrictions surrounding the subject site, specifically relating the Higher Mass Limits (HML). Figure 4.3 and Figure 4.4 illustrate the existing approved HML routes in proximity to the subject site.



Source: https://www.service.nhvr.gov.au/#page=informationHub/routePlannerTool

Figure 4.3: Existing Approved 19m Higher Mass Limits



Source: https://www.service.nhvr.gov.au/#page=informationHub/routePlannerTool

Figure 4.4: Existing B-Double 25-26m Approved Higher Mass Limits

The subject site is located close to Camden Valley Way and the M5, M7 and M31 Motorways which provide a comprehensive network of approved HML routes and connections within areas of Sydney and beyond. It is noted that there are some restrictions within the broader road network, however this does not limit construction vehicles travelling to and from the site.

Therefore, should oversize and/or overweight vehicles or loads be required, approval should be sought from Transport for NSW and managed under that approval. However, it is understood that this is not required at this stage.

4.3 Dilapidation Survey

A dilapidation survey is required for roads affected by the project. The survey must cover:

- All roads where construction occurs
- Local roads surrounding the project area that will be utilised by construction vehicles for deliveries.

The frequency of the dilapidation survey will need to be agreed with Council and Transport for NSW.

4.4 Road Safety

4.4.1 Key Intersections and Heavy Vehicle Locations

The project is expected to have minimal impact on the safety and operation of surrounding intersections during construction, including the Jardine Drive/Poziers Road, Poziers Road/Vinny Road and Dalmatia Avenue/Vinny Road roundabouts and the McFarlane Road/Guillemont Road priority-controlled intersection. These intersections have sufficient sight distances and can adequately cater for the types of construction vehicles required. Furthermore, surrounding roads have footpaths for pedestrians and existing heavy vehicle movements would be very minimal given the prevailing residential land use, and the true impact of heavy vehicle movements are not likely to be felt until Bernera Road, which connects with the external road network. It is noted that there will be a temporary increase in traffic volumes during construction as a result of commuting workers to the site, deliveries of equipment and the haulage of materials to and from the site.

4.4.2 High Pedestrian Activity Areas

Construction vehicle traffic movements will be scheduled outside of school peak periods to ensure that the occurrence of vehicles turning in/out of the construction access does not impact the service flows of the student drop-off/pick-up areas, result in vehicle queues and adverse safety impacts to teachers, students and parents, as well as the operation of the abovementioned surrounding intersections. The construction vehicle access routes proposed in Section 4.2 have considered this.

