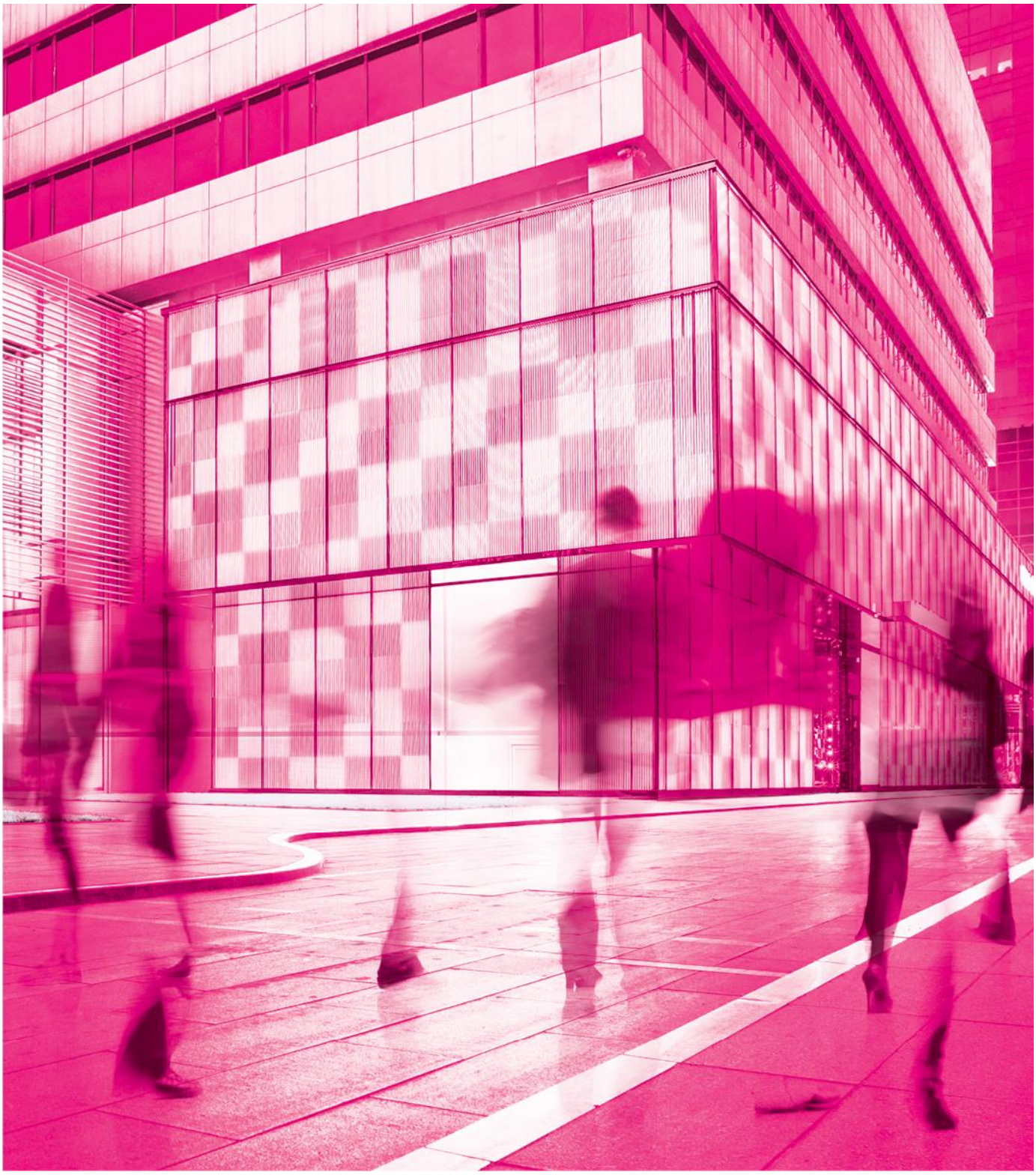

CCTMP;

Weigall Sports Complex

For Sydney Grammar School c/o Jattca

28 October 2020

parking;
traffic;
civil design;
wayfinding;

ptc.

Document Control

Weigall Sports Complex, CCTMP

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3					

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Contents

1. Introduction

1.1 Project Description

ptc. has been engaged by Jattca on behalf of Sydney Grammar School to prepare a Concept Construction Traffic Management Plan (CCTMP) associated with the Stage Significant Development Application (SSDA) for the development of a sports complex at Sydney Grammar School. The subject site is located within the local government area of Woollahra Municipal Council and has been assessed under the Council's control.

This report addresses the construction works related to the proposed development.

The location of the subject site is outlined in Figure 1.

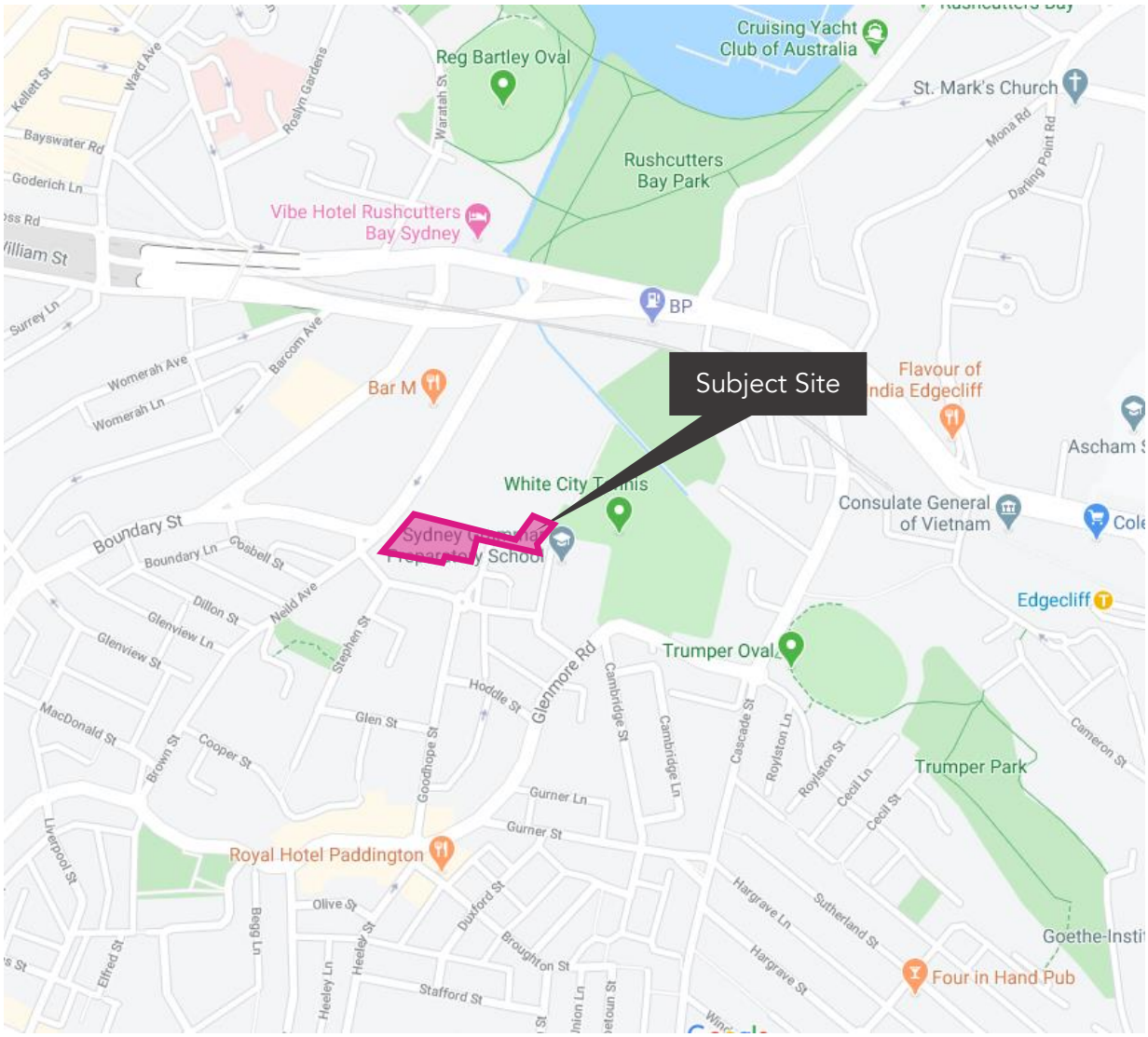

Figure 1 - Site Location

1.2 Purpose of this report

This report has been prepared to present the traffic and pedestrian management arrangements (including Traffic Control Plans) associated with the construction of the Clinical Education Building development.

This report presents the following considerations in relation to the construction traffic management plan:

Section 2 - Background;

Section 3 - A description of the project;

Section 4 - A description of the road network serving the development site;

Section 5 - Management of construction vehicles and non-site traffic; and

Section 6 - Summary.

2. Background Information

The site is located on the following sites:

- Lot No. 1, DP 633259
- Lot No. 2, DP 547260

The site is classified as RE2 private recreation zone in accordance with the Woollahra Local Environmental Plan 2014.

