



Construction Traffic Management Plan

API Distribution Centre,
Hollinsworth Road



Traffic Engineering

Transport Planning

Data Analysis

Consulting Services



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Revision History

Issue	Date	Comments	
Draft	19/11/2020	For internal review.	
v1	25/01/2021	For approval/implementation	
Prepared by:		Michael Palamara	<i>Michael Palamara</i>
Reviewed by:		Michael Palamara (PWZTMP: 0051679687)	<i>Michael Palamara</i>

Table 1: Revision History

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References

- AS1742.3:2019 – Traffic Control for Works on Roads
- AustRoads – Guide to Traffic Management Set
- AustRoads – Guide to Temporary Traffic Management 2019
- TfNSW – Traffic Control at Work Sites Manual Issue 6.0
- RMS – Supplement to Australian Standard 1742: Manual of Uniform Traffic Control Devices
Part 1-15

1 Introduction

1.1 Authorisation

This Construction Traffic Management Plan (CTMP) is to be authorised by the Planning Secretary with the most recent version to be implemented as per the SSD-10477 Conditions of Consent B1 & B2. A copy of the most recent CTMP is to remain onsite at all times.

All project personnel are to ensure that their work activities covered by this document and those of Project Consultants, Contractors and Suppliers are carried out in accordance with the requirements of this CTMP. It is the responsibility of the Project Manager to obtain appropriate approvals required for the implementation of this CTMP.

1.2 Development

This document has been developed by Headway Traffic and Transport on behalf of Richard Crookes Construction Pty Ltd (RCC) to satisfy the requirements of the Development Consent SSD-10477 for the development of the API Distribution Centre, Hollinsworth Road.

1.3 Consultation

Documentation will be submitted to Blacktown Council to review this CTMP prior to submission for approval. This email correspondence can be found in Appendix A: Email Correspondence.

1.4 Scope of CTMP

This document identifies the current road conditions, impacts of the associated works, existing and future construction within the area and where necessary provides appropriate traffic management techniques for the safe management of vehicles and personnel accessing the site. This document;

- does not detail the implementation, monitoring, auditing or removal of the traffic control devices, and
- does not substitute the requirement of government or third-party approvals.

Other documents relating specifically to the works may be referenced within this CTMP. These documents are held and managed by RCC. RCC's Project Manager is responsible for maintaining, updating, and issuing any revisions of these documents as required.

1.5 Specific Conditions Addressed

Specific conditions to be addressed as per the Development Consent SSD 8606 are identified below with corresponding location within this document.

Condition	Comments & Link to Specific Location
B1. (a) be prepared by a suitably qualified and experienced person(s)	Table 1: Revision History.
B1. (b) be prepared in consultation with Council	1.3: Consultation
B1. (c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction;	4: Construction Traffic Management 4.1: Impact to Existing Network
B1. (d) detail heavy vehicle routes, access and parking arrangements	4.4 Vehicle Access & Parking
B1. (e) Include 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 truck drivers use specified routes;	Appendix C: Driver Code of Conduct i. 4: Construction Traffic Management ii. 4.1: Impact to Existing Network iii. 4.4 Vehicle Access & Parking iv. 4.4 Vehicle Access & Parking
B1. (f) include a program to monitor the effectiveness of these measures; and	Appendix B: Effectiveness of CTMP Measures
B1. (g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	5.2: Community Notification
B2. (a) not commence construction until the Construction Traffic Management Plan required by condition B1 is approved by the Planning Secretary; and	1.1: Authorisation
B2. (b) Implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of construction.	1.1: Authorisation

Table 2: Conditions

1.6 Feedback Received

Refer to Appendix A: Email Correspondence. If modifications are required to the CTMP, the comments and links to the modified sections will be provided here.

2 Project Details

2.1 Background

The development of the API Distribution Centre involves the construction of a 35,964m² facility. This includes a 15,194 m² warehouse, 717m² administration and ancillary office, 4,213m² landscaped area serviced by 77 car spaces. It is anticipated that the project will be completed within 29 weeks.

