

Preliminary Construction Traffic Management Plan;

Budawang School SSDA

For SINSW
20 April 2021

**parking;
traffic;
civil design;
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1. Introduction

1.1 Background

ptc. has been engaged by School Infrastructure New South Wales (SINSW) to undertake a Preliminary Construction Traffic Management Plan (PCTMP) associated with the Stage Significant Development Application of the Budawang School (the school). The school is proposed to be relocated from 32 Camden Street Ulladulla to a new site (to occupy a portion of the existing Shoalhaven Anglican School) at 17 Croobyar Road, Milton NSW. The report addresses work related to the demolition and construction activities on site.

The proposed site lies within the Shoalhaven City Council's local government area and has been assessed under relevant Council and State controls.

The location of the relocated School is outlined in Figure 1.

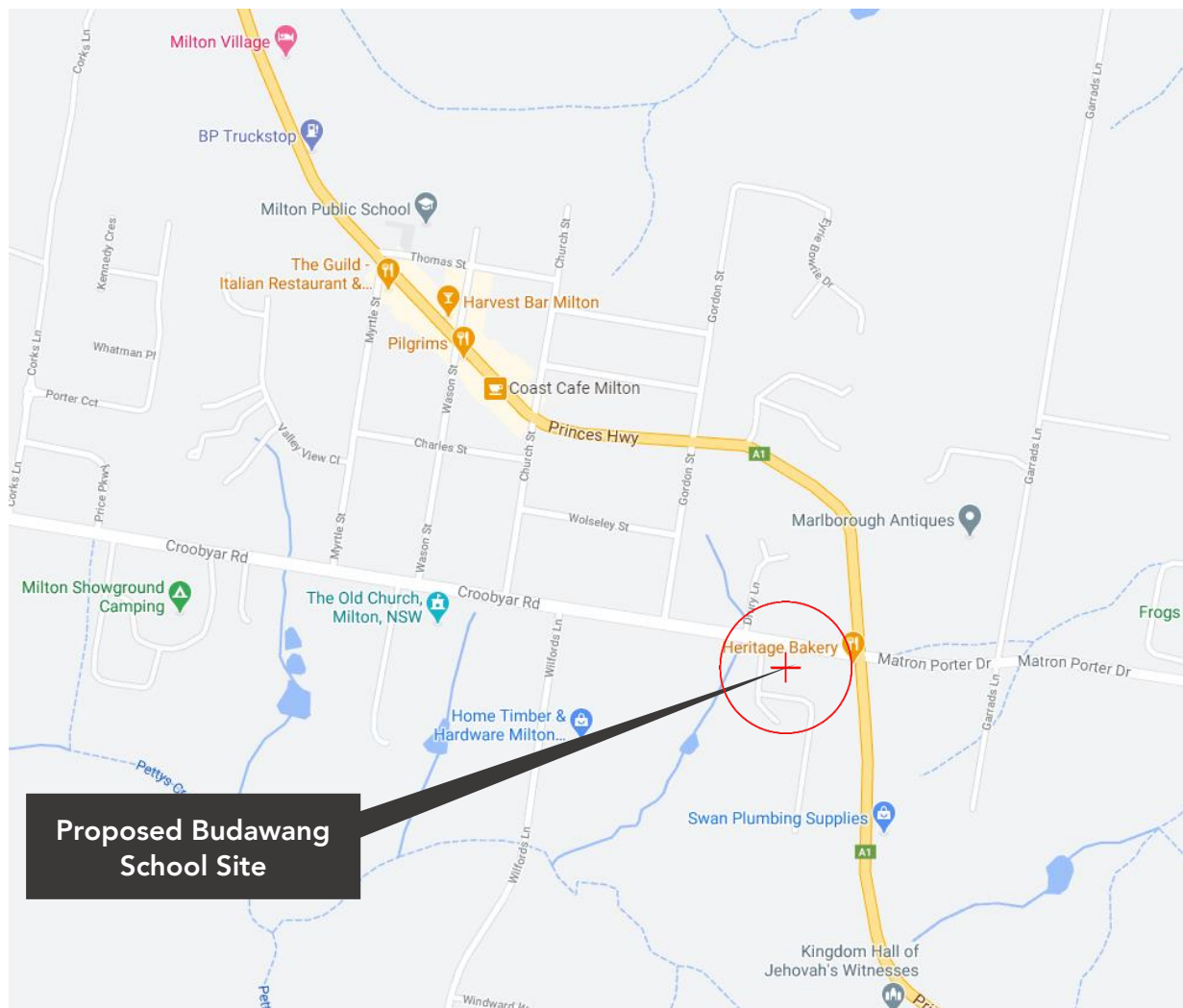


Figure 1 – Site Location (Source: Google Maps)

1.2 Purpose of this Report

The PCTMP address the potential construction activity associated with the construction of the development, including:

- Location of any proposed Work Zone, Site Boundary, and any site office, crane locations, material and waste storage area and other components as necessary;
- Haulage routes;
- Construction vehicle access arrangements;
- A heavy vehicle swept path assessment, demonstrating feasibility of any site access, in addition to haulage routes if required;
- Estimated construction hours;
- Estimated number of construction vehicle movements;
- Estimated construction program;
- Mitigation of any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Development of a concept traffic management plan (TMP), outlining the construction access to the development and a description of likely traffic control measures required.

1.3 Structure of this Report

This report has been prepared to present the traffic and pedestrian management arrangements (including Traffic Control Plans) associated with the relocation site of Budawang School.

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

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

2. Background Information

2.1 Site Location

The proposed School site is located within the north-western portion of the existing Shoalhaven Anglican School site at 17 Croobyar Road, Milton NSW and identified as Lot 200 in Deposited Plan 1192140. It is located approximately 1km south-west of the Milton Town Centre. More specifically, the site is located to the west of the Princes Highway.

The site area proposed for the School site is approximately 5,000m² and has a frontage to Croobyar Road to the north. An aerial view of the subject site is shown in Figure 2.



Figure 2 – Aerial View of the Subject Site (Source: Near Map)

2.2 Surrounding Land Use

The proposed School site is currently within an RU2 (Primary Production) zone, where the surrounds are comprised of R2 Low Density Residential zones and RU4 (Primary Production Small Lots) and various other RU2 zones. The Milton Town Centre is located to the north-west comprising a combination of B2 (Local Centre), SP2 (Infrastructure) zones as well as a few scattered Public Recreation (RE1) zones within the vicinity of the site. Refer to Figure 3 for details of the surrounding land use zoning.

The Milton-Ulladulla Bypass is planned to be completed as part of the Princes Highway Upgrade project and currently under investigation. The project will serve as an opportunity to improve the safety and amenity of existing intersections for pedestrians, cyclists as well as vehicles. Community consultation has identified that the intersection of Princes Highway/Matron Porter Drive/Croobyar Road as a potential location to be investigated as part of the project. The identified corridor as shown in the Shoalhaven Local Environmental Plan (LEP) is illustrated in Figure 3.

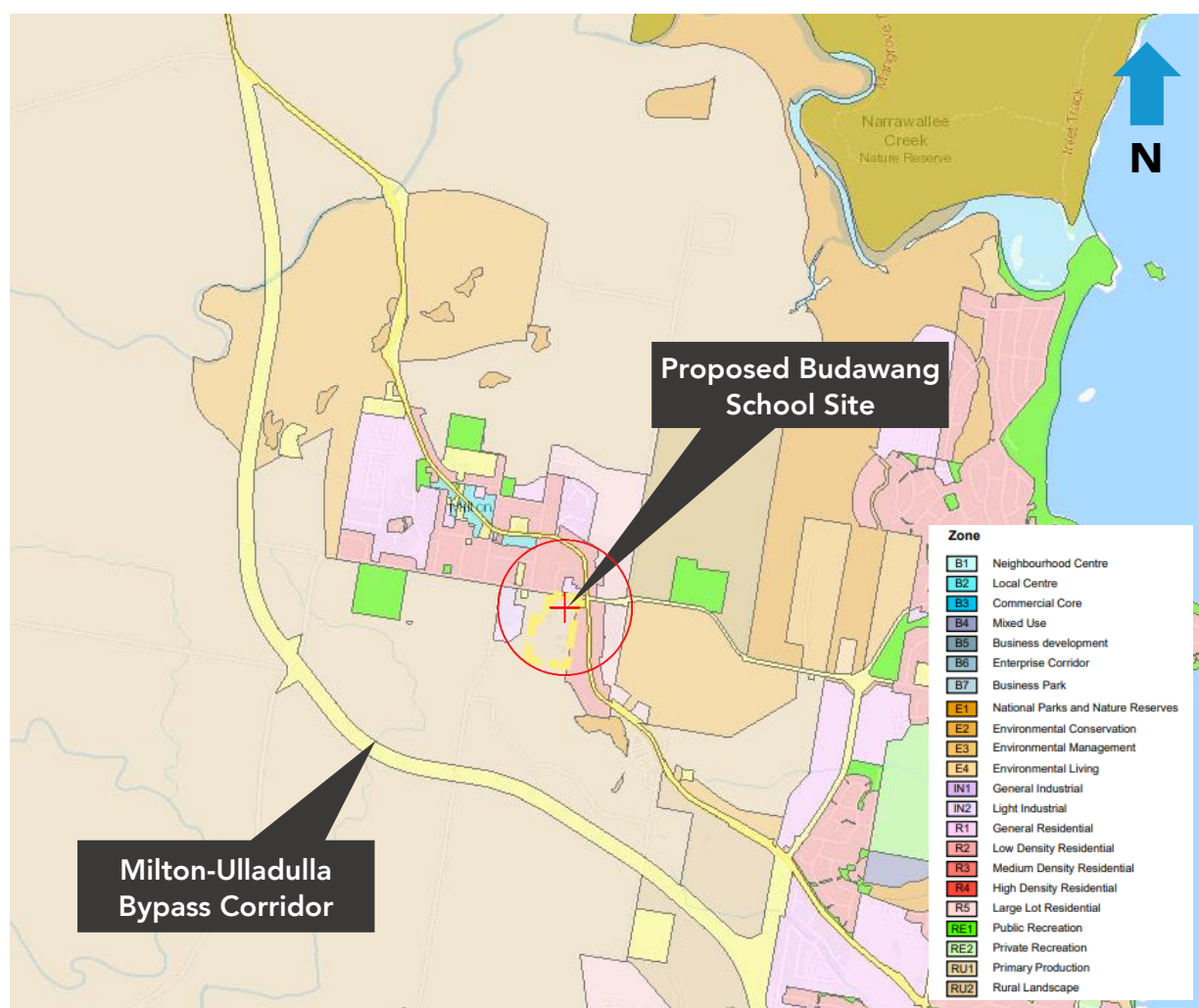


Figure 3 – Local Land Use Map (Source: NSW Planning Viewer)

3. Development Proposal

The existing site is a playground which consists of few trees, goal posts and parking spaces. The development proposal involves preparation of site and construction of new structures for the proposed School development.

