HUTCHINSON BUILDERS

# CONSTRUCTION TRAFFIC MANAGEMENT PLAN FOR EXCAVATION AND CONSTRUCTION

BUILDING B, 33-39 TALAVERA ROAD, MACQUARIE PARK

OCTOBER 2021

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# TABLE OF CONTENTS

# 1. INTRODUCTION

1.1 Colston Budd Rogers and Kafes Pty Ltd has been commissioned by Hutchinson Builders to prepare a construction traffic management plan (CTMP) for bulk excavation and construction of the approved Building B at 33-39 Talavera Road, Macquarie Park. The site forms part of the overall MPark development being developed by Stockland. It is located on the south western corner of the intersection of Talavera Road and Khartoum Road, as shown on Figure 1.

1.2 A previous demolition, pedestrian and traffic management plan has been prepared by CBRK and approved by the City of Ryde, for the demolition of the existing warehouse building and associated hardstand area located on the site. Demolition has commenced.

1.3 A SSDA for Building B has been approved by the Department of Planning, Industry and Environment. Condition B18 of the consent is as follows:

***B18. Construction Traffic Management Plan***

*Prior to the commencement of construction of the development, the Applicant must prepare a Construction Traffic Management Plan (CTMP) for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by Condition C2 and must:*

*a) be prepared by a suitably qualified and experienced person(s);*
*b) be prepared in consultation with Council;*

*c) detail the measure that are to be implemented to ensure road safety and network efficiency during construction;*

*d) detail heavy vehicle routes, access and parking arrangements;*

*e) include a Driver Code of Conduct to:*

*(i) minimise the impacts of earthworks and construction on the local and regional road network;*

*(ii) minimise conflicts with other road users;*

*(iii) minimise road traffic noise; and*

*(iv) ensure that truck drivers use specific routes;*

*f) include a program to monitor the effectiveness of these measures; and*

*g) if necessary, detail procedures for notifying surrounding businesses of any potential disruptions to routes.*

1.4 The construction traffic management plan has been prepared by Stan Kafes. He is a current cardholder of the Traffic Control Work Card (Card No. TCT 0069143SEQ01). A copy of his accreditation is attached in Appendix C.

1.5 In accordance with the conditions of consent, we have consulted for Ryde City Council during the preparation of the CTMP. The CTMP for the bulk excavation and construction of the approved development is presented in the following chapter.

# 2. CONSTRUCTION TRAFFIC MANAGEMENT PLAN

2.1 The construction traffic management plan for excavation and construction of the approved development is set down through the following sections:

- site location and road network;
- public transport;
- other development;
- hours of work;
- truck routes;
- construction site entries;
- construction vehicle management;
- traffic effects;
- construction workers;
- pedestrians and cyclists;
- Talavera Road public domain works,
- driver code of conduct;
- community public consultation;
- matters raised by Council; and
- construction traffic management plan.

Site Location and Road Network

2.2 The site is located within the Macquarie Park Corridor, on the south western corner of the intersection of Talavera Road and Khartoum Road, as shown on Figure 1. Building B (data centre) forms part of the overall MPark development. It will be located on the southern part of the site, adjacent to Talavera Road and

the new Road 22. Access to Building B will be provided from Road 22 onto Talavera Road.

2.3 Land use in the area comprises commercial and mixed use developments. Macquarie Centre, Macquarie University and Macquarie Research Centre are located to the north-west.

2.4 The road network for the area includes Talavera Road, Khartoum Road and Waterloo Road. Talavera Road is located adjacent to the north eastern boundary of the site and provides an undivided two-way road between Lane Cove Road and Culloden Road. Talavera Road generally provides two traffic lanes in each direction, clear of intersections. Talavera Road intersects with Khartoum Road at a signalised intersection.

2.5 Khartoum Road is located adjacent to the north western boundary of the site and provides an undivided two-way road between Talavera Road and Waterloo Road. It generally provides one traffic lane and one parking lane in each direction, clear of intersections. The intersection of Khartoum Road and Waterloo Road is controlled by a roundabout.

2.6 Waterloo Road is located to the south-west of the site and provides a four lane divided road parallel to Talavera Road between Lane Cove Road and Herring Road. Waterloo Road provides two traffic lanes in each direction, clear of intersections.

Public Transport

2.7 The site is well located for a range of public transport services. Local and regional bus services operate along Waterloo Road, Khartoum Road and Talavera Road.

2.8 A bus interchange is located on the north western side of Macquarie Centre on Herring Road, providing good access to the adjacent Macquarie University railway station and Sydney Metro Northwest Line. A number of government and private bus operators serve the area, with services passing the site to access the bus interchange.

2.9 The site is also within 800 metres (approximately 10 minutes walking distance) of Macquarie University rail station to the north-west and Macquarie Park railway station to the south-east of the site. Sydney Metro Northwest Line and The Northern and Western Line operate through these stations, providing regular services linking to the surrounding Sydney metropolitan area. The site is therefore well located for construction workers to access the site by public transport.

Other Development

2.10 Other developments in the vicinity of the site include Buildings A, C and D within the overall MPark site. Building A has been approved as a commercial office building, which will be located in the western corner of the development site, as shown on Figure 2. Construction of Building A has commenced with demolition of the existing buildings on the site nearing completion. Construction access to Building A is provided from existing driveways onto Khartoum Road.

2.11 As previously discussed in Chapter 1, demolition of the existing warehouse building and hardstand, to facilitate construction of Building B, has also commenced and is expected to be completed by the end of September 2021. Construction access to Building B is provided from Talavera Road.

2.12 Buildings C and D are yet to be approved. Demolition and construction work associated with these buildings will commence following the completion of Buildings A and B.

2.13 The demolition work associated with Buildings A and B will be coordinated and managed to minimise the overall construction traffic effects on the surrounding road network.

Hours of Work

2.14 In accordance with condition B1 of the development consent, work associated with construction of Building B will be carried out between the following hours, unless otherwise agreed with the relevant authorities:

- Monday to Friday - 7:00am to 6:00pm;
- Saturday - 8:00am to 1:00pm; and
- Sunday/public holidays - No work.

2.15 Work outside these hours may be undertaken in the following circumstances:

(a) works that are inaudible at the nearest sensitive receivers; or

(b) works agreed to in writing by the Planning Secretary; or

(c) for the delivery of materials or equipment required outside these hours by the NSW Police Force or other authorities for safety reasons; or

(d) where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.

2.16 All excavation and construction work will comply with the Australian Standard AS2436.2010 Guide to Noise Control and Construction, Maintenance and Demolition Sites. The construction site manager will be responsible to instruct and control sub-contractors regarding the hours of work. Any work outside the approved hours of work would be subject to prior written approval from the Planning Secretary.

Truck Routes

2.17 During excavation and construction, trucks transporting material to/from the site will be accommodated on-site, with access provided via two temporary construction access driveways onto Talavera Road. Access arrangements and vehicle movements to and from the site will be managed by traffic controllers.

2.18 General traffic movements on surrounding streets and continued access to adjacent properties will be maintained during excavation and construction. Truck movements will be restricted to designated truck routes and will be confined to the main road network through the area. Trucks at no time during excavation and construction will be permitted to park on-street in the vicinity of the site.

2.19 The proposed truck routes for construction vehicles accessing the site, as shown on Figures 3 and 4, include M2 Motorway, Lane Cove Road, Epping Road and

Talavera Road. In order to minimise the cumulative impact of construction vehicle traffic on the surrounding road network, associated with the construction of other developments in the area, trucks will be encouraged to avoid using Khartoum Road, Waterloo Road and Herring Road. Truck drivers will be inducted and advised of the designated truck routes to and from the site.

Construction Site Entries

2.20 During excavation and construction, an on-site construction compound and materials handling areas will be established to facilitate the loading and unloading of construction material and excavated spoil for transport to and from the site. The main contractor site office and temporary worker accommodation/amenities will be located within the existing office building located to the north of the site. A temporary pedestrian access path and site access connection will be provided to/from the office building and Talavera Road.

2.21 Construction hoarding and containment fencing will be erected around the perimeter of the site compounds, with scaffolding and overhead protection provided where required. A Class B construction hoarding will be erected adjacent to the retained commercial office building, to provide appropriate access for construction workers and for the on-going operation of the building. Separate hoarding and containment fencing will be provided around the Building A construction compound located to the west of the site.