The site is currently level with minor site works required for the site establishment. The bulk of the construction activities are associated with the construction and fit out of the development.

2.1.1 Location

Location of site is shown below. Site is currently under construction and updates have not reflected in Google Maps.

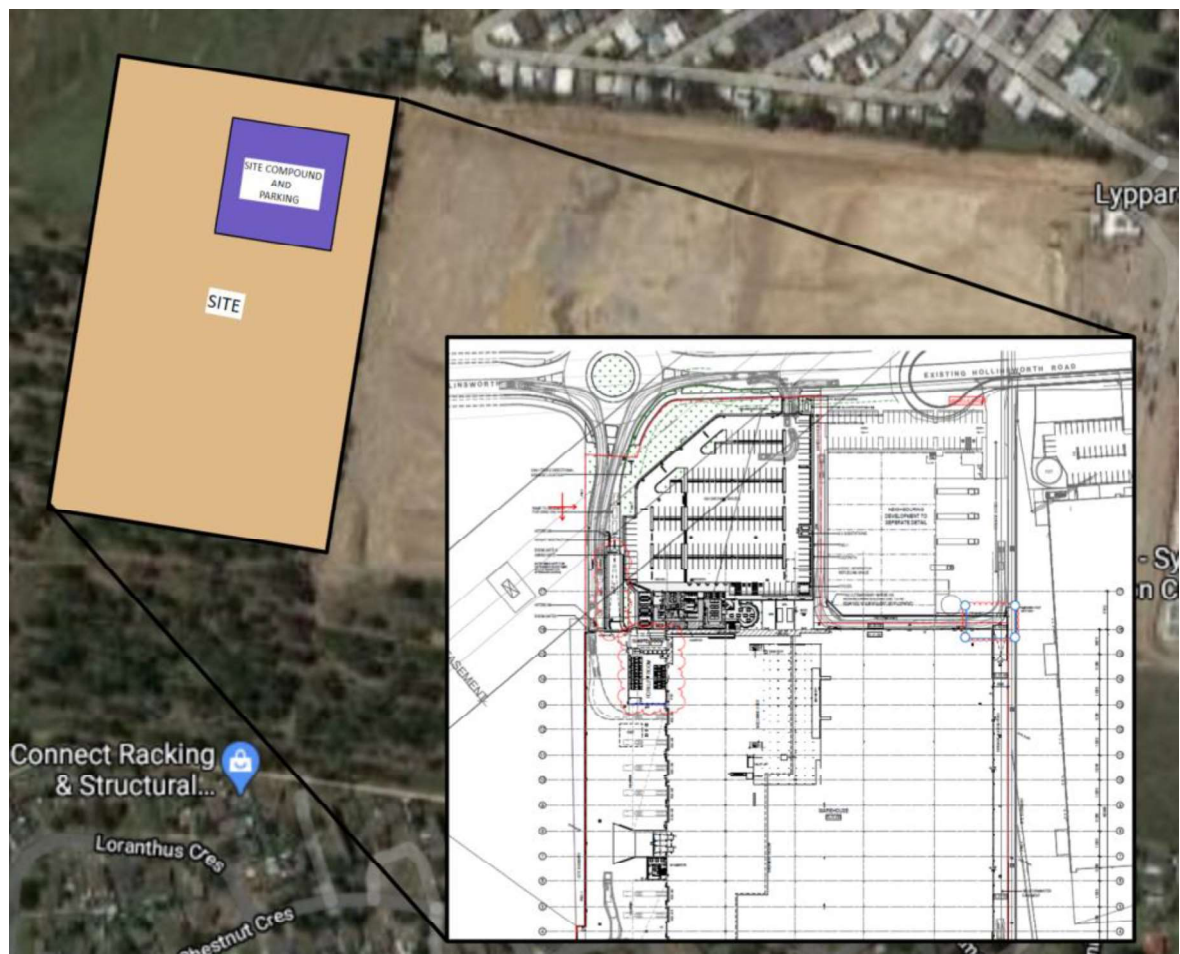


Figure 1: Site Location - Source: PACE Architects and Google Maps

2.2 Project Timeframe

2.2.1 Proposed Schedule

The development is expected to commence once all documentation is finalised. For reference of the project duration, an expected timeline in weeks is shown below. Note that the stages of works overlap. For further details refer to CEMP.