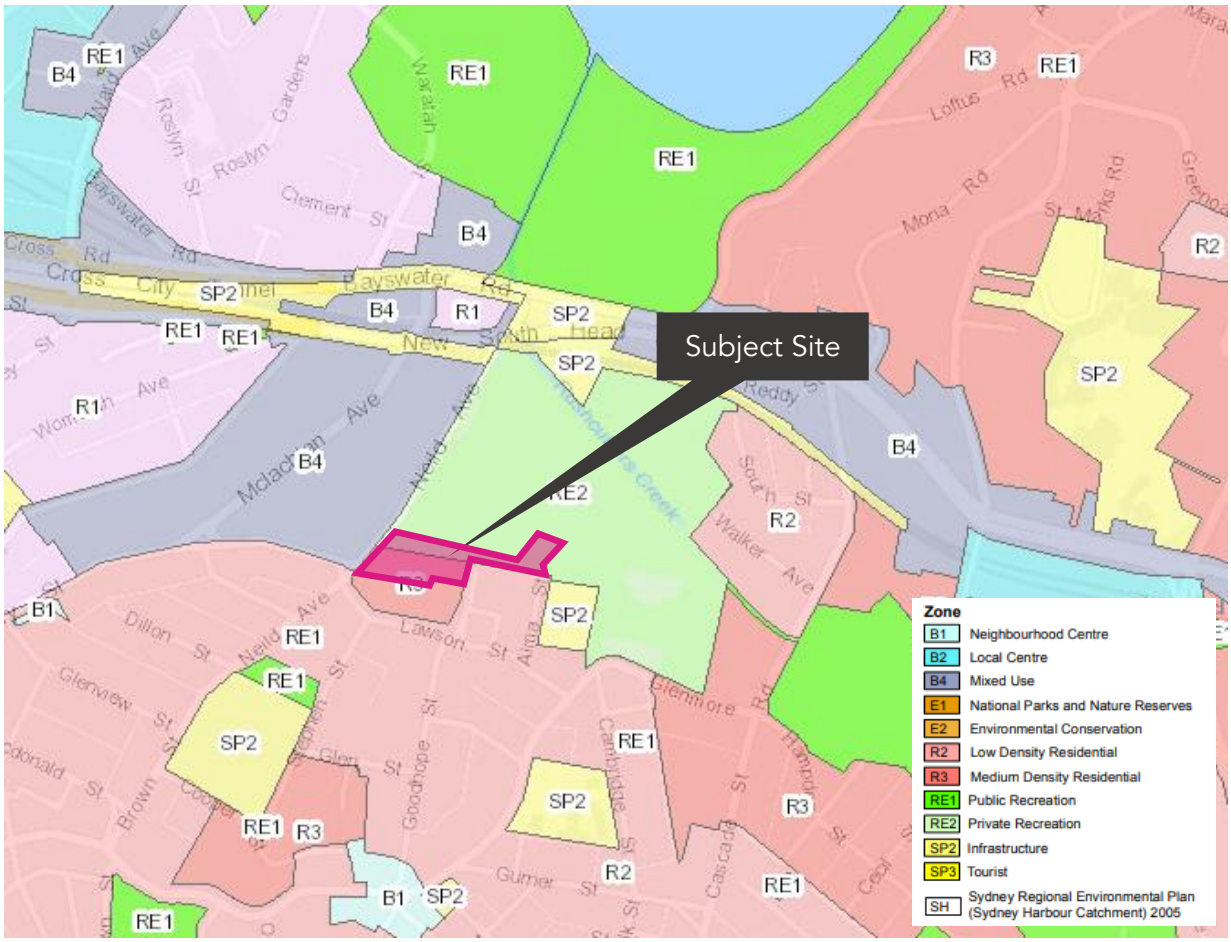

Figure 2 - Local Land Use Map (Source: NSW Planning Portal)

3. Development Proposal

The development includes the following scope:

- Demolition of the following existing structures and buildings (which are not heritage significant) at the southern edge of the SGS Weigall Sports Ground:
    - Multipurpose/tennis courts and associated fencing;
    - Barry Pavilion;
    - The existing cricket nets off Alma Street; and
    - Paved car park near Neild Avenue.
- Construction of the SGS Weigall Sports Complex comprising the following:
    - Building 1 - Sports facilities building accommodating the following facilities:
        - Ground floor: Main pool, programme pool, terrace/assembly facing Weigall, entry foyer, offices, change rooms, back of house, services and external car parking (5 spaces) and loading
        - Mezzanine floor: spectator terrace and services
        - First floor: Multipurpose sports hall 01 – basketball and volleyball, Multipurpose sports hall 02 –cardio, weights, taekwondo, fencing, PDHPE, change rooms, storage and services
        - Level 2: Multipurpose room 04; Multipurpose sports hall 03 –cardio, weights, taekwondo, fencing, PDHPE, storage and services
        - Driveway entry from Neild Avenue (comprising relocation of the existing driveway southwards with existing driveway potential retained for maintenance access)
    - Building 2 – Car park comprising an ancillary car park of one/two split levels accommodating 93 spaces with an additional 4 spaces on grade, accessed from an existing entry from Alma Street (located on the existing cricket nets site). The lower ground level includes the flexibility to be used as an extension of the existing playing fields
    - Parking for a total of 102 cars comprising:
        - Building 1: 5 spaces
        - Building 2: 97 car spaces (93 within the building and four at grade)
    - Landscaping of the site including tree removal/retention/replacement, paths, fencing and lighting
    - Building identification signage
    - New kiosk substation.
- Use of the completed building as an educational establishment with external/community use of the proposed facilities that coordinates with the programming of the SGS.

The proposal does not include any of the following:

- General learning areas (GLA)
- An increase in the existing student or staff population.

4. Existing Transport Facilities

4.1 Road Hierarchy

Figure 3 - Road Hierarchy (Source: TfNSW State and Regional Roads)

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

State Roads - Freeways and Primary Arterials (TfNSW Managed);

Regional Roads - Secondary or sub arterials (Council Managed, Part funded by the State); and

Local Roads - Collector and local access roads (Council Managed).

4.1.1 Existing Road Network

Table 1 - Existing Road Network - New South Head Road

New South Head Road	
Road Classification	State Road
Alignment	East - West
Number of Lanes	3 lanes in each direction
Carriageway Type	Divided
Carriageway Width	18 metres
Speed Limit	60 kph
School Zone	No
Parking Controls	No Stopping
Forms Site Frontage	No

Figure 4 - New South Head Road Eastbound

Table 2 - Existing Road Network - Neild Avenue

Neild Avenue	
Road Classification	Regional Road
Alignment	North – South
Number of Lanes	2 lanes
Carriageway Type	Undivided
Carriageway Width	13.5 metres
Speed Limit	50 kph
School Zone	No
Parking Controls	Unrestricted along site frontage
Forms Site Frontage	Yes

Figure 5 - Neild Avenue Southbound

Table 3 - Existing Road Network - Vialoux Avenue

Vialoux Avenue	
Road Classification	Local Road
Alignment	North – South
Number of Lanes	2 lanes
Carriageway Type	Undivided
Carriageway Width	12.5 metres
Speed Limit	40 kph
School Zone	No
Parking Controls	2P 8:00am-11:00pm Mon-Sat Residential Parking Scheme
Forms Site Frontage	Yes

Figure 6 - Vialoux Avenue Northbound

Table 4 - Existing Road Network - Alma Street

Alma Street	
Road Classification	Local Road
Alignment	North – South
Number of Lanes	2 lanes
Carriageway Type	Divided
Carriageway Width	13.5 metres
Speed Limit	40 kph
School Zone	No
Parking Controls	2P 8:00am-11:00pm Mon-Sat Residential Parking Scheme
Forms Site Frontage	Yes

Figure 7 - Alma Street Northbound

Table 5 - Existing Road Network - Walker Avenue

Walker Avenue	
Road Classification	Local Road
Alignment	East - West
Number of Lanes	2 lanes
Carriageway Type	Divided
Carriageway Width	12.5 metres
Speed Limit	40 kph
School Zone	No
Parking Controls	2P 8:00am-11:00pm Mon-Sat Residential Parking Scheme
Forms Site Frontage	Yes

Figure 8 - Walker Avenue Westbound

Table 6 - Existing Road Network - Glenmore Road

Glenmore Road	
Road Classification	Local Road
Alignment	North - South
Number of Lanes	2 lanes
Carriageway Type	Undivided
Carriageway Width	9.0 metres
Speed Limit	40 kph
School Zone	No
Parking Controls	2P 8:00am-8:00pm Mon-Fri Residential Parking Scheme and No Parking
Forms Site Frontage	No

Figure 9 - Glenmore Road Southbound

4.2 Key Intersections

The key intersections in the vicinity of the subject site and their characteristics are listed below and shown in Figure 10:

- Neild Avenue / New South Head Road: signalised 4-arm intersection
- Boundary Street / Neild Avenue: priority controlled 3-arm intersection
- Boundary Street / Lawson Street / Neild Avenue: priority controlled 4-arm intersection
- Goodhope Street / Lawson Street / Vialoux Avenue: roundabout 4-arm intersection
- Alma Street / Lawson Street: priority controlled 3-arm intersection
- Boundary Street / McLachlan Avenue: priority controlled 3-arm intersection
- McLachlan Avenue / New South Head Road: signalised 4-arm intersection

