



Construction Traffic Management Plan

NEWCOLD Project - LOT124 in DP1194052, Marsden Park NSW

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LGA: Blacktown City Council

CTMP Prepared for: Richard Crookes Constructions

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1. Introduction

The Traffic Planner has been commissioned by Richard Crookes Constructions to prepare a Construction Traffic Management Plan to be implemented during the construction works relating to the CC1 approval located at the NEWCOLD Project - LOT124 in DP1194052, Marsden Park NSW. This document is required to be submitted and approved by approving authority prior to the commencement of works.

1.1 Purpose of this Plan

This CTMP provides a structured approach to manage traffic and access during construction to provide a safe road environment, minimise impact on the surrounding road network and maintain access for all road users and local community.

The objectives with respect to the Construction Traffic Management Plan ("CTMP") are to:

CC Item	Requirement	Section
C2	The Applicant shall ensure:	
	a. internal roads, driveways, and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Development are constructed and maintained in accordance with the relevant standards and the latest versions of AS 2890.1, AS 2890.2 and AS/NZS 2890.6;	6.1,6.2
	b. vehicular crossings are constructed in accordance with Council's Commercial Vehicular Crossing Plan A(BS) 103S;	6.3
	c. finished boundary levels of all internal works at the boundary of the property shall be 4 per cent above the top of the kerb;	6.4
	d. the swept path of the longest vehicle entering and exiting the site, as well as manoeuvrability through the site, shall be in accordance with the AUSTRROADS Guidelines;	4.3
	e. the Development does not result in any vehicles queuing on the public road network;	4.2
	f. heavy vehicles associated with the Development do not park or stand on local roads or footpaths in the vicinity of the site;	3.7
	g. all vehicles are wholly contained on-site before being required to stop;	3.6
	h. all vehicles enter and exit the site in a forward direction;	3.6
	i. all loading and unloading of materials is carried out on-site; and	3.8

	j. the proposed loading areas and turning areas in the car park are kept clear of any obstacles, including parked vehicles, at all times.	3.6
C8	Prior to the commencement of construction works, the Applicant shall prepare a Construction Traffic Management Plan (CTMP) for the Development in consultation with Council and submit the plan to the Secretary for approval. The plan shall form part of the Construction Environmental Management Plan (CEMP) required under Condition D1. a. The CTMP shall: - be prepared by a suitably qualified and experienced expert; b. detail the measures that would be implemented to ensure road safety, network efficiency and access during construction; c. contain a Drivers Code of Conduct to: -minimise the impacts of construction on the local and regional road network; and -minimise conflicts with other road users; d. detail heavy vehicle routes, access and parking arrangements; e. demonstrate that access to private properties will be maintained at all times; f. if necessary, detail procedures for notifying any nearby residents of any potential disruptions to routes; and g. identify the traffic control measures required during construction to prevent vehicles colliding with TransGrid's transmission towers.	Page 2 5.1 7.1 3.6, 3.7 5.4 9.2 5.3

1.2 Abbreviations and Terminology

The following terms, abbreviations and definition are used in this plan:

Terms	Explanation
CTMP	Construction Traffic Management Plan
ITCP	Implement Traffic Control Plans
PWZTMP	Prepare Work Zone Traffic Management Plan
ROL	Road Occupancy Licence
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
TMP	Traffic Management Plan
TTM	Temporary Traffic Management
VMP	Vehicle Movement Plan

1.3 Legislative Requirements

This Construction Traffic Management Plan complies with Australian Standard 1742.3-2019 Manual of uniform traffic control devices, Part 3: Traffic control for works on roads. All TGS's have been drawn to the TfNSW Traffic Control at Worksites Manual V6.1 standards.

All personnel dealing with traffic control, being either contractors or sub-contractors are to have the following current accreditation, for the management of each item listed below:

Qualification	Requirements	Restrictions
<u>Traffic Controller</u> This qualification provides the necessary certification to control traffic with a prescribed traffic control device.	Persons holding this qualification are permitted or required to: • Stop or direct road users using a STOP/SLOW bat or other accepted traffic control device; • Maintain traffic incident reports; • Operate a 2-way radio; • Understand the TGSs for the site; • Check traffic control signs are installed in accordance with the relevant TGS; • Assess and respond to changes in the environment, e.g., traffic volumes, weather conditions, road conditions, WHS and operational requirements; and • Carry out risk assessments for personal safety.	Persons holding this qualification must not: • Select or adjust a site suitable TGS; • Implement a TGS; • Modify a TGS; or • Design a TGS.
<u>Implement Traffic Control Plans</u> This qualification allows for qualified personnel to set up and work with TGSs at a work site and complete safety inspections.	Persons holding this qualification are permitted to: • Set up, monitor, and close down traffic control devices according to nominated TGS; • Identify safety implications of traffic control at roadworks; • Check, clean and store equipment on completion of work and close down a TGS; • Select an approved TGS to suit site conditions, traffic volumes and work activities; • Make adjustments to an existing TGS within the tolerances specified in <u>Section 7.10.3 Tolerances on positioning of signs and devices in the TCWSM V6.1</u>; • Conduct an onsite check of a TGS to identify risks and hazards; • Ensure spacing between signs and traffic control devices is in line with a TGS; • Maintain traffic incident reports; and • Monitor traffic controllers.	Persons holding this qualification must not: • Control traffic with a STOP/SLOW bat or other traffic control device; • Make adjustments to an existing TGS which exceeds the tolerances specified in <u>Section 7.10.3 Tolerances on positioning of signs and devices in the TCWSM V6.1</u>; or • Design a TGS.

<u>Prepare Work Zone Traffic Management Plan</u> This qualification allows for qualified personnel to design and modify Traffic Management Plans (TMPs), Vehicle Movement Plans (VMPs) and traffic guidance schemes (TGSs).	Persons holding this qualification are permitted to: • Prepare a Work Zone TMP; • Collect all required information about a given roadwork project to enable the preparation of a TGS; • Design a TGS, based on risk assessment, statutory and regulatory requirements, standards, road authority requirements and project brief; • Select and modify a TGS based on risk assessment, statutory and regulatory requirements, standards, road authority requirements and project brief; • Determine the recommended spacing between signs and traffic control devices in line with standards, measure width of trafficable surface and calculate edge clearances to barriers, cones, and clearance to work personnel; • Undertake safety inspections/checks on the effectiveness of TMPs and TGSs; • Conduct an onsite check and inspection of the plan and to identify any hazards or risks; and • Seek approvals required for a TMP and TGS	Persons holding this qualification must not: • Control traffic with a STOP/SLOW bat or other traffic control device; or • Implement a TGS.
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Table 1. Traffic Management Qualifications

2. Existing Conditions

At the time of developing this CTMP, there are no existing events or construction projects that have been identified in the immediate area that will affect the plans detailed in this CTMP.