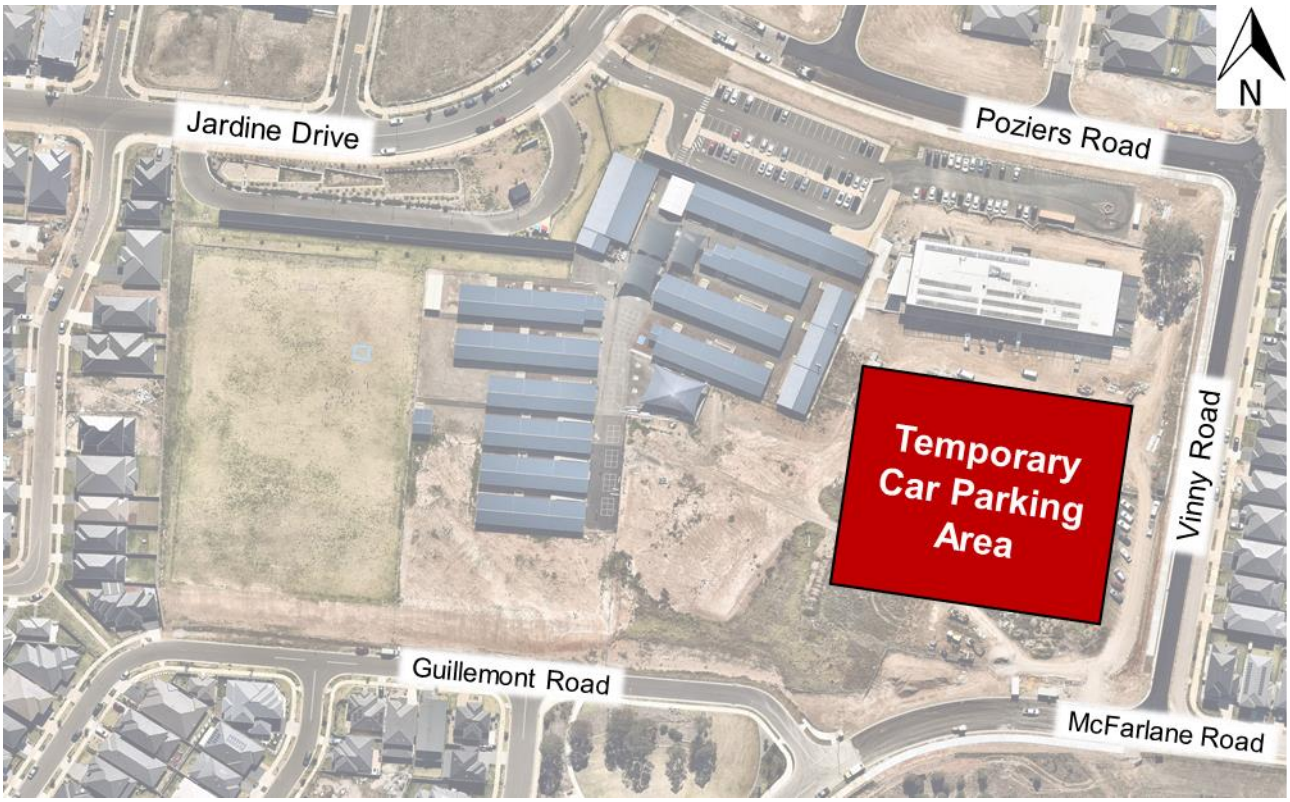
4.5 Site Access

The location of the Guillemont Road/construction roadway intersection will be located at a position that provides appropriate separation from the external road network to reduce the distance for which construction and school traffic are required to interact.

A traffic controller is to be positioned at the construction roadway intersection to manage pedestrian traffic. As per above, construction traffic will be scheduled outside of school peak periods to mitigate any impacts and potential delays on Guillemont Road.

4.6 Parking

There are no formal parking areas on the surrounding roads in proximity to the site. As such, a temporary car parking area is to be constructed on-site. The indicative location of the on-site temporary car park is shown in Figure 4.5.



Adapted from Nearmap

Figure 4.5: Temporary Car Park Location

4.7 Pedestrians and Cyclists

The construction roadway and associated construction works within the site is not expected to impact the existing pedestrian network surrounding the site as there is currently no pedestrian pathway fronting the southern site boundary. To further ensure construction works do not adversely impact the existing pedestrian and cyclist network, the following measures will be undertaken:

- A traffic controller will be required at the construction roadway intersection to direct pedestrian movements
- All loading/unloading activities will occur solely within the subject site
- Queuing and idling of heavy vehicles within the public domain will not be permitted, where vehicles may only wait solely within the subject site.

4.8 Bus Zones and Services

Construction traffic is not expected to have impact on existing school bus services.

It is not expected that the construction works will have any adverse impacts to the existing public transport services due to the proximity of the site to public transport facilities.

4.9 Servicing and Refuse Collection

On-site servicing and refuse collection will occur as per previous conditions and will not be impacted by construction activities.

4.10 Property Access

It is not expected that construction works will have any adverse impacts on existing property access of nearby lots with access to all properties maintained during construction unless otherwise agreed to by the relevant business owner, property owner or occupier.

4.11 Emergency Services

It is imperative that access to emergency vehicles is maintained during construction. Fire, ambulance and police services must be able to get to all project areas if necessary.

The nearest public hospitals are as follows:

- Liverpool Hospital, located at Elizabeth and Goulburn Streets, Liverpool NSW 2170, approximately 11km from the site
- Campbelltown Hospital, located at Therry Road, Campbelltown NSW 2560, approximately 20km from the site.

The nearest police station is Macquarie Fields LAC, located at 10 Brooks Street, Macquarie Fields NSW 2564 (approximately 9km from the site).

The nearest fire station is Fire and Rescue NSW Horningsea Park Fire Station, located at 162 Greenway Drive, Horningsea Park NSW 2171 (approximately 4km from the site).

