

4. Construction Traffic Management Plan

4.1 Traffic Management Planning Process

Temporary Traffic Management (TTM) for the project has been planned in accordance with Transport for NSW, *Traffic control at work sites – Technical Manual, Issue No.6.0*, 14 September 2020 (TCAWS). The process is shown in Figure 16.

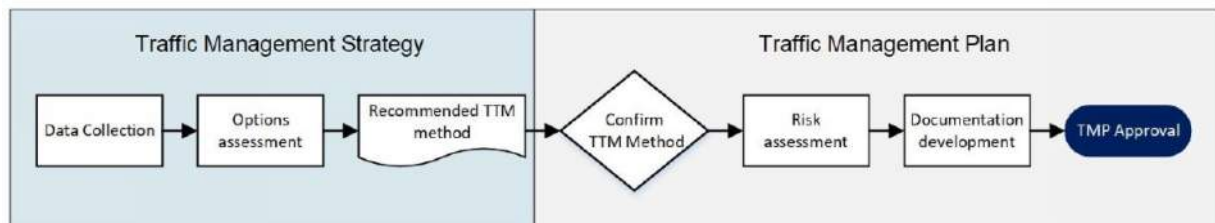


Figure 16 - Construction Vehicle Ingress Route

An iterative process is being adopted in collaboration with relevant stakeholders to adopt the most appropriate traffic management approach and develop the associated documents for the work.

4.2 Traffic Management Strategy

A traffic management strategy has been chosen to support the appropriate allocation of time, funds and resources for the project, and allow for consultation in determining the safest and most efficient way for road users to interact with the work site.

The traffic management strategy included consistent engagement with TfNSW through the development and submission of an initial Concept Construction Traffic Management Plan (CCTMP). The CCTMP process highlighted the initial data collection and options assessment to ensure the lowest net risk for all stakeholders were considered. The following have been considered in determining the TTM method:

Detour options

No detours are necessary or proposed by the client and therefore, disproportionate amount of disruption to the road users will NOT be introduced.

Site location

The site is located on the corner of Buchan Avenue and Faulkner Way. A portion of Buchan Avenue between the site and Soldiers Parade is currently being constructed and will be completed upon the commencement of the main works. There may be existing signage and infrastructure that may obstruct signs and devices needed for certain strategies.

Work area

The area needed to safely perform the work does not require any road closure as all work will be performed on site.

Vulnerable road users

Desire lines of pedestrians, cyclists, motorcyclists and users of scooters do not impact on works or create undesired interaction between these road users and traffic

Community facilities and needs

The presence of the surrounding bus stops on Buchan Avenue and the train station on Soldiers Parade does not create conflict with the work.

4.3 Decisions of TTM Method

After considering the factors in Section 4.2 and the recommendation of the client, the TTM method chosen is "Around (elimination)" as traffic can and will be completely separated from the work area. This method will provide the lowest overall net risk option.

4.4 Objectives

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 the 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.

4.5 Hours of Work

All works associated with the project will be restricted the following working hours:

- Monday to Friday 7am to 6pm;
- Saturday 8am to 1pm;
- Sunday and Public Holidays No work permitted;

4.6 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 contractors 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 and 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.

4.7 Construction Process

It is proposed that the on-site construction works are to commence in mid-October 2021 and are likely to be completed over the following 14-15 months, with completion of the construction works estimated to be in early 2023. The estimates are as follows:

- Construction Program / Milestones
 - Stage 1 – Bulk earthworks, retaining walls and footings – 4 months
 - Stage 2 – Building installation – 5 months
 - Stage 3 – Landscaping – 3 months
- Average construction workers per day during the main construction phase is about 65 persons;

It is expected that the construction will involve approximately the following number of vehicles during each stage of the project:

- Stage 1 – Earthworks – Civil Works: 50-100 per day (Truck and Dog)
- Stage 2 – Main Works – Construction: 20-40 per week (Mainly up to 19m Articulated Vehicle, 25m Prime Movers will be required for 4 weeks to deliver DfMA)

Within the context of the broader road network, construction traffic activity, which will be spread throughout each day, is not anticipated to cause a notable impact upon the capacity or operation of the road network and will fall within typical daily traffic variations.

The abovementioned construction works are to be completed within the main works. The plan for the proposed works is shown in Figure 17.

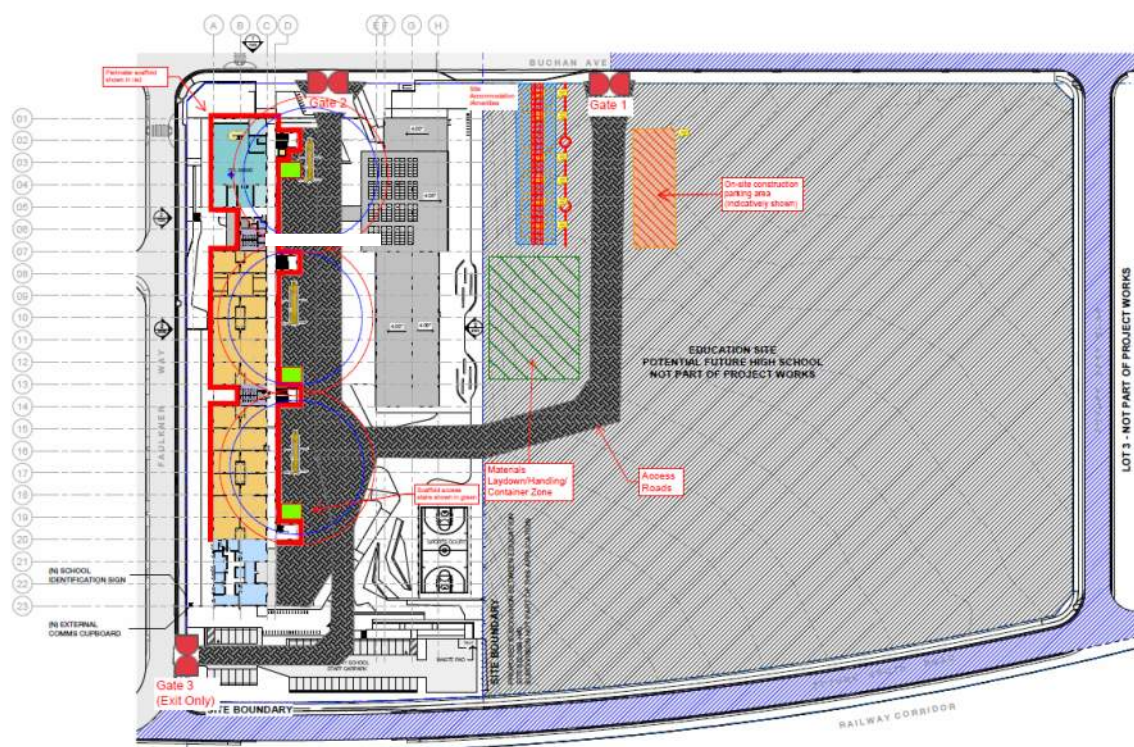


Figure 17 - Construction Plan

4.8 Construction Vehicle Types

The construction stage of the development will involve the use of a number of different vehicle types in relation to the various stages and tasks involved. The development will be constructed using prefabricated DfMA modules, therefore the maximum vehicle size has been determined on the basis that the largest modules have been chosen. All vehicles will be limited to up to a 25m long Prime Mover for all material removal and deliveries.

Any oversized vehicle (including the use of mobile cranes) that is required to travel to the project into the vicinity of the site will be dealt with separately, with the submission of required permits to and subsequent approval by the Council and TfNSW prior to any delivery being undertaken.

Refer to Section 4.10 for further details regarding special deliveries.

4.9 Construction vehicle Routes

The site is located on the corner of Faulkner Way and Buchan Avenue. Buchan Avenue is currently being constructed to link to Soldiers Parade which connects to Campbelltown Road and Camden Valley Way (State Roads). Buchan Avenue will be constructed to be left-in and left-out at the intersection with Soldiers Parade.

As the Buchan Avenue and Soldiers Parade link will be under construction during the commencement of the civil works, construction vehicles will be required to use an interim route before using the Buchan Avenue and Soldiers Parade intersection. The interim route will be from Camden Valley Way, via Rynan Avenue and then to Buchan Avenue. Upon completion of the Buchan Avenue and Soldiers Parade intersection, construction vehicles will then be able to use the route through Soldiers Parade.

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 road and all loading and unloading of materials will be undertaken within the site as described in Section 4.7. All vehicle routes to and from site are constrained to existing public roads that have the physical geometry to accommodate the turning movements.

4.9.1 Interim Construction Vehicle Route

At commencement of the Earthworks Stage, the Buchan Avenue and Soldiers Parade link will not be completed. Therefore, construction vehicles will be required to travel from Camden Valley Way, via Rynan Avenue and then to Buchan Avenue. During the Earthworks Stage construction vehicles will be limited to no greater than a 19m Truck and Dog.

Figure 1 shows the ingress and egress for the largest construction vehicle, 19m Truck and Dog routes for the Earthworks Stage of the development. Swept paths for key intersections along the route have been provided in **Attachment 1**.