2.1 Site Location

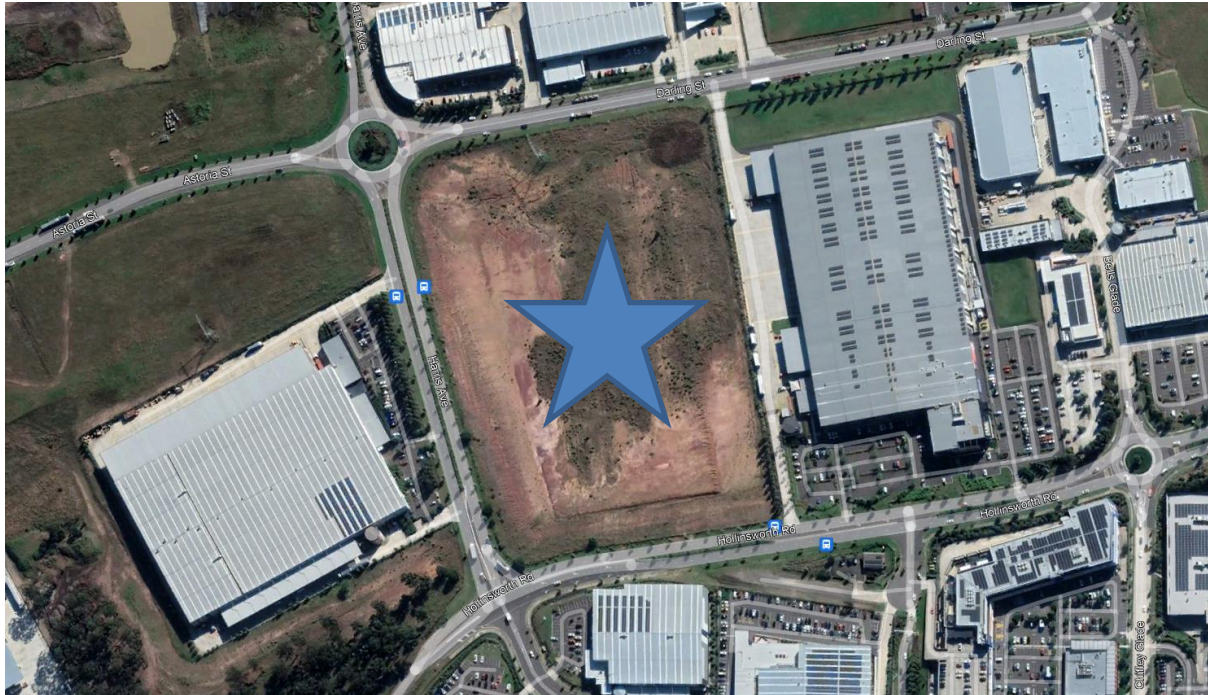


Figure 1. - Site Location

2.2 Surrounding Road Classifications

Road Name	Road Type	Restrictions	Authority
Hollinsworth Road	Local Road	60km/h	Blacktown City Council
Harris Avenue	Local Road	60km/h	Blacktown City Council
Darling Street	Local Road	60km/h	Blacktown City Council

Table 2. Road Classification

2.3 Pedestrian Infrastructure

There are no footpaths or pedestrian infrastructure immediately surrounding the site. Low pedestrian activity can be expected in this location.

2.4 Cyclists Infrastructure

No dedicated cyclist paths have been identified in this location. Cyclists will be subject to the same Traffic Management Controls as registered road users.

2.5 Public Transport

Bus stops are located on Harris Street and Hollinsworth Road. Access to these stops will not be impacted. Construction activities are not expected to result in any likely impact on existing public transport services. The number of on-site workers is minimal and is therefore not anticipated to generate significant demand on public transport services.

3. Proposed Construction Activities

3.1 Project Overview

The Applicant is constructing a warehouse and distribution centre for a cold storage facility at Hollinsworth Road, Marsden Park, located in the Blacktown local government area (LGA).

3.2 Stages of Work

The following construction activities are proposed under this application.

- CC1 Works - Stage 1 - Earthworks, inground services, and inground structural associated with the office / technical room.

Approved Plans and Diagrams are in Appendix C – Project Plans and Diagram.

3.3 Hours of Work

The proposed hours of construction and work on the development are as follows (subject to approval by the approving authority):

- a) All work and activities in the vicinity of the site generating noise associated with preparation for the commencement of work (eg. loading and unloading of goods, transferring of tools etc) in connection with the proposed development must only be carried out between the hours of 7.00am and 5.00pm on Mondays to Saturday, inclusive, and no work must be carried out on Sundays or public holidays.
- b) All work will comply with the Code of Practice for Construction Hours/Noise 1992 and Australian Standard 2436-2010 Guide to Noise Control on Construction, Maintenance and Demolition Sites.

3.4 Daily Workforce

The number of construction workers at the site is anticipated to vary throughout the various construction activities. During the busiest activity, the following maximum expected personnel on site at any one time are as follows: 30 Personnel

3.5 Construction Work Areas

All construction activities proposed will be carried out from within the site boundary.

No works will be carried out on public land or from the road reserve.

3.6 Construction Access Arrangements

Construction vehicular site access and egress will be from the proposed driveway crossover located in Darling Street. All vehicles will enter and exit the construction site in a forward direction and must not stop until wholly contained within the site. The proposed loading areas and turning areas for construction vehicles on site are to be kept clear of any obstacles, including parked vehicles.

3.7 Site Parking

On-site car parking will be provided where the site constraints allow.

Work vehicles parked on streets close to the work site, will be in accordance with the signposted parking restrictions and NSW Road Rules. Vehicles parked on street must not obstruct driveway access.

No heavy vehicles associated with the development will park on the road way or over any footpaths in the vicinity of the site.

3.8 Materials and Handling Area

All loading and unloading will be carried out within the site boundary. All materials and equipment will be stored wholly within the site. No storage of materials, plant or spoil will be allowed on public land or public roads. All waste/material will be collected on site in a position for easy access for both use on site and removal by trucks.

All removal trucks will have the load covered by tarpaulin or other means to secure the load and will adhere to the approved travel routes as described in this CTMP.

3.9 Hoardings and Site Fencing

Site fencing is currently installed around the site perimeter to prevent any unauthorised access. This will remain in place for the duration of the works.

3.10 Site Accommodations

All site accommodations will be located wholly within the site boundary.