2.22 All construction vehicles and materials handling, including the removal of excavated material, will be accommodated within the on-site construction compound. Trucks will enter and exit the site in a forward direction. The construction access driveways onto Talavera Road will be managed and controlled

by qualified traffic controllers. The traffic controllers will be located within the site and will manage pedestrians, cyclists and truck movements across the adjacent footpath. They will ensure that the access driveways are kept clear at all times, to allow trucks unobstructed access to the site. They will not enter the public road reserve or attempt to stop vehicles within Talavera Road. Trucks exiting the site will give way to traffic and pedestrians and will utilise gaps in the traffic stream in order to enter the surrounding road network.

2.23 The construction access driveways will provide appropriate sight lines for construction vehicle access, with regards to the number, type and size of vehicles. Construction vehicles will range from rigid trucks to articulated vehicles, including truck and trailer combinations. Construction vehicle swept paths for vehicles accessing the site are shown in Appendix A. The construction access driveway locations are considered appropriate, with construction vehicles manoeuvring onto and off the site in a forward direction.

2.24 Truck drivers will be inducted and advised of the presence of the traffic controllers, and that they must observe his or her direction at all times. All traffic controllers will be fully qualified with the relevant TfNSW Traffic Controllers qualifications.

2.25 All traffic controllers and work personnel will be required to wear high visibility fluorescent safety vests and Personnel Protective Equipment (PPE). Wet weather clothing will be made of fluorescent high visibility material.

Construction Vehicle Management

2.26 Prior to the commencement of the bulk excavation, plant and equipment, including dozers and hydraulic excavators will 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.

2.27 The delivery and removal of plant and equipment will be subject to a separate application/permit and separate prior approval from the Planning Secretary, Ryde City Council and other relevant authorities. In addition, separate application will be required through NHVR for any oversized/restricted access vehicles that are required to be used to transport equipment/machinery to and from the site.

2.28 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.

2.29 The movement of construction vehicles to/from the site, and in particular trucks associated with the removal of excavated material, will be managed by qualified traffic controllers. All trucks removing material from the site will be loaded to prescribed limits. Loose material will be covered during transport from the site, prior to the trucks accessing the surrounding road network.

2.30 All 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)'.

2.31 All vehicles leaving the site will be cleaned. Loose material will be removed from all vehicles and/or machinery before permission to leave the site is granted. The site manager will be responsible for the cleaning of trucks on the site and ensuring that waste material is appropriately covered and checked prior to transport.

2.32 The loading of material onto trucks will be carried out on-site in an approved and controlled manner by the use of dozers and excavators. Trucks will access the on-site construction area, via the construction access driveways and the designated truck routes to/from the site. The movement of trucks within the site and the management and control of the on-site loading area will be the responsibility of the construction site manager.

Traffic Effects

2.33 Following the completion of demolition, work will commence on the site earthworks, including shoring, piling and bulk excavation. The site earthworks and the bulk excavation will take some 2 to 3 months to complete. During this period it is estimated that there will be up to 40 trucks per day removing excavated material from the site. This truck generation translates to an average of some seven trucks per hour two-way over the day. These trucks will be loaded on site via the use of an excavator. Excavated material will be checked, sorted and treated prior to its removal from the site.

2.34 Following the completion of excavation, work will commence on the construction of the main structure of the data centre. Construction will be undertaken in

accordance with the construction staging plans prepared by Hutchinson Builders. Construction is expected to take some 12 months to complete (October 2021 to October 2022).

2.35 At the commencement of construction, two tower cranes will be erected on the site. During this period all construction vehicles and material deliveries/handling, including concrete deliveries, will occur from two on-site construction compounds. Construction compound 1 will service the western part of the site and construction compound 2 will service the eastern part of the site, closer to Talavera Road. Construction material will be lifted and transported onto the site by the two cranes, from the on-site construction compounds. The two construction compounds will be managed and controlled by qualified traffic controllers.

2.36 The peak traffic activity generated during the construction period will occur during concrete pours. It is estimated that during peak periods there will be up to three to four concrete pours per week.

2.37 The number of concrete trucks generated during a concrete pour will typically range from 20 to 30 concrete trucks per day for large pours and some 10 to 15 concrete trucks per day for moderate sized pours. This traffic generation translates to an average of four to six trucks per hour two-way over the day entering or exiting the site for large pours.

2.38 At other time during construction, the number of trucks associated with the delivery of reinforcement, formwork, blockwork and other construction materials, including the removal of waste bins, will be lower at some 10 to 15 trucks per day.

2.39 A summary of the expected traffic generation (daily and hourly flows) during the various stages of construction is set out in Table 2.1.

**Table 2.1: Summary of Traffic Generation during Construction**

| Construction Stages | Daily Traffic Flows (Trucks per Day) | Hourly Traffic Flows (Trucks per Hour Two-Way) |
|---|---|---|
| Bulk Excavation | | |
| - shoring | 10 to 15 | 2 to 3 |
| - piling | 10 to 15 | 2 to 3 |
| - bulk excavation | 40 | 7 |
| Construction | | |
| - moderate concrete pours | 10 to 15 | 2 to 3 |
| - large concrete pours | 20 to 30 | 4 to 6 |
| - non concrete pour days | 10 to 15 | 2 to 3 |
| Fit – Out | 20 | 4 |

2.40 As set out in the construction, pedestrian and traffic management plan for Building A, excavation and construction work associated with Building A will be from October 2021 to November 2022. During this period, the construction activity is estimated to generate some 15 to 25 trucks per day. This truck generation translates to a further 3 to 5 truck movements per hour two-way over the day, entering and exiting the Building A compound from Khartoum Road.

2.41 These are modest flows (combined total of some 10 to 12 trucks per hour two-way for Buildings A and B). The excavation and construction work associated with the two buildings will be coordinated and managed to minimise traffic effects on the surrounding road network. Trucks associated with Building B will access the site from Talavera Road and trucks associated with Building A will access the

site from Khartoum Road. The surrounding road network and its intersections will be able to cater for the combined construction traffic.

Construction Workers

2.42 It is anticipated that during the period of construction for Building B there would be up to some 200 workers/contractors on the site at any one time. Construction workers will be encouraged to use public transport services when travelling to and from the site. The construction site has good access to public transport within Macquarie Park. Public transport timetables will be made available to all workers.

2.43 All construction workers will be required to undergo site induction before access to the site is permitted. During the induction process and at more regular tool time talks, construction workers will be encouraged to use public transport. For those construction workers who require to drive to the site, on-site parking will be provide adjacent to the on-site construction compounds, along the southern boundary of the site.

Pedestrians and Cyclists

2.44 Pedestrian and cycle routes in the vicinity of the site will be maintained during excavation and construction. This will include the shared pedestrian/cycle path adjacent to the site along Talavera Road and pedestrian footpaths to the north of the site along Khartoum Road.

2.45 No construction vehicles will be parked nor will material/equipment be stored on the public footpaths adjacent to the site. Class A construction fencing will be erected around the perimeter of the construction site and a Class B construction

hoarding will be erected adjacent to the retained commercial office building, to provide appropriate access for construction workers and for the on-going operation of the building.

2.46 Separate pedestrian containment fencing/hoarding will be provided for Building A, in accordance with the CPTMP for Building A.

2.47 The openings in the construction fencing at the construction access driveways, the movement of trucks entering and exiting the site and the movement of pedestrians across the driveway when in use, will be managed and controlled by qualified traffic controllers. Pedestrian warning signs will be erected adjacent to the driveways and on pedestrian paths adjacent to the construction activity, in accordance with SafeWork NSW requirements.

2.48 Traffic controllers will utilise extendable pedestrian barriers adjacent to the construction access driveways, to contain and manage pedestrians when the driveways are in use. When construction vehicles are not entering or exiting the site, the construction access gates will be closed and the pedestrian barriers removed, in order to maintain continued pedestrian access along the adjacent footpath.

2.49 The construction hoarding and safety fencing around the construction site will provide a safe and convenient environment for pedestrians. The design, set-out and erection of the construction hoardings will be the responsibility of the construction site manager.

Talavera Road Public Domain Works

2.50 In association with the construction of the approved development, a TCP has been prepared for the proposed public domain works to be undertaken on Talavera Road. The works include:

- construction of a new Road 22 along the southern boundary of the site and its associated intersection with Talavera Road;
- construction of new kerb and gutter to replace the redundant vehicle and pedestrian kerb ramps along Talavera Road frontage;
- installation of new street lighting services;
- re-alignment and adjustment of Council's infrastructure along Talavera Road;
- stormwater drainage installation into the public domain; and
- relocation/adjustment of all public utility services affected by the proposed works.

2.51 A public domain work zone will be established within the western footpath of Talavera Road, adjacent to the site. Containment fencing/concrete barriers will be provided around the work zone. The work zone will be required for a period of some 10 to 12 weeks.