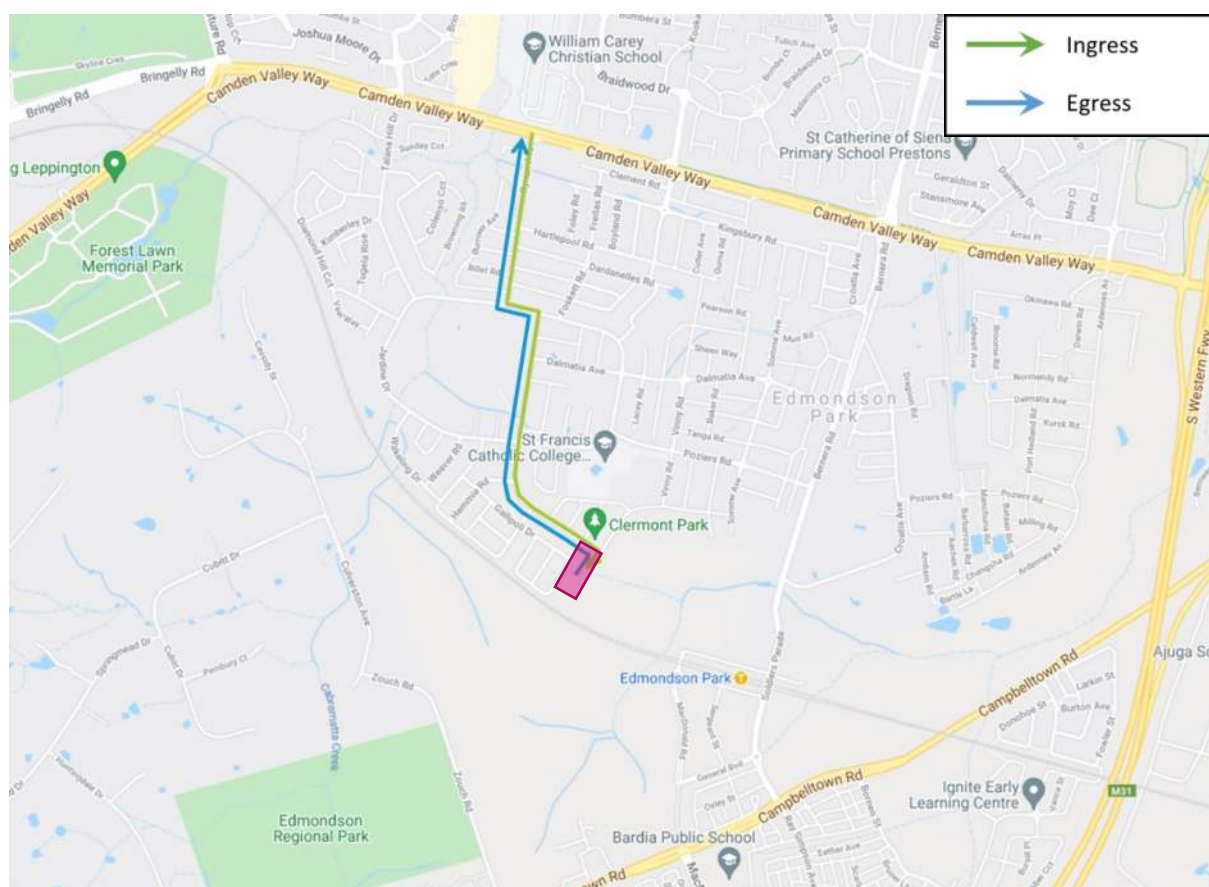


Figure 18 - Earthworks Stage Vehicle Routes

4.9.2 Final Construction Vehicle Route

As soon as the Buchan Avenue and Soldiers Parade intersection is finalised, all construction vehicle routes use the final route. The Buchan Avenue and Soldiers Parade intersection will perform as a left-in and left-out intersection. A swept path assessment has been undertaken using both a 19.0m Truck and Dog, 19.0m Articulated Vehicle (AV) and 25.0m Prime Mover as shown in **Attachment 1**.

The assessment indicates that the turning manoeuvres from Soldiers Parade into Buchan Avenue require the use of multi-lanes. However, as per the *Road Rules 2014 – NSW Legislation Regulation 28* such manoeuvring is permissible. Therefore, the assessment indicates that the existing public roadways are able to accommodate the turning manoeuvres of the construction vehicles.

4.9.2.1. Road Rules 2014 – NSW Legislation Regulation 28

The following has been extracted from the road rules which allows for the use of multi-lanes to perform a left turn manoeuvre for the proposed heavy vehicles.

A driver may approach and enter the intersection from the marked lane next to the left lane as well, or instead of, the left lane if:

- (a) the driver's vehicle, together with any load or projection, is 7.5 metres long, or longer, and*
- (b) the vehicle displays a do not overtake turning vehicle sign, and*
- (c) any part of the vehicle is within 50 metres of the nearest point of the intersection, and*

(d) it is not practicable for the driver to turn left from within the left lane, and

(e) the driver can safely occupy the next marked lane and can safely turn left at the intersection by occupying the next marked lane, or both lanes.

The construction vehicles that require the use of multi-lanes all exceed 7.5m in length and also meets all other requirements stipulated in the regulation. Therefore, the swept path assessment has been undertaken utilising multi-lanes to perform turning manoeuvres when necessary.

In order to reach the proposed work zone, different routes are proposed for AVs and HRVs as described in the following sub-sections.

Figure 19 shows the ingress and egress for the largest construction vehicle, 25m Prime Mover routes for the construction of the development. Swept path for key intersections along the route have been provided in Attachment 1.



Figure 19 - Construction Stage Vehicle Routes

4.10 Construction Vehicle Access and Work Zone Provision

During the earth works and the construction of the school, access and egress for construction vehicles will be located on Buchan Avenue and Faulkner Way. Two accesses will be provided on Buchan Avenue which will be used for ingress and egress while Faulkner Way will have one access which will only be used for egress when required which cannot be used by any vehicle larger than a 20.0m Articulated Vehicle.

No work zones are proposed during the construction of the development. A figure showing all accesses is shown in Figure 20.

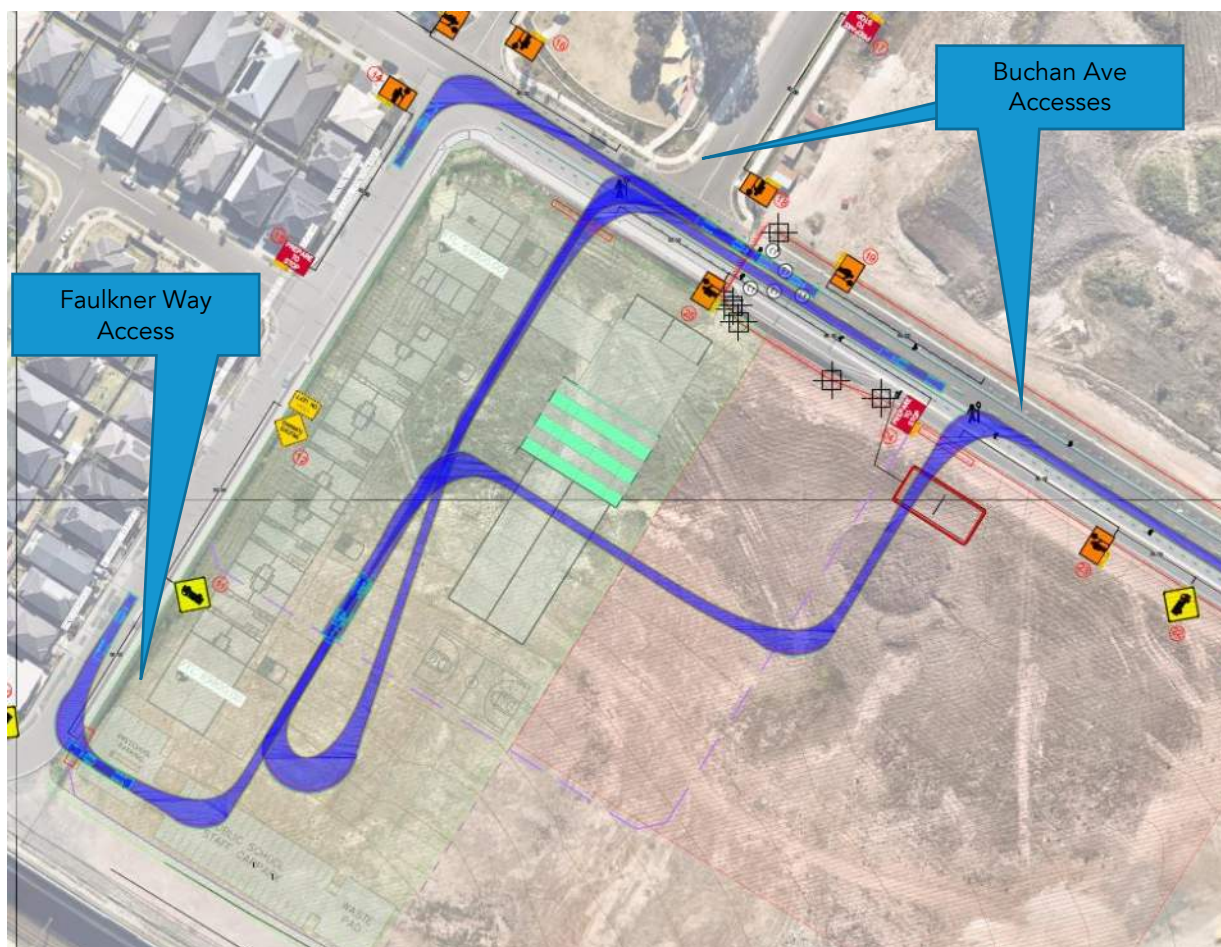


Figure 20 - Construction vehicle access

4.11 Traffic Control Measure

The Traffic Guidance Schemes (TGS) outlines the proposed traffic management to inform road users of the changed traffic conditions in the vicinity of the works site. This will minimise conflicts between construction vehicles and existing traffic in the locality.

