



St Matthews Catholic School Mudgee – Secondary Campus

Construction Traffic and Pedestrian Management Sub-Plan

Prepared for:
North Construction

29 September 2021

The Transport Planning Partnership

St Matthews Catholic School Mudgee – Secondary Campus

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Client: North Construction

Version: V03

Date: 29 September 2021

TTPP Reference: 18472

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
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V02	27/07/21	Clinton Cheung	Santi Botross	Ken Hollyoak	
V03	29/09/21	Clinton Cheung	Santi Botross	Ken Hollyoak	

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APPENDICES

- a. CONSULTATION WITH AGENCIES
- b. SCHOOL BUS ROUTE MAPS (MA01, MA03 AND MA04)
- c. SWEPT PATHS
- d. TRAFFIC AND PEDESTRIAN CONTROL PLAN
- e. DRIVER CODE OF CONDUCT

1 Introduction

1.1 Overview

On 16th December 2020, a State Significant Development Application (SSD 9872) was approved for the development of a new high school for St Matthews Catholic School at 48 Broadhead Road, Spring Flat.

The SSD Consent Conditions C.11 and C.16 require a Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) and a Driver Code of Conduct to be prepared. Additionally, the CTPMSP is to be prepared in consultation with Mid-Western Regional Council (Council) and Transport for NSW (TfNSW).

The Transport Planning Partnership (TPPP) has prepared this CTPMSP behalf of the Proponent to assess the traffic implications of the proposed construction activities as part of this project.

This CTPMSP has been prepared to satisfy the relevant Consent Conditions. Table 1.1 lists the conditions of consent and the corresponding sections/ chapters where they are addressed.

Table 1.1: Conditions of Consent – C11 and C16

Condition	Addressed in
Consent Condition 11	
The Construction Traffic and Pedestrian Management Sub-Plan must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:	Section 1.2 and Section 2
(a) Be prepared by a suitably qualified and experienced person(s);	
(b) Be prepared in consultation with Council and TfNSW	Chapter 2
(c) Detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;	Chapter 6
(d) Detail on-site construction worker parking arrangements; and	Section 4.7
(e) Detail heavy vehicle routes, access and parking arrangements.	Section 4.8
Consent Condition 16	
A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:	Appendix E
(a) minimise the impacts of earthworks and construction on the local and regional road network;	
(b) minimise conflict with other road users;	
(c) minimise road traffic noise; and	
(d) ensure truck drivers use specified routes;	

1.2 Purpose of this Plan

The overall principles of traffic management during the construction phase include:

- Maintain access to/ from adjacent properties.
- Restrict construction vehicle movements to designated routes to/ from the site.
- Manage and control construction vehicle activity in the immediate area of the site.
- Provide an appropriate, convenient and safe environment for pedestrians and cyclists.
- Minimise the impact on pedestrian and cyclist movements.
- Maintain appropriate public transport access.
- All construction activity is to be carried out in accordance with SSD 9872 Development Consent approved hours of work.

This construction traffic and parking assessment report has been checked by engineers who hold the TfNSW *Prepare a Work Zone Traffic Management Plan* certification.

2 Consultation with Agencies

During the preparation of this CTPMSP, Mid-Western Regional Council (Council) and Transport for NSW (TfNSW) were consulted for additional aspects which required further assessment.

Consultation between North Construction and Council was undertaken at a meeting on Thursday 4 March 2021 and Wednesday 10 March 2021 to provide Council an opportunity to provide input on the CTPMSP.

Based on the Post Approval Consultation Record it is understood MWRC had reviewed this CTPMSP and no matters were identified and there were no points of disagreement by Council.

TfNSW was contacted by email for input on this CTPMSP. TfNSW requested further clarification regarding vehicle trip generation estimates and volumes of material transported to/from the site, which has been addressed in Chapter 5. Further to this, TfNSW requested further information on carpool measures amongst construction workers when travelling to/from site, which has been addressed in Chapter 6.

Evidence of consultation with Council and TfNSW has been provided in Appendix A.

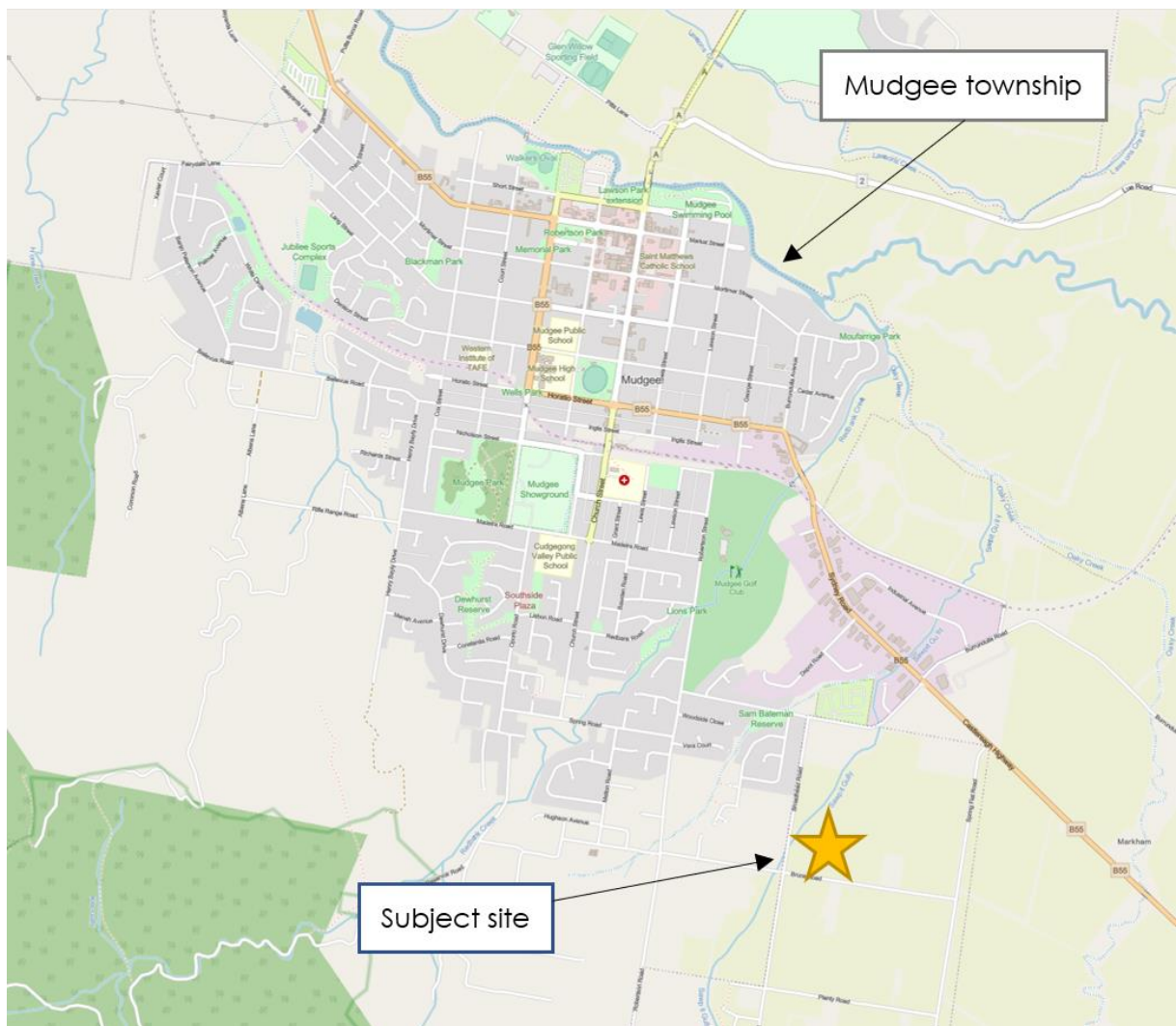
3 Existing Conditions

3.1 Site Location

The subject site is located at 48 Broadhead Road, Spring Flat (Lot 40, DP 756894) and is located within the local government area of Mid-Western Regional Council. The site, which is currently classified as greenfield land, is to be developed to accommodate the high school portion of the existing St Matthews Catholic School.

The site is zoned as RU4 Primary production small lots. Surrounding land uses comprise R1 General residential, R2 Low density residential, B5 Business development and IN1 General industrial. The subject site is located south-east of the Mudgee township as shown in Figure 3.1.

Figure 3.1: Subject Site and Surrounds



Basemap Source: Esri ArcGIS, map viewed online 18/02/2021

3.2 Road Network

Castlereagh Highway (B55) is a State classified road that runs from north of Lithgow through north-western NSW. In the vicinity of the subject site, Castlereagh Highway is generally aligned in the north-south direction having one lane in each direction and a signposted speed of 80 km/h. In the Mudgee township the posted speed limit is reduced to 50 km/h.

Spring Flat Road is a two-way local road generally aligned in the north-south direction with 6 m wide carriageway. It provides access to/from Castlereagh Highway in the north. It is a sealed road without kerb and gutter. There is no road shoulder and kerbside parking. The posted speed limit is 100 km/h.

Lions Drive is a local road running in the east-west direction to the north of the site. It provides access to residential dwellings and has a 9 m wide carriageway. Kerb side parking is permitted on both sides of the road and there is a posted speed limit is 50 km/h.

Bruce Road is a two-way local road which forms the southern boundary of the subject site. Bruce Road has an 8 m wide carriageway. Between Broadhead Road and Spring Flat Road, it is an unsealed road; partial road upgrades are proposed as part of the development (as discussed in Chapter 4). The signposted speed limit is 50 km/h.

Broadhead Road is a local road with a north-south configuration forming the western boundary of the subject site. It is a sealed road without kerb and gutter and road shoulder, and has a carriageway width of 7-8m wide. Partial road upgrades are proposed along Broadhead Road as part of the development (as discussed in Chapter 4). The posted speed limit is 50 km/h.

3.3 Surrounding Intersections

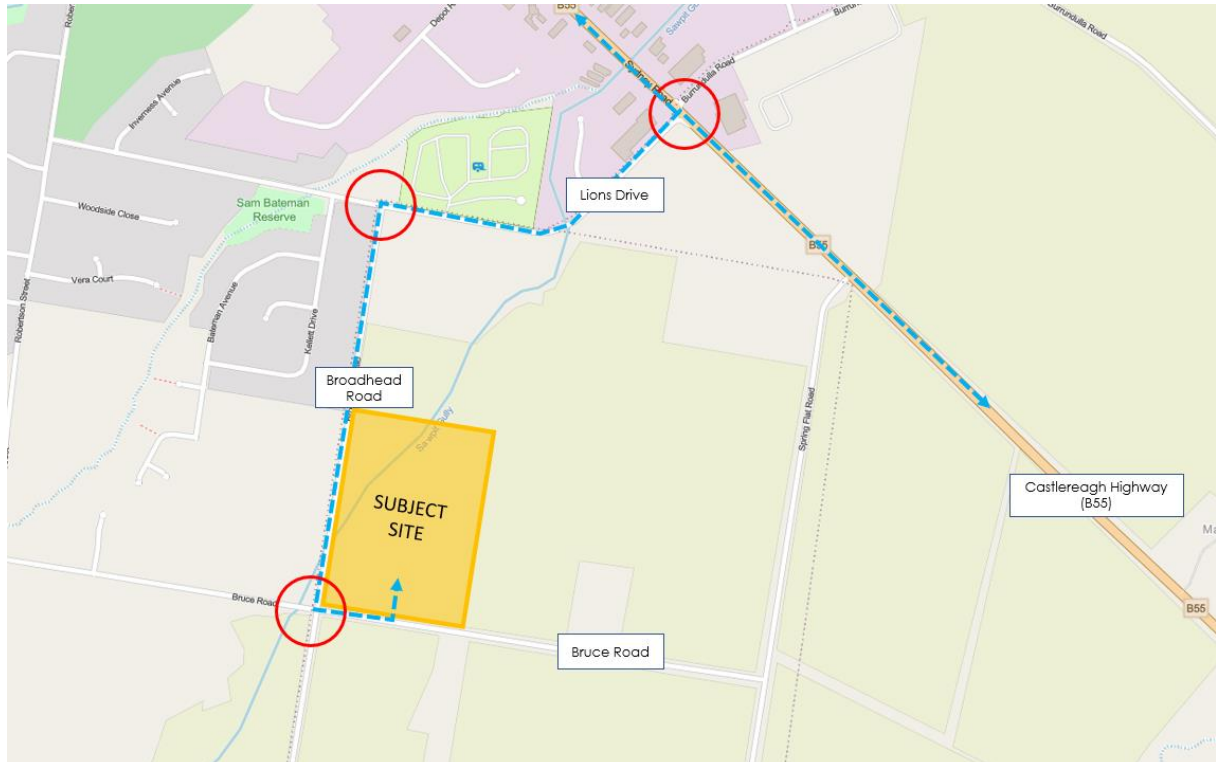
Key intersections located along the proposed vehicle access route to/from the site include the following:

- Castlereagh Highway – Lions Drive,
- Lions Drive – Broadhead Road, and
- Broadhead Road – Bruce Road.

The above-mentioned intersections are all priority-controlled intersections. The location of these intersections in relation to the subject site are shown in figure 3.2

As per the Traffic, Parking and Transport Impact Assessment prepared for the SSD Application, a SIDRA Network model of the surrounding road network was prepared which included the above junctions. The results of the modelling analysis identified that these intersections are operating at a level of services A (very good) under existing conditions in peak periods.

