

Updated Construction Traffic Management Plan

55 Templar Road, Erskine Park

PREPARED FOR:
BlueScope Ltd

REFERENCE:
0618r02v07

DATE:
6/08/2024



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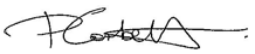
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Revision History

VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
01-06	Per prior report version	Julius Boncato	Ben Midgley	Paul Corbett	Original Signed
07	6/08/2024	Julius Boncato	Julius Boncato	Paul Corbett	

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Table of Contents

1. Introduction	4
1.1. Overview	4
1.2. Consultation	6
1.3. Structure of this Report	7
1.4. References	7
2. Existing Conditions	9
2.1. Location and Site	9
2.2. Road Network	9
2.3. Public Transport	12
3. Overview of Construction Program	14
3.1. Hours of Construction Work	14
3.2. Construction Phasing & Duration of Works	14
4. Construction Traffic Management	16
4.1. Construction Vehicle Access	16
4.2. Truck Routes	18
4.3. Pedestrian Access & Protection	20
4.4. Crane Requirements	20
4.5. Oversize Overmass Permit	20
4.6. Traffic Guidance Schemes	20
4.7. Notice of Construction Works	20
4.8. Nature of Construction Work During the Extended Hours	21
5. Construction Impacts	22
5.1. Contractor Parking Demand & Impacts	22
5.2. Traffic Generation & Impacts	23
5.3. Pedestrian & Cyclist Access	24
5.4. Public Transport	24
5.5. Emergency Vehicle Access	24
5.6. Heavy Vehicle Driver Code of Conduct	25
5.7. Work Health & Safety	25
5.8. Staff Induction	25
5.9. Traffic Management Monitoring & Reporting	25
6. Conclusions	27



List of Figures

Figure 1: Location & Road Hierarchy Plan	10
Figure 2: Site Plan	11
Figure 3: Public Transport Services	13
Figure 4: Truck Access and Internal Circulation (Illustrative)	17
Figure 5: Truck Routes – Inbound & Outbound	19

List of Tables

Table 1: Hours of Work & Proposed Extension	4
Table 2: Relevant Conditions & Where Addressed in this Plan	5
Table 3: Key Consultation Timeline with Council	6
Table 4: Road Network Details	9
Table 5: Bus Services	12
Table 6: Rail Services	12
Table 7: Construction Phasing & Duration	14
Table 8: Trip Generation of Trucks & Contractor Vehicles – During Approved Hours of Work	23
Table 9: Trip Generation of Trucks & Contractor Vehicles – During Extension of Hours of Work	24

Appendices

Appendix A	CV of Report Author
Appendix B	Email Correspondence with Penrith City Council
Appendix C	Site Establishment Plans prepared by Prime Constructions
Appendix D	Swept Path Drawing
Appendix E	Traffic Guidance Scheme prepared by PDC Consultants
Appendix F	Heavy Vehicle Driver Code of Conduct

1. Introduction

1.1. Overview

1.1.1. Extended Construction Hours of Work Overview

PDC Consultants has been commissioned by BlueScope Ltd to prepare an updated Construction Traffic Management Plan (the Updated Plan) for construction works relating to the development under State Significant Development Application (SSDA), SSD-45510464 (the Project), for the site at 55 Templar Road, Erskine Park (the Site). BlueScope Ltd has advised that due to unseasonably wet weather in the last six months, the progress of construction work has been significantly impacted. In an attempt to recover from the delays in the construction schedule, approval is sought to extend the permissible hours of construction work as outlined in Condition B24 of the SSDA.

Table 1 reproduces the permissible hours of work (both construction and operation) as outlined in Condition B24 of the SSDA. Additionally, **Table 1** outlines the proposed extension of construction work under this Updated Plan.

Table 1: Hours of Work & Proposed Extension

ACTIVITY	IN ACCORDANCE WITH CONDITION B24		PROPOSED CONSTRUCTION HOURS OF WORK	
	DAY	DURATION	DAY	DURATION
Earthworks and Construction	Monday – Friday	7 am – 6 pm	Monday – Friday	7 am – 6 pm (no change)
	Saturday	8 am – 1 pm	Saturday	1 pm – 3 pm (+2 hours)
	-	-	Sunday	8 am – 3 pm
Operation	Monday – Sunday	24 hours	Monday – Sunday	24 hours (no change)

It is noted that the proposed extension of construction work will only last until for a total of approximately 15 Saturdays and 15 Sundays and prior to the end of December 2024.

This Updated Plan details the proposed traffic management measures during the proposed extended hours of work and associated impacts.

1.1.1. Project Overview

An overview of the Project as outlined in the BlueScope Erskine Park Metal Coating Line No. 7 (MCL7) Environmental Impact Statement (ref: 0628175, version 1.2) prepared by ERM and dated 28/02/2023, is as follows:

The Project will produce ZINCALUME® steel, which is a zinc-aluminium coated steel product manufactured through the process of coating a cold rolled steel strips with a zinc-aluminium alloy. The throughput will be approximately 240 kilo tonnes per annum (ktpa), that includes 80 ktpa of “bare” ZINCALUME® steel products and 160 ktpa of paint line feed products. The Project will involve the construction, installation and operation of the metal coating line buildings and processing plant/equipment, ancillary infrastructures and temporary facilities. The key elements of the Project include:

- *MCL7 buildings:*
 - *A main building located to the south of the Project Area.*
 - *A warehouse building adjoining the main building to the east for the storage and despatch of finished products from the Project.*
- *Ancillary infrastructures, such as:*
 - *A new chemical and oil waste storage area located north of the main building and adjacent to warehouse building.*
 - *A new car parking area adjacent to the existing Coil Paint Line No. 8 (CPL8) car parking.*
 - *Storage and associated areas (e.g., ingot and pot equipment maintenance, offices and crib facilities, laboratory and test facility, high voltage switch room, electrical equipment rooms, hydrogen and nitrogen and truck parking and unloading area, fire water tanks and pumps, and a maintenance shed).*
 - *Three (3) stacks (main direct fired furnace, passivation drying stack and resin curing oven stack) located above the main building.*

It should be emphasised that the construction works has been approved as detailed in the previous version of the CTMP (ref: 0618r02v06). This updated Plan is to address the construction traffic impacts relating to the extended hours of work that is sought for approval.

The purpose of this Plan is to detail the proposed traffic management arrangements that are to be implemented for the construction of the Project which seeks to minimise the impact on public amenity and safety. This Plan has been prepared in accordance with Condition B1 of the SSDA, which have been reproduced in **Table 2**. **Table 2** also references the relevant section in this Plan where the requirements of Conditions B1 has been addressed.

Table 2: Relevant Conditions & Where Addressed in this Plan

CONDITON NO.	DESCRIPTION	RELEVANT PLAN SECTION
B1	Construction Traffic Management Plan Prior to the commencement of construction of the development, the Applicant must prepare a Construction Traffic Management Plan 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 measures that are to be implemented to ensure road safety and network efficiency during construction. (d) Detail heavy vehicle routes, access and parking arrangements – including for construction staff and operational staff associated with the adjoining CPL8 facility. (e) Included a Traffic Guidance Scheme which includes details for pedestrian management and is prepared in	Refer to Appendix A Refer to Section 1.2 and Appendix B. Refer to Section 4 For heavy vehicle routes, refer to Section 4.2 For construction access, refer to Section 4.1 For parking arrangements, refer to Section 5.1 and Site Establishment Plans provided as Appendix C Refer to Section 4.6 and Traffic Guidance Scheme provided as Appendix D

CONDITON NO.	DESCRIPTION	RELEVANT PLAN SECTION
	accordance with AS 1742.3 Traffic Control Devices for Works on Roads and the Traffic Control at Worksites Technical Manual (TfNSW). (f) 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; (iv) Ensure truck drivers use specified routes. (g) Include a program to monitor the effectiveness of these measures; and (h) If necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	Refer to Section 5.6 and Driver Code of Conduct included as Appendix E Refer to Section 5.9 Refer to Section 4.7

1.2. Consultation

Table 3 outlines the initial consultation undertaken by PDC as part of the preparation of the previous version of the Plan (ref: 0618r02v06).

Table 3: Key Consultation Timeline with Council

KEY DATE	DESCRIPTION
27/09/2023	PDC liaised with Council's Development Assessment Coordinator to establish initial communication with Council in preparation of this Plan and to discuss the CTMP requirements. Council's Development Assessment Coordinator advised PDC to contact Council's Infrastructure Officer for further Council input into the CTMP when preparing the initial Plan. PDC emailed Council summarising the consultation process which will incorporate the following steps: • PDC to prepare a draft Plan. • PDC to issue the draft Plan to Council for review and comment. • Council to provide PDC with comments (if any) for consideration. • PDC to consider comments and incorporate in the final Plan.
30/09/2023	PDC contacted Council's Development Assessment Officer via phone call to further discuss the CTMP requirements and advised the following initial considerations: • Truck routes to and from the Site. Council noted that generally, access to and from the site should be acceptable noting that the site is in an industrial area and whilst Templar Road is a local road, it has immediate access to Lenore Drive, being a state road. • Construction staging and associated truck movements, volumes and types. • Any requirements for Oversized and/or Overmass (OSOM) vehicles to travel to/from the site.

