CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN

By

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Sydney Traffic Control

Alexandria Park Community School CTPMP Version 6
13 Belmont Street,
Alexandria, NSW, 2015

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1. ABOUT THE PROJECT

1.1 BACKGROUND

The project undertaken by Richard Crookes Constructions will be redevelopment of Alexandria Park Community School K-12

The APCS is a K-12 school located at 13 Belmont Street Alexandria. The APCS was previously made up of separate primary and secondary campuses known as 'Mitchell Road' (Secondary) and 'Park Road' (Primary).

The Project consists of the construction of a new permanent school on the Park Road Campus to combine both previous schools onto one campus. The new school will provide flexible future-focused learning spaces for 1000 primary school students and up to 1200 secondary school students.

The site is bounded by Buckland Street in the north, Park Road in the east and a shared pedestrian path connecting Belmont Street and Buckland Street in the west. Alexandria Park is located just east of the school which is segregated by Park Road. The site is surrounded by residential dwellings and commercial warehouses along the Western and Southern boundaries. Access to site is off Belmont St.

The School is to be constructed from reinforced Concrete, masonry, Steel, CFC cladding and anodised aluminium screening. The main structure is reinforced concrete, with a combination of masonry and FC cladding façade systems. The roof will be a combination of a metal clad, lightweight steel structure and shaded area that will form one of the recreational areas being provided for the new school.

The works consist of the design & construction of a new public school at Alexandria Park for up to 2200 students including but not limited to:

- Complete all design elements required for a fit for purpose building which conforms to the intent of the principal's documents.
- Demolition of all existing buildings on-site, including the temporary pop-up schools;
- Remediation of specific areas of the site containing contaminated fill;
- Construction of multiple school buildings of up to four stories, arranged along the western and southern parts of the site comprising:

  Classroom home bases;

  Collaborative learning spaces;

  Specialist learning hubs;

  Learning support spaces;

  Offices for teachers and administrative staff;

  Library; and

  Student canteen.
- Construction of a sports hall and multiple outdoor sports courts;
- An all-weather multipurpose synthetic sports field;

- Informal play spaces and Covered Outdoor Learning Space or COLA;
- A community centre.

Builder:	Richard Crookes Constructions
Address:	Lvl 3, 4 Broadcast Way, Artarmon NSW 2064
Contact:	Trent Scrivener
Position:	Project Manager
Office Number:	(02) 9902 4700
Mobile:	0481 465 597
Contact:	John Peacock
Position:	Site Manager
Mobile:	0414601547
Application Number:	SSD 8373
Applicant:	NSW Department of Education
Consent Authority:	Minister of Planning
REVISION:	V6.2020
REVISION DATE:	10/12/2020

1.2 LOCATION

The Work Site is Alexandria Park Community School located at 13 Belmont Street, Alexandria NSW 2015.

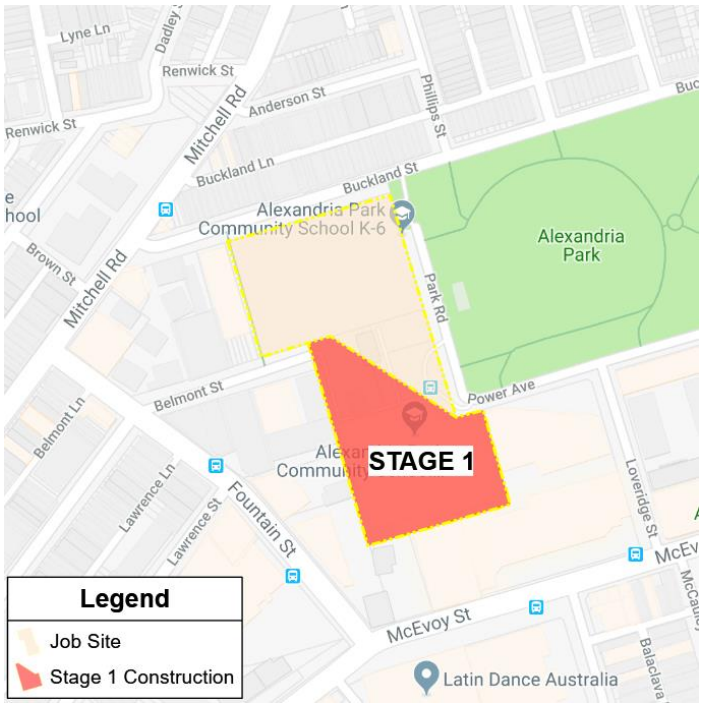


Diagram 1, Site Location Stage 1 (Source NEARMAP)

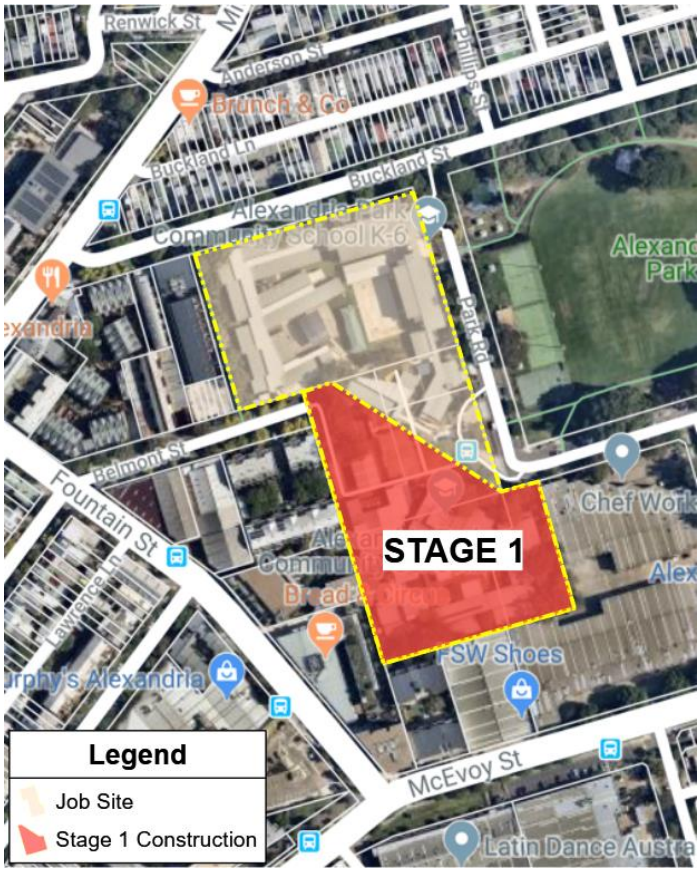


Diagram 2, Site Location Stage 1 (Source NEARMAP)

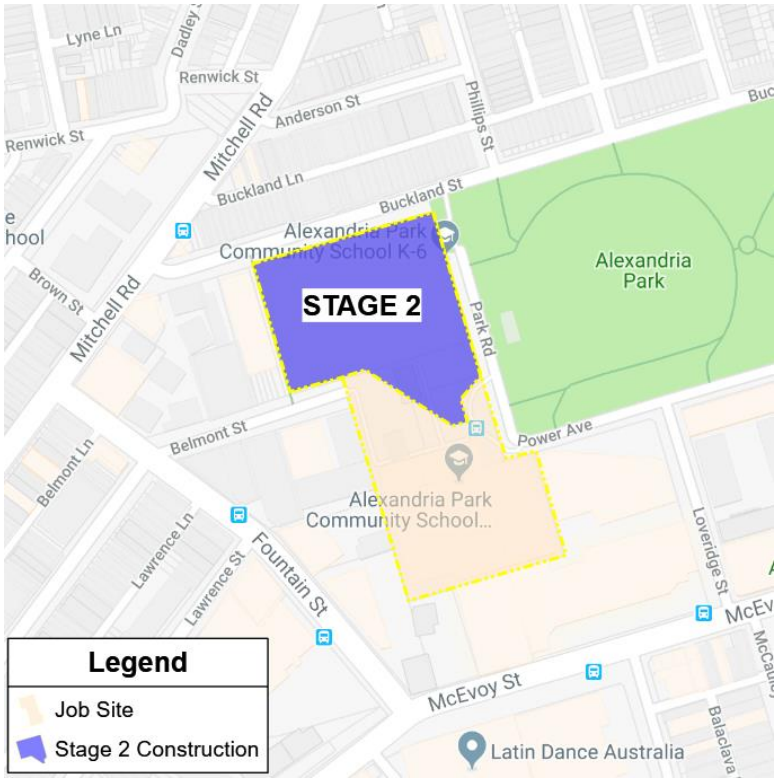


Diagram 3, Site Location Stage 2 (Source NEARMAP)

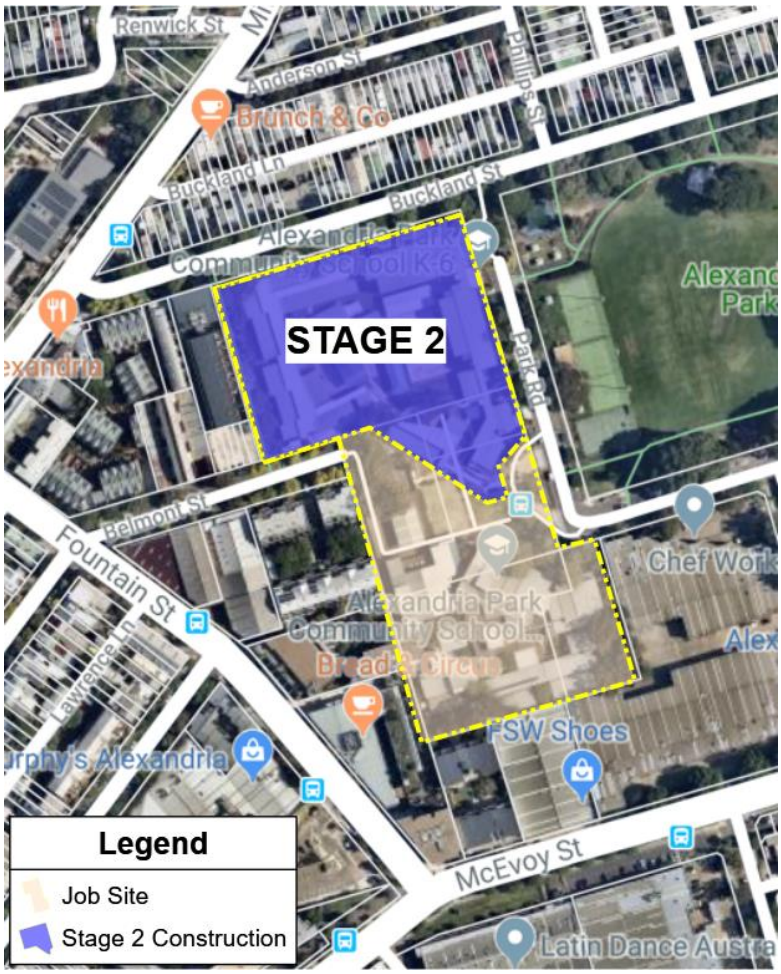


Diagram 4, Site Location Stage 2 (Source NEARMAP)

1.3 PURPOSE

The purpose of this Construction Traffic Management Plan (CTMP) is to satisfy City of Sydney Council, NSW Department of Education and the Roads and Maritime Service (RMS). It is also to ensure public safety and minimize any impact to the adjoining pedestrian and vehicular traffic systems. Confirming appropriate measures have been considered for site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner's property rights and projects amenity in the locality, without unreasonable inconvenience to the community. The CTPMP is intended to minimize impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent to the site.

1.4 OBJECTIVES

The key objectives of this CTPMP are:

- To satisfy the key legal requirements related to Traffic, Transport and Access;
- To ensure no one is injured on the project and there is no property damage;
- To maximise the value and outcomes of traffic monitoring activities;
- To minimise delays to traffic and consider the needs of all road users; and
- To ensure compliance with relevant specifications and the RMS's – 'Traffic Control at Work Sites' Handbook Version 5.

2. CONSTRUCTION

2.1 CONSTRUCTION ACTIVITIES

The fundamentals of our programme include:

- 6 Day working week. Allowance for Typical Industry Christmas and Easter & RDO's.
- Overall Durations:
    - 147 weeks Contract Period
    - Phase 1: 67 Weeks Overall On Site – Nett
    - Phase 2: 48 Weeks Overall On Site – Nett

The key milestone table is provided below:

Key Milestones (All dates are NETT)		
ALEXANDRIA PARK COMMUNITY SCHOOL	Completion Date	Week No.
Contract Award	11 Jan 19	0
CC1 Approval	5 Mar 19	9
CC2 Approval	30 May 19	21
CC3 Approval	16 Sep 19	37
CC4 Approval	8 Oct 19	40
CC5 Approval	29 Oct 19	43

PHASE 1		
Start on Site	5 Mar 19	9
Piling Complete	21 Jun 19	24
Structure Complete	27 Nov 19	47
Roof & Façade Complete	6 Mar 20	61
Fitout Complete	20 May 20	72
Project Complete (NETT)	19 Jun 20	76
PHASE 2		
Start on Site	7 Dec 20	101
Piling Complete	8 Feb 21	110
Structure Complete	31 May 21	126
Roof & Façade Complete	21 Aug 21	137
Fitout Complete	15 Oct 21	145
Project Complete (NETT)	12 Nov 21	149

2.2 WORKING HOURS

Construction, including the delivery of materials to and from site, may only be carried out between the following hours:

- Monday – Friday: 7:00am – 6:00pm
- Saturday: 7:30am – 3:30pm
- No work is permitted on Sundays or Public Holidays

Activities may be undertaken outside of hours in condition of C6 if required

a) By the Police or a public authority for the delivery of vehicles, plant or materials; or
b) In an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
c) Where the works are inaudible at the nearest sensitive receivers; or
d) Where a variation is approved in advance in writing by the Planning Secretary or her nominee if appropriate justification is provided for the works.

Notification of such activities must be given to affected residents before undertaking the activities or as soon as is practical afterwards.

Rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours;

- Monday – Friday: 9:00AM – 12:00PM
- Monday – Friday: 2:00PM – 5:00PM
- Saturday: 9:00AM – 12:00PM

Deliveries by oversized vehicles may be undertaken outside of these hours where

a) It is the delivery to or transport from the development site of oversize plant, equipment and structural elements outside standard construction hours, first subject to separate approval from City of Sydney Council;
   (i) Deliveries/collection not being undertaken on a Sunday or public holiday;
   (ii) Oversize plant, equipment and structural elements not being readied for transport, loaded or unloaded, set up or installed other than during the standard construction hours, and
   (iii) The proponent notifying noise sensitive receivers, especially residences, likely to be affected by noise from any delivery or transport activity permitted by this condition of that delivery not less than 3 days and not more than 7 days before the delivery is undertaken.

2.3 WORK ZONES

The Richard Crookes Constructions propose to have no work zone during demolition and construction for this site, all removal of material and the setup of mobile cranes or concrete pumps and deliveries will be made on site.

2.4 INGRESS/EGRESS OF VEHICLES

Adequate advanced warning and directional signage will be placed upon entry and exit of the site. The signage will direct drivers to the site. During Stages 1 of work, site access for vehicles picking up and removing spoil, concrete pours, mobile cranes and all deliveries to site will be on Belmont Street, Alexandria. Once this work is completed and work starts on Stage 2 then site access for all removal of spoil, concrete pours, mobile cranes and deliveries will be off Belmont Street for main access with restricted access off Park Road.

The trucks' movements will be carried out taking into consideration the surrounding building and roads. Adequate mitigation measures will be put in place to ameliorate conditions.

All exiting trucks will be loaded to their prescribed weight limits. All trucks will be covered by tarpaulin or like prior to exiting as required. All vehicles leaving the site must be free of mud or any other debris. Drivers of vehicles that exit the site must check their vehicles are clean prior to exiting. It is the responsibility of each driver to confirm their vehicles are clean prior to exiting site. At points of vehicle egress the driver will ensure they give way to vehicles, pedestrians and cyclists before exiting, traffic controllers will be strategically placed in accordance with traffic control plans.