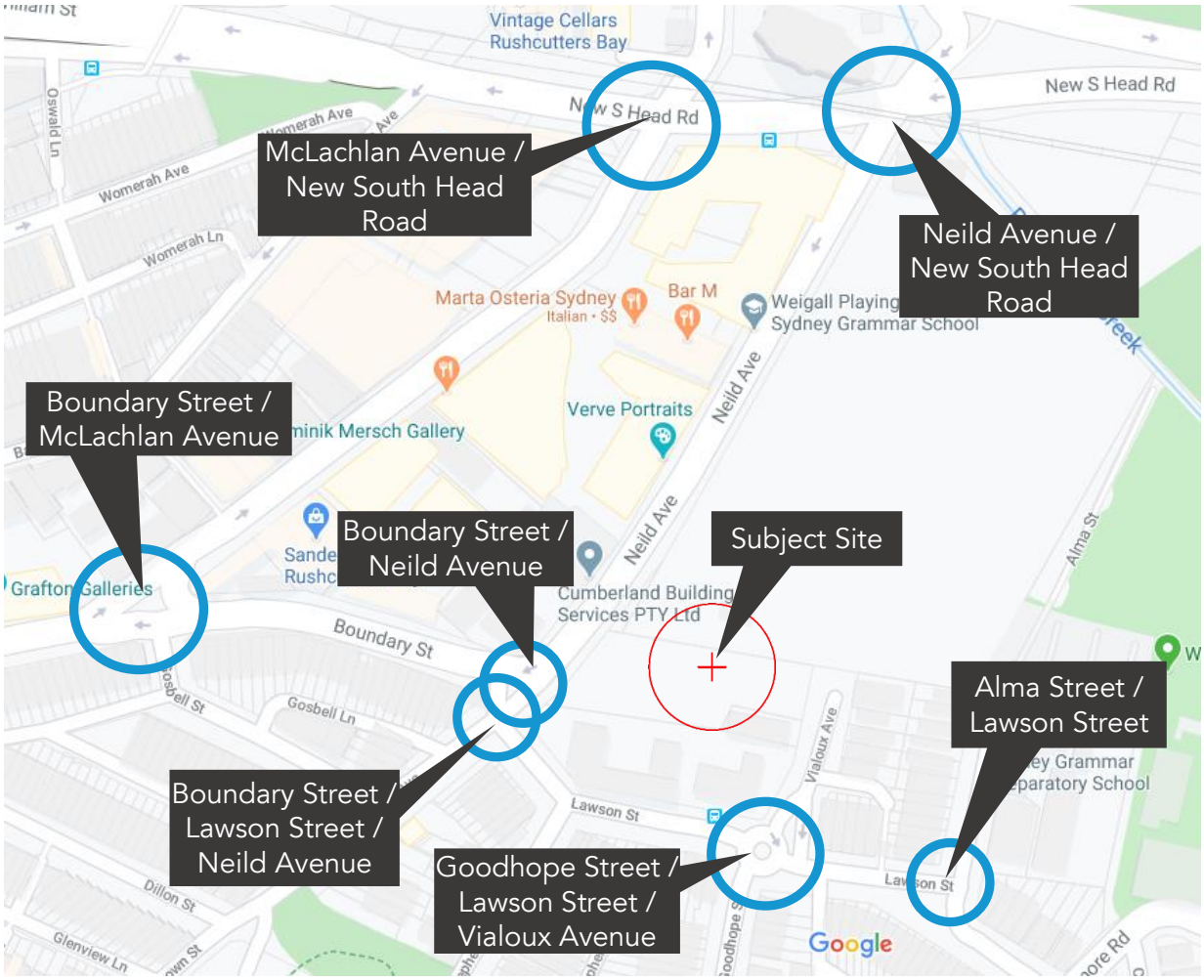

Figure 10 - Key Intersections

4.3 Public Transport

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

The area of the comfortable walking distance is shown in Figure 11.

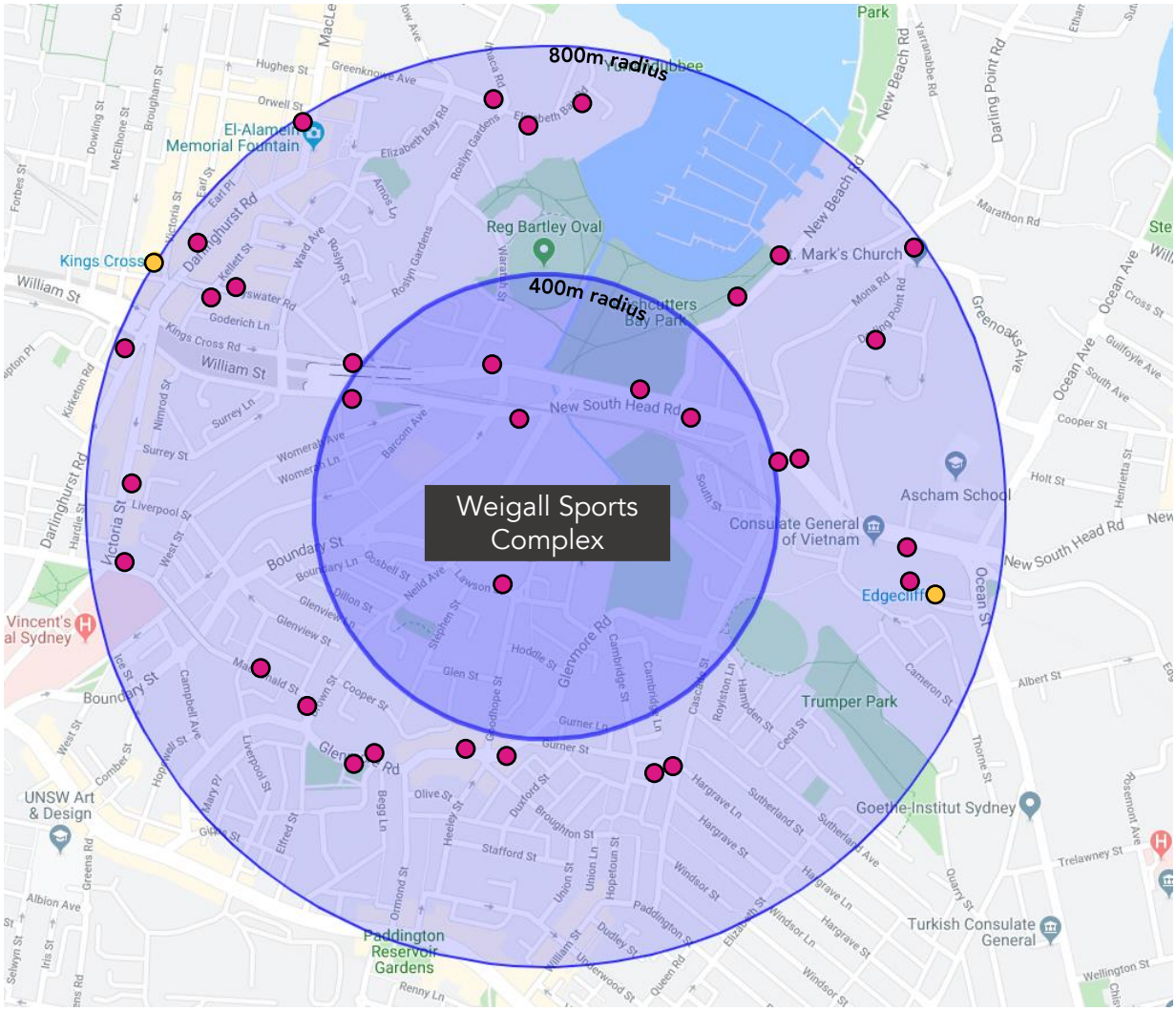

Figure 11 - Public transport accessibility (bus stops in pink, train stations in yellow)

4.3.1 Train Services

Edgecliff Station lies approximately 700m from the development, which is within the comfortable walking distance.

The Station serves the T4 Eastern Suburbs & Illawarra Line. The T4 Line provides frequent services with trains arriving approximately 5-10 minutes during the peak and 10 minutes in the off-peak periods. The service is provided every 15 minutes throughout the weekends.

It is envisaged that due to the frequent services and the proximity of the station to the subject site, trains will be an attractive alternative mode of transport for prospective staff and students.

4.3.2 Bus Services

The subject site is well serviced with multiple bus stops within a comfortable walking distance. A summary of the available bus routes is presented in Table 7 which services the site.

Table 7 - Bus Route Summary

Bus Route	Coverage (to and from)	Service Frequency
200	Chatswood - Bondi Junction	Mon-Fri: Every 20-30 min
300	Kings Cross - Central Railway Square (NightRide Express)	Mon-Fri: Every 10-20 min Sat: Every 10-20 min Sun & Public Holidays: Every 10-20 min
311	City Millers Point - Central Railway Square via Darlinghurst & Potts Point	Mon-Fri: Every 15-20 min Sat: Every 30 min Sun & Public Holidays: Every 30 min
324	City Walsh Bay - Watsons Bay via Old South Head Road	Mon-Fri: Every 10-30 min Sat: Every 10-20 min Sun &s Public Holidays: Every 30 min
325	City Walsh Bay - Watsons Bay via Vaucluse Road	Mon-Fri: Every 30 min Sat: Every 20-30 min Sun & Public Holidays: Every 20-30 min
328	Bondi Junction - Darling Point via Edgecliff (Loop Service)	Mon-Fri: Every 60 min Sat: Every 60 min Sun & Public Holidays: Every 60 min
333	City Circular Quay - North Bondi via Bondi Junction	Mon-Fri: Every 5-10 min Sat: Every 5-10 min Sun & Public Holiday: Every 5-10 min
340	Bondi Junction - Chatswood	Mon-Fri: Every 10-15 min Sat: Every 15-20 min Sun & Public Holidays: Every 15-30 min
352	Bondi Junction - Marrickville via Oxford Street, Crown Street & King Street	Mon-Fri: Every 20-30 min Sat: Every 30 min Sun & Public Holidays: Every 30 min
388	Paddington - Bondi Junction	Mon-Fri: 1 service available at 9:20am
389	Bondi Junction - Pyrmont	Mon-Fri: Every 10-15 min Sat: Every 15 min Sun & Public Holidays: Every 15 min
440	Rozelle - Bondi Junction	Mon-Fri: Every 10-20 min Sat: Every 10-20 min Sun & Public Holidays: Every 20-30 min

4.4 Active Transport

4.4.1 Cycling Infrastructure

The existing cycling infrastructure in the vicinity of the subject site is illustrated in Figure 12. The subject site is provided with low to moderate on-road cycling infrastructure. Hence, it is anticipated that cycling would be a suitable alternative mode of transport for local staff and students travelling to the subject site.