2.52 In order to maintain appropriate access for pedestrians and cyclists and to maintain the existing shared pedestrian/cycle footpath past the work zone,

pedestrians and cyclists will be temporarily diverted into the adjacent kerbside traffic lane of Talavera Road. Northbound traffic in Talavera Road will merge into a single traffic lane past the work zone and traffic speed will be reduced to 40km/hr.

2.53 Concrete barriers will be provided adjacent to the diverted pedestrian path. Pedestrian and cyclist will be managed and controlled by qualified traffic controllers. Pedestrian warning signs will be erected adjacent to the temporary path, in accordance with SafeWork NSW requirement.

Driver Code of Conduct

2.54 Truck drivers accessing the 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 construction procedures and site constraints, OH&S, driver protocols and emergency procedures. In addition, they will be advised of the presence of the traffic controllers, and that they must observe his or her direction at all times. The movement of trucks on and off the site and the behaviour of truck drivers will be the responsibility of the construction site manager.

2.55 Heavy vehicle drivers accessing will be required to:

i) have undertaken a site induction carried out by a suitably qualified person under the direction of the construction site manager;

ii) hold a valid driver's license for the class of vehicle that they operate;

iii) operate the vehicle in a safe manner within the construction site and on the surround road network;

iv) comply with the direction of the authorised traffic controllers and site personnel within the site.

2.56 A driver code of conduct will be established to minimise the impact of trucks on the operation of the local and regional road network, and to minimise conflict with other road users, as shown in Appendix B. The driver code of conduct will include the following:

- restrict truck movements to designated routes to and from the site and confine these movements to the main road network;

- require truck drivers to observe the posted speed limits on the surrounding road network and within the construction site, with speeds adjusted appropriately to suit road environment and conditions, to comply with the Australian road rules;

- ensure that trucks do not park on-street in the vicinity of the site;

- truck drivers will not be permitted to reverse onto the site or perform U-turns on public street;

- reduce the impact of vehicle noise during the early morning period by ensuring that trucks arrive during the approved construction operating hours;

- ensure that drivers are aware of the adopted fatigue management scheme and operate within its requirements;

- ensure that drivers apply brakes appropriately so as not to create excessive noise that could disturb local residents. Compression braking is only to be used if required for safety reasons;

- truck drivers will be required to wear high visibility fluorescent safety vests and Personnel Protective Equipment (PPE);

- truck drivers are to ensure that trucks removing material from the site are loaded to the prescribed limits of their vehicle;

- trucks transporting loose material will be require to have the load covered during transport from the site, prior to the trucks accessing the surrounding road network;

- trucks will be cleaned on-site and loose material removed from all vehicles and/or machinery prior to trucks leaving the site;

- trucks will not be permitted to travel in a convoy. Trucks arriving and departing the site will be scheduled to minimise queuing at the site access and on the adjacent road network.

2.57 The movement of trucks on and off the site, and the management and control of the on-site loading are will be the responsibility of the construction site manager. For matters relating to incidents and complaints of construction activity, the site manager will establish an incidents/complaints register. The site manager will

establish procedures to respond to incidents and issues raised by stakeholders, public and community groups.

2.58 The construction site manager will carryout regular tool time talks with all construction personnel and with the transport delivery partners, including truck drivers, to inform them of the procedures to respond to the incidents, issues raised, potential hazards and traffic/noise impacts.

Community Public Consultation

2.59 In regards to community public consultation process relating to the construction traffic management staging and the overall construction process, Hutchinson Builders will undertake meetings and discussions with DPI&E, Ryde City Council and other authorities. A line of communication will be established between the contractor and the various stakeholders to discuss the proposed staging and construction activity.

2.60 For matters relating to the project status and complaints relating to the construction activity, the contractor will establish a 24 hour feedback telephone hotline and complaints register, and establish procedures to respond to issues raised by stakeholders, public and community groups. A dedicated website will be established containing information about the project, status of work and other relevant notices. A minimum of 14 days notification will be provided to all relevant stakeholders and adjoining property owners prior to the implementation of any temporary traffic control measures.

2.61 A construction site manger (TBC) will be appointed for the project. The contact details of the construction site manager will be provided to Planning Secretary, Council and authorities prior to the commencement of construction.

Matters Raised by Council

2.62 In accordance with the conditions of consent, we have consulted for Ryde City Council during the preparation of the CTMP. Matters raised by Council, in an email dated 1 October 2021, and our response to these matters are discussed below:

***Herring Rd, Khartoum Rd and Waterloo Rd are to be avoided for the departure routes to minimise overlapping construction vehicle traffic associated with major developments/projects such as Ivanhoe Estate and TfNSW's Macquarie Park Bus Priority and Capacity Improvement project (BPIP). The swept paths in Appendix A would need to be slightly altered to remove the right turning movements out of the site.***

2.63 This matter is discussed in paragraphs 2.17 to 2.19.

**You need to apply for a permit through NHVR for any oversized/ restricted access vehicles that are required to be used to transport equipment/machinery to and from the site.**

2.64 This matter is discussed in paragraph 2.27.

***Can you provide a summary of the traffic generation (daily and hourly traffic flows) with respect to the different construction stages in a table format. It***

***is also advised that due to the significant congestion within Macquarie Park during weekday peak commuter periods (8.00 - 9.30am and 4.30 - 6.00pm), construction vehicle traffic movements are to be restricted to outside of these periods. This is the same condition which has been applied to Building A of the approved development.***

***It is also recommended that consideration be given to spreading the number of construction vehicle movements uniformly throughout the approved construction periods to minimise the traffic impact on the surrounding road network. For instance, the CTMP indicates that excavation works are expected to generate up to 40 trucks per day and 9 trucks over an hourly period. The approved weekday construction hours are 7am – 6pm (11 hours). Taking away 3 hours which coincides with the weekday peak commuter periods (8.00 - 9.30am and 4.30 - 6.00pm), it leaves 8 hours remaining. 40 trucks divided by 8 hours equals 5 trucks travelling to and from the site (or 10 hourly movements), which is almost half the hourly traffic that is currently proposed to be generated.***

2.65 A summary of the expected traffic generation during the various stages of constructions are shown in Table 2.1.

2.66 Hutchinson Builders are currently establishing the site and note minimal traffic and no noticeable congestion is evident at the present time. This is due to the current COVID 19 travel restriction and the effect of people working from home. This is considered to be the case for the majority of the commercial buildings in Macquarie Park and hence the evident reduction in traffic flows and traffic conditions generally.

2.67 Full time return to work/office is not anticipated in the short term, and as such return to peak pre COVID 19 traffic conditions may not be seen for some time to come. This will provide an opportunity to complete significant stages of construction during the approved working hours. It is considered that the best way to manage this is by continuous monitoring of the traffic in the area and establishing a complaint register rather than restricting the peak hours as this will slow down the construction and prolong the overall program. In addition, Hutchinson Builders will endeavour to minimise truck movements during peak periods.

***Is there any parking to be provided on site for construction staff/personnel? There should be some parking provided on site to minimise the on-street parking demand, which will take away parking opportunities for the general public.***

2.68 This matter is discussed in paragraphs 2.42 and 2.43. Construction workers will be encouraged to use public transport services when travelling to and from the site. The construction site has good access to public transport within Macquarie Park. Public transport timetables will be made available to all workers. All construction workers will be required to undergo site induction before access to the site is permitted. During the induction process and at more regular tool time talks, construction workers will be encouraged to use public transport. For those construction workers who require to drive to the site, on-site parking will be provide adjacent to the on-site construction compounds, along the southern boundary of the site.

***For the western construction vehicle driveway, can you confirm that this is the existing driveway shown below.***

2.69 The existing car park access driveway onto Talavera Road will be utilised as a temporary construction access driveway. During the later stages of construction, this driveway will be closed in order to carryout the public domain works. During this period all construction activity will be restricted to the easternmost construction driveway.

Construction Traffic Management Plan

2.70 The CTMP for excavation and construction is shown on Figures 5 and 6. The plan presents the principles of traffic management and is subject to SafeWork NSW requirements and final design.

2.71 Site operations, signage, construction fencing/hoardings, overhead protection, safety barriers and line marking detail will be provided in accordance with Australian Standards Manual of Uniform Traffic Control Devices (AS1742.3-2019), the TfNSW Manual for Traffic Control at Work Sites and Part 8.1 of City of Ryde Development Control Plan 2014: Construction Activity.