Figure 3.2: Surrounding Intersections



Basemap Source: Esri ArcGIS, map viewed online 18/02/2021

3.4 Public Transport Services

School Bus Services

Ogden's Coaches operates school bus services during morning and afternoon periods along Lions Road, Broadhead Road, and Bruce Road. These bus services include:

- South (Mudgee) AM and PM (MA01)
- Queen's Pinch AM and PM (MA03)
- Carcalgong AM and PM (MA04)

Maps showing the routes used by the above bus services are contained in Appendix B.

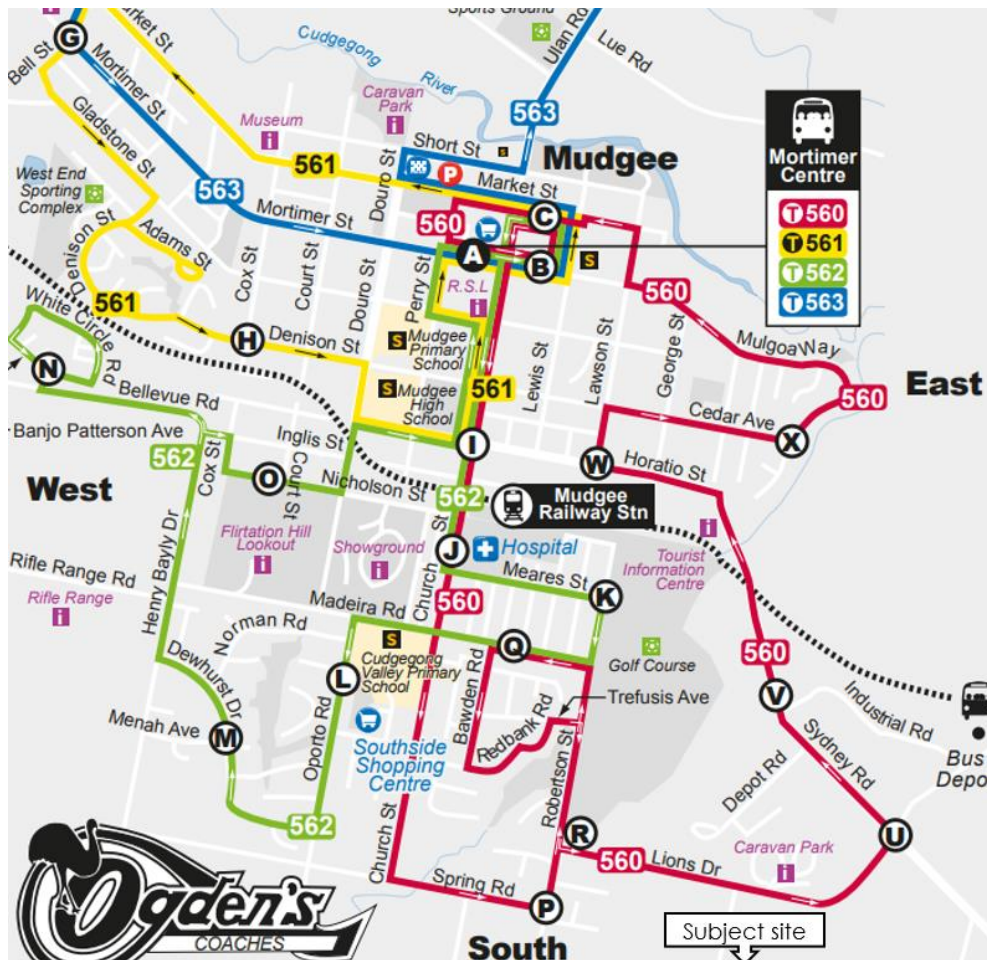
Local Public Bus Services

Local bus services in Mudgee township include:

- 560 – Mudgee east loop
- 561 – Mudgee west loop
- 562 – Mudgee south loop
- 563 – Mudgee north loop.

Buses operate on weekdays only offering two mid-morning services and two afternoon services. The nearest bus stop is located on Lions Road, approximately 1.6 km from the site as indicated as 'R' in Figure 3.3.

Figure 3.3: Local Bus Network Map



Source: Ogden's Coaches – Mudgee Bus Timetable

Regional Coach Services

On weekdays and weekends Countrylink operate long-distance coach services between Coonabarabran, Baradine, Gulgong and Lithgow train station which stop at Gulgong, Mudgee and Ilford. Generally, the Countrylink bus route would utilise Castlereagh Highway.

3.5 Pedestrian and Cyclist Facilities

The subject site is currently a greenfield site. As such, there are no existing pedestrian or cycling facilities surrounding the future school site. The nearest discontinued footpath connections are located 400 m north and west of the subject site adjacent to residential dwellings.

4 Overview of Construction Activities

4.1 Description of Works

The works would include leveling of the existing greenfield site, and the construction of new buildings and facilities for the future high school. The following construction activities are required:

- Cut and fill across the site with inground services
- Construction of new ground slabs and steel framing
- External roofing and wall cladding and window glazing
- New electrical , hydraulic and mechanical services throughout
- External landscaping with paths , trees and sports oval
- Detention basin and new school car park
- Upgrades works on Broadhead Road , Bruce Road and nominated local intersections.

There is no demolition work required since the site is currently vacant. During the excavation stage, the balance of cut to fill of material on-site would be optimised in order to mitigate costs. Therefore, it is not proposed to haul material from the site for disposal and the import of engineered materials would be limited as much as possible.

4.2 Duration and Staging of Works

Construction works are to be carried out over a duration of 14 months commencing in Q3 2021. The planned construction staging and duration are presented in Table 4.1.

Table 4.1: Indicative Construction Staging and Duration

Stage	Month														Duration (No. of months)
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Site Establishment															1
Excavation															2
Construction															4
Fit-out															8
External Works															8

4.3 Work Hours

Construction activities would be carried out in accordance with the SSD approved hours of construction (Condition D.4) as follows:

- 7:00am-6:00pm Monday to Friday (11 hours)
- 8:00am-1:00pm on Saturday (5 hours)
- No works on Sunday or public holidays.

Any works outside the above work hours will be subject to a separate application to Council.

4.4 Work Zone

All works during construction are proposed to be undertaken wholly within the site. For context of the site, the estimated construction footprint equates to less than 20% of the total site area that is available. Therefore, no work zone is proposed on-street as all works would be accommodated within the site boundary.

4.5 Materials and Handling Area

All materials and handling equipment are to be wholly stored on-site within the works site. Council's road would not be utilised for such purposes.

4.6 Construction Workforce

The number of construction workers is expected to vary throughout the project as presented in Table 4.2. The peak period of construction works would occur between Month 4 – 11, which is expected to generate up to 150 personnel on-site at any one time during the day.

Table 4.2: Construction Workforce

Stage	Month													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Site Establishment														
Excavation														
Construction														
Fit-out														
External Works														
Workforce (Max. no. of workers)	30	30	50	150	150	150	150	150	150	150	150	50	50	50

4.7 Construction Staff Parking

Parking for construction personnel would be provided on-site. There would be 100 parking spaces provided for workers as well as space available on-site to accommodate overflow parking demand within the site premises.

Given that the construction workforce will comprise people living in Mudjee and surrounding towns having the same origins and destination (the work site), carpooling is expected to occur organically amongst workers.

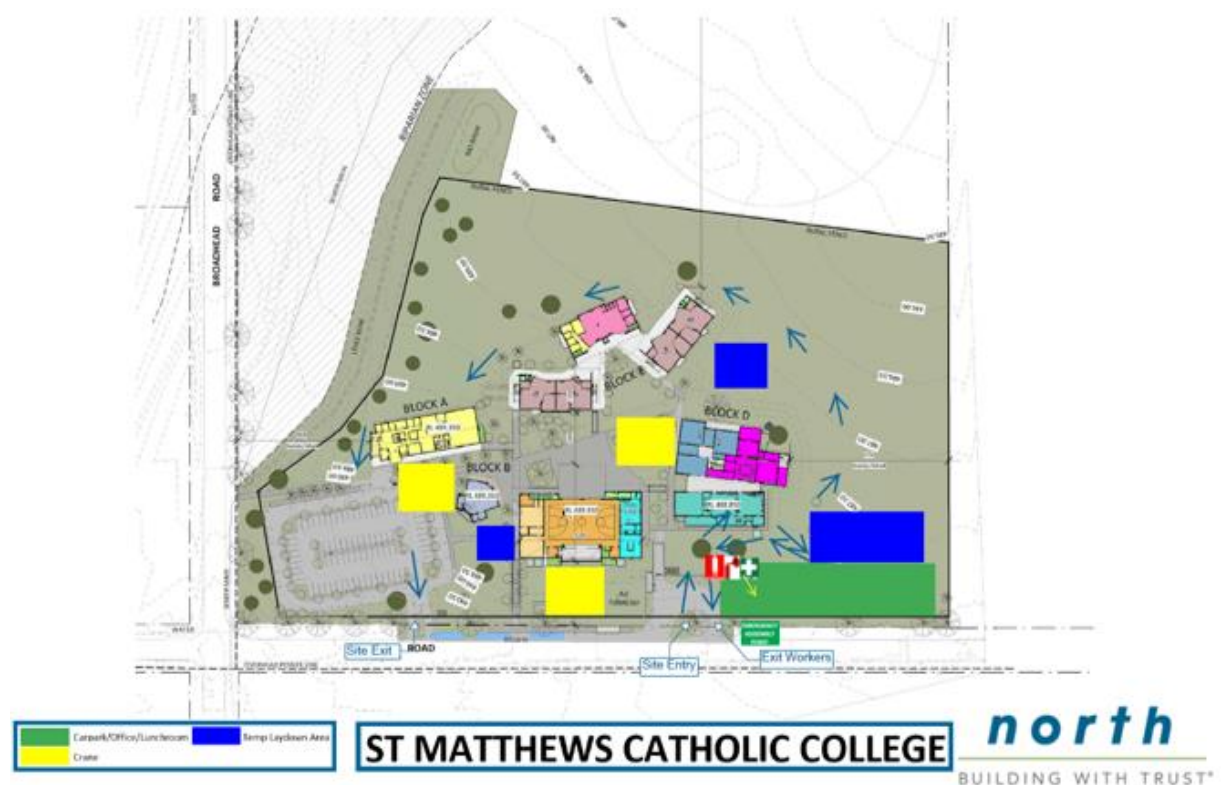
As a further measure, construction site management is recommended to implement a car-pool networking scheme which identifies where workers live and matches employees living in the same area who could travel together by carpooling.

Site management is recommended to allocate parking spaces closest to the site office as car-pool bays as an incentive to workers to car share.

Parking on local streets by construction workers would not be permitted. Any such activity would be monitored and actioned by the Construction Manager or Site Supervisor.

The site plan is given in Figure 4.1 which indicates the general location of on-site construction staff parking.

Figure 4.1: Construction Site Plan



Source: North Construction

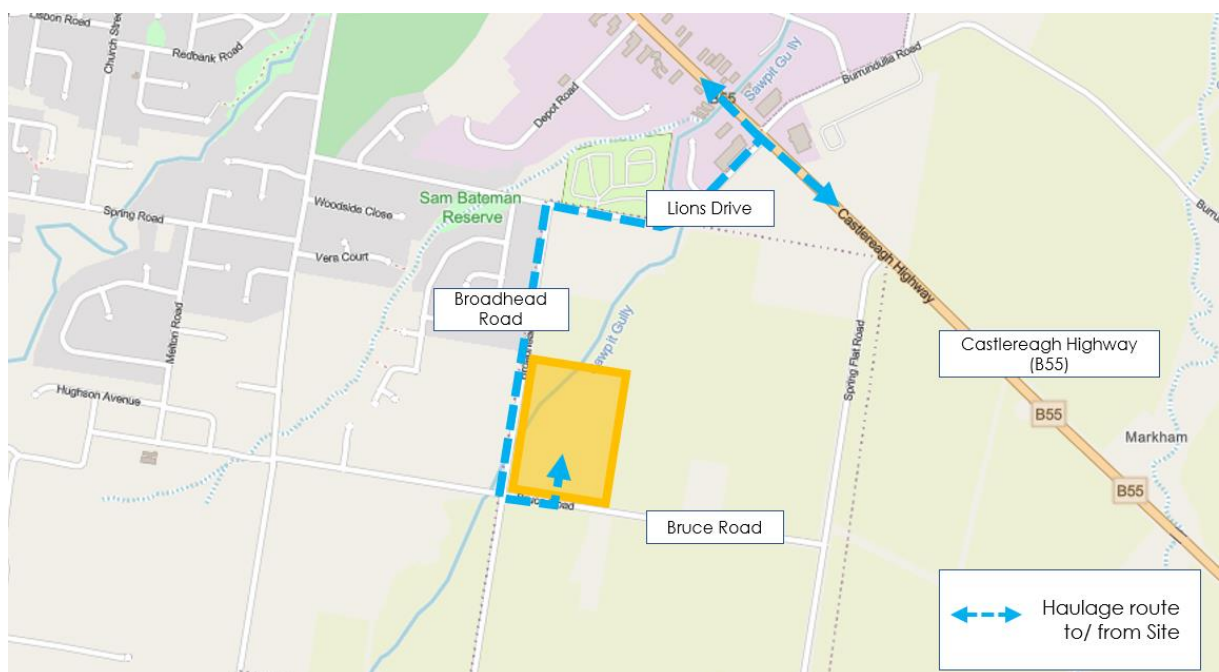
4.8 Site Access and Haulage Routes

Construction vehicles would have origins and destinations from various areas across the Central West region, and would therefore utilise Castlereagh Highway when travelling to/from the site. Between the highway and the site, designated vehicle routes would be utilised by construction vehicles including heavy vehicles and construction workers.