The development proposal for the Budawang School involves the relocation of the existing Budawang School from Ulladulla to a part of a new lot within the former Shoalhaven Anglican School site at 17 Croobyar Road, Milton NSW.

In the context of transport and traffic, the proposed School will involve the following:

- A capacity of 80 student placements, accommodating students from ages 4 to 20 with moderate to severe intellectual and physical disability;
- Due to the nature of the school, the enrolment catchment is not clearly defined, and some student travel from as far as Nowra;
- An estimated staff population of approximately 34 FTE staff;
- Three pick-up/drop-off spaces;
- 30 staff car parking spaces (inclusive of two accessible bays); and
- One shared loading bay accommodating trucks up to 11.3m for the purposes of deliveries to the hydrotherapy pool and waste collection.

It is envisaged that the construction commences in November 2021 and finishes in December 2022. It is planned to open the school to Term 1 in February 2023.

The proposed site layout plan of Budawang School is illustrated in Figure 4.

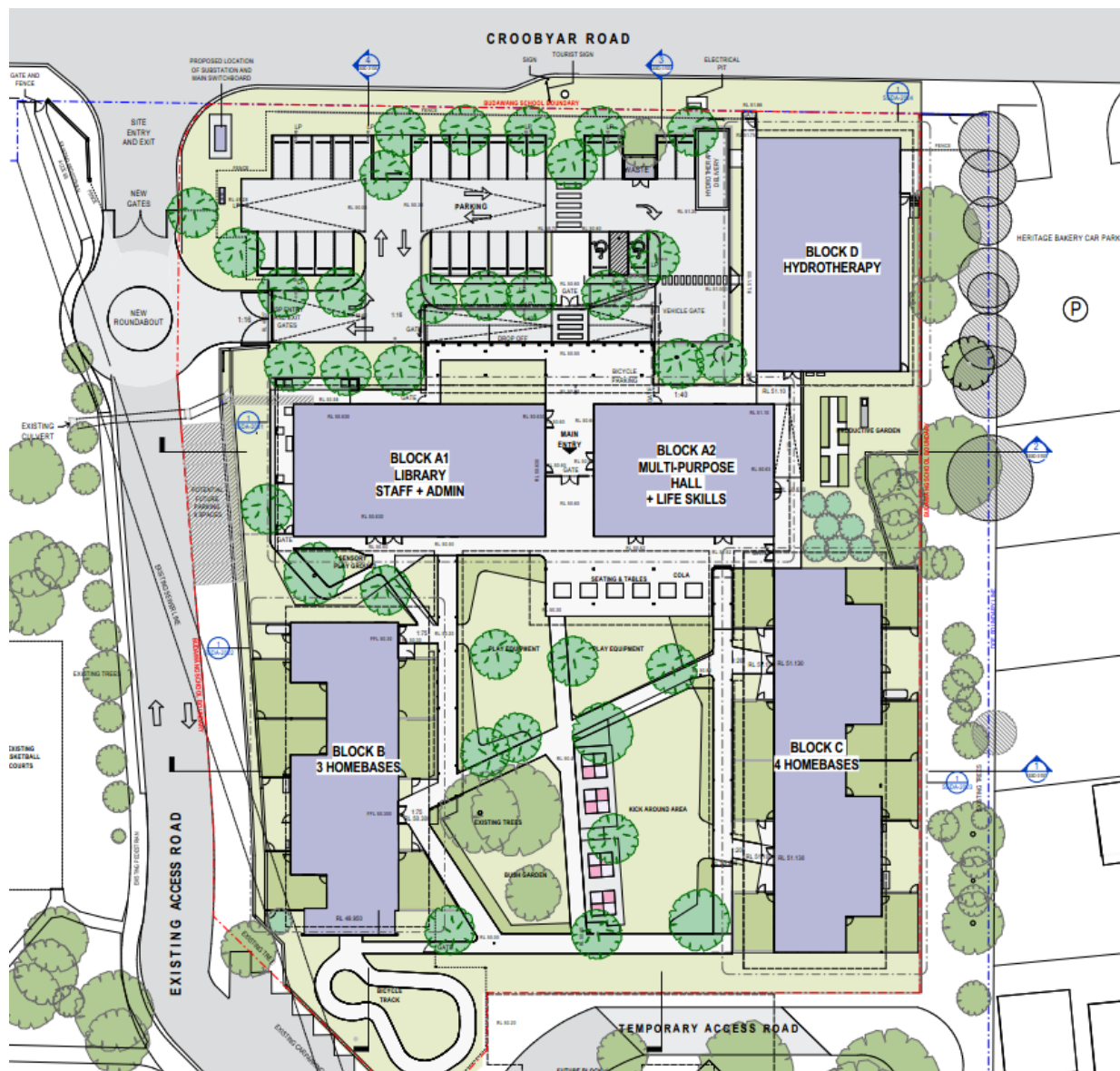


Figure 4 – Proposed Site Plan (Source: GroupGSA)

4. Existing Transport Facilities

4.1 Road Hierarchy

The subject site is located in Milton, NSW and is primarily serviced by the Princes Highway which forms the main north-south arterial connection through the Milton Town Centre and along the south coast of New South Wales. The main east-west connection is Croobyar Road (local road) which forms the northern frontage of the proposed Budawang School site.

A summary of the key State and Council managed local roads serving the site is presented below.

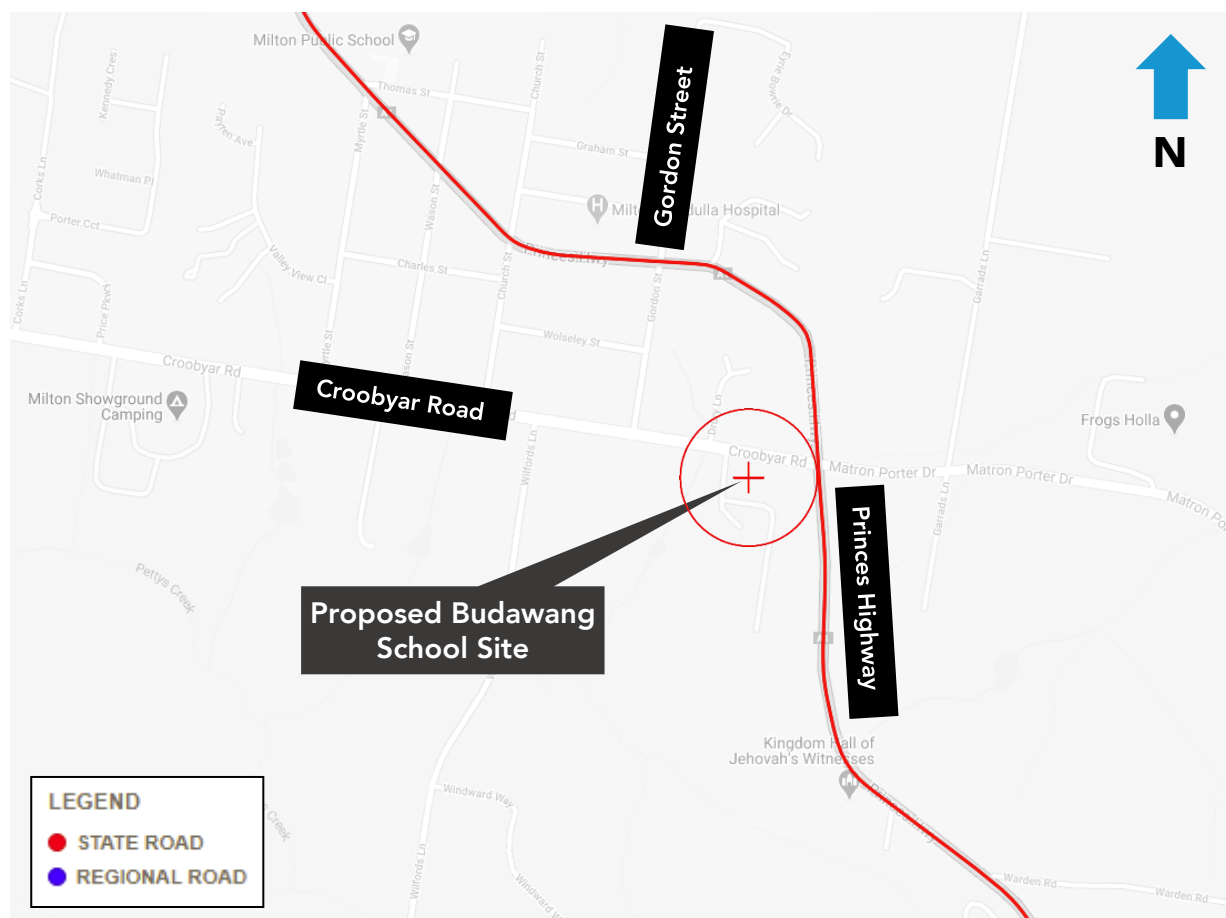


Figure 5 – Surrounding Road Network (Source: TfNSW Road Hierarchy)

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

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

A summary of the roads serving the proposed site are presented in the following tables.