The TGSs have been set out in accordance with the RMS Traffic Control at Works Site. These specific TGSs will be provided by the traffic management contractor prior to commencement of works and submitted to Council / TfNSW for approval.

A trained and accredited RMS traffic controller will be required to meet the requirements of the TCAWS.

4.11.1 Interim Construction Vehicle Route

TGSs will be required along Buchan Avenue and on Faulkner Way adjacent to the three accesses to inform other road users of turning vehicles in and out of the site.

The locations and required measures are shown in Figure 21 and Figure 22 with more detailed TGS in Attachment 2.



Figure 21 - Buchan Avenue & Site access TGS



Figure 22 - Faulkner Way TGS

4.11.2 Final Construction Vehicle Route

In addition to GTs presented in Section 4.11.1, during the construction TGSs at the Buchan Avenue / Soldiers Parade will be required, as vehicles greater than a Truck and Dog, when turning into Buchan Avenue from Soldiers Parade need to occupy the opposite direction lane.

The locations and required measures are shown in Figure 23, with more detailed TGS in Attachment 2.



Figure 23 - Soldiers Parade & Buchan Avenue TGS

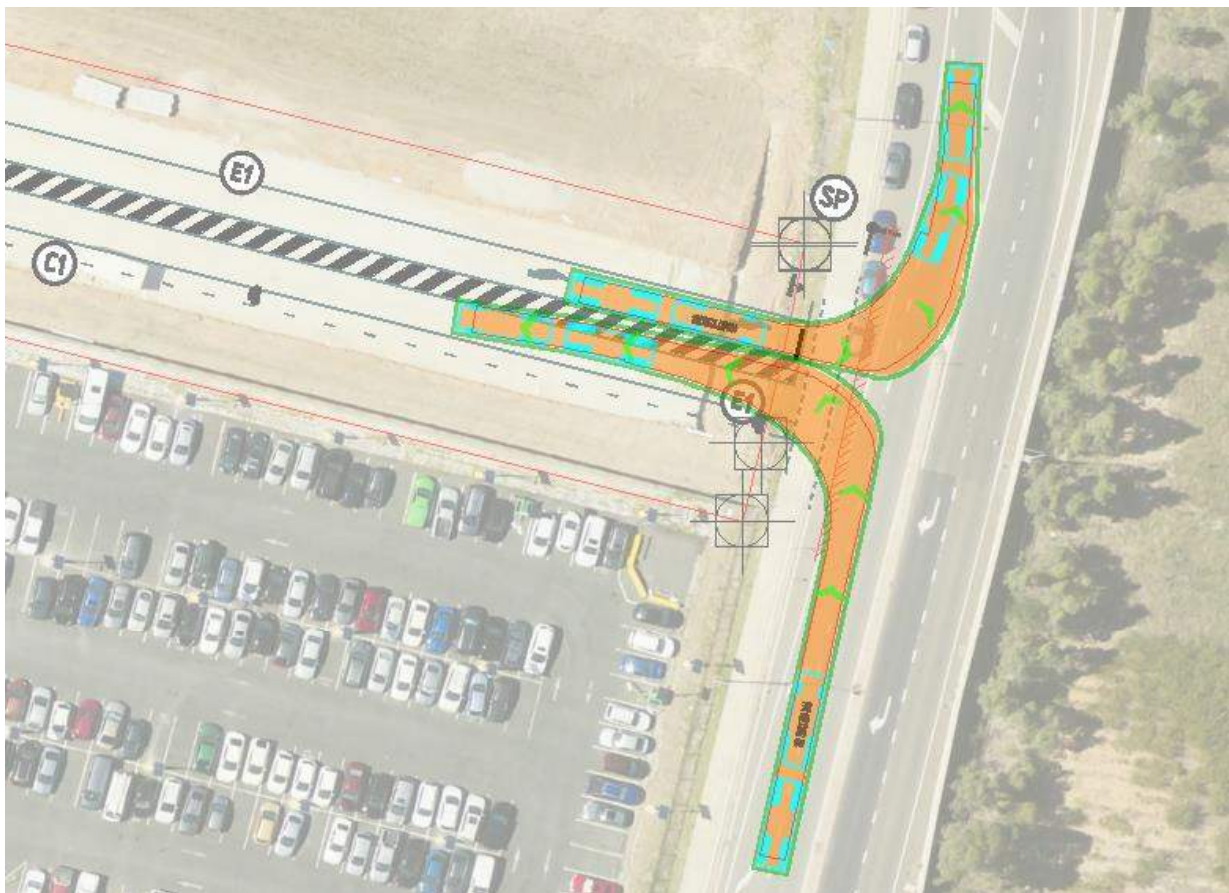


Figure 24 - 19m Truck and Dog – Buchan Avenue and Soldiers Parade Intersection

4.12 Pedestrian Access

The general public will not be allowed access to the site. The contractor will ensure that the proposed site fencing is maintained in a clean, well illuminated and safe manner at all times, throughout the duration of the project. Due to the nature of the site and the emphasis placed on materials handling, the efficient control and protection of pedestrian traffic is of utmost importance.

The site perimeter boundaries consist of site fencing, installed during the various construction phases. The site fencing will be established immediately following site possession and fitted with appropriate public directional signage.

It should be noted that Traffic Controllers are **NOT** to stop general traffic, pedestrians or cyclists on the public street(s) to allow trucks to enter or leave the site. They **MUST** wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. Special treatment is not to be given to trucks leaving a construction site - the vehicles already on the road and pedestrians on the footpath have right-of-way.

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

The Applicant must apply to the Council to organise appropriate approvals for site fencing prior to commencement of works.

4.13 Special Deliveries

It is understood that oversize vehicles are generally not allowed to travel on Local Roads unless approval for a one-off occasion is obtained from the National Heavy Vehicle Regulator (NHVR) and Council. Requests to use these vehicles must be submitted to the NHVR 28 days prior to the vehicle's scheduled travel date. For more information, please contact the NHVR on 1300 696 487 or www.nhvr.gov.au.

Should the lead contractor require a partial road closure on State, Regional and/or Local Roads, or carry out work within 100m of Traffic Signals, an application will be made to the relevant authority to obtain their approval.

4.14 Cumulative Effect of Adjacent Developments

It is known that works will be undertaken to construct the south and east road, which are expected to be finished by mid-2022. The land to the north of Buchan Avenue will also be developed in the future, though the exact timing of these works is unknown at the time of writing. These developments may occur concurrently; however, they have not been approved and no contractors have been appointed yet.

During the construction of the School, 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. Though potential cumulative impacts will include higher demand for parking during construction, these impacts will be mitigated through appropriate liaison and communication.

4.15 Construction Staff Parking

As discussed in Section 4.4, the average number of construction staff per day will be approximately 65. 15 parking spaces for the construction staff will be provided adjacent to the school site on Lot 2 (also owned by DoE), but also on-street parking will be available.

To minimise car usage, the contractor will be encouraged to assist in the transportation of workers to the site and all site personnel will be made aware of the public transport options available in the vicinity of the site (refer to Section 3.2) and encouraged to utilise these facilities.

Site personnel who choose to drive will also be encouraged to consider car-pooling wherever practicable.

The on-street parking spaces available in the vicinity of the site are shown in Figure 25. Approximately 56 spaces as marked by green lines would potentially be available for construction staff at all times during the construction period, as these are directly adjacent to the development site and there are no other attractors in the vicinity which generate a demand for parking.

Further up to 76 spaces will be available along the future south and east road once their construction by Landcom is completed.

Approximately 38 on-street parking spaces as marked by pink lines in Figure 25 may be available temporarily or periodically. This is because of the following reasons:

- The land to the north of Buchan Avenue is vacant at the moment, therefore, the kerbside parking spaces on the northern side of Buchan Avenue are less likely to be utilised. However, if any construction is undertaken on the now vacant land, the number of kerbside parking spaces may be reduced.