KEY DATE	DESCRIPTION
10/10/2023	Council issued an email confirming review of the CTMP (ref: 0618r02v05) and provided the following comment: <i>Council's assets unit has reviewed the referred document and made the following comment for your address:-</i> <i>In section 4.1 it is nominated that only heavy rigid vehicles will utilise the temporary construction access driveway at the southern end of the site. More specifics should be provided in terms of vehicles sizes. Dependant on the vehicle size, swept paths may need to be provided to ensure that the temporary construction driveway has been appropriately constructed to support vehicle entry into the site.</i> <i>Please address the above request and refer the revised version to Council for final review and comment against the SSD Conditions of consent.</i> In response to the above, Section 4.1 has been revised to specifically state that heavy rigid vehicles up to 12.5m lengths will use the temporary construction driveway.

A copy of the email consultation undertaken to date is included as **Appendix B** for reference.

1.3. Structure of this Report

This Plan is based upon information provided by BlueScope Limited and Prime Constructions, and should be read in the context of other construction documentation submitted separately. Reference should be made to the Site Establishment Plans prepared by Prime Constructions Pty Ltd (included as **Appendix C**) which detail the general layout of the construction work within the Site. The remainder of this Plan is structured as follows:

- Section 2: Describes the site and existing traffic and parking conditions in the locality.
- Section 3: Provides an overview of the construction program.
- Section 4: Discusses the proposed traffic management measures.
- Section 5: Discusses the expected impacts resulting from the construction activities.
- Section 6: Presents the overall study conclusions.

1.4. References

In preparing this Plan, reference has been made to the following guidelines, standards and reports:

- Roads and Maritime Services (RMS) Traffic Control at Work Sites Manual, Version 6.1.
- Australian Standard AS 1742.3-2009, Part 3: Traffic Control for Works on Roads (AS 1742.3).
- Australian Standard AS 2890.2-2018, Part 2: Off-Street Commercial Vehicle Facilities (AS 2890.2).
- Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area, 2013 (Integrated Public Transport Planning Guidelines 2013).



- BlueScope Erskine Park Metal Coating Line No. 7 Environmental Impact Statement (ref: 0628175, version 1.2), prepared by ERM dated 28/02/2023 (EIS Report).
- BlueScope Metal Coating Line 7 Traffic Impact Assessment (ref: 21464, version 5) prepared by TTPP Transport Planning, dated 24/02/2023.

2. Existing Conditions

2.1. Location and Site

The Site is located at 55 Templar Road, Erskine Park, being approximately 39 kilometres west of the Sydney CBD. More specifically, it is located on the western side of Templar Road to the south of its intersection with Lockwood Road.

The Site is comprised of a single lot, formally identified as Lot 3, DP 1094504. The Site is irregular in configuration with an approximate site area of 10.3 hectares. The Site has a single street frontage, being Templar Road to the east, having a length of approximately 320 metres. The Site borders neighbouring industrial buildings to the north and south of the Site and C2 Environmental Conservation zoned land to the west.

Figure 1 and **Figure 2** provide an appreciation of the Site's location in both a broad and local context respectively.

2.2. Road Network

The road network in the vicinity of the Site is shown in **Figure 1** with the following roads considered noteworthy as detailed in **Table 4**.

Table 4: Road Network Details

ROAD NAME	MAMRE ROAD	ERSKINE PARK ROAD	LENORE DRIVE	TEMPLAR ROAD
ROAD CLASSIFICATION	State Road (MR 536)	State Road (MR 629)	State Road (MR 693)	Local Road
ROAD ALIGNMENT	North to south	North-east to south-west	East to west	North to south
RUNS BETWEEN	North: St Marys South: Kemps Creek	North-east: Roper Road South-west: Mamre Road	East: Old Wallgrove Road West: Mamre Road	North: Lenore Drive South: <i>Terminates</i>
SPEED ZONING NEAR SITE	80 km/h	80 km/h	80 km/h	60 km/h ¹
TRAFFIC LANES NEAR THE SITE	One (1) lane in each direction	One (1) to two (2) lanes in each direction	Two (2) lanes in each direction	One (1) lane in each direction
ROAD WIDTH	8 metres	18-20 metres	21 metres	16 metres
KERBSIDE PARKING	No	No	No	Yes
PARKING RESTRICTIONS	'No Stopping' along both sides	'No Stopping' along both sides	'No Stopping along' both sides	Unrestricted parallel parking
FORMS SITE FRONTAGE	No	No	No	Yes

¹: No posted speed limit along Templar Road. Presumed to be 60km/h speed zoning, consistent with Compass Drive & Lockwood Road.

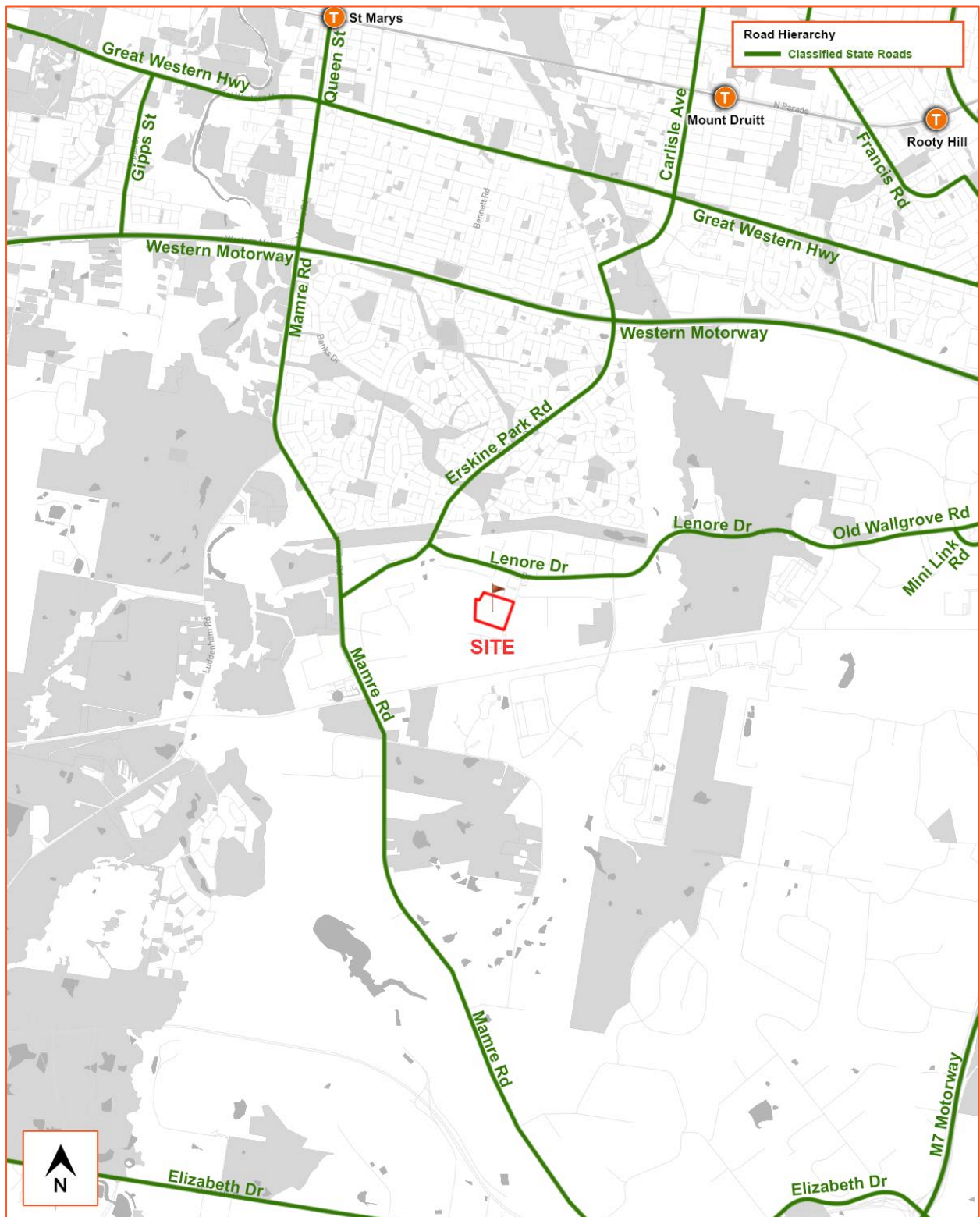


Figure 1: Location & Road Hierarchy Plan



Figure 2: Site Plan

2.3. Public Transport

2.3.1. Bus Services

The Integrated Public Transport Service Planning Guidelines 2013, states that the walking catchment for metropolitan bus services includes all areas within a 400-metre radius of a bus stop. It is evident from **Figure 3** that there are no bus stops within 400 metres of the Site. Notwithstanding, there are several bus stops within approximately 500 metres of the Site, along Lenore Drive. These bus stops are serviced by two (2) bus routes. Accordingly, it is expected a proportion of workers will utilise these services for journeys to and from the Site.