Table 1 – Princes Highway (Northbound)

Princes Highway (A1)	
Road Classification	State Road
Alignment	North - South
Number of Lanes	Typically 1 lane in each direction with parking lanes on either side of the carriageway
Carriageway Type	Undivided
Carriageway Width	12.5m
Speed Limit	50km/h northbound; 60km/h southbound
School Zone	No
Parking Controls	Typically unrestricted parking
Forms Site Frontage	No



Figure 6 – Princes Highway – Northbound (Source: Google Street View)

Table 2 – Croobyar Road (Westbound)

Croobyar Road	
Road Classification	Local Road
Alignment	East - West
Number of Lanes	Typically 1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	12.5m
Speed Limit	50km/h
School Zone	Yes
Parking Controls	Typically unsigned
Forms Site Frontage	Yes



Figure 7 – Croobyar Road – Eastbound (Source: Google Street View)

Table 3 – Gordon Street (Northbound)

Gordon Street	
Road Classification	Local Road
Alignment	North - South
Number of Lanes	1 lane in each direction
Carriageway Type	Undivided
Carriageway Width	8.5m
Speed Limit	50km/h
School Zone	No
Parking Controls	Unsigned
Forms Site Frontage	No



Figure 8 – Gordon Street – Northbound (Source: Google Street View)

4.2 Key Intersections

The key intersections in the vicinity of the site and their characteristics are listed below and shown in Figure 9:

- Princes Highway / Church Street: stop controlled 4-arm intersection;
- Princes Highway / Gordon Street: give way 4-arm intersection;
- Princes Highway / Croobyar Road: signalised 4-arm intersection;
- Croobyar Road / Gordon Street: stop controlled 3-arm intersection; and
- Croobyar Road / Church Street: give way 3-arm intersection.

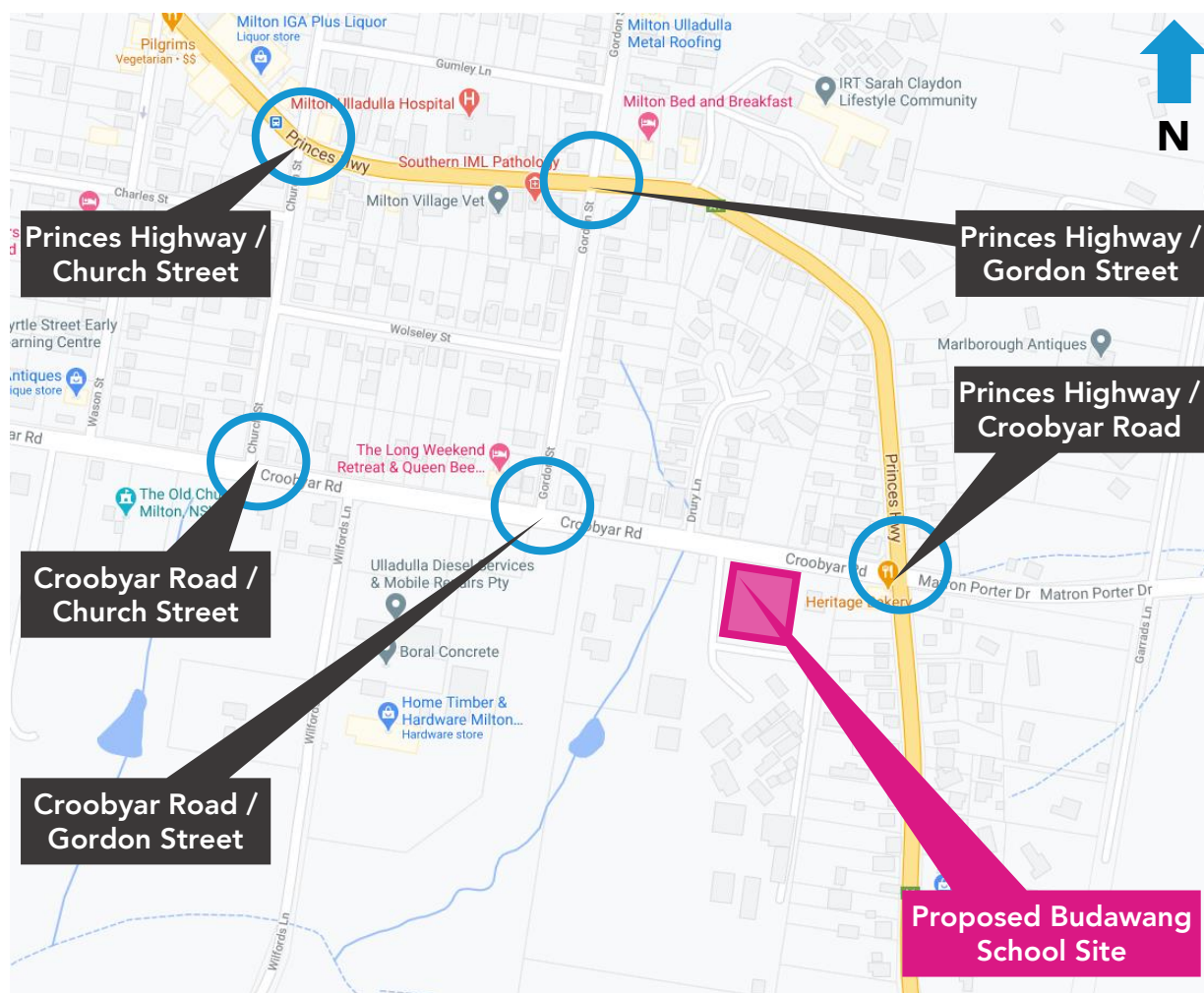


Figure 9 – Key Intersections

4.3 Public Transport

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

The notional ('as the crow flies') walking catchments of 400m and 800m radius from the proposed Budawang School site as well as the actual walking catchments are illustrated in Figure 10. The existing bus routes operating within the vicinity of the School are also presented. Details of the available public transport options are outlined in the following sections.



Figure 10 – Existing Walking Catchments

4.3.1 Bus Services

As shown in Figure 10 and Table 2, there are only three bus services operating within the 400m, 800m and 1,200m walking catchments. The closest existing bus stop (Stop ID: 253818) is located adjacent to the Princes Highway/Church Street intersection and lies within the 800m actual walking catchment. This bus stop is only serviced by the 700-1 bus.

It is noted that there are also bus stops located further along the Princes Highway, adjacent to the Princes Highway/Thomas Street intersection, and along Wason Street, but these are located approximately 1,200m away from the site. These bus stops are serviced by the 100 and 740 buses, respectively.

The existing bus services including coverage, approximate operation times and frequency, are summarised in Table 2 and the nearby bus stops are illustrated in Figure 10.

Table 2 – Public Bus Service Summary

Bus Route	Operator	Coverage	Approximate Operation Times and Service Frequency
100	Premier Motor Service	Bomaderry to Burrill Lake via Nowra & Ulladulla	Mon & Fri: 2 services per day at 9:30am and 2:45pm Tues & Thurs: 2 services per day at 9:00am and 3:05pm
700-1	Premier Motor Service	Bomaderry to Eden	Mon-Fri: 2 services per day at 2:10pm and 7:30pm Sat: 2 services per day at 2:10pm and 7:30pm Sun & Public Holidays: 2 services per day at 2:10pm and 7:30pm
		Eden to Bomaderry	Mon-Fri: 2 services per day at 6:35am and 11:15am Sat: 2 services per day at 6:35am and 11:15am Sun & Public Holidays: 2 services per day at 6:35am and 11:15am
740	Busline Group	Ulladulla to Milton via Mollymook & Narrawallee	Mon-Fri: 9:05am, 11:15am, 2:15pm, 2:15pm, 3:20pm Sat: 1 service at 9:20am
		Milton to Ulladulla via Narrawallee & Mollymook	Mon-Fri: 9:05am, 10:05am, 11:10am, 2:15pm, 3:45pm Sat: 1 service at 9:45am, 11:35am

The subject site is currently poorly serviced by bus, with limited weekday services, typically only two services per day, which would not suit construction workers. Therefore, the current public transport provision is not a viable travel mode option for construction staff.

4.4 Active Transport

The locality has been reviewed for features that would attract active transport trips (walking and cycling), with reference to the NSW Guidelines for Walking and Cycling (2004). The existing cycling facilities within Milton is presented in Figure 11. A discussion on the adequacy of this infrastructure is presented in the following subsections.

