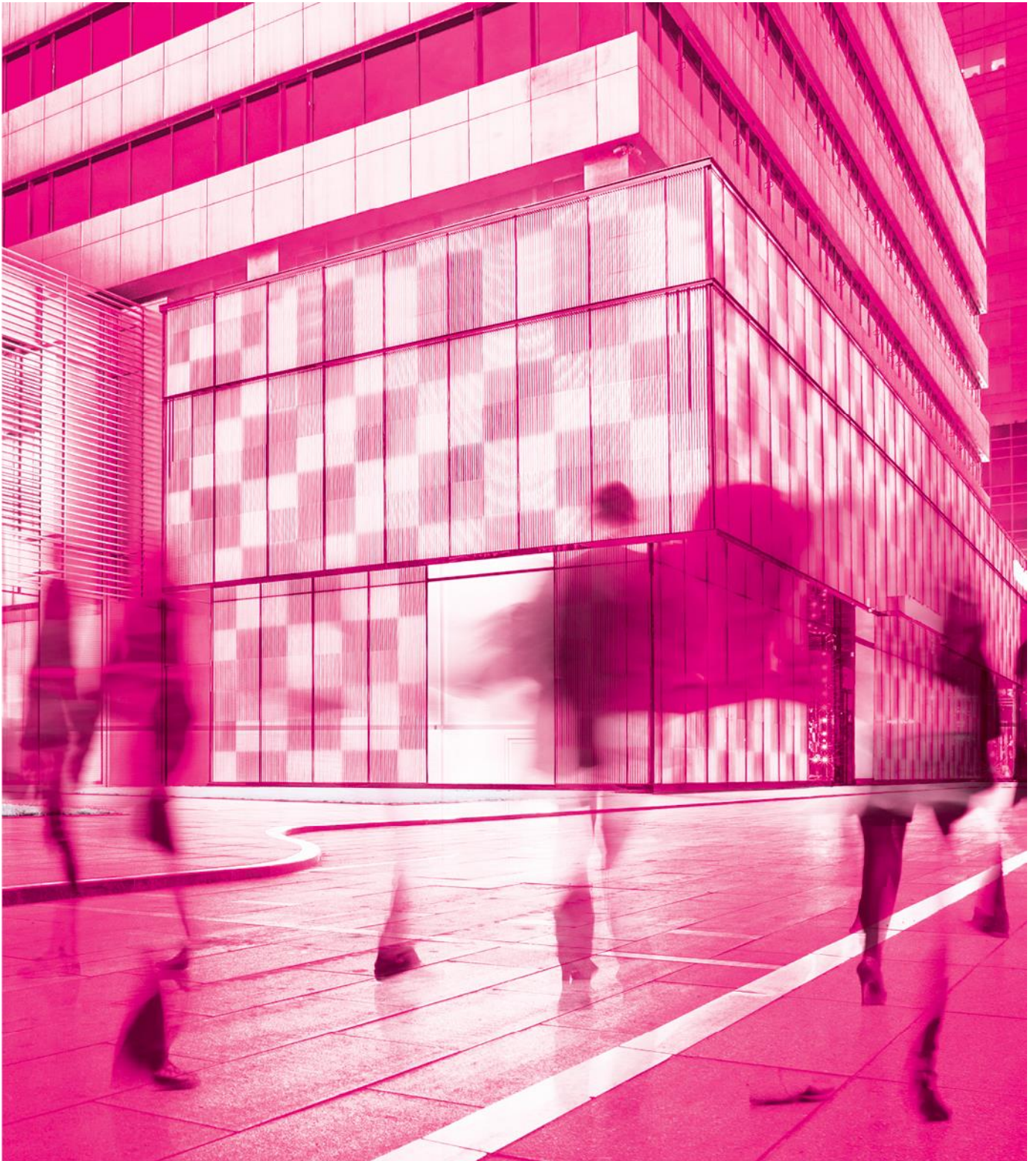




Preliminary Construction Traffic and Pedestrian Management Plan;

**Pacific Brook Christian
School, Muswellbrook**

For Pacific Brook Christian
School

30 September 2021

**parking;
traffic;
civil design;
wayfinding;
ptc.**

Document Control

Pacific Brook Christian School, Muswellbrook, Preliminary Construction Traffic and Pedestrian Management Plan

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1. Introduction

1.1 Project Description

The Pacific Group of Schools is proposing the relocation of the Pacific Brook Christian School (the School) from 96-104 Hill Street, Muswellbrook to 72-74 Maitland Street, Muswellbrook. The proposal requires to undertake a Preliminary Construction Traffic and Pedestrian Management Plan (PCTPMP) as part of the State Significant Development Application. This report addresses works related to the construction works on site related to Stage 1 in detail and to any consecutive stages in concept.

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

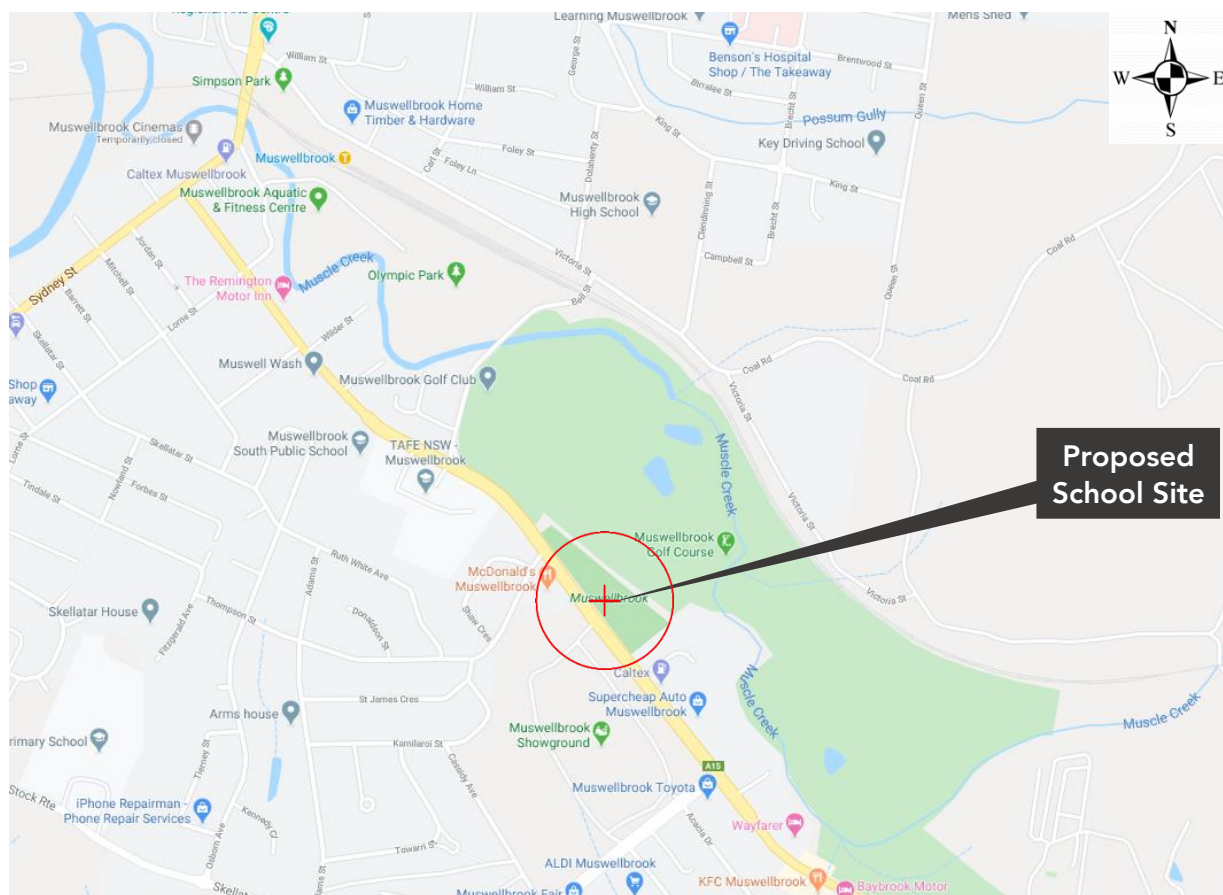


Figure 1 – Site Location (Source: Google Maps)

1.2 Purpose of this Report

The PCTPMP addresses the potential construction activity associated with construction works, including:

- Location of any proposed Work Zone, Site Boundary;
- Haulage routes;
- Construction vehicle access arrangements;
- A heavy vehicle swept path assessment, demonstrating feasibility of any site access, in addition to haulage routes if required;
- Estimated construction hours;
- Estimated number of construction vehicle movements;
- Estimated construction program;
- Mitigation of any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Development of a concept traffic guidance scheme (TGS), outlining the construction access to the development and a description of likely traffic control measures required.

1.3 Structure of this Report

This report has been prepared to present the traffic and pedestrian management arrangements (including Traffic Guidance Scheme) associated with the relocation site of the school.

This report presents the following considerations in relation to the PCTPMP:

Section 2	Background;
Section 3	A description of the project;
Section 4	A description of the road network and transport facilities serving the development site;
Section 5	Management of construction vehicles and non-site traffic; and
Section 6	Summary

2. Background

2.1 Site Context

The proposed School site is located at 72-74 Maitland Street, Muswellbrook and is known as Lot 100 in Deposited Plan 1261496.

The proposed site is currently zoned as a RU3 Forestry Infrastructure Zone, but it is proposed to rezone the land to SP2 Infrastructure.

The following uses are surrounding the proposed development:

- To the south, the surrounds are predominantly R1 (General Residential)
- There is a large B2 (Local Centre) to the south of the site, which include a McDonald's, a hotel and a shopping centre
- Directly opposite the site is the Muswellbrook Showground, zoned as a B5 Business Development
- Surrounding the northern side of the site is the Muswellbrook Golf Course zoned as RE2 Private Recreation
- There are also some RE1 (Public Recreation), and E3 (Environment Management) zones within the vicinity of the site
- A railway corridor to the north of the Golf Course leads to the Muswellbrook Railway Station and provides a barrier to the north of Muswellbrook.

The surrounding land uses are presented in Figure 2.

