



Construction Traffic Management Plan

Sydney Business Park, Marsden Park

Stage 3, Earthworks



Traffic Engineering

Transport Planning

Data Analysis

Consulting Services



Headway Traffic and Transport Pty Ltd

ABN: 86 617 026 178

45 Evans Street Balmain NSW 2041

PO Box 3618 Wareemba NSW 2046

1300 187 622

www.headwaytt.com

info@headwaytt.com

Revision History

Issue	Date	Comments	
Draft	05/02/2021	For internal review.	
v1	08/02/2021	Issued for approval	
Prepared by:		Matthew Thompson	<i>Matthew Thompson</i>
Reviewed by:		Michael Palamara (PWZTMP: 0051679687)	<i>Michael Palamara</i>

Table 1: Revision History

This document is not to be changed by anyone other than a representative of Headway Traffic and Transport Pty Ltd. Headway Traffic and Transport Pty Ltd does not accept any liability where this document is used outside of its intended purpose or where changes have been made without the consent of Headway Traffic and Transport Pty Ltd.

Headway Traffic and Transport Pty Ltd does not accept any liability where assumptions have been made within this document. Assumptions will be clearly identified.

Headway Traffic and Transport excludes implied warranties and conditions, to the extent legally permissible.

[HTTPS://HEADWAYTRAFFICANDTRANSPORT.SHAREPOINT.COM/SITES/PROJECTS/SHARED DOCUMENTS/1. PROJECTS/SBP 2101 - BEW STAGE 3, SYDNEY BUSINESS PARK/2. DELIVERABLES/1. CURRENT/SBP-2101 CTMP - SYDNEY BUSINESS PARK MARSDEN PARK STAGE 3 EARTHWORKS - V1.DOCX](https://headwaytrafficandtransport.sharepoint.com/sites/projects/shared%20documents/1.%20PROJECTS/SBP%202101%20-%20BEW%20STAGE%203,%20SYDNEY%20BUSINESS%20PARK/2.%20DELIVERABLES/1.%20CURRENT/SBP-2101%20CTMP%20-%20SYDNEY%20BUSINESS%20PARK%20MARSDEN%20PARK%20STAGE%203%20EARTHWORKS%20-%20V1.DOCX)

8/02/2021 4:12 PM

Contents

1	Introduction	3
1.1	Authorisation.....	3
1.2	Development.....	3
1.3	Consultation	3
1.4	Scope of CTMP	3
1.5	Specific Conditions Addressed	4
1.6	Feedback Received	5
2	Project Details.....	6
2.1	Background	6
2.2	Project Timeframe	7
2.3	Project Contacts.....	7
3	Existing Traffic Network	8
3.1	Astoria Street	8
4	Construction Traffic Management	9
4.1	Impact to Existing Network	9
4.2	Permits and Road Management Authority.....	11
4.3	Road Cleaning	11
4.4	Vehicle Access & Parking.....	11
4.5	Workers on Foot	11
5	Traffic Management.....	12
5.2	Community Notification	12
Appendix A:	Email Correspondence	13
Appendix B:	Effectiveness of CTMP Measures	14
Appendix C:	Driver Code of Conduct.....	15

List of Figures

Figure 1: Site Location - Source: Nearmap	6
Figure 2: Vehicle Access Route - Source: Nearmap.....	11

List of Tables

Table 1: Revision History.....	1
Table 2: Conditions	5
Table 3: Proposed Schedule	7
Table 4: Council Approved Working Hours.....	7
Table 5: Project Contacts	7
Table 6: Vehicle Generation	10

References

Australian Standard 1742.3:2019 – Traffic Control for Works on Roads

AustRoads – Guide to Traffic Management Set

AustRoads – Guide to Temporary Traffic Management 2019

Transport for New South Wales – Supplement to Australian Standard 1742: Manual of Uniform Traffic Control Devices Part 1-15

Transport for New South Wales – Traffic Control at Work Sites Manual Issue 6.0

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 and B6. 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 Sydney Business Park (SBP) to satisfy the requirements of the Development Consent SSD-10477 for the development of Sydney Business Park, Marsden Park, Stage 3 Bulk Earthworks.

