



Concept

Construction Traffic

Management Plan ;

Cranbrook School, Bellevue Hill

For Cranbrook School
5th April 2018

**parking;
traffic;
civil design;
communication;
ptc.**

Document Control

Cranbrook School, Bellevue Hill, Concept Construction Traffic Management Plan – T2-2170

Issue	Date	Issue Details	Author	Reviewed
1	16/02/18	Draft report	SW	AM
2	05/04/18	Final Report	SW	AM
3				

Contact

Steve Wellman

+61 2 8920 0800

+61 421 810 979

steve.wellman@ptcconsultants.co

COMMERCIAL IN CONFIDENCE

The information contained in this document, including any intellectual property rights arising from designs developed and documents created, is confidential and proprietary to **ptc.**

This document may only be used by the person/organisation to whom it is addressed for the stated purpose for which it is provided and must not be imparted to or reproduced, in whole or in part, by any third person without the prior written approval of a **ptc.** authorised representative. **ptc.** reserves all legal rights and remedies in relation to any infringement of its rights in respect of its intellectual property and/or confidential information.

© 2017

ptc.
Suite 102, 506 Miller Street
Camberay NSW 2062
info@ptcconsultants.co
t + 61 2 8920 0800
ptcconsultants.co

Contents

1.	Introduction	1
1.1	Project Summary	1
1.2	Purpose of this Report	2
2.	Background	3
2.1	Site Context	3
2.2	School Population	3
2.3	School Start and Finish Times	3
2.4	On and Off Site Parking Provisions and Site Access and Egress	3
3.	Proposed Development	5
4.	Transport Environment	8
4.1	Road Network	8
4.2	Key Intersections	11
4.3	Pedestrian Facilities	12
4.4	Bicycle Network	13
4.5	Bus Services	14
4.6	Ferry Services	15
5.	Traffic Management Plan	16
5.1	Objective	16
5.2	Hours of Work	16
5.3	General Requirements	16
5.4	Construction Vehicle Types	17
5.5	Construction Vehicle Routes	18
5.6	Construction Program and Process	21
5.6.1	Site Establishment	22
5.6.2	Internal Drop off / Pick Up Zone	23
5.6.3	Demolition Works	24
5.6.4	Centenary Building Construction	25
5.6.5	Aquatic and Fitness Centre and Car Park Construction	26
5.6.6	Oval Reinstatement	26
5.7	Traffic Control Measures	27
5.8	Work Zone	27
5.9	Pedestrian Access	28
5.10	Special Deliveries	29
5.11	Staff Parking	29
5.12	Work Site Security	29
5.13	Staff Induction	29
5.14	Emergency Vehicles	29
5.15	Occupational Health and Safety	29
5.16	Method of Communicating Traffic Changes	30
5.17	Contact Details for On-Site Enquiries and Site Access	30
5.18	Maintenance of Roads and Footways	30
6.	Conclusion	31

Attachment 1	Concept Traffic Management Plan	32
Figure 1	Cranbrook School Location Plan	1
Figure 2	Existing Cranbrook School Campus	3
Figure 3	On Site Parking & Site Access & Egress	4
Figure 4	The Proposed Centenary Building	5
Figure 5	The Aquatic and Fitness Centre	6
Figure 6	The Proposed Drop Off & Pick Up facility	7
Figure 7	Road Hierachy	8
Figure 8	New South Head Road – Westbound towards Victoria Road	9
Figure 9	Victoria Road – Westbound towards School Entry Gate	10
Figure 10	Rose Bay Avenue – Northbound towards School Exit Gate	10
Figure 11	Key Intersections	11
Figure 12	Pedestrian Facilities	12
Figure 13	Local Bicycle Network (Source:Woolahra Municipal Council)	13
Figure 14	Bus Services	14
Figure 15	Ferry Services	15
Figure 16	Construction Vehicle Access and Egress Routes	18
Figure 17	New South Head Road and Victoria Road	19
Figure 18	Victoria Road and Rose Bay Avenue	19
Figure 19	New South Head Road and Rose Bay Avenue	20
Figure 20	Gate 1A and Gate 1B	22
Figure 21	Pick up and Drop Off	23
Figure 22	Gate 2a and Gate 2B	24
Figure 23	Gate 4 and Gate 5	25
Figure 24	Gate 3	26
Figure 25	Pedestrian Diversion	28
Table 1	New South Head Road	9
Table 2	Victoria Road	9
Table 3	Rose Bay Avenue	10
Table 4	Pedestrian Facilities	12
Table 5	Construction Vehicles	17
Table 6	Construction Program and Milestones	21