4. Construction Traffic Assessment and Impact

4.1 Construction Vehicle Traffic Generation

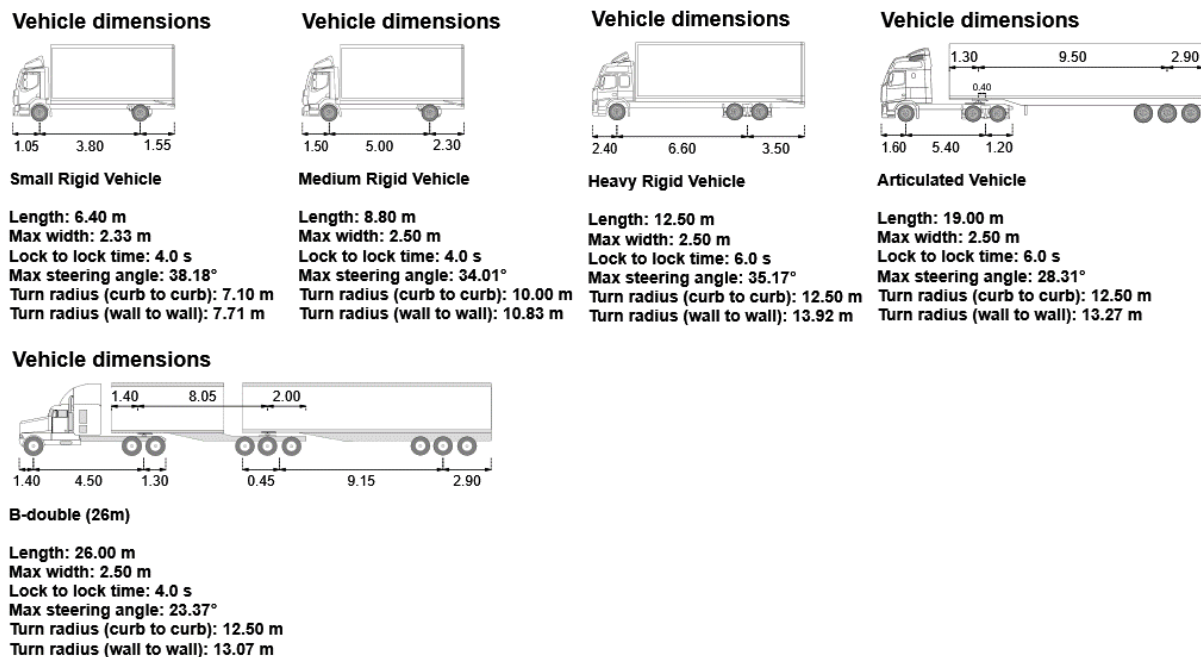


Figure 2, - Vehicle Size by Type

It is projected that the construction works will generate a maximum of 40 truck movements per day. These vehicles would be accompanied by approximately 30 workers on-site who would drive to/from the site.

The Marsden Park Industrial Precinct was designed to accommodate transport infrastructure on this level. Construction vehicle trips are not considered to have a detrimental impact on the existing road network in terms of safety and capacity.

4.2 Site Access and Construction Vehicle Routes

To minimise the impact of construction traffic on local streets, dedicated construction routes have been developed to provide the shortest distances to/from the arterial road network.

Truck drivers will be advised of the designated truck routes to/from the site. All construction trucks will be restricted to the truck routes as shown in Appendix B.

No queueing or marshalling in the surrounding street is permitted. Construction vehicles are to radio or call on approach to ensure adequate access to the site is available. Truck drivers will be advised of the designated truck routes to/from the site and be required to adhere to the nominated routes and the drivers code of conduct.

4.3 Swept Path Diagrams

Swept path analysis has been requested for this project at the time of development of this CTMP. A swept path analysis has been provided in Appendix B demonstrating a B-Double (26m) accessing and egressing the site in a forward direction.

4.4 Pedestrian and Cyclist

Fencing is installed around the site perimeter to ensure pedestrian safety when walking adjacent the work site.

5. Construction Traffic Management Measures

5.1 Summary of Traffic Management Measures

- Site-specific Traffic Guidance Schemes (TGS) have been prepared and are presented in Appendix A.
- Advisory road signages are to be installed along surrounding streets to warn drivers approaching the site of construction vehicles entering and exiting the site and works areas. All advisory signs are to be installed in accordance with AS 1742.3-2019 Manual of Uniform Traffic Control Devices – Traffic Control Devices for Works on Roads and the TfNSW Traffic Control at Worksites Manual V6.1. Signs are to be installed and maintained throughout the construction period where it applies.
- Vehicular access to the site will be from the proposed driveway crossover located in Darling Street.
- All vehicles will enter and exit the construction site in a forward direction and must not stop until wholly contained within the site.
- The proposed loading areas and turning areas for construction vehicles on site are to be kept clear of any obstacles, including parked vehicles.
- No queueing or marshalling in the surrounding street is permitted.
- Truck drivers will be advised of the designated truck routes to/from the site and be required to adhere to the nominated routes and the drivers code of conduct.
- No heavy vehicles associated with the development are to park on the roadway or over any footpaths in the vicinity of the site.
- Work vehicles parked on streets close to the work site, will be in accordance with the signposted parking restrictions and NSW Road Rules.
- Work vehicles parked on street must not obstruct driveway access.
- All loading and unloading will be carried out within the site boundary.
- All materials and equipment will be stored wholly within the site.
- Access to neighbouring private property will not be blocked or impeded at any time during the project.

5.2 Truck Routes

Protocols will be in place to ensure:

- Site induction to include procedures for accessing the site.
- Drivers adhere to the nominated truck routes, as shown in Appendix B.
- Drivers are aware that there may be pedestrians in the vicinity of the site.
- Drivers are aware of the sign posted speed limit.
- Drivers are not to stop until the vehicle is wholly within the work site.

5.3 TransGrid Easement

A 60m 330kw Single Circuit Steel Tower is located within the easement that runs through the development site.

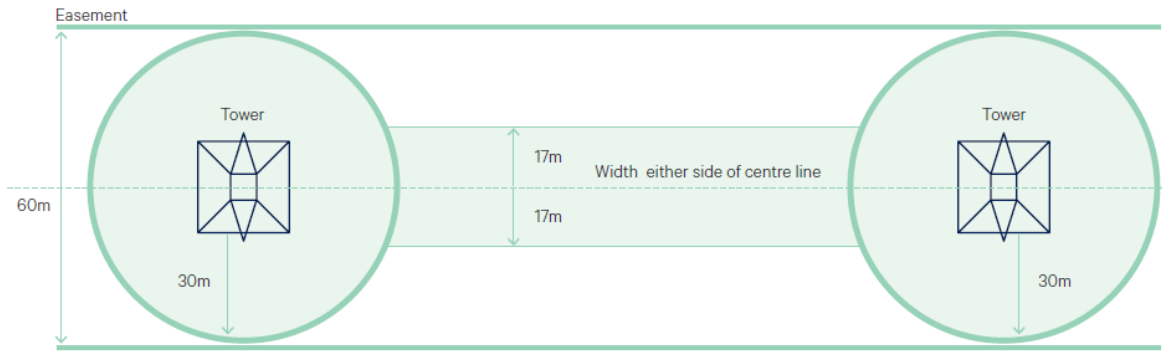


Figure 3. - TransGrid Exclusion Zone

Works within the easement will be conducted in accordance with the TransGrid Easement Guidelines. These can be found: <https://www.transgrid.com.au/safety/living-and-working-near-transmission-lines>

The follow measures will be in place to avoid any potential collision between the transmission tower and construction vehicles.

- No mobile cranes or hoisting devices are to be operated on site within the exclusion zone without the prior approval from TransGrid.
- Operation of mobile plant and equipment cannot extend more than 4.3 metres in height within the easement.
- Equipment or plant do not encroach into Ordinary Persons Zone - please refer to the WorkCover NSW Work Near Overhead Power Lines Code of Practice 2006 (https://www.safework.nsw.gov.au/__data/assets/pdf_file/0020/52832/Work-near-overhead-power-lines-code-of-practice.pdf)
- Work is carried out by accredited persons in accordance with WorkCover NSW Work Near Overhead Power Lines Code of Practice 2006 (https://www.safework.nsw.gov.au/__data/assets/pdf_file/0020/52832/Work-near-overhead-power-lines-code-of-practice.pdf)
- ATF Fencing will be installed around the transmission tower on site to prevent construction vehicles collisions.
- Any collision or damages may to the tower must be immediately reported to TransGrid.