Phase	Timeline Weeks
*Stage 1A: Earthworks and Ingrounds	9 weeks
*Stage 1B: Structure	12 weeks
*Stage 2: Balance of Works	19 weeks
Total timeframe	29 weeks

Table 3: Proposed Schedule

2.2.2 Approved Working Hours

All work is scheduled to occur during the approved working hours as per the Development Consent Condition B16. These are listed below for reference.

Days of the Week	Approved Working Hours	Hours of vehicle movements
Monday – Friday	7am – 6pm	Vehicle movements are not expected to operate within the vicinity of the site until approved working hours
Saturday	8am – 1pm	
Sunday and Public Holidays	No work permitted	

Table 4: Council Approved Working Hours

Construction activities occurring outside of the above listed hours must do so in accordance with Condition B17.

2.3 Project Contacts

Name	Position	Office No.	Mobile No.
Ben Kilby	Senior Project Manager	(02) 9902 4700	0409 684 119
Shek Yuen	Site Engineer	(02) 9902 4700	0418 735 657

Table 5: Project Contacts

3 Existing Traffic Network

3.1 Hollinsworth Road

Hollinsworth Road is a two-lane two-way road with parking available on the verge on both sides. Hollinsworth Road has been designed to facilitate vehicle movements up to B-Doubles. Access from all approaches into Hollinsworth Road is via the signalised intersection of Richmond Road and Hollinsworth Road.

Hollinsworth Road has recently been extended and is planned for further extension. These works are separate to the API Distribution Centre development which is covered by this CTMP.

3.1.1 Parking

Unrestricted on street parking is freely available within the precinct along the property boundaries of vacant or completed developments. On-street parking is not frequently used.

3.1.2 Cyclists

There are no signposted cycling routes. Upon entry into the precinct, shared footpath facilities have started being constructed. However, these end shortly into the precinct and are not yet suitable to be used. No other cycling facilities exist within the precinct.

3.1.3 Public Transport

The nearest public bus services (Service No. 742 & 757) operate to the current cul-de-sac of Hollinsworth Road (Main Street, retirement village private road) to service the retirement village.

4 Construction Traffic Management

All efforts have been made in the development project schedule to reduce the impact of the construction vehicles on the existing road network.

The sites proximity to the Richmond Road provides access for vehicles to quickly disperse into the state road network. The nature of the commercial/industrial area of the Marsden Park Precinct facilitates easy access for large vehicles.

With recent development/completion neighbouring lots, the impact of construction vehicles will not have any noticeable impact to the local or state road network.

There will be minimal impact to other sites during construction.

4.1 Impact to Existing Network

4.1.1 Pedestrian Network

There is minimal demand by pedestrians between sites and there is no expected impact to, or conflict with pedestrians as part of the construction.

4.1.2 Cyclists

It is not expected that there will be any significant impact to cyclists as there are no off-street or on-street cycling facilities. Access to the site will be dedicated vehicle access points that are currently in place.

As vehicle access will be restricted to a dedicated entrance/exit, any cyclists on Hollinsworth Road will be treated as a road user subject to the New South Wales Road Rules.

4.1.3 Public Transport

While public transport services Hollinsworth Road, there will be no impact to bus stops. There will only be interaction between construction vehicles and buses in the normal road environment. This interaction will be minimal and have negligible impact. As the bus services operates within the sites vicinity, it is practical for workers to use this service. As such, workers will be encouraged to use public transport where possible.

4.1.4 Emergency Vehicles

There will be no impact to emergency vehicles on the existing road network. If an incident occurs within the site, measures taken are outlined in the Emergency Management Plan: Orrcon Marsden Park 1174 – 31 July 2019 (not found within the CTMP).

4.1.5 Oversized or Special Loads

There has been no identified need for the movement of oversized or special loads. If required these movements will be appropriately managed with approval from the necessary authorities.