Haulage routes are as follows and as shown in Figure 4.2:

- **Arrival Route:** from B55 Castlereagh Highway, vehicles would turn left or right onto Lions Roads, turn left onto Broadhead Road, turn left onto Bruce Road, and turn left into the site access driveway.
- **Departure Route:** Vehicles would exit the site by turning right out onto Bruce Road, turn right onto Broadhead Road, turn right onto Lions Road and turn left or right onto Castlereagh Highway.

Figure 4.2: Construction Vehicle Haulage Route



As discussed with Council and TfNSW during the SSD application process, the direction was that all construction vehicles would arrive and depart the site via Broadhead Road and Lions Road. Specifically, access via Spring Flat Road and the unsealed section of Bruce Road (east of the site) was to be avoided. The construction site access points were clearly shown on the site plan submitted in the SSD application as per above.

Heavy vehicle movements to/from the site along common routes with buses (see Appendix B) shall be limited to outside of 8am – 9am and 3.30pm – 4.30pm on school days.

5 Construction Traffic Assessment

5.1 Access Arrangements

The site is currently a greenfield site and so there are currently no pre-existing access driveways to the site. As such, during the site establishment stage vehicle access driveways will be constructed off Bruce Road as per the construction site layout plan (Figure 4.1). Separate ingress and egress access driveways are proposed off Bruce Road, spaced approximately 70 m apart. The egress driveway for site personnel (light vehicles) is to be separate from construction heavy vehicles; that is, the egress driveway for site personnel would be located east of the site ingress driveway.

All construction vehicles will enter and exit the site in a forward direction (no reverse-in movements to the site would be permitted). Vehicles would enter the site by turning left-in and exit by turning right-out via Bruce Road.

5.2 Swept Path Analysis

Swept paths for the longest heavy vehicle at the site access driveways are provided in Appendix C. The swept path analysis has been undertaken for a 19m semi trailer entering left-in and exiting right-out of the site via Bruce Road.

It is noted that construction of the school car park, school access driveway and median would occur towards the end of the project (during the External Works & Civil Works phase), at which point articulated trucks would not be accessing the site. Therefore, the exit turning movement for the semi-trailer could occur sufficiently via the proposed heavy vehicle egress driveway.

5.3 Construction Stages

Site Establishment

Demolition works would not be required due to the greenfield nature of the site. During site establishment, temporary fencing will be installed, site sheds delivered and erected, and initial site survey completed. The site would be stripped of topsoils and some bulk earthworks would commence.

Excavation

During the excavation stage, the balance of cut to fill of material on-site would be optimised in order to mitigate costs and reduce the number of deliveries to/from the site. Therefore, it is not proposed to haul material from the site for disposal and the import of engineered materials would be limited as required.

Earthmoving machinery would be transported at the start and end of their use with all loading activities occurring on-site, within the site boundary.

Construction

During construction there will be deliveries of reinforcing, concrete, frames, trusses and structural steel, roofing and wall cladding .

Mobile cranes would be set up within the site as shown in Figure 4.1 and would be used for the upper levels of construction, specifically for lifting steel/ formwork/ scaffolding and roofing. It is proposed to use concrete pumps on each slab pour with an estimated 10 separate pours. The maximum size of mobile crane required is 80-tonne.

Concrete trucks typically weigh 20-25 tonnes and have a length of approximately 8 m, which is the size of a medium rigid vehicle.

Fit-Out & Finishes

The construction works involve interior fit out such as new services, fittings and fixtures, joinery and floor finishes and the like. No large plant and machinery would be required for this phase of works. Occasionally, a longer heavy rigid vehicle that is up to 12.5m in length would be used to deliver internal linings.

External Works & Civil Works

During this stage, there would be deliveries of elevated work platforms (EWPs), scissor lifts and access equipment. There will be deliveries of roofing and cladding for external building protection. Some minor civil components will be undertaken during these works such as pouring paths and landscaping.

The school car park will be completed with these works with asphalt being laid during the end of the project.

5.4 Trip Generation Summary

The number of heavy vehicles and light vehicles (workers) generated by the construction activities on a month-to-month basis is presented in Table 5.1.

Based on the heavy vehicle estimates presented in Table 5.1, the approximate volume of construction materials/ goods and concrete deliveries to the project site are provided in Table 5.2.

Table 5.1: Construction Traffic Generation

Stage	Month													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Site Establishment														
Excavation														
Construction														
Fit-out														
External Works														
No. of workers (Max.)	30	30	50	150	150	150	150	150	150	150	150	50	50	50
Heavy Vehicles/ day (Max.)	15	15	50	60	60	60	60	60	60	60	60	20	20	20
Heavy Vehicles/ hour (Ave.)	2	2	5	6	6	6	6	6	6	6	6	1	1	1
Light Vehicles/ day (Max.)	20	20	33	100	100	100	100	100	100	100	100	33	33	33
Light Vehicles/ hour (Ave.)	Inbound movements would occur at start workday & outbound movements would occur at end of workday.													

Table 5.2: Tonnage of Material/ Goods and Concrete Deliveries

Stage	Month													
	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Site Establishment														
Excavation														
Construction														
Fit-out														
External Works														
Heavy Vehicles/ day (Max.)	15	15	50	60	60	60	60	60	60	60	60	20	20	20
Heavy Vehicles/ month (Max.) ^a	358	358	1,192	1,430	1,430	1,430	1,430	1,430	1,430	1,430	1,430	477	477	477
Material/ Goods deliveries ^b	358	358	238	286	286	286	1,430	1,430	1,430	1,430	1,430	477	477	477
Concrete trucks in Construction Phase ^c	-	-	953	1,144	1,144	1,144	-	-	-	-	-	-	-	-
Total Heavy Vehicles (Max.)	358	358	1,192	1,430	1,430	1,430	1,430	1,430	1,430	1,430	1,430	477	477	477
Material/ Goods (Tonnes)	2,503	2,503	8,342	10,010	10,010	10,010	10,010	10,010	10,010	10,010	10,010	3,337	3,337	3,337
Total Material/ Goods	103,439 tonnes													
Concrete (m ³)	-	-	5,720	6,864	6,864	6,864	-	-	-	-	-	-	-	-
Total Concrete ^d	26,312 m ³													

Notes:

a) Based on 5.5 working days per week.

b) Based on average size rigid vehicle (MRV) with a carrying capacity of 7 tonnes.

c) Assumes 80% of heavy vehicles in Construction Phase will comprise concrete deliveries and remaining 20% will be materials/goods deliveries.

d) Based on an average size concrete truck (6-wheeler) with a carrying capacity of 6 m³.

During the peak of construction, the works are expected to generate up to 60 heavy vehicles on a daily basis i.e. a maximum of 60 heavy vehicles per day. On average, this equates to approximately 6 heavy vehicles per hour i.e. 12 movements per hour.

Light vehicle movements would occur before the start of the workday and after the end of the workday. Assuming at least 1 in 3 staff will carpool with a co-worker, there would be up to 100 cars. These 100 cars would generate 100 light vehicle movements in the morning and 100 light vehicle movements in the afternoon. Staff car movements would occur in-line with the construction work hours which fall outside of the typical road network peak periods.

From Table 5.2, there would be approximately 103,500 tonnes of material and goods delivered to the site over the 14-month period. Also, there would be approximately 26,300 m³ of concrete delivered to the site during the construction phase.

Overall, construction traffic generation would not be expected to cause a noticeable impact on the surrounding road network.

5.5 Oversize and Overmass Vehicles

Oversize deliveries would be required for the project; specifically, a 20-tonne excavator and road grader would be required for civil works. Each delivery would generate two movements i.e. one trip prior to commencement of works plus one trip once the works are complete.

According to the National Heavy Vehicle Regulator's website, a Class 1 Oversize Overmass (OSOM) permit may be required for a vehicle should it not comply with the mass, dimensions or operating requirements set out in the gazette notice. In NSW, the *Multi-State Class 1 Load Carrying Vehicle Dimension Exemption Notice 2020 (No. 1)* authorises the use of Class 1 Load Carrying Vehicles up to 5.5 m wide, 35 m long and 5 m high along the NSW Oversize Overmass Load Carrying Vehicles Network Approved Roads (which includes Castlereagh Highway). In any case, a permit would be obtained for access via local roads.

At least one month prior to the works, the contractor shall review the relevant gazette notice documentation and submit an application for the OSOM permit through the NHVR portal should the special access permit be required.

Details for the *Multi-State Class 1 Load Carrying Vehicle Dimension Exemption Notice 2020 (No. 1)* and supporting documentation is available online via the NHVR website:

<https://www.nhvr.gov.au/road-access/access-management/applications/oversize-overmass-permit>

5.6 Crane Details

During the Construction Phase, three (3) 80-tonne mobile cranes would be required on-site for each slab pour. Generally, mobile cranes would be positioned on-site as shown in the construction site plan in Figure 4.1.

A Grove GMK4080-1 80-tonne crane or similar crane would be used as part of the for concrete pours on-site. During transportation, the crane vehicle would have the following dimensions:

- Length: 12.12 m
- Width: 2.54 m
- Height: 3.85 m.

Depending on the exact crane to be used, an OSOM vehicle permit may be required for travel on NSW roads. When the cranes are to be commissioned, the construction contractor and/or the crane supplier would obtain the necessary permits for travel of these vehicles on NSW roads.

Further details of the craning operation are provided in the overarching Construction Management Plan.

5.7 Pedestrian and Cyclist Activities

The site is currently a greenfield site with no pedestrian footpaths along the site perimeter. Notwithstanding this, temporary fencing would be installed around the site perimeter.

Through the Driver Code of Conduct and Staff Induction, construction workers and heavy vehicle operators would be instructed to be alert of any pedestrians and cyclists when travelling to/from site using local roads.

5.8 Emergency Vehicles

A site-specific Emergency Management Plan would be developed for the site outlining the procedure to be followed in the event of an emergency. Evacuation plan with emergency contact details would be posted in relevant locations around the site.

Site access for emergency vehicles would not be affected by the construction works since there are no construction works proposed outside of the site boundary on Broadhead Road and Bruce Road. Emergency protocols on the site would include a requirement for suitably accredited site personnel to assist with emergency access from the street.

Liaison would be maintained with the police and emergency services agencies throughout the construction period and a 24-hour contact would be made available for 'out-of-hours' emergencies and access.

5.9 Public Transport

The proposed construction works would not affect bus services in the vicinity of the site.

Heavy vehicle movements to/from the site along common routes with buses will be limited to outside of 8am – 9am and 3.30pm – 4.30pm on school days.

Through the Driver Code of Conduct and Staff Induction, construction workers and heavy vehicle operators would be instructed to be alert of buses travelling on common local routes; namely, on Bruce Road, Broadhead Road, and Lions Road.

5.10 Neighbouring Properties

Construction traffic would not impinge on access to neighbouring properties.

6 Construction Traffic Management Measures

6.1 Traffic and Pedestrian Control Plans

A site-specific Traffic and Pedestrian Control Plan (TPCP) has been prepared and included in Appendix D. A brief description of the TPCP is provided below:

- Advisory road signage to be installed to inform motorists travelling on surrounding local roads of construction vehicles turning into and out of the construction site driveways. This signage is to be temporarily fixed on approach to the construction site access driveways.
- 1.8m high temporary fencing along the site boundary to provide separation from the construction works.

All advisory road signage shall be installed in accordance with AS1742.3 Manual of uniform traffic control devices – Traffic control devices for works on roads and RMS Traffic Control at Worksites Manual. Signs shall be installed and maintained throughout the construction period.

6.2 Site Induction

All staff employed on the site by the Contractor (including sub-contractors) would be required to undergo a site induction. The site induction would cover details on the nominated vehicle routes to and from the site, as well as standard environmental, workplace health and safety, driver protocols and emergency procedures.

6.3 Driver Code of Conduct

The Driver Code of Conduct specific to this site shall be included with all new site inductions for all heavy vehicle drivers accessing the site. One-off truck delivery drivers must agree to abide by the Driver Code of Conduct by having read and signed the Code.

Prior to commencement of construction works, all drivers shall be provided with a copy of the Driver Code of Conduct. It is intended that all truck drivers would have signed the Driver Code of Conduct declaration and agreed to be bound by its behavioural requirements before entering the site.

6.4 Nominated Haulage Routes

To minimise impacts on local traffic routes, the following would be adhered to:

- The site induction must include procedures for construction vehicles accessing the site.
- Drivers must adhere to the nominated construction vehicle routes.
- Drivers must be aware of the local areas traffic, pedestrian and cyclist activities.

- Drivers must be aware of buses travelling along common routes.
- Drivers should be aware of the local area speed limits.

6.5 Construction Staff Carpooling

Measures would be implemented at the site to encourage, control, and monitor the rate of staff carpooling. These measures include:

- Provision of a certain number of on-site car parking spaces, and frequently monitoring this day-to-day to identify whether increased parking demand has resulted from reduced carpooling.
- Senior management to implement a car-pool networking scheme which identifies where contractors are travelling from/to and matches contractors living in the same part of town to travel together by carpooling. From this, a legible map be prepared indicating the general location of contractors which would be presented in several common areas, such as the daily sign-in desk and lunchroom. Regular reminders would be provided during tool-box talks and administrative staff meetings to observe the carpool network information, and seek out car-share options with colleagues.
- Secure containers storage areas would be available on-site for services trades for safely storing tools/ equipment, which would otherwise necessitate a higher rate of workers driving to site.
- Incentivise carpooling by designating car parking spaces closest to the site office to those who carpool.