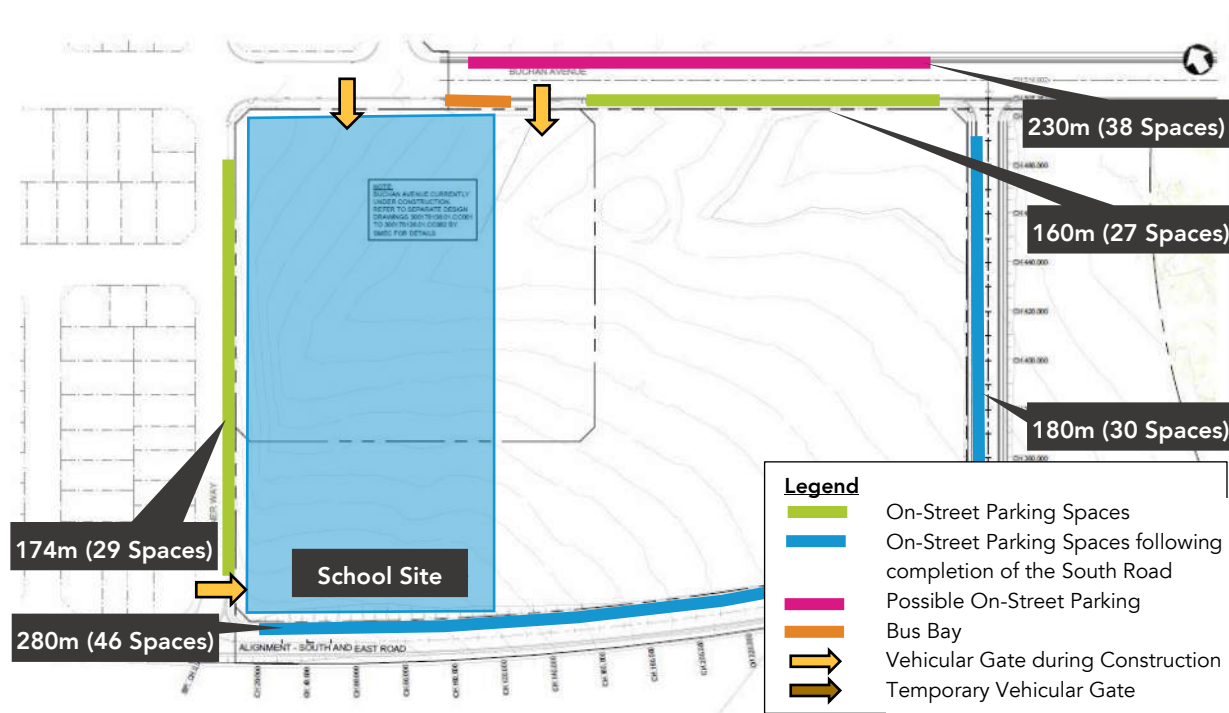


Figure 25 - On-Street Parking Spaces on the vicinity of the Site

4.16 Work Site Security

To provide security to the works site and protection to the general public, it is likely that the site perimeter boundaries will comprise of site fencing, installed during the various construction phases. The site fencing will be established immediately following site possession and fitted with appropriate public directional signage. The exact location of the site fencing will be determined by the contractor.

All gates are securely locked outside of working hours and may be regularly patrolled by security staff. This security network should work closely with the contractor to ensure that security is being maintained throughout the construction period.

The contractor should maintain a site entry register requiring all visitors to sign in upon entry. All visitors will be required to wear an identification "visitor" badge and wear appropriate PPE at all times while on site.

All visitors to the site will also be issued with temporary site access ID card, in order to gain authorised entry to the project site and for display whilst being escorted on site.

4.17 Construction Staff Induction

All construction staff and subcontractors are required to undergo a site-specific induction which outlines the construction procedures and management framework specific to the project. The induction is aimed at instilling in each person a common-sense approach to safety, to ensure they employ the responsible environmental practices and awareness needed to deliver the project in accordance with the relevant regulations and standards.

A record of all site inducted personnel will be retained on site as well as within the site induction management platform.

4.18 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 site access along Buchan Avenue or Faulkner Way.

A detailed Emergency Management Plan will be further developed by the contractor prior to site establishment works.

4.19 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 advised of anticipated truck movements in operation with access to adjoining properties being maintained at all times.

4.20 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 2.4 of Traffic Control at Worksites.

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

4.21 Method of Communicating Traffic Changes

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

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

4.22 Contact Details for On-Site Enquires and Site Access

Isaac Pinkerton

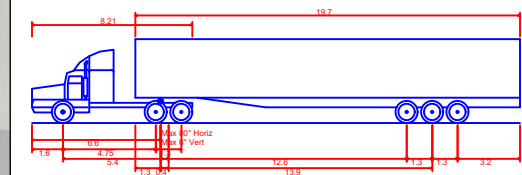
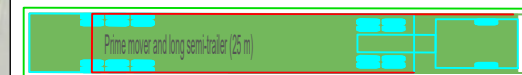
Project Manager

0439 767 858

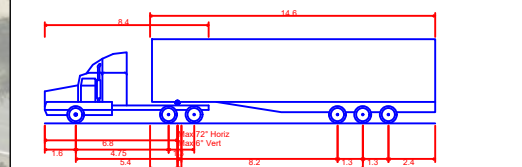
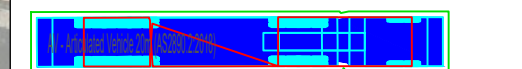
4.23 Maintenance of Road and Footpath

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 contractor at no cost to Council.

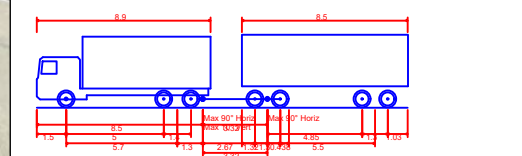
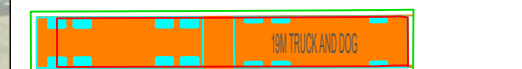
Attachment 1 Swept Path Assessment




Prime mover and long semi-trailer (25 m)	
Overall Length	25.000m
Overall Width	3.000m
Overall Body Height	4.300m
Min Body Ground Clearance	0.540m
Max Track Width	3.000m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	15.000m

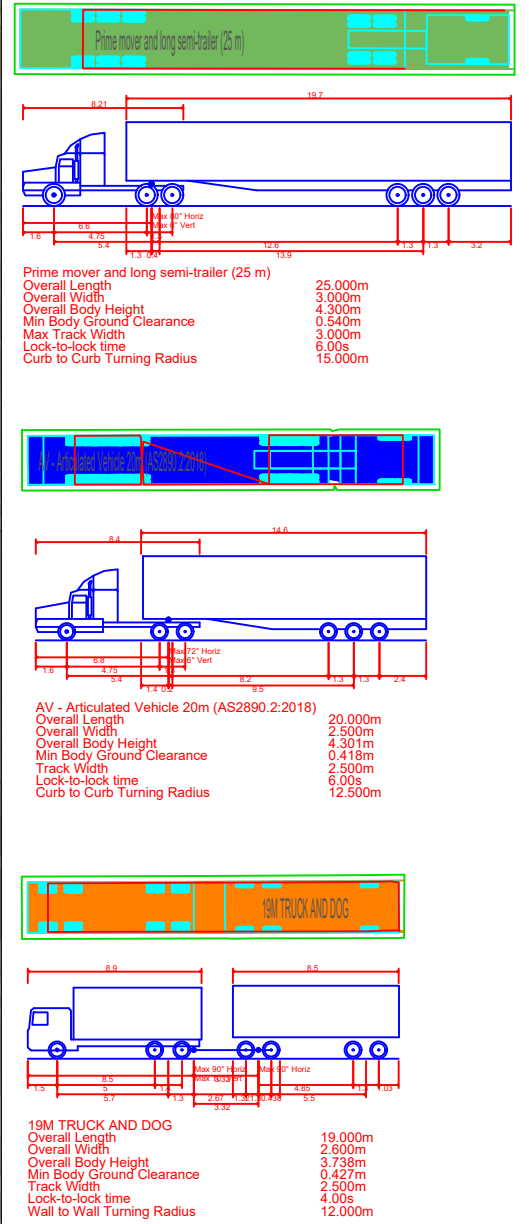



AV - Articulated Vehicle 20m (AS2890.2:2018)	
Overall Length	20.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



19M TRUCK AND DOG	
Overall Length	19.000m
Overall Width	2.600m
Overall Body Height	3.738m
Min Body Ground Clearance	0.427m
Track Width	2.500m
Lock-to-lock time	4.00s
Wall to Wall Turning Radius	12.000m

<div><div>ptc.</div><div>Suite 502, 1 James Place North Sydney NSW 2060</div><div>t +61 2 8920 0800</div><div>ptcconsultants.co</div></div>	REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED		PROJECT Edmondson Park Primary School - CTMP	Designed by: Aaron Pau - SafeWork NSW Card No. TCT0000267 (PWZ)	CLIENT	SINSW	PRELIMINARY	
									Requested by: Isaac Pinkerton	DRAWING #		PTC-006
	P4	28.09.2021	for information		AP		DB	DRAWING TITLE Camden Valley Way & Rynan Ave Swept Path 19m Truck and Dog	Approved by: Dan Budai - SafeWork NSW Card No. TCT0016805 (PWZ)	PROJECT #		21-3164
	P3	23.09.2021	for information		AP		DB		Delegation: Work Manager	SCALE		1 : 1000 @ A3
	P2	05.05.2021	for information		JM		SW					
	P1	03.05.2021	for information		JM		SW					

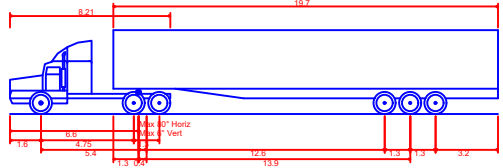


<div><div>ptc.</div><div>Suite 502, 1 James Place North Sydney NSW 2060</div><div>t +61 2 8920 0800</div><div>ptcconsultants.co</div></div>	REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED		PROJECT Edmondson Park Primary School - CTMP	Designed by: Aaron Pau - SafeWork NSW Card No. TCT0000267 (PWZ)	CLIENT	SINSW	PRELIMINARY	
								Requested by: Isaac Pinkerton	DRAWING #	PTC-007		
	P4	28.09.2021	for information	AP	DB		DRAWING TITLE Rynan Ave & Jardine Dr & Buchan Ave Swept Path -19m Truck and Dog	Approved by: Dan Budai - SafeWork NSW Card No. TCT0016805 (PWZ)	PROJECT #	21-3164		REV P3
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	P2	05.05.2021	for information	JM	SW							
	P1	03.05.2021	for information	JM	SW							

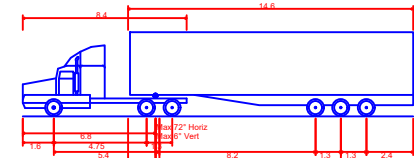
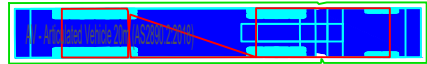