4.4.1 Cycling

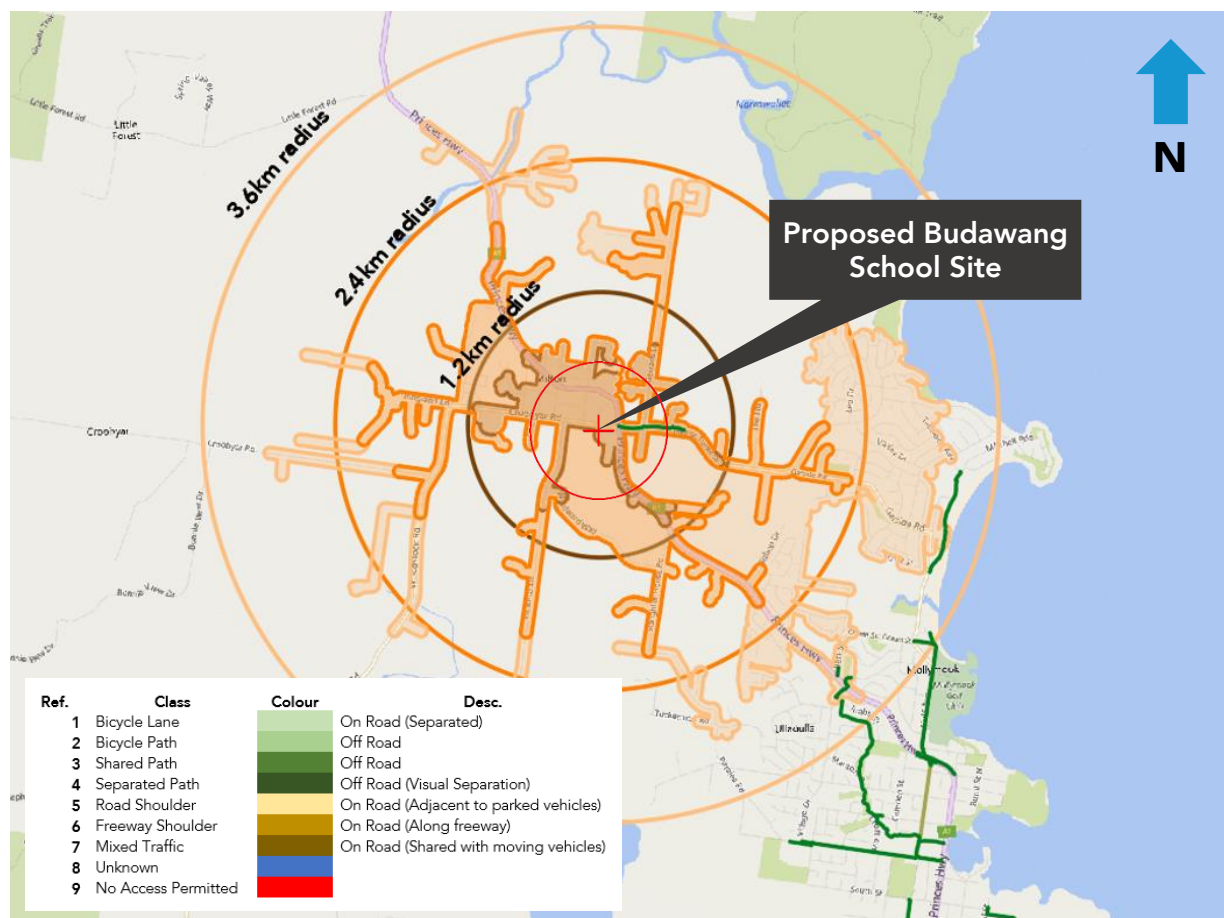


Figure 11 – Existing Cycling Infrastructure

As illustrated in Figure 11, the cycling network is currently underdeveloped with limited cycling facilities within the vicinity of the proposed Budawang School site. It is noted that the majority of the cycling facilities are on-road which may act as a barrier to the uptake of cycling. Furthermore, the limited off-road cycling infrastructure is not well connected with sections of off-road shared paths provided that can only be accessed by travelling on-road.

In considering these, cycling is a travel mode which may not be likely to be utilised. Although the adjacent town centres such as Mollymook and Ulladulla lie outside the actual cycling catchment of 3.6km, cycling journeys of between 4km to 12km can be managed by adults if appropriate cycling infrastructure is provided.

Due to the lack of cycling infrastructure available surrounding the vicinity of the school, it is not anticipated that construction workers will utilise this mode of travel.

4.4.2 Walking

Walking may be a viable transport option for construction staff who reside within one kilometre (approximately 15-20min) from the School. Walking is also the most space efficient mode of transport for short trips and presents the highest benefits. Co-benefits where walking replaces a motorised trip include improved health for the individual, reduced congestion on the road network and reduced noise and emission pollution.

A desktop review of the pedestrian infrastructure within the vicinity of the proposed Budawang School site is generally underdeveloped and there are currently limited footpaths provided near the School. The existing pedestrian infrastructure within 1,200m radius from the School is shown in Figure 12.

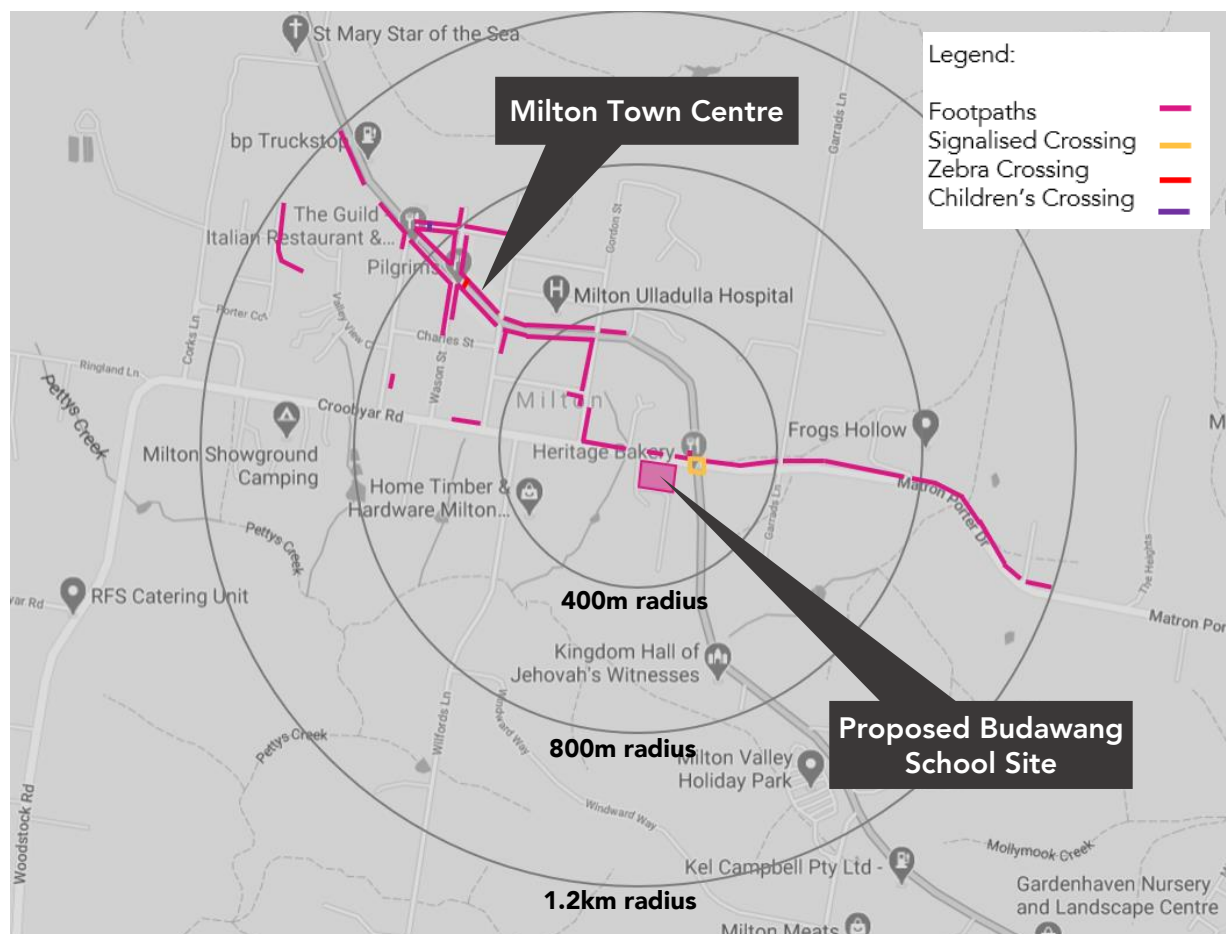


Figure 12 – Existing Pedestrian Infrastructure within 1.2km Radius of Budawang School

A review of the existing pedestrian infrastructure indicates that there are significant gaps in the network with footpaths only being sparsely provided across the walking catchment. Footpaths are provided along the Princes Highway within the Milton Town Centre but pedestrian connectivity through the surrounding local roads is generally poor, with footpaths either provided only on one side of the carriageway or are missing.

Pedestrians would be required to utilise the nature strips on either side of the carriageway, which is generally typical of regional areas, but not ideal to encourage active transport. Notwithstanding this, there are signalised pedestrian crossings provided along each approach of the Princes Highway / Matron Porter Drive / Croobyar Road intersection which would assist in providing pedestrian connectivity across the Princes Highway.

In considering the above factors, walking would likely attract only a small proportion of staff, and taking into account the described constraints, this travel mode may not be likely to be chosen.

5. Preliminary Construction Traffic Management Plan (PCTMP)

5.1 Objective

The traffic management plan associated with the construction activity aims to ensure the safety of all workers and road users within the vicinity of the construction site and following are the primary objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network;
- To ensure continuous, safe and efficient movement of traffic for both the general public and construction workers;
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions;
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site;
- To provide information regarding the changed access arrangement and also a description of the proposed external routes for vehicles including the construction vehicles accessing the site; and
- Establishment of a safe pedestrian environment in the vicinity of the site.

5.2 Hours of Work

All works, associated with the project will be restricted to the time periods by the Conditions of Consent. At this stage, these hours are not known and therefore we have assumed the following working hours associated with the construction activity:

- Monday to Friday 7:00am to 7:00pm;
- Saturday 7:00am to 5:00pm; and
- Sunday, Public Holidays No works to be undertaken without prior approval.

5.3 General Requirements

In accordance with Transport for New South Wales (TfNSW) requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, dust or dirt particles depositing onto the roadway during travel to and from the site. All subcontractors must be inducted by the lead contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The lead contractor will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicles operating to, from and within the site shall do so in a manner, which does not create unnecessary noise or vibration.

No tracked vehicles will be permitted or required on any paved roads. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances. No construction vehicles are permitted to double park, or park on the public road.

The application/contractor is required to follow and abide by the specific standard requirements for construction management as set out by Shoalhaven City Council.

5.4 Construction Vehicle Type

The construction will involve the use of a number of different vehicle types in relation to the various tasks involved. The vehicles will be limited to a 20m long Articulated Vehicle (AV) for all material removal and deliveries.

Any larger vehicles that would be required to travel to the project would need to be dealt with separately, with the submission of required permits to and subsequent approval by City of Sydney Council prior to any delivery.

5.5 Construction Process

The construction is planned to commence in November 2021 and finish in January 2023.

The works will involve the following:

- Construction of four double storey buildings;
- Refurbishment of one existing building;
- Construction of a car park.

5.6 Construction Vehicle Routes

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

As shown in Section 4.1, the closest state road providing access to the site is the Princes Highway.