Carpooling does occur by virtue of contractors residing in nearby locations within town, or surrounding towns as seen on other construction projects in regional towns such as in Orange.

Furthermore, similar scale SSD construction projects (circa 200 construction workers) previously have been assessed and approved based on a carpool rate of 15% which is equivalent to 1 in 6 workers carpooling where measures for encouraging carpooling have not been implemented. Thus, for the project to have the above measures implemented, the carpool rate of 1 in 3 workers is considered acceptable.

Notwithstanding the above, should the carpool rate not be as high as 1 in 3, it is unlikely that this would result in discernible traffic impacts along the vehicle route considering that the periods when construction workers would be travelling to/from site occur outside of the AM and PM road network peak periods.

In the case that Council or TfNSW raise concerns regarding the peak traffic volumes being higher than the 1 in 3 car-pooling workers proposed or predicted by this plan, the Construction Manager is to review the effectiveness of the measures, and adjust as necessary to result in the proposed lower peak hourly volumes.

6.6 Site Inspections and Record Keeping

A daily inspection before the start of the construction activity should be carried out to ensure that conditions accord with those stipulated in the plan and prevent potential hazards. Any possible problems would be recorded and dealt with if they occur.

6.7 Contingency Plans

Unplanned incidents that may occur during construction works include, but are not limited to:

- Motor vehicle crashes
- Environmental spills
- Construction type incidents
- Inclement weather conditions.

All issues would be reported to the Construction Manager who would inform the appropriate personnel. Contact details for the Construction Manager and relevant authorities responsible for controlling hazards/ emergencies are provided in Table 6.1.

Table 6.1: Emergency Authorities

Potential Incident	Action Plan	Contact Details
All incidents	Construction Manager	Mark Fuller Phone: 0448 821 159
Law enforcement. Emergencies	Police	Mudgee Police Station Address: 94 Market Street, Mudgee 2850 Phone: 02 6372 8599
Fire, Hazardous Material	Fire and Rescue NSW	Mudgee Fire Station Address: 95-97 Horatio Street, Mudgee 2850 Phone: 02 6372 6772

Table 6.2 outlines an action plan in respect to traffic management, which would be applied for these types of incidents.

Table 6.2: Contingency Plans

Potential Incident	Action Plan
Equipment Breakdown	Modify traffic control arrangement to accommodate equipment breakdown
Work Vehicle Breakdown	Construction Manager to call tow truck company. Cease work if necessary.
Poor Weather Conditions	Assess all possible risk / hazards, if necessary postpone and reprogram works. Continually monitor working and traffic conditions, and if necessary cease work.
Unplanned Incidents	Where possible, cease work. Modify traffic control and manage site until emergency services arrive. Support emergency services.

6.8 Complaints and Compliments Register

A complaints and compliments register detailing matters such as truck driver behaviours and truck related noise issues shall be developed and maintained by the Contractor.

The register shall be reviewed monthly to determine if any systematic issues are arising from the implementation of the CTPMSP and Driver Code of Conduct.

Positive and negative feedback shall be documented using a Customer, Community and Stakeholder Complaint/ Compliment Form. The Contractor shall gather as much information as possible which would allow them to take appropriate action. Appropriate action may include:

- Arranging a meeting to discuss and/or resolve issues.
- Calling the customer, member of community or stakeholder to acknowledge feedback.
- Writing a letter responding to the feedback.

Drivers shall also be provided the opportunity to give feedback on the implementation of the Driver Code of Conduct and other measures which could be considered for implementation into the Code.

7 Conclusion

Based on the findings of the report, it is concluded that:

- The peak construction activities are expected to generate up to 60 heavy vehicles per day or equivalently up to 6 heavy vehicles per hour i.e. 12 movements per hour.
- SIDRA network modelling analysis has identified that the surrounding road network is operating at a level of service A (very good). Therefore, there is spare capacity along the proposed haulage route to accommodate additional trips generated by the construction activities without having a negative impact on the road network safety and operation.
- The busiest periods for cars accessing the site are anticipated between 6:00am-7:00am (before commencement of shift) and 6:00pm-7:00pm (following completion of shift), respectively. These periods fall outside of the surrounding road network peaks, therefore, there would be minimal impact caused by site-generated traffic during the local road network peaks.
- Adequate car parking for construction workers will be provided on-site. Parking on-street would not be permitted on surrounding local streets.
- No pedestrian or cyclist facilities would be impacted as a result of the construction activities.
- All loading and unloading activities would occur wholly within the site, and there would be no requirement for a work zone on-street.
- To ensure safety of motorists, pedestrian and cyclists around the site, driver protocols shall be enforced and monitored during the construction phase as outlined within this CTPMSP and the Driver Code of Conduct.
- Truck drivers would be instructed to use the nominated haulage routes to/from the site and shall conform to this, as agreed in the staff induction.

Overall, the construction traffic and transport impacts would be minor, and proposed management measures are considered acceptable for this project.

Appendix A

Consultation with Agencies

From: Santi Botross
Sent: Monday, 27 September 2021 3:40 PM
To: Bevan Crofts
Cc: Alexandra Power; Ridwan Quaium; Ken Hollyoak
Subject: RE: WST17/00108/10 - SSD-9872 - St Matthews Catholic College MUDGEE - CTPMSP consultation with TfNSW [Filed 27 Sep 2021 15:39]

Hi Bevan,

We will include this into the final CPTMP.

Thanks again for assistance on this one.

Kind regards,

Santi Botross

Associate

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a: Suite 402, 22 Atchison Street, St Leonards NSW 2065

w: www.ttp.net.au e: Santi.Botross@ttp.net.au



From: Bevan Crofts <Bevan.Crofts@transport.nsw.gov.au>
Sent: Monday, 27 September 2021 2:26 PM
To: Santi Botross <Santi.Botross@ttp.net.au>
Cc: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Ridwan Quaium <Ridwan.Quaium@dubbo.nsw.gov.au>
Subject: RE: WST17/00108/10 - SSD-9872 - St Matthews Catholic College MUDGEE - CTPMSP consultation with TfNSW

Hi Santi

In addition to the measures proposed in the draft CTPMSP and your email below, might the applicant incorporate a commitment to the effect that:

If Council or TfNSW raise concerns based on the actual peak traffic volumes being higher than the 1 in 3 car-pooling workers proposed or predicted by this plan, the Construction Manager is to review the effectiveness of the measures, and adjust as necessary to result in the proposed lower peak hourly volumes (for example, by directing workers to achieve a higher rate of carpooling, or providing minibuses for particular commuter routes).

This could improve confidence that the construction impacts will remain in line with those assessed by TTPP to date.

Regards,
Bevan

Bevan Crofts
Case Officer
Development Services - West
Community & Place
Regional and Outer Metropolitan
Transport for NSW

Prof. Engineer and Design Pract. – Principal, Civil (NSW Reg'd: PRE0000363, PDP0000127, DEP0000371)
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From: Santi Botross <Santi.Botross@ttp.net.au>
Sent: Tuesday, 14 September 2021 8:31 AM
To: Bevan Crofts <Bevan.Crofts@transport.nsw.gov.au>
Cc: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Development Western <development.western@transport.nsw.gov.au>; Ridwan Quaium <Ridwan.Quaium@dubbo.nsw.gov.au>; Ken Hollyoak <Ken.Hollyoak@ttp.net.au>; Nick Windsor <Nick.Windsor@north.com.au>; Kristie Jones <Kristie.Jones@north.com.au>
Subject: RE: WST17/00108/10 - SSD-9872 - St Matthews Catholic College MUDGEE - CTPMSP consultation with TfNSW

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Hi Bevan,

We have consulted with the construction contractor regarding this point, and advise the following:

- Measures would be implemented at the site to control and monitor the rate of carpooling which include:

- Provision of a certain number of on-site car parking spaces, and frequently monitoring this on a day to day basis to identify if parking demand should increase due to reduced carpooling.
- Senior management to implement a car-pool networking scheme which identifies where contractors are travelling from/to and matches contractors living in the same part of town to travel together by carpooling. From this, a legible map be prepared indicating the general location of contractors which would be presented in several common areas, such as the daily sign-in desk and lunch room. Regular reminders would be provided during tool-box talks and administrative staff meetings to observe the carpool network information, and seek out car-share options with colleagues.
- Secure containers storage areas would be available on-site for services trades for safely storing tools/ equipment, which would otherwise necessitate a higher rate of workers driving to site.
- Incentivise carpooling by designating car parking spaces closest to the site office to those who carpool.
- Carpooling does occur by virtue of contractors residing in nearby locations within town, or surrounding towns as seen on other construction projects in regional towns such as in Orange.
- Similar scale SSD construction projects (~200 construction workers) previously have been assessed and approved based on a car pool rate of 15% which is equivalent to 1 in 6 workers carpooling where measures for encouraging carpooling have not been implemented. Thus, for the project to have the above measures implemented, the carpool rate of 1 in 3 workers is considered reasonable.

Notwithstanding the above, should the car pool rate not be as high as 1 in 3, it is unlikely that this would result in discernible traffic impacts on Lions Road/ Castlereagh Highway considering that the periods when construction workers would be travelling to/from site occur outside of the AM and PM road network peak periods.

In particular, you mentioned in our discussion that the right-turn bay on Castlereagh Highway (north approach) could be exceeded by the volume of cars turning into Lions Road assuming a large portion of the workforce is to originate from Mudgee. The volume of right-turn movements would be highest in the morning on the way to site (before construction commencing at 7am) which is when the opposing through movement (south approach) would be low. As such, this would provide sufficient gaps in traffic flow for the right-turn movement to clear. In the PM peak, cars would be driving away from the site with the majority of cars turning left onto Castlereagh Highway into Mudgee. On this basis, impacts to resident safety and amenity during the construction periods in particular are not expected be significant.

Kind regards,

Santi Botross

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From: Bevan Crofts <Bevan.Crofts@transport.nsw.gov.au>

Sent: Friday, 10 September 2021 1:15 PM

To: Santi Botross <Santi.Botross@ttp.net.au>

Cc: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Development Western <development.western@transport.nsw.gov.au>; Ridwan Quaium <Ridwan.Quaium@dubbo.nsw.gov.au>

Subject: FW: WST17/00108/10 - SSD-9872 - St Matthews Catholic College MUDGE - CTPMSP consultation with TfNSW

Hi Santi

Thanks very much for your time on the phone just now and again sorry about the wait.

The last outstanding concern from internal stakeholders is the potential that there may be a low uptake of car-pooling, and the envisaged peak hourly rate of 100 vehicles is exceeded. The large number of potential commuters to and from site during the early AM and also the PM peak period on nearby State Roads (Castlereagh Hwy and Lions Dr intersection in particular) may generate temporary concerns from residents in regard to safety and amenity. The plan is considered adequate in terms of monitoring and limiting onsite parking provision to 100 spaces to encourage car-pooling, but appears to stop short of commitments (e.g. minibuses) and/or enforcement policy measures that would ensure enough workers will car-pool to meet the target, if it is found that it is being exceeded in reality.

As discussed, as soon as you can make these minor adjustments I will be able to pass the document up to management with the recommendation that we have no further comments. Feel free to call anytime to discuss.

Thanks,

Bevan

Bevan Crofts
Case Officer
Development Services - West
Community & Place
Regional and Outer Metropolitan
Transport for NSW

Prof. Engineer and Design Pract. – Principal, Civil (NSW Reg'd: PRE0000363, PDP0000127, DEP0000371)
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From: Santi Botross <Santi.Botross@tttp.net.au>
Sent: Monday, 30 August 2021 9:15 AM
To: Bevan Crofts <Bevan.Crofts@transport.nsw.gov.au>
Cc: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Kristie Jones <Kristie.Jones@north.com.au>; Nick Windsor <Nick.Windsor@north.com.au>
Subject: RE: WST17/00108/09 - SSD-9872 - St Matthews Catholic College MUDGEE - CTPMSP consultation with TfNSW [Filed 30 Jul 2021 16:24]

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Morning Bevan,

Just touching base with you regarding the below.

We believe we have addressed TfNSW's earlier queries in full, and therefore, we do not expect many (if any) further comments.

If TfNSW does have any further comments, would be you be able to provide at your earliest convenience please? If none, we would like to wrap-up the CPTMP asap.

Thank you.

Kind regards,

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From: Bevan Crofts <Bevan.Crofts@transport.nsw.gov.au>
Sent: Monday, 9 August 2021 9:19 AM
To: Santi Botross <Santi.Botross@tttp.net.au>
Cc: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>
Subject: RE: WST17/00108/09 - SSD-9872 - St Matthews Catholic College MUDGEE - CTPMSP consultation with TfNSW [Filed 30 Jul 2021 16:24]

Hi Santi

Sorry I didn't let you know we had received and are actioning this, thanks. Our usual response timeframe is around 21 days from lodgement, and it is busy right now. We will endeavour to have a response back to you fairly shortly noting this document is a revision of one previously reviewed.

Bevan

Bevan Crofts
Case Officer
Development Services - West
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Transport for NSW

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From: Santi Botross [<mailto:Santi.Botross@tttp.net.au>]
Sent: Monday, 9 August 2021 9:12 AM
To: Bevan Crofts <Bevan.Crofts@transport.nsw.gov.au>
Cc: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Development Western <development.western@transport.nsw.gov.au>; Nick Windsor <Nick.Windsor@north.com.au>; Kristie Jones <Kristie.Jones@north.com.au>
Subject: RE: WST17/00108/08 - SSD-9872 - St Matthews Catholic College MUDGEE - CTPMSP consultation with TfNSW [Filed 30 Jul 2021 16:24]

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi Bevan,

Would you be able to advise on the status of the below?