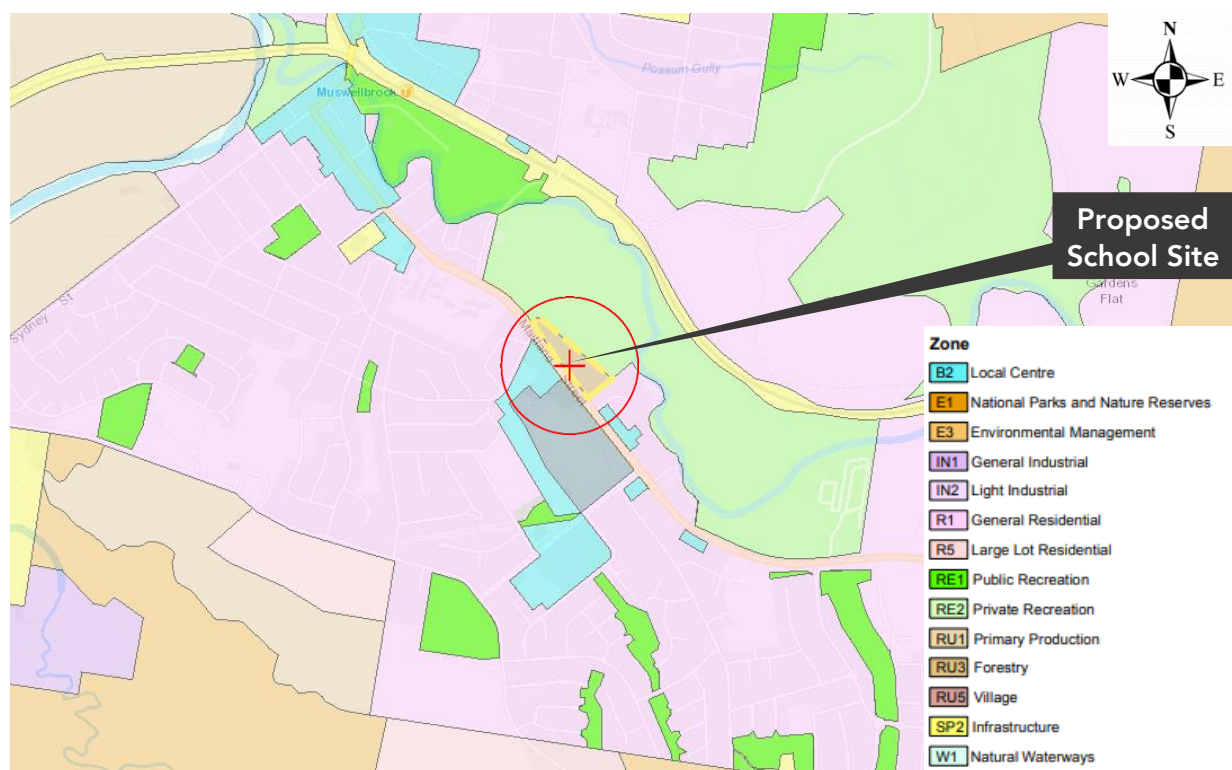


Figure 2 – Local Land Use map (Source: NSW Planning Viewer)

2.2 Current Site Use

The School site is located approximately 250 kilometres north of Sydney. More specifically, it is located south of Muswellbrook Golf Course and north of Muswellbrook Showground. The site has frontage to Maitland Street on the southwest.

The site is a former nursery which consists of clad buildings, metal sheds and a greenhouse shed. It is proposed to demolish most of the existing structures under a separate DA in order to make place for the construction of the new School.

An aerial view of the site is provided in Figure 3.

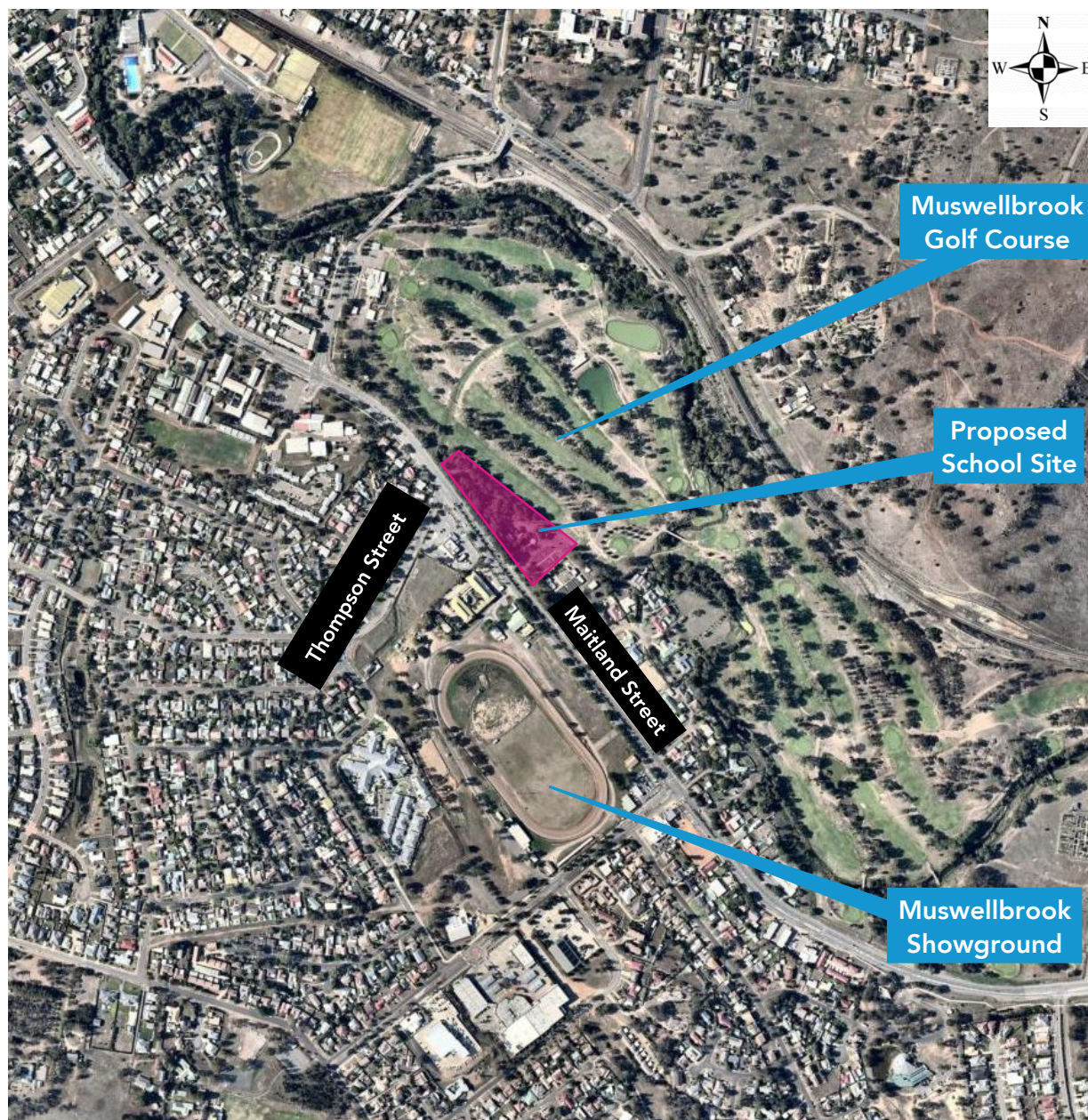


Figure 3 – Aerial View of the Subject Site (Source: Near Map)

3. Development Proposal

The PCTPMP deals with works related to Stage 1 and consecutive stage of the development.

Pacific Brook Christian School proposes the staged construction of a new school at 72-74 Maitland Street, Muswellbrook. This will involve site preparation work (including remediation), the removal of 88 trees, civil works, landscaping, and construction works in stages over the next 10 years.

3.1.1 Stage 1

Stage 1 of the masterplan consists of:

- Site remediation;
- Removal of 7 trees;
- Facilities for a maximum of 140 students and 16 staff, including:
 - One (1) administration and staff area;
 - One (1) staff and student amenities block (including one (1) end of trip facility);
 - Five (5) General Learning Areas (GLAs);
 - One (1) Science classroom; and
 - Covered Outdoor Learning Area (COLA)
- Internal pathways;
- On-site Parking (15 spaces, inclusive of 1 accessible);
- Bike parking x 12 (6 x bike racks);
- Kiss and drop off areas;
- Bus stop;
- Bin storage and collection area;
- Signage;
- Infrastructure works; and
- Widening of existing vehicular access from Maitland Street.

The proposed Stage 1 layout is shown in Figure 4.

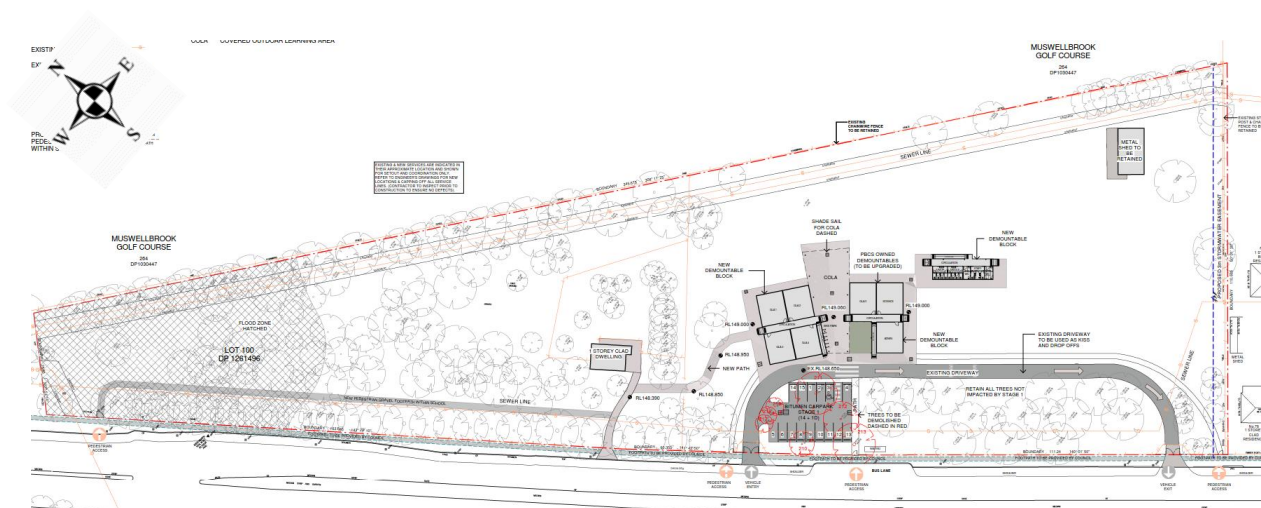


Figure 4 – Stage 1 - Site Layout (Source: NBR Architects)

3.1.2 Masterplan

The masterplan will support high-quality educational outcomes to meet the needs of students within the local community as follows:

- Administration building and Library;
 - One (1) staff and student amenities block;
- Junior School facilities;
 - Ten (10) General Learning Areas (GLAs);
 - Two (2) Specialist classroom;
 - One (1) Store; and
 - Covered Outdoor Learning Area (COLA)
- Middle School facilities;
 - Seven (7) General Learning Areas (GLAs);
 - One (1) Science classroom; and
 - Covered Outdoor Learning Area (COLA)
- Senior School facilities;
 - Eight (8) General Learning Areas (GLAs);
 - One (1) Specialist classroom;
 - Three (3) TAS classrooms;
 - Two (2) Food Tech classrooms;
 - One (1) Art classroom;
 - One (1) Drama classroom;
 - Four (4) amenities block;

- Three (3) Store; and
 - Covered Outdoor Learning Area (COLA)
- Hope School (special needs) facilities;
 - Four (4) General Learning Areas (GLAs);
 - One (1) Specialist classroom;
 - Four (4) Shared Withdrawal rooms;
 - One (1) Office;
 - One (1) Staff room;
 - One (1) Interview + Therapy room;
 - Three (4) amenities block;
 - Three (3) Store; and
 - Covered Outdoor Learning Area (COLA)
- Multi-Purpose Hall;
- Maximum student capacity of 656;
- Maximum 65 staff;
- Agricultural teaching facility;
- Maintenance and bus area;
- On-site Parking (67 spaces, inclusive of 1 accessible);
- Bike parking x 72 (36 x bike racks);
- Internal pathways;
- Kiss and drop off areas;
- Bus stop;
- Waste Storage and collection area;
- Signage;
- Bush Chapel
- Removal of 96 trees (total);
- Landscaping (including Bush Chapel);
- Infrastructure works;
- Earthworks;
- Secondary emergency vehicle/ large vehicle access;
- Acoustic and safety fence; and

- Widening of existing vehicular access from Maitland Street

The proposed masterplan layout is shown in Figure 5.