2.72 Traffic control at work sites will be undertaken with specific reference to SafeWork NSW requirements and the company's own Occupational Health and Safety Manual. A copy of the construction and traffic management plan will be kept on-site at all times. Signage detail, traffic management and the control of pedestrians and cyclists in the vicinity of the site, and the control of trucks to and from the site will be the responsibility of the construction site manager.

2.73 A Road Occupancy Form will be prepared and submitted to the TMC together with any relevant TfNSW/Traffic Committee correspondence for the approval of

any work on the surrounding roads associated with proposed construction access driveways.

2.74 The CTMP includes the following:

- all construction activity, including the loading and unloading of trucks and the delivery of plant and equipment, to be carried out from the on-site construction compound and materials handling/loading area;

- construction hoarding/fencing and scaffolding to be erected around the Building B construction site, with overhead protection provided where required. Provide a Class B hoarding adjacent to the retained commercial office building and provide a Class A construction fence around the balance of the construction site;

- separate construction fencing to be provided around the Building A construction site, in accordance with the CPTMP for Building A;

- construction work to be restricted to the approved construction hours. Any work outside the approved hours would be subject to prior written approval from the Planning Secretary;

- excavation and construction work associated with Buildings A and B will be coordinated and managed to minimise the overall construction traffic effects on the surrounding road network;

- maintain access and pedestrian safety associated with the continued operation of the adjacent retained office building;

- minimise loss of on-street parking on Talavera Road and Khartoum Road;
- maintain access to other adjacent properties in the vicinity of the site;
- provide a minimum of 14 days notification period to all relevant stakeholders and adjoining property owners prior to the implementation of any temporary traffic control measures;
- manage and control truck movements on the adjacent road network and to/from the construction site;
- truck movements to and from the site to be restricted to designated truck routes through the area, as shown on Figures 3 and 4;
- trucks to enter and exit the site in a forward direction;
- maintain appropriate capacity for pedestrians and cyclists along the adjacent footpaths;
- existing traffic lane arrangements in Talavera Road and Khartoum Road, adjacent to the site, to be maintained;
- construction access driveways to be managed and controlled by qualified traffic controllers;
- traffic controllers to ensure that the construction access driveways are kept clear at all times, to allow trucks unobstructed access to the site;

- at no time will traffic controllers enter the public road reserve or attempt to stop vehicles in Talavera Road. Trucks exiting the site will give way to traffic in Talavera Road and will utilise gaps in the traffic stream in order to enter the surrounding road network;

- traffic controllers to prevent trucks from parking on-street in the vicinity of the site;

- pedestrian and cyclist activity across the construction access driveways to be managed and controlled by qualified traffic controllers;

- in association with the required public domain works in Talavera Road, pedestrians and cyclists will be temporarily diverted around the construction activity into the adjacent kerbside traffic lane of Talavera Road. During this period the northbound traffic in Talavera Road will merge into a single traffic lane past the work zone and traffic speed will be reduced to 40km/hr;

- concrete barriers will be provided adjacent to the diverted pedestrian path, with pedestrian and cyclist movements managed by qualified traffic controllers;

- pedestrian and cyclist warning signs, construction safety signs/devices and construction containment safety fencing/barriers to be utilised in the vicinity of the site;

- the construction site manager will be responsible for the management of the site, the movement of trucks on and off the site, signage detail, traffic

management and the control of pedestrians/cyclists during the excavation and construction period, in accordance with SafeWork NSW requirements;

- construction signage to be provided in Talavera Road and Khartoum Road, in accordance with Australian Standards and the TfNSW Manual for Traffic Control at Work Sites.

2.75 The CTMP for excavation and construction of Building B is considered appropriate to provide for traffic and pedestrian activity.