1. Introduction

1.1 Project Summary

Parking and Traffic Consultants (PTC) has been engaged by Cranbrook School to prepare a Concept Construction Traffic Management Plan (CCCTMP) to Woollahra Municipal Council, associated with the proposed development at Cranbrook Senior School, Bellevue Hill.

This report has been prepared as required by the Secretary's Environmental Assessment Requirements (SEARs).

The location of the site is shown in

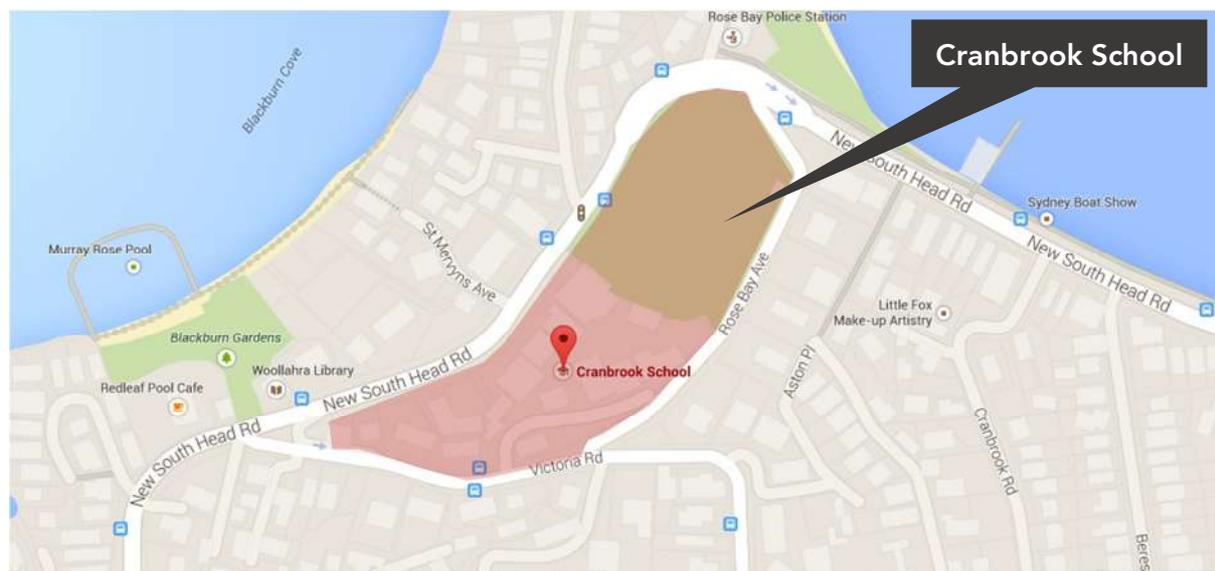


Figure 1 – Cranbrook School Location Plan

In summary, the development is focused on two areas:

- The Centenary Building
 - This involves the demolition of the existing War Memorial Hall and Mansfield Building, and the construction of a new five level, multi-purpose teaching facility.
- The Aquatic and Fitness Centre
 - The construction of a new 50 metre, 8 lane swimming pool, learn to swim pool, multi-purpose sports hall and fitness centre and modifications to the existing oval to accommodate the structure beneath the school oval.
 - The construction of an underground parking facility for 126 vehicles.

The development also proposes the relocation of the existing on-street 'Drop off / Pick up' facility from Rose Bay Avenue to the existing internal driveway.

1.2 Purpose of this Report

This report has been prepared to present the concept traffic and pedestrian management arrangements associated with the construction of the new education facility development.;

- Section 2 - Background
- Section 3 - A description of the proposed development
- Section 4 - A description of the road network and transport facilities serving the development
- Section 5 - A description of the proposed management of construction vehicles and non-site traffic;
and
- Section 6 - Conclusion.