Kind regards,

Santi Botross

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From: Santi Botross

Sent: Friday, 30 July 2021 4:25 PM

To: Bevan Crofts <Bevan.Crofts@transport.nsw.gov.au>

Cc: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Development Western <development.western@transport.nsw.gov.au>; Nick Windsor <Nick.Windsor@north.com.au>; Kristie Jones <Kristie.Jones@north.com.au>

Subject: RE: WST17/00108/08 - SSD-9872 - St Matthews Catholic College MUDGEE - CTPMSP consultation with TfNSW [Filed 30 Jul 2021 16:24]

Hello Bevan,

Hoping you are keeping well (and sane) in these lockdowns.

Apologies for the long silence. Since we spoke last, the construction contractor has reviewed the comments below and the CPTMP has been updated to provide more clarity and detail in response to the queries raised below.

Please refer below for responses to your queries, and attached for the updated CPTMP.

Could you confirm once these items have been adequately addressed?

I'll touch base with you next week. Have a good weekend!

Kind regards,

Santi Botross

Associate

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From: Bevan Crofts <Bevan.Crofts@transport.nsw.gov.au>

Sent: Monday, 29 March 2021 5:00 PM

To: Santi Botross <Santi.Botross@ttp.net.au>

Cc: Alexandra Power <Alexandra.Power@transport.nsw.gov.au>; Development Western <development.western@transport.nsw.gov.au>

Subject: WST17/00108/08 - SSD-9872 - St Matthews Catholic College MUDGEE - CTPMSP consultation with TfNSW

Hi Santi,

Thanks for taking my call just now and sorry about the wait. I am also required to send a copy of this email to Council's Engineer/Planner as the local roads authority.

Some of the sections of the plan appear to have content more relevant to an impact assessment report submitted in support of a development application. While we don't object to their inclusion, optionally it may be worth considering how the CTPMSP can be shortened so it is more user-friendly for the onsite staff responsible for its implementation, for example by only including relevant background info, and the required management measures and controls. The Principal Contractor(s) may be best positioned to guide this.

Otherwise our feedback is as follows, if you could please clarify the CTPMSP's position. This can be done by email first to reduce the number of plan iterations if you prefer:

1. (Section 4.7) Onsite parking of 100 spaces will be provided but peak instantaneous workforce is stated to be around 150 staff (in Section 4.7) and significantly higher during overlap of the Construction, Fitout and Civil works stages (Tables 4.1 and 4.2). Car pooling is mentioned as encouraged, but the CTPMSP has not specified how this will be managed (mandatory measures, or targeted performance outcomes, if any).

Peak construction workforce would be up to 150 staff on-site at any one time. Table 4.2 has been updated to present the maximum number of staff employed across each month of the works which considers the overlap of construction stages

Given that the workforce will comprise people living in Mudgee and surrounding towns having the same origins and destination (the work site), car-pooling is expected to occur organically amongst workers.

As a further measure, construction site management is recommended to implement a car-pool networking scheme which identifies where workers live and matches employees living in the same area who could travel together by car-pooling.

Notwithstanding this, there would be 100 parking spaces provided for workers as well as space available on-site to accommodate overflow parking demand. Site management is recommended to allocate parking spaces closest to the site office as car-pool bays as an incentive to workers to car share.

2. Update Table 4.1 construction staging and duration as it's now the end of March. Sorry about the wait, we will endeavour to promptly close this review upon receipt of your response.

Construction staging amended to monthly schedule as per Table 4.1. Construction date / month amended to be expected in Q3 2021.

3. (Section 5.3) Clarify 'heavy vehicle trips' means each one-way movement (in or out) consistent with the RTA 2002 Guide definition, or otherwise.

Vehicle numbers clarified by referring to either "vehicles" i.e. number of trucks or cars, or "vehicle movements" i.e. the in + out movements generated by one vehicle.

4. For the purpose of showing the scale of the haulage task for this project, it would be useful to add a table for daily heavy vehicle movements, that incorporates information similar to Tables 4.1 (Indicative Construction Staging and Duration) and 4.2 (Daily loads or movements) – is this the intent of Table 5.1? Some of the construction stages overlap in time, but we are unclear throughout the document whether this means the staff and HV movements are cumulative for that period of overlap, e.g. from Table 4.1, do 10 site establishment and 20 excavation staff equate to 30 total staff onsite during the first month (originally March)? Similarly for HV trips of 8/day and 15/day respectively during March. If the above interpretations are correct, the plan implies:

Stage	HV trips per day	Duration	Total HV trips assuming 5.5 days per week
Site establishment	8	1mo	191
Excavation	15	2mo	715
Construction	10-15	4mo	1430
Fit-out	50-60 small and medium rigid	8mo	11,430
External and civil works	10-20	8mo	3,810

For checking purposes only, if we assume an average 9m Medium Rigid Vehicle which is loaded with on average say 7t of goods or materials, we have 123,000 tonnes of imported material or approximately 51,000 cubic metres of material at a density of 2.4 t/m³, that of concrete or soil and ignoring much heavier materials such as steel. Please reconfirm the daily average vehicle trips are a reasonably realistic projection.

The purpose for Table 5.1 is to present heavy vehicle movements generated by the construction activities.

Table 5.2 presents the volume of material and concrete deliveries based on heavy vehicles volumes from Table 5.1.

5. (Section 5.3 Construction heading) Reference is made to 40-50 vehicle trips per day and 10-15 HV trips per day. Clarify if this is in addition to the 120 staff (commuters) working during that phase. If not this appears to assume a very high rate of car pooling – is this realistic? Will mandatory car pooling be enforced?

Updated separated heavy vehicle and light vehicle (workers) volumes are presented in Table 5.1.

6. (Section 5.3 Fit-out and finishes, and External works and civil works) these sections refer to 'vehicle trips' (rather than heavy vehicle trips) but then the fit-out is said to comprise mostly small and medium rigid vehicles (i.e. SRV and MRV trucks). Terminology across the document should be consistent: are HVs considered any vehicle over 3.5t GVM, and does this mean the 'vehicle trips per day' in the other headings under 5.3 also include HV movements?

Updated separated heavy vehicle and light vehicle (workers) volumes are presented in Table 5.1

7. (Section 5.4 and Table 5.1) Again, are these totals inclusive of all LV and HV movements but excluding staff commute (AM start and PM finish) movements?

Updated separated heavy vehicle and light vehicle (workers) volumes are presented in Table 5.1.

Light vehicle movements would occur before the start of the workday and after the end of the workday. Assuming at least 1 in 3 staff will car-pool with a co-worker, there would be up to 100 cars. These 100 cars would generate 100 light vehicle movements in the morning and 100 light vehicle movements in the afternoon. Staff car movements would occur in-line with the construction work hours which fall outside of the typical road network peak periods.

8. (Section 5.5) implies certain trucks can operate to site under the *Multi-State Class 1 Load Carrying Vehicle Dimension Exemption Notice 2020 (No.1)* dimension limits, but this may be misleading as this Notice only authorises use along the NSW Oversize Overmass Load Carrying Vehicles Network Approved Roads [shown on the map](#) (i.e. the Castlereagh Hwy) so it is understood a permit would need to be obtained for access via the local roads in any case.

Noted. Clarification provided in Section 5.5.

9. (Section 6.1) we understand advisory road signage installation on the Castlereagh Hwy (to advise of trucks turning and deter use of Spring Flat Rd) would require a Road Occupancy Licence from the TfNSW Road Occupancy Unit ([via OPLINC online](#)) and may not be supported due to the works duration and low risk of impacts for highway traffic itself. This can be explored, or alternatively due to the low forecast number of hourly movements on the highway/Lions Drive intersection it is suggested the traffic route might instead be managed by contractual and administrative arrangements with staff, suppliers and contractors, e.g. a 1-page route diagram to be included in contracts or engagements, and mentioned in toolbox meetings, site bulletins etc. if not adhered to, as well as site inductions already mentioned at s6.2 and 6.4.

Noted. Signage on Castlereagh Highway to be removed. Haulage route diagram is provided in Driver Code of Conduct.

10. (Section 6.7) 3-monthly scheduled reviews of complaints and compliments may be too infrequent to proactively anticipate and reactively respond to traffic issues or trends as they develop.

Reviews proposed to occur monthly. Amended in report.

11. (Driver CoC Section 4) amend the bold caption 'Heavy vehicle drivers are not to travel via Spring Flat Road' to 'all vehicles' (even though the CoC is only intended for signing by HV drivers), as it should remain clear that Spring Flat Road intersection with the Castlereagh is also not to be used by commuting workers or other LVs.

All vehicles to use Lions Road. CTMP and DCoC amended.

12. (Driver CoC Section 6) where will HVs layover if they find the site access gate locked (e.g. arriving early AM before the site opens)? If unmanaged, they will likely layover at a place distant from site, e.g. on the highway.

All deliveries will be scheduled for arrival only when the site is operational, and the site gate is open. It will not be efficient (or cost effective) for the project to schedule deliveries at times where there is a risk that the site could be shut.

The site manager will be aware all deliveries at the start of every day (or as early as the afternoon prior) and will ensure that the gates are open to accommodate heavy vehicles as soon as they are scheduled to arrive. Therefore, a vehicle laydown on approach is not required for the project.

13. Note this review covers SSD-9872 condition C11, and does not constitute satisfaction of conditions B4-B6 which relate to a requirement for an operational (school) Road Safety Audit. TfNSW records do not show consultation has occurred on that matter, which is required prior to CC. Note also but no action required, there are also other conditions precedent to Occupation which will require consultation with TfNSW later.

Since last contact, TfNSW has been provided a copy of the road safety audit report. Refer attached for correspondence with TfNSW.

Happy to further discuss by phone or meeting if needed.

Thanks,
Bevan

Bevan Crofts
Case Officer
Development Services – West
Community & Place
Regional and Outer Metropolitan
Transport for NSW

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Transport
for NSW

From: Santi Botross [<mailto:Santi.Botross@tpp.net.au>]

Sent: Thursday, 18 March 2021 3:02 PM

To: Development Western <development.western@transport.nsw.gov.au>

Cc: Ken Hollyoak <Ken.Hollyoak@tpp.net.au>; Clinton Cheung <clinton.cheung@tpp.net.au>; Kristie Jones <Kristie.Jones@north.com.au>

Subject: RE: St Matthews Catholic College (SSD-9872) - CTMP

Hi Alexandra,

Please see our responses below.

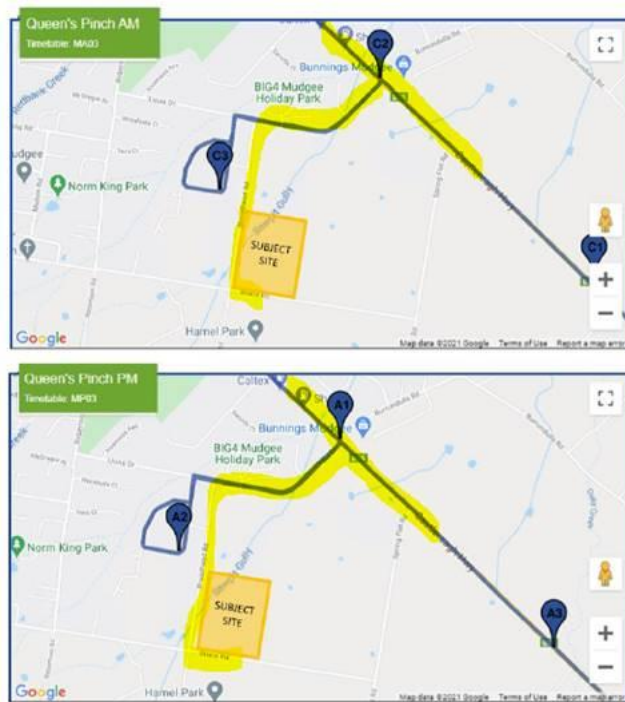
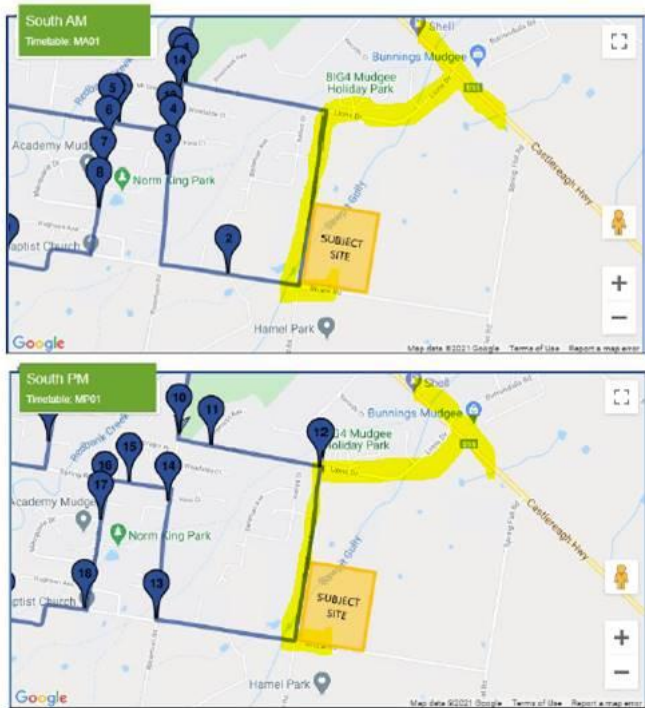
- The route will encompass turning right into Lions Drive from the Castlereagh Highway and Left from Lions Drive to Castlereagh Highway. Correct.
- Will the largest vehicle be the 19m semi-trailer? Correct. Although, semi-trailers travelling to the site would be infrequent and used for larger deliveries only which cannot be undertaken using rigid vehicles.
- It is noted that bus routes are provided as a part of the CTMP. Will bus routes/times be avoided as a part of the deliveries by heavy vehicles?