1.3 Consultation

Documentation will be emailed to Blacktown Council to review this CTMP prior to submission for approval by Department of Planning and Environment (DPIE). 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 SBP. SBP’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 10477 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	0 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

<p>B6. Notwithstanding the requirements specified in condition B5(a) and B5(b), the Applicant may carry out early preparatory construction works (including tree clearing, earthworks, retaining walls and infrastructure provision) prior to satisfying the requirements of condition B5(a) subject to traffic movements to and from the site not exceeding the following limits:</p> <p>(a) 24 total traffic movements (12 in, 12 out) for the delivery and removal of equipment (graders, dozers, excavator, scrapers etc);</p>	<p>4.1.5 Oversized or Special Loads 4.1.6 Vehicle Generation Table 6: Vehicle Generation</p>
<p>B6. (b) 30 daily traffic movements (15 in, 15 out) for construction staff light vehicles; and</p>	<p>Table 6: Vehicle Generation</p>
<p>B6. (c) No truck movements on Richmond Road for the importation or exportation of fill materials outside of the site.</p>	<p>2.1 Background</p>

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 Stage 3 earthworks involves the cut and fill of the site for the future construction of roads, warehouses and other infrastructure. It is anticipated that the project will be completed within 12 weeks. All fill will be originate from the site with no material to leave the site. There will be no movements on Richmond Road for the importation or exportation of fill materials outside the site.

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: Nearmap

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. For further details refer to CEMP.

Phase	Timeline Weeks
Earthworks	10 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 B15. 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 B16.

2.3 Project Contacts

Name	Position	Office No.	Mobile No.
Owen Walsh	Development Director	n/a	0413 442 096

Table 5: Project Contacts

3 Existing Traffic Network

3.1 Astoria Street

Astoria Street is a two-lane two-way road with parking available on the verge on both sides. Astoria Street has been designed to facilitate vehicle movements up to B-Doubles. Access to Astoria Street is available from multiple points off Richmond Road.

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. 751 & 757) operate immediately south of Astoria Street on Harris Avenue approximately 1 km from the entrance to the site.

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 Astoria Street will be treated as a road user subject to the New South Wales Road Rules.

4.1.3 Public Transport

While public transport services within the precinct, there are no bus services on Astoria Street. Apart from minor interaction between construction vehicles and buses in the normal road environment there will be no impact to public transport as a result of the works. 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 projects Emergency Management Plan (not found within the CTMP).

4.1.5 Oversized or Special Loads

Richmond Road is approved for Oversize and Overmass vehicles (Reference: NSW Oversize Overmass Load Carrying Vehicles Network map). Oversized loads will be required for the delivery of specialised earth moving equipment and machinery. These movements will be appropriately managed by the float company with permits and approvals from the National Heavy Vehicle Regulator **NHVR** as required. There is no need for special load deliveries.

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: Delivery of Machinery	Specialised float vehicles	12 movement in	In accordance with regulatory requirements	n/a	1 week
Stage 1A: Earthworks and Ingrounds	Light Commercial Vehicle (LCV)	LCV - 15/day	In accordance with construction hours	LCV	12 weeks
Stage 1C: Removal of Machinery	Specialised float vehicles	12 movement out	In accordance with regulatory requirements	n/a	1 week
<p>Note:</p> <p>1) LCV movements are only expected at beginning and end of day.</p> <p>2) Note that the stages of works shown in weeks overlap to conform with the total expected duration of works.</p>					

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 Astoria Street.

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 vehicles accessing the site via Astoria Street.