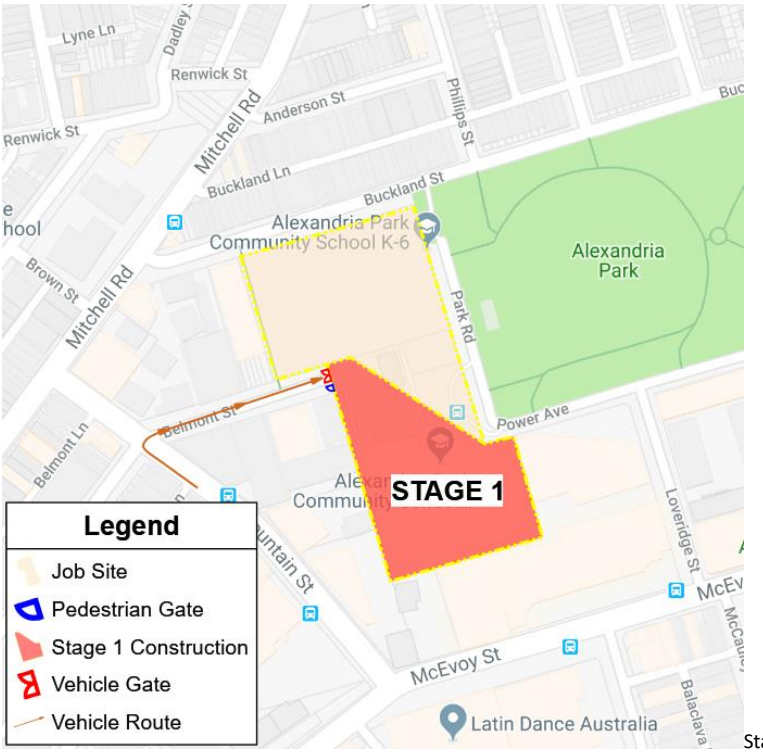
This CTPMP and all plans associated with it should be given to all drivers visiting the site prior to arrival.

The details regarding the access and egress routes of vehicles are described in the following sections 2.4.

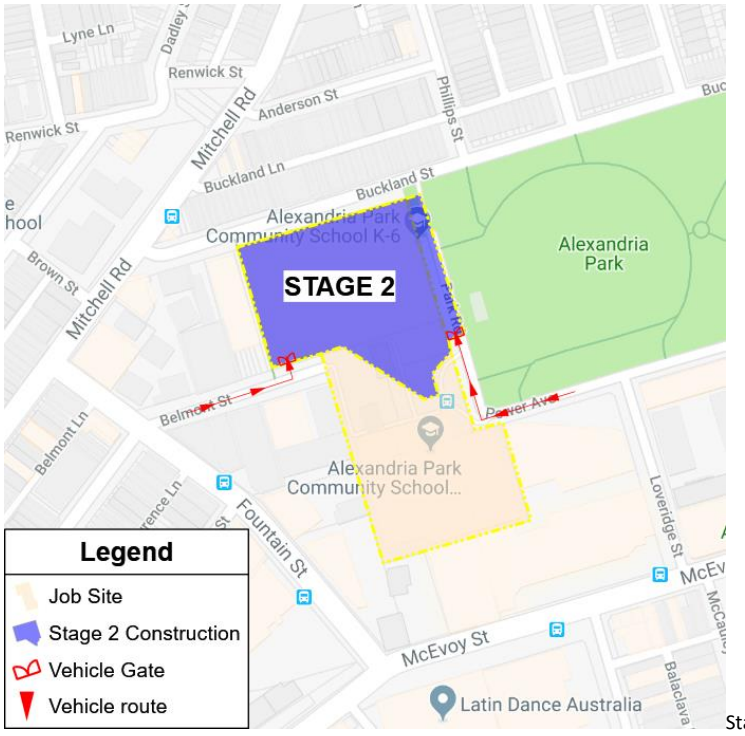
2.4.1 INGRESS

Access to the site during Stage 1 will be from Belmont Street, during Stage 2 site access will be off Belmont Street and Park Road. (see figure 2).

1. Vehicles will approach the site using the ingress routes outlined in this document.



Stage 1, Ingress Route 1



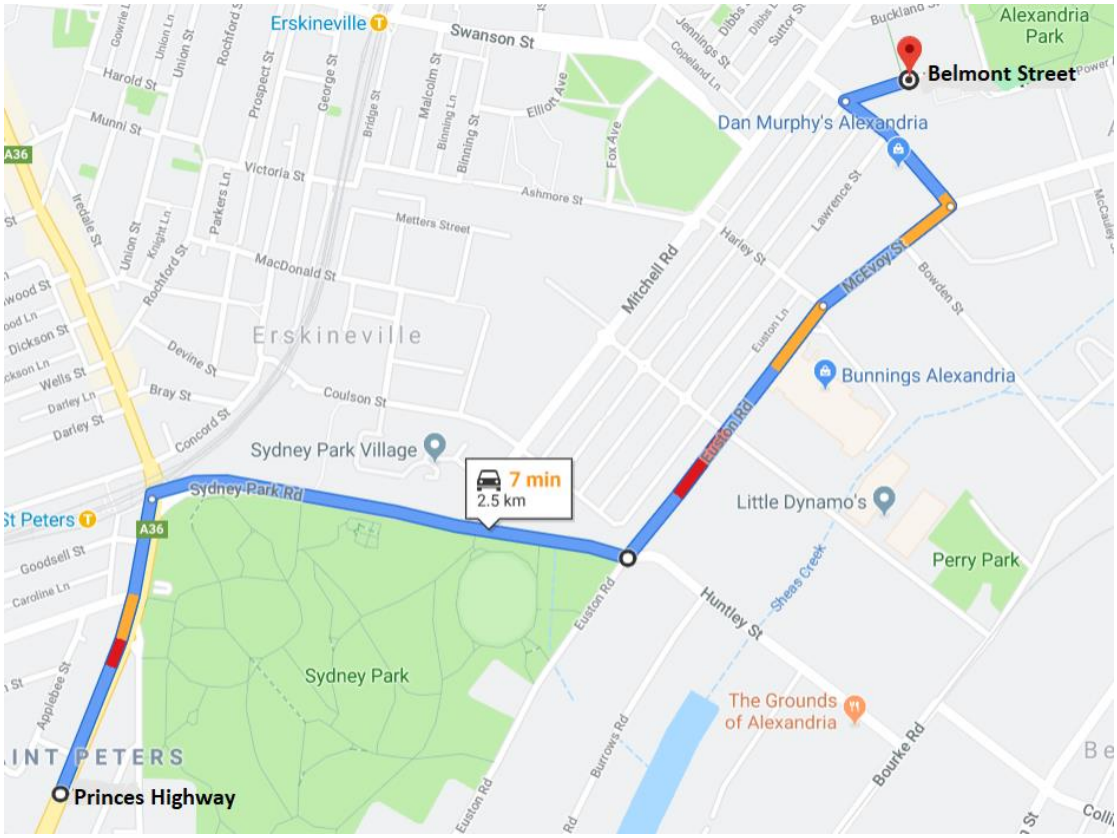
Stage 2, Ingress Route 2

2.4.1.1 INGRESS ROUTE 1, BELMONT STREET

Princes Highway
St Peters NSW 2044

- Head north on Princes Hwy/A36 towards Short St
  500 m
- Use the right 2 lanes to turn right onto Sydney Park Rd
  800 m
- Turn left onto Euston Rd
  550 m
- Continue onto McEvoy St
  270 m
- Turn left onto Fountain St
  250 m
- Turn right onto Belmont St
  110 m

Belmont Street
Alexandria NSW 2015



2.3.1.1 Ingress Route 1

2.4.1.2 INGRESS ROUTE 2, BELMONT STREET

Broadway
Glebe NSW 2037

Follow Princes Hwy/A36 to Sydney Park Rd in Erskineville

10 min (3.4 km)

Head east on Broadway/Great Western Hwy/A22 towards City Rd/Princes Hwy/A36

110 m

Use the right 2 lanes to turn right onto City Rd/Princes Hwy/A36

Continue to follow Princes Hwy/A36

2.2 km

Slight left onto King St/Princes Hwy/A36

1.1 km

Continue on Sydney Park Rd. Take Euston Rd to Belmont St in Alexandria

5 min (2.0 km)