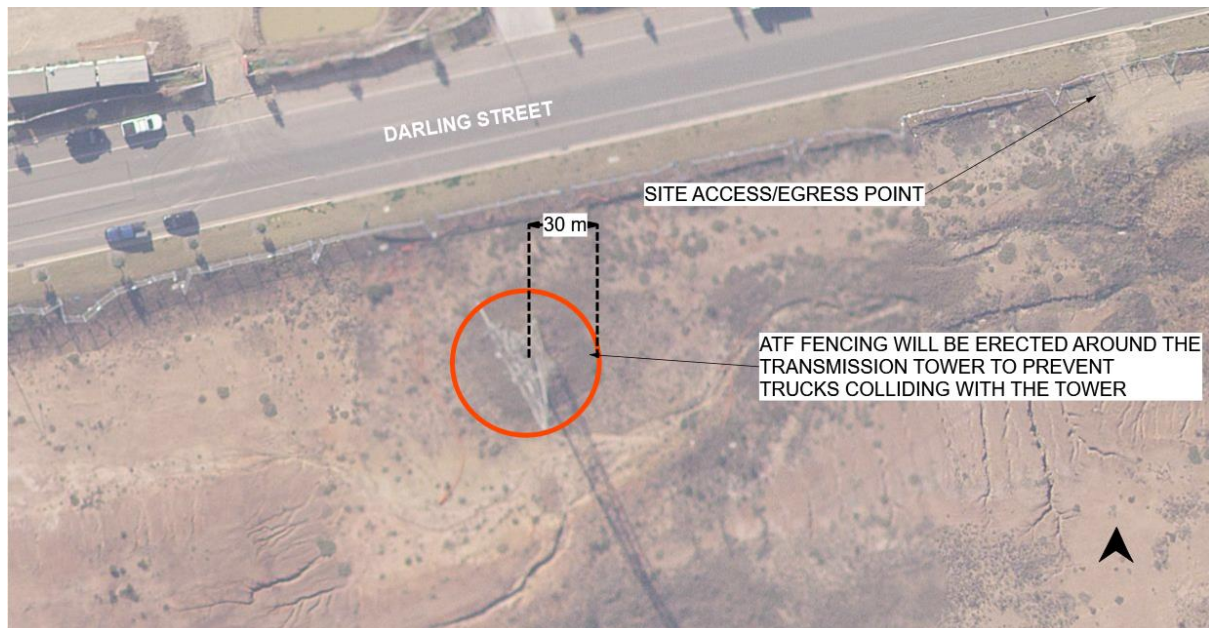


Figure 4. - TransGrid Transmission Tower Protection Zone

5.4 Neighbouring Property Access

The following private property access points have been identified in the vicinity of the site. Access to these points will not be blocked or impeded at any time during the project.

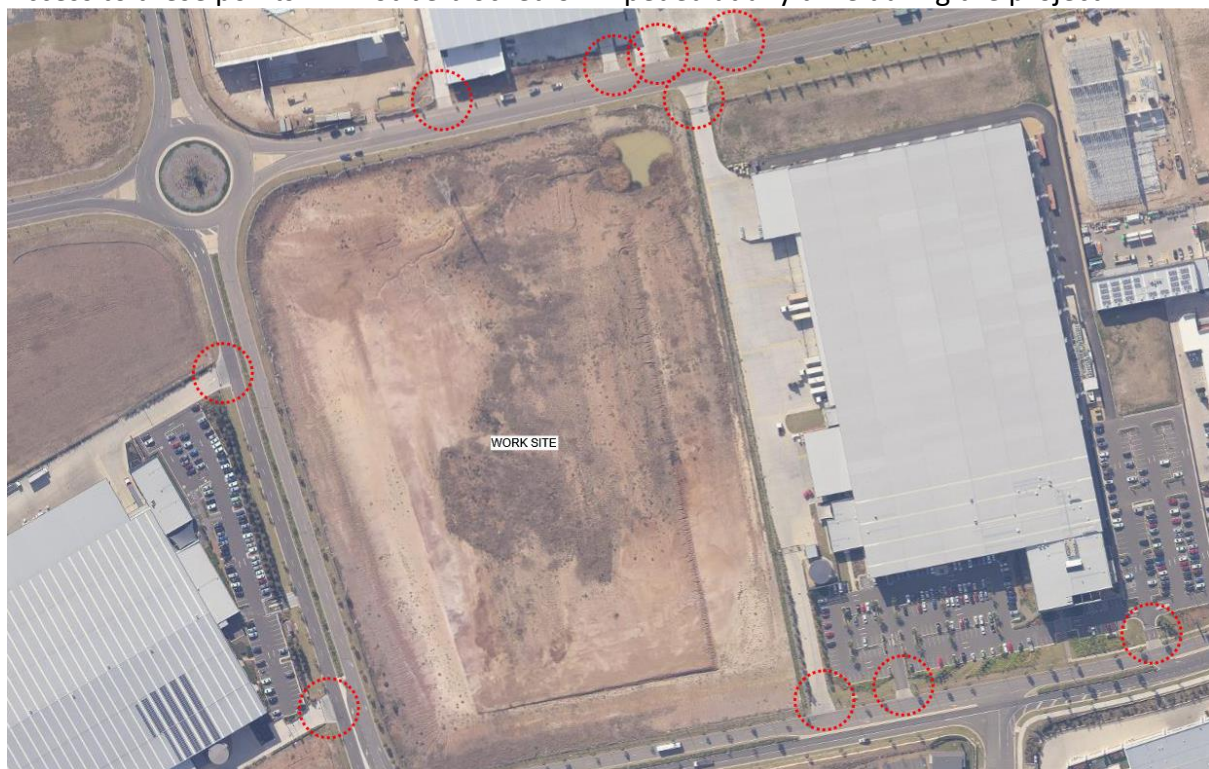


Figure 5. - Neighbouring Property Driveways

6. Internal Roads, Driveways and Parking

No internal roads, driveways or parking works will be undertaken as per of the CC1 Application. However, it is noted that the deferred works to Internal roads, driveways, commercial vehicle facilities and parking (including grades, turn paths, sight distance requirements, aisle widths, aisle lengths and parking bay dimensions) associated with the Development will be constructed and maintained in accordance with AS 2890.1-2004, AS 2890.2-2018 and AS/NZS 2890.6-2022

6.1 Off-street Commercial Vehicle Facilities

The minimum requirements for the layout of off-street commercial vehicle facilities for the loading and unloading of commercial vehicles, including design requirements for access driveways across the property boundary and for internal circulation roadways will be achieved in accordance with AS2890.2-2018. Swept path diagrams have been provided demonstrating the manoeuvrability of B-Double vehicles within the facility.

The off-street commercial vehicle facilities have been designs to the following vehicle dimensions.