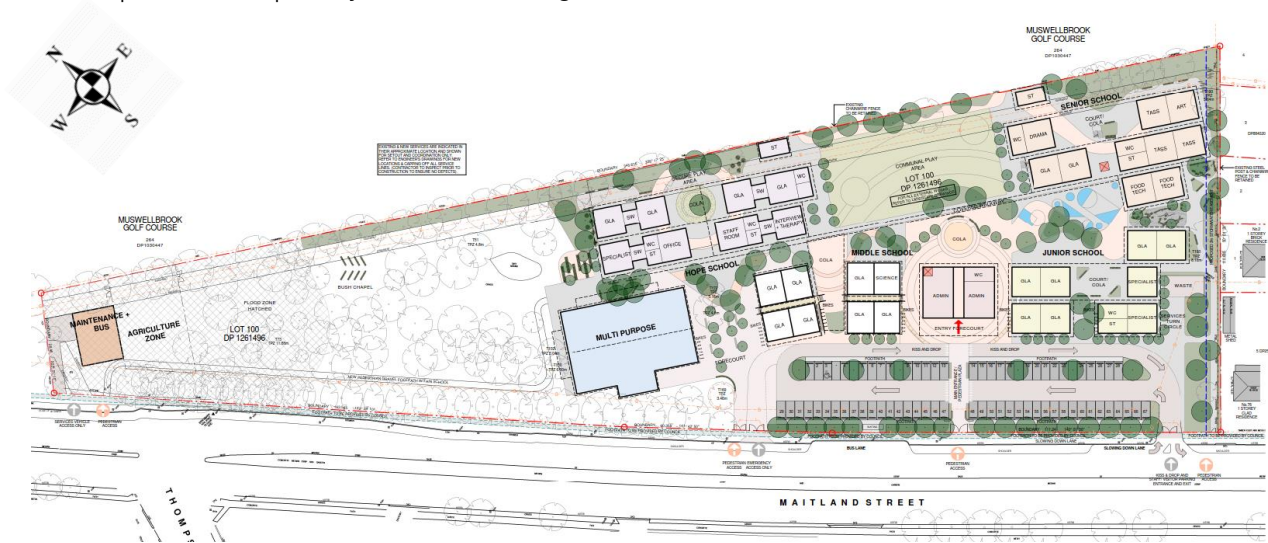


Figure 5 – Masterplan – Site Layout (Source: NBR Architects)

4. Existing Transport Facilities

4.1 Road Hierarchy

The subject site is located in the suburb of Muswellbrook and is primarily serviced by Maitland Street, i.e., a state road.

A summary of the State, Regional and Council managed local roads serving the site is presented in Figure 6 and the following tables.

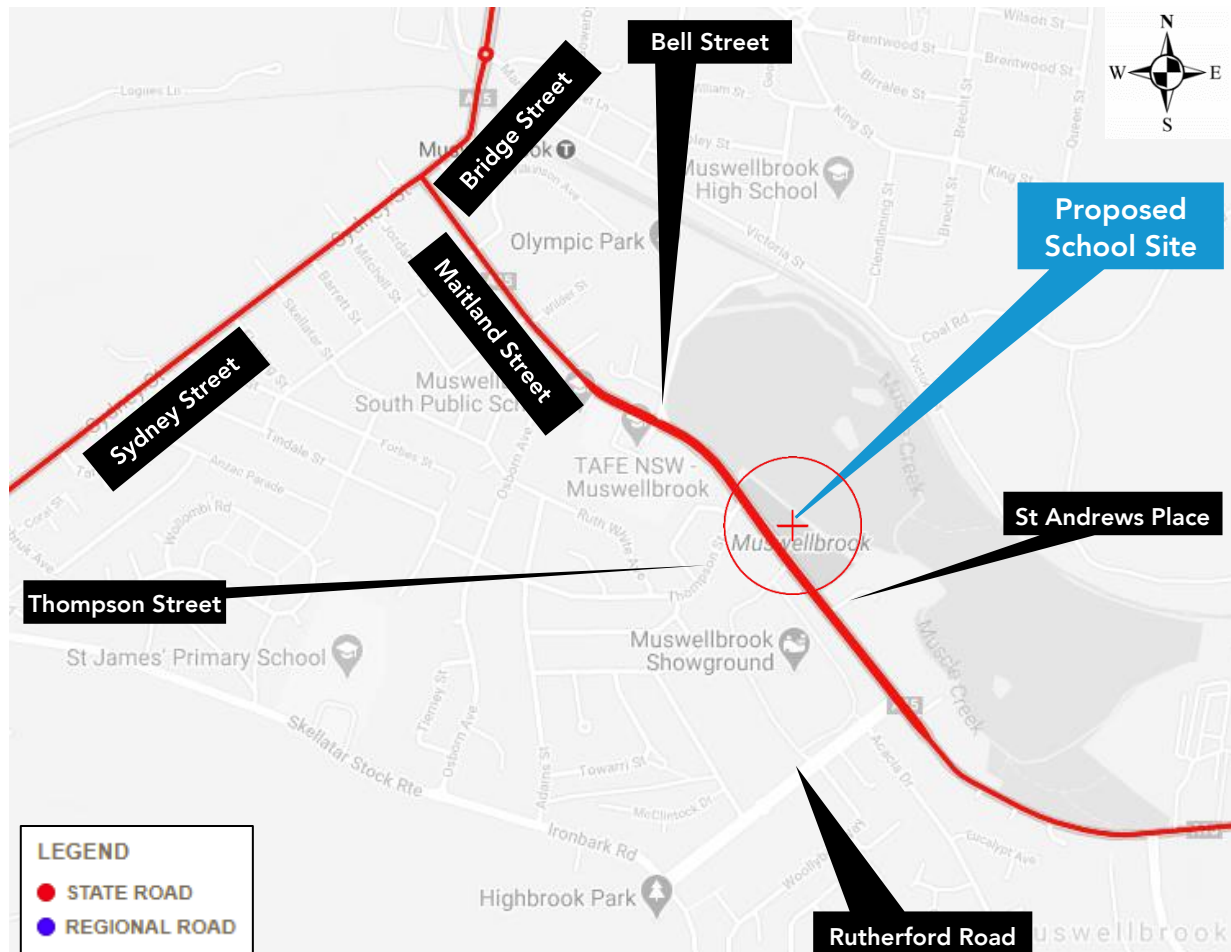


Figure 6 – Surrounding Road Network (Source: RMS Road Hierarchy)

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 (generally TfNSW managed)
Regional Roads	- Secondary or Sub Arterials (Council managed, partly funded by the State)
Local Roads	- Collector and Local Access Roads (Council managed)

Table 1 – Maitland Street

Maitland Street	
Road Classification	State Road – Council managed
Alignment	Northeast - Southwest
Number of Lanes	2 lanes in each direction
Carriageway Type	Divided
Carriageway Width	23m
Speed Limit	50km/h
School Zone	No
Parking Controls	Northbound – ‘Loading Zone 7am – 5pm Mon-Fri’ Southbound – Additional parking lane across the site and on some road sections near the site
Forms Site Frontage	Yes



Figure 7 – Maitland Street – Northwestbound towards Thompson Street

Table 2 – Rutherford Road

Rutherford Road	
Road Classification	Local Road
Alignment	Northeast - Southwest
Number of Lanes	1 lane in each direction
Carriageway Type	Divided
Carriageway Width	21m
Speed Limit	50km/h
School Zone	No
Parking Controls	Unrestricted Parking
Forms Site Frontage	No

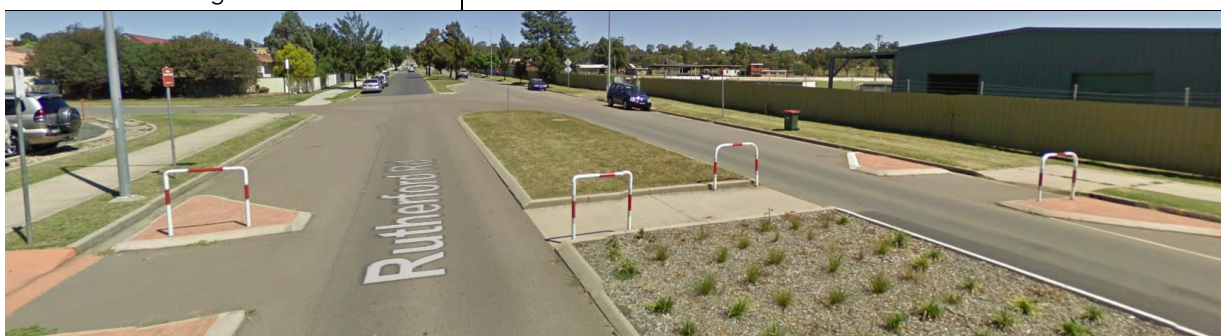


Figure 8 – Rutherford Road – Southwestbound towards Arcacia Drive

Table 3 – Thompson Street

Thompson Street	
Road Classification	Local Road
Alignment	North - South
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	12m
Speed Limit	50km/h
School Zone	No
Parking Controls	Unrestricted on western lane
Forms Site Frontage	No



Figure 9 – Thompson Street – Northbound towards Maitland Street

Table 4 – Bell Street

Bell Street	
Road Classification	Local Road
Alignment	North - South
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	16m
Speed Limit	50km/h
School Zone	Yes
Parking Controls	Unrestricted
Forms Site Frontage	No



Figure 10 – Bell Street – Northbound towards Clifford Street

4.2 Public Transport

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

Figure 11 illustrates 400m and 800m catchments from the proposed School site, together with the public transport options and network, which are available in the vicinity of the site. Details of public transport options available are outlined in the following sections.