Considering the location of Milton in relation to potential material depots, it is assumed that the majority of the construction traffic will arrive from the north or south.

Two options have been identified for material deliveries and removal depending on the accessibility of the site. One option is to access the site through the existing driveway and undertake loading and unloading activities within the site, another option is to provide a work zone along Croobyar Road. Access routes for construction vehicles will depend on the access to the site. The route description and swept paths at key intersections are discussed in the following sections.

All vehicle routes to the site are constrained to existing public roads that have the physical geometry to accommodate the turning movements. The routes have been selected based on minimal turn movements and manoeuvres at the key intersections described in Section 4.2.

5.6.1 Option 1 – Direct Site Access

This option is only viable if the remaining site is not occupied or in operation during the construction process.

Construction vehicles will enter and exit the site via the existing driveway off Croobyar Road and the internal road.

Vehicles travelling from the north will travel southbound along the Pacific Highway, turn right into Croobyar Road and then turn left into the site. Vehicles travelling from the south will travel northbound along the Pacific Highway, turn left into Croobyar Road and then turn left into the site.

All vehicles leaving the site will turn right into Croobyar Road and then either turn left or right into the Princes Highway to travel north or southbound respectively.

Vehicle routes are shown in Figure 13 and swept paths showing vehicles entering and exiting the site via Croobyar Road and the internal manoeuvring are shown in Figure 14.

Figure 15 shows turning manoeuvres of an AV at the Princes Highway / Croobyar Road intersection. It is noted that an AV turning left from the Princes Highway into Croobyar Road, and an AV turning right from Croobyar Road into the Princes Highway at the same time may intersect into each other's path. For the reason of safety, the AV turning right from Croobyar Road into the Princes Highway should undertake the turn from the centre of the 2 lanes at Croobyar Road and enter into the leftmost lane at Princes Highway, as a means of keeping distance from vehicles turning left from the Princes Highway.

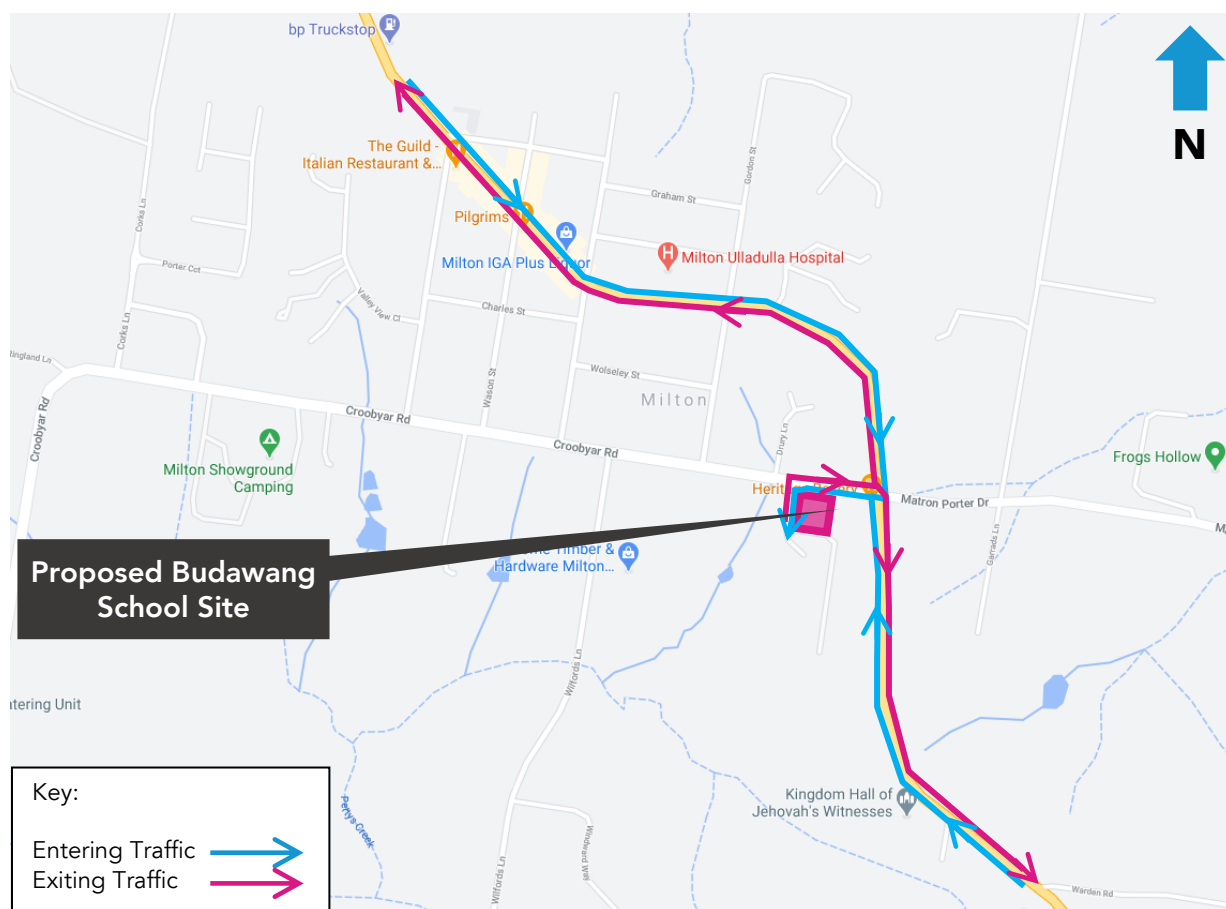


Figure 13 – Option 1 – Construction Vehicle Route Plan

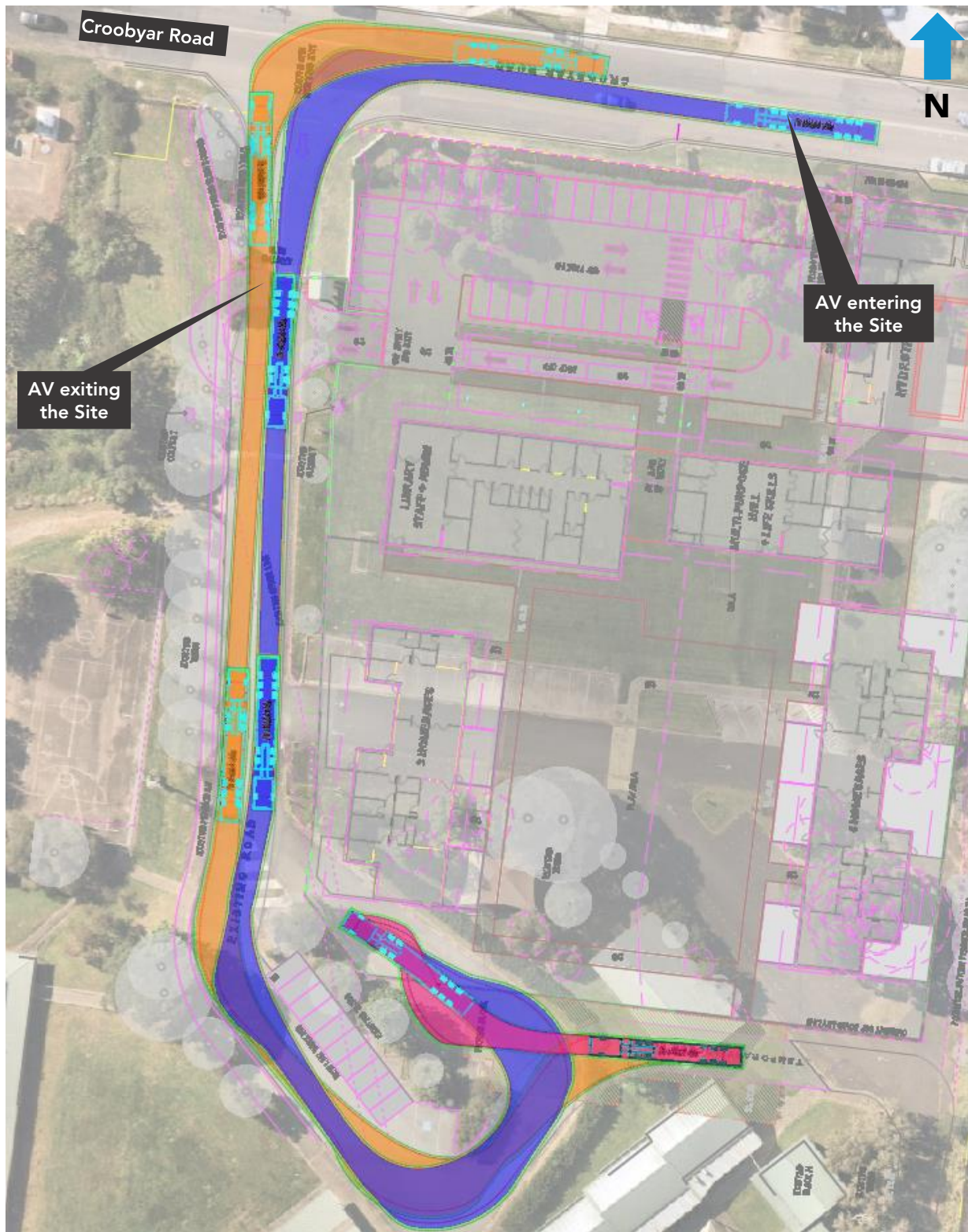


Figure 14 – Option 1 – AV entering and exiting the proposed development site via Croobyar Road