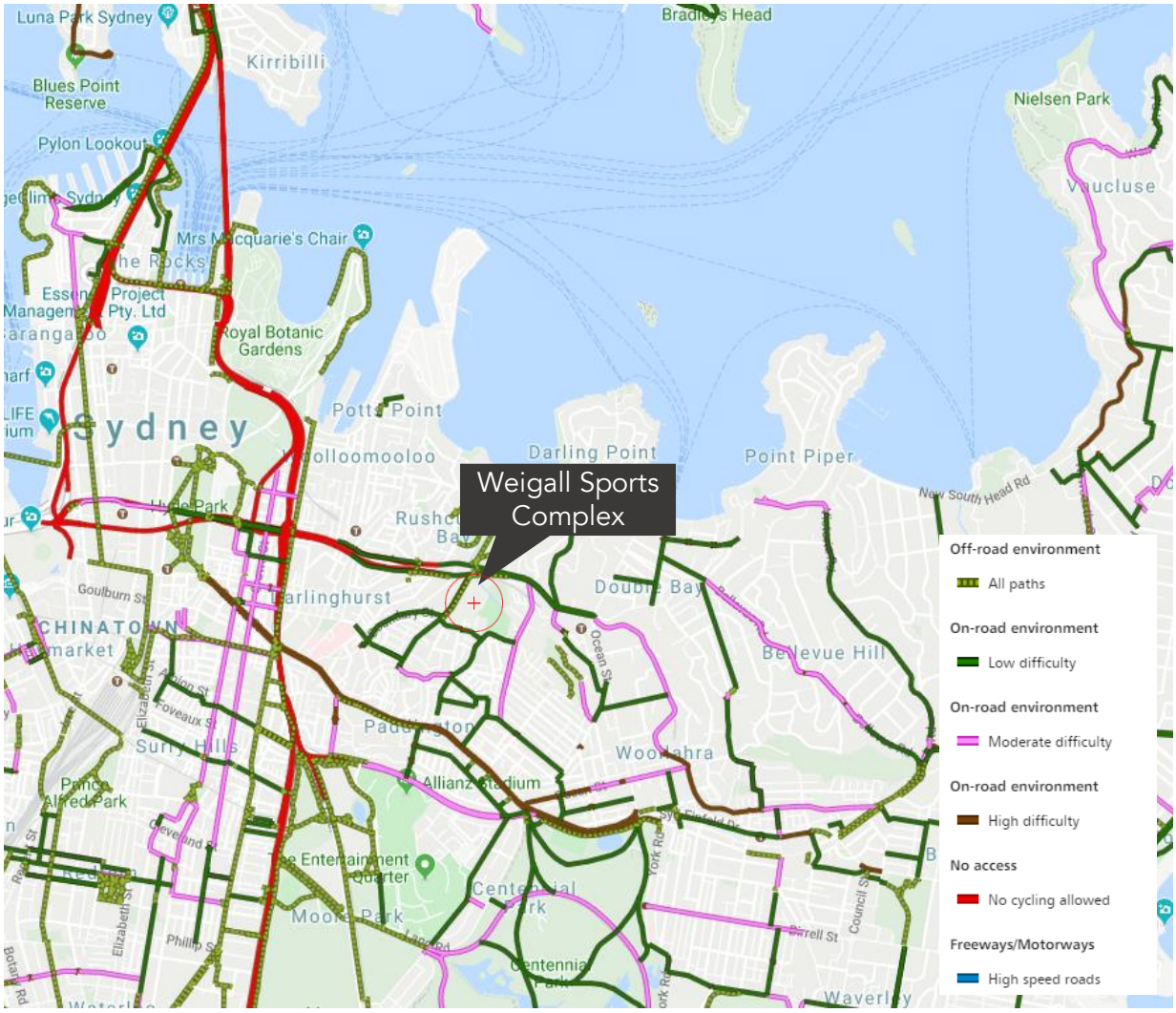

Figure 12 - Cycling Infrastructure (Source: RMS Cycleway Finder)

4.4.2 Walking

The subject site is located in a residential area and is predominantly surrounded by residential streets. Hence, sufficient pedestrian infrastructures are available with pedestrian walkways on both sides of the streets and pram ramps and crossings available. Hence, for local staff and students, it is deemed that walking is a viable active mode of transport.

5. Traffic Management Plan

5.1 Objective

The traffic management plan associated with the construction activity aims to ensure the safety of all workers and road users within the vicinity of the construction site and the following are the primary objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network;
- To ensure continuous, safe and efficient movement of traffic for both the general public and construction workers;
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions;
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site;
- To provide information regarding the changed access arrangement and also a description of the proposed external routes for vehicles including the construction vehicles accessing the site; and
- Establishment of a safe pedestrian environment in the vicinity of the site.

5.2 Hours of Work

All works, associated with the project will be restricted to the time periods by the Conditions of Consent. At this stage these hour are not known therefore we have assumed the following working hours associated with the construction activity:

- Monday to Friday – General Works 7:00am to 6:00pm;
- Monday to Friday – Noisy Works 8:00am to 5:00pm
- Saturday 8:00am to 1:00pm; and
- Sunday, Public Holidays No works to be undertaken without prior approval.

Construction vehicle movements will be restricted during the school peak period times on weekdays between 8.00am-9.30am and 2:30pm-4:00pm.

5.3 General Requirements

In accordance with Transport for New South Wales (TfNSW) requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. All subcontractors must be inducted by the lead contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The lead contractors will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.

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

Spoil shall be exported from site as progressively as the works occur. Spoil shall not be stockpiled and exported from the site in bulk.

The applicant/contractor is required to follow and abide by the any specific standard requirements for construction management as set out by the Woollahra Municipal Council.

5.4 Construction Vehicle Types

The proposed development involves the construction of a sports complex and a multi-storey car park and will require the removal of mixed materials, concrete delivery and the delivery of large materials to site.

The vehicle type that will require access to the subject site will be limited up to an 8.8m MRV for all material removal and deliveries.

Any oversized vehicle that is required to access the development site will be dealt with separately, with the submission of relevant permits to and subsequent approval by Woollahra Municipal Council.

5.5 Construction Vehicle Routes

The subject site is located in the suburb of Paddington and the proposed construction vehicle routes have regard for the surrounding traffic arrangements in the vicinity of the site. No queuing or marshalling of heavy vehicles is permitted on any public road and all loading and unloading of materials will be undertaken within the site.

All vehicle routes to the site are restricted to existing public roads that have the physical geometry to accommodate the turning movements. Approaching the site, some vehicle movements will entail the assistance of traffic controllers, as more than one lane will be required for turning manoeuvres. For signage and controls requirements in these cases refer to Section 5.6.

The construction vehicle routes to enter and exit the site will depend on the building stage. The different vehicle routes are described below.

Swept path assessments have been undertaken for all proposed vehicle routes and are shown in Section 5.5.1 and Section 5.5.2.

5.5.1 Stage 1 Route – Materials Delivered to Site for Building 1

It is noted that due to the locality of the subject site, the assumption was made that no heavy vehicles will approach from the east. The vehicles approaching from the northern side will travel via the M1 Eastern Distributor, travel eastbound along William Street, travel southbound along Neild Avenue, eastbound along Lawson Street and northbound along Vialoux Avenue to enter the site. The vehicles approaching from the southern side will travel via the M1 Eastern Distributor, travel eastbound along William Street, travel southbound along Neild Avenue, eastbound along Lawson Street and northbound along Vialoux Avenue. The vehicles approaching from the western side will travel via the Cross City Tunnel onto William Street, travel southbound along Neild Avenue, eastbound along Lawson Street and northbound along Vialoux Avenue.

The loading and unloading activities are proposed to occur within the subject site. The vehicles will enter via Vialoux Avenue and exit via Neild Avenue.

The vehicles using the Vialoux Avenue access point will exit the subject site, travel westbound along Lawson Street, westbound along Boundary Street, northbound along McLachlan Avenue and westbound along

William Street. The vehicle will have the option of travelling via the M1 Eastern Distributor or the Cross City Tunnel dependent on the direction in which they are required to travel.

The inbound travel from the western side and outbound travels towards the western and northern side of the subject site requires the heavy vehicle to travel via the Cross City Tunnel. It is noted that the headroom clearance throughout the Cross City Tunnel is 4.4m which does not provide sufficient headroom clearance for a typical MRV. Therefore, MRVs that are required to travel via the Cross City Tunnel for both inbound and outbound travel are to be restricted to 4.1m in height which allows a 300mm tolerance.