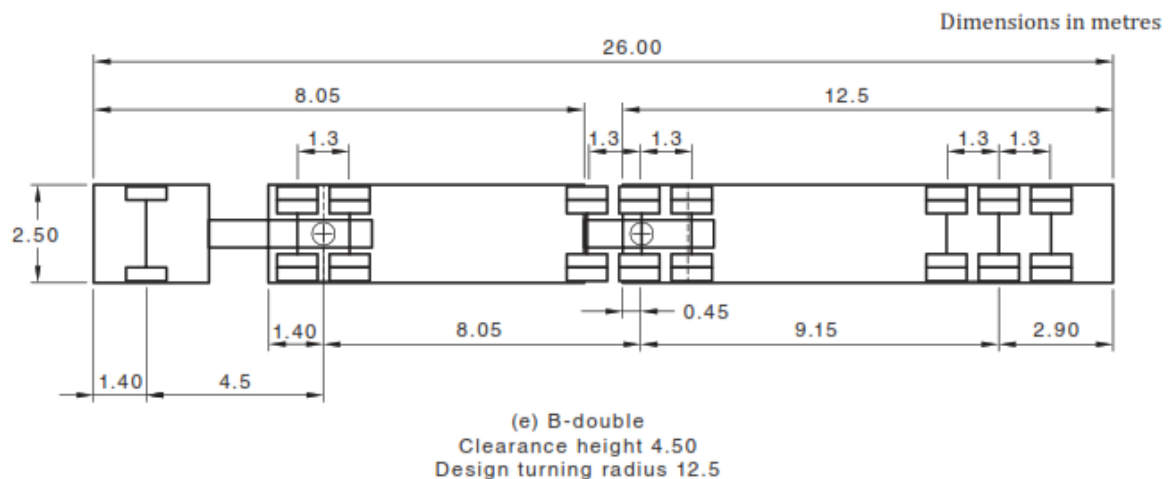


Figure 6. - B-Double Dimensions

The maximum allowable grades for roadways and ramps for a B-Double stall be as per Table 3.2 of AS2890.2-2018.

Vehicle Design	Roadway/Ramp grade (max)
B-Double 26m	1:8:3 (12%)

Service bay dimensions will be as a minimum requirement as per Table 4.1 of AS2890.2-2018. The following requirements apply to the design of the service area layout:

- The design vehicle shall be able to manoeuvre into and dock with its service bay without the vehicle infringing the boundary of the service area.
- Manoeuvring into or out of a service bay with all other service bays occupied, shall be possible.

This has been demonstrated in the swept path analysis.

Sight distance requirements for commercial vehicle traffic entering a public roadway from an access driveway shall be as per section 3.4.5 of AS2890.2-2018.

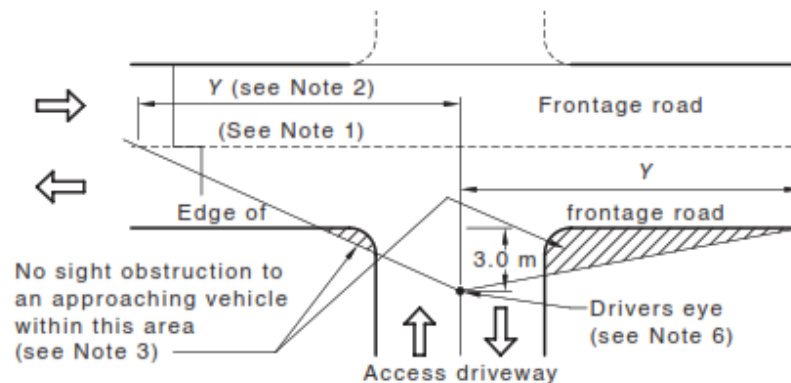


Figure 7. – Sight Distance requirements at access driveway exits

Frontage road speed	Distance (Y) along frontage road	
	5 second gap	8 second gap
60km/h	83m	133m

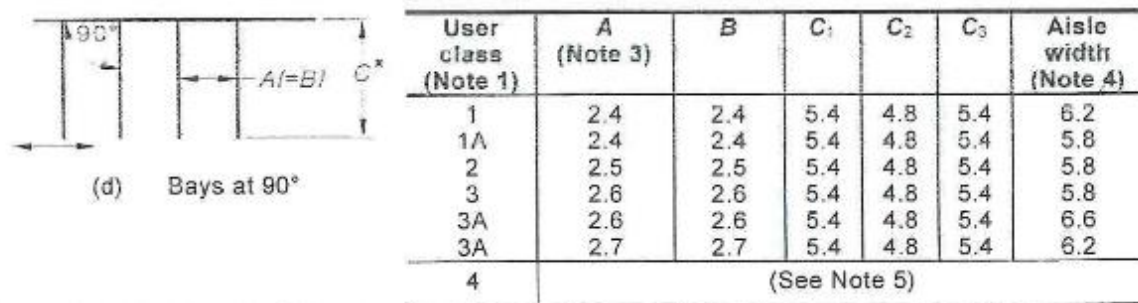
6.2 Off-street Car Parking

Off-street car parking bays will be provided in accordance with the Blacktown City Council Development Control Plan. The minimum requirements for the layout of off-street car parking, including design requirements for access driveways across the property boundary and for internal circulation roadways will be achieved in accordance with AS2890.1-2004.

The proposed off-street car parking off Hollinsworth Road primary use is for employee and commuter parking (generally, all day parking). The user class of this car park is listed below.

User Class	Required door opening	Required aisle width	Use
1	Front door, first stop	Minimum for single manoeuvre entry and exit	Employee and Commuter parking (All-day)

The design dimensions of User 1 class is outlined below.



*Dimension C is selected as follows (see Note 6):

C1—where parking is to a wall or high kerb not allowing any overhang.

C2—where parking is to a low kerb which allows 600 mm overhang in accordance with Clause 2.4.1(a)(i).

C3—where parking is controlled by wheelstops installed at right angles to the direction of parking, or where the ends of parking spaces form a sawtooth pattern, e.g. as shown in the upper half of Figure 2.4(b).

Figure 8. - Layout for Angle Parking Spaces

Vehicle bay dimensions and aisle width will be as per User 1 dimensions.

6.2.1 Off-street Car Parking for people with disabilities

Accessibility parking bays will be provided for disabled persons in accordance with the Blacktown City Council Development Control Plan. The minimum requirements for the layout of off-street car disabled parking bays will be achieved in accordance with AS2890.6-2022.