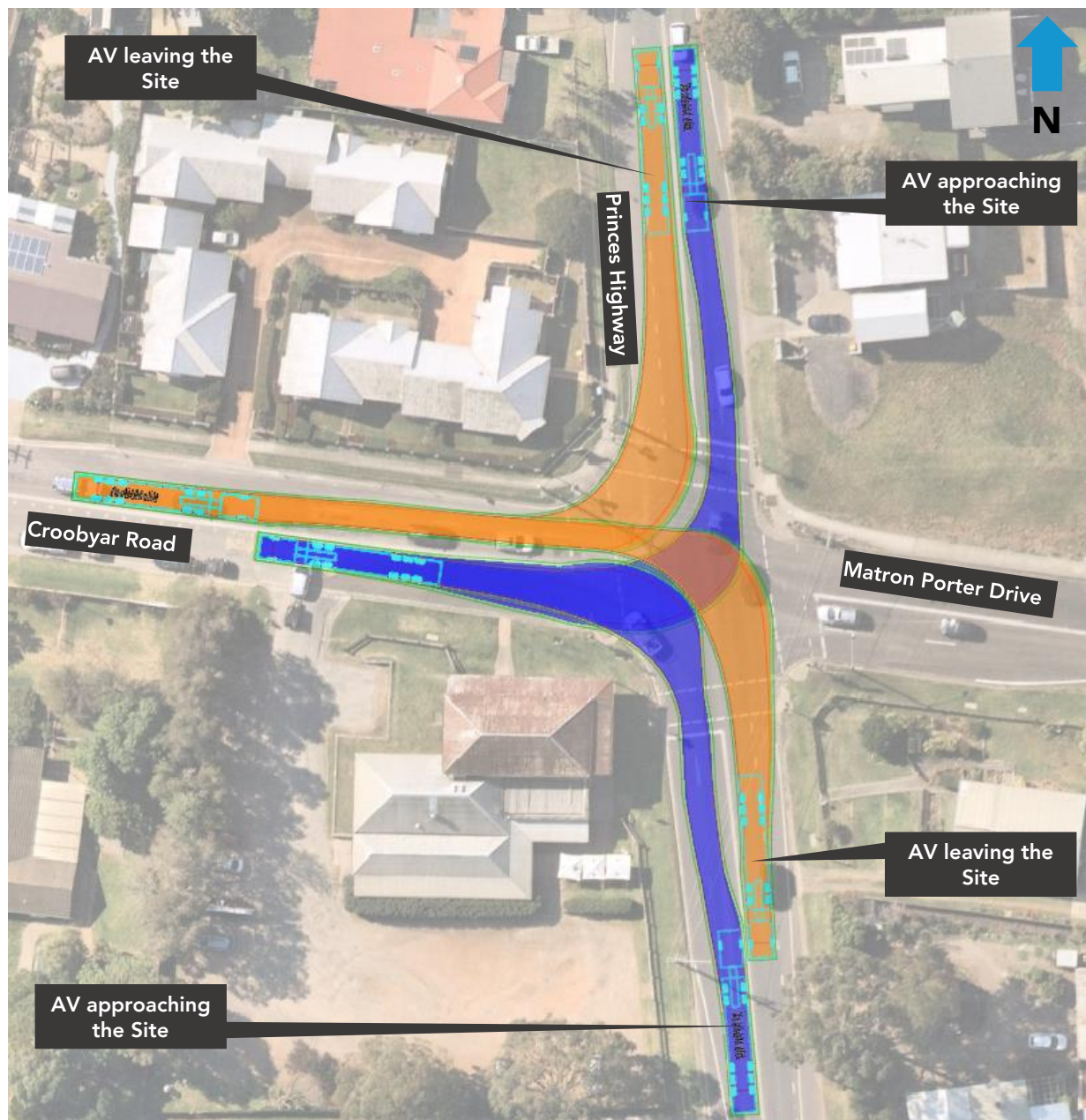


Figure 15 – Option 1 – AV approaching and leaving the site via Princes Highway

5.6.2 Option 2 – Access through Work Zone

A work zone will be provided on Croobyar Road and construction vehicles will park within the proposed work zone while arriving or leaving the site. Details of the work zone are provided in Section 5.7.

Vehicles travelling from the north will travel southbound along the Pacific Highway, turn right into Croobyar Road and then arrive at the work zone. Vehicles travelling from the south will travel northbound along the Pacific Highway, turn left into Croobyar Road and then park within the work zone.

After leaving the work zone, all vehicles will travel westbound along Croobyar Road. Vehicles travelling north will continue on Croobyar Road, turn right into Church Street and then turn left into the Princes Highway. Vehicles travelling south will continue westbound on Croobyar Road, turn right into Gordon Street and then turn right into Princes Highway. Church Street has been chosen for the left turn into the Princess Highway due to better turning paths and sight distance resulting from the alignment of the roads. Gordon Street has been chosen for the right turn into the Princess Highway due to better turning paths. The vehicle routes are shown in Figure 16.

The work zones can be located at two different locations on Croobyar Road. The swept paths showing vehicles entering and leaving these work zones are shown in Figure 22 and Figure 23. The work zones are described in more detail in Section 5.7.

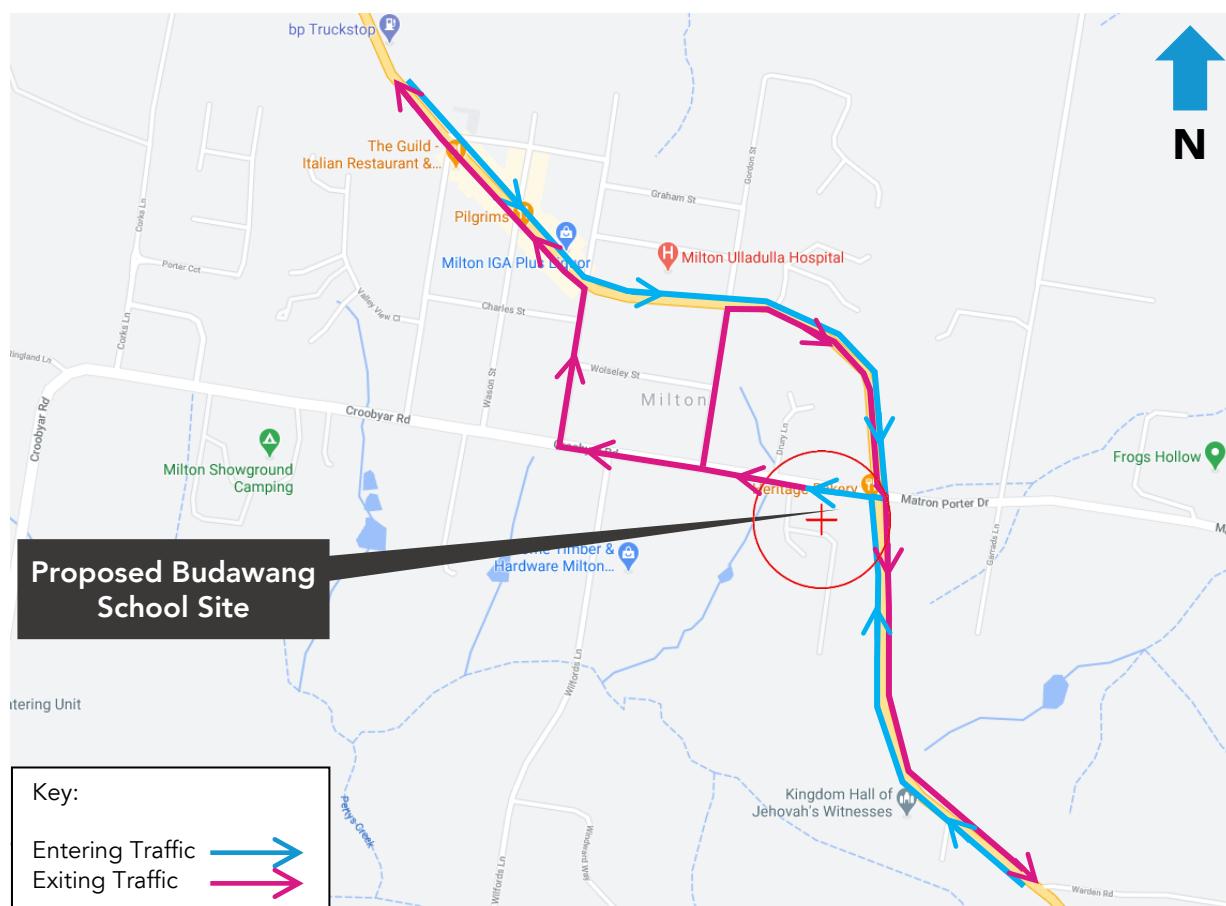


Figure 16 – Option 2 – Construction Vehicle Route Plan

The swept path assessment for AV manoeuvres for Option 2 at the nearby intersections are shown in the following figures.