The proposed routes for the MRVs to and from the subject site are shown in Figure 13.

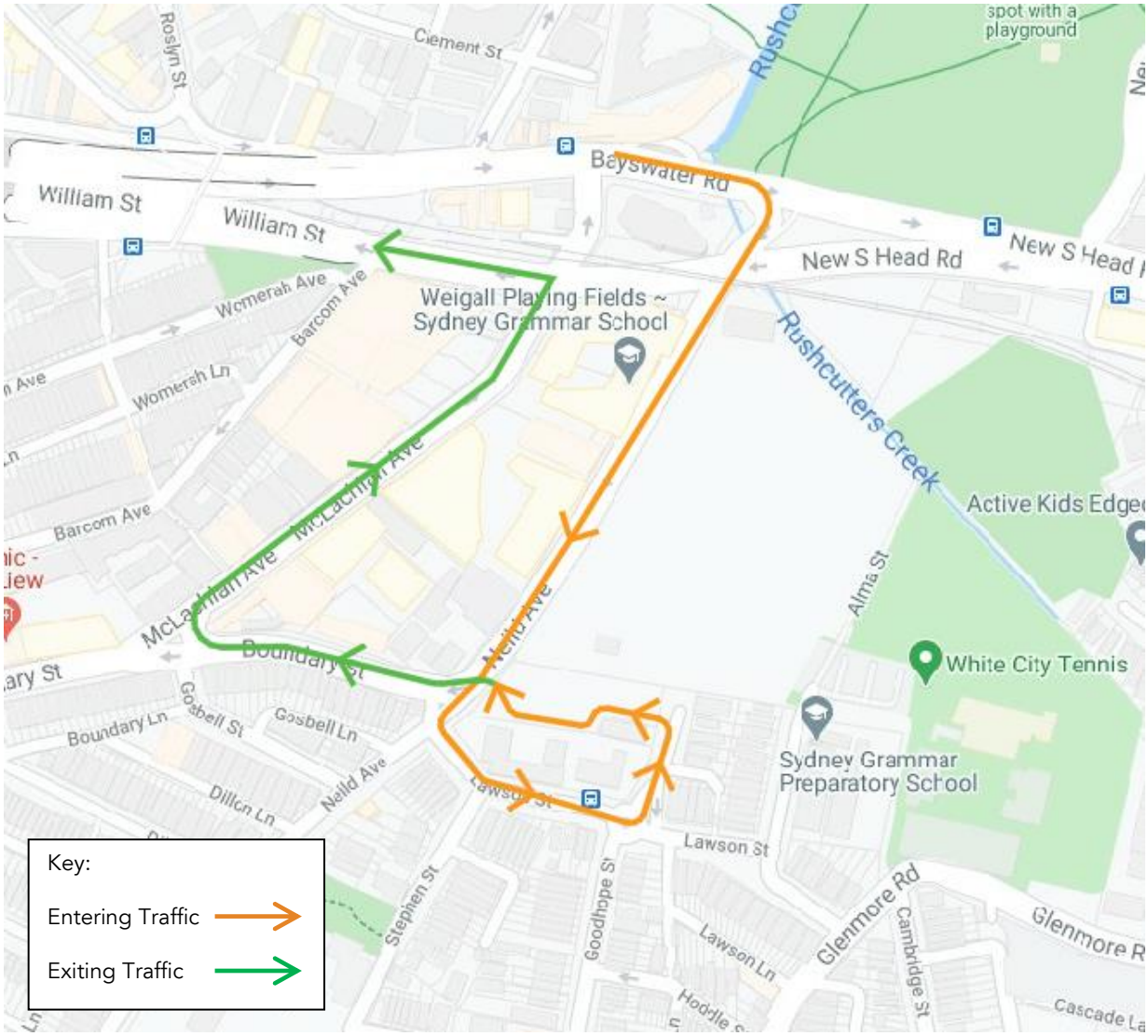

Figure 13 - Construction Vehicle Access and Egress Routes

Swept path assessment has been undertaken using an MRV to assess whether the existing road geometry is able to accommodate the turn manoeuvres of the heavy vehicle. The swept paths for all turning manoeuvres required by the heavy vehicle to travel to and from the site are shown in Figure 14, Figure 15, Figure 19, Figure 20, Figure 17, Figure 18, Figure 19 and Figure 20. Any traffic management measures required are discussed in Section 5.6.