Turn left onto Sydney Park Rd

800 m

Turn left onto Euston Rd

550 m

Continue onto McEvoy St

270 m

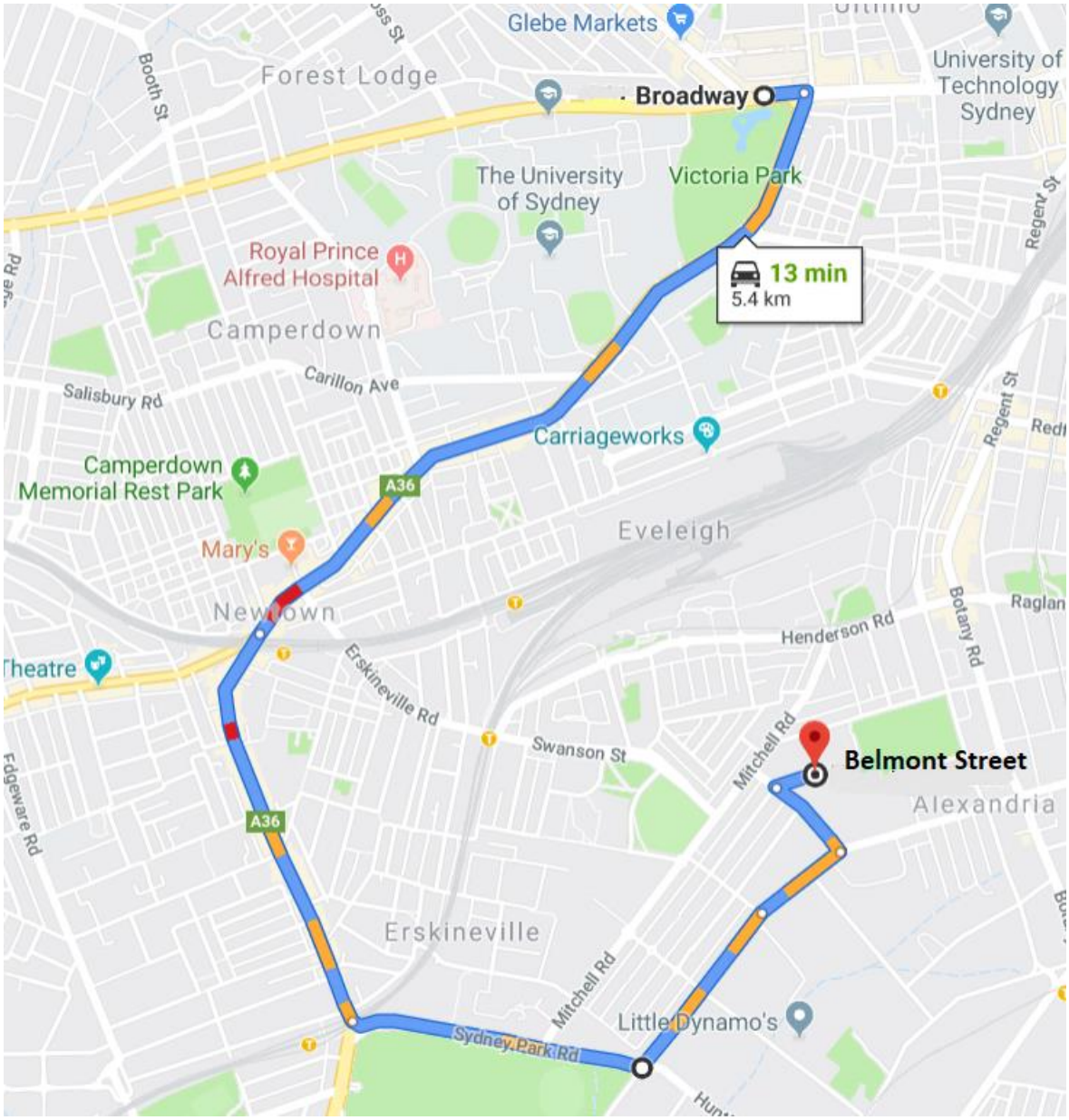
Turn left onto Fountain St

250 m

Turn right onto Belmont St

110 m

Belmont Street
Alexandria NSW 2015



2.3.1.2 Ingress Route 2

2.4.1.3 INGRESS ROUTE 3 BELMONT STREET

South Dowling St

Surry Hills NSW 2010

Head south on S Dowling St towards Cleveland St

290 m

Use the right 2 lanes to turn right onto Cleveland St

1.4 km

Turn left onto Regent St

800 m

Continue onto Botany Rd

700 m

Turn right onto McEvoy St

500 m

Turn right onto Fountain St

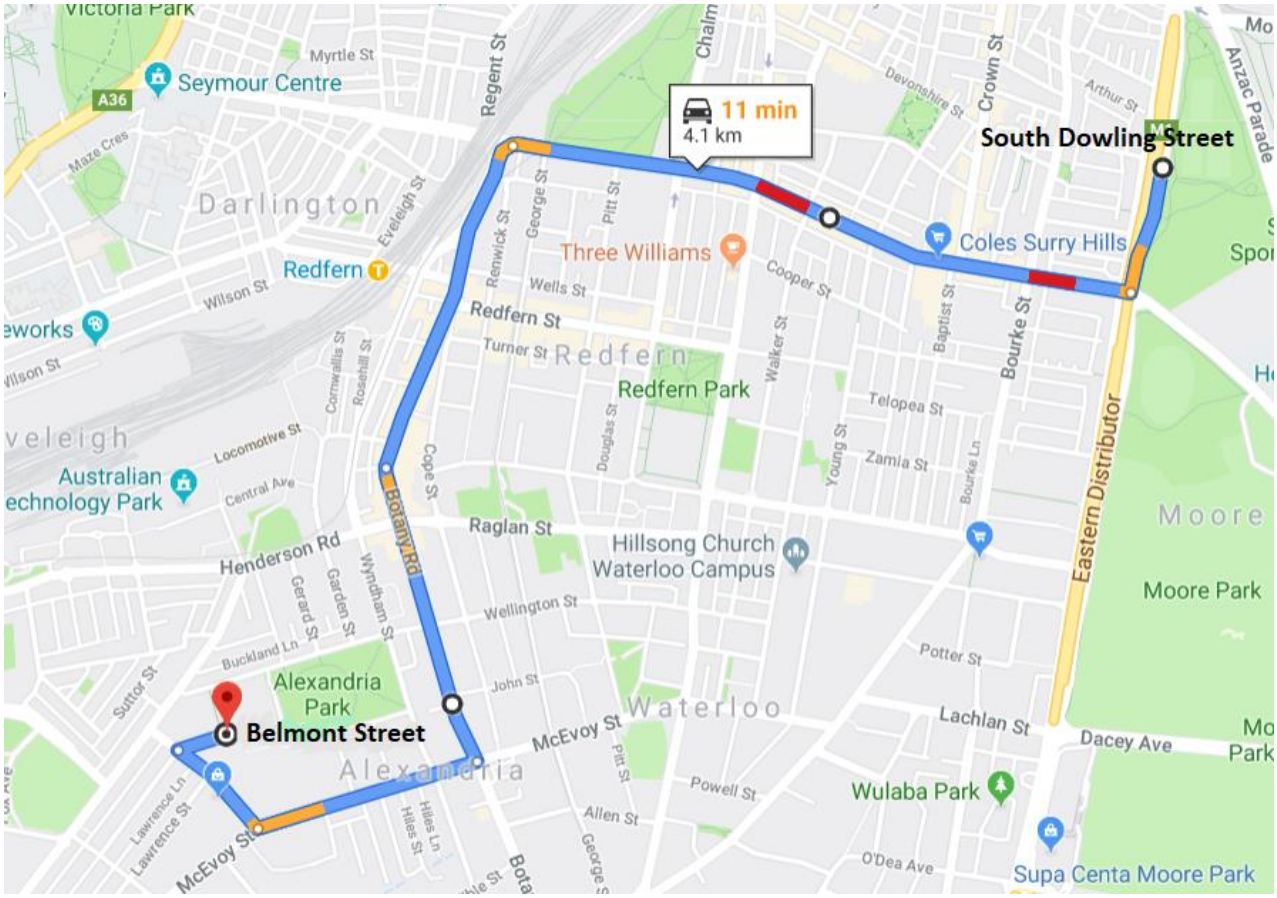
250 m

Turn right onto Belmont St

110 m

Belmont Street

Alexandria NSW 2015



2.3.1.3 Ingress Route 3

2.4.1.4 INGRESS ROUTE 4 BELMONT STREET

South Dowling St
Waterloo NSW 2017

Head north on S Dowling St towards Murray St

180 m

Turn left onto Lachlan St

450 m

Use the right lane to turn left onto Bourke St

88 m

Turn right onto McEvoy St

1.3 km

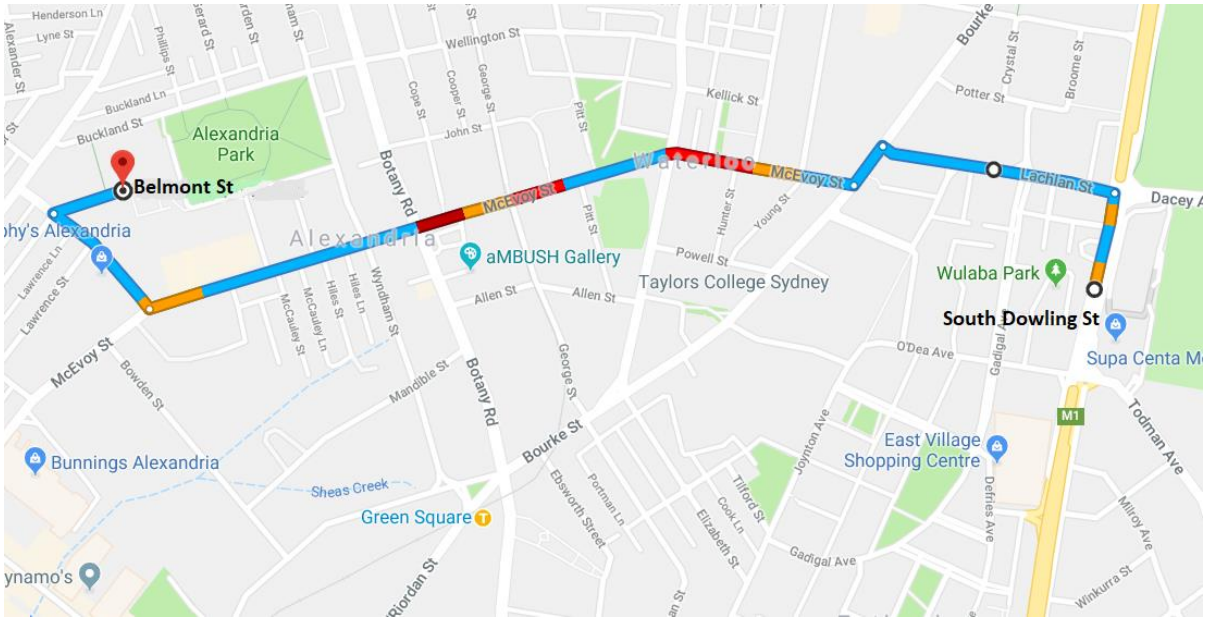
Turn right onto Fountain St

250 m

Turn right onto Belmont St

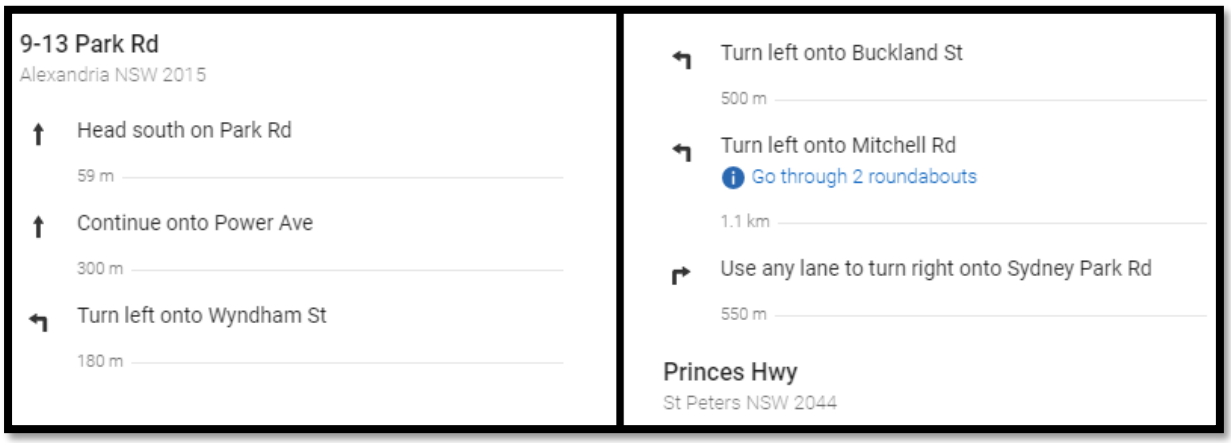
130 m

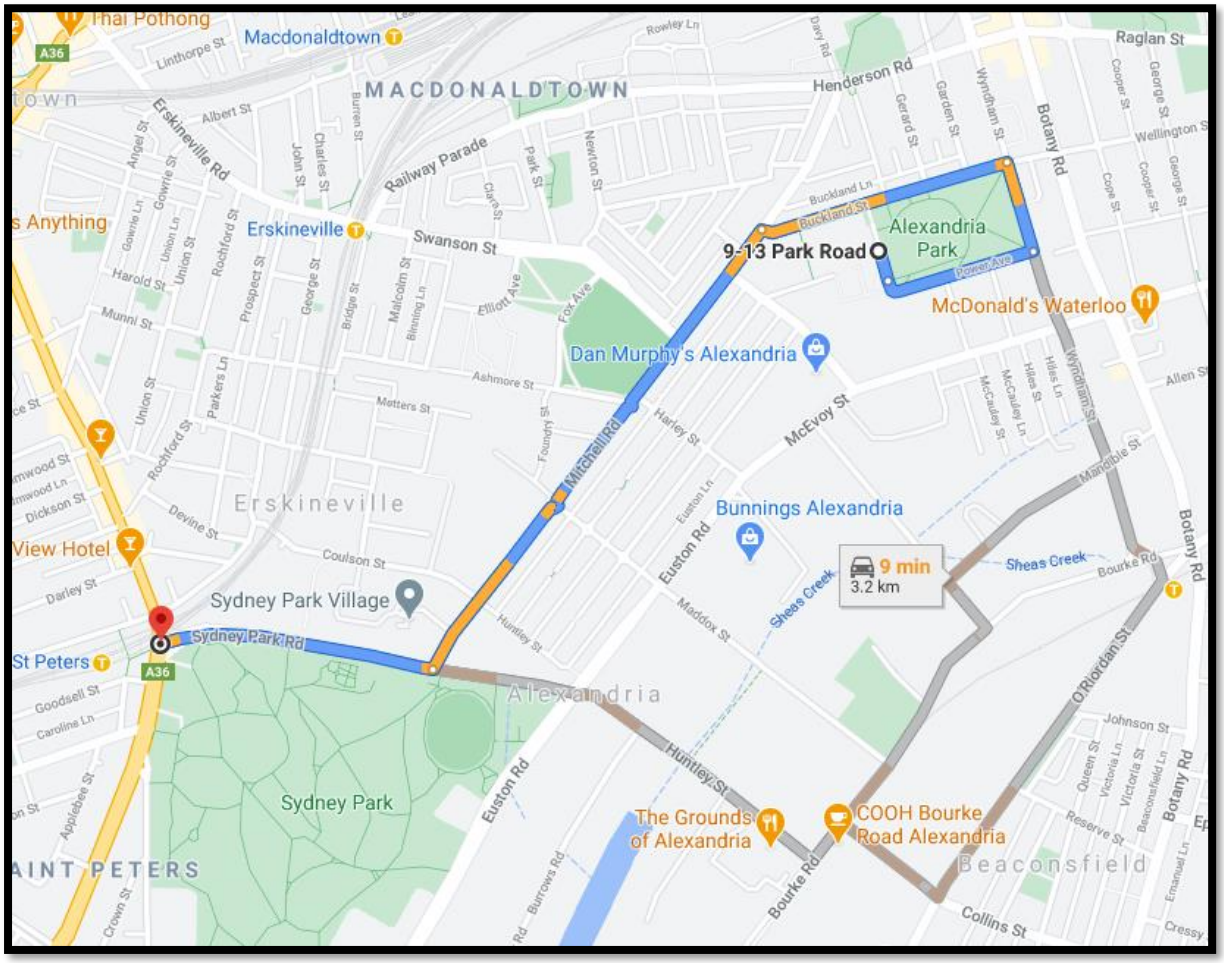
Belmont St
Alexandria NSW 2015



2.3.1.4 Ingress Route 4

2.4.1.5 INGRESS ROUTE 5- PARK ROAD





2.3.1.5 Ingress Route 5

2.4.1.6 INGRESS ROUTE 6- PARK ROAD

Princes Hwy
Camperdown NSW 2050

Take Cleveland St and Regent St to Wyndham St in Alexandria

6 min (2.1 km)

Head south on City Rd/Princes Hwy/A36 towards Elim Pl

300 m

Turn left onto Cleveland St

800 m

Turn right onto Regent St

800 m

Continue onto Botany Rd

120 m

Use the 2nd from the right lane to turn right onto Henderson Rd

94 m

Follow Wyndham St and Power Ave to Park Rd

3 min (750 m)

Turn left onto Wyndham St

400 m

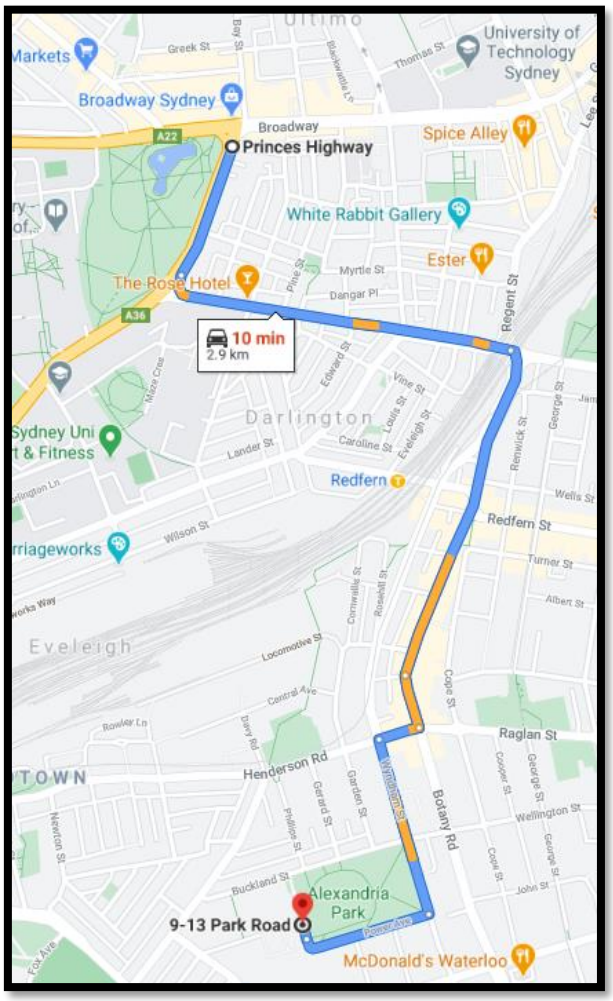
Turn right onto Power Ave

300 m

Continue onto Park Rd

36 m

9-13 Park Rd
Alexandria NSW 2015



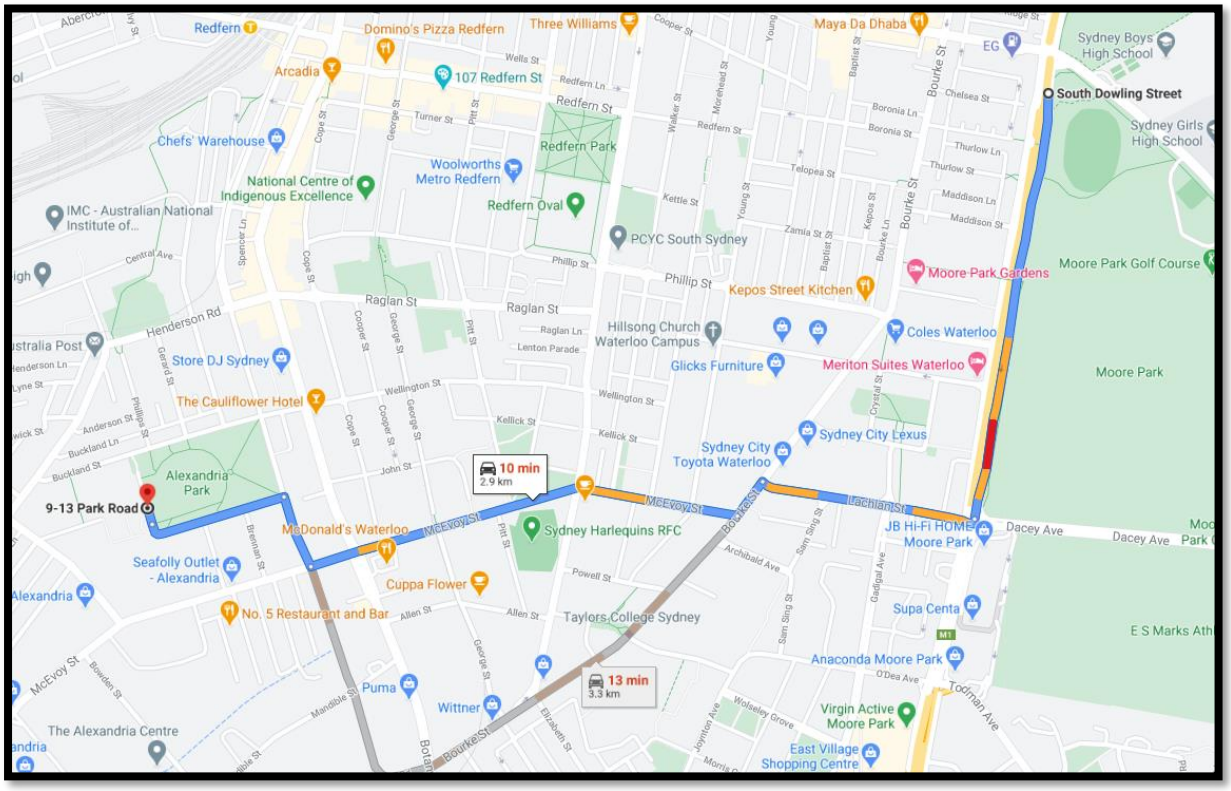
2.3.1.6 Ingress Route

2.4.1.7 INGRESS ROUTE 7 - PARK ROAD

S Dowling St
Moore Park NSW 2021

- Head south on S Dowling St — 900 m
- Turn right onto Lachlan St — 450 m
- Use the right lane to turn left onto Bourke St — 88 m
- Turn right onto McEvoy St — 900 m
- Turn right onto Wyndham St — 160 m
- Turn left onto Power Ave — 300 m
- Continue onto Park Rd — 36 m

9-13 Park Rd
Alexandria NSW 2015



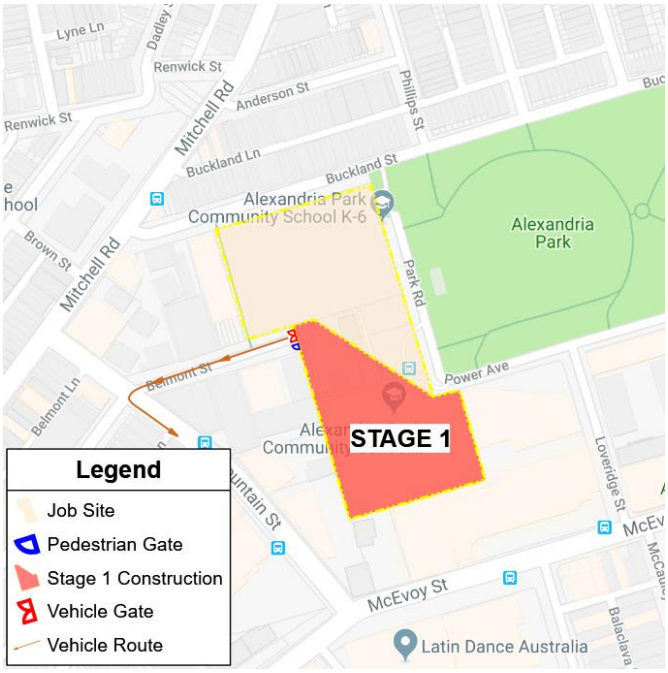
2.3.1.7 Ingress Route 7

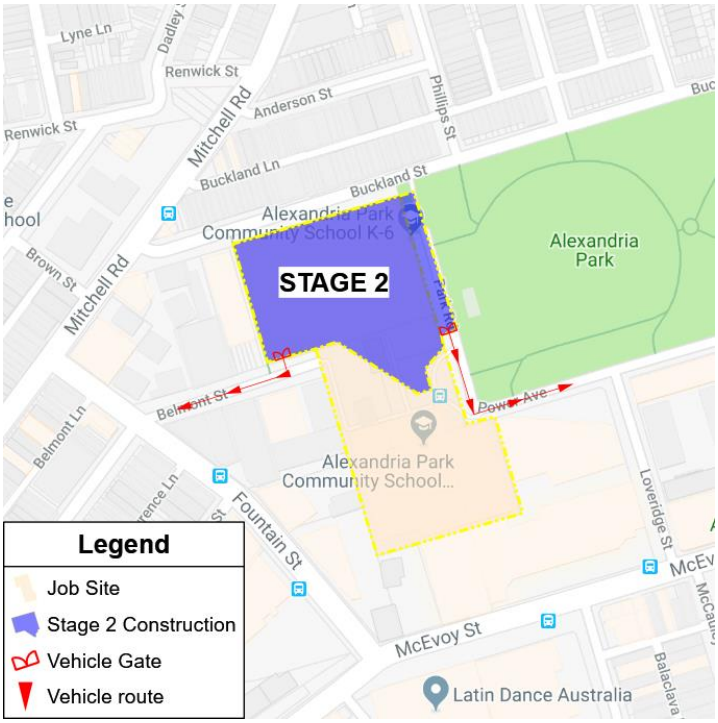
2.4.2 Egress

Exiting trucks will be loaded to their prescribed weight limits. All trucks will be covered by tarpaulin or like prior to exiting the site as required and will exit the site on the following basis:

Egress from the site during Stage 1 will be from Belmont Street, Alexandria, during Stage 2 site egress will be off Belmont Street and Park Road, Alexandria.