Figure 17 – Option 2 – AV approaching the site via Princes Highway



Figure 18 – Option 2 – AV leaving the site the site via Gordon Street

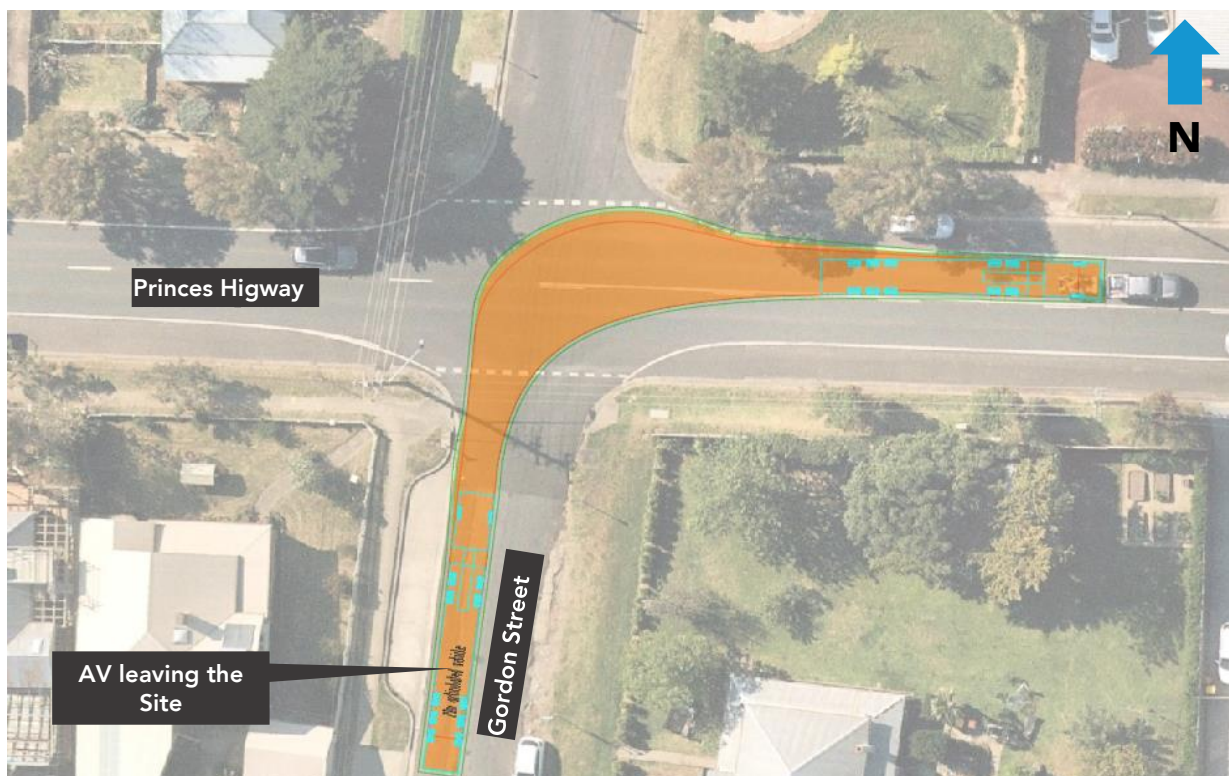


Figure 19 – Option 2 – AV leaving the site towards the south via Princes Highway



Figure 20 – Option 2 – AV leaving the site via Church Street

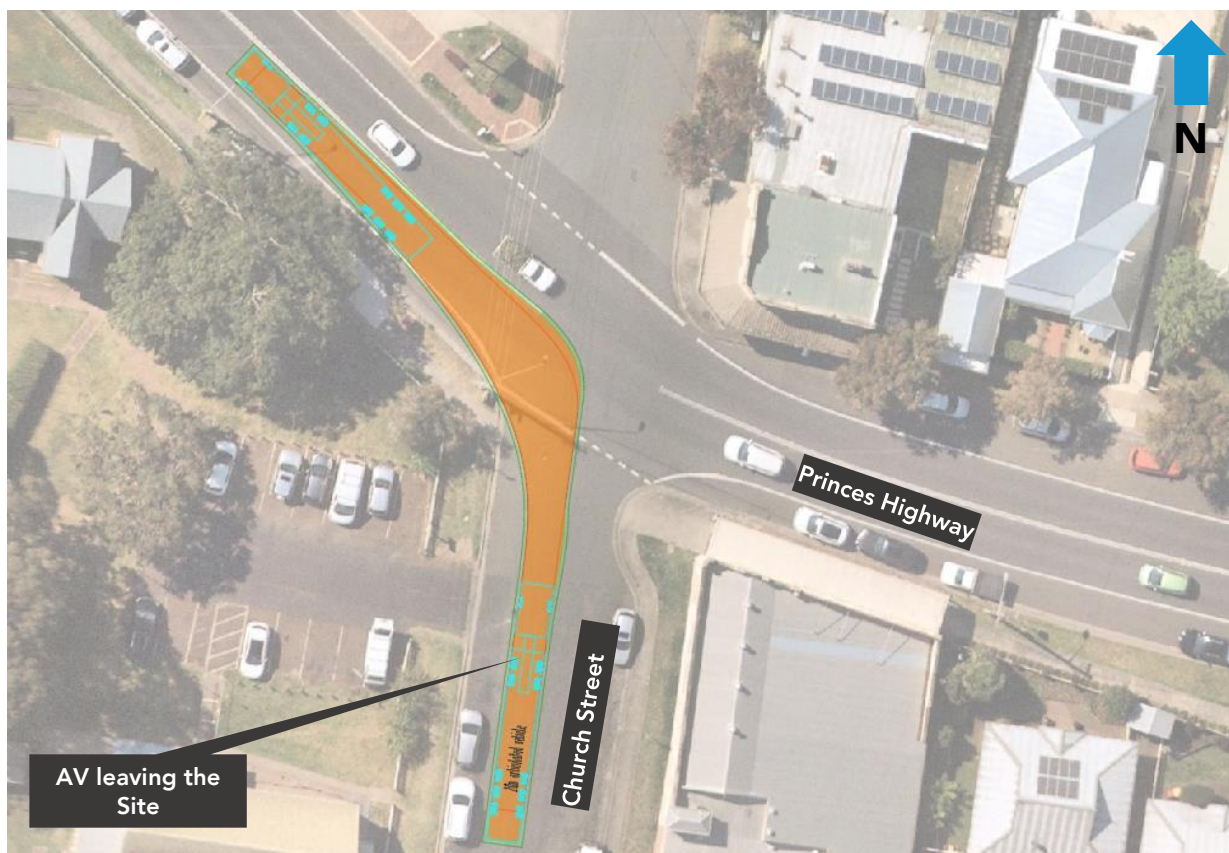


Figure 21 – Option 2 – AV leaving the site towards the north via Princes Highway

Vehicles entering and existing the work zone along the left-turn lane is presented in Figure 22. Vehicles entering and existing the work zone along the kerbside parking lane is presented in Figure 23.

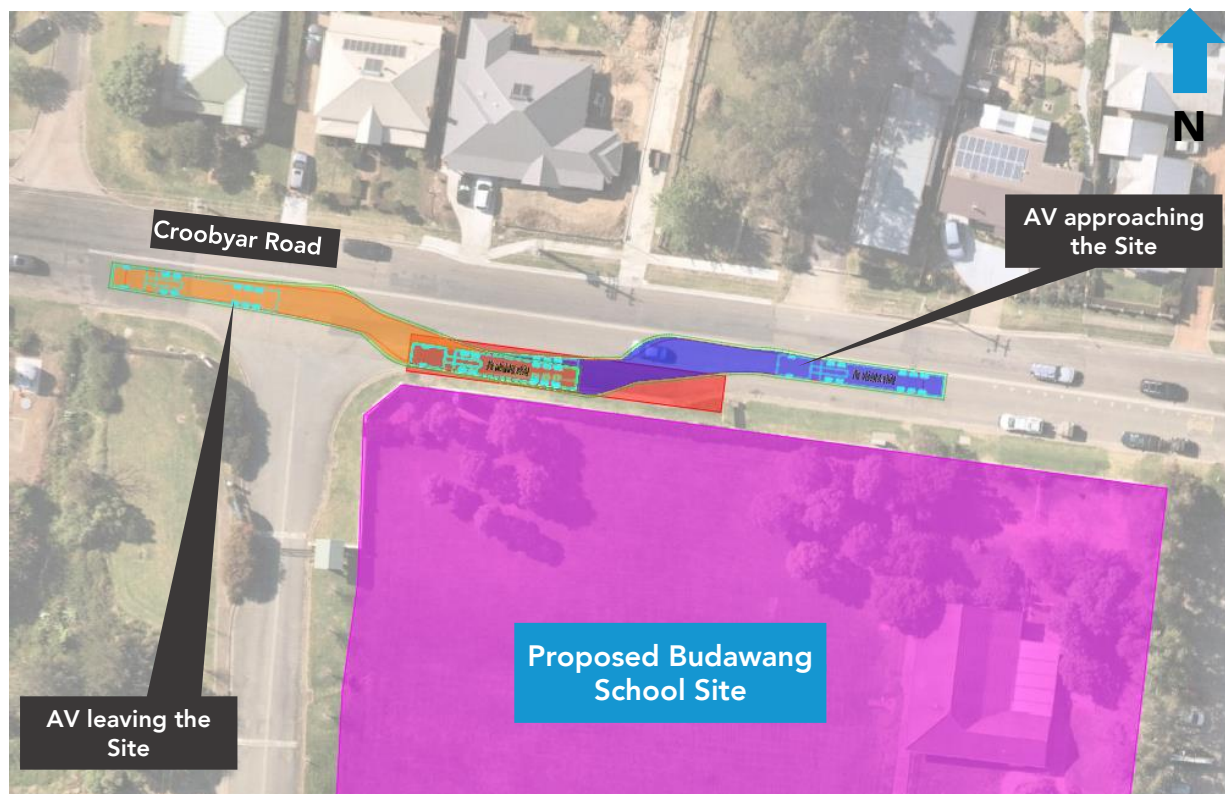


Figure 22 – AV at the proposed Works Zone at 17 Croobyar Road along the Left-Turn Lane