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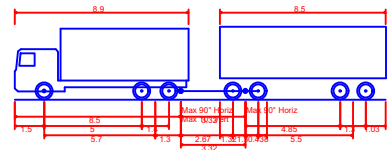
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Prime mover and long semi-trailer (25 m)
Overall Length 25.000m
Overall Width 3.000m
Overall Body Height 4.300m
Min Body Ground Clearance 0.540m
Max Track Width 3.000m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 15.000m



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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
P4	28.09.2021	for information	AP	DB
P3	23.09.2021	for information	AP	DB
P2	05.05.2021	for information	JM	SW
P1	03.05.2021	for information	JM	SW



PROJECT
Edmondson Park Primary School - CTMP
DRAWING TITLE
Buchan Ave Roundabout
Swept Path -19m Truck and Dog

Designed by: Aaron Pau - SafeWork NSW Card No. TCT0000267 (PWZ)
Requested by: Isaac Pinkerton
Approved by: Dan Budai - SafeWork NSW Card No. TCT0016805 (PWZ)
Delegation: Work Manager

CLIENT SINSW
DRAWING # PTC-008
PROJECT # 21-3164
SCALE 1 : 1000 @ A3

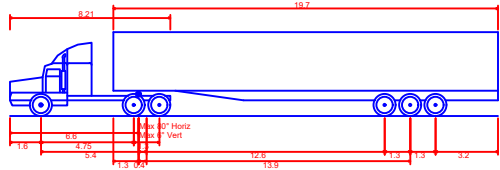
PRELIMINARY

REV P3

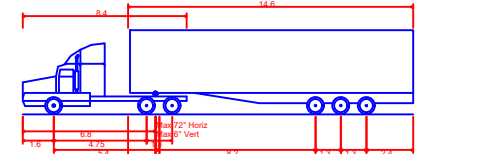
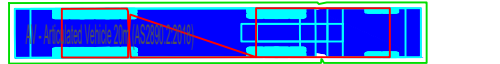


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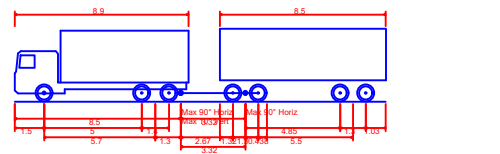
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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
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P2	05.05.2021	for information	JM	SW
P1	03.05.2021	for information	JM	SW



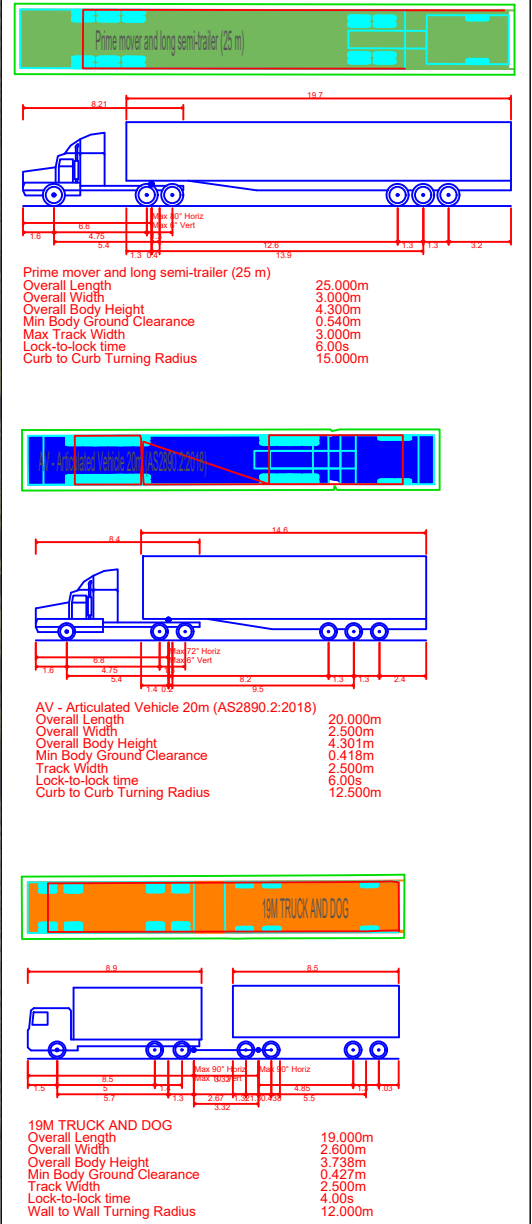
PROJECT
Edmondson Park Primary School - CTMP
DRAWING TITLE
Site Access Swept Paths
19m Truck and Dog

Designed by: Aaron Pau - SafeWork NSW Card No. TCT0000267 (PWZ)
Requested by: Isaac Pinkerton
Approved by: Dan Budai - SafeWork NSW Card No. TCT0016805 (PWZ)
Delegation: Work Manager

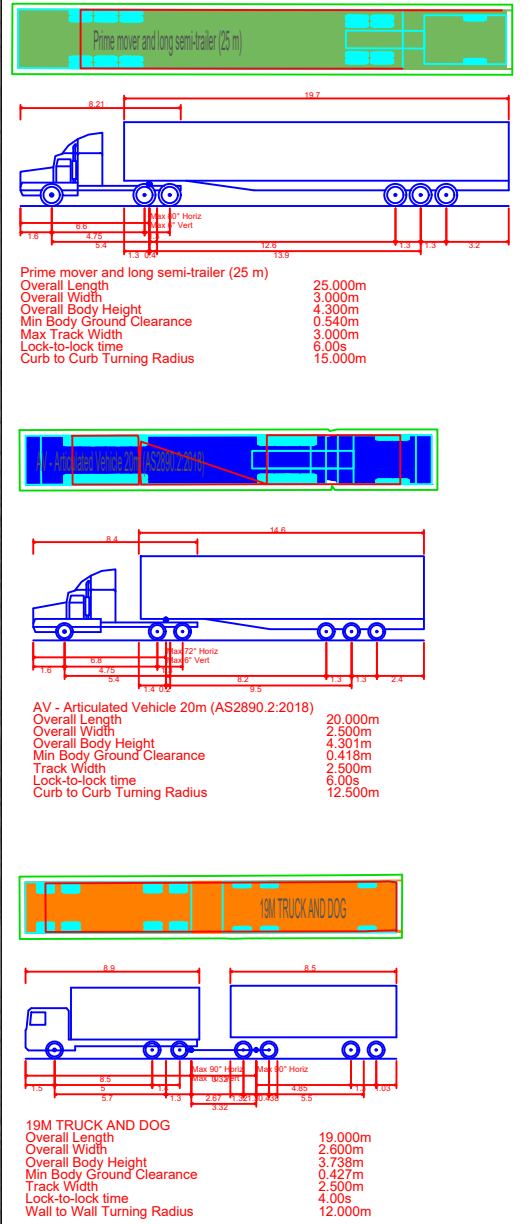
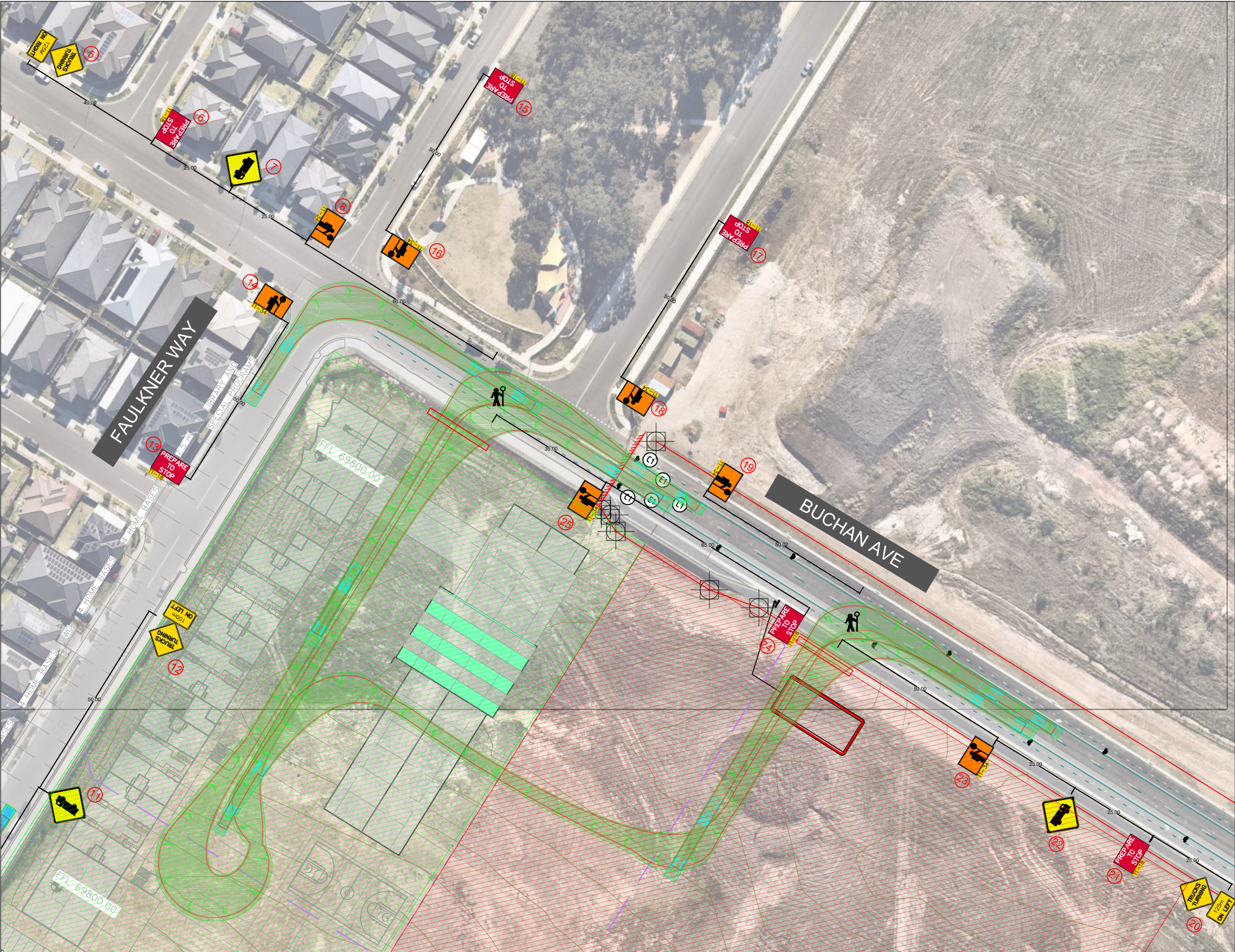
CLIENT SINSW
DRAWING # PTC-009
PROJECT # 21-3164
SCALE 1 : 1000 @ A3