1. Exiting vehicles from site will do so using caution and giving way to pedestrians or vehicles already on the road;



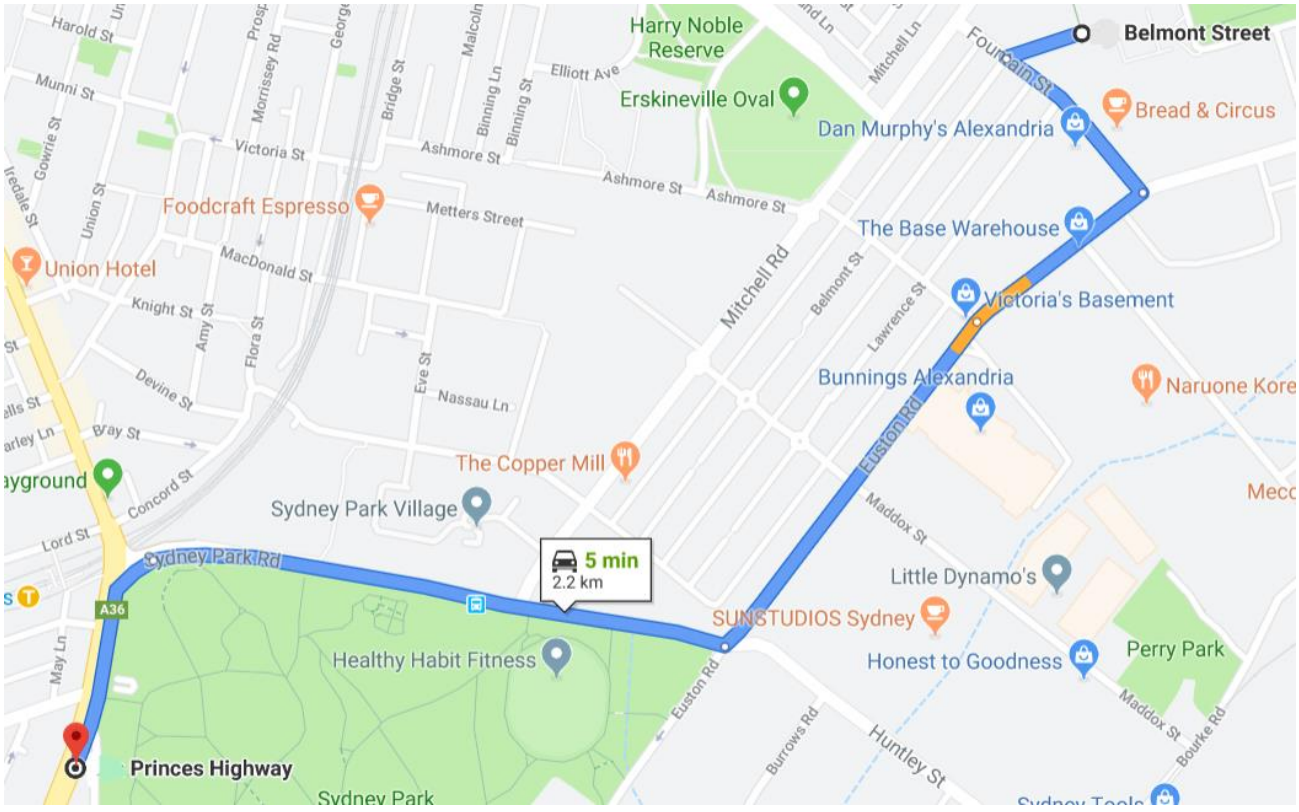


2.4.2.1 EGRESS ROUTE 1 BELMONT STREET

Belmont Street
Alexandria NSW 2015

- Head west on Belmont St towards Fountain St
  100 m
- Sharp left onto Fountain St
  250 m
- Turn right onto McEvoy St
  270 m
- Continue onto Euston Rd
  550 m
- Use any lane to turn right onto Sydney Park Rd
  750 m
- Use the left 2 lanes to turn left onto King St/Princes Hwy/A36
  Continue to follow Princes Hwy/A36
  300 m

Princes Hwy
Alexandria NSW 2015



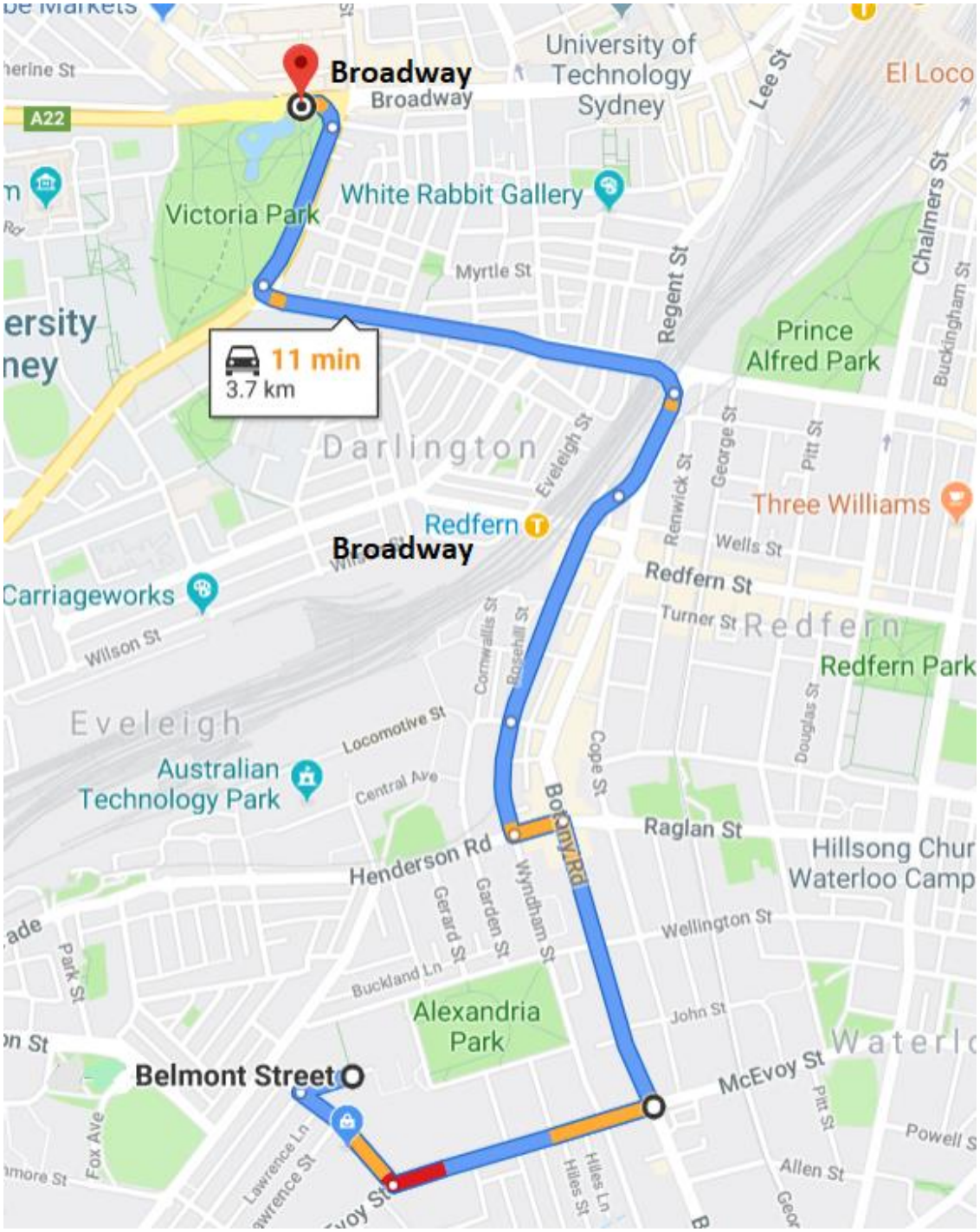
2.4.2.1 Egress Route 1 Stage 1

2.4.2.2 EGRESS ROUTE 2 BELMONT STREET

Belmont Street
Alexandria NSW 2015

- Head west on Belmont St towards Fountain St
  26 s (100 m)
- Take McEvoy St, Botany Rd, Gibbons St and Cleveland St to Broadway/Great Western Hwy/A22 in Camperdown
  10 min (3.6 km)
  - Sharp left onto Fountain St
    250 m
  - Turn left onto McEvoy St
    500 m
  - Turn left onto Botany Rd
    550 m
  - Botany Rd turns left and becomes Henderson Rd
    94 m
  - Use the right 2 lanes to turn right onto Wyndham St
    220 m
  - Continue onto Gibbons St
    500 m
  - Continue onto Regent St
    230 m
  - Turn left onto Cleveland St
    850 m
  - Use any lane to turn right onto City Rd/Princes Hwy/A36
    350 m
  - Use the left 2 lanes to turn left onto Broadway/Great Western Hwy/A22
    87 m

Broadway
Glebe NSW 2037



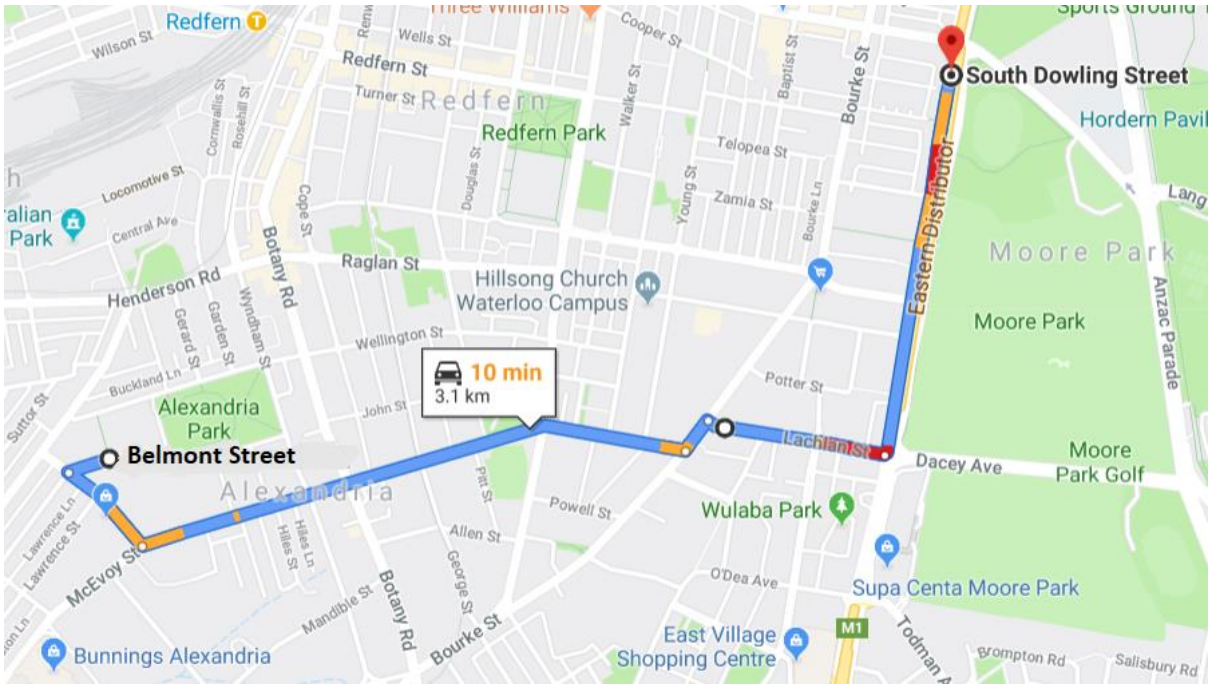
2.4.2.2 Egress Route 2

2.4.2.3 EGRESS ROUTE 3 BELMONT STREET

Belmont St
Alexandria NSW 2015

- Head west on Belmont St towards Fountain St
  100 m
- Sharp left onto Fountain St
  250 m
- Turn left onto McEvoy St
  1.3 km
- Use the right lane to turn left onto Bourke St
  88 m
- Turn right onto Lachlan St
  450 m
- Turn left onto S Dowling St
  900 m