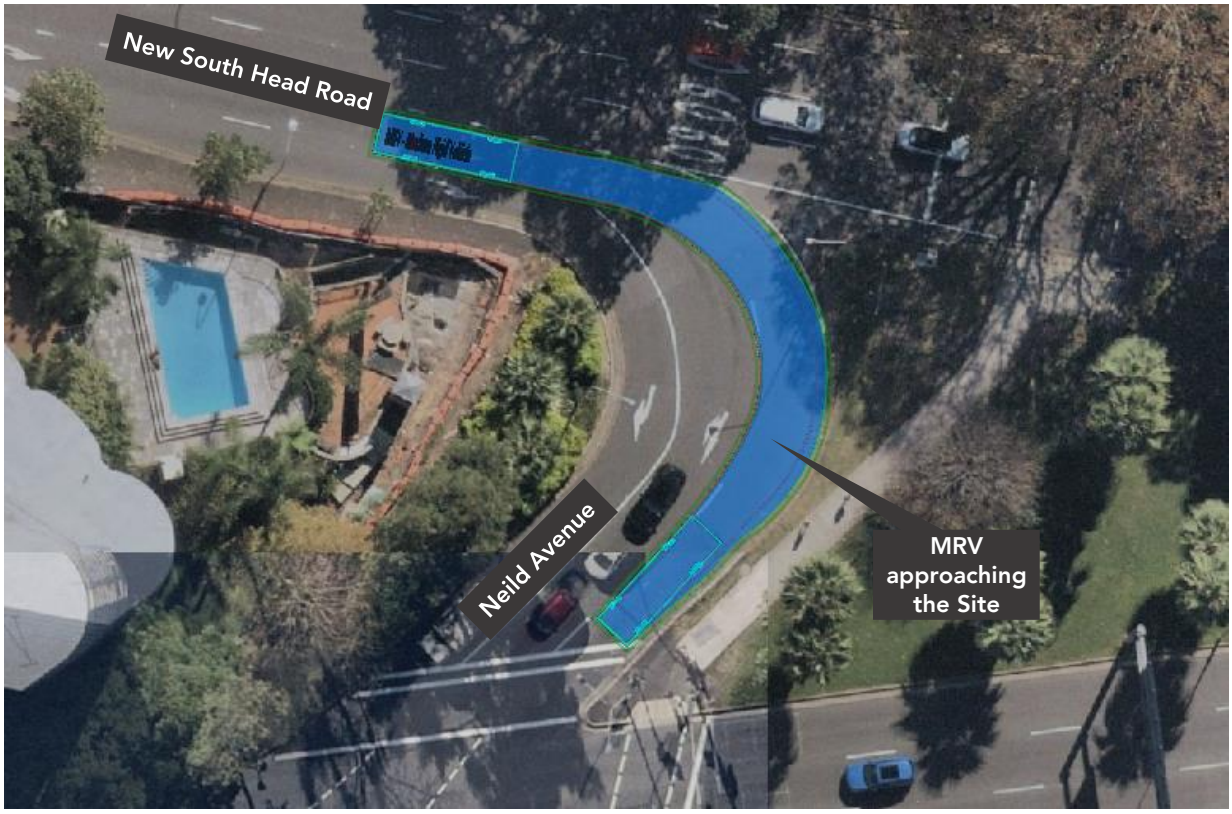

Figure 14 - MRV Access Route via Neild Avenue / New South Head Road intersection

Figure 15 – MRV Ingress Route via Lawson Street / Neild Avenue intersection

Figure 16 - MRV Ingress Route via Lawson Street / Vialoux Avenue intersection

Figure 17 - MRV Manoeuvre within Site

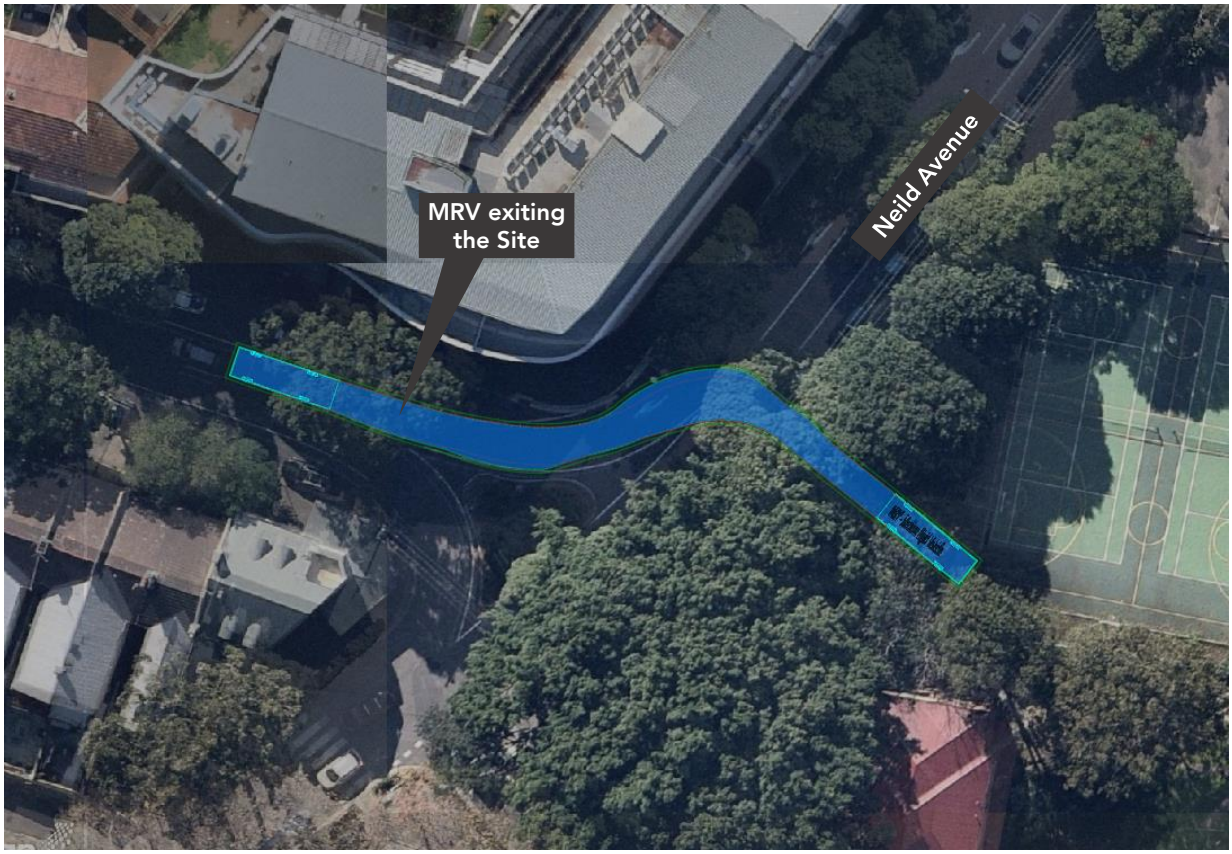

Figure 18 - MRV Egress Route via Access Driveway / Boundary Street / Neild Avenue intersection

Figure 19 - MRV Egress Route via Boundary Street / McLachlan Avenue intersection

Figure 20 - MRV Egress Route via McLachlan Avenue / New South Head Road intersection

5.5.2 Stage 2 Route – Materials Delivered to Site for Building 2

The largest expected vehicle for the construction of the multi-storey car park is a 8.8m MRV. It was also assumed in this scenario that no heavy vehicles will approach the subject site from the east. The vehicles approaching from the northern side will travel via the M1 Eastern Distributor, eastbound along William Street, southbound along Neild Avenue, eastbound along Lawson Street and northbound onto Vialoux Avenue. The vehicles approaching from the southern side will travel via the M1 Eastern Distributor, eastbound along William Street, southbound along Neild Avenue, eastbound along Lawson Street and northbound onto Vialoux Avenue. The vehicles approaching from the western side will travel via the Cross City Tunnel, onto William Street, southbound along Neild Avenue, eastbound along Lawson Street and northbound onto Vialoux Avenue.

The loading and unloading activities are proposed to occur within the subject site. The heavy vehicle will exit via Alma Street and travel westbound along Lawson Street, northbound along Neild Avenue, westbound along Boundary Street, northbound along McLachlan Avenue and westbound along William Street. The vehicles will have the choice of travelling via the M1 Eastern Distributor for northbound and southbound travels or via the Cross City Tunnel for westbound travels.

It is noted that the inbound travel from the western side and outbound travels towards the western and northern side of the subject site requires the heavy vehicle to travel via the Cross City Tunnel. Therefore, the HRVs are to be restricted to 4.1m in height which allows a 300mm tolerance due to headroom clearance restrictions along the Cross City Tunnel.

The proposed routes for the MRVs to and from the subject site are shown in Figure 21.

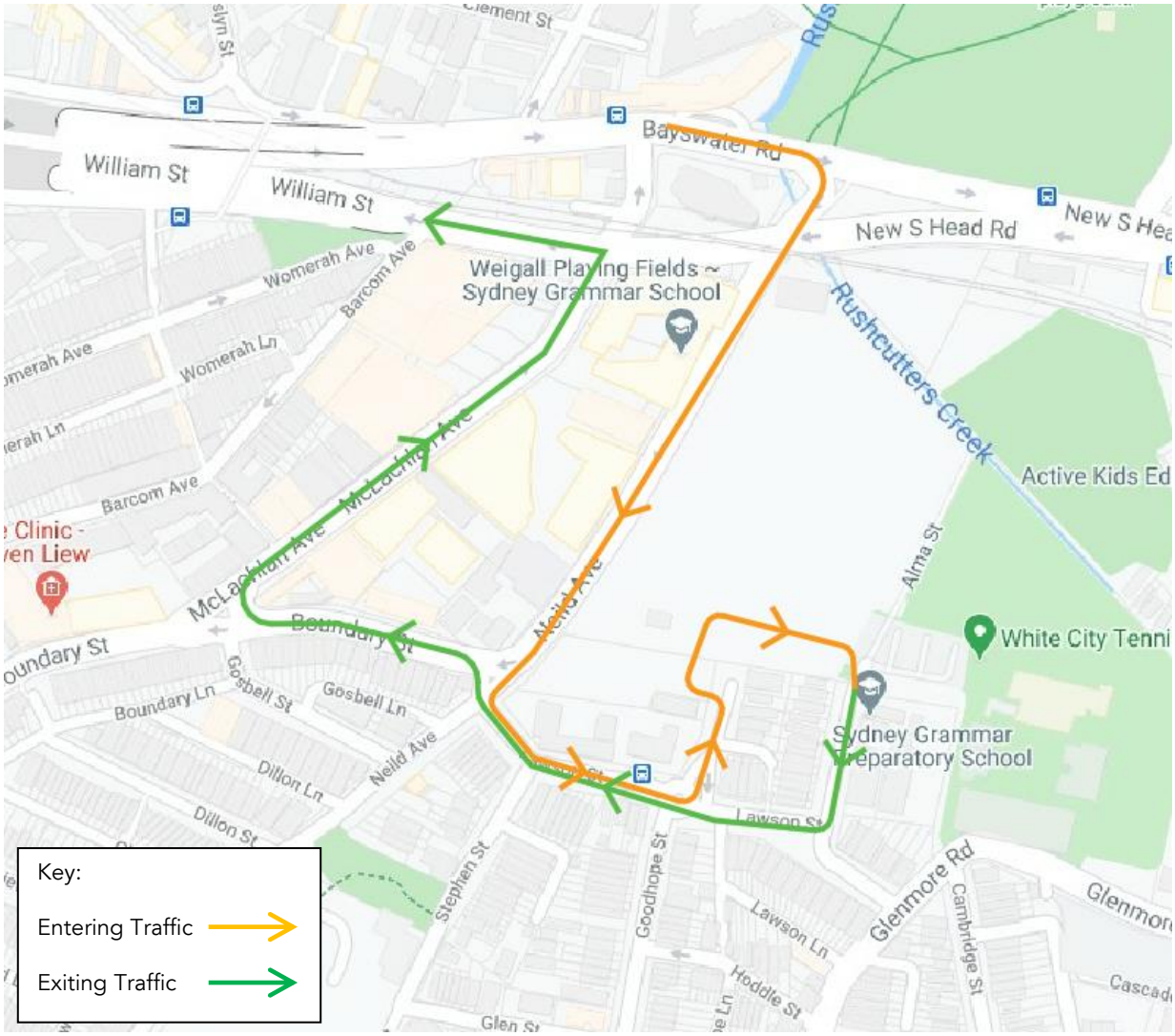

Figure 21 - Construction Vehicle Access and Egress Route

Swept path assessment has been undertaken using an MRV to assess whether the existing road geometry is able to accommodate the turn manoeuvres of the heavy vehicle. The swept paths for all turning manoeuvres required by the heavy vehicle to travel from the site are shown in Figure 22, Figure 23, Figure 24 and Figure 25. The swept paths that are identical to the paths already shown in Section 5.5.1 have not been re-illustrated below. Any traffic management measures required are discussed in Section 5.6.

Figure 22 - MRV Access via Vialoux Avenue & Egress via Alma Street

Figure 23 - MRV Egress Route via Alma Street / Lawson Street intersection

Figure 24 - MRV Egress Route via Lawson Street / Vialoux Avenue intersection

Figure 25 - MRV Egress Route via Lawson Street / Neild Avenue intersection

5.6 Traffic Control Measures

The Traffic Control Plan (TCP) outlines the proposed traffic management to inform road users of the changed traffic conditions in the vicinity of the works site.

The TCPs have been set out in accordance with the RMS Traffic Control at Works Site.

Traffic controllers will play an important role in managing the movement of trucks on Herring Road and Innovation Road.

Dependant on the stage of works, the chosen vehicle routes and the size of the vehicles used, different traffic management controls will be required. Details of the proposed traffic management measures are shown in Section 5.6.2 and Section 5.6.3.