Generally, construction activities are expected to generate a low number of heavy vehicle trips per hour (on average 1-2 per hour). Notwithstanding this, the CTMP shall be updated such that heavy vehicle movements to/from the site along common routes with buses shall be limited to outside of busing periods on school days.

In the "worst case" there would be a 15 minute window where buses and trucks would potentially share the same route as buses as shown below (during the afternoon along route MA04). Notwithstanding this, heavy vehicles would be limited to outside of 8am – 9am and 3.30pm – 4.30pm on school days.

Common Route for Construction Vehicles and Buses:

Route MA01			Route MA03		
1	Cnr Robertson St/Lions Drive	8:00am	C1	243 Castlereagh Hwy	8:25am
2	Bruce Rd	8:07am	C2	Castlereagh Hwy & Lions Drive	8:28am
12	Cnr Lions/Broadhead Drives	3:48pm	C3	Kellett Drive	8:32am
13	Cnr Bruce Rd/Robertson St	3:50pm	A1	Castlereagh Hwy & Lions Drive	3:50pm
			A2	Kellett Drive	3:55pm
			A3	243 Castlereagh Hwy	4:00pm
Yellow = Truck haul route			Yellow = Truck haul route		



I trust the above addresses your queries. Are you able to respond advising whether the above proposal is to TfNSW's satisfaction?

Kind regards,

Santi Botross

Associate

p: +61 2 8437 7800 m: +61 491 6767 83

a: Suite 402, 22 Atchison Street, St Leonards NSW 2065

w: www.ttp.net.au e: Santi.Botross@ttp.net.au



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Nick Windsor

From: Wayde Hazelton <Wayde.Hazelton@transport.nsw.gov.au>
Sent: Friday, 4 June 2021 5:59 PM
To: Nick Windsor
Cc: Kristie Jones; Isaac Conway; Development Western
Subject: RE: SSD9872 - St Matthews Catholic School Mudgee - Road Safety Audit [TSA-P.NSW.C1365]

Hello Nick

I have no comments on the Road Safety Audit, that is not my role.
It is a matter for the developer to determine whether they accept the findings/report and to determine what and when (if) they will take remedial actions.
In this case, the consent authority will have to be satisfied that the issues raised in the report are adequately addressed / closed out.

Further information on road safety audits can be found at: [Austroads Guide to Road Safety Part 6: Managing Road Safety Audits \(2019\)](#).

Please call me if you want to discuss this further.

regards

Wayde Hazelton
Regional and Outer Metropolitan
Transport for NSW

T 02 6861 1678 | M 0409 161 862
51-55 Currajong Street Parkes NSW 2870



From: Nick Windsor [mailto:Nick.Windsor@north.com.au]
Sent: Friday, 4 June 2021 3:53 PM
To: Development Western <development.western@transport.nsw.gov.au>; Wayde Hazelton <Wayde.Hazelton@transport.nsw.gov.au>
Cc: Kristie Jones <Kristie.Jones@north.com.au>; Isaac Conway <Isaac.Conway@tsamgt.com>; Deanne Freeman <Deanne.FREEMAN@transport.nsw.gov.au>
Subject: RE: SSD9872 - St Matthews Catholic School Mudgee - Road Safety Audit [TSA-P.NSW.C1365]

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Hello Wade and Team,

We're hoping to progress with the external works on the St Matthews Catholic School Mudgee in the not too distant future and will need an approval from TfNSW prior to a construction certificate to allow these works to proceed.

Can I please ask that someone gets back to me with an approval or comments?

Please feel free to contact me should you have any queries.

Kind Regards,

Nick Windsor

Senior Project Manager

North Construction & Building Pty Ltd



P: (02) 4323 2633 | **M:** 0428 053 481 | **ABN:** 15 147 507 702

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DUBBO | Blueridge Business Park, Unit 1, 12 Blueridge Drive, Dubbo NSW 2830

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From: Development Western <development.western@transport.nsw.gov.au>

Sent: Monday, 24 May 2021 3:26 PM

To: Nick Windsor <Nick.Windsor@north.com.au>

Subject: RE: SSD9872 - St Matthews Catholic School Mudgee - Road Safety Audit [TSA-P.NSW.C1365]

Hello Nick,

Thankyou for submitting the Road Safety Audit for review. Have Mid-Western Regional Council sent the Road Safety Audit to the traffic committee? I will have Wade Hazelton the Associate Community and Safety Partner review the comments. Unfortunately he is not back from leave until next week.

Kind regards
Alexandra Power

From: Nick Windsor [<mailto:Nick.Windsor@north.com.au>]

Sent: Monday, 24 May 2021 2:37 PM

To: Deanne Freeman <Deanne.FREEMAN@transport.nsw.gov.au>; Development Western <development.western@transport.nsw.gov.au>

Cc: Wayde Hazelton <Wayde.Hazelton@transport.nsw.gov.au>; Isaac.Conway@tsamgt.com; Jake Worth <Jake.Worth@north.com.au>; Kristie Jones <Kristie.Jones@north.com.au>; Nick Millar <Nick.Millar@north.com.au>; Jim Disher <jdisher@triaxial.com.au>

Subject: RE: SSD9872 - St Matthews Catholic School Mudgee - Road Safety Audit [TSA-P.NSW.C1365]

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Hello Team,

Further to Deanne's email below please find attached the Road Safety Audit complete for the St Matthews Catholic School Mudgee. North Building & Construction along with Triaxial Civil have consulted with Mid Western Regional Council (MWRC) and had no comments from them.

We ask that you please review and provide comments if any.

Please feel free to contact me should you require further information.

Kind Regards,

Nick Windsor

Senior Project Manager

North Construction & Building Pty Ltd



P: (02) 4323 2633 | **M:** 0428 053 481 | **ABN:** 15 147 507 702

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From: Deanne Freeman <Deanne.FREEMAN@transport.nsw.gov.au>

Sent: Wednesday, 5 May 2021 3:59 PM

To: Isaac.Conway@tsamgt.com

Cc: Development Western <development.western@transport.nsw.gov.au>; Wayde Hazelton <Wayde.Hazelton@transport.nsw.gov.au>; Nick Windsor <Nick.Windsor@north.com.au>

Subject: FW: SSD9872 - St Matthews Catholic School Mudgee - Road Safety Audit [TSA-P.NSW.C1365]

Hi Isaac,

I've had a chat with the development section here and they're the best people to manage this. Development Western are you able to respond to the below.

Regards
Deanne

Deanne Freeman
Regional LG Programs Coordinator

From: Isaac Conway [<mailto:Isaac.Conway@tsamgt.com>]

Sent: Wednesday, 5 May 2021 9:37 AM

To: Deanne Freeman <Deanne.FREEMAN@transport.nsw.gov.au>

Cc: Nick Windsor <nick.windsor@north.com.au>

Subject: SSD9872 - St Matthews Catholic School Mudgee - Road Safety Audit [TSA-P.NSW.C1365]

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Good Morning Deanne,

Sorry for the cold email – I have only been sent your email as a point of contact by one of my colleagues. I have been advised that you were previously involved on the St Matthews Catholic School project in Mudgee as a representative for TfNSW (Network Safety Officer).

By way of background, I am working on the St Matthews Catholic School project in Mudgee for TSA management as the client side project manager. Nick (Cc'd) is the Senior Project Manager from the contractor (North) who has been developing the design with the consultant team.

As part of the SSD consent conditions, our project was required to undertake a Road Safety Audit and implement safety measures in consultation with council and TfNSW.

The Road Safety Audit has been completed, a design developed and consultation has commenced with the Mid-Western Regional Council to seek their comments.

Can you please advise the preferred mechanism for engagement with TfNSW?

Please give me a call if it is easier to discuss on the phone.

Kind Regards,

Isaac Conway
Project Manager



Level 15, 207 Kent Street, Sydney, NSW, 2000

+61 401 526 236

+61 2 9276 1400

Isaac.Conway@tsamgt.com

www.tsamgt.com

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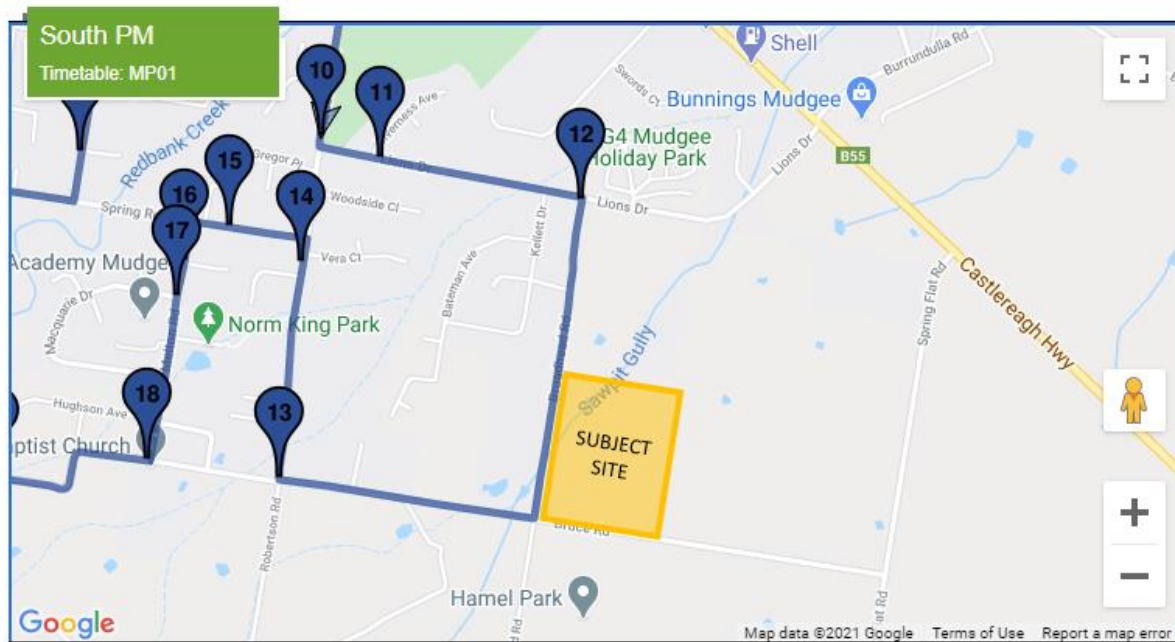
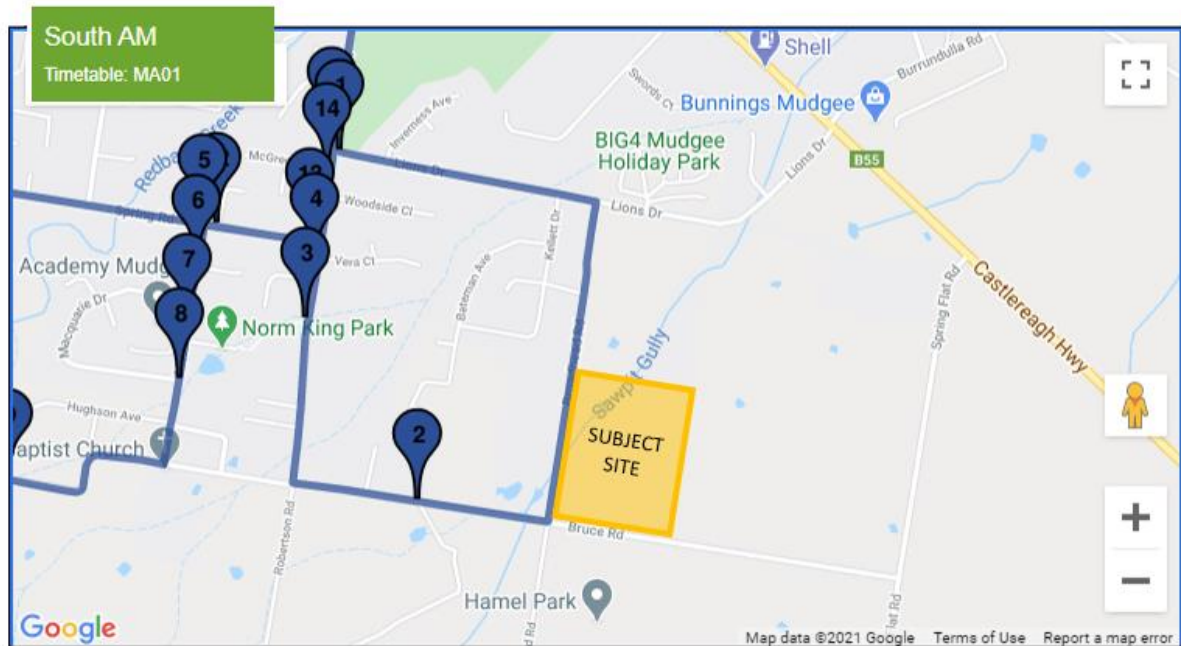
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Appendix B