5. CONSTRUCTION TRAFFIC MANAGEMENT

5.1 Traffic Control Plans

Prior to implementation, construction traffic management measures will require the preparation of an approved Traffic Control Plan (TCP). TCPs indicate the road worksite arrangements to ensure the safety of all road users as well as workers at the site.

Works that have been identified as requiring a TCP are detailed as follows.

- Construction of a temporary road
- Construction of the landscaping works.

A preliminary TCP has been developed for the entry gate from McFarlane Road west of Vinny Road in accordance with AS1742.3 and the *Transport for NSW Traffic control at work sites Technical Manual*. It has been designed by a qualified person holding the current Transport for NSW 'Prepare Work Zone Traffic Management Plans' accreditation. The TCP is provided in **Appendix A**.

5.2 Traffic Controllers

The services of a qualified Traffic Control Subcontractor must be used to provide traffic control services for the construction phase of the project if need be. Traffic controllers will be trained and inducted in accordance with the Traffic Controller Accreditation and Implement Traffic Control Plans qualifications, as well as comply with the requirements of the *Transport for NSW Traffic control at work sites Technical Manual*.

5.3 Road Occupancy

An 'Application to Carry Out Works or Erect a Structure on or Over a Public Road' is required by Council where an activity requires an existing road to be used in such a way that affects traffic flow. This typically includes:

- Shoulder occupancies and/or closures
- Lane occupancies and/or closures
- Any other event that causes delays to traffic flows.

This type of traffic control is required for the above construction works.

Applications should be submitted to the relevant authority at least 10 working days prior to the planned commencement of the activity requiring the road occupancy. The activity must not commence until the approval has been obtained.

6. STAKEHOLDER CONSULTATION

6.1 Liverpool City Council

Consultation with Council is required prior to submission of this plan to Council for approval.

6.2 Residents

Information is to be provided to nearby residents adjacent to the site (i.e. on Guillemont Road, McFralane Road and Vinny Road). This information should include:

- Proposed works
- Impacts to amenity as a result of proposed works (i.e. traffic conditions, pedestrian diversions etc.)
- Information on the timing of proposed works.

This information is to be provided via a flyer delivered to local letterboxes.

6.3 Parents and Carers

Information is to be provided to parents and careers of the school by school management prior to the commencement of any construction activities. As a minimum, this information should include:

- Staging of works
- Timing/hours of works
- Restricted vehicular/pedestrian access
- Location of traffic control.

This information should be provided via the school's website or newsletter, with regular progress updates to be provided throughout construction to report on any changes to scheduled activities or address any concerns.

6.4 Staff and Students

All school staff and school students should also be briefed by school management with this information. Additionally, they will also need to be advised on the proposed changes to internal pedestrian connections and the associated procedures they will need to follow during construction.

6.5 Servicing

Both regular and intermittent servicers of the site must be notified of any changes to servicing times, locations and procedures prior to and throughout the duration of construction.

7. MONITORING AND EVALUATION

7.1 Traffic Control Safety Inspections

A traffic control safety inspection of the work site should be undertaken by an independent, suitably qualified person to determine the level of compliance.

All work sites are subject to traffic control safety inspections, both during day and night conditions.

7.2 Ongoing Inspections

Formal and documented daily (short-term) and weekly (long-term) inspections shall be undertaken at work sites by persons holding the Prepare Work Zone Traffic Management Plan qualification.

7.3 Reporting

It is also important for any near miss incidents to be recorded and documented then reviewed as part of any inspection.

In the case of accidents, either witnessed or reported, involving the public or from which legal proceedings might arise, the actual type, size and location of signs, and devices in use at the time of the accident should be recorded and the sign arrangement photographed for subsequent reporting. The actual travelled path width and condition and weather conditions should also be recorded, as well as personal injury, extent of vehicle damage and vehicle details, such as registration.

7.4 Responsibilities

7.4.1 Works Supervisor

For all long-term work sites, the works supervisor who is appropriately qualified shall:

- Inspect the traffic control layout on the day before the work begins and at least once per week during the duration of the work
- Inspect the traffic control layout between shifts at least once during the first week and at least once every two months for the duration of work
- Review the reported near miss incidents
- Provide after-hours contact to local police for the duration of the work
- Inspect the site on the final day to ensure that unnecessary signs and devices are removed
- Record results of these inspections noting date, time, deficiencies and any corrective action taken or specified
- Ensure that any specified corrective action is taken.