4.1.6 Vehicle Generation

The table below shows the maximum vehicle movements during the peak of each project phase.

Project Phase	Range of Vehicles	Max Vehicle Movement	Hours	Largest Vehicle	Duration of Phase
Stage 1A: Earthworks and Ingrounds	Light Commercial Vehicle (LCV) & Truck & Dog (TD)	LCV - 10/hr TD - 5/hr	7am-9am 4pm-6pm	TD	9 weeks
		TD - 21/day	7am-6pm		
Stage 1B: Structure	LCV, Rigid Vehicle (RV) & TD	LCV - 5/hr RV - 3/hr TD - 2/hr	7am-9am 4pm-6pm	TD	12 weeks
		TD - 21/day	7am-6pm		
Stage 2: Balance of Works	LCV & RV	LCV - 5/hr RV - 1/hr	7am-9am 4pm-6pm	RV	19 weeks
		RV - 5/day	7am-6pm		
Note: 1) The longest vehicle used will be truck and dog heavy vehicle 2) LCV movements are only expected at beginning and end of day					

Table 6: Vehicle Generation

4.2 Permits and Road Management Authority

No permits have been identified as being necessary as part of this development. If permits are identified as being required, appropriate documentation is to be completed with approval obtained prior to commencement of the associated works.

4.3 Road Cleaning

A street sweeper will be organised on a needs basis to clean any soil from Hollinsworth Road.

4.4 Vehicle Access & Parking

All vehicles will be required to use the following access route to minimise disruption and noise in the established areas. There are no turn restrictions for vehicle entering Hollinsworth Road via Richmond Road.