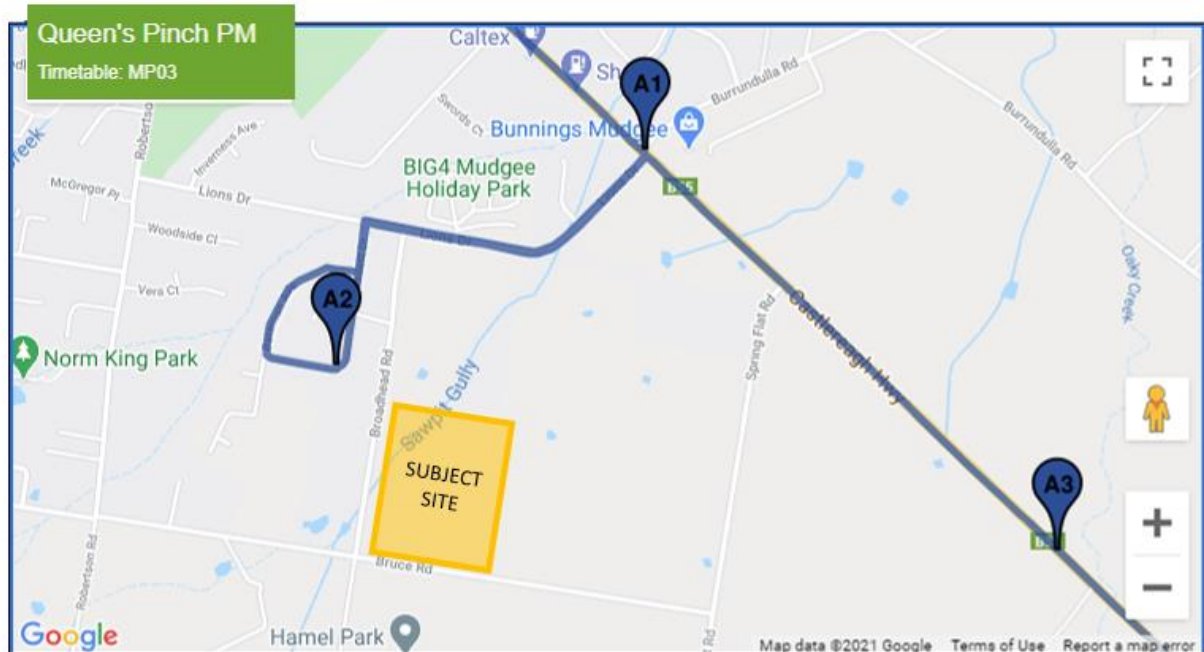
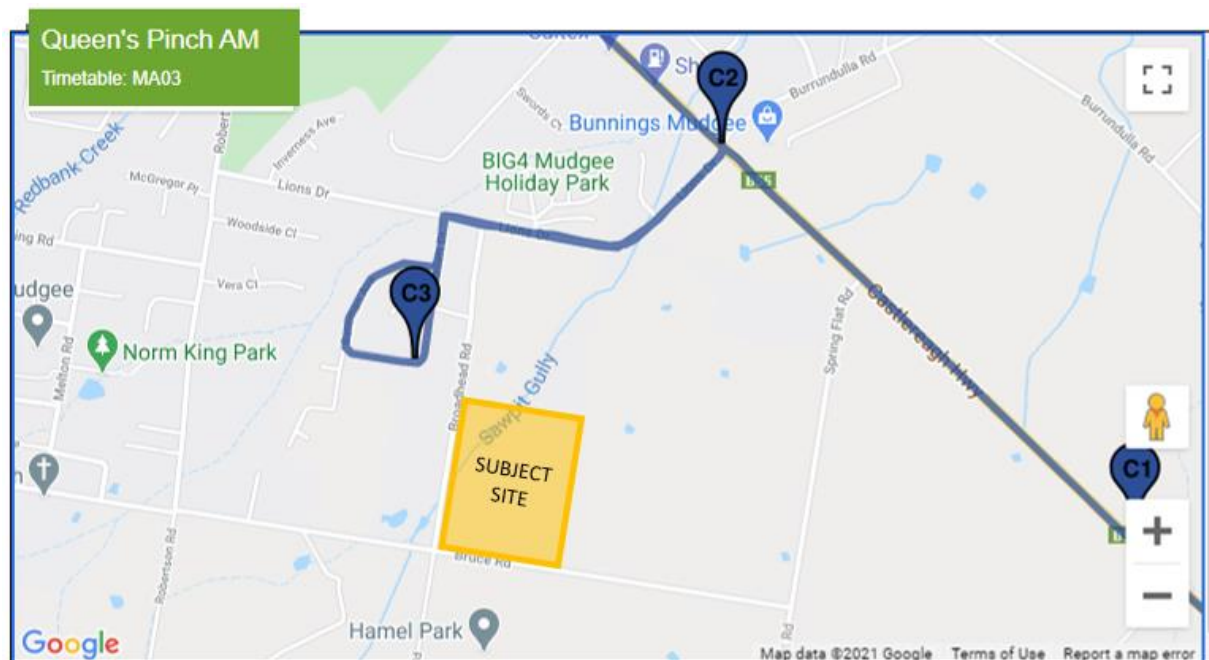
School Bus Route Maps (MA01, MA03 and MA04)

South (Mudgee) School Bus Route



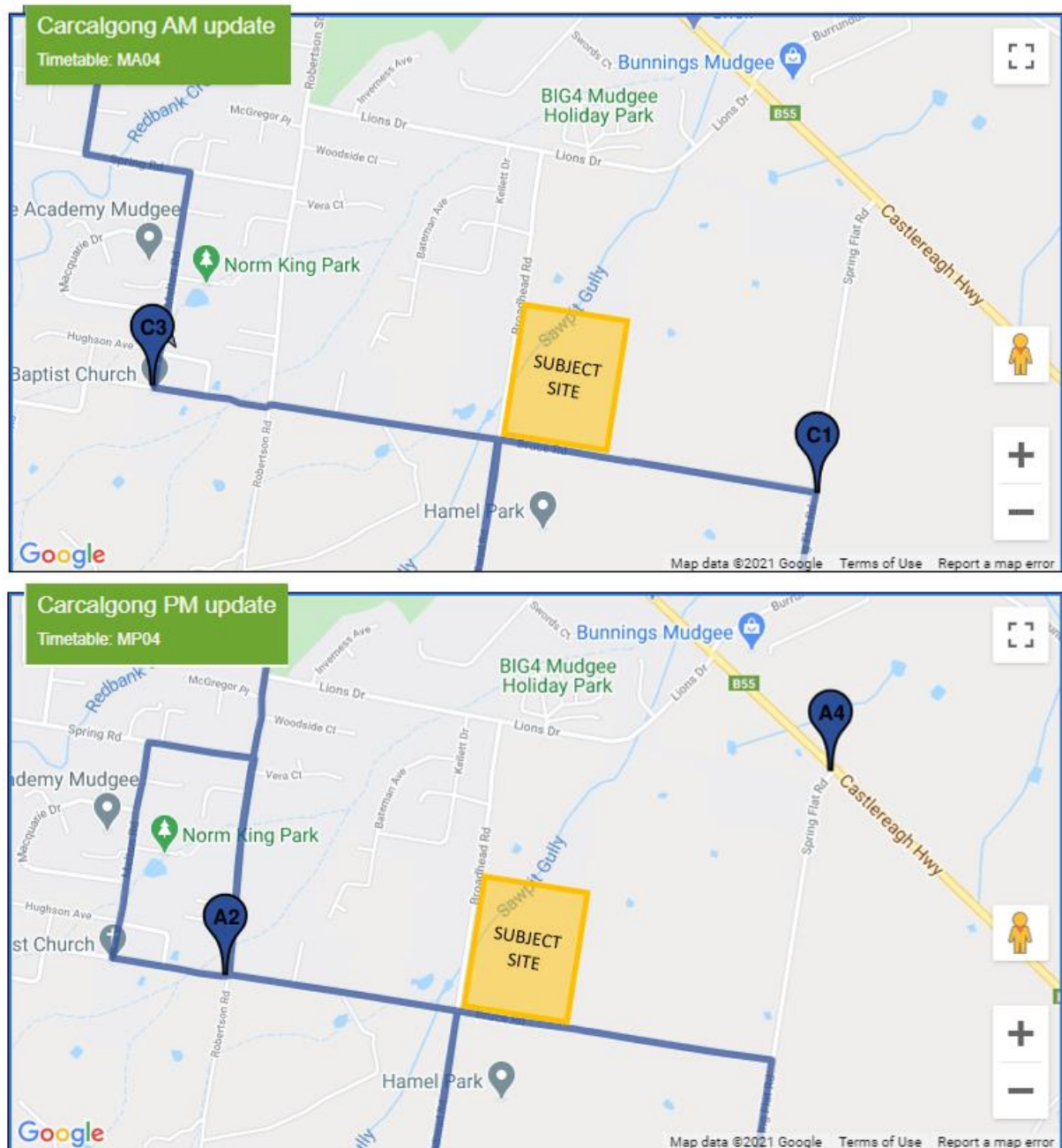
Source: Ogden's Coaches Mudgee School, viewed online 18/02/2021

Queen's Pinch School Bus Route



Source: Ogden's Coaches Mudgee School, viewed online 18/02/2021

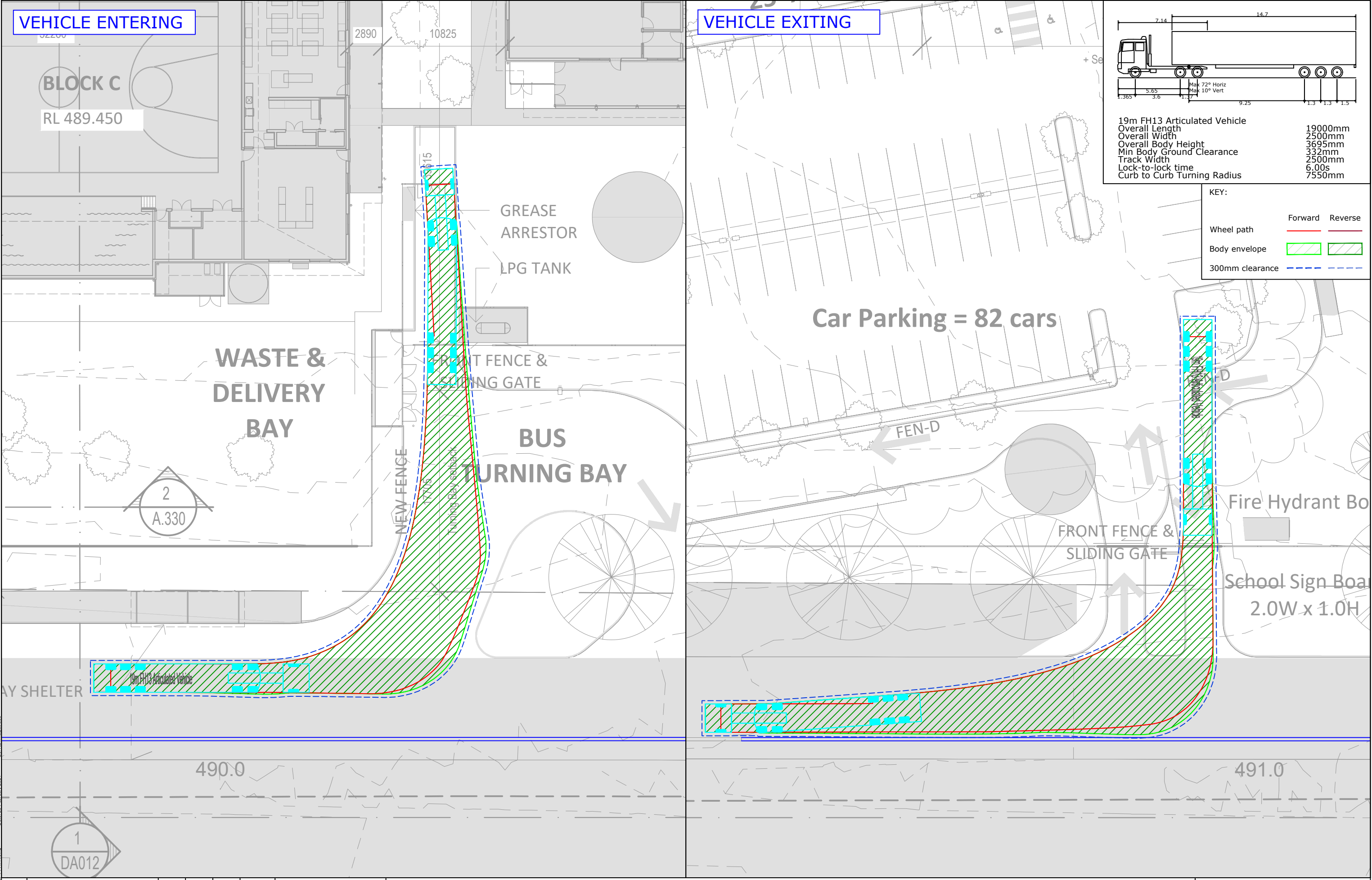
Carcalgong School Bus Route



Source: Ogden's Coaches Mudgee School, viewed online 18/02/2021

Appendix C

Swept Paths



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	SB	KH	21/02/21



PROJECT	ST MATTHEWS CATHOLIC COLLEGE, MUDGEE		
TITLE	SWEPT PATH ANALYSIS 19m FH13 ARTICULATED VEHICLE		

DWG No.	18472CAD008 FIGURE 1		
DATE STAMP	25 FEBRUARY 2021		
PROJECT No.	SCALE	REV.	
18472	1:300 @A3	A	

Filename: 18472CAD008-2 (25 FEB 2021) SWEPT PATH.dwg Date: 25 February 2021 By: Karl Manisdrado