2. Background

2.1 Site Context

Cranbrook School is located in the suburb of Bellevue Hill, approximately 6 kilometres east of Sydney CBD. The campus is located to the south east of New South Head Road, with a 430 metre frontage to New South Head Road, a 140 metre frontage to Victoria Road and a 370 metre frontage to Rose Bay Avenue.

The Senior School caters for students from year 7 to year 12.

The current site layout is shown in Figure 2.



Figure 2 – Existing Cranbrook School Campus

2.2 School Population

The current approved student numbers within the Senior School is 1115 and the current staff full time equivalent (FTE) population is 168.

2.3 School Start and Finish Times

The core school start and finish times are; 8.15am to 3.20pm, with out of school activities running both before and after these hours.

2.4 On and Off Site Parking Provisions and Site Access and Egress

The existing parking provisions for the site consists of a small number of allocated on site spaces and usage of the unrestricted on street parking provision in the vicinity of the site.

The site currently provides parking for 29 vehicles with the existing internal driveway at the main school entrance. These spaces are allocated to senior staff members and employees. This area is posted with a 10 kph speed limit and is designated as a 'shared zone' for use by vehicles and pedestrians. This area is accessed via the main school entrance off Victoria Road and the exit is via a driveway onto Rose Bay Avenue. There are also five maintenance vehicle access points to the school, two off New South Head Road, two off Rose Bay Avenue and one off both Victoria Road.

In addition to the vehicular access points, pedestrian access to the site is via the following locations;

- Main gate, Victoria Road,
- Internal driveway exit, Rose Bay Avenue; and
- Pedestrian access gate, New South Head Road

The parking area and site access and egress points are shown on Figure 3.



Figure 3 – On Site Parking & Site Access & Egress

Figure 5 is an extract of the proposed development plans, produced by Architectus, showing the proposed Aquatic and Fitness Centre and the underground car park.