Table 5 below shows the notable town centres that are accessible via the two (2) bus routes servicing the bus stops along Lenore Drive and the average service headways during peak and off-peak periods.

Table 5: Bus Services

ROUTE NO.	TO / FROM	ROUTE DESCRIPTION	AVERAGE HEADWAY
779	Kemps Creek to Erskine Park	Via Erskine Park	Weekdays: 30 minutes Weekends: 1 hour
835	Prairewood to WSU Penrith	Via Bossley Park, Horsley Park, Eastern Creek, St Clair, St Marys Station, WSU Penrith & Kingswood	Weekdays: 30 minutes peak only Weekends: No services

2.3.2. Rail Services

The Integrated Public Transport Service Planning Guidelines 2013, states that the walking catchment for metropolitan railway stations includes all areas within an 800-metre radius of a station. It can be seen from **Figure 3** that Mount Druitt Railway Station is located approximately 6.0 kilometres from the Site and hence, falls outside the typical walking catchment area. Notwithstanding, it is expected that a proportion workers may still utilise the railway services (and bus services) operating from Mount Druitt Railway Station as part of a multi-modal journey to / from the Site (e.g. car, as passenger and rail).

Mount Druitt Railway Station is serviced by the T1 Western Line. **Table 6** shows the notable town centres that are accessible along the abovementioned railway line and the average service headways during peak and off-peak periods.

Table 6: Rail Services

RAILWAY LINE	NOTABLE TOWN CENTRES ALONG LINE	AVERAGE HEADWAYS
T1 Western Line	Emu Plains, Penrith, St Marys, Blacktown, Seven Hills, Parramatta, Lidcombe, Strathfield, Redfern, Central, Town Hall, Wynyard, North Sydney & Chatswood	Weekdays: 10 minutes peak / 15 minutes off peak Weekends: 15 minutes

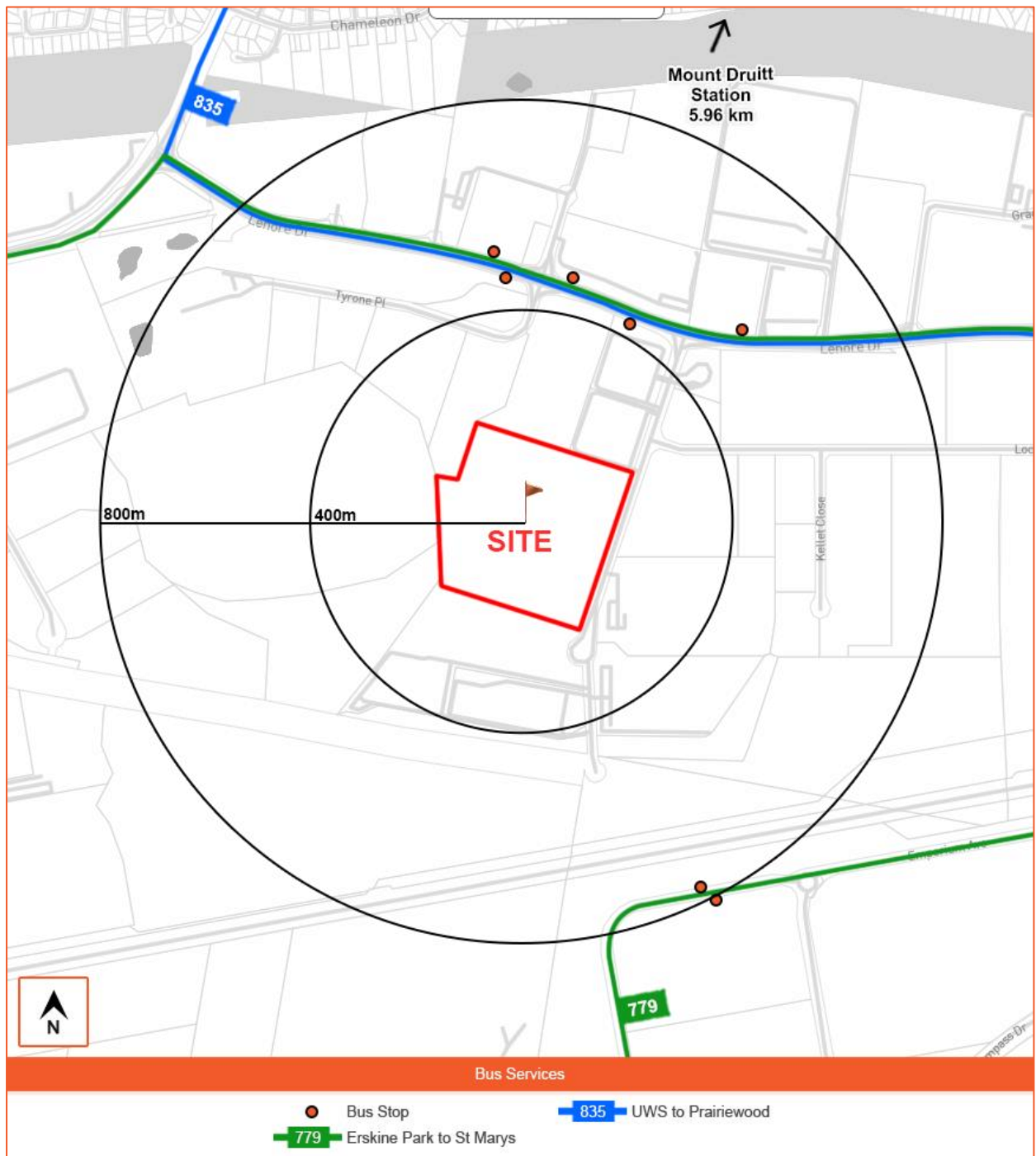


Figure 3: Public Transport Services

3. Overview of Construction Program

3.1. Hours of Construction Work

3.1.1. Approved Hours of Work

The hours of work (earthworks and construction) will be in accordance with Conditions B24 of the SSDA, which have been summarised below for reference:

- Monday – Friday: 7am – 6 pm.
- Saturday: 8am – 1pm.
- Sunday and Public Holidays: No work.

3.1.2. Proposed Extension of Hours of Work

The proposed extension of hours of construction work is detailed in Section 1.1.1 and **Table 1** and summarised below:

- For a total of approximately 15 Saturdays and prior to end of December 2024: 1 pm – 3 pm (+2 hours).
- For a total of approximately 15 Sundays and prior to end of December 2024: 8 am – 3 pm.

Reference should be made to Section 4.8 which discusses the nature of work that will be undertaken during the extension of hours of work.

3.2. Construction Phasing & Duration of Works

Table 7 shows the construction works will be broken into three construction phases and will require approximately 21 months to complete.

Table 7: Construction Phasing & Duration

PHASE	DESCRIPTION	APPROXIMATE COMMENCEMENT DATE	DURATION
1	Site Preparation	November 2023	1 months
2	Structures	December 2023	12 months
3	Installation Works ¹	July 2025	15 months

¹: There will be over between phases.

3.2.1. Site Preparation Phase

This phase will also require approximately one month to complete and will require in the order of 30 on-site workers. These works will incorporate the following:

- Establishment of the 'Construction Village' at the northern portion of the Site, adjacent to the existing car park.
- Construction of permanent perimeter fencing (for the remaining duration of works).

The largest vehicles to access the Site during this stage will be an AV. At the commencement of this phase, truck site entry and exit movements will conform to the arrangements outlined in Section 4.1.1.

3.2.2. Structures

The structure phase will require 12 months to complete and will require in the order of 120 workers. These works will incorporate the following:

- Piling, foundations and footings.
- Delivery of materials, building steelwork and cladding.
- Road pavements and drainage works.

The largest vehicle to access the Site during this stage will be a 28-metre-long AV. The use of this vehicle is required to deliver special structural steelwork sections for the MCL7 building. Truck site entry and exit movement will conform to the arrangements outlined in Section 4.1.2.

3.2.3. Installation Works

This construction phase will require approximately 15 months to complete and will require up to 250 on-site workers. These works will incorporate the following:

- Electrical and mechanical equipment installation.
- Piping and ancillary services installation.

The largest vehicle to access the Site during this stage will be an AV. Truck site entry and exit movement will conform to the arrangements outlined in Section 4.1.2 and the Site Establishment Plans included as **Appendix C**.