Access: Richmond Road → Hollinsworth Road → Harris Avenue → Astoria Street → Site

Egress: Site → Astoria Street → Harris Avenue → Hollinsworth Road → Richmond Road

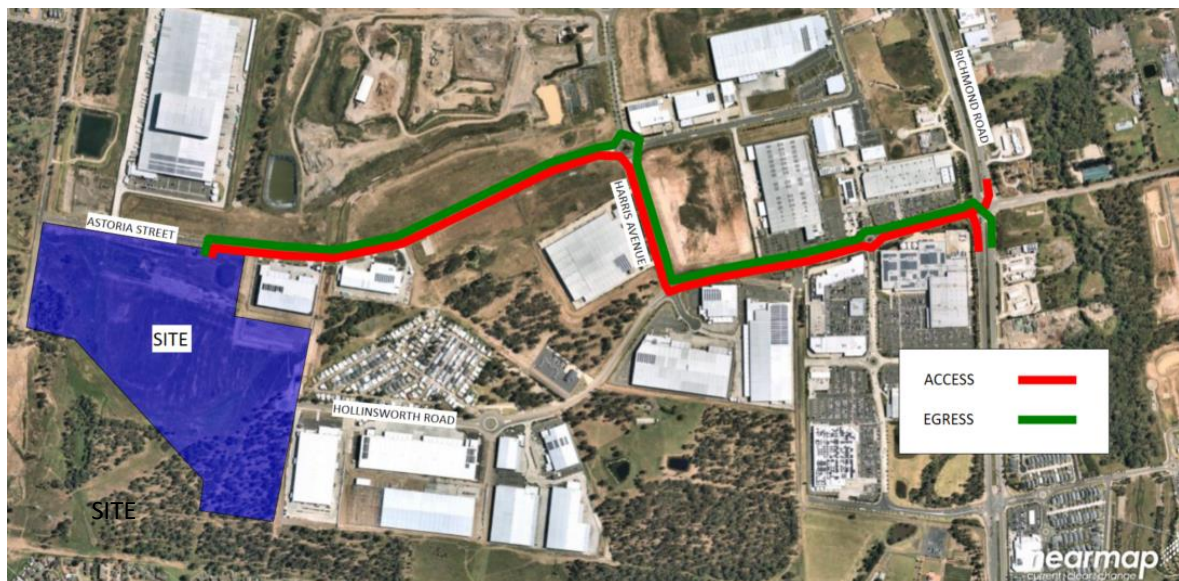


Figure 2: Vehicle Access Route - Source: Nearmap

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 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.

5.2 Community Notification

At this stage there is no anticipated traffic related impacts to the community (namely, Ingenia Lifestyle Stoney Creek retirement village) as access will be via Astoria Street. 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 B: Effectiveness of CTMP Measures

The following is to be completed monthly or upon the identification of traffic related issues.

<p>Have there been any identified traffic related issues? (i.e. conflict with pedestrians, cyclists or other road users). <i>If Yes</i>, specify issue and location.</p> <p>Can this be rectified by notifying workers during a toolbox or similar? <i>If Yes</i>, schedule for next toolbox.</p> <p>Can this be rectified by other means? <i>If Yes</i>, specify action taken.</p> <p><i>If No</i> – Contact Headway Traffic and Transport.</p>	
<p>Are vehicles queuing on Astoria Street while waiting for access into the site?</p> <p><i>If Yes</i> – Can vehicle scheduling be amended?</p> <p>If scheduling cannot be amended contact Headway Traffic and Transport. Traffic Control may be required to manage site access.</p>	
<p>Is Hollinsworth Road clean and free of soil or other construction related material?</p> <p><i>If No</i> - Order street sweeper.</p>	
<p>Completed By:</p>	<p>Date:</p>