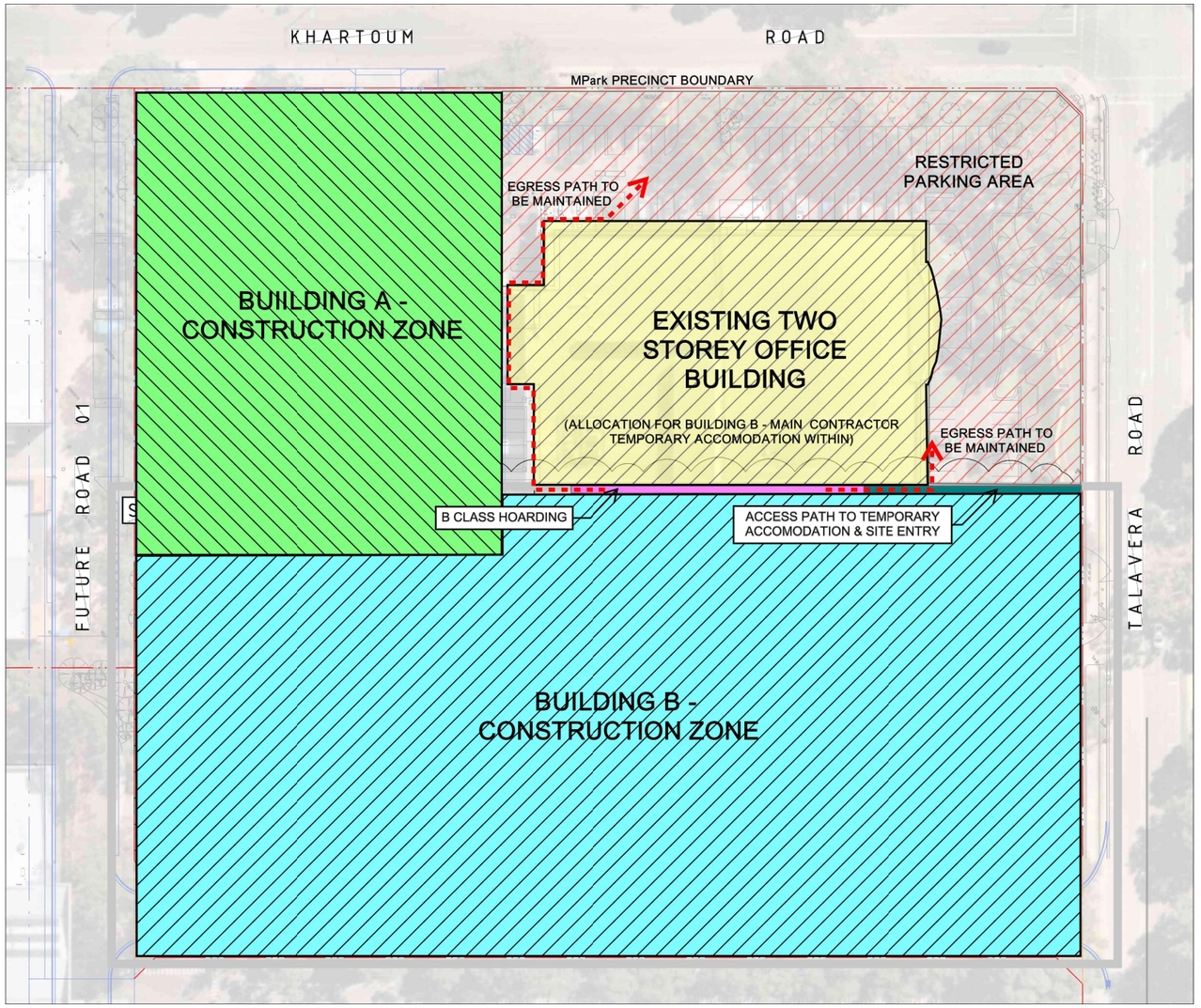

Click: https://goo.gl/maps/8YGCNZKD6rzDqXft6

# Location Plan

*Colston Budd Rogers & Kafes Pty Ltd*

Drawn By: CBRK Pty Ltd_hs Ref: 11925 24.09.2021

**Figure 1**



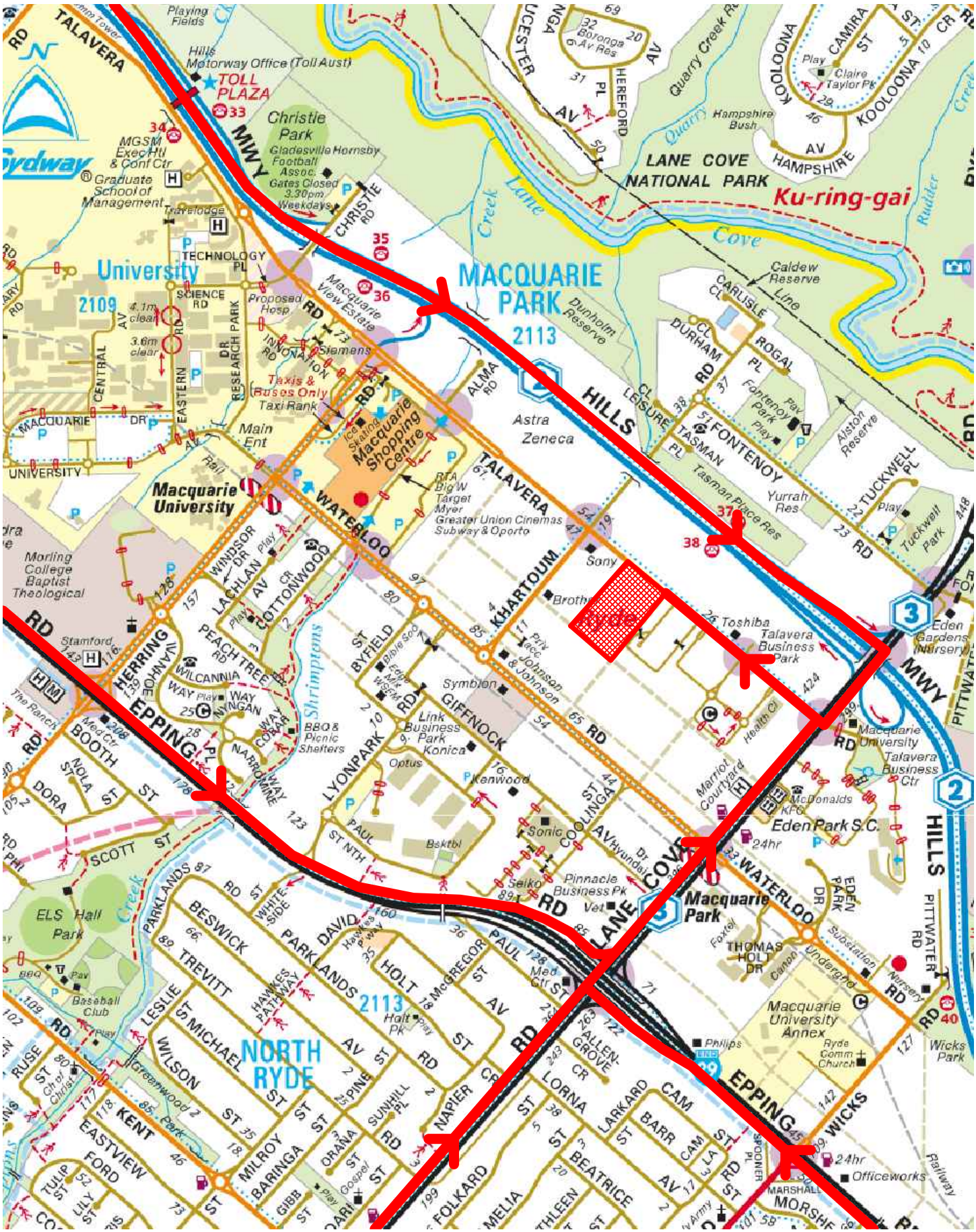

HUTCHINSON BUILDERS
Established 1912

N

Project
**MPark - Building B**

Title
**Construction Plan - Precinct Plan**
Date - 29/06/21 Rev - 01

**MPark Construction Zones for Buildings A and B**

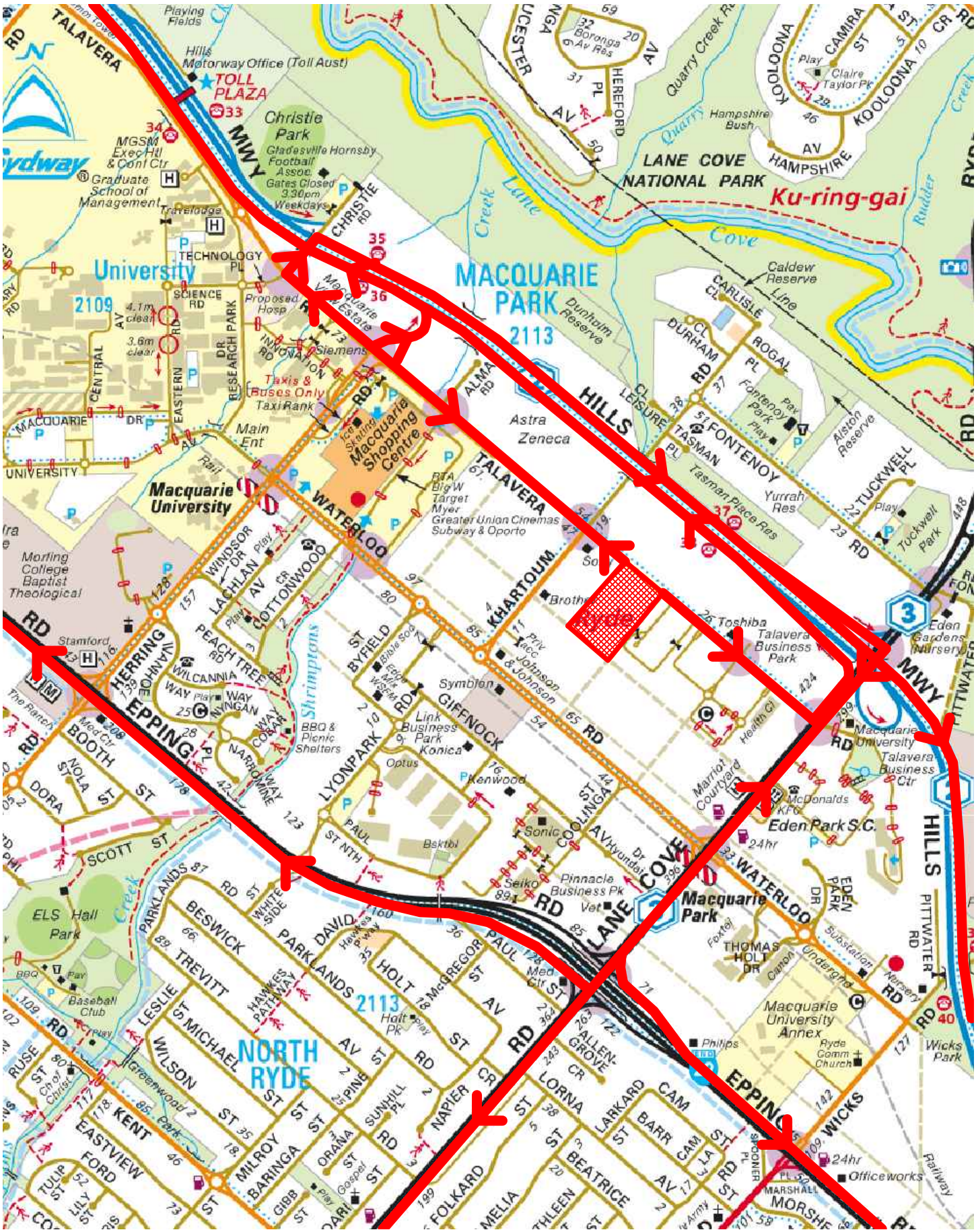



**Truck Routes - Arrival**

*Colston Budd Rogers & Kafes Pty Ltd*