4. Construction Traffic Management

4.1. Construction Vehicle Access

4.1.1. Phase 1 Vehicle Access

For truck movements:

- All truck entry movements will occur either the existing entry-only driveway at the north-eastern corner of the site or via the temporary entry-only construction driveway at the south-eastern corner of the site. The temporary entry-only construction driveway will be restricted to use by heavy rigid vehicles only (up to 12.5-metre lengths). Swept path analysis included as **Appendix D** confirm satisfactory access by a 12.5-metre-long Heavy Rigid Vehicle as defined under AS 2890.2.
- All truck exit movements will occur in a forward direction, via the existing truck exit-only driveway at the north-eastern corner of the Site.

For light vehicle movements:

- All entry movements will occur either the existing car-only driveway at the north-eastern corner of the site (between the existing entry-only and exit-only driveways) or via the temporary entry-only construction driveway at the south-eastern corner of the site.
- All exit movements will occur in a forward direction either via the existing exit-only driveway at the north-eastern corner of the Site or via the same car-only driveway (two-way) onto Templar Road.

4.1.2. Phase 2-3 Vehicle Access

The construction vehicle access arrangements will be similar to Phase 1 with the following exceptions:

For truck movements:

- All truck entry movements will primarily occur via the existing entry-only driveway at the north-eastern corner of the site.
- All truck exit movements will occur in a forward direction, via the existing truck exit-only driveway at the north-eastern corner of the Site.
- Use of the temporary entry-only construction driveway at the south-eastern corner of the site will be restricted and will be used by 12.5-metre heavy rigid vehicles only (as required by the builder).

For light vehicle movements:

- All entry movements will occur via the existing car-only driveway at the north-eastern corner of the site (between the existing entry-only and exit-only driveways).

- All exit movements will occur in a forward direction, via the same car-only driveway (two-way) onto Templar Road.

With regard to Phase 2, the largest vehicle to access the site will be a 28-metre-long AV. Whilst swept path analysis has not been undertaken of the truck exit movement at the north-eastern corner of the site, it is noted that the driveway arrangements have been designed to accommodate vehicles up to and including a 32-metre-long B-Triple. Having regard for the above, all construction vehicles will be able to satisfactorily access the site and importantly, all entry and exit movements will occur in a forward direction.

Figure 4 provides an appreciation of the truck movements within the site during Phases 1-3.



Figure 4: Truck Access and Internal Circulation (Illustrative)

4.2. Truck Routes

The proposed truck routes to / from the work area are illustrated by **Figure 5** and can be summarised as follows:

4.2.1.1 Inbound

- From the North: M7 Motorway, Mini Link Road, Old Wallgrove Road, Lenore Drive and Templar Road.
- From the South:
 - Mamre Road, Erskine Park Road and Templar Road; or
 - M7 Motorway, Old Wallgrove Road, Lenore Drive and Templar Road.
- From the East:
 - Great Western Highway, Wallgrove Road, Old Wallgrove Road, Lenore Drive and Templar Road; or
 - Western Motorway, M7 Motorway, Mini Link Road, Old Wallgrove Road, Lenore Drive and Templar Road.
- From the West:
 - Great Western Highway, Mamre Road, Erskine Park Road and Templar Road; or
 - Western Motorway, Mamre Road, Erskine Park Road and Templar Road.

4.2.1.2 Outbound

- To the North: Templar Road, Lenore Drive, Old Wallgrove Road and M7 Motorway.
- To the South:
 - Templar Road, Erskine Park Road and Mamre Road; or
 - Templar Road, Lenore Drive, Old Wallgrove Road and M7 Motorway.
- To the East:
 - Templar Road, Lenore Drive, Old Wallgrove Road and M7 Motorway and Western Motorway; or
 - Templar Road, Lenore Drive, Old Wallgrove Road, Wallgrove Road and Great Western Highway.
- To the West:
 - Templar Road, Erskine Park Road and Mamre Road and Great Western Highway; or
 - Templar Road, Erskine Park Road and Mamre Road and Western Motorway.

Truck drivers will be notified of the above truck routes to / from the Site to ensure construction traffic on local streets is minimised. Additionally, it is noted that a copy of the truck routes illustrated in **Figure 5** is required to be provided to all drivers prior to attending the Site.

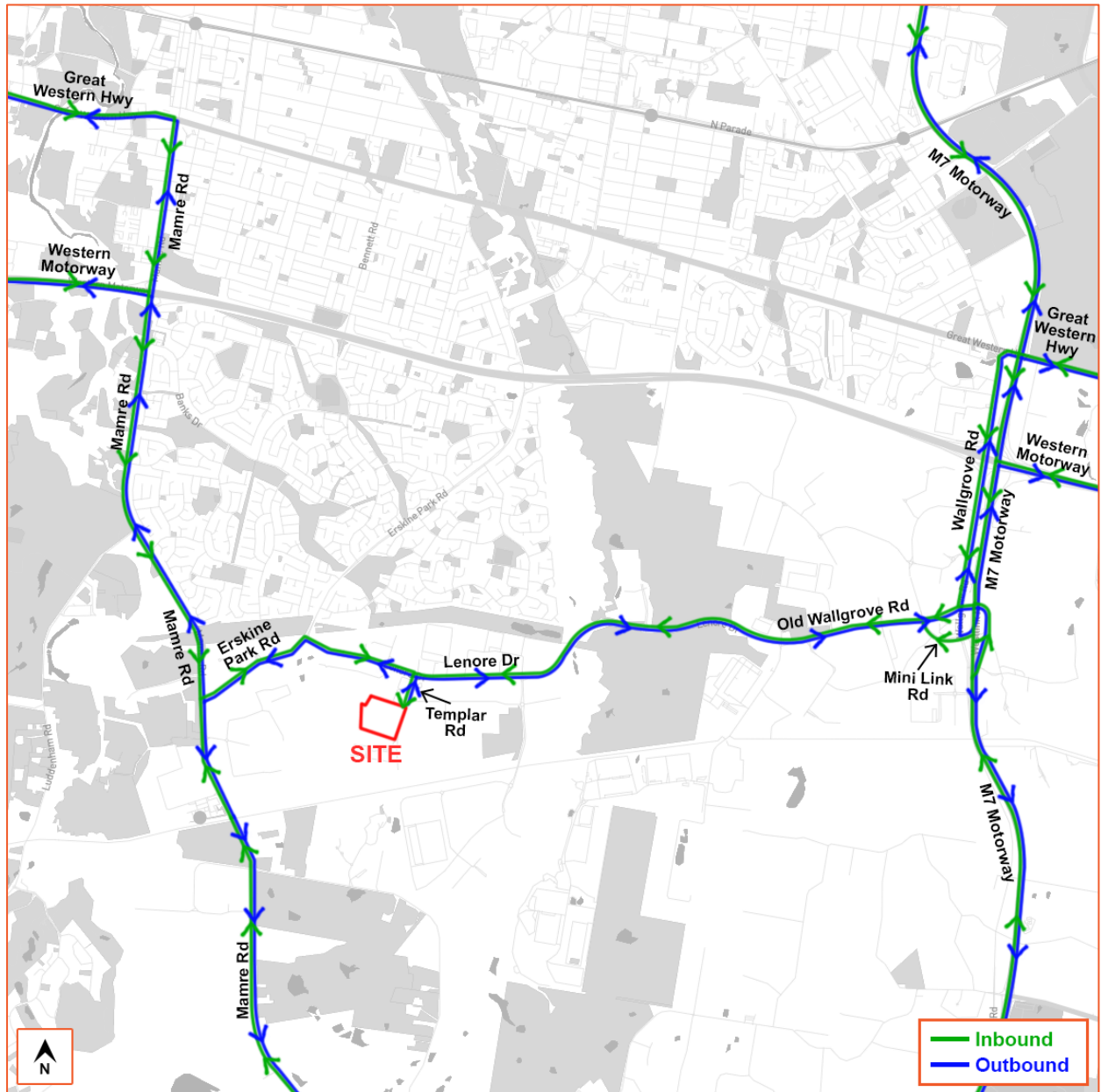


Figure 5: Truck Routes – Inbound & Outbound

4.3. Pedestrian Access & Protection

With reference to the Site Establishments Plans provided as **Appendix C**, temporary and permanent construction fencing with shade cloth will be provided throughout the Site to provide separation between the construction area and existing (and ongoing) operations of the CPL8 building. It is noted that as works progress, fencing will be shifted, as required, to facilitate “tie-in” works with existing infrastructure associated with sewer, stormwater, road pavement and the like. During these works, coordination will be undertaken with the facilities manager of the CPL8 building and the project manager of the construction works.

Along the western side of Templar Road, pedestrian access will be maintained at all times (along the footpath). In this regard, exiting vehicles from the Site are to wait for a suitable gap in both pedestrian and vehicular traffic before proceeding, ensuring that impacts on both vehicle and pedestrian traffic flow are minimised.

These pedestrian protection arrangements are considered acceptable and will ensure that pedestrian safety and access is maintained at all times.

4.4. Crane Requirements

The use of a mobile / tower crane will be required during these works and will be wholly accommodated on-site.