S Dowling St
Sydney NSW



2.4.2.3 Egress Route 3

2.4.2.4 EGRESS ROUTE 4 BELMONT STREET

South Dowling St

Moore Park NSW 2021

Head north on S Dowling St towards Murray St

170 m

Turn left onto Lachlan St

450 m

Use the right lane to turn left onto Bourke St

88 m

Turn right onto McEvoy St

1.3 km

Turn right onto Fountain St

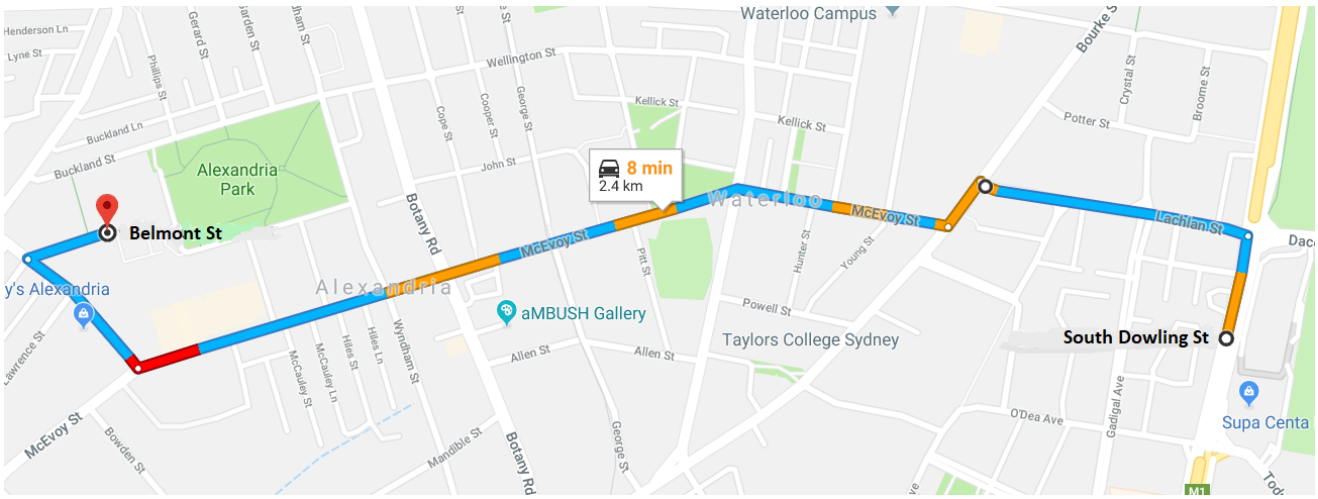
250 m

Turn right onto Belmont St

130 m

Belmont St

Alexandria NSW 2015



2.4.2.4 Egress Route 4

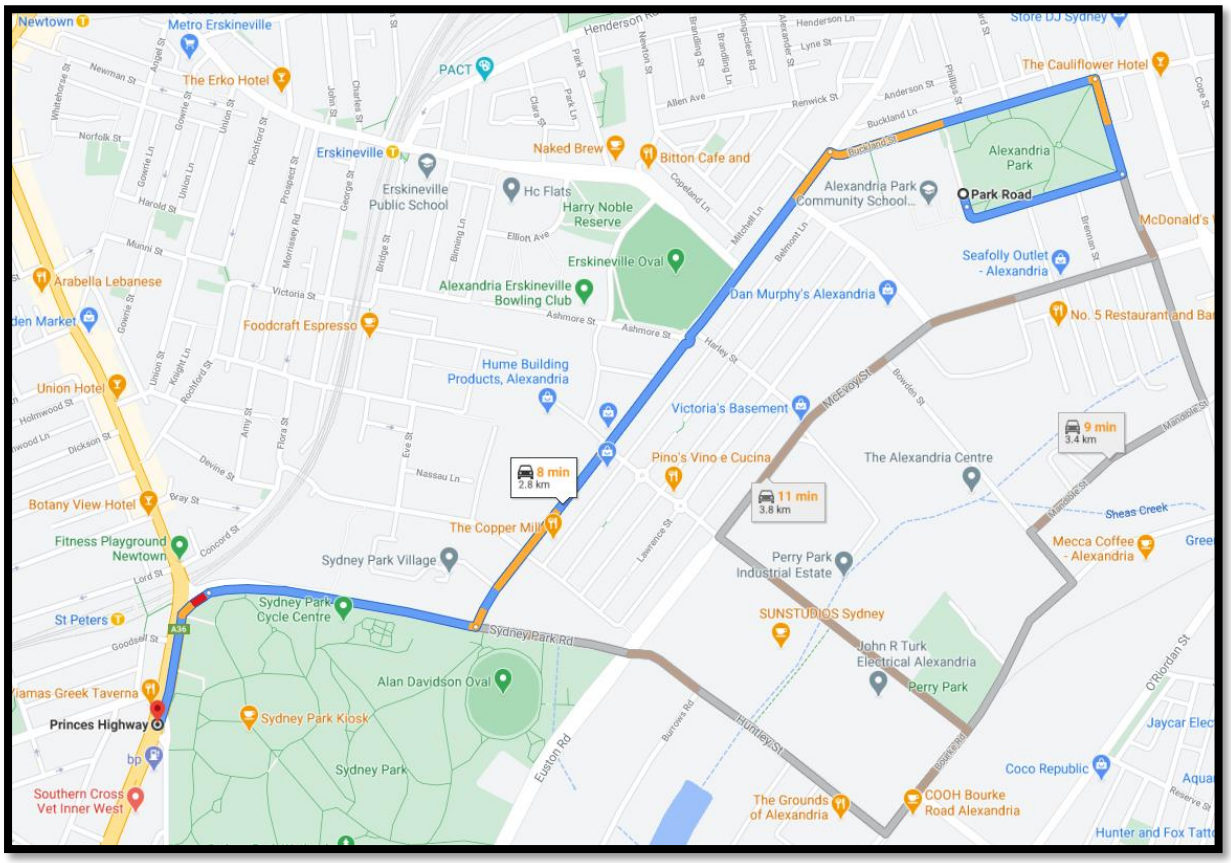
2.4.2.5 EGRESS ROUTE 5- PARK ROAD

Park Rd
Alexandria NSW 2015

- Head south on Park Rd
  23 m
- Continue onto Power Ave
  300 m
- Turn left onto Wyndham St
  180 m
- Turn left onto Buckland St
  500 m
- Turn left onto Mitchell Rd
  Go through 2 roundabouts
  1.1 km
- Use any lane to turn right onto Sydney Park Rd
  500 m
- Use the middle lane to turn left onto King St/Princes Hwy/A36
  Continue to follow Princes Hwy/A36
  Destination will be on the right
  260 m

Princes Hwy
Alexandria NSW 2015

Princes Hwy
St Peters NSW 2044



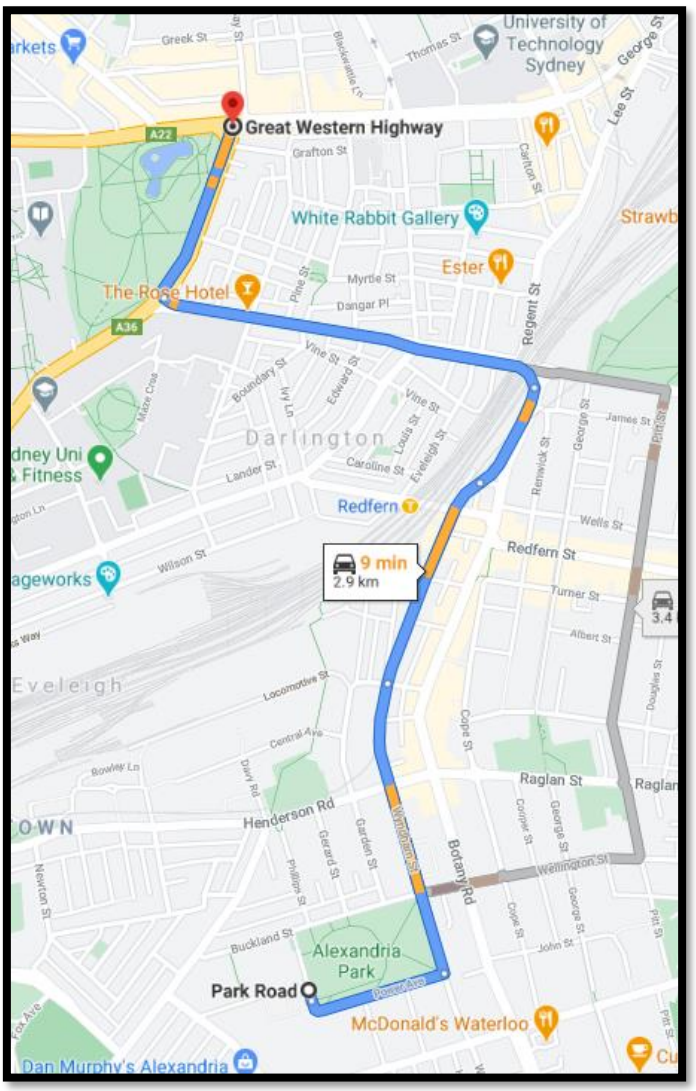
2.4.2.5 Egress Route 5

2.4.2.6 EGRESS ROUTE 6- PARK ROAD

Park Rd
Alexandria NSW 2015

- Head south on Park Rd
  23 m
- Continue onto Power Ave
  300 m
- Turn left onto Wyndham St
  650 m
- Continue onto Gibbons St
  450 m
- Continue straight onto Regent St
  230 m
- Turn left onto Cleveland St
  800 m
- Use any lane to turn right onto City Rd/Princes Hwy/A36
  400 m

Great Western Hwy
Glebe NSW 2037



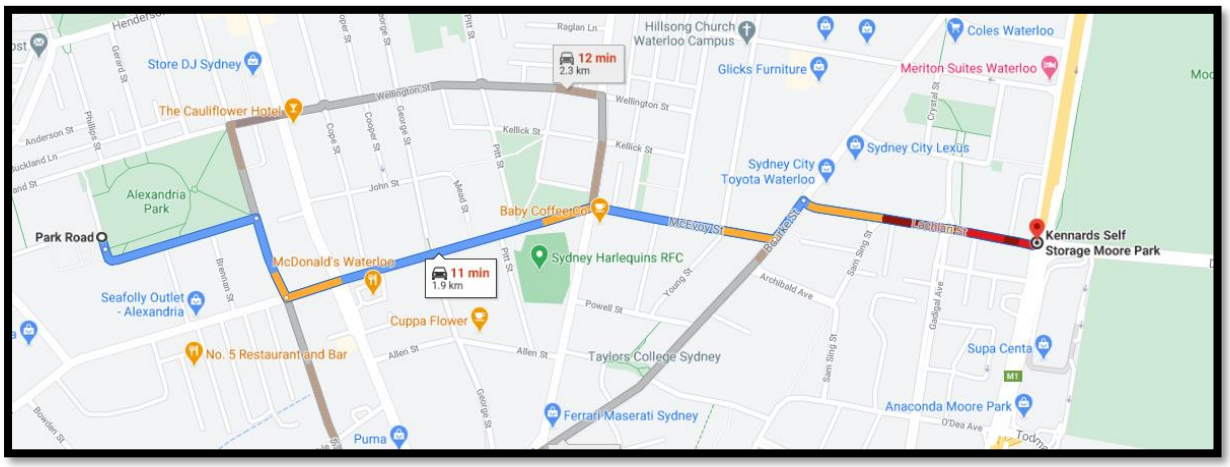
2.4.2.6 Egress Route 6

2.4.2.7 EGRESS ROUTE 7-PARK ROAD

Park Rd
Alexandria NSW 2015

- Head south on Park Rd
  23 m
- Continue onto Power Ave
  300 m
- Turn right onto Wyndham St
  160 m
- Turn left at the 1st cross street onto McEvoy St
  900 m
- Use the right lane to turn left onto Bourke St
  88 m
- Turn right onto Lachlan St
  450 m

Kennards Self Storage Moore Park
813-851 S Dowling St, Moore Park NSW 2021

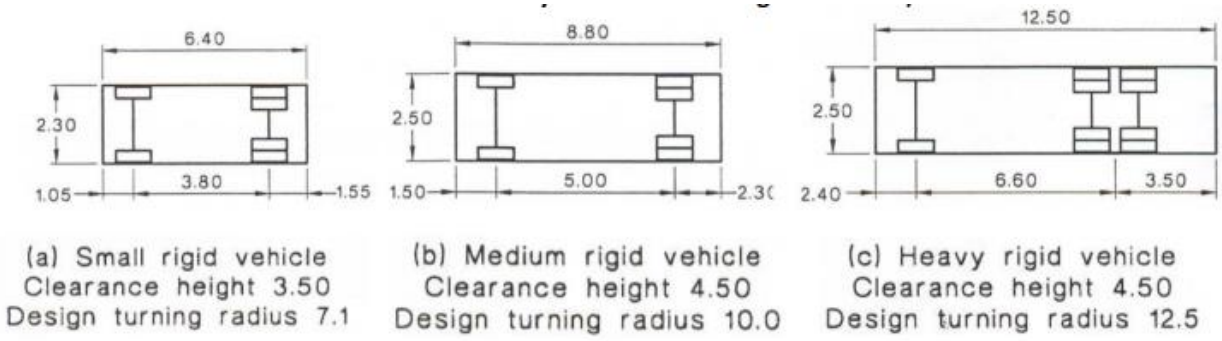


2.3.2.7 Egress Route 7

2.5 TRANSPORT VEHICLES

The Richard Crookes Constructions will have an active and ongoing involvement in the management and monitoring of works during the construction phase. They will ensure, as previously mentioned, that no vehicle will make deliveries outside Council's approved DA times, **as well as that all delivery vehicles will arrive at pre-arranged times to site.** All vehicles approaching the work site will adhere to the road rules and observe any signage in place.

All loading and unloading of vehicles will be done so from on site with site entry for Stage 1 being off Belmont Street and for Stage 2 off Belmont Street and Park Road. **No loading or unloading shall be done from the surrounding street at any time during demolition and construction.**



(a) Small rigid vehicle
Clearance height 3.50
Design turning radius 7.1

(b) Medium rigid vehicle
Clearance height 4.50
Design turning radius 10.0

(c) Heavy rigid vehicle
Clearance height 4.50
Design turning radius 12.5

The largest vehicle expected to site is an Articulated vehicle (ARV) which will be 12.5 MTRS long.

2.6 TOWER CRANES AND MOBILE CRANES

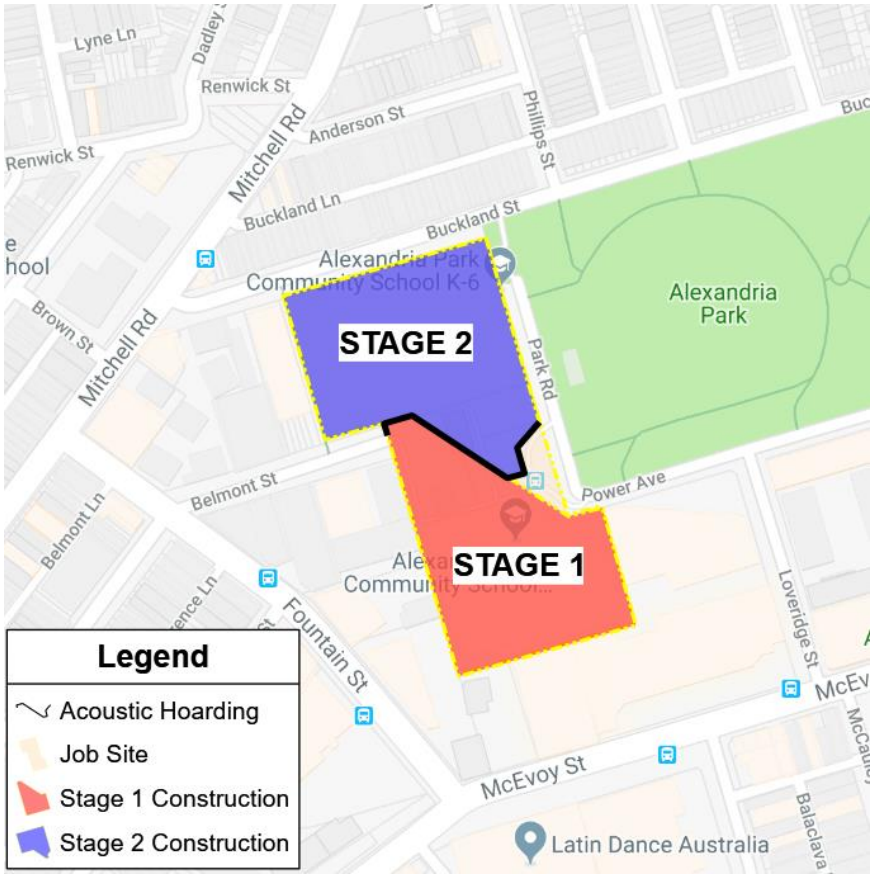
The client Richard Crookes Constructions propose to have 3 tower cranes on site, if any mobile cranes are required for site through-out the construction on Stage 1 or Stage 2 they will be setup wholly within site and will not impact traffic in any way.

2.7 REMOVAL AND STORAGE OF RUBBISH OR SPOIL

All waste/materials will be collected on site in a position for easy access so it can be loaded onto trucks. As previously described, all trucks will have the load covered by tarpaulin or other means to secure load.

2.8 HOARDING AND TEMPORARY FENCING

There will be no need for B Class hoarding for this job, Temporary A class ATF fencing will be erected around the perimeter of the job this fence is to be no lower than 1.8MTRS in height and shall be covered with material to help minimize dust. There will also be modified 3MTR high acoustic hoarding erected to separate the 2 stages through the middle of the school as per below diagram.



Acoustic Hoarding Diagram

3. IMPACTS AND MANAGEMENT

3.1 ROAD/LANE CLOSURE

During the demolition and construction there will be no requirement for any lane or road closures. If for any reason this changes all permits will be applied for through police and council prior to work commencing.

3.2 PEDESTRIANS AND CYCLISTS

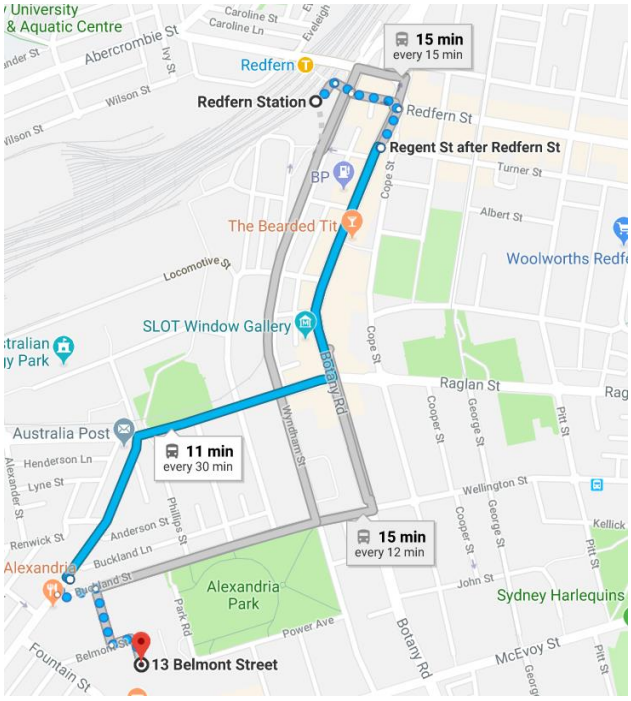
All works will take into consideration pedestrians and cyclists.