Drawn By: CBRK Pty Ltd_hs Ref: 11925 24.09.2021

**Figure 3**

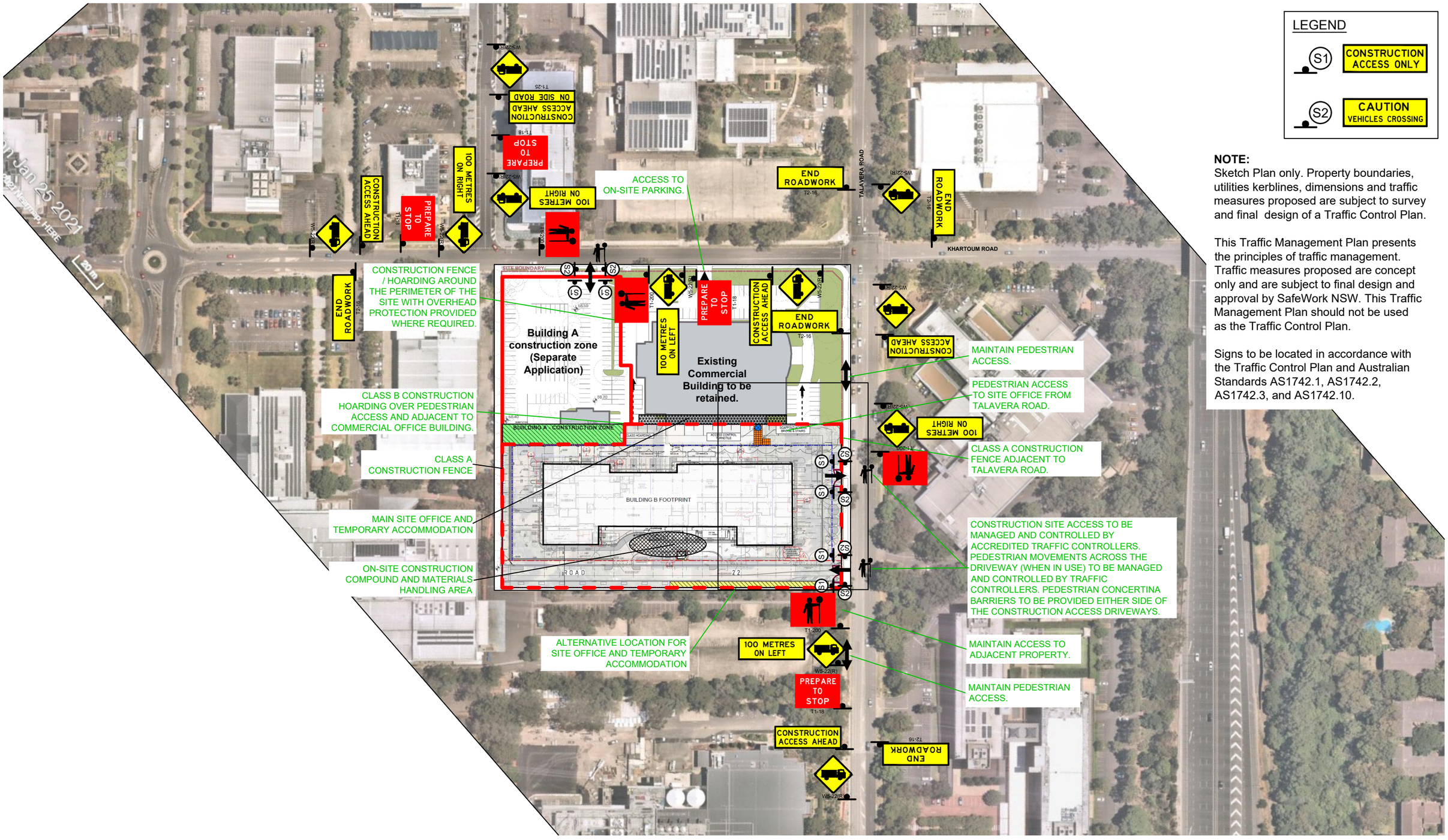



**Truck Routes - Departure**

*Colston Budd Rogers & Kafes Pty Ltd*

Drawn By: CBRK Pty Ltd_hs Ref: 11925 24.09.2021

**Figure 4**

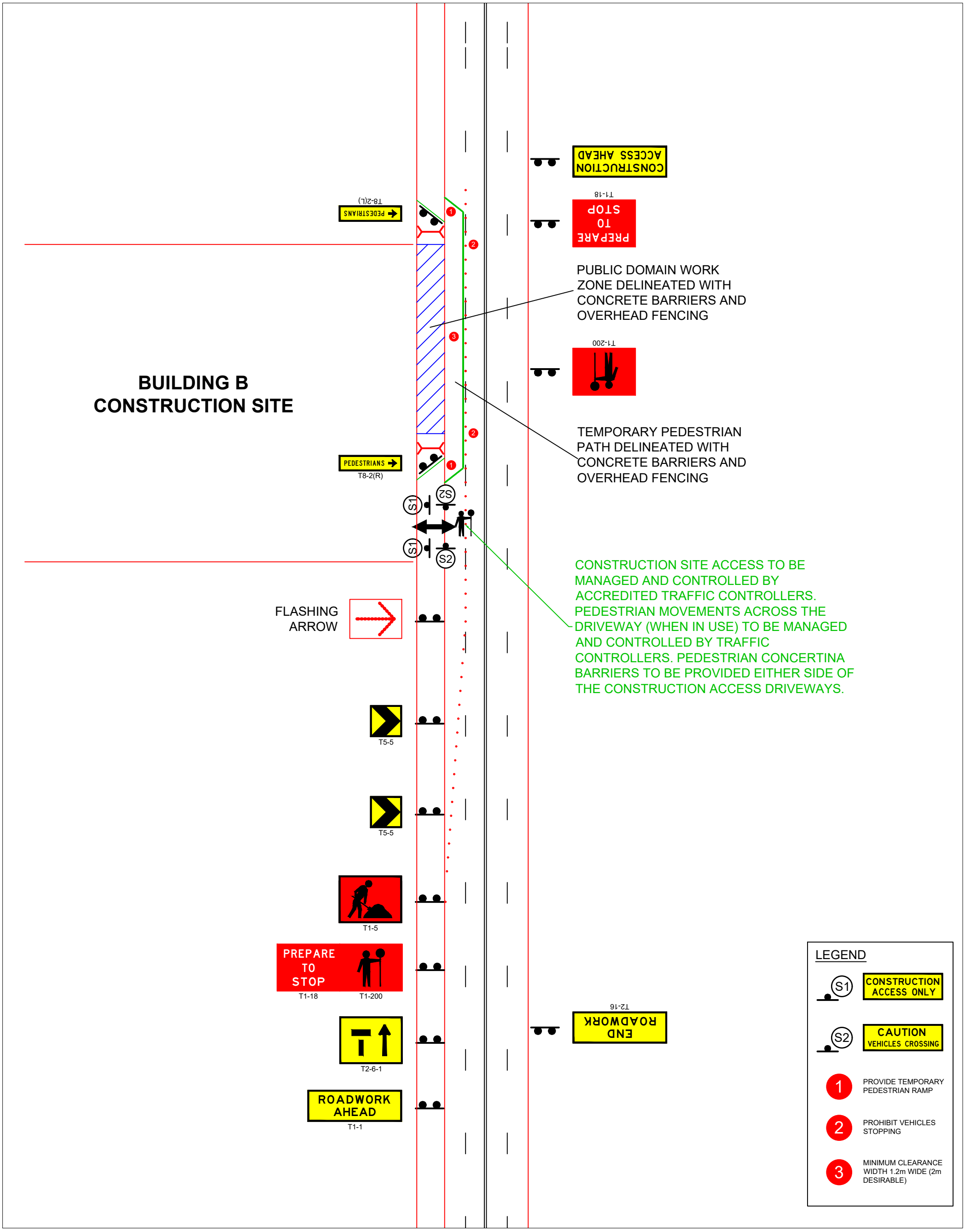



**Excavation and Construction Traffic Management Plan**

*Colston Budd Rogers & Kafes Pty Ltd*

DRAWN BY CBRK Pty Ltd_mc Ref: 11925 27.09.2021

**Figure 5**




**Traffic Management Plan for Public Domain Works**

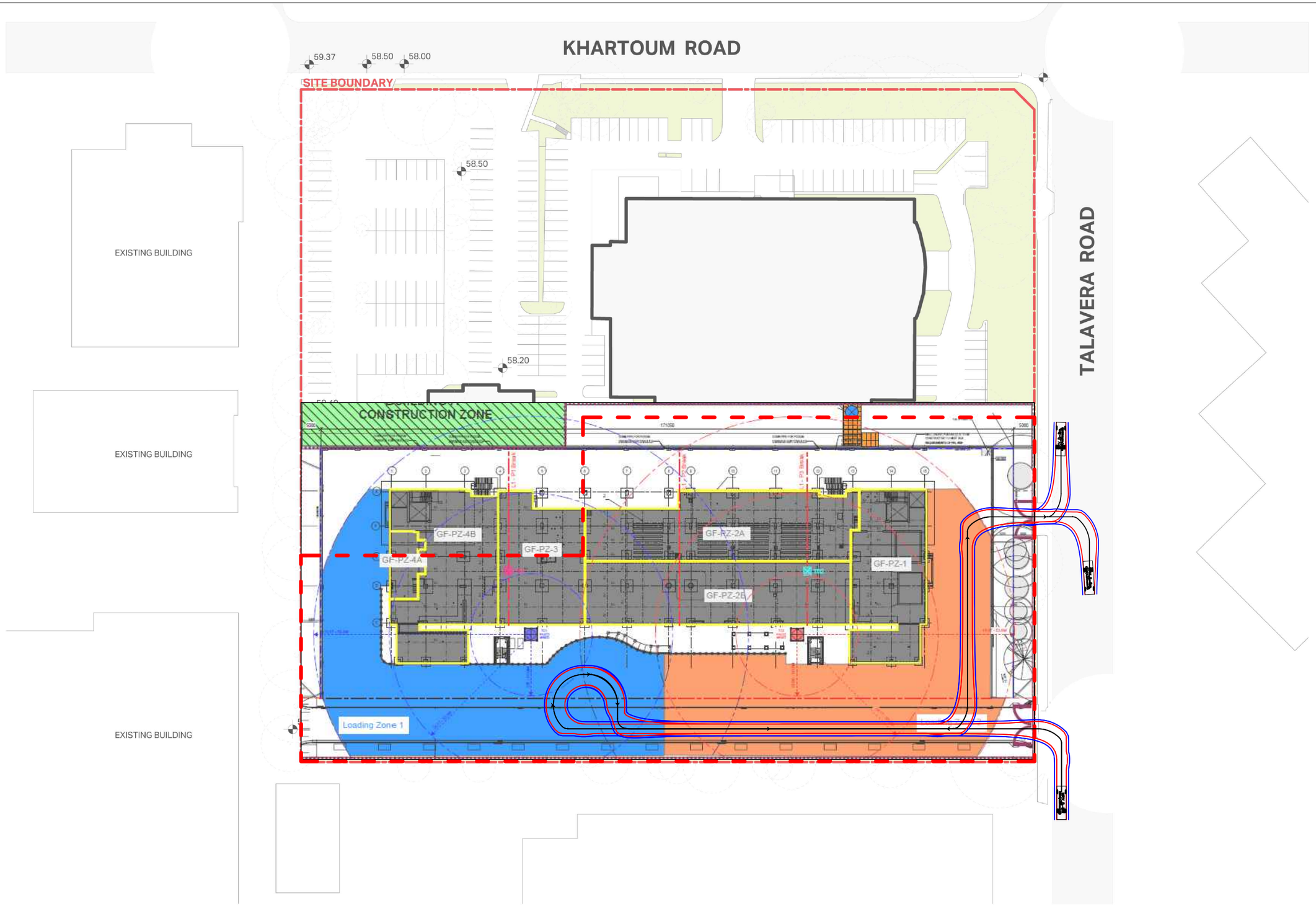
*Colston Budd Rogers & Kafes Pty Ltd*

