

05 December 2019

181245 TCAC

Roberts Pizzarotti
Level 54, 1 Farrer Place
Sydney NSW 2000

Attention: David Drew

Concord Hospital Redevelopment

Traffic Control Plan for On-Site Crane Installation

Dear David,

I refer to the on-going construction works for the Concord Hospital Redevelopment Project. It is understood that Roberts Pizzarotti as a lead contractor on the site requires a Traffic Control Plan (TCP) for on-site crane installation. This letter provides a brief transportation methodology and operational details along with a TCP for the on-site installation of a crane. It is noted that the attached TCP is only valid for works related to the installation of the on-site crane.

TTW has prepared and issued a detailed Construction Traffic Management Plan (CTMP)¹ for the overall construction activities. This letter should be read in conjunction with the CTMP document for truck access routes and other operational details where required.

Working Hours

The works will commence from 6:00 am till 6:00 pm on Saturday 14 December 2019.

It is noted that the proposed working hours for the installation of the crane are a departure from approved working hours as per the conditions of consent, which may require approval from the principal certifier.

Vehicles

Proposed truck types to be used during the crane installation works include up to 19m articulated trucks. The works could generate up to six two-way truck movements.

On Saturday, there will be no other construction heavy traffic except the proposed number of trucks for the crane installation.

Vehicle Operations

All the truck movements for the crane installation should adhere to the attached Traffic Control Plan implemented by trained and accredited traffic controllers. Movement of trucks entering and exiting the site will be controlled to ensure that only one truck is travelling on Hospital roads at any one time. However, there will be more than one truck on the site at any one time. All the loading and unloading activities will occur wholly within the site boundaries. The trucks will enter and exit the site in a forward direction.

¹ Construction Traffic and Pedestrian Management Sub-Plan, Rev 3, dated 19 July 2019

Should you require anything further information please contact the undersigned.

Yours faithfully,

TAYLOR THOMSON WHITTING (NSW) PTY LTD
in its capacity as trustee for the
TAYLOR THOMSON WHITTING NSW TRUST