Access: Richmond Road → Hollinsworth Road → into site

Egress: Site → Hollinsworth Road → Richmond Road

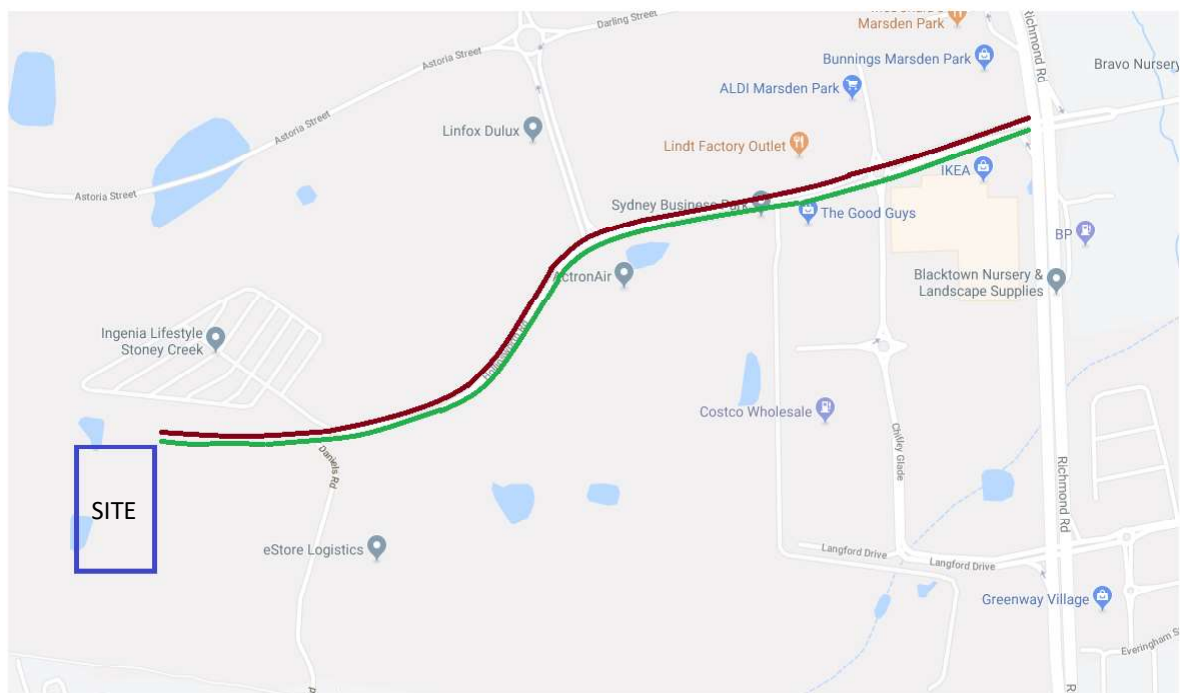


Figure 2: Vehicle Access Route - Source: www.maps.google.com.au

4.5 Workers on Foot

There is no formed footpath within the industrial estate, any workers who walk to site will be advised to use caution when walking to site and to not walk on the roadway.

Internal pedestrian movements are managed by RCC based on project progress.

5 Traffic Management

5.1.1 Authorised Traffic Controllers

Traffic control has not been deemed necessary on a continual basis for this project as vehicles have adequate access to the site and low pedestrian numbers experienced adjacent to the site. In instances where traffic controllers are required for a specific basis, the project manager will obtain a Traffic Control Plan (TCP) and apply for any appropriate permits to occupy the roadway.

5.1.2 Queuing

No vehicles will queue on public roads. Adequate space is available within the site. The arrival times of heavy vehicles have been considered when developing the project plan to minimise vehicle movements and remove the necessity for vehicles to wait within the site unnecessarily. The measures will be monitored as per Appendix B: Effectiveness of CTMP Measures.

5.2 Community Notification

At this stage there is no anticipated traffic related impacts to the community (namely, Ingenia Lifestyle Stoney Creek retirement village). If there is to be any change in relation to traffic related impacts to the community, the Project Manager will prepare an information sheet/letter to affected residents with the following minimum amount of information;

- Description and extent of impact
- Provide a minimum of 2 weeks notice
- Provide a contact number for affected residents to be able to obtain further information
- Provide a site contact number

Note that before any traffic changes occur, approval from the relevant authorities must be obtained.

Appendix A: Email Correspondence

Email correspondence to be added once received.

Appendix C: Driver Code of Conduct

**Conditions of Entry to Site for Construction Works on the API Distribution Centre
Hollinsworth Road project.**

(Refer to Site Overview Plan shown on Page 3)

1. The delivery and pick ups entry point is from the main entry off the Hollinsworth Road. The entrance is identified by traffic control signage as shown in the site overview plan. All vehicles must enter site via the entry gate before stopping at the designated delivery area.
2. **Under no circumstance are vehicles to stop, park, load/unload on Hollinsworth Road.**
3. All vehicles must minimise noise (such as compression braking) on Hollinsworth Road, particularly adjacent to the site and within the vicinity of the retirement village.
4. Drivers to stop at designated delivery area and sign in on register in the site compound. Drivers are to organize to meet Subcontractor before driving on to site.
5. You must wear a Hard Hat, Hi visibility vest and steel cap boots at all times when on site.
6. Follow site 10km speed limit and watch out for any plant and pedestrian movements. Before commencing unloading/ loading, check your immediate surroundings for danger. Do not put yourself or others at risk with your activities.
7. Drivers must stay in the vicinity of his/her vehicle whilst unloading, if you are accompanied by others who have no need to be involved in the work activity, they are to stay in the vehicle at all times.
8. If you need to go elsewhere such as the toilet or lunch rooms etc., you must ensure that your vehicle is in a safe condition to be left unattended, i.e. the engine is shut down, park brake is on and the keys are removed from the ignition.
9. In the event of an emergency an ALARM will sound. When you hear the alarm, go directly to the evacuation assembly area. Do not attempt to remove your vehicle from site as this may interfere with the orderly evacuation of personnel. When it is safe to do so, RCC personnel will release you to remove your vehicle.
10. All vehicles leaving site must have their loads covered and must not track dirt/mud on to Hollinsworth Road.
11. Site vehicles to Enter and Exit site in a forward facing direction only via the signposted Entry and Exit gates – Turning circle in place to eliminate reversing alarm noise generated by vehicles.