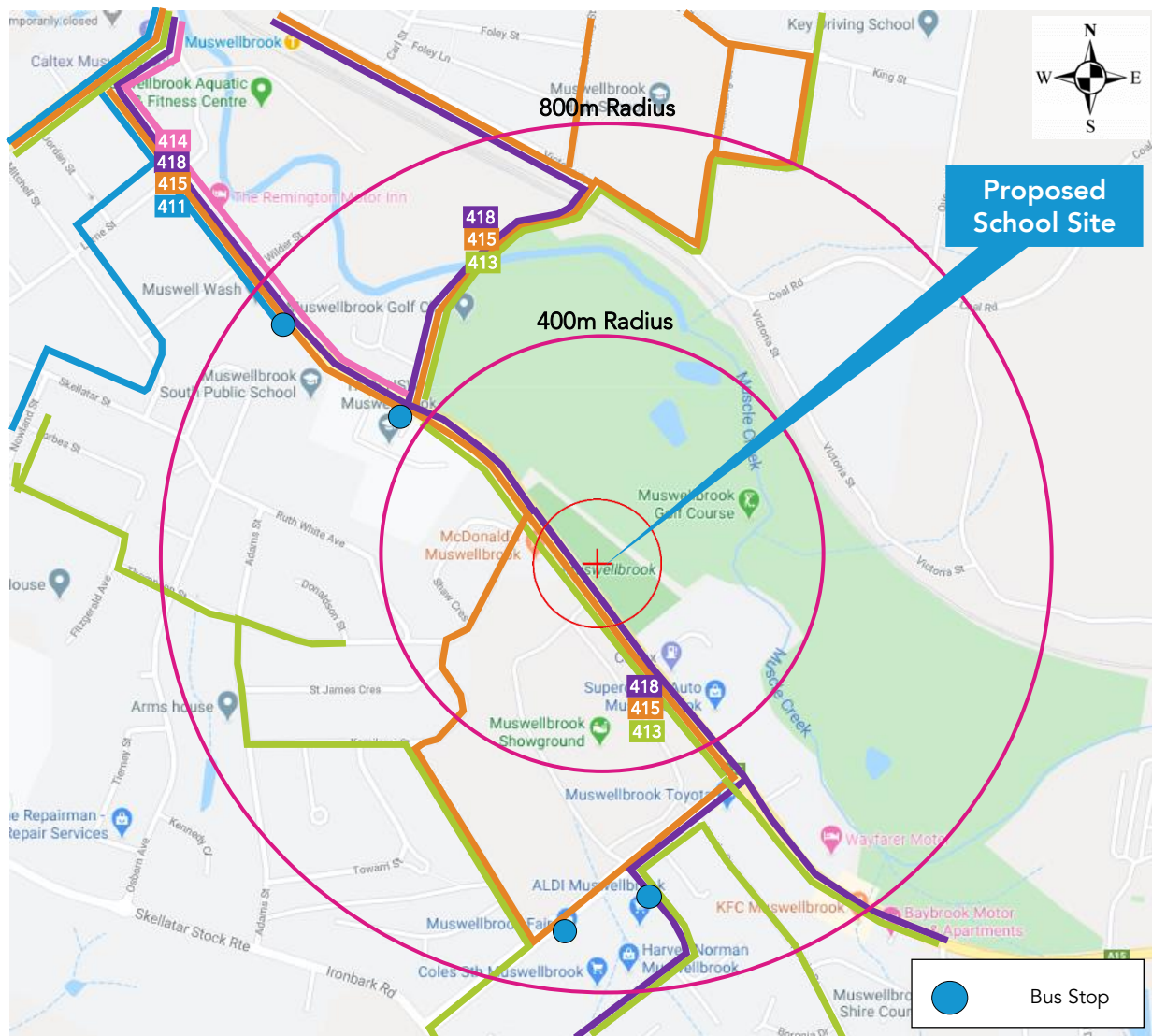


Figure 11 – 400m and 800m radius of the subject site

4.2.1 Bus Services

As shown in Figure 11, there are few bus services within the 800m catchment. The closest existing bus stops are located along Maitland Street and Woollybutt Way, which are approximately 500mm - 750mm walking distance from the subject site and serviced by 414 and 413 buses respectively.

The bus services, including coverage, approximate operation times and frequency, are summarised in the table below.

Table 5 – Bus Service Summary (Source: Transport NSW)

Bus Route	Coverage	Approximate operation time frame and frequency
411	Muswellbrook - Muswellbrook Hospital (Loop Service)	Mon-Fri: 38-87 minutes intervals, between 9:07am and 2:12pm Sat: 38-87 minutes intervals, between 9:07am and 12:45pm
413	Muswellbrook – Highbrook (Loop Service)	Mon-Fri: 36-90 minutes intervals, between 10:05am and 2:54pm Sat: 38-90 minutes intervals, between 10:05am and 12:40pm
414	Muswellbrook – Scone (Loop Service)	Mon-Fri: 55-150 minutes intervals, between 6:50am and 5:55pm Sat - Sun: No services
415	Muswellbrook – Scone (Loop Service)	Mon-Fri: Approximately 4 hours interval, between 8:03am and 12:58pm Sat - Sun: No services
418	Muswellbrook – Eastlinks (Loop Service)	Mon-Fri: 60-130 minutes intervals, between 9:20am and 2:52pm Sat: 60 minutes intervals, between 9:20am and 12:21pm

The development is poorly serviced by bus, with services (every 36 minutes to 4 hours throughout the day on weekdays), and therefore is not a reliable mode share option for construction staff.

4.3 Active Transport

The locality was reviewed for features that would attract active transport trips (walking and cycling), with reference to the NSW Guidelines for Walking and Cycling (2004).

4.3.1 Cycling

The surrounding locality within the vicinity of the site does not comprise bicycle friendly routes / infrastructure to support cycling.

4.3.2 Walking

Walking is viable transport option for distances under one kilometre (approximately 15-20min) and is often quicker for short trips door to door. Walking is also the most space efficient mode of transport for short trips and presents the highest benefits. Co-benefits where walking replaces a motorised trip include improved health for the individual, reduced congestion on the road network and reduced noise and emission pollution.

Figure 12 shows an overview of existing pedestrian infrastructure in the vicinity of the site.

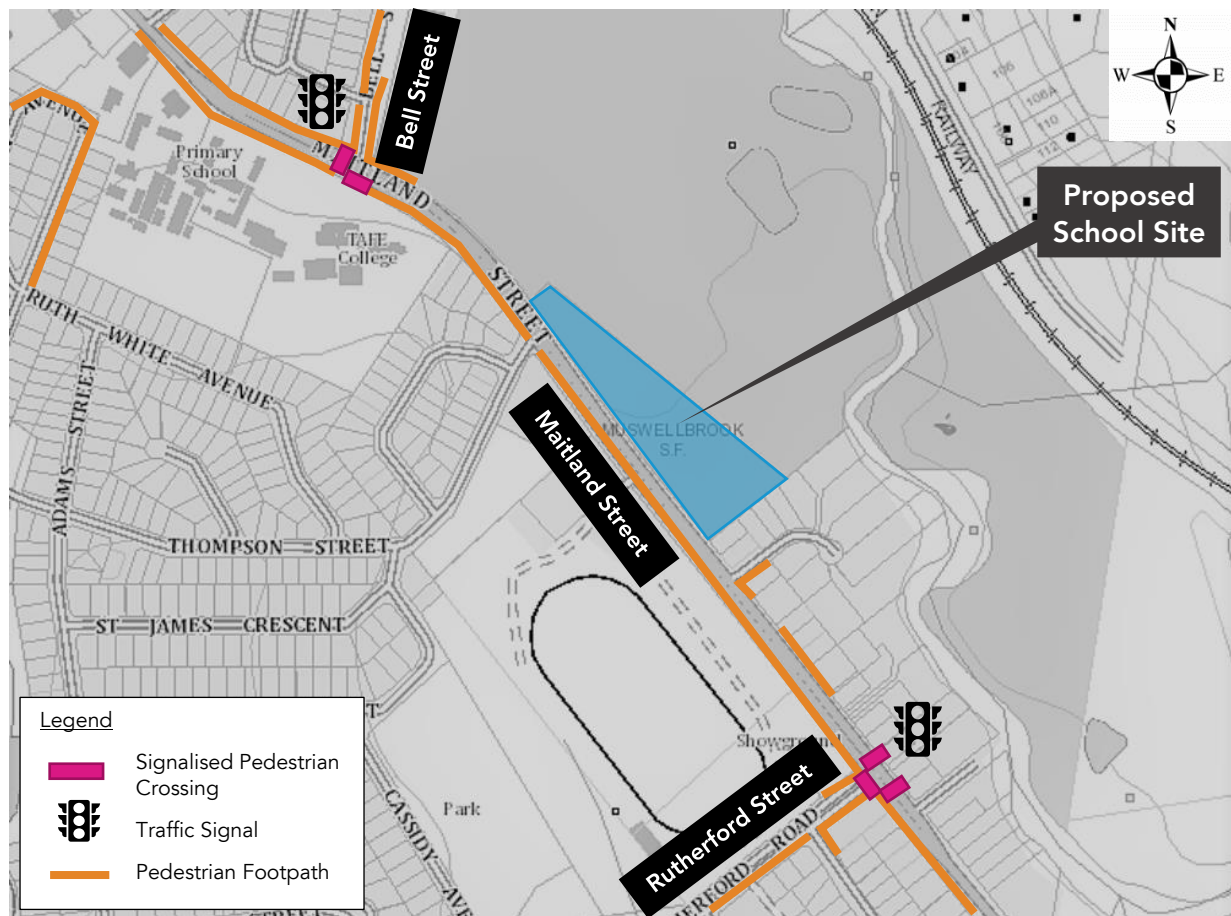


Figure 12 – Surrounding Pedestrian Infrastructure

The pedestrian network in the locality of the proposed PBCS site has been assessed to provide an unacceptable level of amenities. The northern side of Maitland Street has no footpath, and although this road has only a 50 km/h posted speed limit, it is likely that higher speeds are reached due to the highway characteristic of the section between Thompson Street and Rutherdale Road. There is no footpath connecting the northern residential areas, and the western residential areas are inaccessible due to the lack of a footpath.

5. Preliminary Construction Traffic and Pedestrian Management Plan (PCTPMP)

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 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 hours are not known and therefore we have assumed the following working hours associated with the construction activity:

- Monday to Friday 7:00am to 6:00pm;
No construction deliveries between 8.00am to 9:30am, and between 2.00pm to 3:30pm on school days for stages subsequent to Stage 1.
- Saturday 7:00am to 1:00pm
(Work hours may be altered in accordance with COVID-19 Health Orders at the time of construction)
- Sunday, Public Holidays No planned work.

5.3 General Requirements

In accordance with Transport for New South Wales (TfNSW) requirements, all vehicles transporting loose materials will have to be entirely load covered and / or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during the 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, refuse skips or the like, under any circumstances. No construction vehicles are permitted to double park, or park on the public road.

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 specific standard requirements for construction management as set out by Muswellbrook Shire Council.

5.4 Construction Staging

The exact dates and duration of construction works for Phase 1 are to be confirmed when a contractor is engaged.

Future construction stages will be subject to separate development applications, thus exact construction routes, accesses, etc. will be reconfirmed during each individual stage. However, this PCTPMP sets out some guidelines and shows how future stages can be constructed without significantly impacting the day-to-day school operation.

Currently, the site is vacant, hence construction vehicles for Stage 1 can enter and exit the site without conflicting with any other internal traffic. It is proposed to use the existing two driveways to enter and exit the site. Construction access for consecutive stages will depend on the driveway arrangement during the period of construction.

With this in mind, three different construction phases have been identified as outlined below and discussed in the following subsections.

- Stage 1 / Phase 1 (this stage, for which this SSDA is seeking approval) – Site is vacant; separate entry / exit driveways
- Phase 2 (future stage) – School is operational; separate entry / exit driveways
- Phase 3 (future stage) – School is operational; combined entry / exit driveways

5.4.1 Phase 1

Phase 1 sets out construction movements for when the school is **not operational** and the entry and exit driveways are **separated**. It is anticipated that all construction will occur within one phase.

Construction vehicles will follow the existing vehicular arrangement i.e., all vehicles will enter from the north-western driveway and exit via the south-eastern driveway. The internal construction routes related to Phase 1 are shown in Figure 13.