Advanced warning/Directional signage will be installed (according to approved TCP) to warn pedestrian and cyclists of truck entry and exit to/from site.

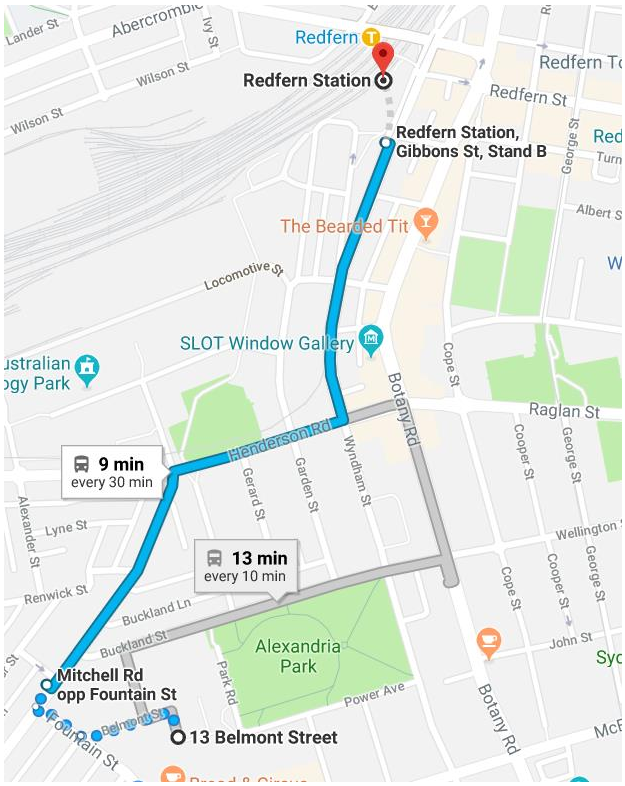
Only authorized personnel will be permitted within the building site unless accompanied by site management, if not inducted to the site. Whist within the confines of the building site, all personnel will attire in correct PPE to ensure that they are visible to moving traffic.

3.3 PUBLIC TRANSPORT

The works will not impact the local public transport network. Workers will be encouraged to catch public transport to ameliorate the impact to the road network. A train can be caught to Redfern Railway Station and then an STA bus (number 308) leaves Regent Street, Redfern every 15 minutes and has a bus stop on Mitchell Road approximately 300MTRS a 3 minute walk from site and to return to Redfern Railway Station the same bus can be caught of Mitchell Road.



Ingress Bus Route STA 308



Egress Bus Route STA 308

3.4 PARKING

All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on public roads, Richard Crookes Constructions will encourage the use of public transport by workers to minimize the effect of traffic on the local network.

3.5 EMERGENCY VEHICLES

Emergency services will not be affected by the proposed works. If the case, any emergency vehicle required for site will be given priority and will enter off Belmont Street during Stage 1 and 2

3.6 ACCESS TO PROPERTIES AND NOISE

This works will not affect access to any properties on Belmont Street or Buckland Street during Stage 1 or Stage 2 demolition and construction. Regarding noise impacts, Richard Crookes Constructions will strive to keep all noise associated with the works is kept to a minimum. Likewise, no noise will be made outside the approved hours for site.

3.7 ENVIROMENTAL

A range of measures will be in place to manage and minimise any possible impact on the environment in regards to dust control and air emissions. Such measures will include, but not limit to:

- Containment and removal of any hazardous materials in accordance with EPA regulations;
- Wheel wash facilities for all vehicles entering and exiting site;
- Regular cleaning of streets;
- Speed limits will be reduced on site to reduce dust and exhaust emissions;
- Noise pollution will be minimised through a range of measures such as:
    - Control of noise at source where practicable (eg using screenings, shielding);
    - Use of noise suppression covers when plant and machinery is operational;
    - Use of electrically powered plant where possible;
    - Where possible, noisy plant equipment will be kept away from sensitive noise boundaries or alternatively within enclosures.

4. TRAFFIC CONTROL PLAN (TCP)

A TCP is defined in the RMS's TCWS Manual as a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary through a work site or temporary hazard. The proposed TCP is located in Appendix C.

4.1 OBJECTIVES

The provision of a safe environment for road users and works staff is a key objective of Richard Crookes Constructions. The TCP was developed with the aim to:

- Warn drivers of changes to the usual road conditions;
- Inform drivers about changed conditions;
- Guide drivers through the work site, and
- Ensure the safety for workers, motorists, pedestrians and cyclists

4.2 CONTEXT

The TCP's prepared were based on the principles and measures outlined in this CTMP, which details the road safety and traffic principles, strategies and measures that will be applied to enable Richard Crookes Constructions to fulfil its obligations and the requirements of relevant authorities.

The TCP's were designed to address the following issues where applicable:

- Use of traffic control devices;
- Speed limit requirements;
- Provision for pedestrian traffic and their safety;
- Provision for cyclists and their safety;
- Provision for vehicle and plant movements
- Parking restrictions and parking facilities
- Provision for trade vehicles and plant movements
- Informing all site personnel of any high risk areas; and
- Providing adequate signage within the Construction Site for access and egress

4.3 TRAFFIC CONTROLLERS

Only certified traffic controllers will undertake this activity. The placement of signs will be done so by a qualified Yellow Card holder as per the Australian Standards 1742. Traffic control will be required during all vehicle activity.

4.4 TCP MONITORING AND REPORTING

Specific measures for TCP reporting will be taken. These will include, but not be limited to the following:

- The traffic control plan will be numbered and a register maintained as a part of the CTMP;
- All traffic control devices and traffic control arrangements will be inspected daily to ensure the adequacy of such devices and arrangements as per the TCWS Manual;
- Traffic Management records and plans will be maintained as well as record/log;
- Richard Crookes Constructions may be required to provide records in the following event instances:
    - That a breach imposed by the NSW Police Service, on a motorist who does not comply with a regulatory sign is challenged in courts; or
    - In the event of an accident is alleged to have occurred when temporary traffic control is in place.

4.5 CREDENTIALS

The CTMP was prepared by Craig Reeves, RMS Prepare a Work Zone Traffic Management Plan Number 0040529982.

4.6 TRAFFIC CONTROL SIGNS AND DEVICES

Traffic control devices are an important tool for influencing safety for road users, in particular where temporary traffic controls are implemented at work sites. During the construction of this project Certified Traffic Control will assess the warrant for traffic control devices in accordance with the relevant guides/standards such as: RMS's – TCWS Manual, Australian Standard – AS1742 Manual of uniform traffic control devices, and any relevant documents listed on the 'RMS Guide to Signs and Marketing reference list' to make sure that all the traffic control devices are installed and maintained correctly.

The provision of timely, clear and consistent messages to road users is essential. Certified Traffic Control will ensure all signs and devices installed during the construction of this project are:

- Assessed for use in accordance with the appropriate warrants
- Manufactured in accordance with the requirements of the Australian Standards;

- Installed in accordance with the relevant guides and standards;
- Not contradictory to existing signs or markings;
- When unwarranted, covered or removed; and
- Regularly maintained and repaired / replaced when damaged.

All signposting installed throughout the project will comply with the requirements outlined in the RMS's TCWS Manual, AUSTROADS Guide to Traffic Engineering Practice, Part 8 – Traffic Control Devices and the relevant parts of Australian Standard 1742.

5 APPENDICES

- Route to nearest Medical Centre – Attachment 1
- Route to nearest Hospital – Attachment 2
- Traffic Control Plan
- Road Limits and Special Signage
- City of Sydney Standard Requirements for Construction Traffic Management Plan
- Swept Paths

NEAREST MEDICAL CENTRE

13 Belmont St
Alexandria NSW 2015

Head west on Belmont St towards Fountain St

140 m

Turn right onto Fountain St

79 m

Turn right onto Mitchell Rd

400 m

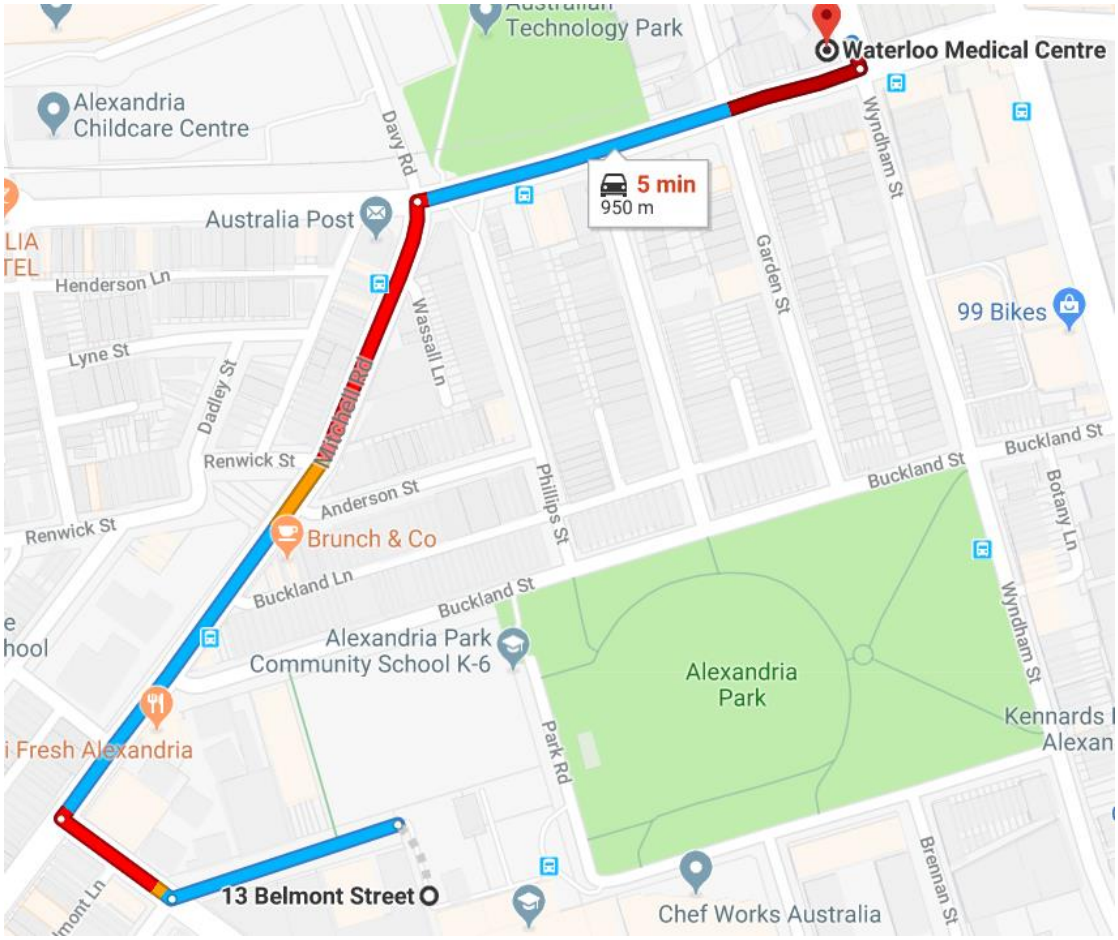
Use any lane to turn right onto Henderson Rd

270 m

Use the left lane to turn left onto Wyndham St
Destination will be on the left

16 m

Waterloo Medical Centre
4/45 Wyndham St, Alexandria NSW 2015

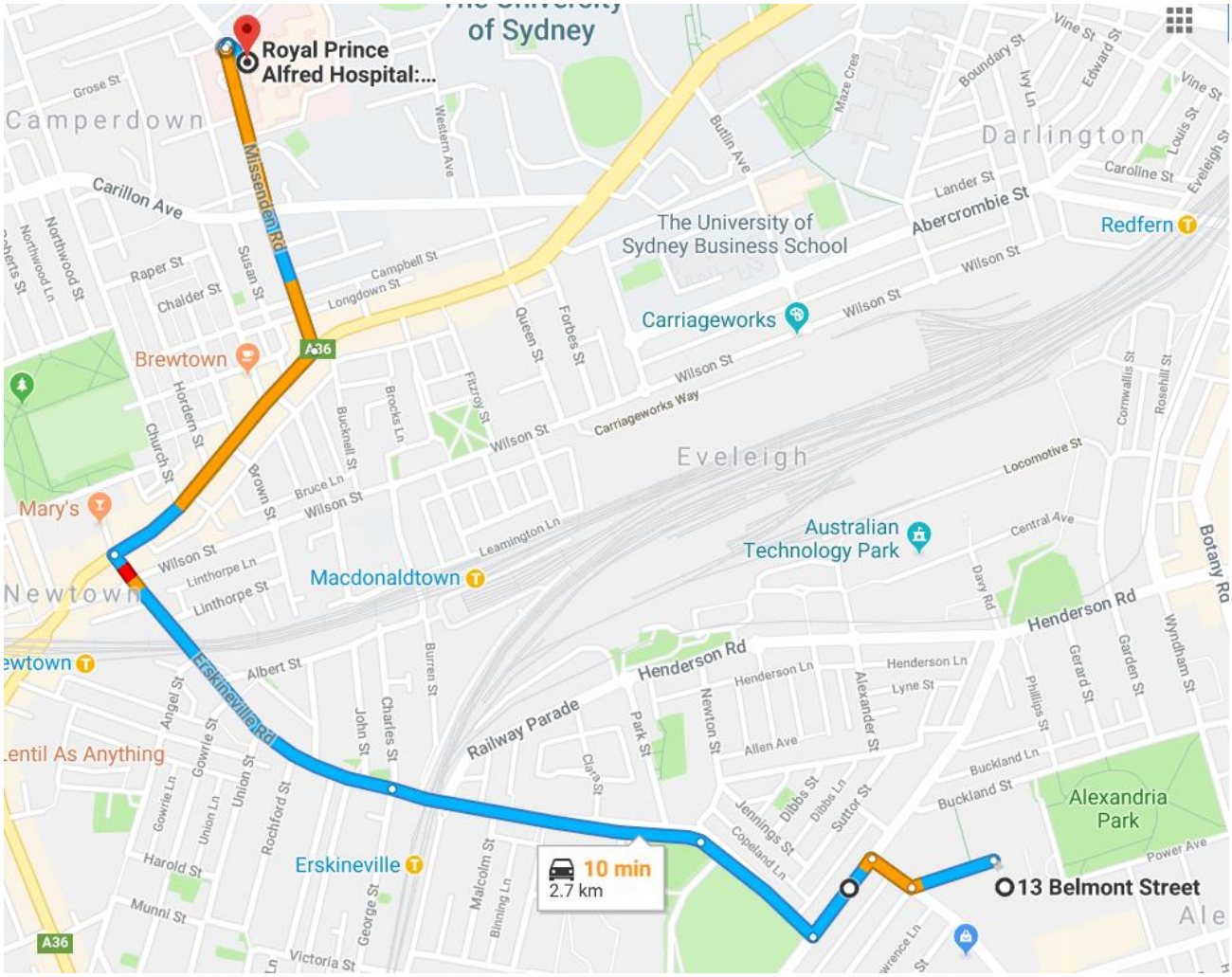

Technology Park
Waterloo Medical Centre
Alexandria Childcare Centre
Davy Rd
5 min
950 m
Wyndham St
Australia Post
Garden St
99 Bikes
Henderson Ln
Lyne St
Dadley St
Wassall Ln
Mitchell Rd
Renwick St
Anderson St
Phillips St
Buckland St
Botany Ln
Brunch & Co
Buckland Ln
Alexandria Park Community School K-6
Alexandria Park
Park Rd
Fresh Alexandria
13 Belmont Street
Chef Works Australia
Brennan St