5.6.1 McLachlan Avenue / New South Head Road

It is noted that the proposed routes require the heavy vehicle to travel northbound along McLachlan Avenue and turn westbound onto New South Head Road via the signalised intersection of McLachlan Avenue / New South Head Road. The swept path assessment indicates that the left turn manoeuvre for both heavy vehicles will result in the heavy vehicle occupying multiple lanes on New South Head Road. Therefore, the heavy vehicle is only able to perform the manoeuvre whilst these lanes are vacant. The TCS drawing indicates that the left turn movement from McLachlan Avenue is the only movement approaching the New South Head Road westbound leg during the B phase. Therefore, the B phase allows MRV to turn left onto New South Head Road without disruption to the traffic along this intersection.

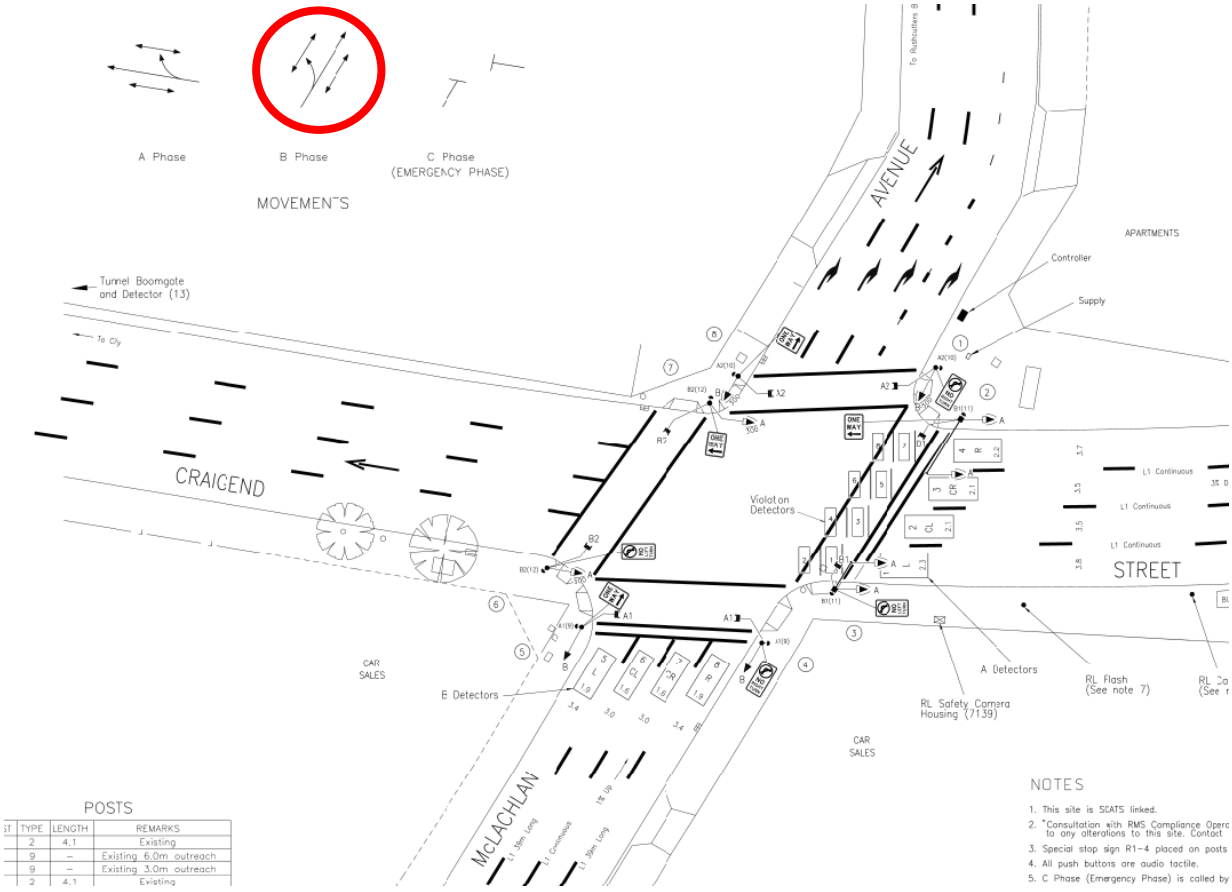

Figure 26 - TCS Drawing for McLachlan Avenue / New South Head Road

5.6.2 Access to Site via Neild Avenue

The proposed traffic control measures have been chosen to prepare other road users for the requirement to stop (TCP 77). The TCP 77 informs other road users to prepare to stop whilst a Medium Rigid Vehicle exits the site onto Neild Avenue. The locations of the required signage and traffic controllers are shown in Figure 27.

Figure 27 - TCP 77 along Neild Ave

5.6.3 Access to Site via Vialoux Avenue

The proposed traffic control measures have been chosen to prepare other road users for the requirement to stop (TCP 77). The locations of the signage and traffic controllers are shown in Figure 28. Controller is required to manage vehicles exiting Lawson Street when a construction vehicle is approaching the site.

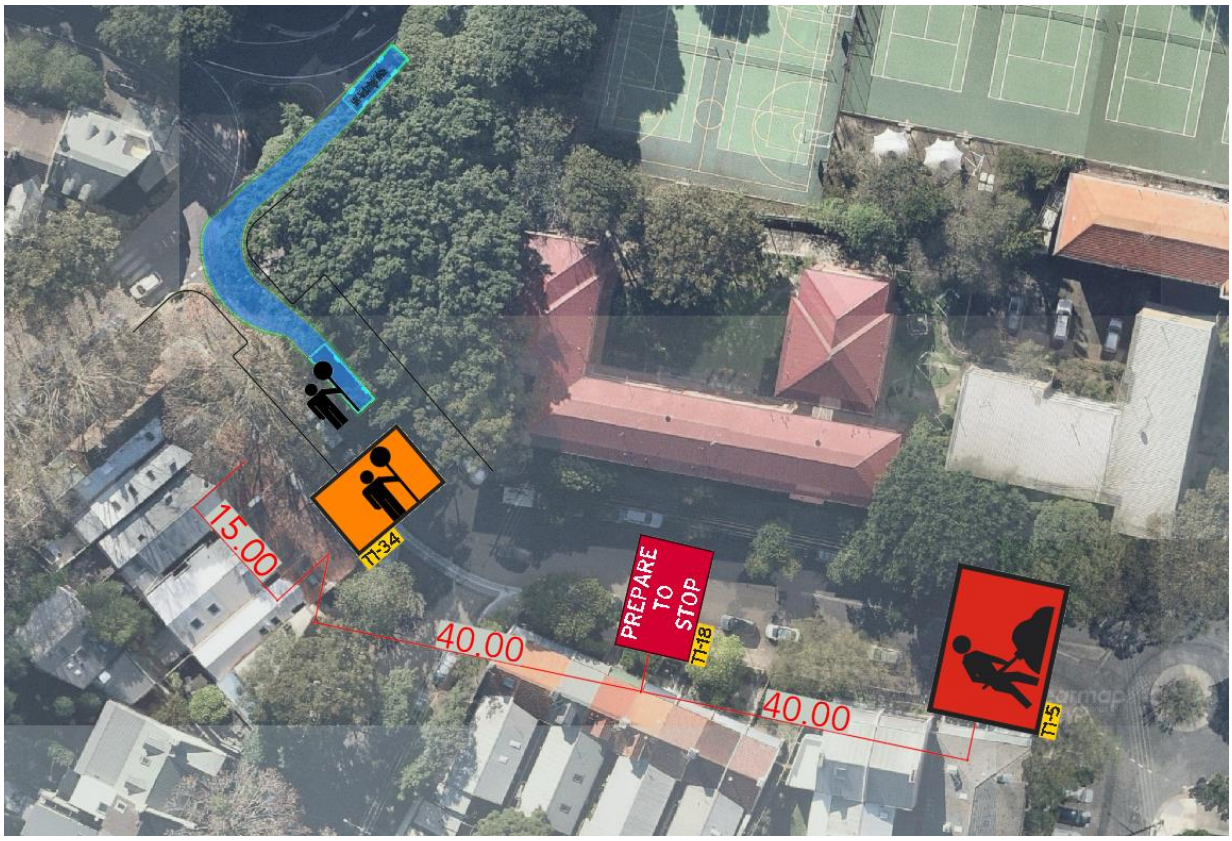

Figure 28 - TCP 77 along Lawson St

5.7 Parking Controls

5.7.1 Vialoux Avenue

Vialoux Avenue currently has a '2P 8:00am – 11:00pm Monday to Saturday Permit Holder Excepted' zone on both sides of the roadway. The proposed construction vehicle routes require access to the site via Vialoux Avenue. The swept path assessment indicates that a temporary relocation of approximately one (1) 2P parking space is required for the MRV to manoeuvre into the construction site.

It is noted that Vialoux Avenue provides a cul-de-sac along the site frontage, which is currently being used by local residents as informal parking spaces. The swept path assessment indicates that the cul-de-sac will need to be kept clear for the MRV to manoeuvre into the construction site. Therefore, a 'No Parking' zone is proposed along the cul-de-sac to reinforce to local residents that no vehicles are to park within this area.

The proposed zones are illustrated in Figure 29.