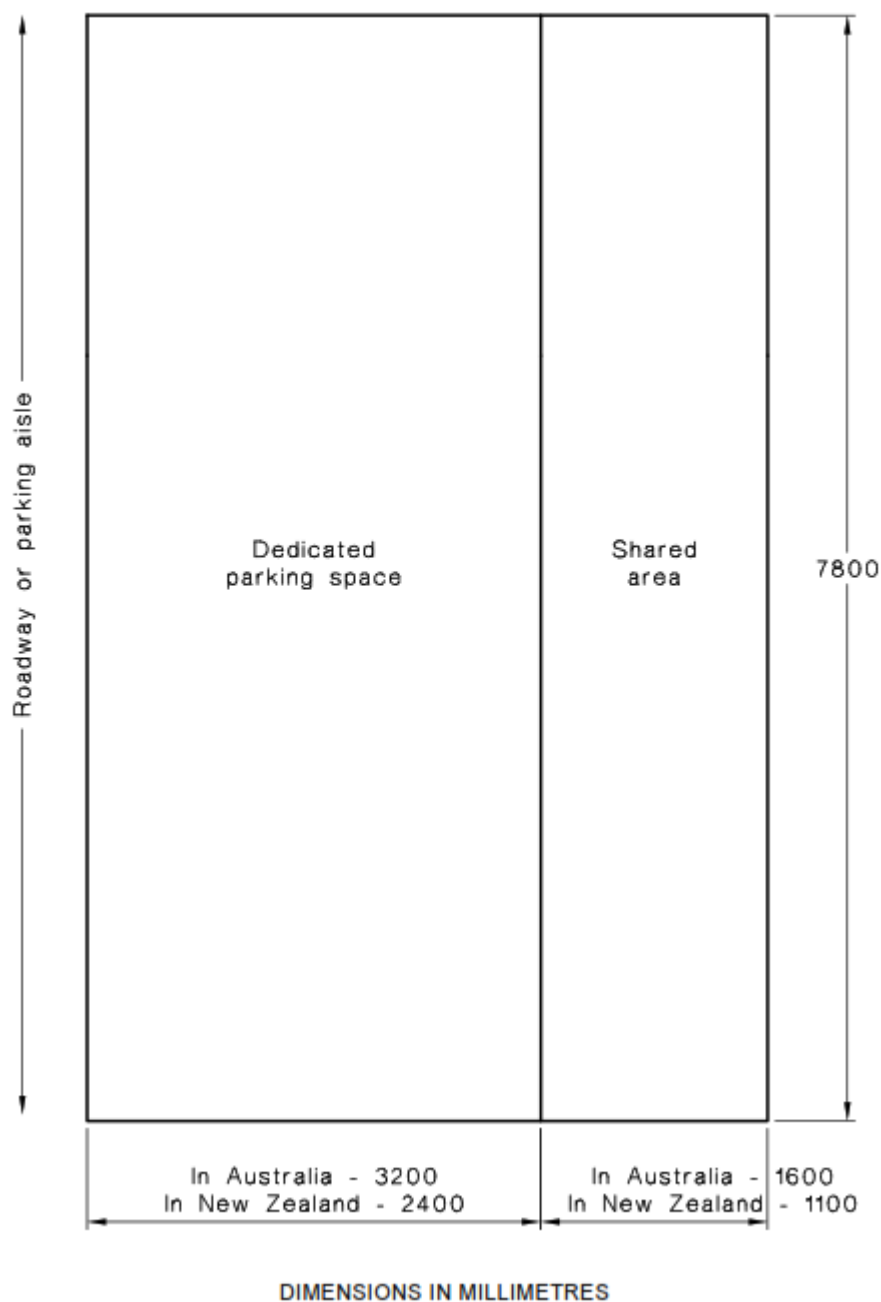


Figure 9. - Typical Dimensions of Parallel Parking Spaces

6.3 Vehicular Crossings

The development site has two vehicle crossover points. Heavy vehicle ingress and egress will be from the Darling Road two-way driveway crossover designed to cater for vehicles up to and including a 26m B-double. Vehicular ingress and egress will be from the Hollinsworth Road two-way driveway crossover.

The vehicular crossings as shown on the site plans in Appendix B will be constructed in accordance with Blacktown City Council's Commercial Vehicular Crossing Plan A(BS) 103S. See figure 10.

All vehicle crossings will be constructed with a cross fall of 4% from top of kerb to the boundary. All construction will be in line with Council Plan No. A(BS)103S. See figure 10.

6.4 Site Boundary Levels

The finished boundary levels of all internal works at the boundary of the property will be construction to be 4 per cent above the top of the kerb of the street as shown below in Section B-B of Council's Commercial Vehicular Crossing Plan A(BS) 103S. See figure 11.