DRAWN BY CBRK Pty Ltd_mc Ref: 11925 27.09.2021

**Figure 6**

# APPENDIX A

# CONSTRUCTION VEHICLE SWEPT PATHS




**NOTE:**
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

Swept Path of Vehicle Body
Swept Path of Clearance to Vehicle Body

# 8.8m MEDIUM RIGID VEHICLE SWEPT PATHS

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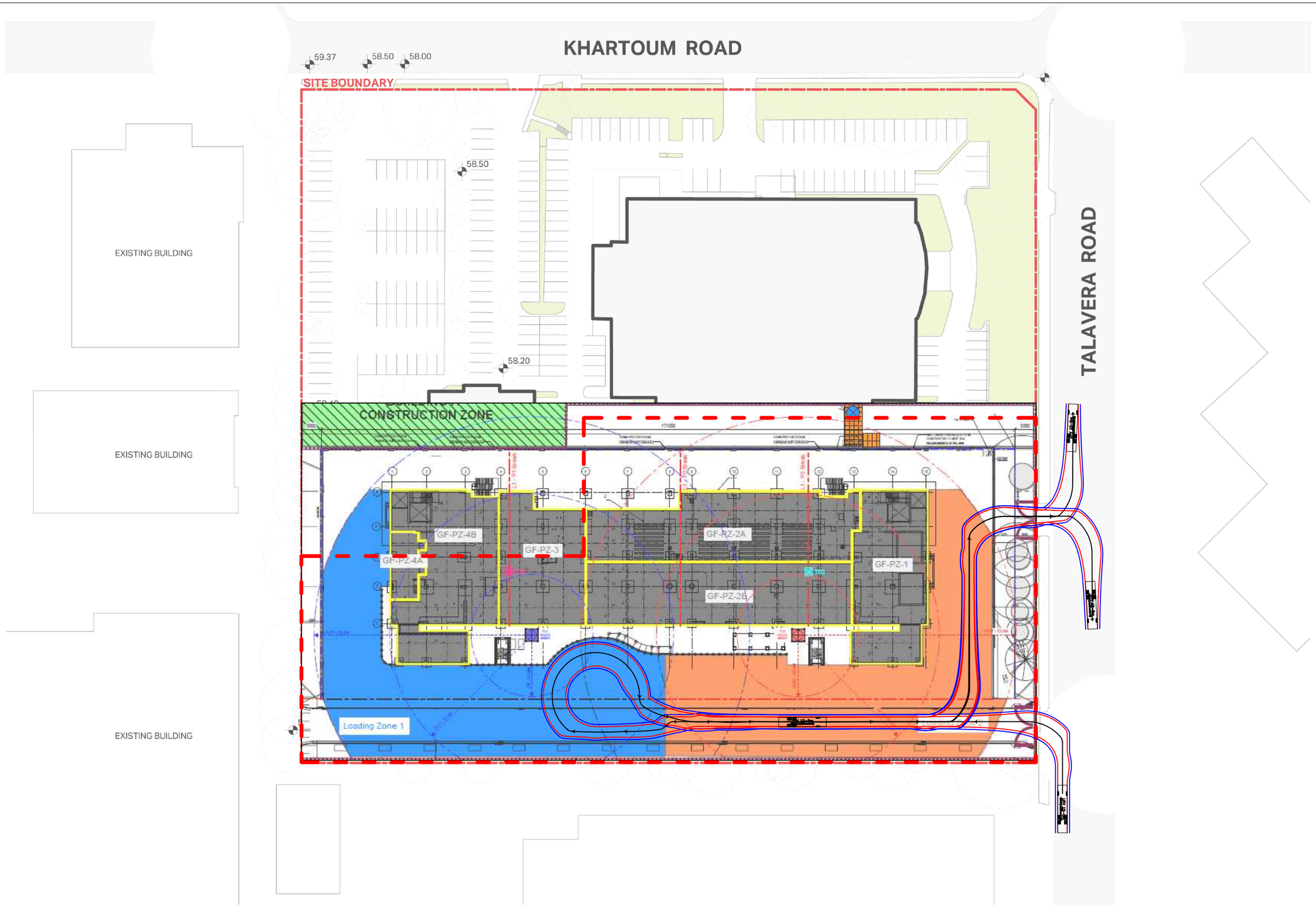
**A1**

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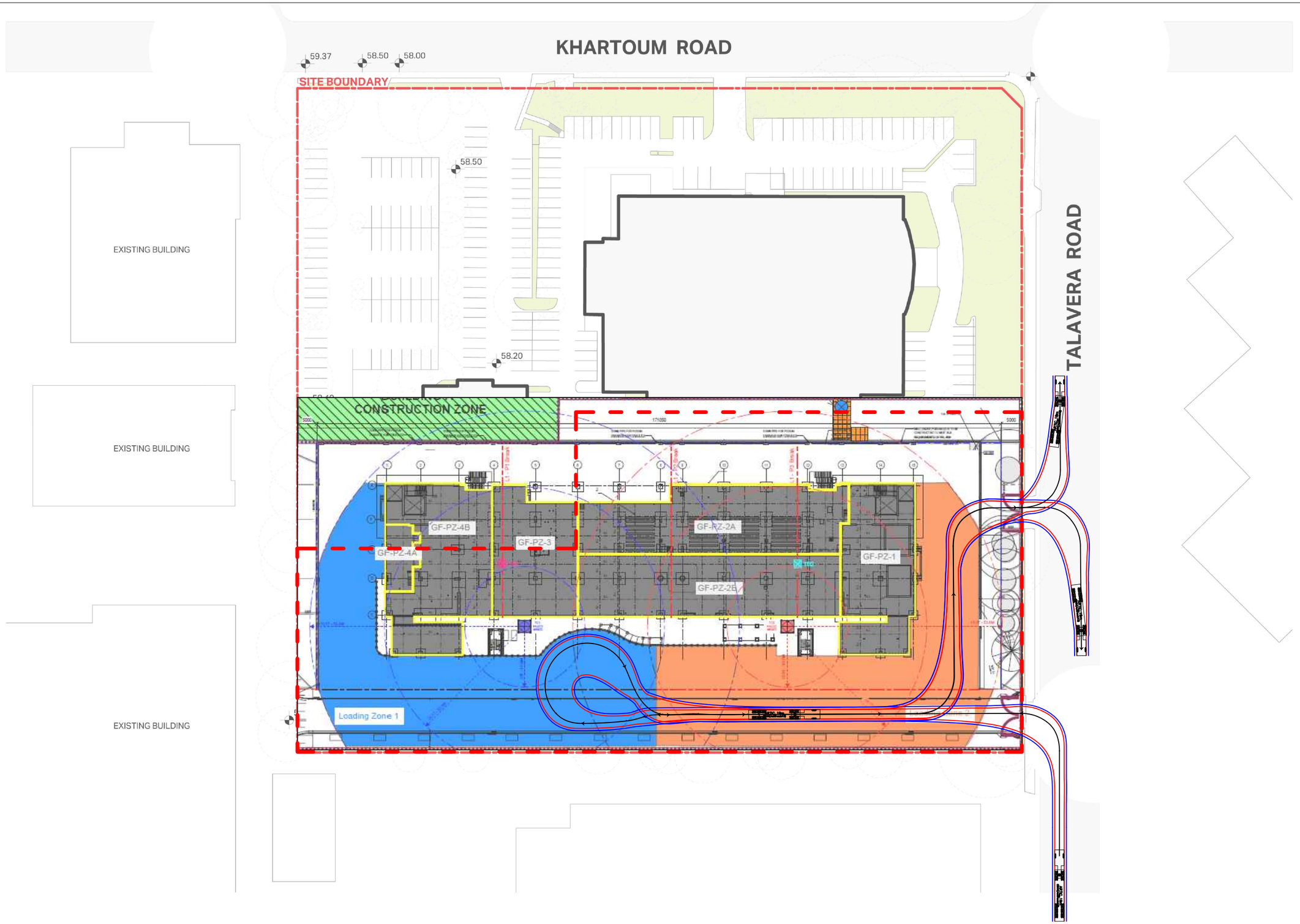
Swept Path of Vehicle Body
Swept Path of Clearance to Vehicle Body