4.5. Oversize Overmass Permit

The use of a 28-metre-long AV will be required to deliver structural steel sections for the MCL7 building. Accordingly, an Oversize Overmass (OSOM) Permit will be required to be applied for by BlueScope Limited / head contractor prior to the 28-metre-long AV being brought to the site.

4.6. Traffic Guidance Schemes

One site-specific TGSs have been prepared for Phases 1-3 and is included as **Appendix E**. The TGS demonstrates the proposed signage and traffic management measures that are required to be implemented for the traffic management for the vehicle access to the site.

The TGS will ensure that vehicular, pedestrian and cyclist movements are managed safely and efficiently. The TGS has been designed in accordance with the requirement of the TfNSW Traffic Control at Works Site Manual and AS 1742.3 and is recommended for adoption.

4.7. Notice of Construction Works

Adjoining neighbours of the site will be notified by letterbox drop of the construction works and expected timeframes for completion, seven (7) days prior to the commencement of each phase of construction.

4.8. Nature of Construction Work During the Extended Hours

As advised by BlueScope Ltd, the nature of construction work during the extended hours of work are to be as follows:

- Work will be relatively 'quiet' compared to other construction work that will occur during the approved hours. This will comprise of formwork, reo-fixing, metal roofing and cladding.
- No deliveries will occur during the extended hours on Saturday or Sunday. All materials that will be used during the extended hours will be delivered during the approved construction hours. Accordingly, no heavy vehicle movements will arrive or depart the site after 1 pm on Saturdays or at all on Sundays.
- Light vehicle trips associated by tradespersons and generated during the extended hours of work on Saturdays and on Sundays will be consistent with the respective construction phase. The number of tradespersons on-site will not exceed what is outlined in Sections 3.2.1 - 3.2.3.

5. Construction Impacts

5.1. Contractor Parking Demand & Impacts

5.1.1. During Approved Hours of Construction Work

As illustrated by **Figure 3** the site has relatively good access to public transport services and a proportion of the workforce is expected to utilise such services to / from the Site. The use of public transport and car-pooling will be actively encouraged by the builder and all sub-contractors to reduce the reliance on private vehicles and minimise parking demands.

Phase 3 has been assessed to consider the worst-case contractor parking demands and impacts given this is the busiest construction phase and is expected to require a maximum workforce of up to 250 persons. In this regard, the following is noted:

- Approximately 20% of workers are expected to utilise public transport to and from site.
- An average car occupancy of 2.5 persons / car is expected for the remaining 80% of workers travelling to / from the site in a private vehicle.

It is evident from the above that the expected peak car parking demand under Phase 3 will be in the order of 80 car spaces. In this regard, the following comments on contractor parking is made below:

- The extension of the existing car park is currently being undertaken by BlueScope Limited. Upon completion, this would provide an additional some 40 car spaces for contractor parking.
- Per the Site Establishment Plan provided as **Appendix C**, designated car parking is provided south of the 'BSL Project Village' area which is able to accommodate approximately 40 car spaces.

- As advised by BlueScope Ltd, a temporary car park has been constructed at the north-western corner of the site. The provision of the temporary ensures contractor car parking does not spill onto Templar Road and all parking demands are accommodated on-site.
- From discussions with Prime Constructions, the site parking within the vicinity of the 'BSL Project Village' area can be extended to accommodate additional contractor parking.

Having regard for the above, all contractor parking demands will be readily accommodated off-street, with no reliance on on-street parking and will therefore have little to no impact on on-street parking along Templar Road. Additionally, no impacts are expected on the existing car parking conditions associated with the CPL8 staff. Furthermore, it is noteworthy to mention that the above assesses the 'peak' parking demand and is expected that contractor parking will be within much lower levels over the course of construction.

5.1.2. During the Extended Hours of Construction Work

As discussed in Section 4.8, the number of workers on-site at any one time during the extended hours of work would be consistent with the maximum workforce outlined in Sections 3.2.1 - 3.2.3. Accordingly, the parking demand generated would be readily accommodated on-site per the discussion in Section 5.1.1.

5.2. Traffic Generation & Impacts

5.2.1. During Approved Hours of Construction Work

The traffic generated by the construction activities will vary across the construction stages. **Table 8** provides an estimate of the maximum number of truck and contractor vehicle trips per day that will be generated by the construction activities.

Table 8: Trip Generation of Trucks & Contractor Vehicles – During Approved Hours of Work

TYPE	PHASE 1	PHASE 2	PHASE 3
DAILY HEAVY VEHICLE (TRUCK) TRIPS	20	50	40
DAILY LIGHT VEHICLE (WORKER) TRIPS ¹	20	77	160

¹: Accounts for 20% of workers utilising public transport and remaining 20% of workers travelling using private car and car occupancy rate of 2.5 persons / car.

Truck movements will fluctuate over the course of the construction works with peak daily truck volumes to occur during the Phase 2 with 50 truck trips / day (25 trips in / 25 trips out). These movements will be spread across a period of approximately 11 hours during a typical weekday. Phases 1 and 3 will generate much lower daily truck volumes and in the order of 20 trips / day and 40 trips / day respectively.

Similarly, light vehicle movements will fluctuate over the course of the construction works with peak daily light vehicle volumes to occur during Phase 3 with up to 160 trips (80 trips in / 80 trips out).

The site has excellent access to the arterial road network including Lenore Drive, Great Western Highway, M4 Motorway and M7 Motorway which all carry very high traffic volumes. The increase of up to 200 vehicle trips (truck and cars) per day, being the worst scenario during Phase 3, is considered negligible in comparison to the background traffic and accordingly, it is expected that this increase would be accommodated with minimal impacts.

The construction traffic impacts of the proposed development activities are therefore considered acceptable, as well as being necessary to construct the development.

5.2.2. During the Extended Hours of Construction Work

The additional construction traffic generation resulting from the extended hours of construction work is outlined in **Table 9**.

Table 9: Trip Generation of Trucks & Contractor Vehicles – During Extension of Hours of Work

TYPE	DAY	PHASE 1	PHASE 2	PHASE 3
DAILY HEAVY VEHICLE (TRUCK) TRIPS	Monday – Saturday	20 (no change)	50 (no change)	40 (no change)
DAILY LIGHT VEHICLE (WORKER) TRIPS ¹	Monday – Saturday	20 (no change)	77 (no change)	160 (no change)
	Sundays	+20 (10 in / 10 out)	+77 (37 in / 36 out)	N/A ²

¹: Accounts for 20% of workers utilising public transport and remaining 20% of workers travelling using private car and car occupancy rate of 2.5 persons / car.

²: Extended hours of construction work not proposed for Phase 3.

On Saturdays, there is expected to be no change to the trip generation as a result of the extension hours of work.

On Sundays, the trip generation will be consistent with Monday – Saturday and dependent on the construction phase. It is expected that the associated construction traffic impacts on Sunday would be consistent with what already occurs on Saturday. It is noteworthy to mention the local external road network is expected to exhibit lower traffic volumes due to nearby businesses are not operating which would result in additional capacity to accommodate the construction traffic that will be generated on Sunday.

Notwithstanding the above, it is emphasised that the extension of hours of work will be restricted to 15 Saturdays and 15 Sundays prior to the end of December 2024.

The construction traffic impacts arising from activities during the extension hours of work are therefore considered acceptable, as well as being necessary to construct the development.

5.3. Pedestrian & Cyclist Access

The pedestrian management measures throughout the construction period have been discussed in Section 4.3 and will ensure that there will be minimal impact to pedestrians and cyclists.

5.4. Public Transport

The construction activities will have no impact on existing public transport services within the vicinity of the site.

5.5. Emergency Vehicle Access

The construction activities will have no impact on emergency vehicle access to the site and accordingly, emergency vehicle access will be available at all times. Should there be a need for emergency vehicle access, on-site workers are to assist as necessary.

5.6. Heavy Vehicle Driver Code of Conduct

Reference should be made to the Heavy Vehicle Driver Code of Conduct included as **Appendix F**, that is required to be adhered to all times in association with the construction of the development. Prime Constructions will ensure all workers including heavy vehicle contractors are provided with a copy of the Heavy Vehicle Driver Code of Conduct prior to arrival at the site.

5.7. Work Health & Safety

Any workers required to undertake works or traffic control shall be suitably trained and hold the required accreditation, and will also be site inducted. All traffic control personnel will be required to hold SafeWork NSW accreditation in accordance with the TfNSW Traffic Control at Worksites Technical Manual.

5.8. Staff Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will outline the requirements of this Plan, including site access routes, environmental and Work Health and Safety (WHS) responsibilities, emergency procedures, potential carpooling opportunities, etc. Additionally, the on-site manager / project manager will discuss the requirements of this Plan regularly as a part of toolbox talks.