NEAREST HOSPITAL

13 Belmont St
Alexandria NSW 2015

- Head west on Belmont St towards Fountain St
  38 s (140 m)
- Take Swanson St, Erskineville Rd, King St/Princes Hwy/A36 and Missenden Rd to John Hopkins Dr in Camperdown
  9 min (2.6 km)
  - Turn right onto Fountain St
    79 m
  - Turn left onto Mitchell Rd
    160 m
  - Turn right onto Copeland St
    240 m
  - Copeland St turns slightly left and becomes Swanson St
    500 m
  - Continue onto Erskineville Rd
    600 m
  - Turn right onto King St/Princes Hwy/A36
    450 m
  - Turn left onto Missenden Rd
    500 m
- Drive to your destination
  40 s (45 m)
  - Turn right onto John Hopkins Dr
    7 m
  - Turn right
    Destination will be on the left
    38 m

Royal Prince Alfred Hospital Emergency Room
Missenden Rd, Camperdown NSW 2050


Royal Prince Alfred Hospital:...
of Sydney
Camperdown
Darlington
Carillon Ave
Missenden Rd
Western Ave
Butlin Ave
Maze Cres
Boundary St
Ivy Ln
Edward St
Vine St
Louis St
Caroline St
Eveleigh St
Lander St
Abercrombie St
Redfern
The University of Sydney Business School
Wilson St
Carriageworks
Brewtown
A36
Raper St
Chalder St
Susan St
Campbell St
Longdown St
Queen St
Forbes St
Carriageworks Way
Eveleigh
Locomotive St
Cornwallis St
Rosehill St
Mary's
Hordern St
Church St
Brown St
Bruce Ln
Bucknell St
Brocks Ln
Fitzroy St
Leamington Ln
Australian Technology Park
Central Ave
Davy Rd
Botany Rd
Macdonaldtown
Limthorpe Ln
Linthorpe St
Newtown
Albert St
Erskineville Rd
Burren St
Henderson Rd
Henderson Ln
Lyne St
Alexander St
Phillips St
Gerard St
Garden St
Wyndham St
Railway Parade
Park St
Newton St
Allen Ave
Clara St
Angel St
Gowrie St
John St
Charles St
Union St
Rochford St
Harold St
Munni St
Erskineville
Malcolm St
Binning Ln
George St
Victoria St
Jennings St
Copeland Ln
Dibbs St
Dibbs Ln
Sutton St
Buckland Ln
Buckland St
Alexandria Park
Power Ave
10 min
2.7 km
13 Belmont Street

TRAFFIC CONTROL PLAN-

BELMONT STREET

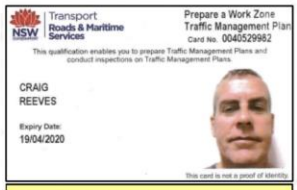
Date: 06/03/2019 **Author:** Craig Reeves **Project:** Alexandria Park Community School, 13 Belmont Street, Alexandria
Client: Richard Crookes Construction **Contact:** Obadiah (Obi) Williams **Phone:** 0416 224 282
Plan Number: 1243/19

Comments:

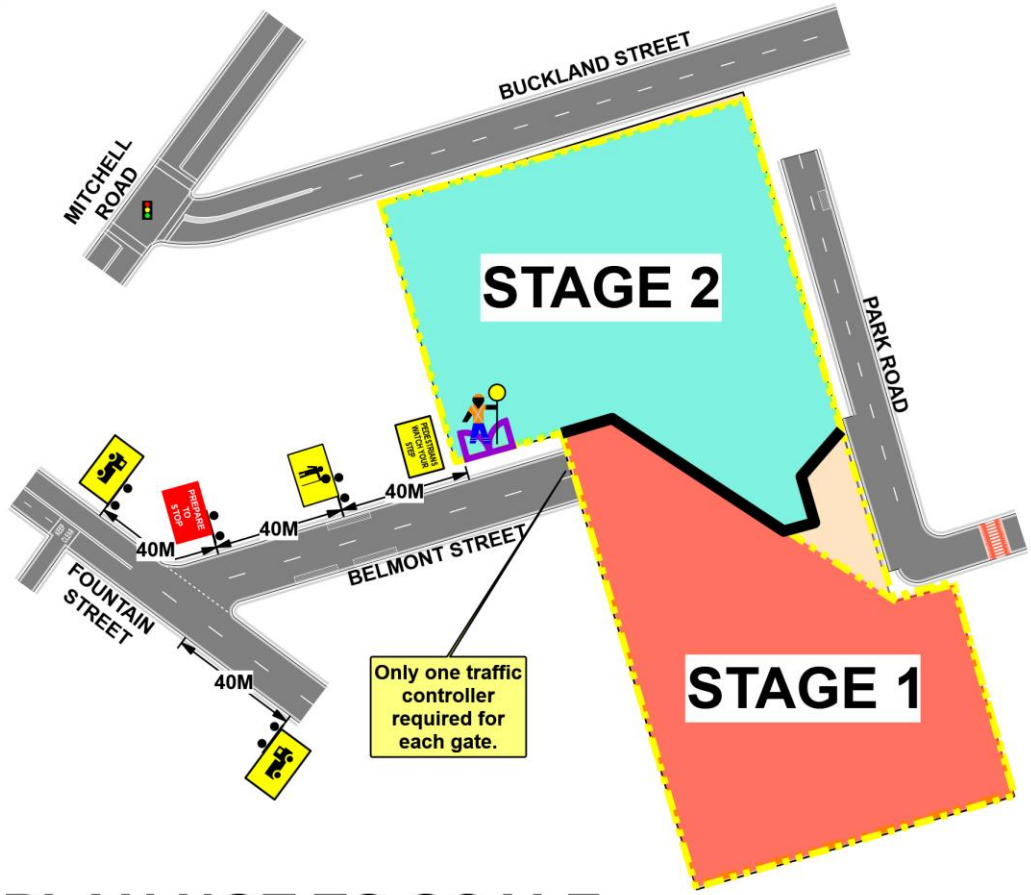
This plan was designed by Craig Reeves of Sydney Traffic Control in accordance with Australian Standards and the RMS's Traffic Control on Worksite Handbook Version 4.0. The plan is designed for the safe entry and exit of vehicles during demolition and construction of Alexandria Public Community School. Certified Traffic Controllers will be on site to implement and monitor this TCP. Sydney Traffic Control holds no responsibility for this TCP unless Sydney Traffic Control employees are used to implement and monitor this TCP. All traffic control plans are copyright/property of Sydney Traffic Control and are not transferable unless authorized by Sydney Traffic Control. Any question please contact Craig Reeves of Sydney Traffic Control on 80681844 or 0451114280.

Legend

- Acoustic Hoarding
- Job Site
- sign single
- Stage 1 Construction
- Stage 2 Construction
- T1-18 prepare to stop
- T1-200-2* traffic controller ahead symbolic day (yellow)
- T2-25(L) trucks entering symbolic (W) (L)
- T2-25(R) trucks entering symbolic (W) (R)
- T8-1 PEDESTRIANS WATCH YOUR STEP
- Traffic Controlller
- traffic light



SIGNED BY CRAIG REEVES
Craig Reeves
DATE: 06/03/2019



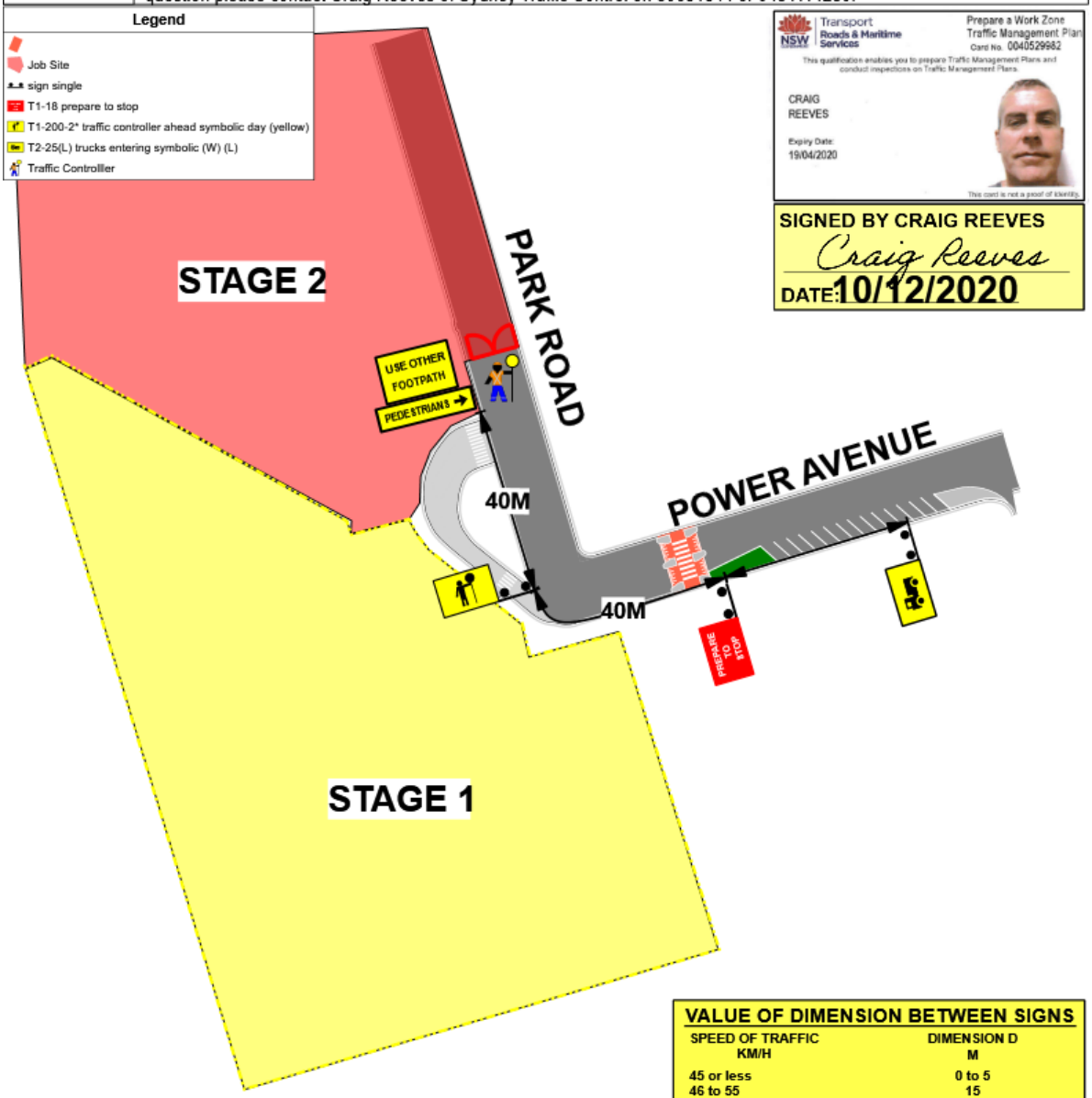
PLAN NOT TO SCALE

TRAFFIC CONTROL PLAN-PARK ROAD

Date: 10/12/2020 **Author:** Craig Reeves **Project:** Alexandria Park Community School, 13 Belmont Street, Alexandria
Client: Richard Crookes Construction **Contact:** Obadiah (Obi) Williams **Phone:** 0416 224 282
Plan Number: 1576.3/20

Comments:

This plan was designed by Craig Reeves of Sydney Traffic Control in accordance with Australian Standards and the RMS's Traffic Control on Worksite Handbook Version 4.0. The plan is designed for the safe entry and exit of vehicles during demolition and construction of Alexandria Public Community School. Certified Traffic Controllers will be on site to implement and monitor this TCP. Sydney Traffic Control holds no responsibility for this TCP unless Sydney Traffic Control employees are used to implement and monitor this TCP. All traffic control plans are copyright/property of Sydney Traffic Control and are not transferable unless authorized by Sydney Traffic Control. Any question please contact Craig Reeves of Sydney Traffic Control on 80681844 or 0451114280.



SIGNED BY CRAIG REEVES
Craig Reeves
DATE: 10/12/2020

VALUE OF DIMENSION BETWEEN SIGNS

SPEED OF TRAFFIC KM/H	DIMENSION D M
45 or less	0 to 5
46 to 55	15
56 to 65	45
Greater tham 65	Equal to speed of traffic, in km/h

RECOMMENDED TAPER LENGTH (m)

SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT THE BEGINNING OF THE TAPER
45 or less	15
46 to 55	15
56 to 65	30
Greater tham 65	N/A

PLAN NOT TO SCALE

Appendix D RMS Road Limits and Special Signage:

5

LIGHT TRAFFIC ROADS

You must not use any road with a load limit sign if the total weight of your vehicle is the same as, or heavier than, the weight shown on the sign.

You may use a light traffic road when that road is your destination for a pick-up or delivery and there is no alternative route.

LOAD LIMIT SIGN

You must not drive past a BRIDGE LOAD LIMIT (GROSS MASS) sign or GROSS LOAD LIMIT sign if the total of the gross mass (in tonnes) of your vehicle, and any vehicle connected to it, is more than the gross mass indicated in the sign.

NO TRUCKS SIGN

Drivers of long or heavy vehicles except buses must not drive past a NO TRUCK sign unless the vehicle is equal to or less than the mass or length specified on the sign.

When the sign does not provide detailed information, no truck (ie GVM greater than 4.5 tonnes) is permitted to drive past the sign, unless the drivers' destination lies beyond the sign and it is the only route.

TRUCKS MUST ENTER SIGN

Heavy vehicle drivers must enter the area indicated by information on or with this sign.

WHERE HEAVY VEHICLES CAN STAND OR PARK

Heavy vehicles (GVM of 4.5 tonnes or more) or long vehicles (7.5 metres long or longer) must not stop on a length of road outside a built up area, except on the shoulder of the road. In a built up area they must not stop on a length of road for longer than one hour (buses excepted). For more information on where vehicles can stand or park, refer to the Road Users' Handbook.

APPENDIX A

The City of Sydney
Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at (Please Insert site address and DA No here)

1. Details of routes to and from site and entry and exit points from site – site specific
2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific
3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.

   NOTE: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.
8. No queuing or marshalling of trucks is permitted on any public road.
9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.
10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.
11. All loading and unloading must be within the development site or at an approved "Works Zone".

12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.

13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.

14. The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.

15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.

16. The Applicant must comply with development consent for hours of construction.

17. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control At Work Sites Guidelines.

18. Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - **the vehicles already on the road have right-of-way.**

19. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e. **at all times the pedestrians have right-of-way on the footpath not the trucks**.

20. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.

21. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.

22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.

23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or RMS for consideration. Also WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations).

24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.