7.4.2 Team Leader

For all works, the team leader (or site supervisor) shall:

- Keep a record of the TCP that was used
- Have a copy of the TCP used on-site
- Record start and finish times and location of the works
- Record near misses
- Carry out inspections before work starts, during the works and pre-closedown of the site using the nominated checklist, noting:
  - Date and time of inspection
  - Deficiencies identified and corrective action taken
  - Changes or modifications made to the site.
- Periodically check that all signs and devices are satisfactory and in their correct position
- Make these records available to authorised staff.

7.4.3 Project Manager

The project manager shall:

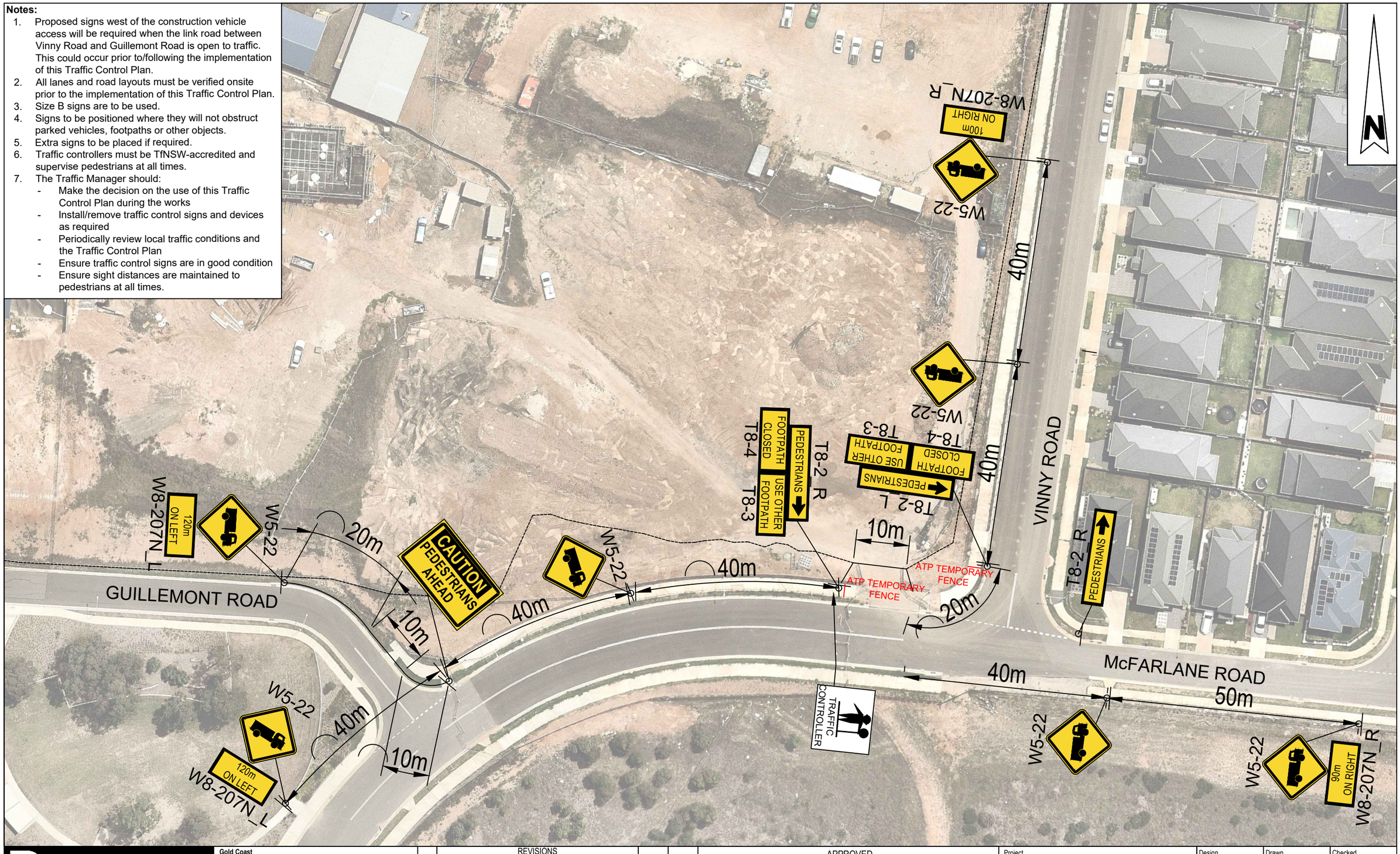
- Record near misses
- Carry out inspections before work starts, during the works and pre-closedown of the site using the nominated checklist, noting:
- Liaise with school management on a daily basis (minimum) regarding any changes to scheduled works, traffic control and construction vehicle movements
- Ensure that a traffic control safety inspection is carried out at least once per month by a person qualified in 'Prepare Work Zone Traffic Management Plans' and that the date, time and deficiencies are recorded
- Ensure that a traffic control safety inspection or road safety audit is carried out prior to the implementation of any changes in traffic control or a TCP
- Ensure that a traffic control safety inspection or road safety audit is carried out prior to the implementation of any lateral shift tapers to ensure that geometric requirements and delineation methods are in accordance with the approved TCP
- Ensure that near miss incidents are being reported and recorded then reviewed
- Ensure that any corrective action specified is taken and recorded.