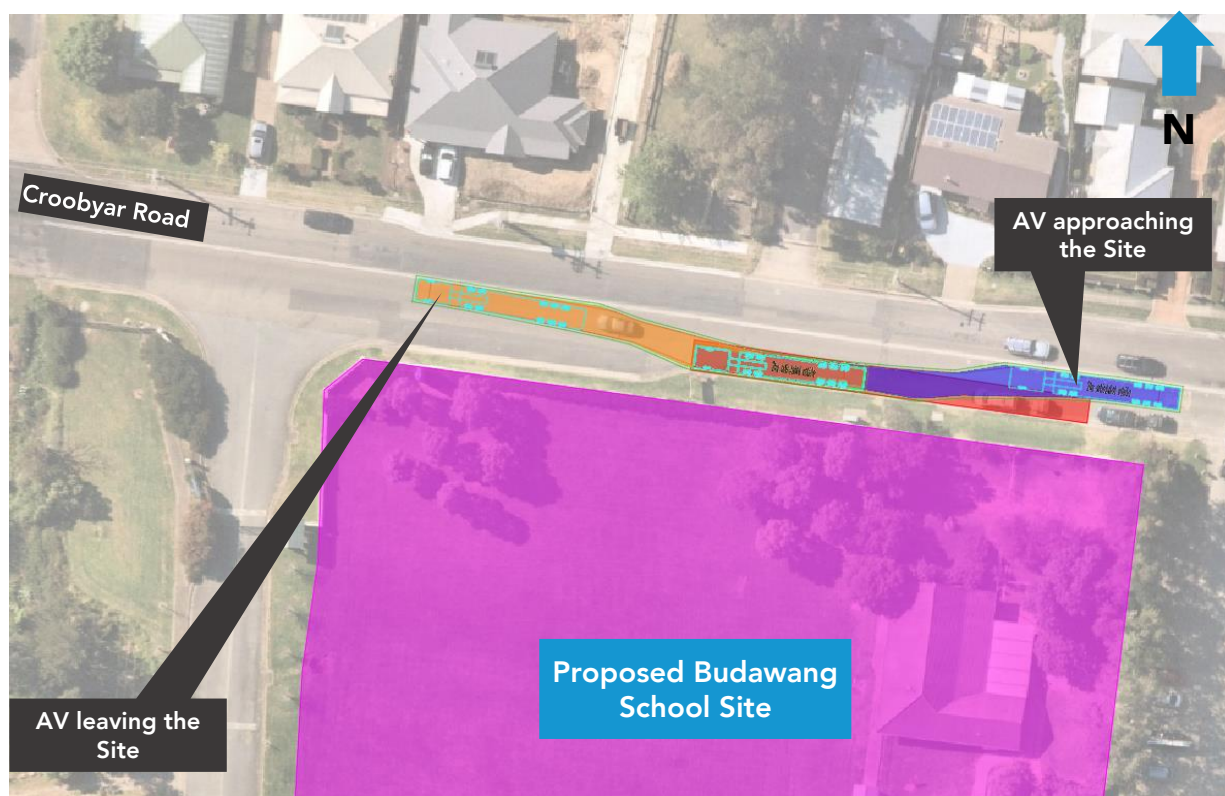


Figure 23 – AV at the proposed Works Zone at 17 Croobyar Road along the Kerbside Parking

5.7 Work Zone

While reviewing the need for a Work Zone, the following matters were considered:

- Pedestrian and public safety;
- To ensure no construction vehicles queue in nearby public roads; and
- Providing clarity to residents and general public of approved designated construction activity zone.

As discussed in Section 5.6.2, two potential options have been identified for work zones along Croobyar Road, which depend on the occupancy of the remaining site. These options are described in more detail in the following subsections.

The proposed Work Zones are subject to a separate application and the subsequent approval by the local traffic committee.

5.7.1 Option 1 – Direct Site Access

No Work Zone is required.

5.7.2 Option 2a – Work Zone along the Left-Turn Lane

A 38m long Work Zone will be established during hours of work as determined in Section 5.2 at the left-turn lane along Croobyar Road, which currently has a “No Stopping” parking restriction.

The left-turn lane is for the sole utilisation of the subject site, therefore, the potential to use this lane for construction is dependent on the operation of the remaining site. This option is suitable if there are limited vehicles turning left into the site during the construction periods. The benefit of this option is the larger width of the work zone which can be established without an impact on the through traffic along Croobyar Road.

The existing parking restrictions need to be temporarily amended to install the “Works Zone” sign on either side of the left-turn lane.

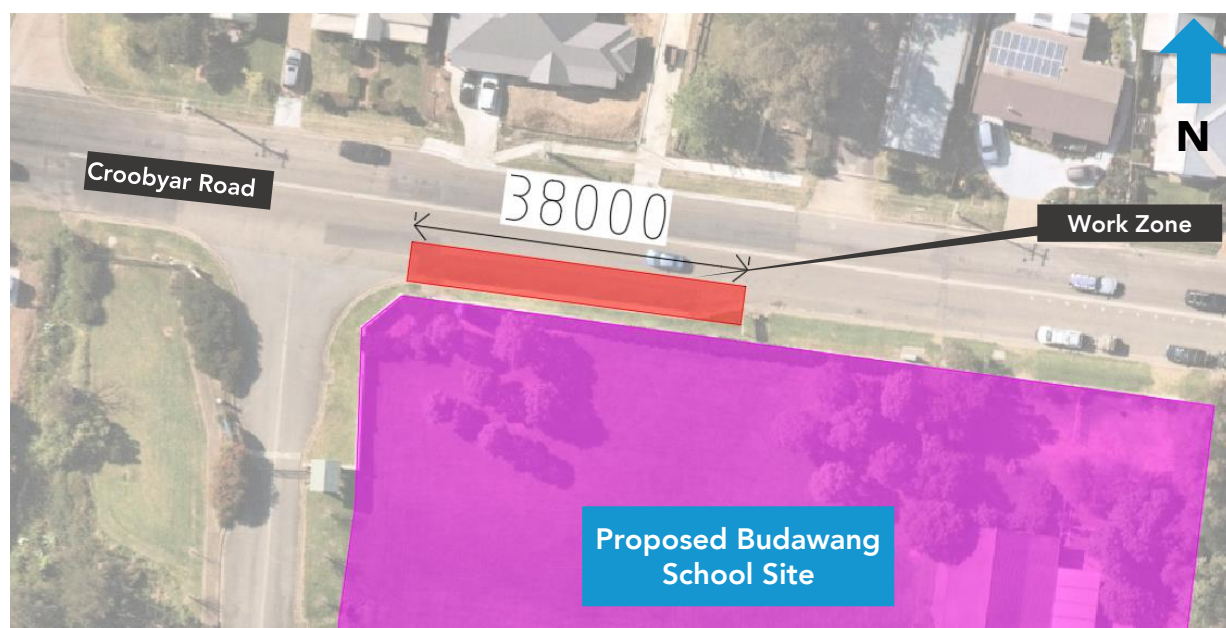


Figure 24 – Proposed Works Zone along the Left-Turn lane

5.7.3 Option 2b – Work Zone along the Kerbside Parking Lane

The Work Zone will be established along Croobyar Road adjacent to the site during hours of work as determined in Section 5.2. The Work Zone is proposed to be 47m long and requires the temporarily removal of eight on-street parking spaces.

The existing parking restrictions need to be temporarily amended to install the “Works Zone” sign on either side of the work zone.



Figure 25 – Proposed Works Zone along the Kerbside Parking Lane along Croobyar Road

5.8 Traffic Control Measures

Traffic Control Plans (TCP) outline the proposed traffic management plan to inform road users of the changed traffic conditions in the vicinity of the work site.

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

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

5.8.1 Option 1 – Direct Site Access

For Option 1, TCP 195 will be required along Croobyar Road to inform other road users of turning vehicles into and out of the site. The TCP 195 is to be set out as shown in Attachment 1.

5.8.2 Option 2 – Access through Work Zone

No TCPs will be required for Option 2.

5.9 Parking Controls

5.9.1 Option 1 – Direct Site Access

No changes to parking controls are required

5.9.2 Option 2a – Work Zone along the Left-Turn Lane

The existing “No Stopping” restrictions will need to be temporarily amended to “Work Zone” during construction hours.

5.9.3 Option 2b – Work Zone along the Kerbside Parking Lane

The proposed Work Zone will require the removal of approximately eight on-street parking spaces along Croobyar Road. “Work Zone” signage will need to be applied for the duration of construction.

5.10 Pedestrian Management

The general public will not be allowed into the construction area.

The entire site (and any remote work areas when applicable) will be physically separated via A class fencing.

The fencing will be established immediately following site possession and fitted with appropriate public directional signage. The access points to the site will be securely locked even when demolition or construction activities are not occurring.

5.11 Cumulative Effect of Adjacent Developments

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

5.12 Special Deliveries

Whilst not anticipated, any oversized vehicle that is required to travel to the site will be dealt with separately, with the submission of required permits to and subsequent approval by Shoalhaven City Council prior to any delivery.

Should the contractor require a partial road closure on a Council or TfNSW road, or carry out any work within 100m of Traffic Signals, an application will be made to the relevant authority to obtain their approval.

It is noted that where an oversized vehicle is required, TfNSW is to assess swept paths at key intersections. Intersections for swept paths will be route dependent, but the priority is state roads and signalised intersections.

5.13 Staff Parking

Areas for contractor parking are to be determined as part of a detailed CTMP.

5.14 Work Site Security

As discussed in Section 5.10, to provide security to the work site and protection to the general public, it is proposed that the site perimeter boundaries consist of A class fencing, installed during the period of

construction. These fences will be established immediately following site possession and fitted with appropriate public directional signage.

All access points are to be securely locked when construction activities are not in progress. The exact location of this fence is to be agreed on site prior to commencement of the works.

5.15 Staff Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedures. Additionally, the lead contractor will discuss TMP requirements regularly as a part of toolbox talks and advise workers of public transport and car-pooling opportunities.

5.16 Emergency Vehicle Access

The proposed traffic control arrangements do not propose closure of any local roads. Any emergency vehicles requiring access to the project site will do so via the existing driveway off Croobyar Road.

5.17 Access to Adjoining Properties

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

5.18 Occupational Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurances. All traffic control personnel will be required to hold TfNSW accreditation in accordance with Section 8 of Traffic Control at Worksites.

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

5.19 Method of Communicating Traffic Changes

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

During construction, the contractor shall each morning prior to work commencing ensure all signage is erected in accordance with the TCP and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or removed as required. Sign size is to be size "A".

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

The applicant must notify adjacent properties of the Work Zone at least 14 days before the installation of the Work Zone (from the Work Zone Conditions).

Road Occupancy License is required for any works which impact on the road corridor, in addition to any permits required by Council. These need to be submitted to the Transport Management Centre (via the OPLINC system) a minimum of 10 business days prior to works commencing.

5.20 Contact Details for On-Site Enquiries and Site Access

The principal contractor is yet to be appointed and contact details of a Site Manager will be provided at a later stage.

5.21 Maintenance of Roads and Footpaths

The roads and footpaths along the route of travel will be kept in a serviceable state at all times. Any damage arising as a result of the proposed truck movements will be treated / repaired by the principal contractor at no cost to Council.

Sediment tracked onto the public roadway by vehicles leaving the subject site is to be swept up immediately.

6. Summary

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

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

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

Attachment 1 - TCP

TCP 195