5.9. Traffic Management Monitoring & Reporting

5.9.1. Overview

The effectiveness of the traffic management measures of this Plan and anticipated construction impacts can be assessed through the following criteria:

- Truck movements / routes.
- Construction site access arrangements.
- Contractor car parking.
- Traffic Guidance Scheme implementation.

Following the site audit, a report will be prepared outlining the outcome of the inspection and any recommendations that could be implemented to improve the environmental performance and management of the construction traffic impacts.

5.9.2. Report Review & Update

The following outlines the typical triggers which will require a revision or update of this Plan to be prepared:

- After a substantial deviation between actual on-site construction traffic activities and details documented in this Plan.
- After an incident, complaint or non-compliance with statutory requirements and this Plan.
- Modifications or requirement for new TGS to be prepared.

6. Conclusions

In summary, this Updated Plan has been prepared to detail the construction traffic impacts associated with the proposed extension of construction hours of work relating to the new manufacturing facility building at 55 Templar Road, Erskine Park, under SSD-45510464.

The proposed traffic management arrangements recommended in this Plan satisfy the requirements of the RMS Traffic Control at Worksites Manual, AS 1742.3 and AS 2890.2, and seek to minimise the impact of the construction activities on the surrounding community, in terms of both vehicle traffic and pedestrian amenity. Any minor variation to these standards would be considered acceptable having regard to the constraints inherent by the site and proposed development.



Appendix A



YEARS OF EXPERIENCE

6 years

QUALIFICATIONS & AFFILIATIONS

BE (Civil)

MIEAust

Member AITPM

Member IPWEA

SafeWork NSW – Work Health & Safety Traffic Control Work (PWZ)

Level 1 Road Safety Auditor

KEY SKILLS & COMPETENCIES

Traffic & Parking Impact Assessments

SIDRA Traffic Modelling

Road Safety Audits

Car Park Design

Car Park & Loading Dock Audits

Traffic Management Plans

Loading Dock Management Plans

Design Development & Compliance Statements for Construction & Occupation Certificates

Peer Review

Data Analysis

PROFESSIONAL BACKGROUND

2017-Present - PDC Consultants

JULIUS BONCATO

SENIOR TRAFFIC ENGINEER



PROFESSIONAL OVERVIEW

Julius is a competent traffic engineer with expertise in the areas of traffic engineering and transport planning. Julius has been involved in several development and infrastructure projects, varying in land-use and scale, and has been involved in all project aspects from design and development, through to construction. This experience allows Julius to provide strategic and specialist advice on transport planning issues that ensure the best possible outcome on all projects he is involved in.

Julius is a very effective communicator and a skilled user of many transport related software packages, including, SIDRA Intersection, AutoCAD, Vehicle Tracking and RapidPlan.

RELEVANT PROJECT EXPERIENCE

TRAFFIC & PARKING IMPACT ASSESSMENTS

Winter Sports World

Jamison Rd, Penrith

Cabramatta East Precinct

Cabramatta Rd E, Broomfield St and Fisher St, Cabramatta

Big Bear Shopping Centre

Military Rd, Neutral Bay

Liverpool West Public School

Hoxton Park Rd, Liverpool

Bexley Bowling Club

Laycock St, Bexley North

Mixed-Use Development

Segers Ave, Padstow

Canada Bay Club

William St, Five Dock

Uniting Residential Aged Care & Independent Living Units

Freeburn St & Yamba Rd, Yamba

Roly-Poly Early Learning Centre

Clovelly Rd, Clovelly

Warehouse Development

Interchange Park, Eastern Creek

Mixed-Use Development

Princes Hwy, Wolli Creek

Mixed-Use Development

Castlereagh St, Haymarket

TRAFFIC MANAGEMENT PLANS

Yennora Distribution Centre

Loftus Rd, Yennora

Showground Business Park

Anella Ave, Castle Hill

Hendra Industrial Estate

Nudgee Rd, Nudgee

Great West Distribution Centre

Great Western Hwy, Arndell Park

Big Bear Shopping Centre

Military Rd, Neutral Bay

Ingleburn Logistic Park

Stennett Rd, Ingleburn

Moorebank Distribution Centre

Helles Ave, Moorebank

Chullora Business Park

Hume Hwy, Chullora

PolAir Facility

Bankstown Airport, Bankstown

Parramatta West Public School

Young St, Parramatta

Domremy College

First Ave, Five Dock

Forrester Distribution Centre

Forrester Rd, St Marys

DESIGN DEVELOPMENT & COMPLIANCE STATEMENTS FOR CONSTRUCTION CERTIFICATE

PolAir Facility

Bankstown Airport, Bankstown

Park One

Waterloo Rd, Macquarie Park

Domremy College

First Ave, Five Dock

Boomerang Tower

Olympic Blvd, Sydney Olympic Park

Uniting Mayflower Westmead

Caroline St, Westmead

Mixed-Use Development

Old Princes Hwy, Sutherland



Appendix B

Julius Boncato

From: Gavin Cherry <gavin.cherry@penrith.city>
Sent: Tuesday, 10 October 2023 3:22 PM
To: James Menzel
Cc: Julius Boncato; Katelyn Davies; Hamish Dodson
Subject: Response to Customer on SSD Condition Compliance - 25-55 Templar Rd Erskine Park | SSD-45510464

Afternoon James and Julius

Council's assets unit has reviewed the referred document and made the following comment for your address:-

- *In section 4.1 it is nominated that only heavy rigid vehicles will utilise the temporary construction access driveway at the southern end of the site. More specifics should be provided in terms of vehicles sizes. Dependant on the vehicle size, swept paths may need to be provided to ensure that the temporary construction driveway has been appropriately constructed to support vehicle entry into the site.*

Please address the above request and refer the revised version to Council for final review and comment against the SSD Conditions of consent.

Regards

Gavin Cherry
Development Assessment Coordinator
Development Services

E Gavin.Cherry@penrith.city
T [+61247328125](tel:+61247328125) | F +612 4732 7958 | M
PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au



From: Gavin Cherry <gavin.cherry@penrith.city>
Sent: Monday, October 9, 2023 1:02 PM
To: James Menzel <jmenzel@primeconstruct.com.au>; Julius Boncato <jboncato@pdccconsultants.com.au>
Cc: Katelyn Davies <Katelyn.Davies@penrith.city>; Johnny Vann <jvann@primeconstruct.com.au>; Hamish Dodson <hamish.dodson@penrith.city>
Subject: RE: 25-55 Templar Rd Erskine Park | SSD-45510464

Afternoon James

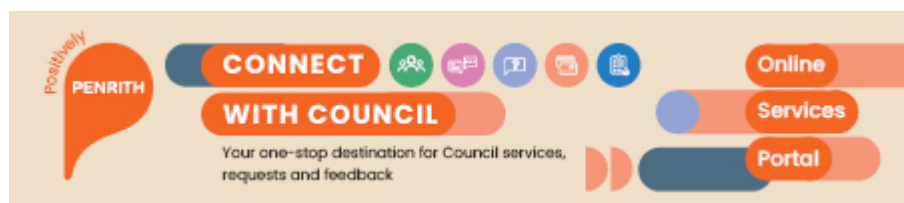
A review of any material lodged takes up to 10 working days and this was only sent late last week.
You will be advised as soon as the response is ready.
regards

Gavin Cherry
Development Assessment Coordinator
Development Services

E Gavin.Cherry@penrith.city
T +61247328125 | F +612 4732 7958 | M
PO Box 60, PENRITH NSW 2751
www.visitpenrith.com.au
www.penrithcity.nsw.gov.au



Follow us



From: James Menzel <jmenzel@primeconstruct.com.au>
Sent: Monday, October 9, 2023 12:38 PM
To: Julius Boncato <jboncato@pdconsultants.com.au>; Gavin Cherry <gavin.cherry@penrith.city>
Cc: Katelyn Davies <Katelyn.Davies@penrith.city>; Johnny Vann <jvann@primeconstruct.com.au>; Hamish Dodson <hamish.dodson@penrith.city>
Subject: Re: 25-55 Templar Rd Erskine Park | SSD-45510464

EXTERNAL EMAIL: This email was received from outside the organisation. Use caution when clicking any links or opening attachments.

Hi All,

Following up this feedback please. Also looping in Hamish.

Thanks,
James

James Menzel | Construction Manager | **Prime Constructions Pty Ltd**
Level 2, 407 Pacific Highway, Artarmon NSW 2064
T (02) 9418 7707 F (02) 9418 7723 M 0478 928 900
www.theprimegroup.com.au



From: Julius Boncato <jboncato@pdconsultants.com.au>
Date: Thursday, 5 October 2023 at 9:24 am
To: gavin.cherry@penrith.city <gavin.cherry@penrith.city>
Cc: katelyn.davies@penrith.city <katelyn.davies@penrith.city>, Johnny Vann <jvann@primeconstruct.com.au>, James Menzel <jmenzel@primeconstruct.com.au>
Subject: RE: 25-55 Templar Rd Erskine Park | SSD-45510464

Caution! This message was sent from outside your organization.