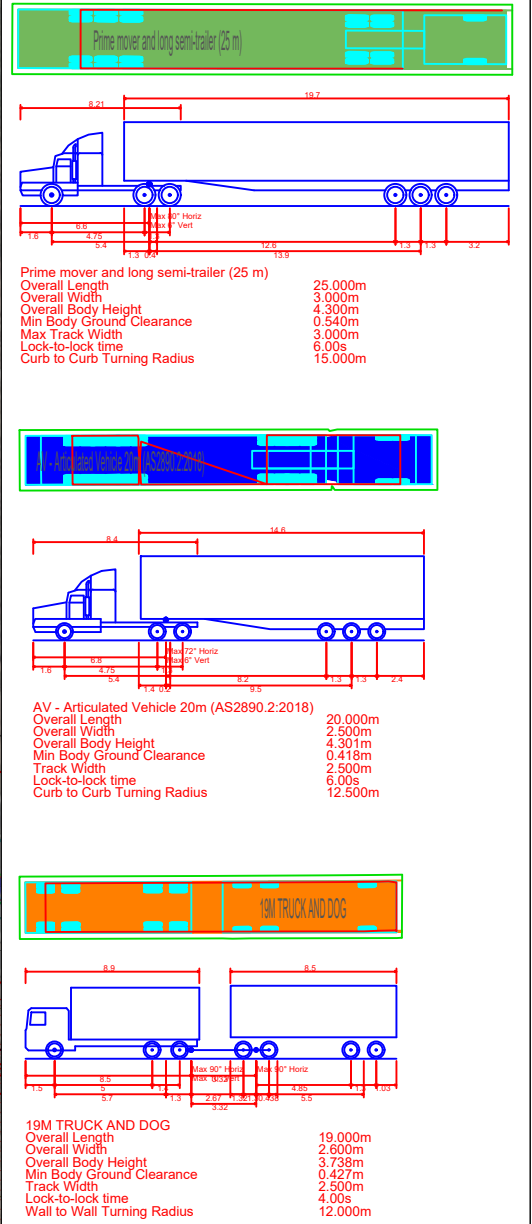
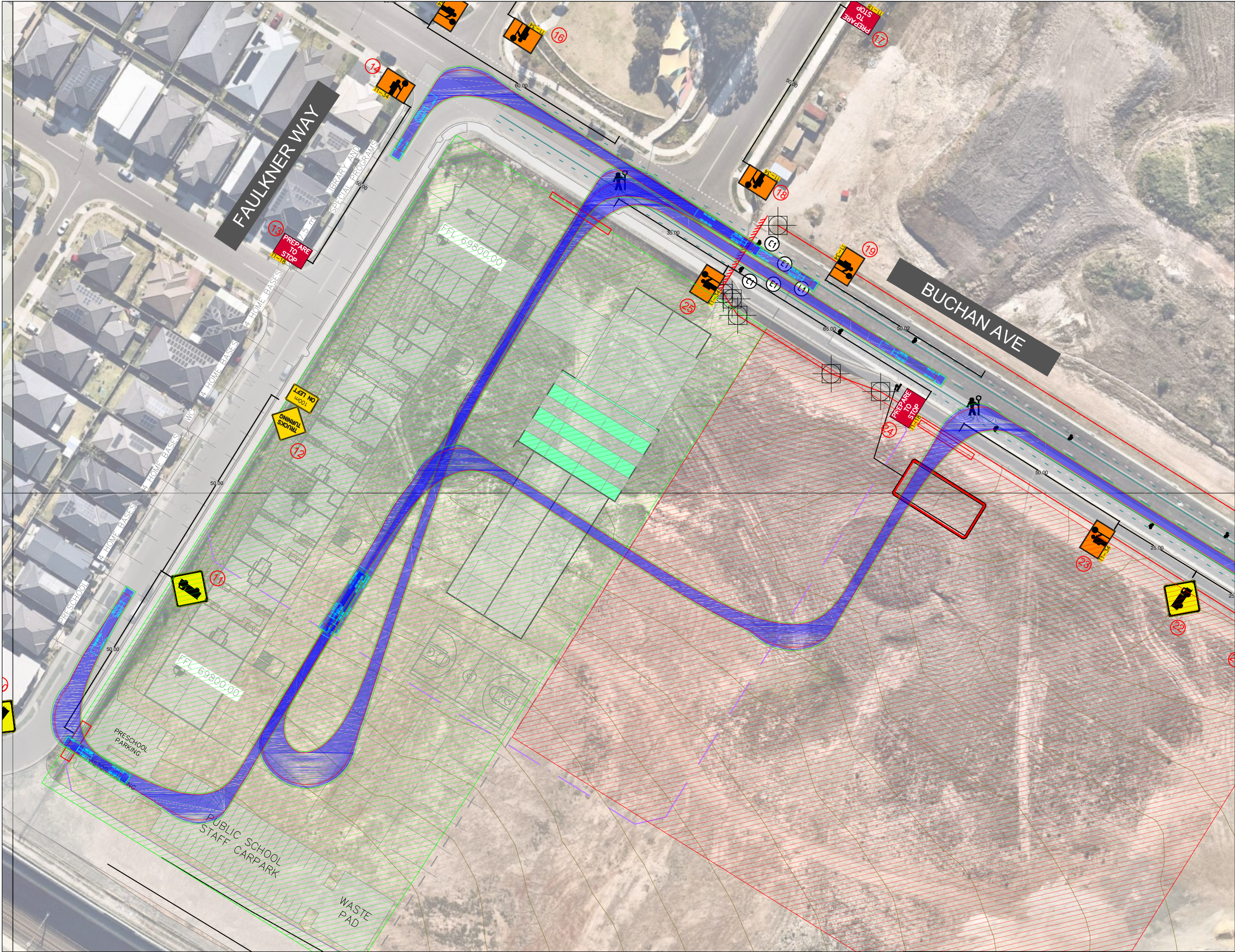
PRELIMINARY