Appendix D

Traffic and Pedestrian Control Plan

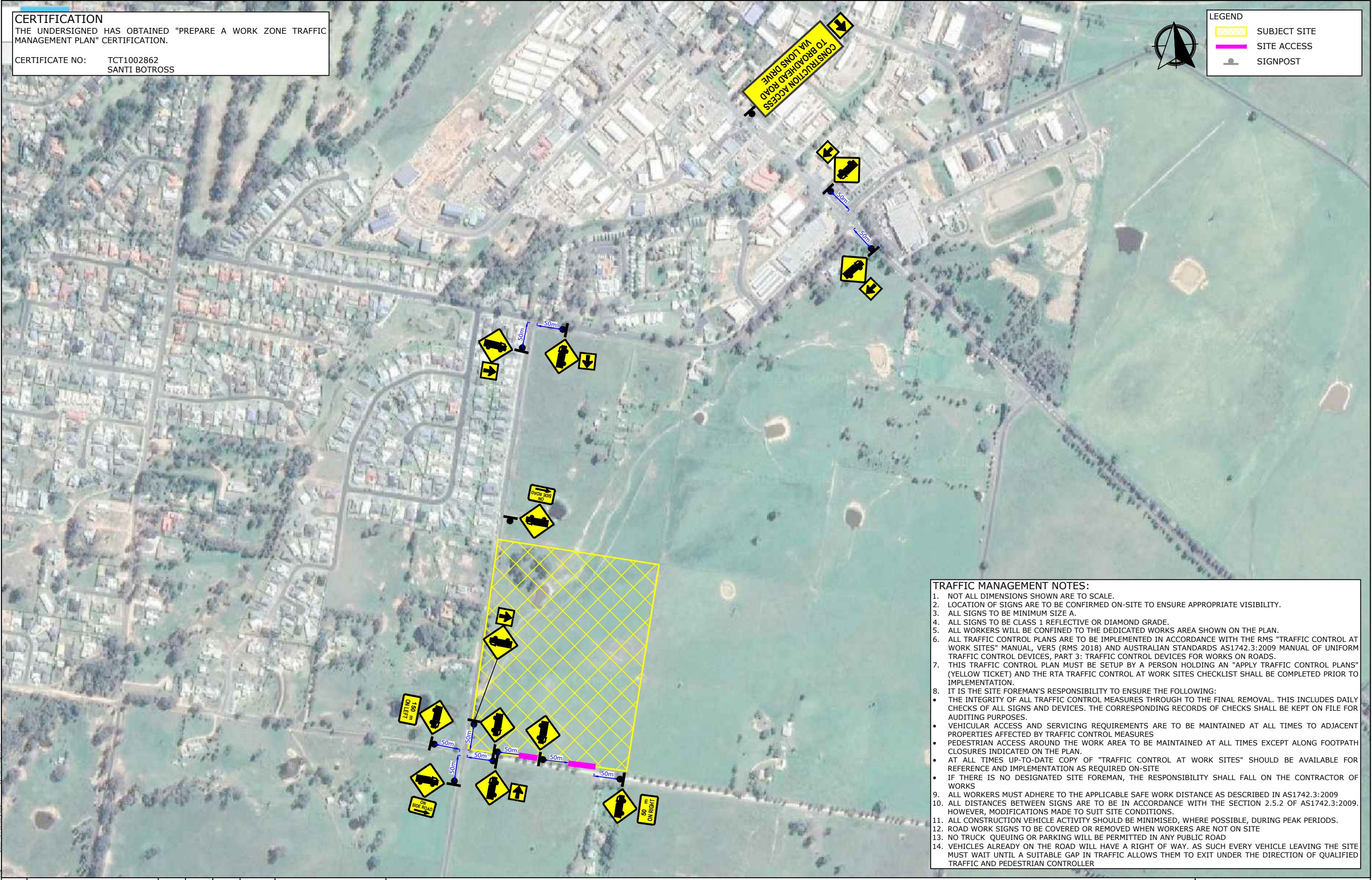
CERTIFICATION
THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.

CERTIFICATE NO: TCT1002862
SANTI BOTROSS



LEGEND

- SUBJECT SITE
- SITE ACCESS
- SIGNPOST



- TRAFFIC MANAGEMENT NOTES:**
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 3. ALL SIGNS TO BE MINIMUM SIZE A.
 4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
 5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE RMS "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER5 (RMS 2018) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
 7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE RTA TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
 8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
 - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES EXCEPT ALONG FOOTPATH CLOSURES INDICATED ON THE PLAN.
 - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
 - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
 9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
 10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
 11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
 12. ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE
 13. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD
 14. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER

Filename: 18472CAD007-210218-1-CP.dwg Date: 18 February 2021 By: Ken Macleod

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	SB	KH	18/02/21



PROJECT	ST MATTHEW'S CATHOLIC SCHOOL, MUDGEE		
TITLE	TRAFFIC CONTROL PLAN		

DWG No.		18472CAD007	
		FIGURE 1	
DATE STAMP			
18 FEBRUARY 2021			
PROJECT No.	SCALE	REV.	
18427	NTS	A	

Appendix E

Driver Code of Conduct



DRIVER CODE OF CONDUCT
FOR
48 BROADHEAD ROAD, SPRING FLAT
(ST MATTHEWS CATHOLIC SCHOOL
MUDGEE – SECONDARY CAMPUS)

Driver Code of Conduct

This document sets out the requirements for heavy vehicle operators performing work at 48 Broadhead Road, Spring Flat (St Matthews Catholic School Mudgee – Secondary Campus).

DECLARATION

I, the undersigned, hereby agree to abide by the Driver Code of Conduct for the above project.

I have read and understand the requirements outlined in the Code and will, to the best of my ability, comply and assist with their implementation, requirements and ongoing administration.

Driver

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

1.0 General Requirements

The Driver Code of Conduct is to be distributed to all heavy vehicle driver personnel accessing the site prior to the commencement of works. The Code is to be provided to each driver to read and sign to confirm they have understood and pledge to follow the haulage instructions. Once completed, a copy of the signed Code would be supplied by the sub-contractor or personnel to North Construction and Building Pty Ltd for record keeping.

All drivers travelling to and from the site must:

- Have read and signed the Driver Code of Conduct (this document) prior to entry to the site;
- Hold a valid driver's license for the class of vehicle that it being operated;
- Operate the vehicle in a safe manner while on site and public road network;
- Comply with the direction of authorised site personnel when onsite;
- All drivers are to use seat belts when driving; and
- All drivers are to drive to the sign posted speed limit, both on public roads and within the site.

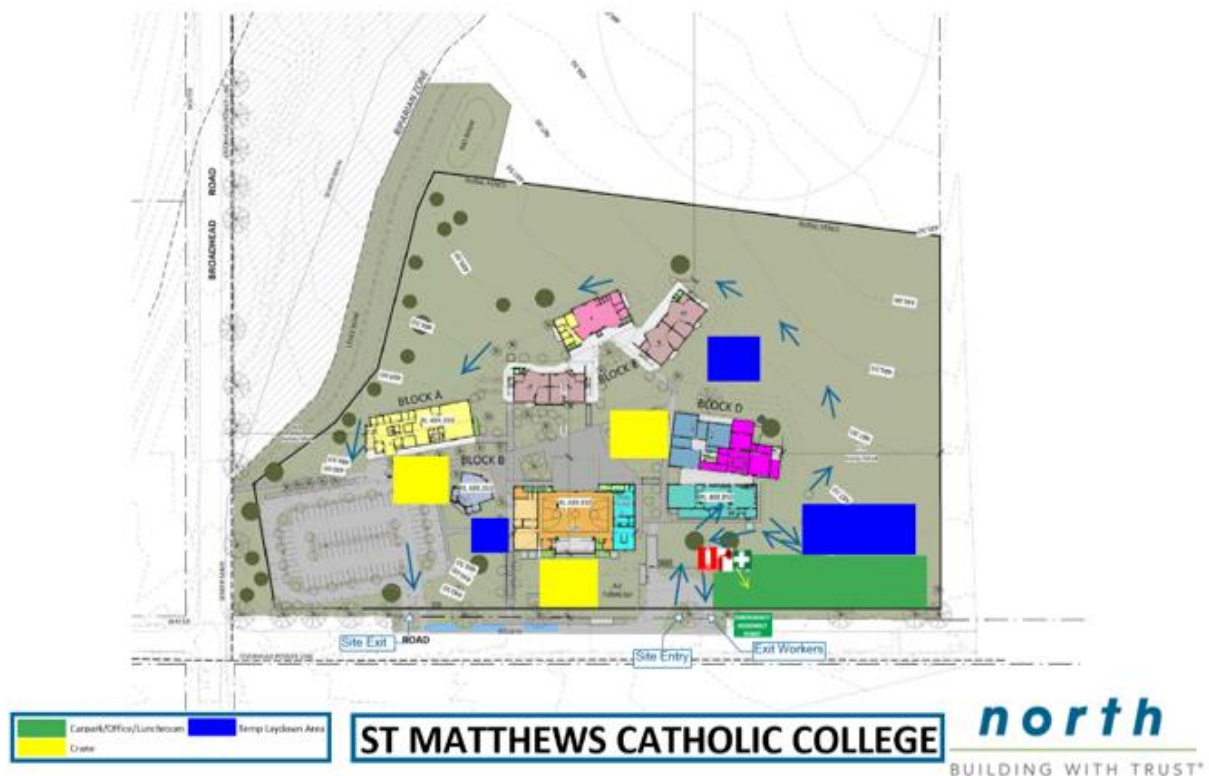
2.0 Occupational Health and Safety

All personnel entering the site are required to follow occupational health and safety legislation. This means that you must:

- Carry out your duties in a way which does not adversely affect your own health and safety or that of others.
- Cooperate with measures introduced in the interest of workplace health and safety;
- Perform any WH&S training provided; and
- Report all matters which may affect workplace health & safety to your supervisor immediately.

3.0 Site Access

All vehicles are to enter and exit the construction site via the site access driveways located off Bruce Road, as shown below.



Heavy vehicles are to enter the site via the “Site Entry” driveway.

Heavy vehicles will exit the site via the “Site Exit” driveway.

All vehicles must enter and exit the site in a forward direction. Whilst on-site all vehicles must follow the internal circulation route through the site as shown above.

4.0 Heavy Vehicle Haul Routes

All construction vehicles, including heavy vehicles and construction workers, must adhere to the designated truck routes to/from the site as follows:

- **Arrival Route:** from B55 Castlereagh Highway, turn left or right onto Lions Roads, turn left onto Broadhead Road, turn left onto Bruce Road, and turn left into the site access driveway.
- **Departure Route:** Exit the site by turning right out onto Bruce Road, turn right onto Broadhead Road, turn right onto Lions Road, and turn left or right onto Castlereagh Highway.

The above-mentioned heavy vehicle haulage routes are shown below.



All vehicles are not to travel via Spring Flat Road.

5.0 Speed Limit

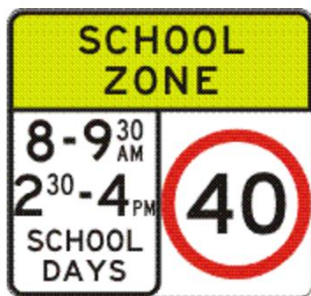
All drivers must comply with the Australian Road Rules with travelling along public roads. Drivers are to observe the posted speed limits, and adjust speed appropriately to suit the road and weather conditions at the time.

Speed limits on routes to the site from areas surrounding Mudgee vary between 40 km/h (school zones) up to 110 km/h. The maximum speed that a vehicle must travel is the signposted speed.

A default speed limit of 50 km/h applies in built-up urban areas where there is no signposted speed limit.

Warning signs indicating a reduction in speed ahead must also be obeyed. These signs are shown below.

NSW Road Speed Limit Signs



Speed Reduction Ahead Warning Sign



The speed limit within the site is 10 km/h (walking speed), unless signposted otherwise in an area. The speed limit on-site is to be strictly obeyed.

6.0 Parking

All heavy vehicle operators must park vehicles in the designated spaces on-site.

Parking on-street along Bruce Road, Broadhead Road or any other local roads in the vicinity is not permitted.

Heavy vehicles are not permitted to layover/ wait on any public roads.

7.0 Noise Control

Where possible, heavy vehicle operators should not use engine brakes near residences and built up areas.

All heavy vehicles must be fitted with audible reversing alarms. However, to minimise disturbance to neighbouring residents, reversing should be minimised on-site where possible.

8.0 Load Covering

All loaded trucks arriving at and departing from the construction site are required to have an effective cover over their load for the duration of the journey, except loads carrying metals (steel reinforcement, heavy steel, etc.). The load cover may be removed only upon arrival at the destination (ie. at the site).

Care must be taken to ensure that all loose debris from vehicles and wheels is removed prior to exiting the site.

Site management is to monitor loose material on the side of the haul route and take appropriate action regularly.

9.0 Other Safety Considerations

All drivers travelling to/from the site must be aware of the following:

- Concealed driveways – drivers are to drive with caution around any signposted concealed driveways
- Wet/ foggy weather safety – drivers should adjust their driving speed to suit weather condition at the time.
- Other road users – drivers should stay alert to other drivers, motorcyclists, cyclists and pedestrians whilst driving to/ from the site.

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

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