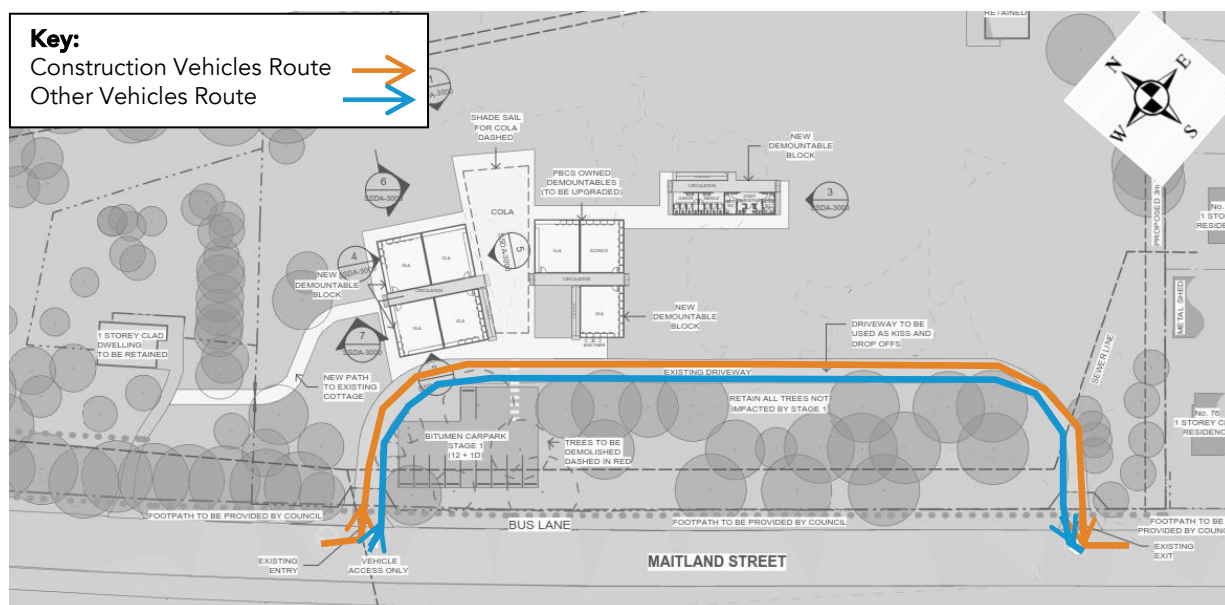


Figure 13 – Internal construction routes associated with Phase 1

5.4.2 Phase 2

Phase 2 sets out construction movements for when the school is **operational** and the entry and exit driveways are **separated**. Buildings as marked in pink in Figure 14 and potentially other as well will have already been constructed and the internal driveway will be used for pick-up and drop-off and staff vehicle access (refer to the blue line).

Construction vehicles will enter from the north-western driveway and exit from the south-eastern driveway in the same direction as the school traffic; however, they will not drive along the internal laneway but circulate further northeast within the site. This is shown in Figure 14.

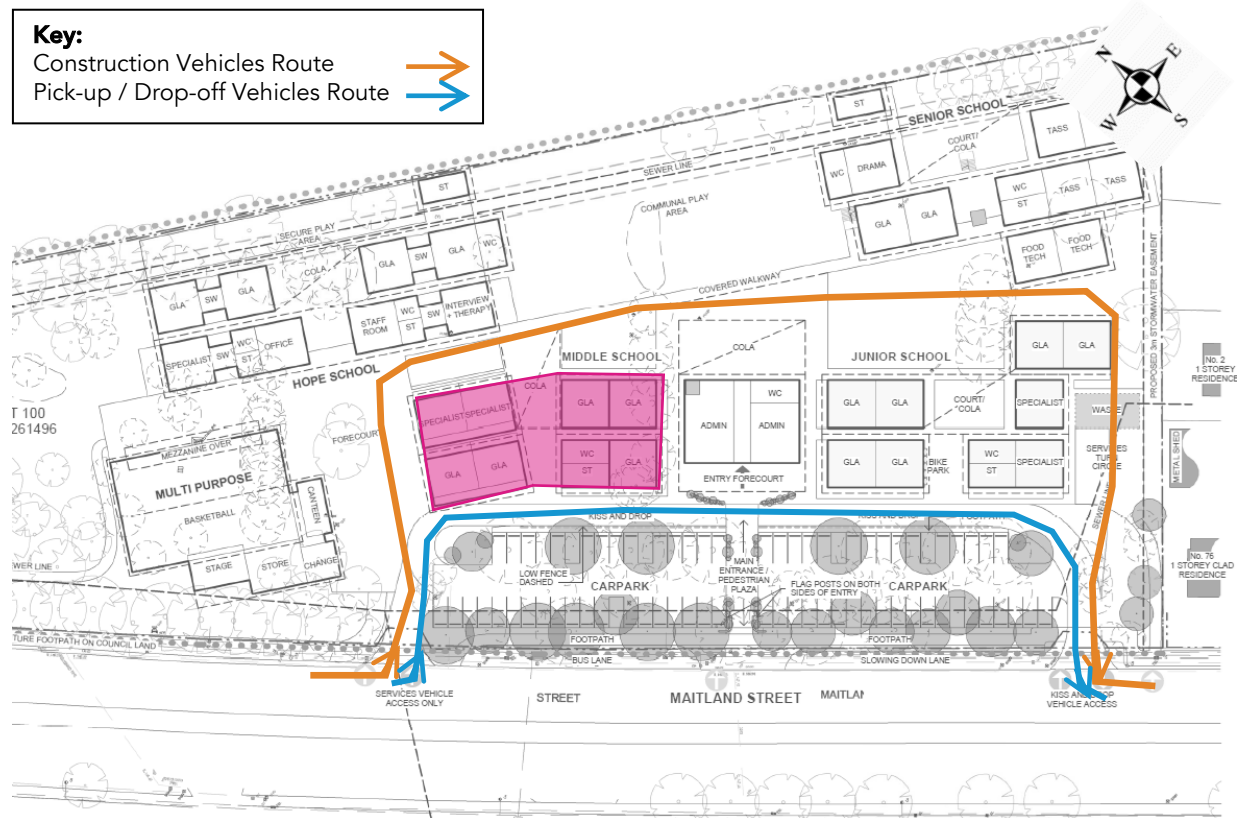


Figure 14 – Internal construction routes associated with Phase 2

5.4.3 Phase 3

Phase 3 sets out construction movements for when the school is **operational** and the entry and exit driveways is **combined**. Buildings as marked in pink in Figure 15 and potentially other as well will have already been constructed and the internal driveway will be used for pick-up and drop-off and staff vehicle access (refer to the blue line).

Construction vehicles will enter and exit the site from the north-western driveway and circulate within the site. This arrangement has been set out is to avoid conflict between construction and pick-up/drop-off vehicles. This is shown in Figure 14.



Figure 15 – Internal construction routes associated with Phase 3

5.5 Construction Vehicle Types

The construction will involve the use of a number of different vehicle types in relation to the various tasks involved. Vehicles will be limited to a 20m long Articulated Vehicle (AV) 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 required permits to and subsequent approval by Muswellbrook Shire Council.

5.6 Construction Vehicle Routes

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

All vehicle routes to site are constrained to existing public roads that have the physical geometry to accommodate the turning movements.

Maitland Street is divided by a median in front of the site and therefore, right turns into and out of the site are not possible. All vehicles will have to enter and exit the site in a left-in / left-out arrangement.

To access the site, vehicles travelling from the east will approach the site westbound along Maitland Street, turn left into Rutherford Road, turn right into Ironbark Road, continue straight on Skellatar Stock Route, turn right into Sydney Street, turn right into Maitland Street and then turn left into the site.

Vehicles travelling from the north will approach the site southbound via Bridge Street, turn left into Maitland Street and then turn left into the site.

Vehicles travelling from the west and south will approach the site north-eastbound via Sydney Street, turn right into Maitland Street and then turn left into the site.

Outbound vehicles travelling east will exit the site turning left into Maitland Street and then continue straight. Vehicles travelling north, west and south will exit the site turning left into Maitland Street, then turn right into Rutherford Road, turn right into Ironbark Road, continue straight on Skellatar Stock Road, then either turn right into Sydney Street to travel north or turn left into Sydney Street to travel south and west.

The construction vehicle routes are shown in Figure 16.

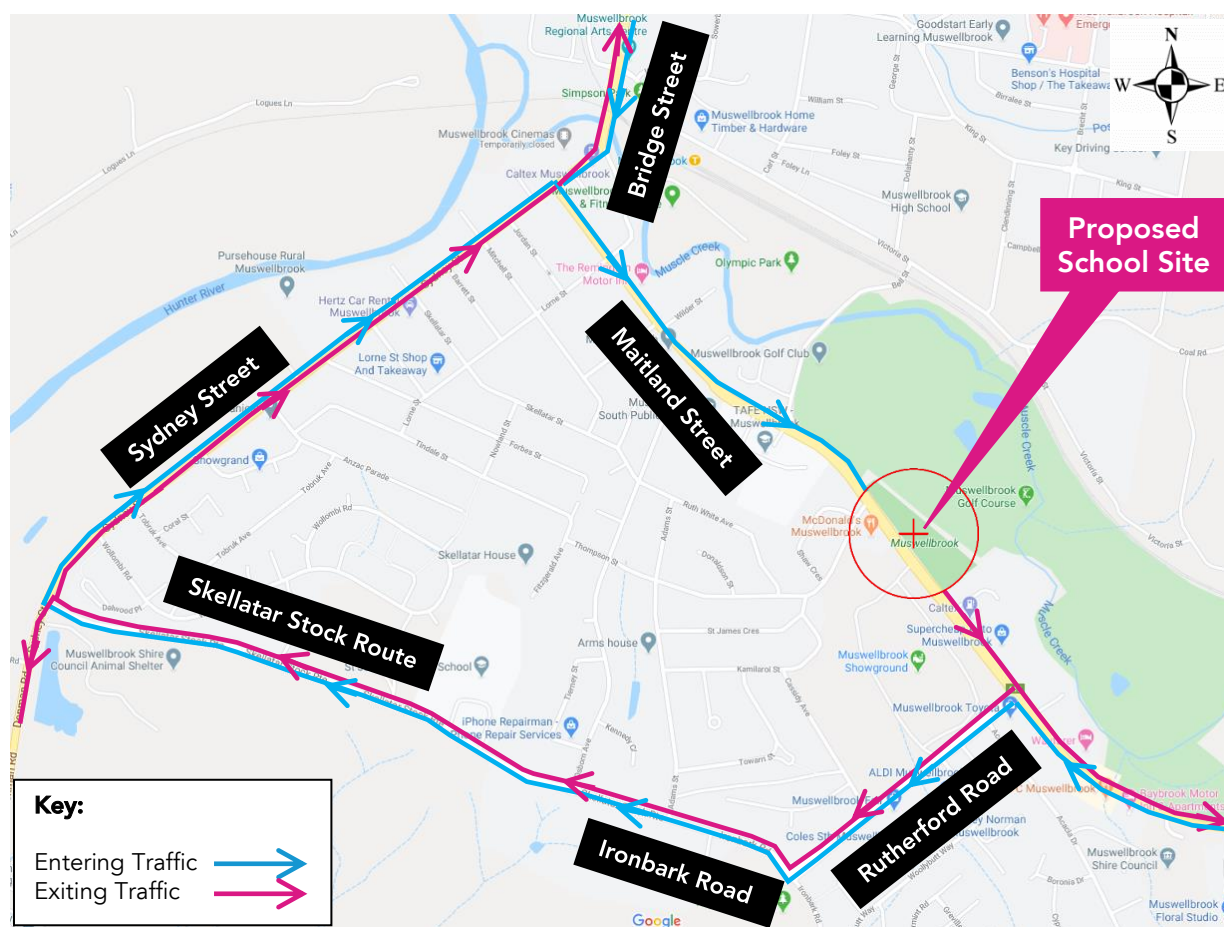


Figure 16 – Construction Vehicle Route Plan

5.6.1 Key Intersections

The key intersections for the proposed School site are selected based on the construction vehicles routes. The key intersections in the vicinity of the site and their characteristics are listed below and shown in Figure 17:

- Maitland Street / Sydney Street: signalised 3-arm intersection
- Maitland Street / Rutherford Road: signalised 3-arm intersection
- Rutherford Road / Ironbark Road: priority 3-arm intersection
- Sydney Street / Skellatar Stock Route: priority 3-arm intersection

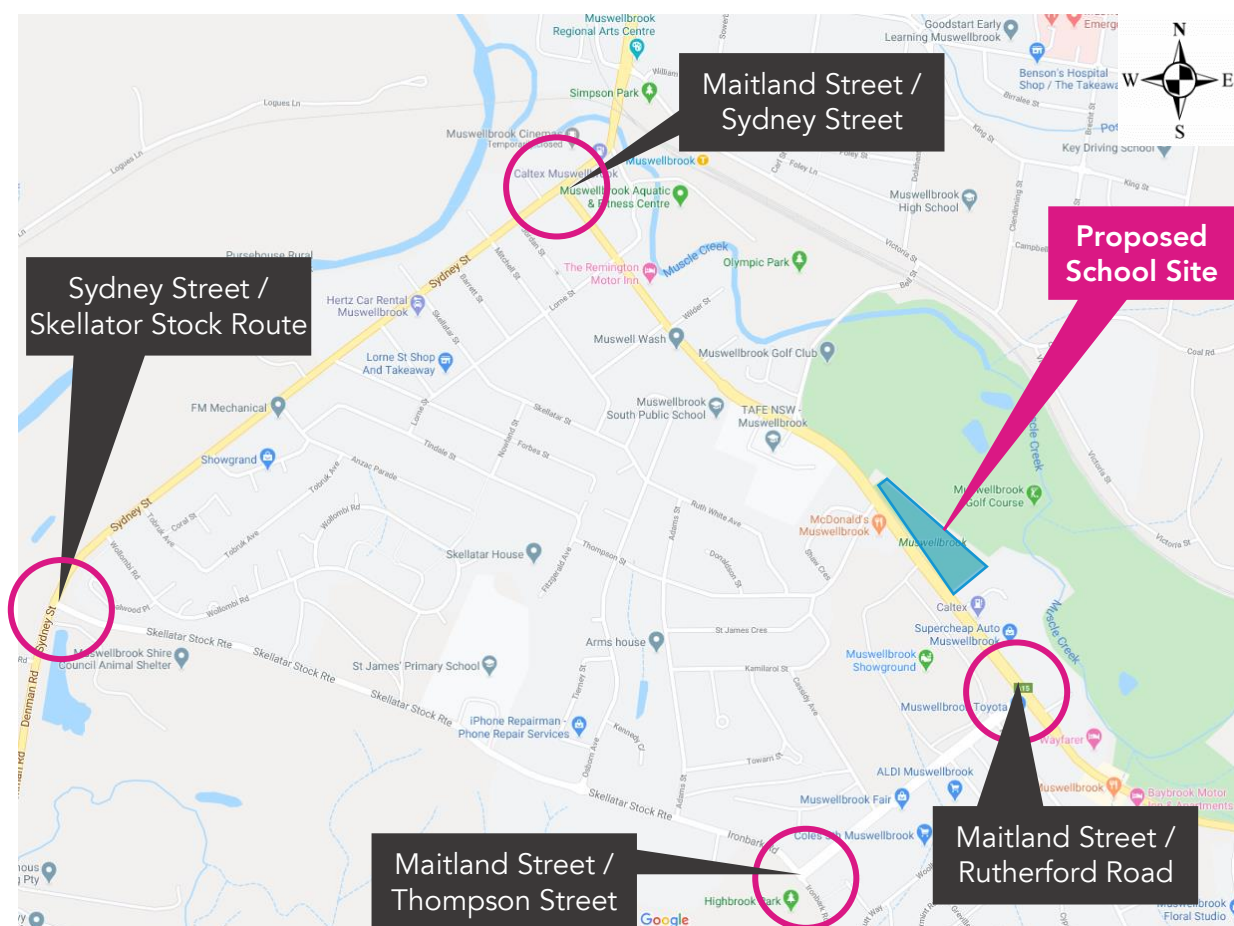


Figure 17 – Key Intersections

5.6.2 Swept Path Assessment – Phase 1

The swept path assessment of an AV entering and exiting the site during Phase 1 is shown in Figure 18.

The existing site has two gates/driveways. Construction trucks will enter the site via gate 1 and exit the site via gate 2. Gate 1 and driveway 1 need to be 10 metres and 13 metres wide respectively, and gate 2 and driveway 2 need to be 8 metres and 13 metres wide respectively.

It should also be noted that there are trees on either side of the driveways and within the site, which need to be protected. It is shown in Figure 18 that the AV entering and exiting the site does not encroach into the tree trunks; however, caution should be taken during vehicle movements.



Figure 18 – AV entering and exiting the site during Phase 1

5.6.3 Swept Path Assessment – Phase 2

Construction trucks will enter the site via gate 1 and exit via gate 2; The trucks will circulate along the north-eastern side of the site as shown in Figure 19. Gates and driveways need to be clear of any structures / objects to allow the circulation of an AV.

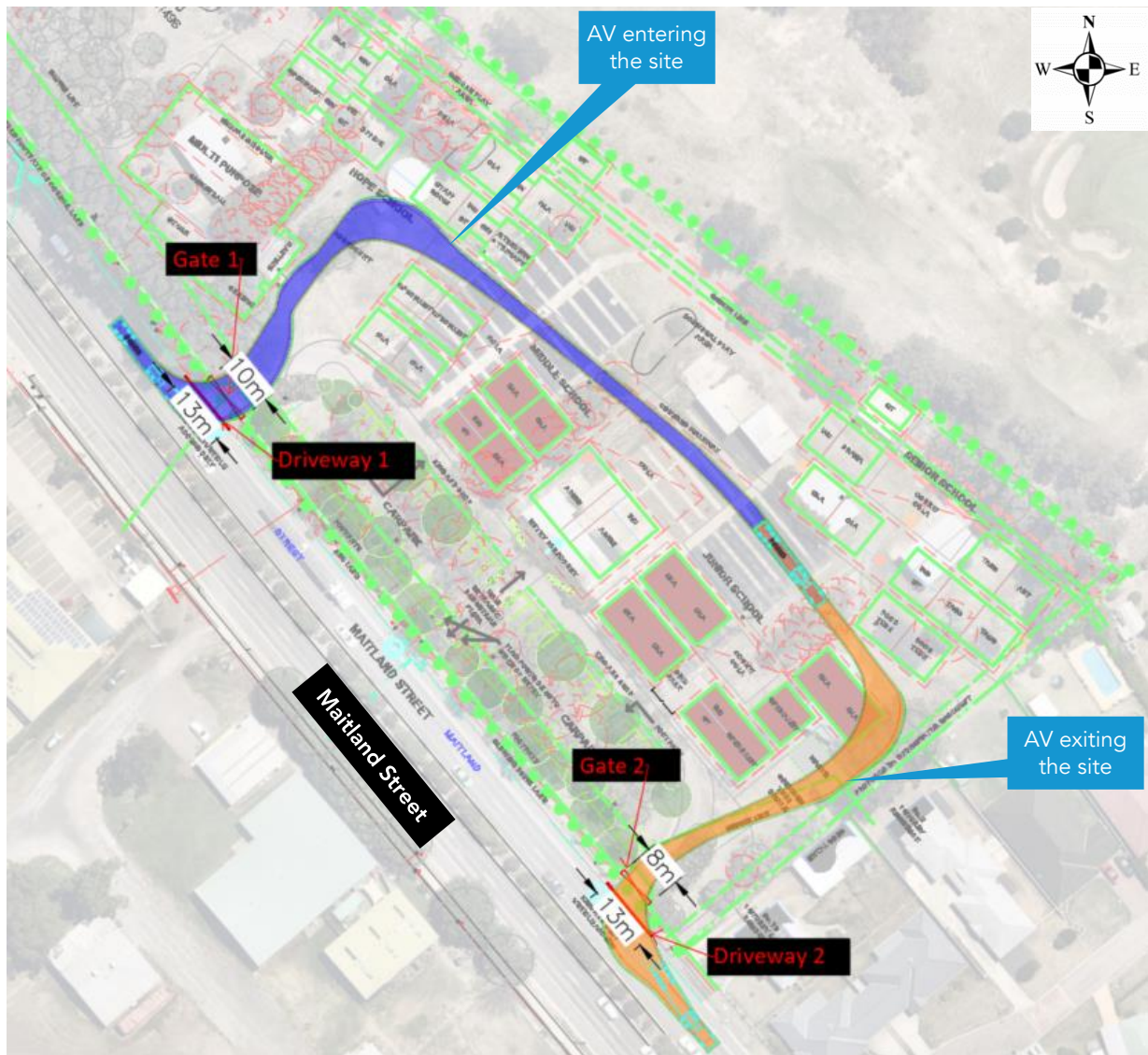


Figure 19 – AV entering and exiting the site during Phase 2

5.6.4 Swept Path Assessment – Phase 3

The swept path assessment of an AV entering and exiting the site during Phase 3 is shown in Figure 20.

During this phase, the construction vehicles will enter and exit the site via gate 1. The gate and driveway need to be 10 metres and 17 metres wide respectively to accommodate an AV and be clear of any structures / objects to allow the vehicular circulation.



Figure 20 – AV entering and exiting the site during Phase 3

5.6.5 Swept Path Assessment at Intersections

When entering and exiting the site the vehicles need to use the surrounding road network and intersections. For this reason, a swept path assessment has been undertaken to confirm that all required vehicle movements are possible. The following figures show AV movements in the key intersections as described in Section 5.6.1.