Hi Gavin,

Further to our discussion last week, please find attached our CTMP report for the above site for Council's feedback/comment.

I have also gotten in touch with Hamish last week who was helpful in outlining the key initial considerations for the CTMP.

Any questions, feel free to reach out and looking forward to Council's response following the review.

Kind Regards,

Julius Boncato

Senior Traffic Engineer



PDC Consultants | Traffic + Transport



+61 435 957 061



jboncato@pdcconsultants.com.au



www.pdcconsultants.com.au



www.linkedin.com/company/pdc-consultants



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From: Julius Boncato

Sent: Wednesday, September 27, 2023 11:59 AM

To: gavin.cherry@penrith.city

Cc: katelyn.davies@penrith.city; Johnny Vann <jvann@primeconstruct.com.au>

Subject: 25-55 Templar Rd Erskine Park | SSD-45510464

Hi Gavin,

Thanks for your time over the phone earlier.

As mentioned, we have been engaged by the builder to prepare the CTMP and to address Condition B1. Specifically, Condition B1(b) requires the CTMP to be prepared in consultation with TfNSW and Council.

In line with the typical consultation process with Council, we are aiming to undertake the following steps:

1. PDC to prepare a complete CTMP report.
2. PDC to issue the CTMP report to Council for review/feedback.
3. Council to provide any review/feedback to PDC for consideration.
4. PDC to prepare a final updated CTMP report incorporating any comments received from Council (and TfNSW).
5. PDC to issue the final updated CTMP report to Council and TfNSW for information .

As advised, typical timeframes to receive Council feedback would be in the order of 1-2 weeks.

(I have also tried to give Hamish a call, though wasn't able to reach him. I will try again later this afternoon/tomorrow morning).

Any questions, feel free to reach out.

TRAFFIC AND ACCESS

Construction Traffic Management Plan

- B1. Prior to the commencement of construction of the development, the Applicant must prepare Management Plan for the development to the satisfaction of the Planning Secretary. The plan 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 and TfNSW;
 - (c) detail the measures that are to be implemented to ensure road safety and network construction;
 - (d) detail heavy vehicle routes, access and parking arrangements;
 - (e) include a Traffic Guidance Scheme which includes details for pedestrian management in accordance with AS1742.3 Traffic Control Devices for Works on Roads and the Traffic Engineering Technical Manual (TfNSW);
 - (f) include a Driver Code of Conduct to:
 - (i) minimise the impacts of earthworks and construction on the local and regional network;
 - (ii) minimise conflicts with other road users;
 - (iii) minimise road traffic noise; and
 - (iv) ensure truck drivers use specified routes;
 - (g) include a program to monitor the effectiveness of these measures; and
 - (h) if necessary, detail procedures for notifying residents and the community (including potential disruptions to routes).

Kind Regards,

Julius Boncato
Senior Traffic Engineer



PDC Consultants | Traffic + Transport



+61 435 957 061



jboncato@pdcconsultants.com.au



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www.linkedin.com/company/pdc-consultants