Syed Ali
Traffic Engineer

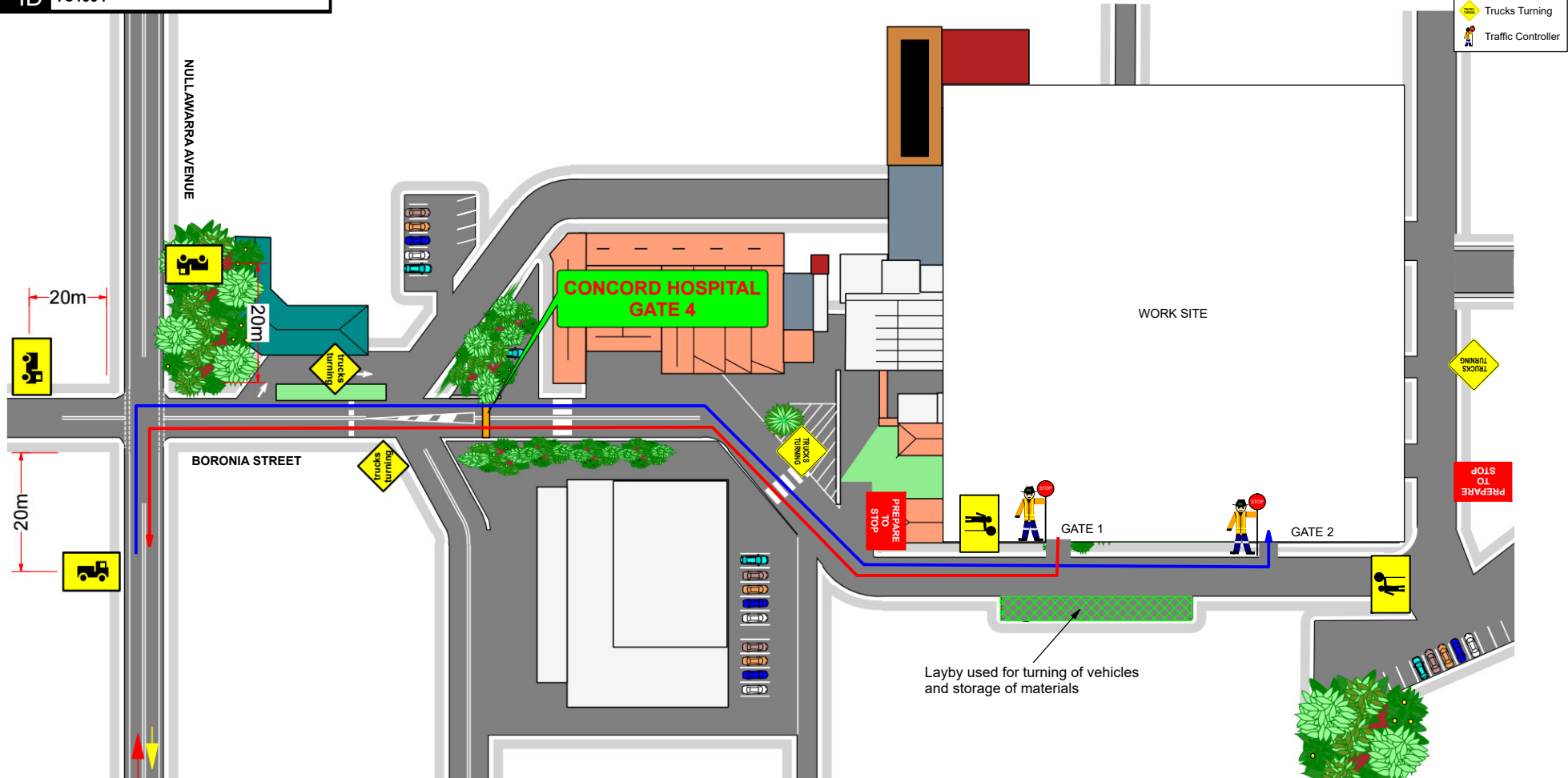
Attachment: Traffic Control Plan

P:\2018\1812\181245\Reports\TTW\Traffic\01 - Stage 1 Main Works (Roberts Pizzarotti)\TCPs for Crane Installation\191205_Traffic Management Plan for 40T Crane Installation.docx

Attachment 1: Traffic Control Plan

The Traffic Planner

TCP ID TC1994



Legend

- Ingress Route
- Egress Route
- T2-25 TRUCKS
- Trucks Turning
- Traffic Controller

CLIENT: TTW / Roberts Pizzarotti

PROJECT: Concord General Hospital

LOCATION: Hospital Rd, Concord NSW 2139

SCOPE OF WORKS: Site Access for delivery and installation of site crane

LCA & MUNICIPALITY: City of Canada Bay

DATE: 15/11/2019 TCP EXPIRY: 15/11/2020

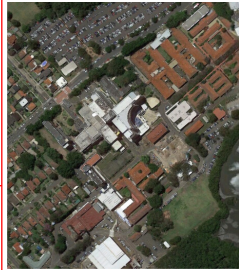
TMP LICENCE: 0046695045 EXPIRY: 20/10/2020

AUTHOR: Kyle Fieg SIGNATURE: *K. Fieg*

APPROVED WORK DATES & TIMES:
AS PER ROAD AUTHORITY APPROVAL

APPROVALS / PERMITS TO BE ONSITE AT ALL TIMES

ROAD NETWORK OVERVIEW



Dm (Speed Limit)	Merge taper length	Lateral taper length	Buffer length
45 or less	15	15	30
46 to 55	30	15	30
56 to 65	60	30	30
66 to 75	115	70	30
76 to 85	130	80	40
86 to 95	145	90	40
96 to 105	160	100	50
Greater than 105	180	110	50

Based on AS 1742.3-2009

EXISTING POSTED SPEED LIMIT: **50**

PLAN SCALE:
NTS

SHEET SIZE:
A3



This document has been prepared solely as a guide only for traffic management purposes. The traffic planner (TTP) disclaims all responsibility & all liability (including without limitation, liability in negligence) for all expenses, losses, damages & costs. May incur as a result of the information being inaccurate or incomplete in any way, and for any reason. TTP does not accept any responsibility for compliance of this document if set up by others. Some distances not to code due to site constraints. The positions of the signs & equipment are only the suggested locations, as they may need to be revised onsite to improve visibility and/or effectiveness. Figured distances shall take precedence to signage locations. Any changes onsite are to be noted on this document, recorded on the appropriate worksite paperwork and signed off by the site supervisor prior to implementation. All traffic control plans & traffic management plans are copyright and property of TTP & is not transferable unless authorised by TTP.

Prior to implantation of this traffic management plan, it is a requirement that all traffic control plans / traffic management plans conform to AS1742.3 2009 & Road Management Act 2004 & Code of Practice Traffic Management 2010.

This document is to be viewed in A3 colour.

All approvals/consent documents shall be on site at all times. Traffic controller to wear correctly fitted PPE (personal protective equipment) to AS/NZS 4602 as assess in the site safe work method statements (SWMS), hazard risk assessment. Location of signs shown may be varied slightly during implementation preventing a tripping hazard, improve visibility, effectiveness & not impact on pedestrian walkways (1.2m+ clearance, 1.5m+ curved footpath), cyclists, parking or deliveries unless footpath is closed. Signage is to be class 1 retroreflective signage as per AS/NZS 1742.3 2009. Note that additional traffic controllers/signage may be required.

Traffic controller instructions: all traffic management items must be in place prior to the commencement of the works. Onsite traffic management must have their traffic controller ticket R10H205A (use the stop-slow bat to control traffic), R10H205A (implement & monitor operational traffic management plans) as a minimum to implement this plan. Traffic controllers will assist local buses & emergency vehicles through the worksite where required. Traffic controllers to remain onsite at all times and ensure the pedestrian and the travelling public's safety at all times. If leaving the site for any reason, they must inform the site supervisor.

Pedestrians are to be physically separated from the worksite at all times with para-webbing or similar to ensure they do not walk into the work site, with 'pedestrians watch your step' signage placed on all approaches to work site. Where pedestrians are to come on/off the kerb a non-slip surface ramp per AS1428 be provided by the client. Minimum mounting height for all short term signage should be 200mm.