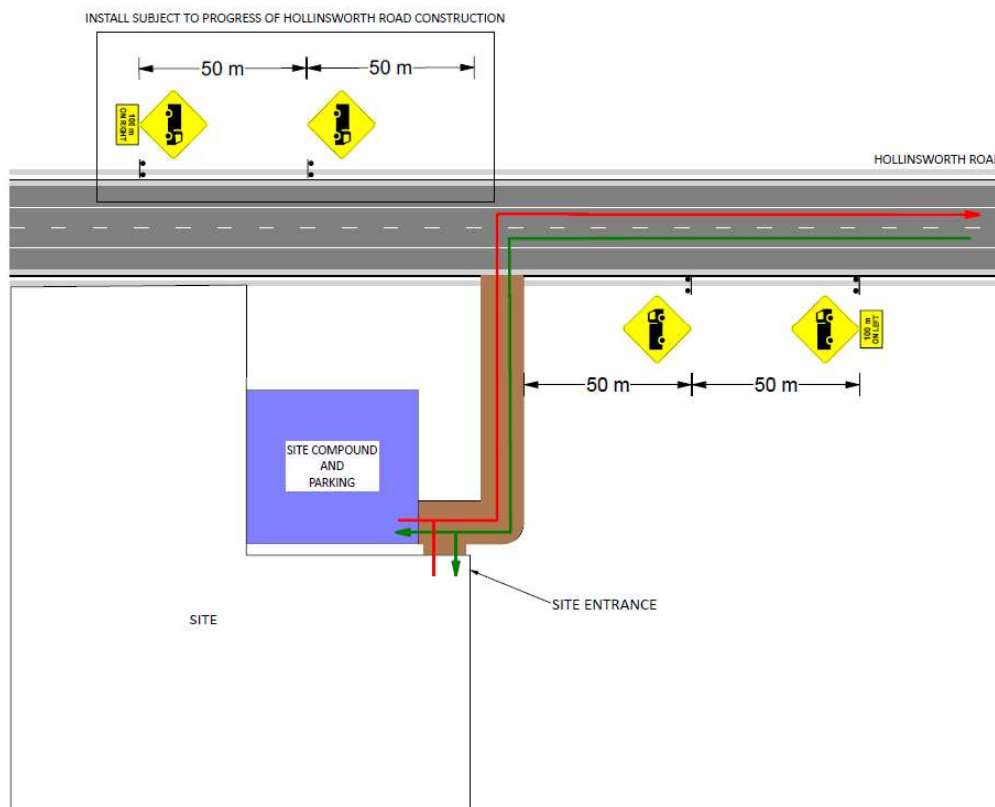
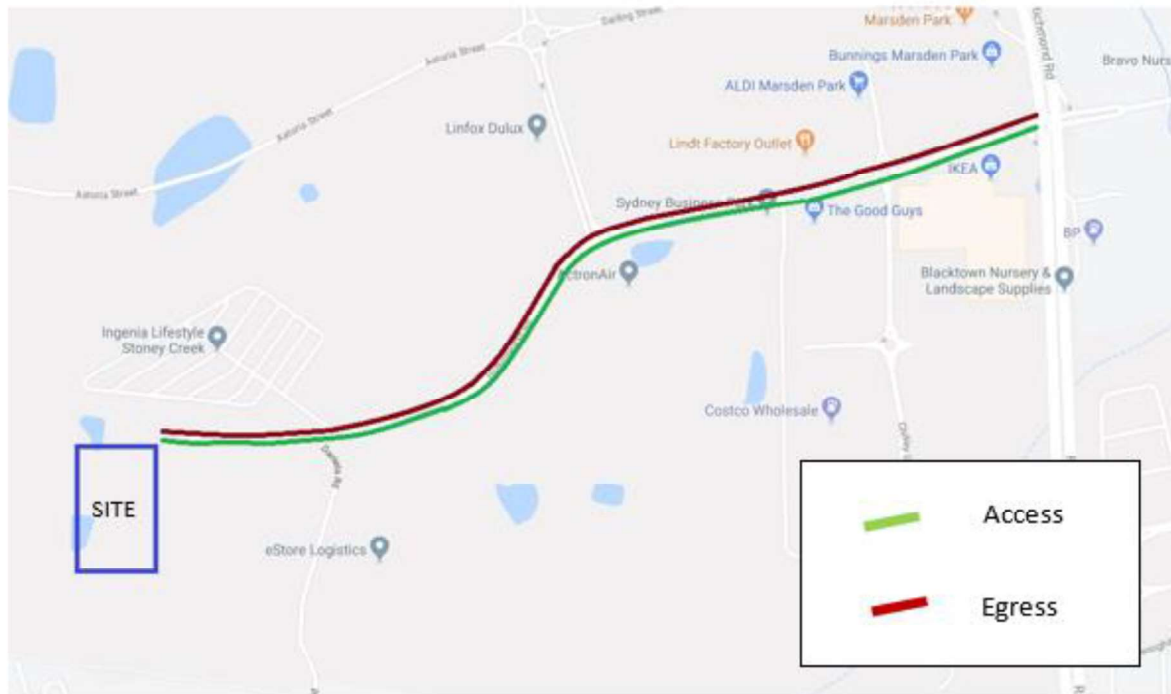
RICHARD CROOKES
CONSTRUCTIONS