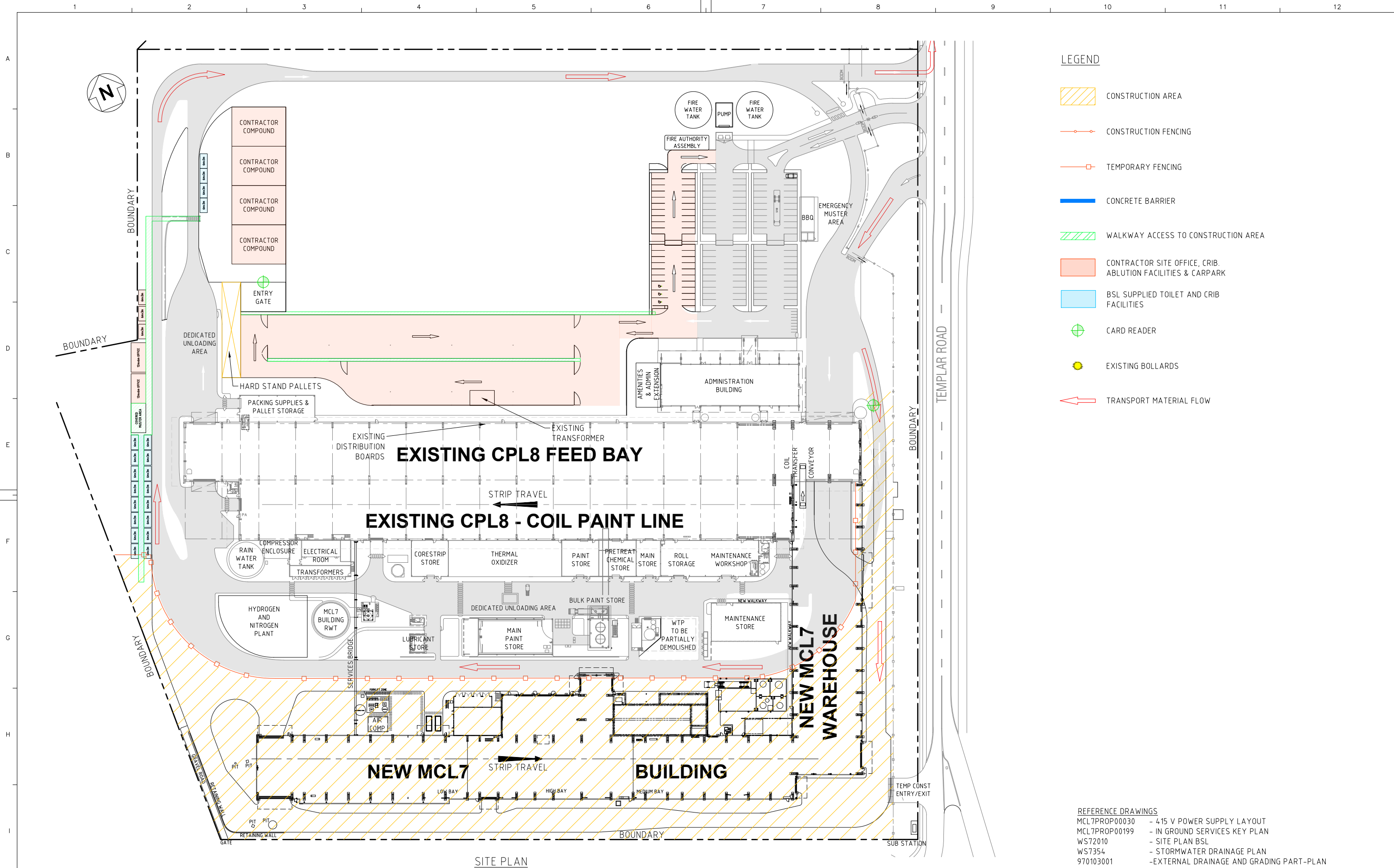


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Appendix C

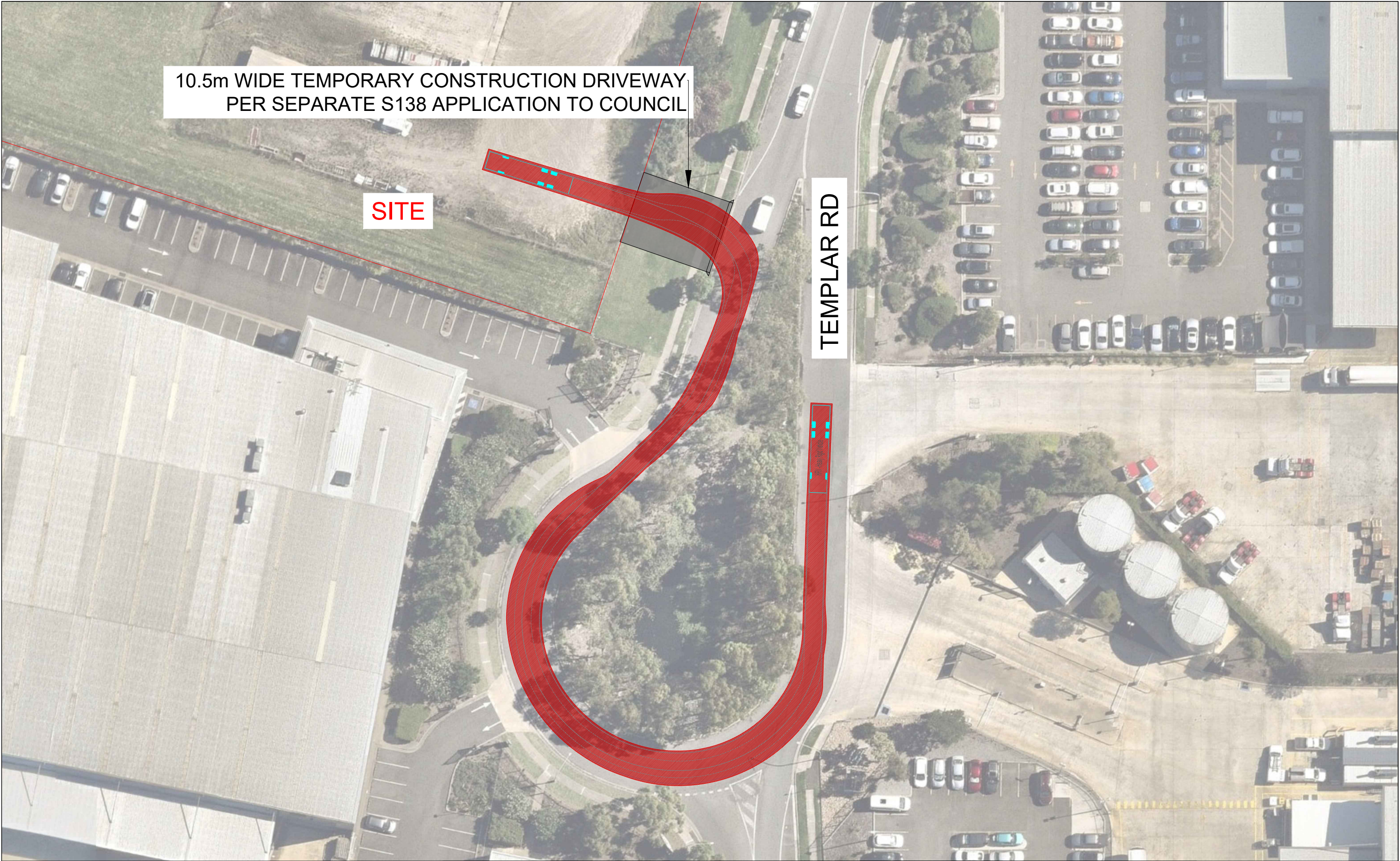


SITE PLAN

DATE: 30/07/2024 PROJECT/WBS No: - CHANGE APPROVAL No: - DRAWING STATUS: REFERENCE ONLY ISSUED FOR INFORMATION		DATE: 13/03/2023 PROJECT/WBS No: - CHANGE APPROVAL No: - DRAWING STATUS: REFERENCE ONLY ISSUED FOR INFORMATION		FUNCTIONAL LOCATION CODES		Western Sydney Service Centre		This design is the property of BlueScope Steel Ltd. ABN 16 000 011 058 TITLE BLOCK TO COMPLY WITH SP-ENG-DES-196, VERSION CURRENT AT "DATE DRN"		A1		CHANGE APPROVAL NUMBER: - PROJECT/WBS No: -	
DRAWN: DYLAN ROCHE O/No, CONT. NAME & REF No: - DE/SPEC: - RESP ENG: - REGN APPR: -		CHECKED: - DRAWN: TROY MORRIS O/No, CONT. NAME & REF No: - DE/SPEC: - RESP ENG: - REGN APPR: -		INDEX CODES		DRAWING PRODUCED BY: MCL7 FEASIBILITY PROJECT TEAM		MCL7 - METALLIC COATING LINE No 7 EARLY WORKS CONSTRUCTION MATERIAL MOVEMENT FLOW PLAN A		DRAWN: TROY MORRIS DISC. ENGINEER OR SPECIALIST: - RESPONSIBLE ENGINEER: - REGISTRATION APPROVAL: -		AUTOCAD FILE NAME: MCL7PROP00231_DWG AUTOCAD PRINT: 01/08/2024 10:52 AM	
FULL SIZE		0 50 100 150 200 250 300		DRAWING REVISIONS		DISC. ENGINEER OR SPECIALIST: - SUPERVISOR: - ORDER No: - CONTRACTOR/SUPPLIER REF No: -		DATE DRN: 13/03/2023 SCALE: 1:100		DRAWING IN: MCL7PROP00231_008 DRAWING STATUS: REFERENCE ONLY		REV No: B	



Appendix D



No.	Date	Description	Swept Path Key	North	Drawing Prepared By	Architect	Project	Drawing Title	Drawing No.	Revision No.
			----- Vehicle Wheel Path ----- Vehicle Body Envelope ----- 300mm Vehicle Clearance	N 	 PDC Consultants Level 14, 100 William Street Woolloomooloo NSW 2011 t: +61 2 7900 6514 w: www.pdcconsultants.com.au ABN: 70 615 064 670	-	55 Templar Road, Erskine Park	12.5m-long Heavy Rigid Vehicle Swept Path Analysis Entry Movement via Temporary Construction Driveway	001	-
						Client Prime Constructions Pty Ltd	Project No 0618	Sheet Status NOT FOR CONSTRUCTION	Drawn By JB	Date 10/10/2023
									Scale 1:500 @ A3	0m 5 10 15 20



Appendix E

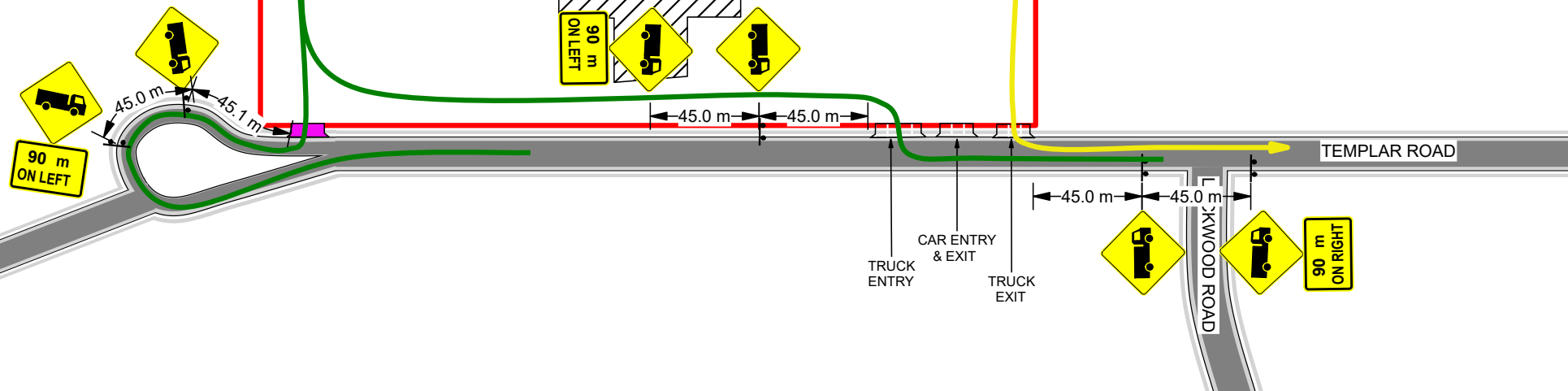
SITE**Legend**

-  Existing Driveways
-  Inbound Truck Movements (Phases 1-3)
-  Internal Truck Circulation during Construction (Phases 1-3)
-  Outbound Truck Movements (Phases 1-3)
-  Temporary Construction Driveway

REFER TO SITE
ESTABLISHMENT PLANS
INCLUDED IN CTMP

EX. CPL8
BUILDING

INTERNAL TRUCK CIRCULATION
DURING PHASES 1-3

**Notes:**

1. This TGS has been designed in accordance with AS 1742.3 (2009) and RMS Traffic Control at Works Site Manual.
2. Dimension D provided in accordance with Austroads Guide to Temporary Traffic Management.
3. Qualified on-site personnel with ITCP accreditation to determine final location of roadwork signs on-site.

North



Title
Construction of MCL7 Building - Traffic Guidance Scheme

Client
Prime Constructions Pty Ltd

SafeWork NSW Certification: Prepare a Work Zone
Traffic Management Plan - TCT0038351

Project
55 Templar Road, Erskine Park

Job Number
0618

Date
04/10/2023



PDC Consultants

a: Level 14, 100 William St
Woolloomooloo NSW 2011
e: info@pdcconsultants.com.au
t: +61 2 7900 6514
w: www.pdcconsultants.com.au



Appendix F



Heavy Vehicle Driver Code of Conduct

- Obey all the laws and regulations that apply to vehicles on public and private roads.
- Respect the rights of others including, drivers, pedestrians and cyclists, to use and share the road space.
- Ensure that the vehicle is clean and good mechanical condition to reduce environmental impacts.
- Ensure all loads are secured and vehicles transporting loose material have the loads covered to prevent any large items, excess dust or debris depositing onto the roadway during travel to and from the site.
- Limit 'hard braking' along local streets including in residential areas, local town centres and schools.
- Follow designated truck routes to / from the site, as outlined in the truck route figures issued separately.
- Abide by the standard hours of construction, as outlined in the Consent.
- Ensure heavy vehicles are standing or parked in designated areas on-site.
- Maintain communication with the site manager / project manager to ensure arrivals are scheduled to minimise the potential for marshalling of trucks within the public road network.

PDC CONSULTANTS
+61 2 7900 6514 | pdcconsultants.com.au