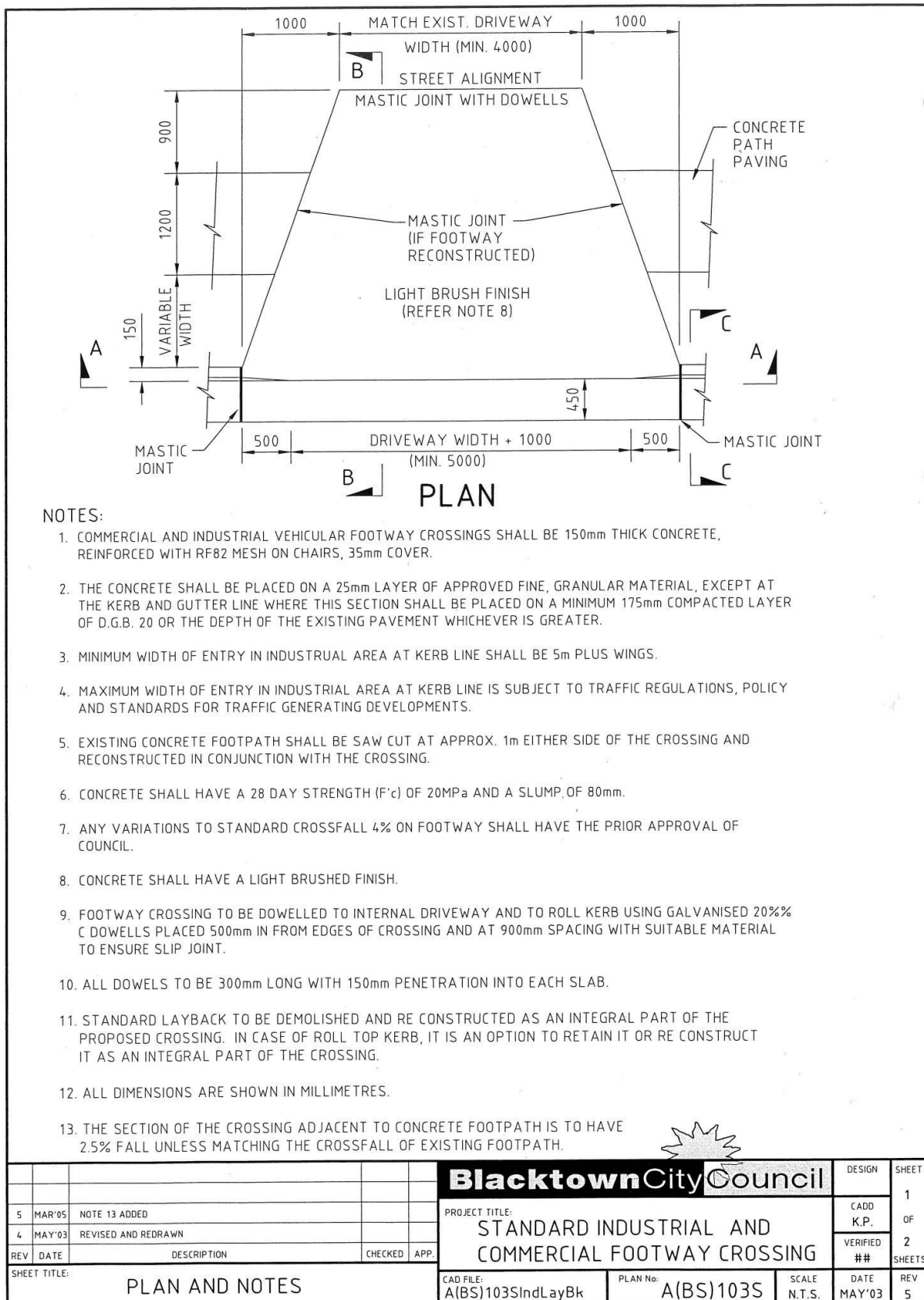


Figure 10. - A(BS)103S

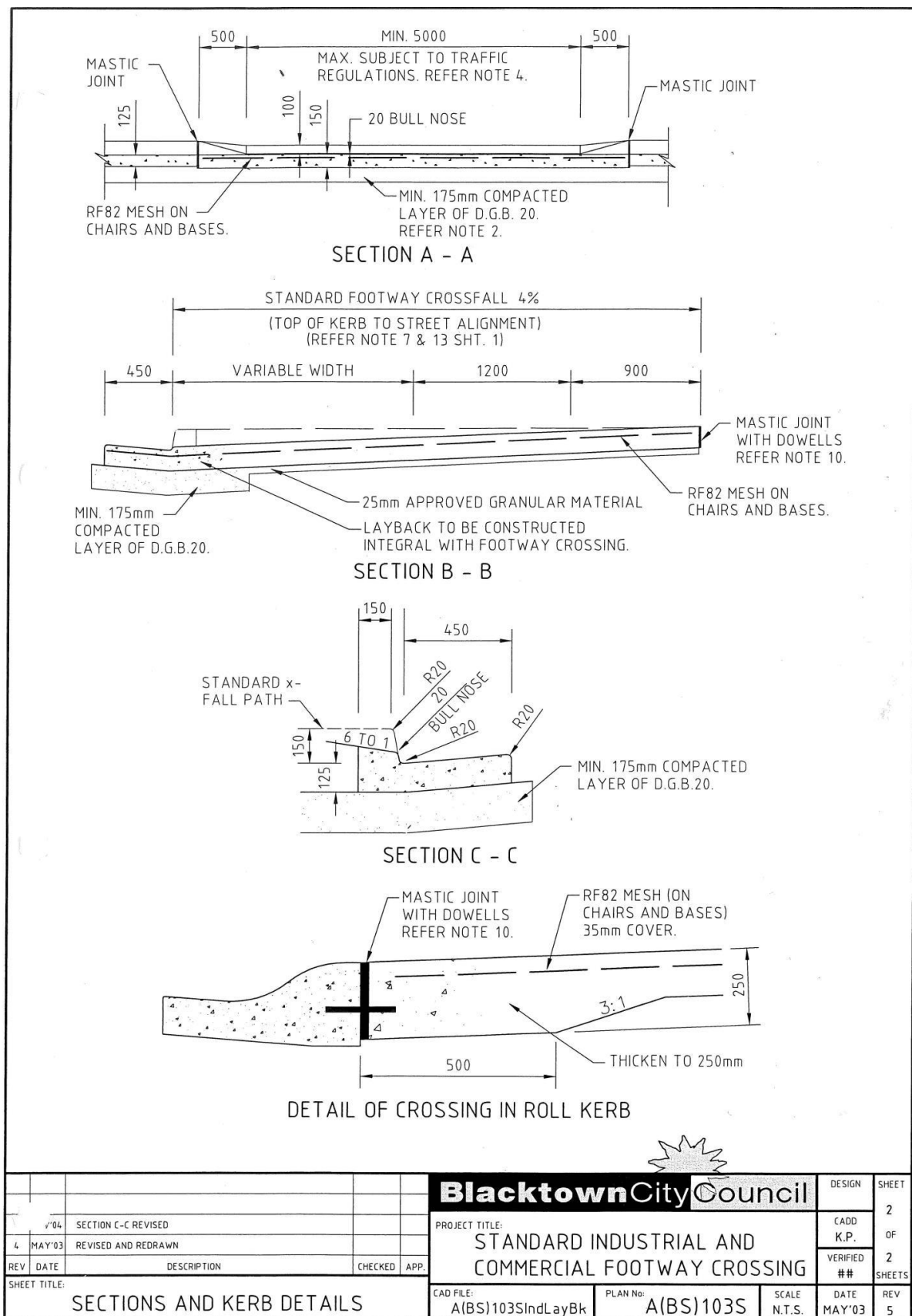


Figure 11. - A(BS)103S

7. Approval from Authorities

7.1 Transport for NSW

TfNSW Road Occupancy Approvals will be required for any works on a State Road or within 100m of traffic signals.

ROL's will be approved by TfNSW to specify TCP requirements. All works under an ROL approval are to be undertaken in accordance with all TfNSW conditions of approval outlined on the ROL.

This includes approval for times and days when each TCP can be operated. Approved ROLs will accompany the TCP to which it applies to during the operation of each TCP.

Approval from National Heavy Vehicle Regulator (NHVR) is required for vehicles prohibited on the public roads without consent from the regulator.

7.2 Local Council Permit Approvals

Permit approvals must be obtained from the Blacktown City Council and need to be lodged and approved prior to works proceeding.

Work/Site specific traffic control plans are to be submitted with each application.

The relevant forms can be located on the council website.

8. Worker Transport Strategy Induction

All workers and subcontractors engaged on-site would be required to complete a site induction. The induction should include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work place health and safety (WHS), driver protocols and emergency procedures.

Any workers required to undertake works or traffic control within the public domain would be suitably trained and covered by adequate and appropriate insurances.

All drivers shall adhere to the Driver Code of Conduct below.

8.1 Driver Code of Conduction

To be issued to all drivers entering the site.

Objectives of the Drivers Code of conduct

- To minimise the impact of construction traffic on the local and regional road network;
- To minimise conflict with other road users;
- To minimise road traffic noise; and
- To ensure truck drivers use specified heavy vehicles routes between the Site and the sub regional road network.

Code of Conduct

All vehicle operators accessing the site must:

- Take reasonable care for his or her own personal health and safety;
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons;
- Notify their employer if they are not fit for duty prior to commencing their shift;
- Always obey all applicable road rules and laws;
- In the event an emergency vehicle behind your vehicle, pull over and allow the emergency vehicle to pass immediately;
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness;
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas;
- Ensure all loads are safely contained / restrained, as necessary;
- Drive over devices – located at the site's access – to vibrate off and wash off any loose material attached to heavy vehicles;
- Operate their vehicles in a safe and professional manner, with consideration for all other road users;
- Hold a current Australian State or Territory issued driver's licence;
- Notify their employer or operator immediately should the status or conditions of their driver's license change in any way;
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs;
- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device;

- Advise management of any situations of which you know, or think, may present a threat to workplace health and safety;
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary; and
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the Site, as necessary, to avoid unnecessary delays to other vehicles.

Crash or incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the following information is noted:
 - Details of the other vehicles and registration numbers;
 - Names and addresses of the other vehicle drivers;
 - Names and addresses of witnesses; and
 - Insurers details.
- Give the following information to the involved parties:
 - Name;
 - Address; and
 - Company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
 - If there is a disagreement over the cause of the crash;
 - If there are injuries; and / or
 - If you damage property other than your own.
- As soon as reasonably practical, report all incident details to your manager.

9. Communications Strategy

9.1 Worksite Communications

There will be two-way communications throughout the worksite to assist with traffic management of vehicles travelling into, through and/or around the worksite.

9.2 Stakeholder Works Notifications

Local community notification and consultation processes will be undertaken with all stakeholders prior to any changes to or impact on the road network.

Should for any reason there be a potential disruption to local traffic routes or private property access notifications will be provided to all impacted stakeholders.

The builder's direct contact number will be provided to businesses adjoining or impacted by the construction. The applicant is responsible for ensuring the builder's direct contact number is current during any stage of construction.

9.3 Emergency Services Notifications

Emergency Services will be informed in a timely manner of relevant activities proposed within this document that affect the use of the roadway. Approval from the local area command will be required for all temporary full road closures including changes to road network configurations.