# 12.5m LARGE RIGID VEHICLE SWEPT PATHS

DRAWN BY CBRK Pty Ltd_mc Ref: 11925 27.09.2021

**A2**




**NOTE:**
SKETCH PLAN ONLY. PROPERTY BOUNDARIES, UTILITIES, KERBLINES & DIMENSIONS ARE SUBJECT TO SURVEY AND FINAL DESIGN. TRAFFIC MEASURES PROPOSED IN THIS PLAN ARE CONCEPT ONLY AND ARE SUBJECT TO FINAL DESIGN BY CIVIL ENGINEERS.

Swept Path of Vehicle Body
Swept Path of Clearance to Vehicle Body

# 19.0m ARTICULATED VEHICLE SWEPT PATHS

DRAWN BY CBRK Pty Ltd_mc Ref: 11925 27.09.2021

**A3**

# APPENDIX B

# HEAVY VEHICLE DRIVER CODE OF CONDUCT

# Heavy Vehicle Driver Code of Conduct

| Project Name | M_Park Building B | Date | 24 September 2021 |
|---|---|---|---|

**Subject / Training – Issues Raised**

## 1. General Requirements

All Heavy vehicle drivers performing works associated with the M_Park Building B project must:

i. Have undertaken a delivery driver site induction
ii. Hold a valid driver's licence for the class of vehicle that they operate;
iii. Operate the vehicle in a safe manner within and external to the site;
iv. Comply with the direction of authorised site personnel when within the site;

## 2. Heavy Vehicle Speed

Increased speed means not only an increased risk of crashing but also increased severity if an accident occurs. A study undertaken for the Australian Transport Safety Bureau found that travelling 10 km/h faster than the average traffic speed can more than double the risk of involvement in a casualty accident (source: Roads and Maritime Services RMS).

There are two types of speeding:

i. Where a heavy vehicle travels faster than the posted speed limit; and
ii. Where a driver travels within the speed limit but because of road conditions (e.g. fog or rain) this speed is inappropriate. (Source RMS).

Drivers and truck operators are to be aware of the "Three Strikes Scheme" introduced by the Roads and Maritime Services which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, the Roads and Maritime Services will record a strike against that vehicle. If three strikes are recorded within a three year period, the Roads and Maritime Services will act to suspend the registration of that vehicle (up to three months).

More information is available from the Roads and Maritime Services website.
Vehicle speed on public roads is enforced by the NSW Police Service.
The speed limit within the site is 10 km/h which is to be strictly maintained.

All heavy vehicle drivers involved in the M_Park Building B project are to observe the posted speed limits, with speed adjusted appropriately to suit the road environment and prevailing weather conditions, to comply with the NSW Road Rules. The vehicle speed must be appropriate to ensure the safe movements of the vehicle based on the vehicle configuration.

### 3. Heavy Vehicles Driver Fatigue

Fatigue is one of the biggest causes of accidents for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Reform was therefore developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007.

The heavy vehicle driver fatigue law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne GVM (however there are Ministerial Exemption Notices that can apply).

Under the law, industry has the choice of operating under three fatigue management schemes:

i) Standard Hours of Operation
ii) Basic Fatigue Management (BFM)
iii) Advanced Fatigue Management (AFM)

All heavy vehicle drivers involved in the M_Park Building B project are to be aware of their adopted fatigue management scheme and operate within its requirements.

### 4. Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at night when residents are especially sensitive to noise.

In some instances, compression braking is required for safety reasons however when passing through or adjacent to residential areas or isolated farmsteads a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking.

All heavy vehicle drivers involved in the M_Park Building B project are to ensure brakes are applied so as not to create excessive noise that could disturb local residents where possible.

### 5. Heavy Vehicle Noise

The operating hours for transportation of materials off-site are:
Monday – Friday (except Public Holidays) 7:00 am to 6:00 pm
Saturdays 8:00 am to 1:00 pm
Sundays and Public Holidays No activities

The following activities may be carried out on the site outside these hours of operation;

i) delivery or dispatch of materials as requested by Police or other authorities; and
ii) Emergency work to avoid the loss of lives, property and/or to prevent environmental harm.

## 6. Load Covering

Loose material on the road surface has the potential to cause road crashes and vehicle damage.
All trucks arriving at or departing from the M_Park Building B project whether loaded with material or not are required to have an effective cover their load for the duration of the trip. The load cover may be removed upon arrival at the delivery site.
All care is to be taken to ensure that all loose debris from the vehicle body and wheels is removed prior to leaving the site.
Drivers must ensure that following tipping that the tailgate is locked before leaving the site.

## 7. Vehicle Departure and Arrival

Heavy Vehicles travelling in close proximity on single lane public roads can be of concern to light vehicle drivers as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the site should be separated by a minimum two minute interval.

## 8. Breakdowns and Incidents

In the case of a breakdown the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to the RMS TMC (Transport Management Centre) on 131700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.
To ensure that traffic impacts are minimised in the event of an incident, rapid response from the haulage company is required. In order to ensure rapid response to incidents drivers must contact the RMS TMC on 131700, their direct manager as soon as the stranded vehicle and load is safely secured.
If there is a product spill while loading/unloading or en-route the driver must:

i. Immediately warn persons in the area who may be at risk;
ii. Inform supervisor and the Man Contractor Site Manager so that emergency services can be contacted and a clean-up initiated;
iii. All spills must be adequately cleaned up and waste disposed of in an acceptable and environmental manner;
iv. Put out warning triangles where it is safe to do so;
v. Contact the NSW Police Service.

## 9. Contact Numbers

i. Hutchinson Builders Site Manager – Daniel Dundovic 0409 641 352
ii. RMS Transport Management Centre - 131700
iii. Ryde City Council - (02) 9952 8222
iv. NSW Police Service – Emergency’s 000 Non-Emergency’s 131 444
v. Driver employee shift supervisor - (To be supplied by driver if separate company)

# APPENDIX C

## TRAFFIC CONTROL WORK CARD
## (Card No. TCT 0069143SEQ01)

NSW GOVERNMENT | SafeWork NSW

Locked Bag 2906, Lisarow NSW 2252
Customer Experience 13 10 50
ABN 81 913 830 179 | www.safework.nsw.gov.au

Dear Stan Kafes,

This serves to verify that Stan Kafes (DOB 2/08/1960) is a current cardholder of the Traffic Control Work Card No TCT0069143SEQ01.

This confirmation is valid for sixty days (60) from 8/10/2021 and should be accepted together with photo identification from the Cardholder.

For further information or if you have any questions, please call our Customer Service Centre on 13 10 50 or email licensing@safework.nsw.gov.au

Customer Experience
**SafeWork NSW**
92-100 Donnison Street, Gosford NSW 2250
phone: 13 10 50
email: licensing@safework.nsw.gov.au