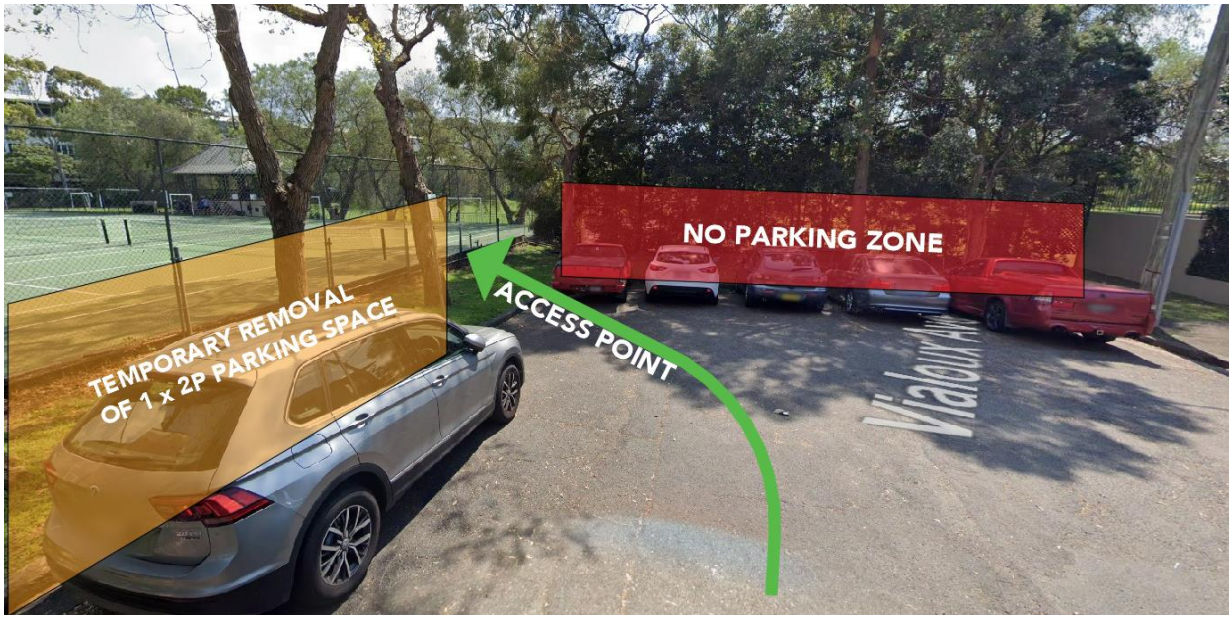

Figure 29 - Proposed Parking Controls on Vialoux Avenue

5.8 Pedestrian Management

Pedestrian access to and around the site is to be maintained at all times.

The entire site (and any remote work areas when applicable) and during all stages will be physically separated from the site via A-Class hoardings. The extents of the hoarding will be modified during the works as required to suit the works occurring at each project stage. The access points to the site will be securely locked at all times including times where construction / demolition activities are not occurring.

Pedestrian access along Neild Avenue along the frontage of the construction site is to be maintained. A temporary pedestrian gate is to be installed on either side of the access driveway along with a gate controller. The gate controller is to temporarily halt all pedestrian movements along the frontage of the site when heavy vehicles are exiting the construction site and onto Neild Avenue.

The pedestrian connectivity between Alma Street and the Playing Fields will be made available via a pedestrian gate off Alma Street. A 2.5m wide pedestrian access will be maintained and physically separated from the construction site through the installation of A-Class hoardings.

It is noted that the construction vehicle movements will be limited to hours outside of school peak times, meaning that the construction vehicles will not interfere with school pick-up and drop-off activities.

The recommended temporary access gate and path is shown in Figure 30.

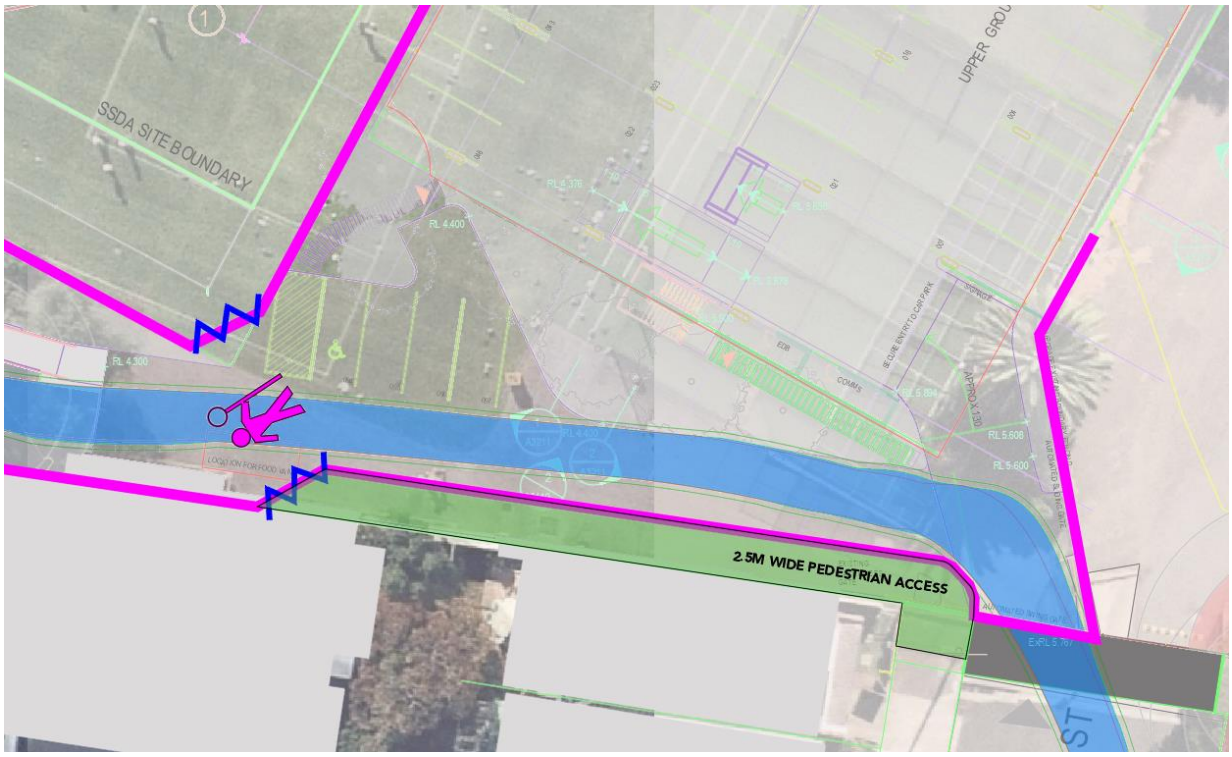

Figure 30 - Temporary Pedestrian Access on Alma Street

5.9 Special Deliveries

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 Woollahra Municipal Council prior to any delivery.

This includes access to the site via Gate 3. The vehicles accessing the site via this gate from Neild Avenue are required to reverse into the site from the public roadway. Therefore, a separate approval from Woollahra Municipal Council will be required for this manoeuvre.

5.10 Staff Parking

The contractor is to actively discourage travel to the subject site in private cars, or, if required, to car pool (where ever practicable) due to the nature of the surrounding infrastructure. The site is well serviced by public transport and the contractor is to promote this aspect to all project participants, in particular subcontractor personnel. A public transport information pack is to be provided to all staff and contractors, advising them of the public transport options available.

5.11 Work Site Security

It is proposed that the entire site (and any remote work areas when applicable) be physically separated from the School via a combination of A-Class hoardings and temporary fencing. The extents of the fencing will be modified during the works as required to suit the works occurring at each project stage.

Prior to commencement of works the contractor will facilitate a Safety Workshop where the School and their stakeholders shall be invited to identify site specific safety and security initiatives.

All access points are to be securely locked when construction activities are not in progress. The exact location of this fence is to be agreed on site, prior to commencement of the works.

5.12 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 procedures. Additionally, the lead contractor will discuss TMP requirements regularly as part of toolbox talks and advise workers of public transport and carpooling opportunities.

5.13 Emergency Vehicle Access

The proposed traffic control arrangements do not propose the closure of any local roads. Any emergency vehicle requiring access to the subject site will do so via the site access along Neild Avenue and/or Alma Street.

A detailed Emergency Management Plan will be further developed by the contractor prior to site establishment works.

5.14 Access to Adjoining Properties

Access to all adjoining properties will be maintained throughout the works.

5.15 Occupational Health and Safety

Any 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.

5.16 Method of Communicating Traffic Changes

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

The contractor is to ensure all signage is erected in accordance with the TCP and clearly visible on a daily basis, prior to commencement of works. The contractor is to ensure signage is either covered or removed as required each evening upon completion of works. Sign size is to be size "A".

No deviation from the approved TCP shall be permitted unless otherwise approved by Council and certified by an TfNSW accredited personnel.

The associated TCP road signage will inform drivers of works activities in the area including truck movements in operation.

A minimum 14 days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

Road Occupancy License is required for any works which impact on the road corridor, in addition to any permits required by Council. These need to be submitted to the Transport Management Centre (via the OPLINC system) a minimum of 10 business days prior to commencement of works.

5.17 Contact Details for Onsite Enquiries and Site Access

The principal contractor is yet to be appointed and contact details of a Site Manager will be provided at a later stage.

5.18 Maintenance of Roads and Footpaths

The roads and footpaths along the route of travel will be kept in a serviceable state at all times. Any damage arising as a result of the proposed truck movements will be treated / repaired by the principal contractor at no cost to Council.

6. Summary

This CCTMP has been prepared to outline the construction traffic measures to improve site safety to the public, workers and the construction process.

The construction activity is anticipated to have minimal disruption to the daily activities within the vicinity of the site with the measures described in the CCTMP.

It is envisaged that this document will be continually reviewed and amended if required, due to changes in design, TfNSW, Councils or any other authority requirements.