- Page 2 of 3

API Distribution Centre, Hollinsworth Road Driver Code of Conduct

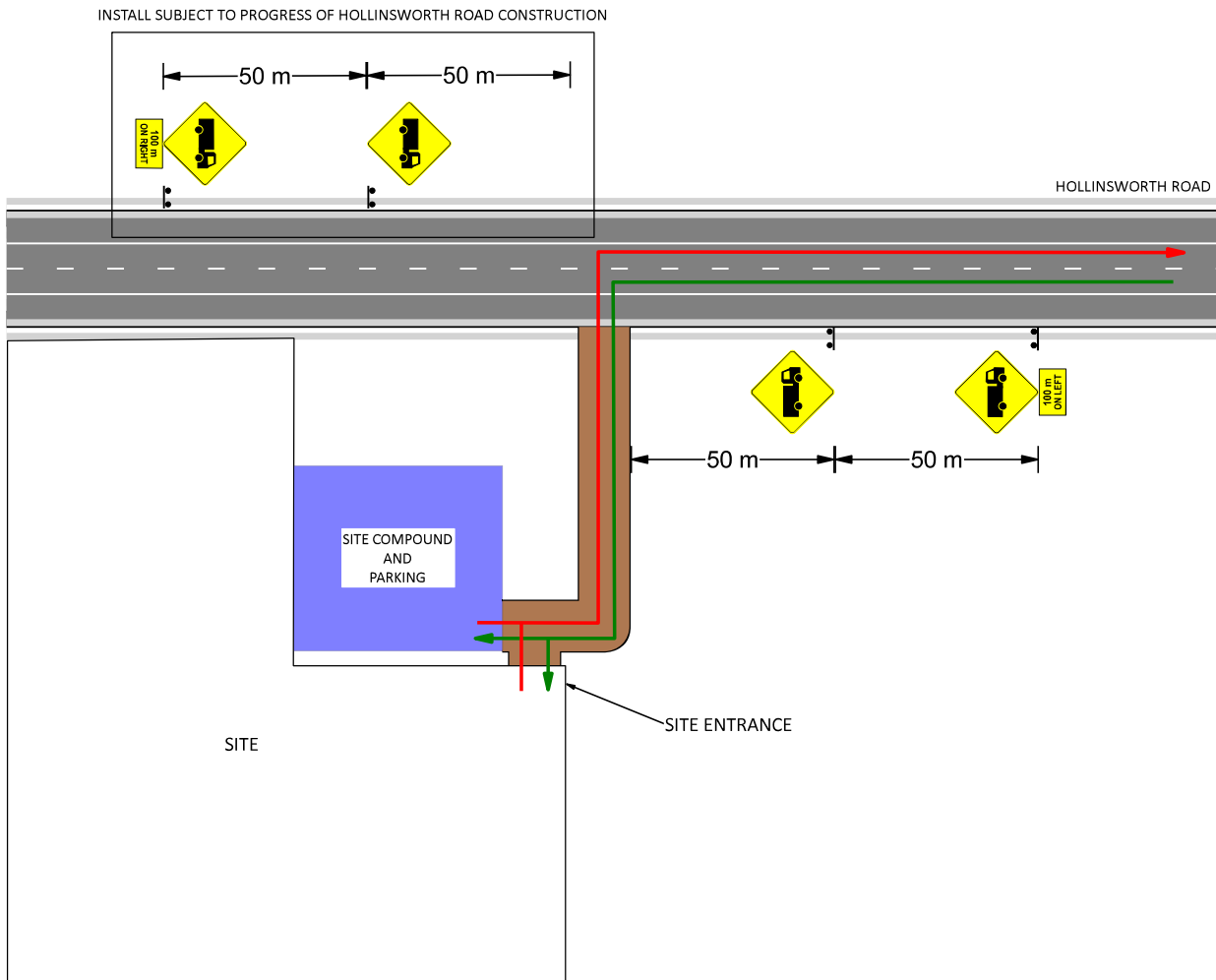
Access: Richmond Road → Hollinsworth Road → into site