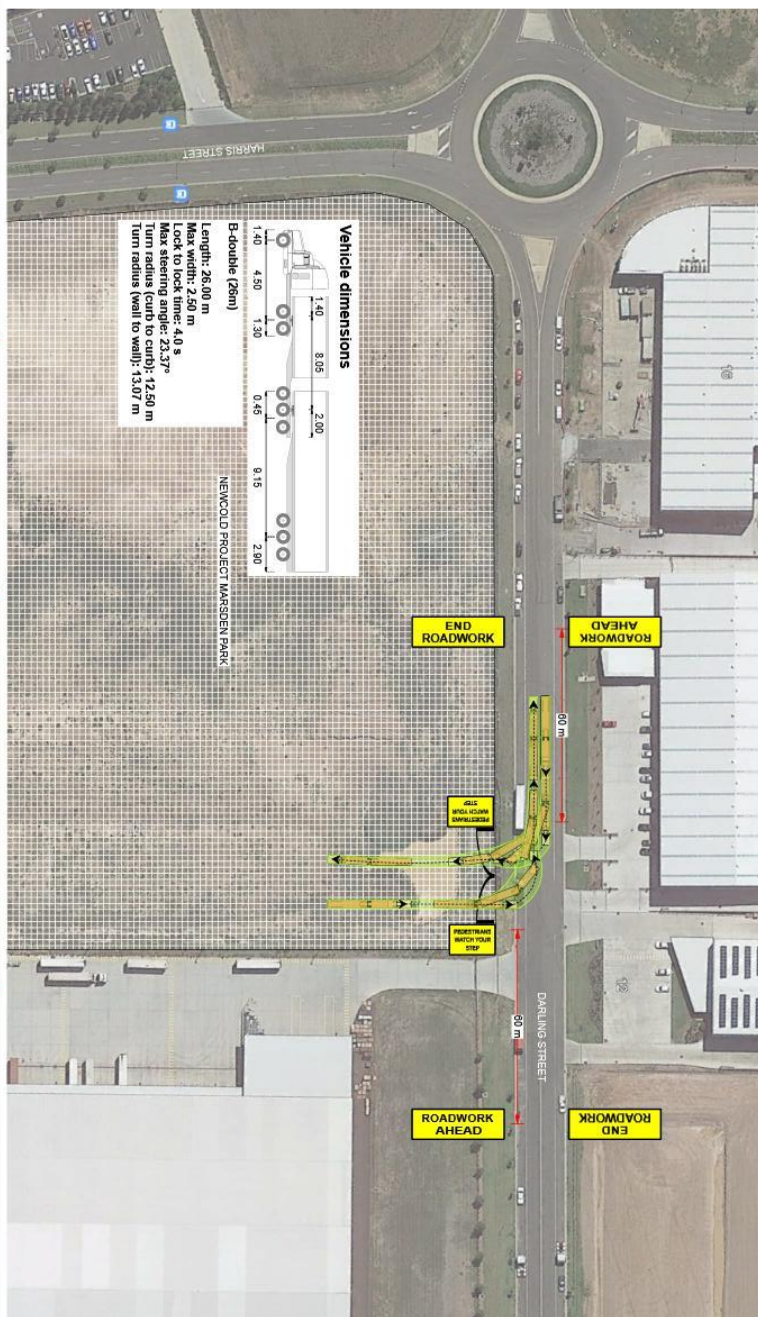
9.4 Site Contact Details

Name	Position	Contact #
Maruthi Dhurjati	Senior Design Manager Richard Crookes Constructions	0437 422 405

Table 3. Key Contacts

10. APPENDIX A – TRAFFIC CONTROL PLANS

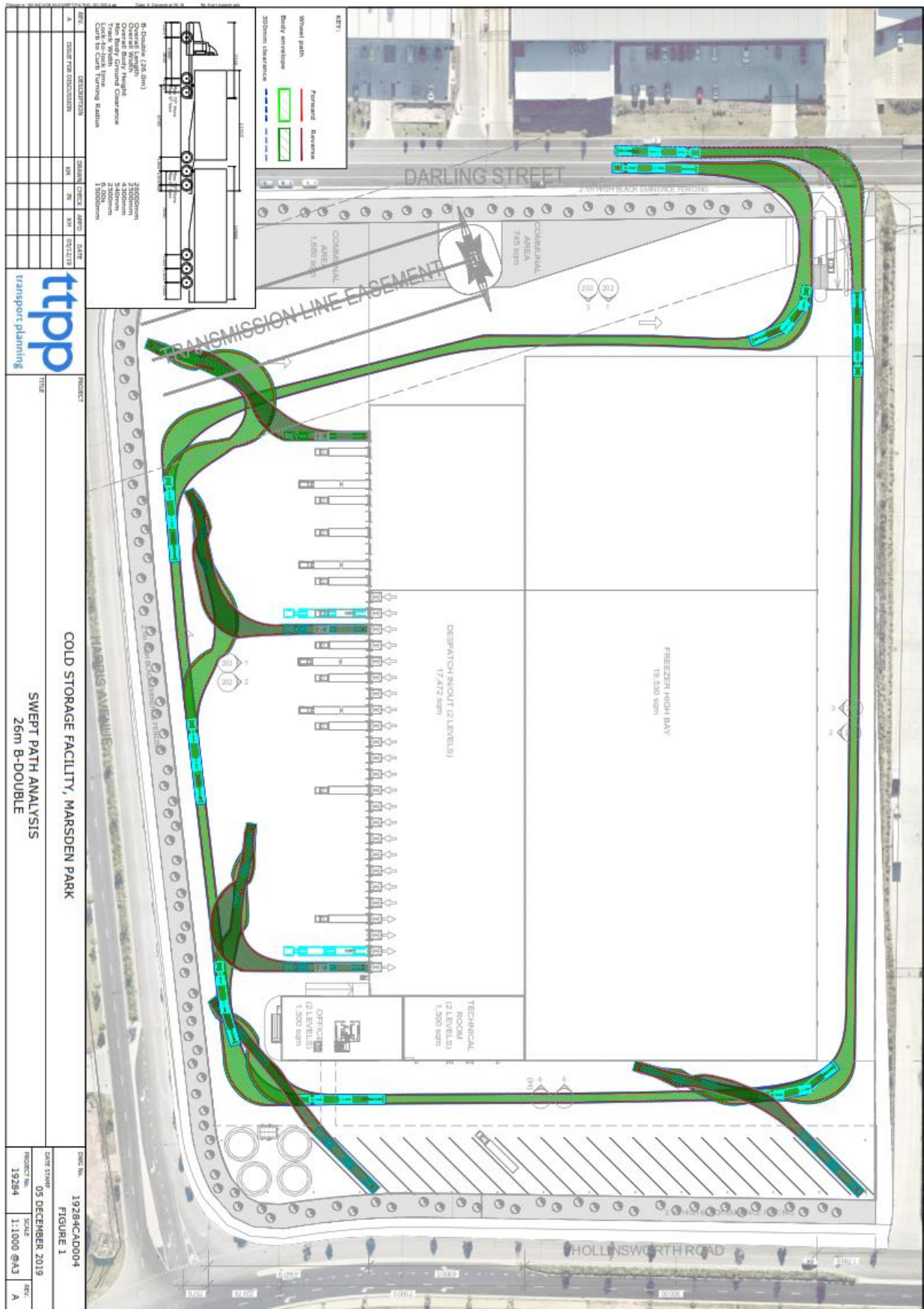
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11. APPENDIX B – VEHICLE ROUTES AND SWEPT PATH ANALYSIS

SEE OVER PAGE





12. APPENDIX C – PROJECT PLANS AND DIAGRAMS

SEE OVER PAGE