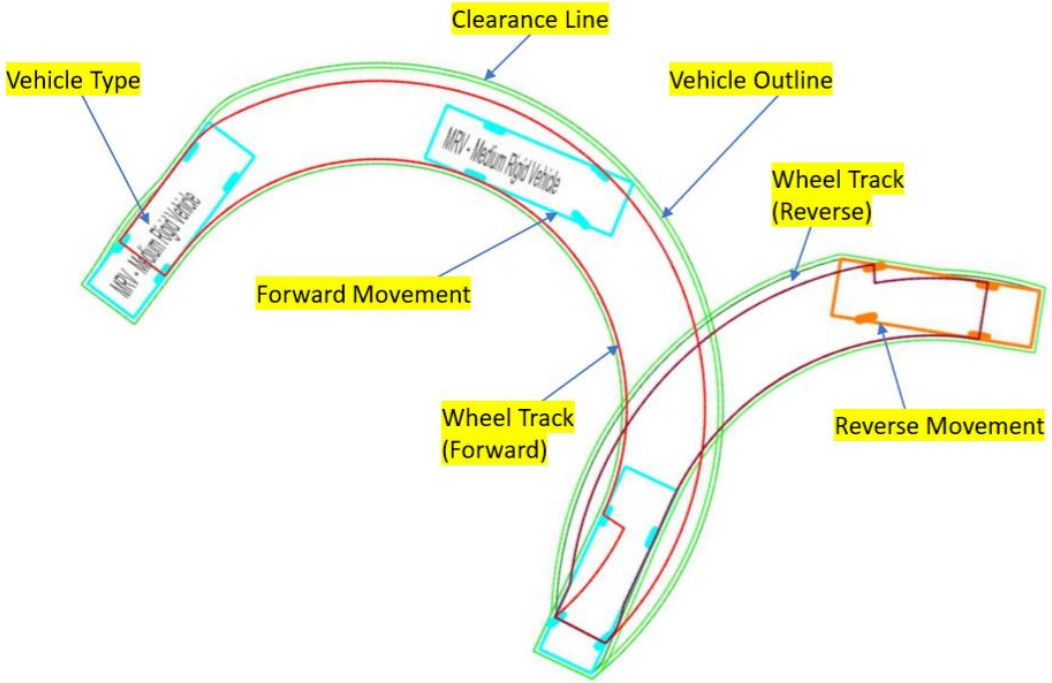
Swept Path Analysis Legend

NOTE: Infrastructure and Parking Zones marked according to the significance of the vehicle path (i.e. they are marked if potentially impacted)

Road Boundary (boundary of the driveable road)

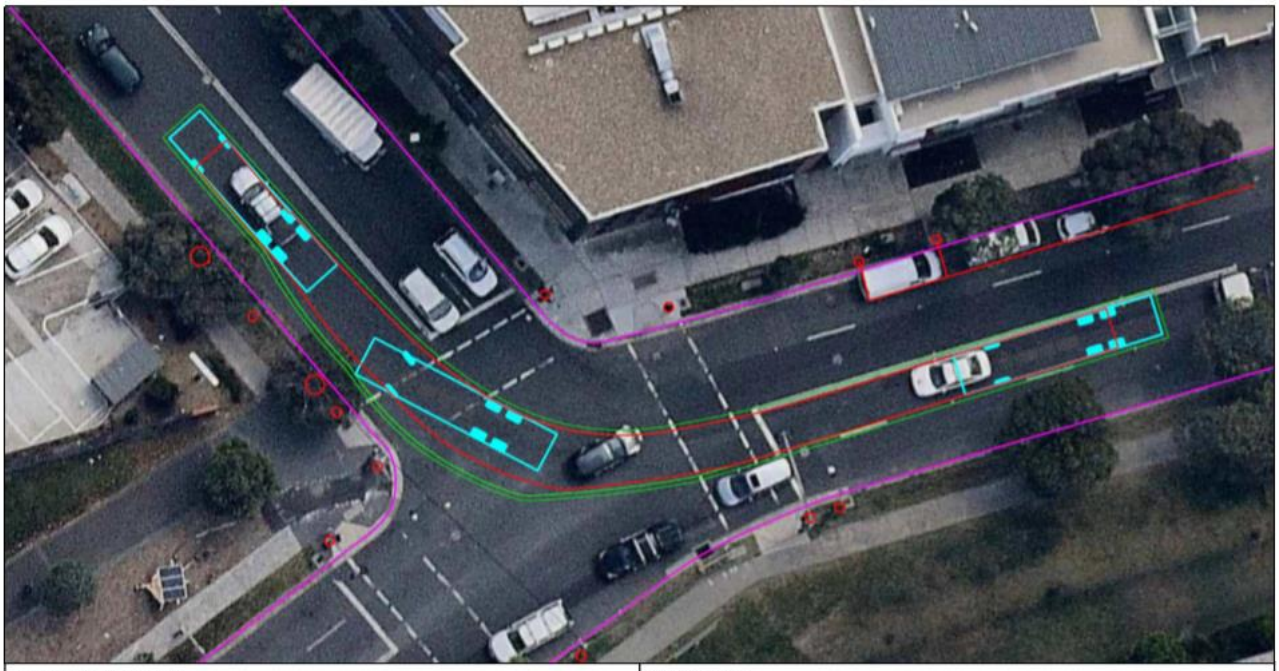
Infrastructure Zone (exclusion zone for trees and infrastructure such as power poles, traffic lights etc)

Parking Zone (exclusion zone for legal street parking)

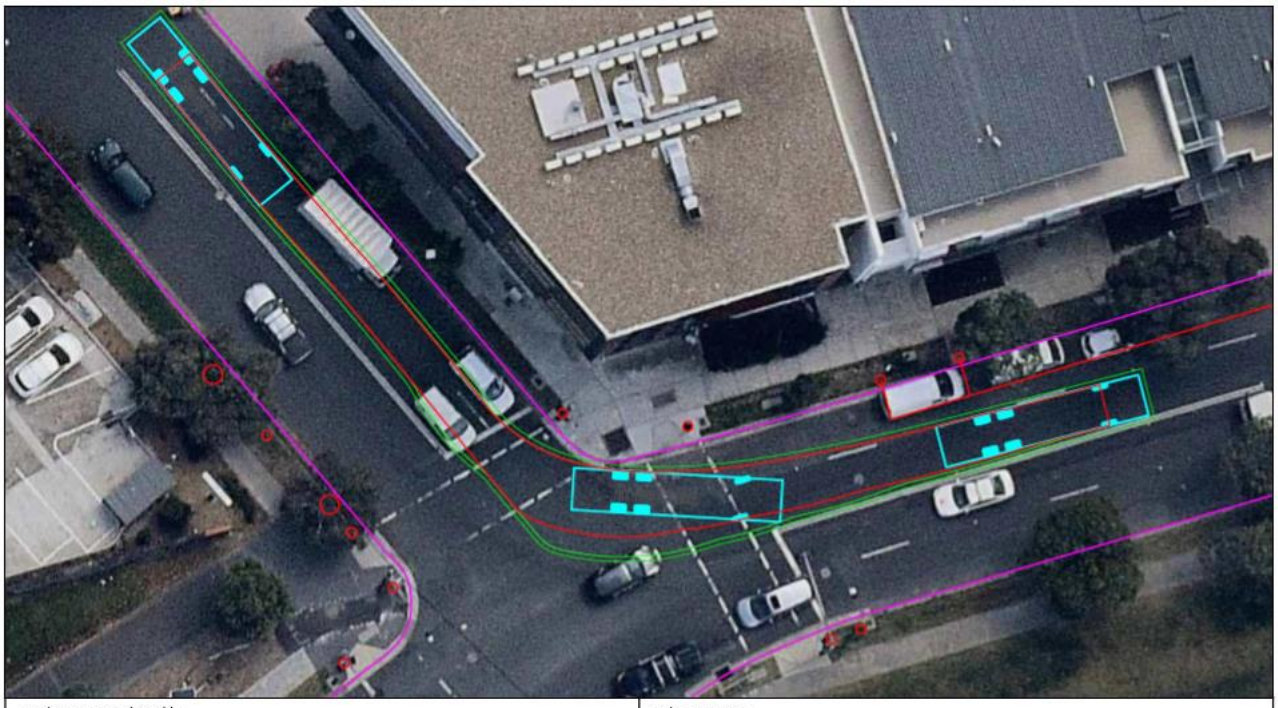


13 Belmont Street, Alexandria Swept Path Diagram Fountain Street, Turn Right onto Belmont Street 12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)	Scale 1:200 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 08/04/2019 Sheet 03

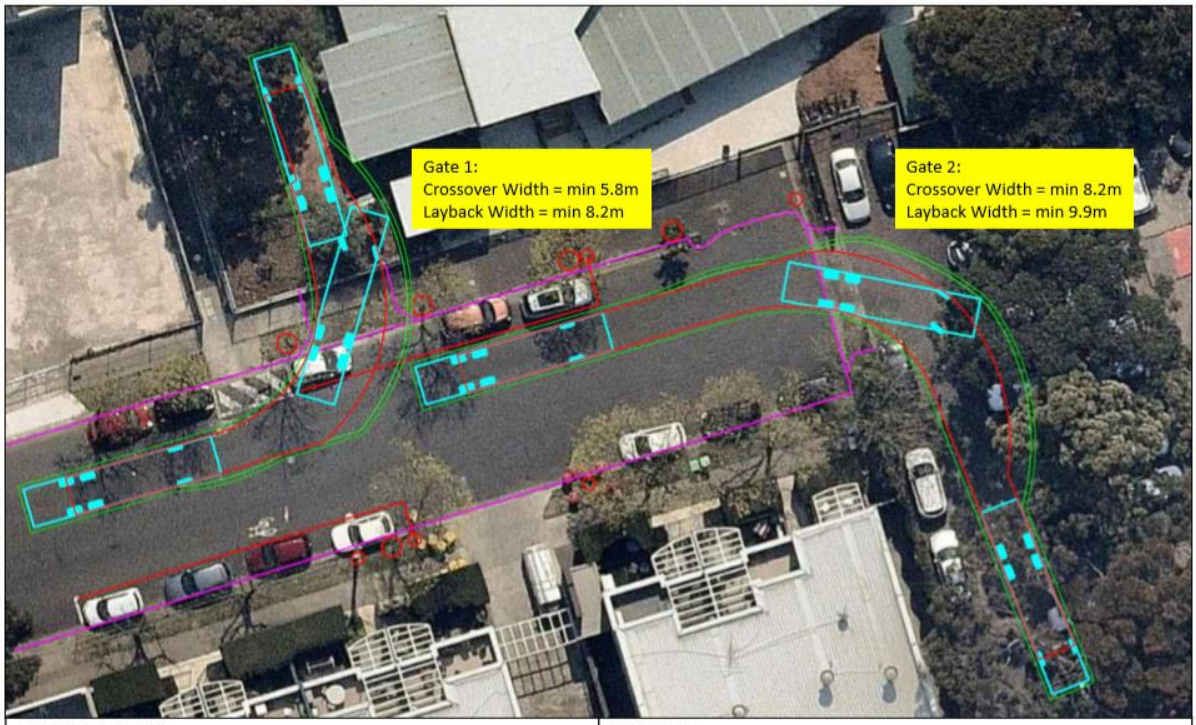
13 Belmont Street, Alexandria Swept Path Diagram Belmont Street, Turn Left onto Fountain Street 12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)	Scale 1:200 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 08/04/2019 Sheet 04



13 Belmont Street, Alexandria Swept Path Diagram McEvoy Street, Turn Right onto Fountain Street 12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)	Scale 1:200 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 08/04/2019 Sheet 09



13 Belmont Street, Alexandria Swept Path Diagram Fountain Street, Turn Left onto McEvoy Street 12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)	Scale 1:200 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 08/04/2019 Sheet 10



13 Belmont Street, Alexandria
Swept Path Diagram
Belmont Street, Access Movements into Site

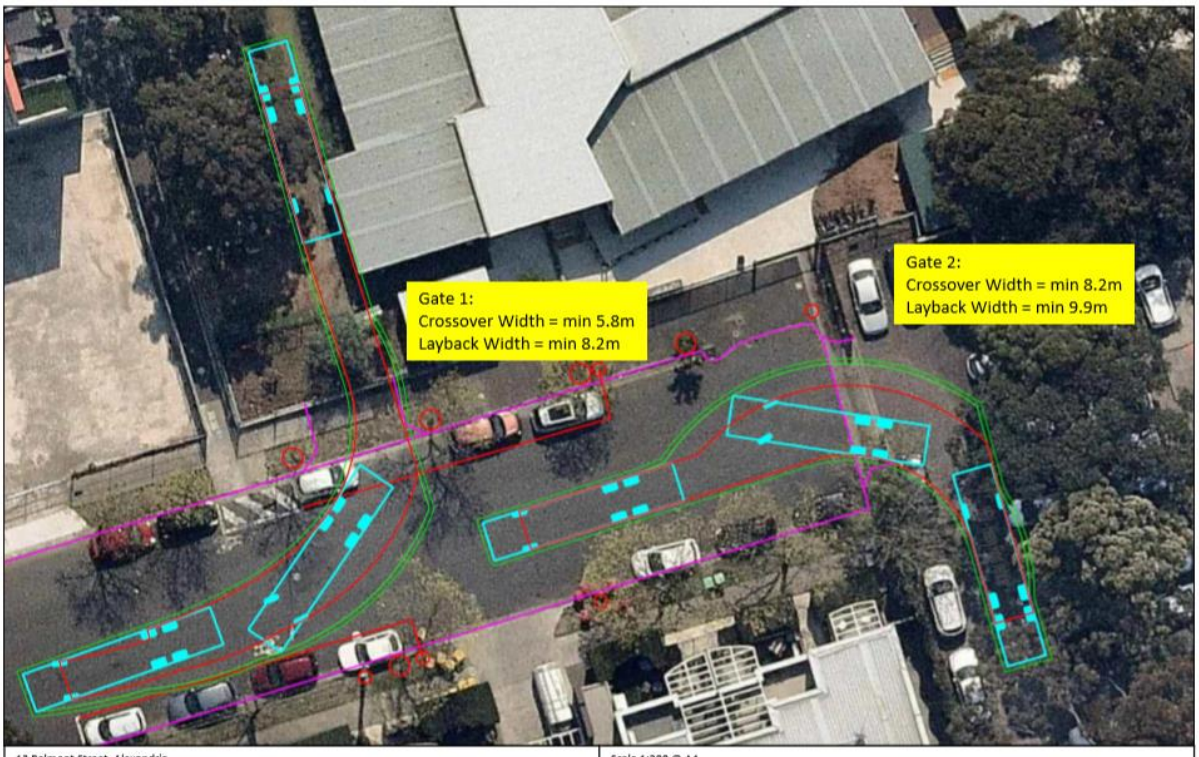
12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)

Scale 1:200 @ A4

Plan Prepared by Jim's Traffic Control (Hornsby)

Date 08/04/2019

Sheet 11



13 Belmont Street, Alexandria
Swept Path Diagram
Egress Movements from Site onto Belmont Street

12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)

Scale 1:200 @ A4

Plan Prepared by Jim's Traffic Control (Hornsby)

Date 08/04/2019

Sheet 12

13 Belmont Street, Alexandria
Swept Path Diagram
Buckland Street, Turn Left into Site

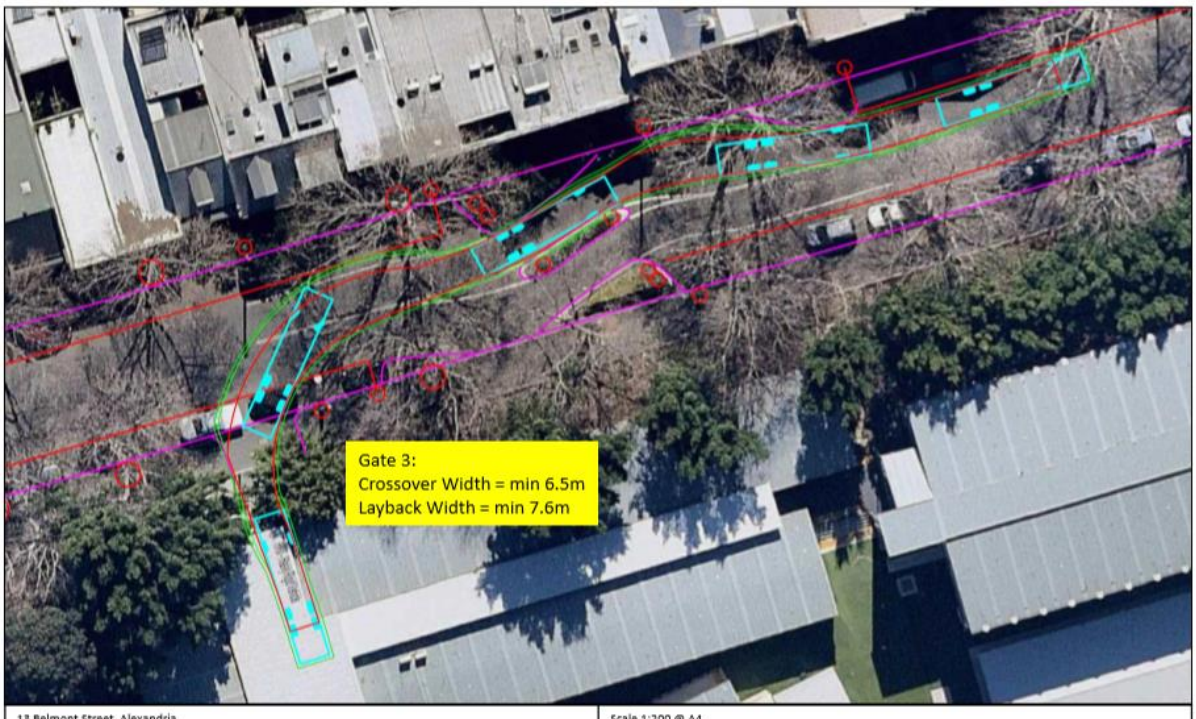
12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)

Scale 1:200 @ A4

Plan Prepared by Jim's Traffic Control (Hornsby)

Date 08/04/2019

Sheet 15



13 Belmont Street, Alexandria
Swept Path Diagram
Site, Turn Right onto Buckland Street

12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)

Scale 1:200 @ A4

Plan Prepared by Jim's Traffic Control (Hornsby)

Date 08/04/2019

Sheet 16