Appendix C: Driver Code of Conduct

Sydney Business Park – Stage 3 Bulk Earthworks

Code of Conduct

Conditions of Entry to Site for Construction Works on the Project

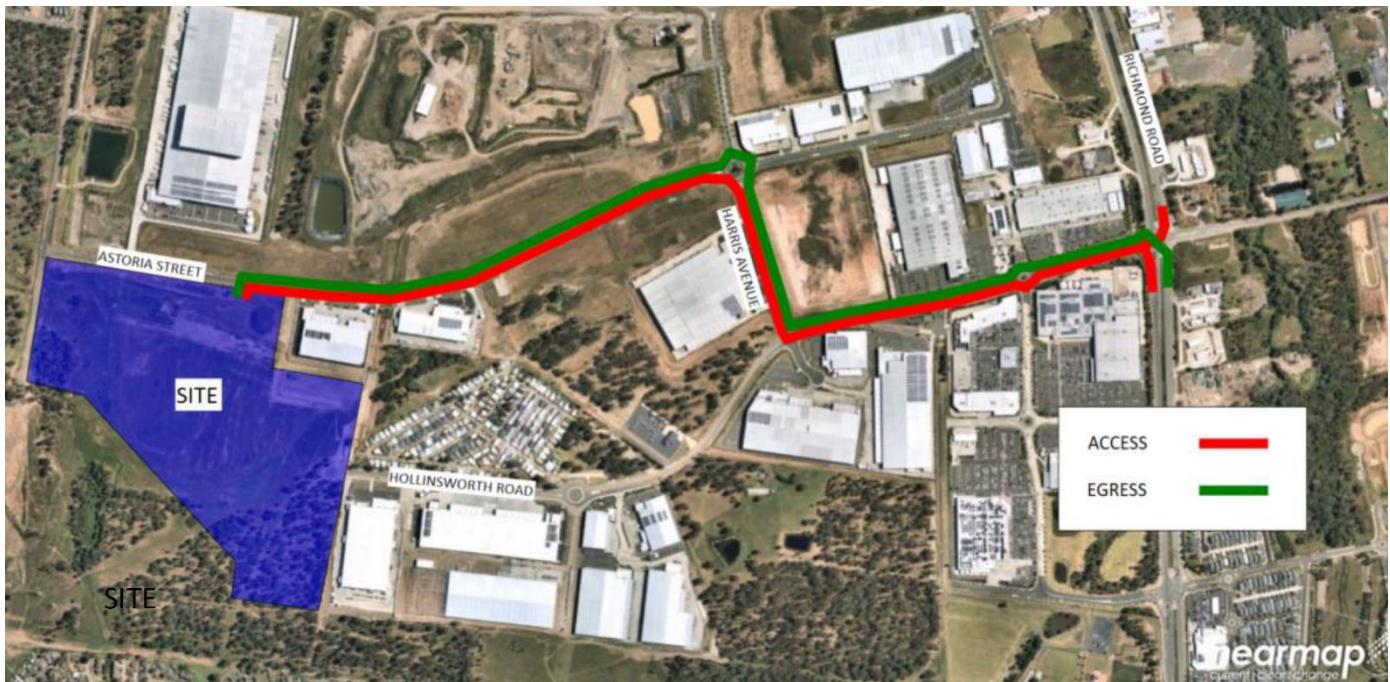
- The delivery and pick ups entry point is from the main entry off the Astoria Street. All vehicles must enter site via the entry gate before stopping at the designated delivery area.
- Under no circumstance are vehicles to stop, park, load/unload on Astoria Street.
- All vehicles must minimise noise (such as compression braking) on Astoria Street, particularly adjacent to the site and within the vicinity of the retirement village.
- 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.
- You must wear a Hard Hat, Hi visibility vest and steel cap boots at all times when on site.
- 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.
- 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.
- 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.
- 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.
- All vehicles leaving site must have their loads covered and must not track dirt/mud on to Astoria Street.
- 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.
- Site vehicles to give way to existing traffic along the Astoria Street when exiting site.
- Trucks are not to be permitted to park on hardstand overnight.
- No Truck or Vehicle Maintenance is to be undertaken or occur onsite.

Hours of Work

Access to and from site are limited by the following hours:

- Monday to Friday: 07:00 to 18:00;
- Saturday: 08:00 to 13:00; and
- Sunday and Public Holidays: Site Closed.

Access Plan



Induction

I have read the attached site induction. I fully understand its contents and agree to comply with the onsite requirements.

Name	Date	Registration	Signature