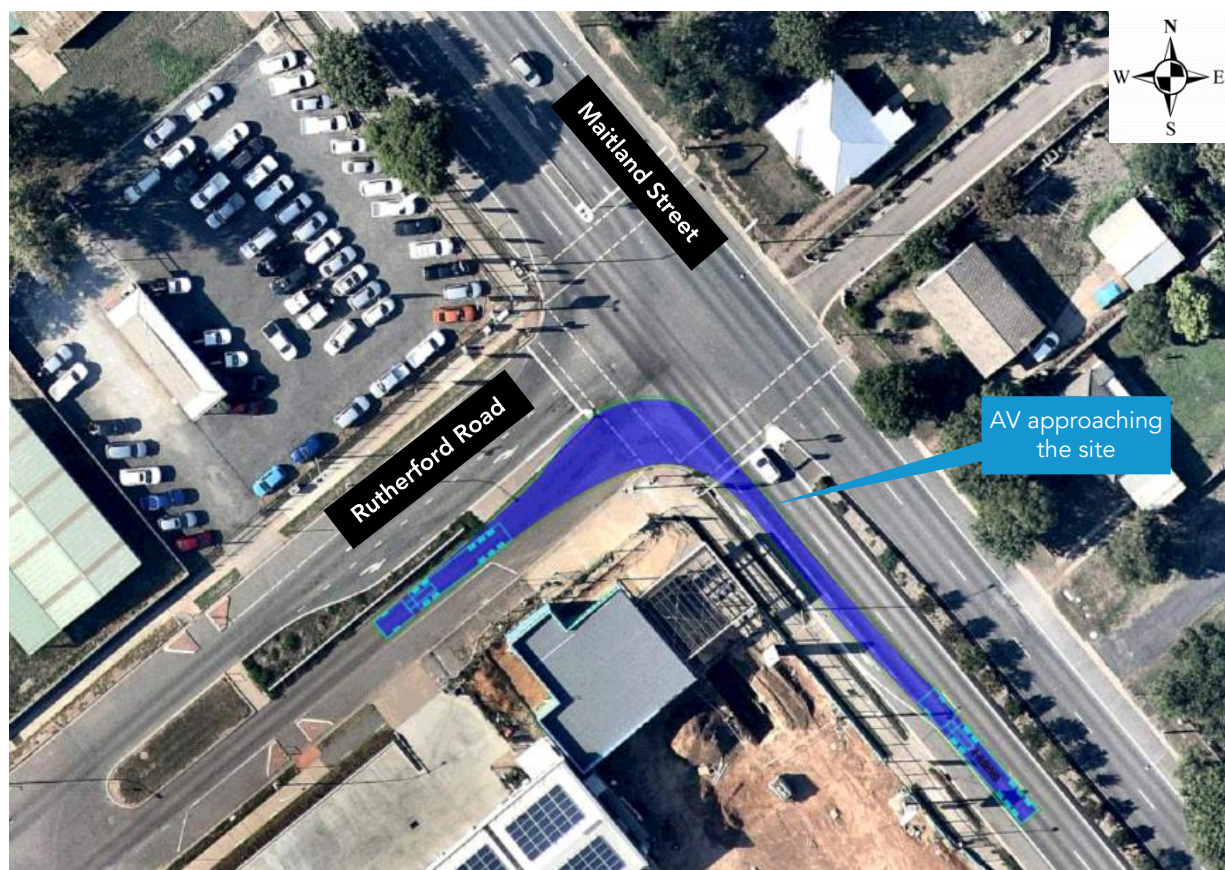


Figure 21 – AV approaching the site from east via Maitland Street



Figure 22 – AV approaching the site from east via Ruthford Street



Figure 23 – AV approaching the site from east via Skellatar Stock Route and from south and west via Sydney Street

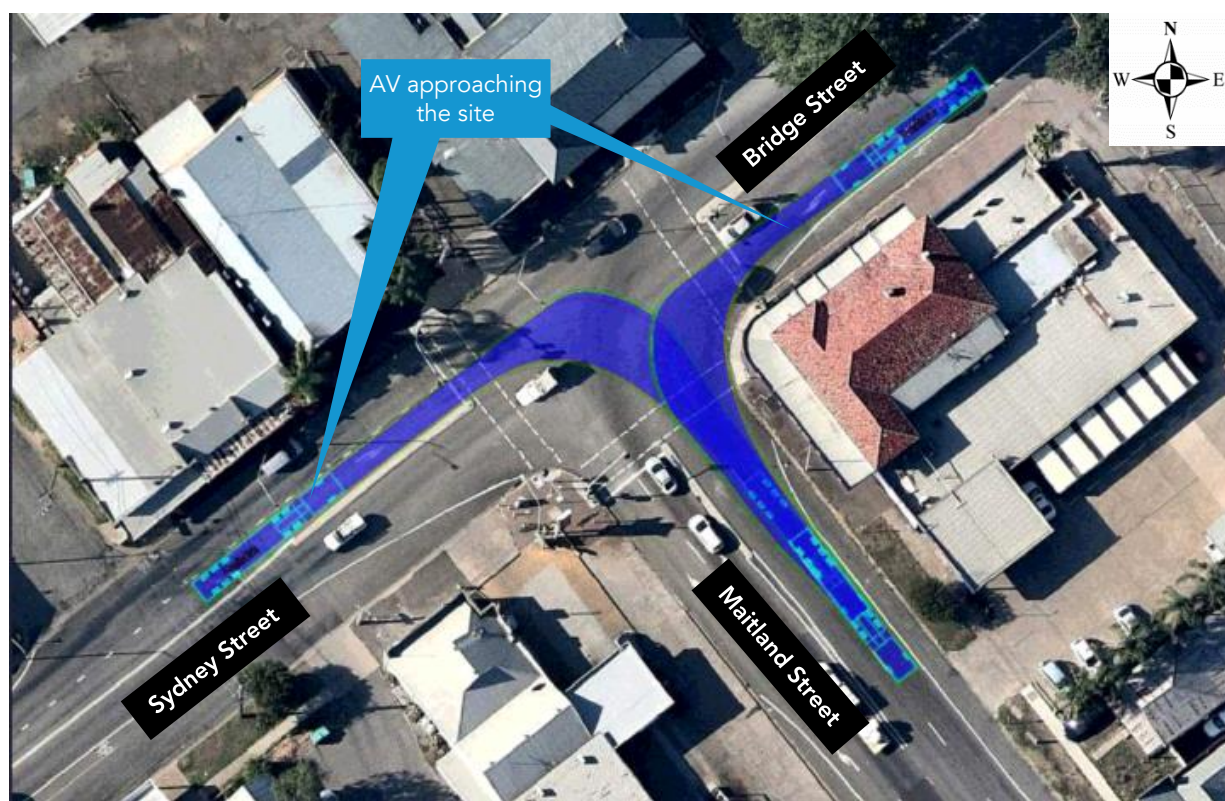


Figure 24 – AV approaching the site from east, west and south via Sydney Street and from north via Maitland Street



Figure 25 – AV leaving the site towards east via Maitland Street and towards north, south and west via Rutherford Road



Figure 26 – AV leaving the site towards north, south and west via Ironbark Road



Figure 27 – AV leaving the site towards west and south via Sydney Street and towards north via Sydney Street

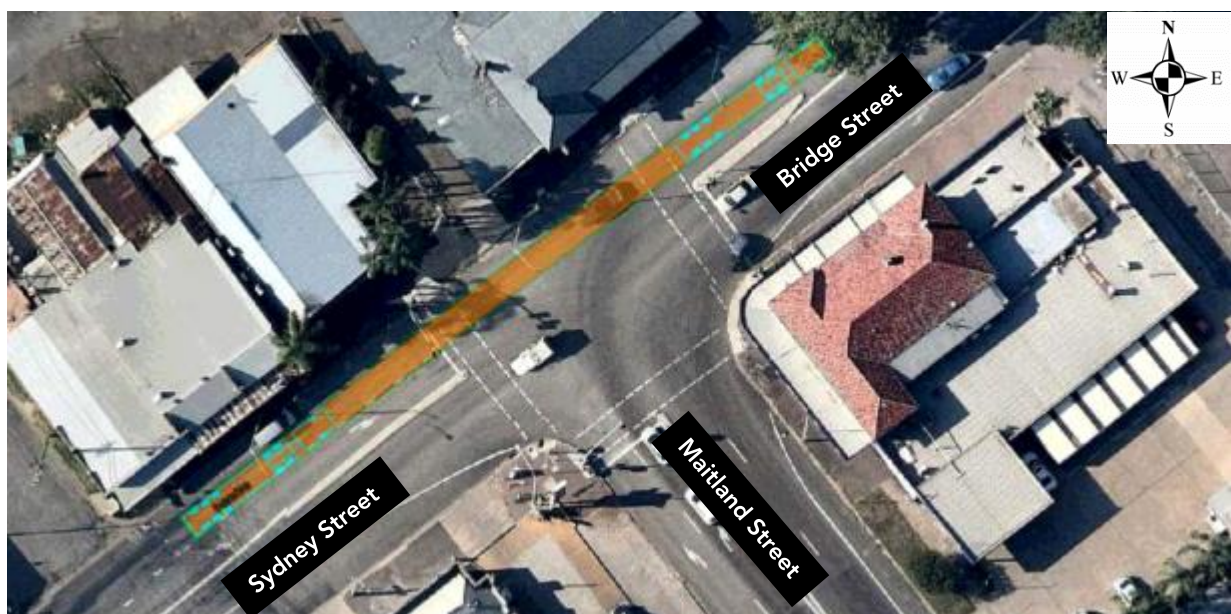


Figure 28 – AV leaving the site towards north via Bridge Street

5.7 Traffic Guidance Scheme

A Traffic Guidance Scheme (TGS) outlines the proposed traffic management plan to inform road users of the changed traffic conditions in the vicinity of the works site.

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

These specific TGSs will be provided by the traffic management contractor prior to commencement of works and submitted to Council / RMS for approval.

5.7.1 Phase 1 and 2

TGS 195 should be implemented along Maitland Street to prepare the road users for truck movements into and out of the site. The locations of the TGS 195 signage along Maitland Street during Phase 1 and 2 are shown in Figure 29.

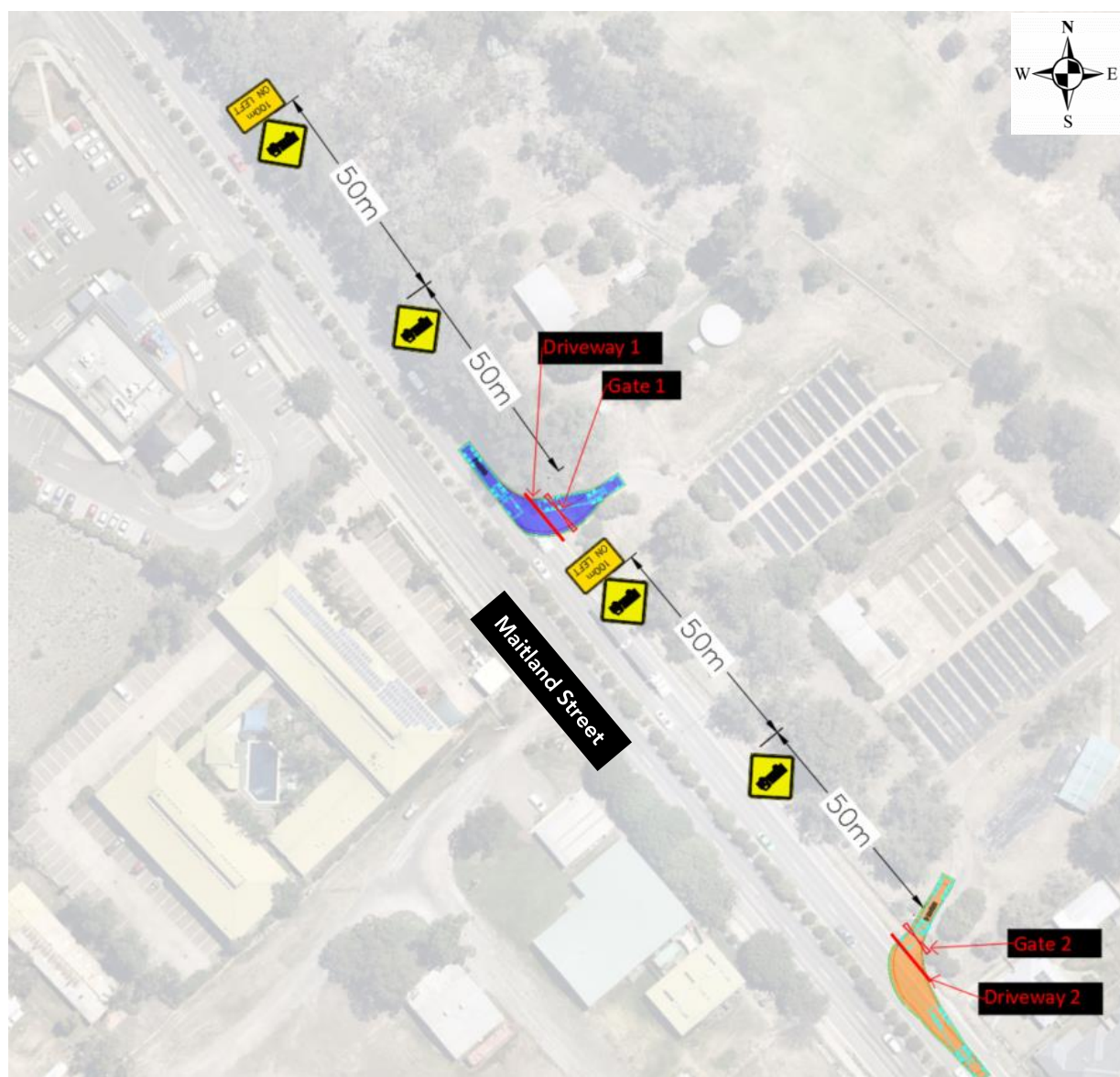


Figure 29 – TGS 195 along Maitland Street during Phase 1 and Phase 2

5.7.2 Phase 3

TGS 195 should be implemented along Maitland Street to prepare road users for truck movements into and out of the site. The locations of the TGS 195 signage along Maitland Street during Phase 3 are shown in Figure 30.