This information may be critical, should legal proceedings follow an accident.

Appendix A: Traffic Control Plan

Notes:

1. Proposed signs west of the construction vehicle access will be required when the link road between Vinny Road and Guillemont Road is open to traffic. This could occur prior to/following the implementation of this Traffic Control Plan.
2. All lanes and road layouts must be verified onsite prior to the implementation of this Traffic Control Plan.
3. Size B signs are to be used.
4. Signs to be positioned where they will not obstruct parked vehicles, footpaths or other objects.
5. Extra signs to be placed if required.
6. Traffic controllers must be TfNSW-accredited and supervise pedestrians at all times.
7. The Traffic Manager should:
   - Make the decision on the use of this Traffic Control Plan during the works
   - Install/remove traffic control signs and devices as required
   - Periodically review local traffic conditions and the Traffic Control Plan
   - Ensure traffic control signs are in good condition
   - Ensure sight distances are maintained to pedestrians at all times.



BITZIOS consulting
traffic engineering ■ transport planning

Gold Coast
Suite 26, 58 Riverwalk Avenue, Robina QLD 4226.
P: (07) 5562-5377
W: www.bitziosconsulting.com.au
Brisbane
Level 2, 428 Upper Edward Street, Spring Hill 4000.
P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042.
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	INITIAL TCP	S.D	25.11.2019
002	ADDED PEDESTRIAN SIGNAGE AND FENCING	S.D	05.03.2020

APPROVED
ALEX GIYAHI
PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN
CARD NO. 0051873071
EXPIRY 30/11/2021
Alex Giyahi