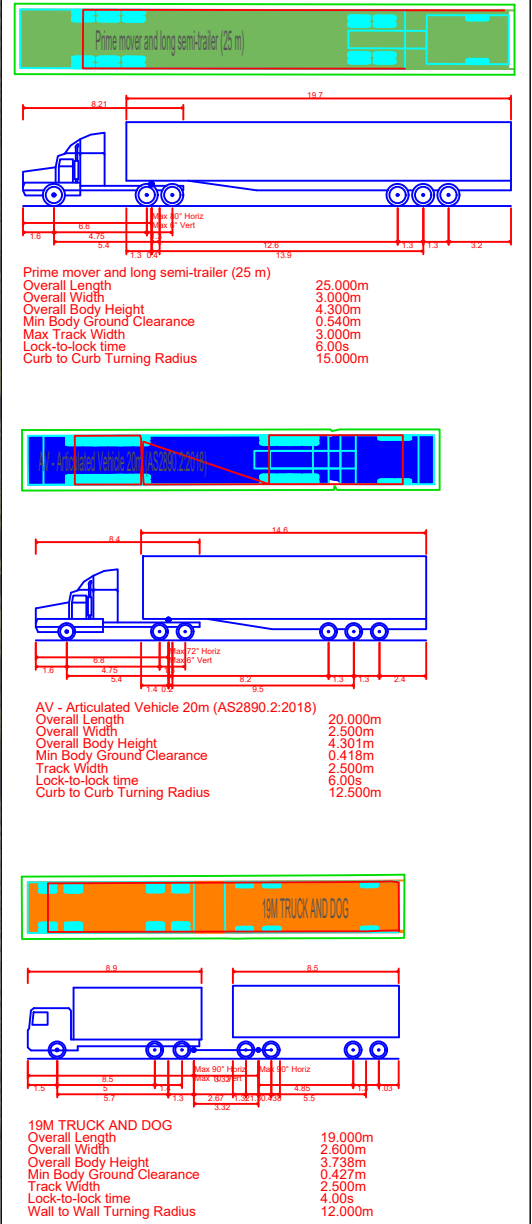
REV P3



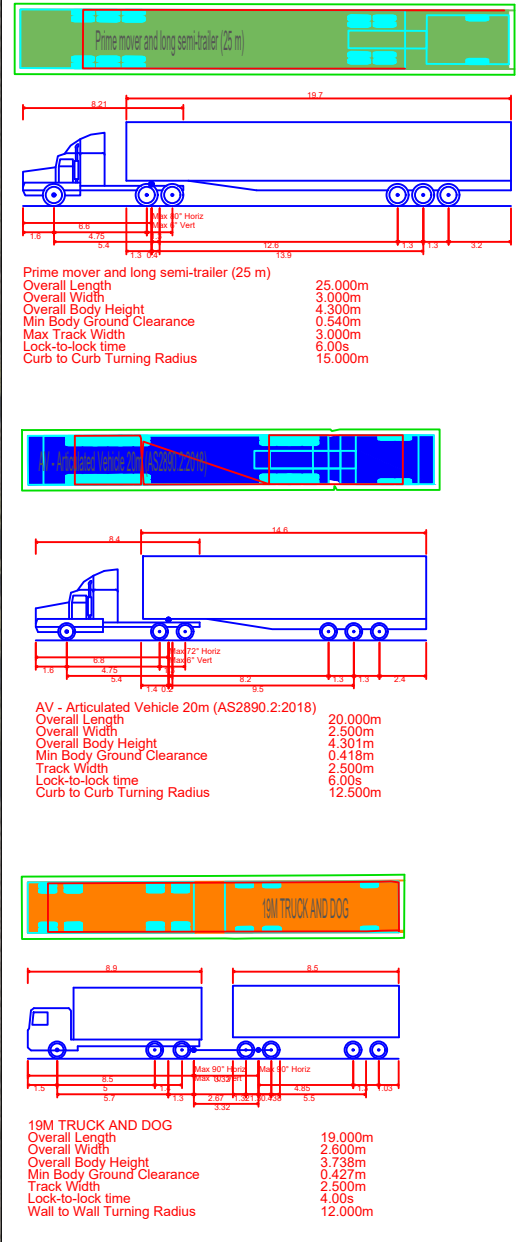
<div><div>ptc.</div><div>Suite 502, 1 James Place North Sydney NSW 2060</div><div>t +61 2 8920 0800</div><div>ptcconsultants.co</div></div>	REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED	<div><div></div><div></div></div>	PROJECT	Designed by: Aaron Pau - SafeWork NSW Card No. TCT0000267 (PWZ)	CLIENT	SINSW	PRELIMINARY
							Edmondson Park Primary School - CTMP	Requested by: Isaac Pinkerton	DRAWING #	PTC-001	REV P3
	P4	28.09.2021	for information	AP	DB		DRAWING TITLE Soldiers Pde & Buchan Ave Swept Path 25m Prime Mover	Approved by: Dan Budai - SafeWork NSW Card No. TCT0016805 (PWZ)	PROJECT #	21-3164	
	P3	23.09.2021	for information	AP	DB			Delegation: Work Manager	SCALE	1 : 1000 @ A3	
	P2	05.05.2021	for information	JM	SW						
	P1	03.05.2021	for information	JM	SW						







<div>ptc.</div> <div>Suite 502, 1 James Place North Sydney NSW 2060</div> <div>t +61 2 8920 0800</div> <div>ptcconsultants.co</div>	REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED	<div><div></div></div>	PROJECT Edmondson Park Primary School - CTMP	Designed by: Aaron Pau - SafeWork NSW Card No. TCT0000267 (PWZ)	CLIENT	SINSW	PRELIMINARY
								Requested by: Isaac Pinkerton	DRAWING #	PTC-004	
	P4	28.09.2021	for information	AP	DB			Approved by: Dan Budai - SafeWork NSW Card No. TCT0016805 (PWZ)	PROJECT #	21-3164	
	P3	23.09.2021	for information	AP	DB			Delegation: Work Manager	SCALE	1 : 1000 @ A3	
	P2	05.05.2021	for information	JM	SW						
	P1	03.05.2021	for information	JM	SW		DRAWING TITLE Soldiers Pde & Buchan Ave Swept Path 20m Articulated Vehicle				REV P3



<div><div>ptc.</div><div>Suite 502, 1 James Place North Sydney NSW 2060 t +61 2 8920 0800 ptcconsultants.co</div></div>	REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED	<div><div></div><div></div></div>	PROJECT	Designed by: Aaron Pau - SafeWork NSW Card No. TCT0000267 (PWZ)	CLIENT	SINSW	PRELIMINARY
							Edmondson Park Primary School - CTMP	Requested by: Isaac Pinkerton	DRAWING #	PTC-005	REV P5
	P5	12.10.2021	for information	AP	DB		DRAWING TITLE Soldiers Pde & Buchan Ave Swept Path 19m Truck and Dog	Approved by: Dan Budai - SafeWork NSW Card No. TCT0016805 (PWZ)	PROJECT #	21-3164	
	P4	28.09.2021	for information	AP	DB			Delegation: Work Manager	SCALE	1 : 1000 @ A3	
	P3	23.09.2021	for information	AP	DB						
	P2	05.05.2021	for information	JM	SW						
	P1	03.05.2021	for information	JM	SW						

Attachment 2 Traffic Guidance Scheme

SITE NOTES:

S1. Maintain pedestrian access along formed pathway around the site.
S2. Work site to be fenced to prevent unauthorised access.
S3. Installation sequence should correspond with the numbers on the TGS. Removal of the signs should be done in the opposite direction.

GENERAL NOTES:

G1. All signs to be clearly visible throughout the works and monitored. Signs can be mounted if required on posts to be visible above parked cars. Signs to be coordinated on site to ensure they are clearly visible.

G2. All signs to be size A.

G3. All signs to be visible when workers are in the area and covered when workers are not present.

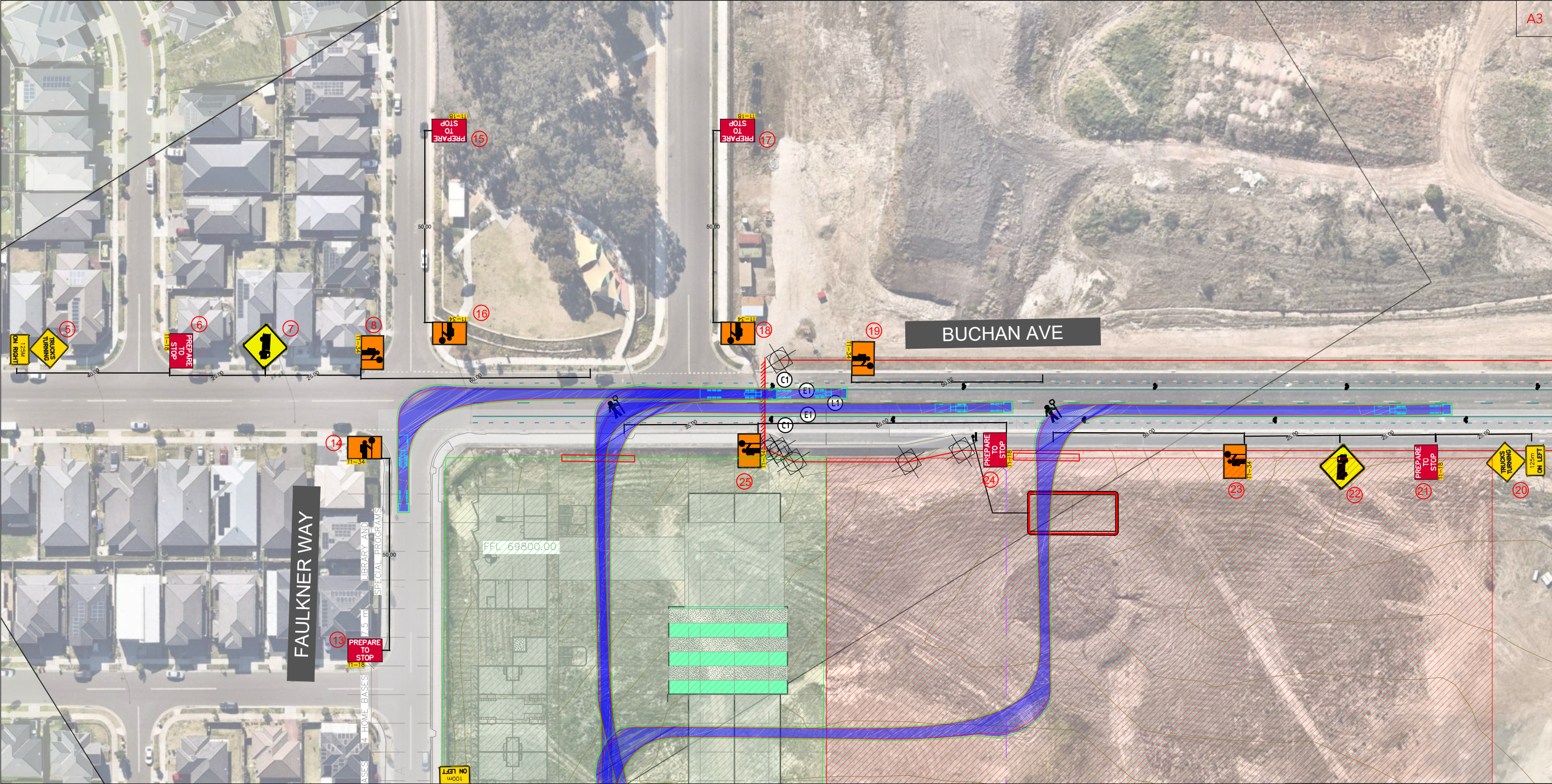
G4. Signs to be in accordance with RMS Traffic Control at Worksites (TCAWS) Manual and AS1742.3 Traffic Control for Works on roads.

G5. RMS/Council approvals to be obtained prior to implementation.