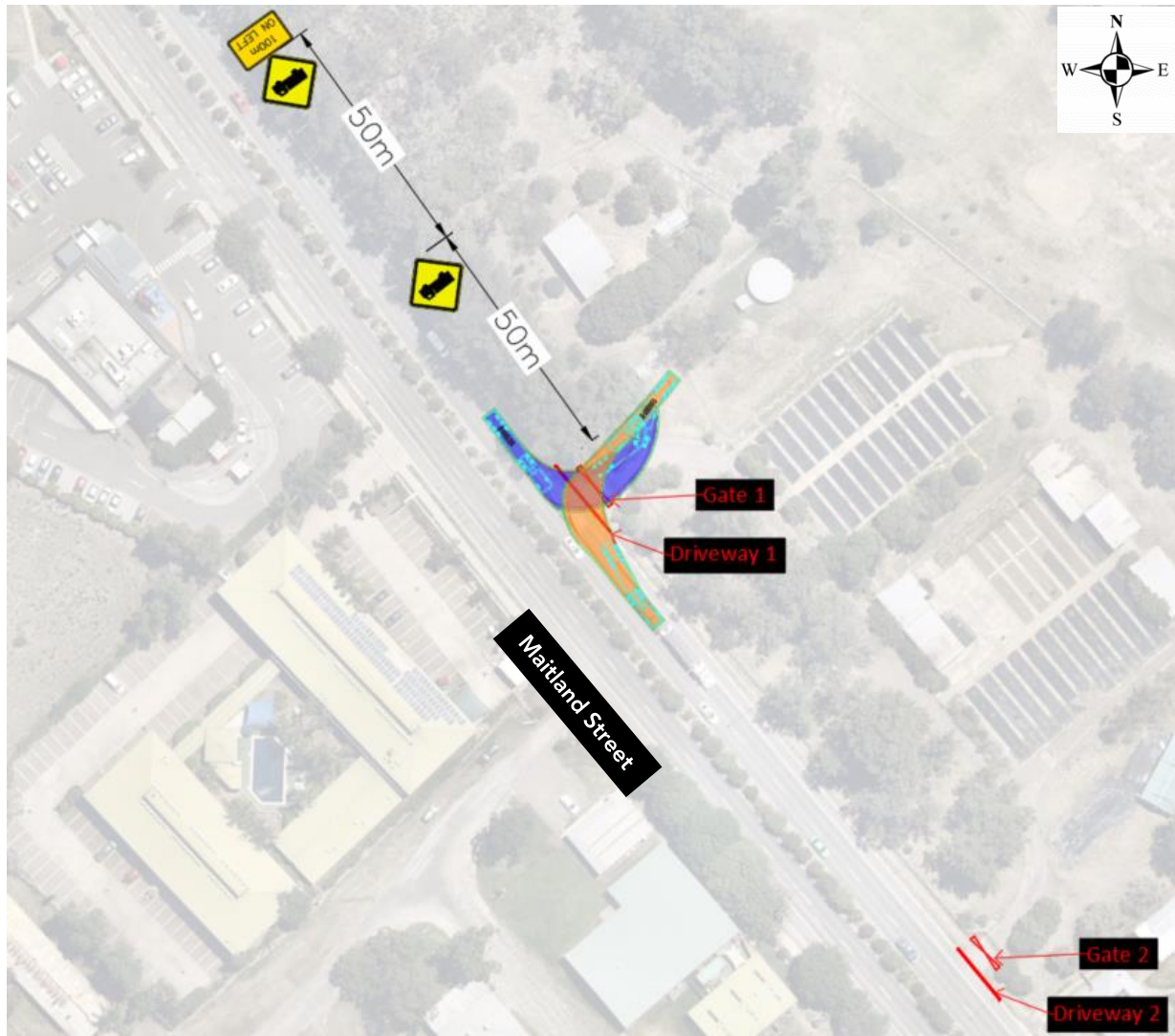


Figure 30 – TGS 195 along Maitland Street during Phase 3

5.8 Work Zone

No work zones are proposed on street, as all construction activities will be undertaken within the site.

5.9 Parking Controls

Apart from a Loading Zone adjacent to the site, Maitland Street does not offer any parking spaces northbound. No changes are proposed to the existing condition.

5.10 Pedestrian Management

The construction site (and any remote work areas when applicable) will be physically separated via A-Class fencing. The access points to the site will be securely locked even when the construction activities are not occurring.

5.10.1 Phase 1

As the site is vacant and there is no pedestrian footpath on Maitland Street adjacent to site, pedestrian management is not required at this phase.

5.10.2 Phase 2 and 3

Following the commencement of the school, any consecutive construction will need to take into consideration internal pedestrian connectivity, which will largely depend on the phases at which the school will be developed. Potential pedestrian paths and points requiring pedestrian management are marked in green lines and orange circles in Figure 31.

For any future construction phases following the completion of a footpath along the northern carriageway of Maitland Street appropriate pedestrian management will be required (pink circles).

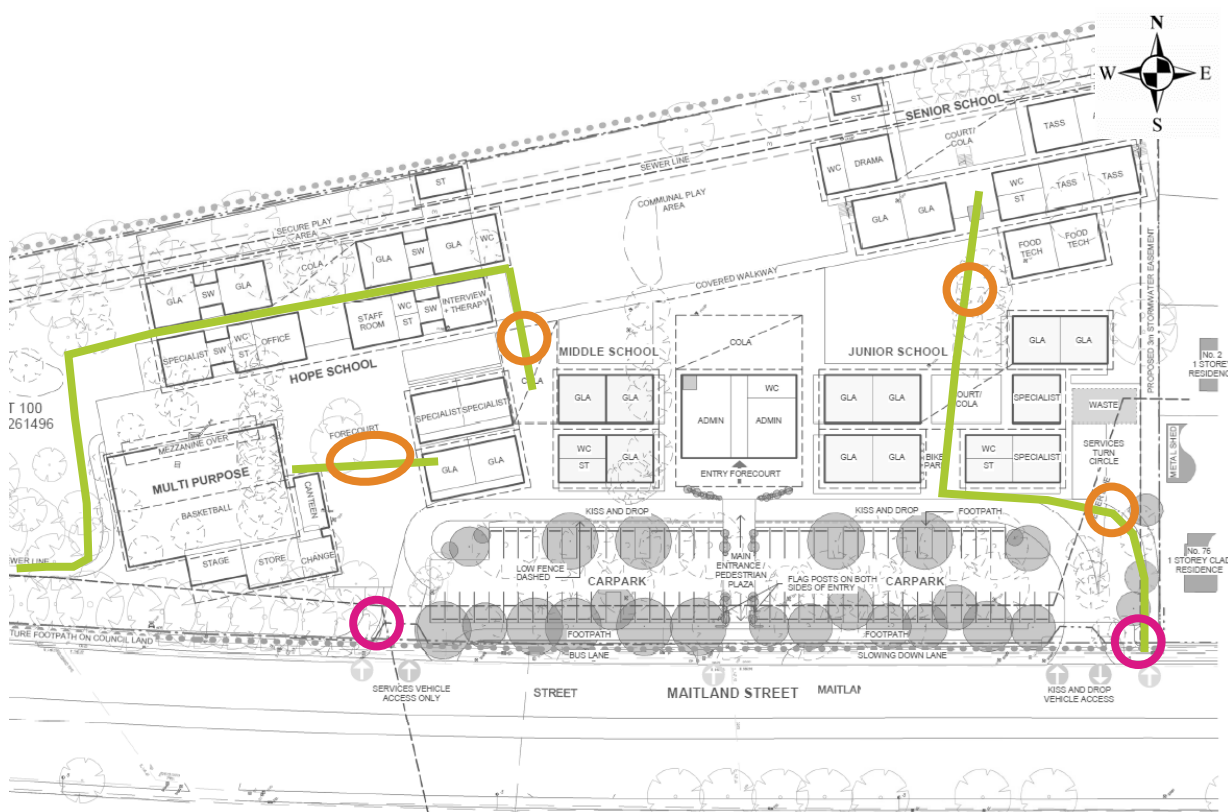


Figure 31 – Pedestrian Management

5.11 Cumulative Effect of Adjacent Developments

During the construction stage, liaison with adjacent developments (if any) will be undertaken to mitigate the cumulative effect of the concurrent works. This will include the coordination of truck movements to prevent the combined impact of construction activities.

5.12 Special Deliveries

Whilst not anticipated, 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 Muswellbrook Shire Council prior to any delivery.

5.13 Staff Parking

Construction workers may be accommodated on-site or on surrounding roads. Areas for contractor parking are to be determined as part of a detailed CTPMP.

5.14 Work Site Security

Where necessary, construction fencing around the site will be erected to provide security to the work site and protection to the general public. Prior to commencement of works the contractor will facilitate a Safety Workshop where any 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.

Following the commencement of the school and upon further construction, the construction area will need to be securely separated from the remainder of the school.

5.15 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 a part of toolbox talks and advise workers of public transport and car-pooling opportunities.

5.16 Emergency Vehicle Access

The proposed traffic control arrangements do not propose the closure of any local roads. Any emergency vehicles requiring access to the project site will do so via the driveway access along Maitland Street.

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

5.17 Access to Adjoining Properties

Access to all adjoining properties will be maintained throughout the works. The adjacent land owners will be notified of works via letter box distribution and road signage to advised of anticipated truck movements in operation with access to adjoining properties being maintained at all times.

5.18 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.

The comprehensive Work Health & Safety Management Plan will be provided by the appointed builder and shall be constantly reviewed as the design and construction methodology progress.

5.19 Method of Communicating Traffic Changes

Traffic guidance schemes in accordance with Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and RMS Traffic Control at Worksites manual will advise motorists of upcoming changes in the road network.

During construction, the contractor shall each morning, prior to work commencing, ensure all signage is erected in accordance with the TGS and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is removed as required.

Any variation to the layout of the TGS on site is to be recorded and certified by authorised RMS accredited personnel. The associated TGS road signage will inform drivers of works activities in the area including truck movements in operation.

5.20 Contact Details for On-Site 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.

5.21 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 PCTPMP has been prepared to outline the construction traffic measures to improve site safety to the public and workers during the construction process.

With the measures described in the PCTPMP in place, the construction activity is anticipated to have minimal disruption to the daily activities within the vicinity of the site.

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