Project: ST FRANCIS COLLEGE
LANDSCAPE WORKS CTMP

Title: TRAFFIC CONTROL PLAN
McFARLANE ROAD CONSTRUCTION
VEHICLE ACCESS WEST OF VINNY ROAD

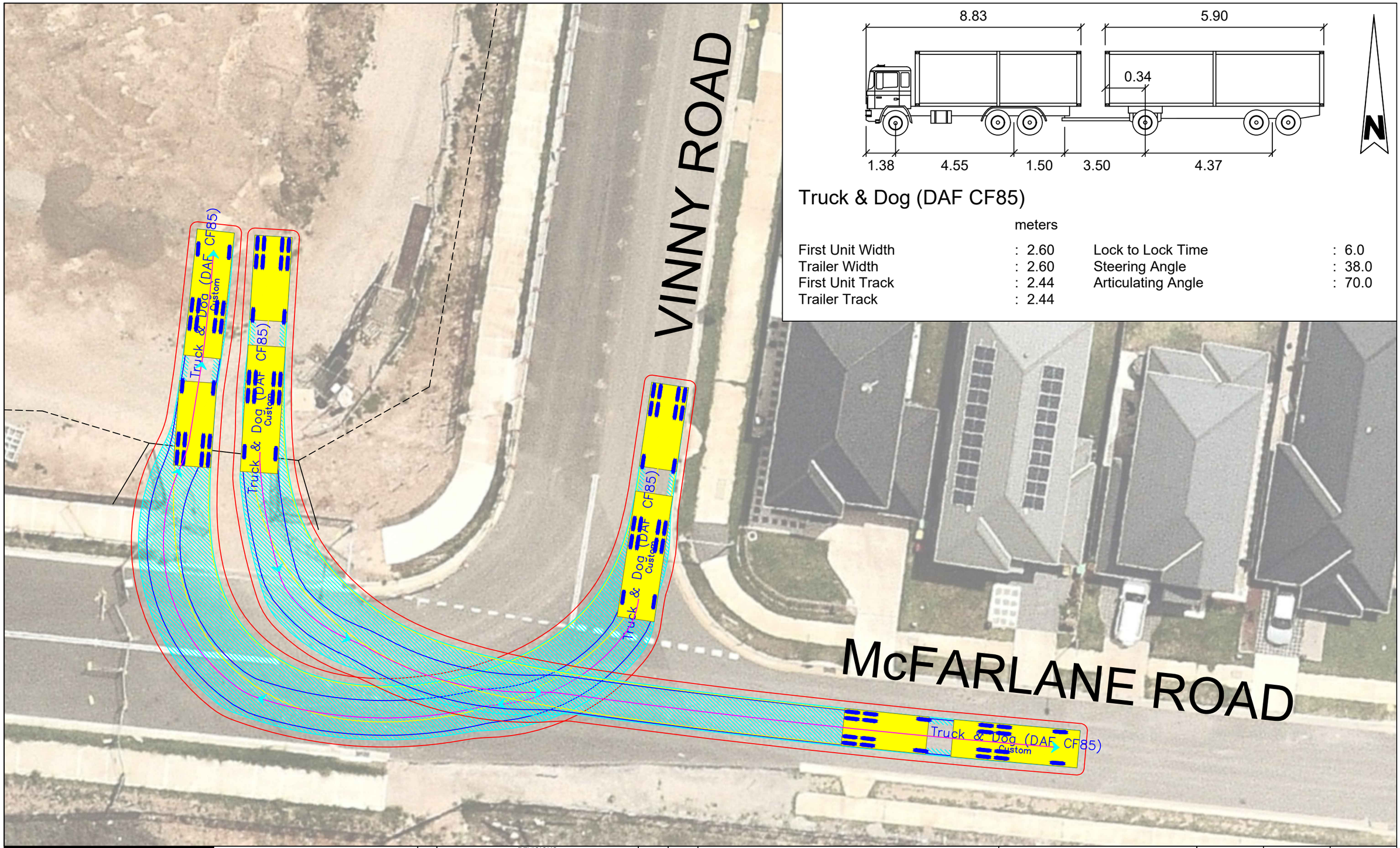
Design	Drawn	Checked
S.D	S.D	A.G

NOT FOR CONSTRUCTION

Date: 05.03.2020

Project Number	Sheet Number	Issue
P4367	1	002

Appendix B: Swept Path Diagrams



Truck & Dog (DAF CF85)

meters

First Unit Width	:	2.60	Lock to Lock Time	:	6.0
Trailer Width	:	2.60	Steering Angle	:	38.0
First Unit Track	:	2.44	Articulating Angle	:	70.0
Trailer Track	:	2.44			

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P: (07) 3831-4442
E: admin@bitziosconsulting.com.au
Sydney
Studio 203, 3 Gladstone Street, Newtown NSW 2042.
P: (02) 9557 6202

Issue	REVISIONS Revisions/Descriptions	Drawn	Date
001	SWEPT PATHS	S.D	25.11.2019
002	SWEPT PATHS	S.D	05.03.2020

Project: ST FRANCIS COLLEGE
LANDSCAPE WORKS CTMP

Title: TRUCK AND DOG SITE INGRESS/
EGRESS SWEPT PATHS

Design	Drawn	Checked
S.D	S.D	A.G

NOT FOR CONSTRUCTION

Date: 05.03.2020

Project Number	Sheet Number	Issue
P4367	1	002