G6. This TCP is based on TCAWS Manual and is to be set up by qualified traffic controllers (Yellow card). Any alterations on site to this TCP is to be documented and rerecorded by qualified personnel with a Red/Orange card.

Road Name:	Soldiers Pde & Buchan Ave
Location of Work:	Buchan Ave
Suburb:	Edmondson Park
Map Reference:	Metromap & Nearmap
Duration:	17/12/21 - 28/04/23
Road Configuration:	1 Lane 2 Way
Speed Limit:	50 km/h
ROL Approved:	No
SZA Approved:	No

<div><div><div></div><div>ptc.</div></div><div>Suite 502, 1 James Place North Sydney NSW 2060</div><div>t +61 2 8920 0800</div><div>ptcconsultants.co</div></div>	REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED		PROJECT Edmondson Park Primary School - CTMP	Designed by: Aaron Pau - SafeWork NSW Card No. TCT0000267 (PWZ)	CLIENT SINSW	PRELIMINARY	
								Requested by: Isaac Pinkerton	DRAWING # TGS-001		
	P4	28.09.2021	for information	AP	DB		DRAWING TITLE Soldiers Parade & Buchan Avenue TGS Plan	Approved by: Dan Budai - SafeWork NSW Card No. TCT0016805 (PWZ)	PROJECT # 21-3164		REV P3
	P3	23.09.2021	for information	AP	DB			Delegation: Work Manager	SCALE 1 : 1000 @ A3		
	P2	05.05.2021	for information	JM	SW						
	P1	03.05.2021	for information	JM	SW						



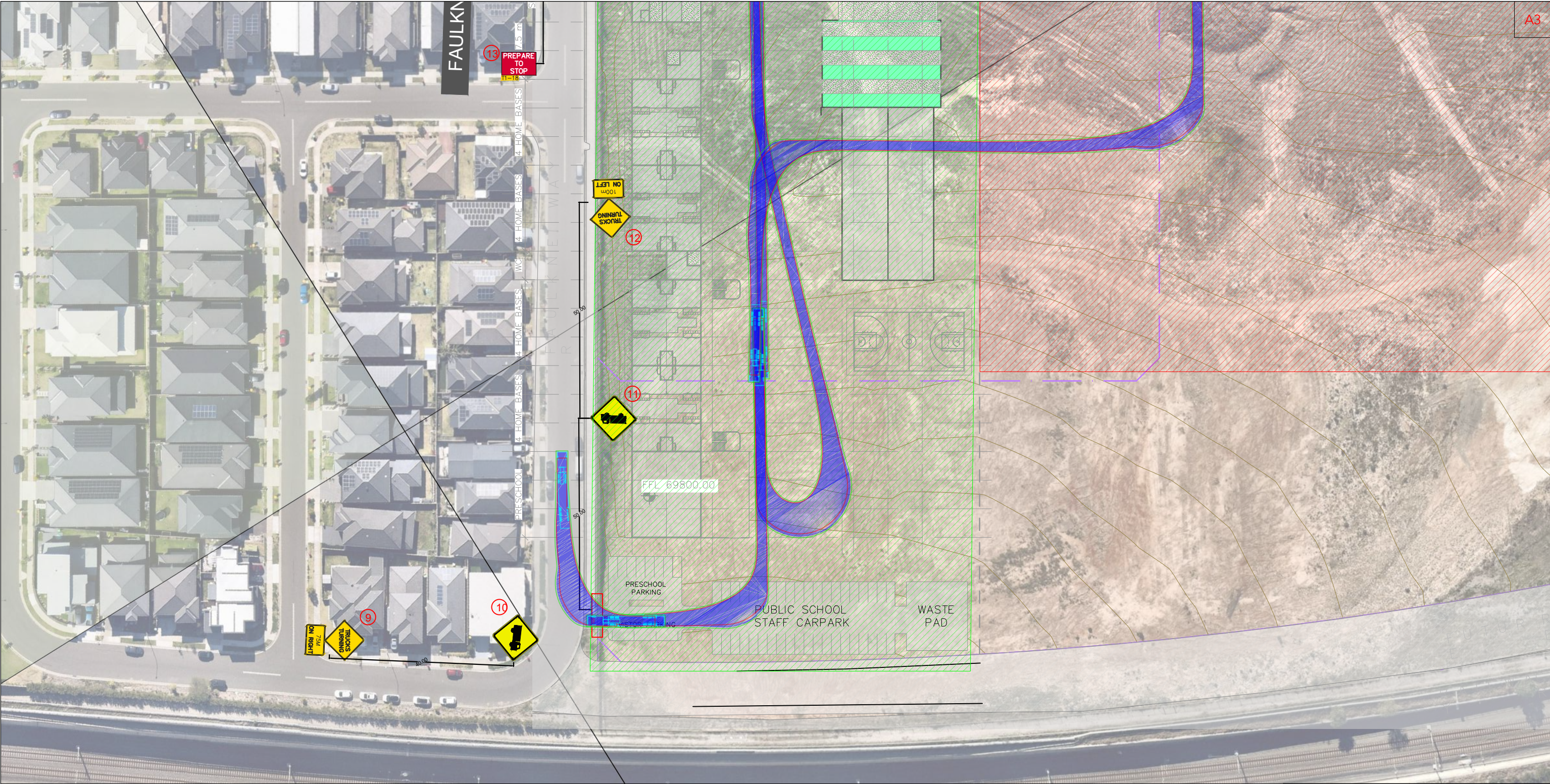
comments

SITE NOTES:
S1. Maintain pedestrian access along formed pathway around the site.
S2. Work site to be fenced to prevent unauthorised access.
S3. Installation sequence should correspond with the numbers on the TGS. Removal of the signs should be done in the opposite direction.

GENERAL NOTES:
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G2. All signs to be size A.
G3. All signs to be visible when workers are in the area and covered when workers are not present.
G4. Signs to be in accordance with RMS Traffic Control at Worksites (TCAWS) Manual and AS1742.3 Traffic Control for Works on roads.
G5. RMS/Council approvals to be obtained prior to implementation.
G6. This TCP is based on TCAWS Manual and is to be set up by qualified traffic controllers (Yellow card). Any alterations on site to this TCP is to be documented and rerecorded by qualified personnel with a Red/Orange card.

Road Name:	Soldiers Pde & Buchan Ave
Location of Work:	Buchan Ave
Suburb:	Edmondson Park
Map Reference:	Metromap & Nearmap
Duration:	17/12/21 - 28/04/23
Road Configuration:	1 Lane 2 Way
Speed Limit:	50 km/h
ROL Approved:	No
SZA Approved:	No

<div>ptc.</div> <div>Suite 502, 1 James Place North Sydney NSW 2060</div> <div>t +61 2 8920 0800</div> <div>ptcconsultants.co</div>	REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED	<div></div>	PROJECT	Designed by: Aaron Pau - SafeWork NSW Card No. TCT0000267 (PWZ)	CLIENT	SINSW	PRELIMINARY
							Edmondson Park Primary School - CTMP	Requested by: Isaac Pinkerton	DRAWING #	TGS-002	REV P3
	P4	28.09.2021	for information	AP	DB		DRAWING TITLE	Approved by: Dan Budai - SafeWork NSW Card No. TCT0016805 (PWZ)	PROJECT #	21-3164	
	P3	23.09.2021	for information	AP	DB		Buchan Avenue TGS Plan	Delegation: Work Manager	SCALE	1 : 1000 @ A3	
	P2	05.05.2021	for information	JM	SW						
	P1	03.05.2021	for information	JM	SW						



comments

SITE NOTES:
S1. Maintain pedestrian access along formed pathway around the site.
S2. Work site to be fenced to prevent unauthorised access.
S3. Installation sequence should correspond with the numbers on the TGS. Removal of the signs should be done in the opposite direction.

GENERAL NOTES:
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G2. All signs to be size A.
G3. All signs to be visible when workers are in the area and covered when workers are not present.
G4. Signs to be in accordance with RMS Traffic Control at Worksites (TCAWS) Manual and AS1742.3 Traffic Control for Works on roads.
G5. RMS/Council approvals to be obtained prior to implementation.
G6. This TCP is based on TCAWS Manual and is to be set up by qualified traffic controllers (Yellow card). Any alterations on site to this TCP is to be documented and rerecorded by qualified personnel with a Red/Orange card.

Road Name:	Soldiers Pde & Buchan Ave
Location of Work:	Faulkner Way
Suburb:	Edmondson Park
Map Reference:	Metromap & Nearmap
Duration:	17/12/21 - 28/04/23
Road Configuration:	1 Lane 2 Way
Speed Limit:	50 km/h
ROL Approved:	No
SZA Approved:	No

<div><div>ptc.</div><div>Suite 502, 1 James Place North Sydney NSW 2060</div><div>t +61 2 8920 0800</div><div>ptcconsultants.co</div></div>	REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED	<div><div></div><div></div></div>	PROJECT	Designed by: Aaron Pau - SafeWork NSW Card No. TCT0000267 (PWZ)	CLIENT	SINSW	PRELIMINARY
							Edmondson Park Primary School - CTMP	Requested by: Isaac Pinkerton	DRAWING #	TGS-003	REV P3
	P4	28.09.2021	for information	AP	DB		DRAWING TITLE	Approved by: Dan Budai - SafeWork NSW Card No. TCT0016805 (PWZ)	PROJECT #	21-3164	
	P1	03.05.2021	for information	JM	SW		Faulkner Way TGS Plan	Delegation: Work Manager	SCALE	1 : 1000 @ A3	