Egress: Site → Hollinsworth Road → Richmond Road

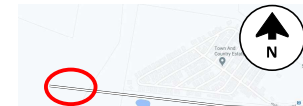


Appendix D: Traffic Control Plans

Manifest
4 x W5-22 TRUCKS
1 x W8-207 (L)
1 x W8-207 (R)



- SUPPLEMENTARY NOTES:
- SIGNAGE TO BE INSTALLED PERMANENTLY FOR DURATION OF WORKS. SIGNS ARE TO BE INSTALLED AS PER ROADS AND MARITIME SERVICES (RMS) GUIDELINES.
 - TCP SET-UP MUST BE INSPECTED REGULARLY TO ENSURE ALL SIGNS UNDAMAGED AND CLEARLY VISIBLE.
 - ANY DAMAGED OR MISSING TRAFFIC CONTROL DEVICES MUST BE REPLACED IMMEDIATELY.
 - SIGNS MUST BE SUITABLE FOR DAY AND NIGHT USE.
 - A SUITABLY QUALIFIED SIGNAGE INSTALLER MUST BE USED WITH APPROPRIATE SAFEWORK NSW QUALIFICATION.
 - SIGNS ARE TO BE A MINIMUM SIZE OF 'B' SIZE.

DRAWN: MICHAEL PALAMARA		PWZTMP No: 0051679687	LOCATION:  MAP SOURCE: MAPS.GOOGLE.COM	RICHARD CROOKES CONSTRUCTIONS HEADWAY® Traffic & Transport WEB: WWW.HEADWAYTT.COM EMAIL: INFO@HEADWAYTT.COM CONTACT: 1300 187 622
SCALE: NOT TO SCALE		DATE DRAWN: 18/11/2020		
A4	PROJECT No: RCC-2007	DRAWING No: RCC-2007-TCP-001		
	PROJECT NAME: RCC API DISTRIBUTION CENTRE			
NOTE: - THIS TCP HAS BEEN DEVELOPED IN ACCORDANCE WITH AS1742.3 AND TfNSW TCAWS. - THIS TCP DOES NOT SUBSTITUTE THE REQUIREMENT OF GOVERNMENT OR THRID PARTY PERMITS AND APPROVALS. - PRIOR TO IMPLEMENTATION, THE SITE SHOULD BE VERIFIED BY THE TRAFFIC CONTROLLER TO ENSURE THAT THE TCP IS SUITABLE FOR THE WORKS BEING COMPLETED. - HEADWAY TRAFFIC & TRANSPORT ACCEPTS NO RESPONSIBILITY FOR THE WORK OF OTHERS - THIS DOCUMENT MUST NOT BE COPIED, REPRODUCED OR EDITED WITHOUT EXPRESS PERMISSION FROM HEADWAY TRAFFIC & TRANSPORT.				