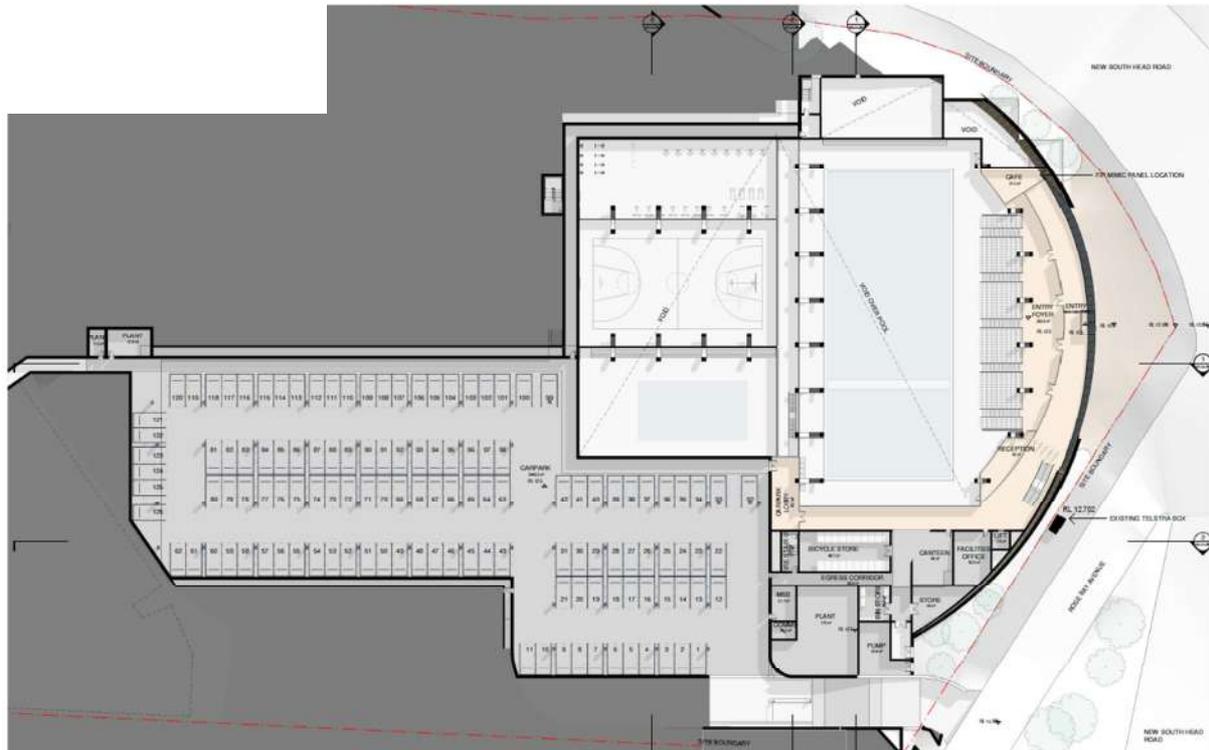


Figure 5 – The Aquatic and Fitness Centre

The development also proposes the relocation of the existing on-street 'Drop off / Pick up' facility from Rose Bay Avenue to the existing internal driveway. Details of this facility are shown in Figure 6.

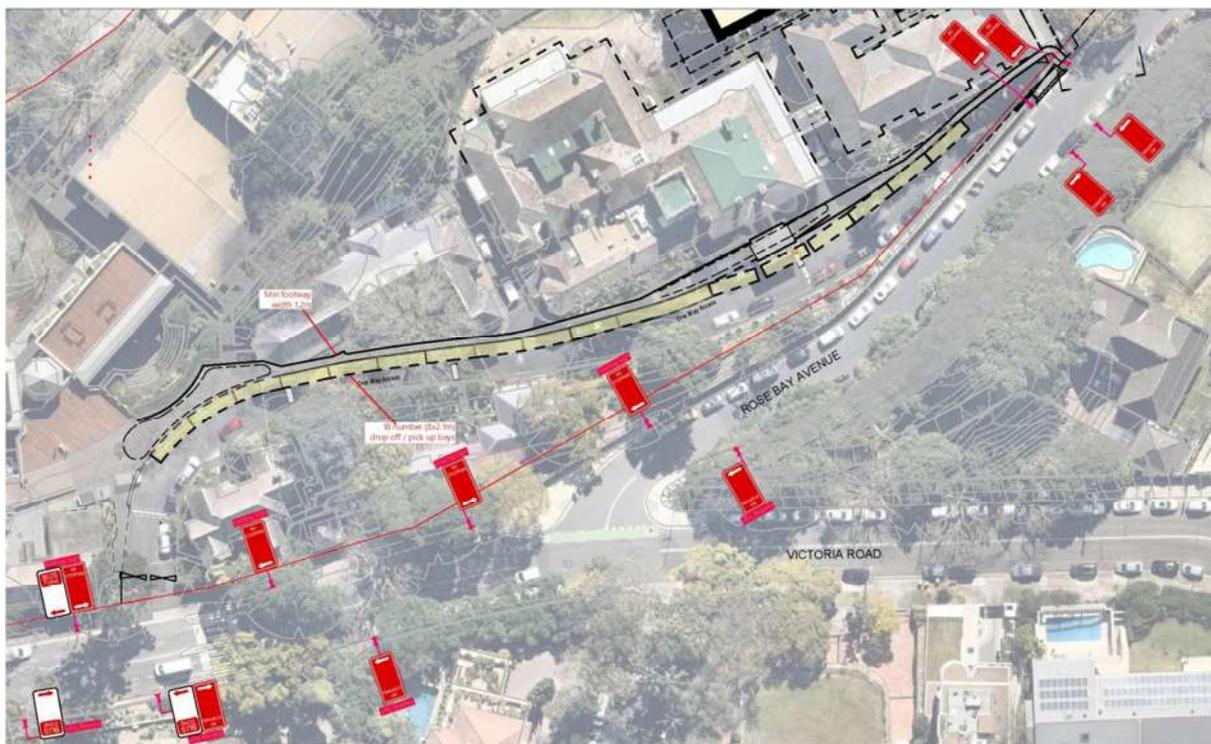


Figure 6 – The Proposed Drop Off & Pick Up facility

4. Transport Environment

4.1 Road Network

The site is located on the south west side of New South Head Road, in the suburb of Bellevue Hill and in this regard, has a good connection to the eastern Sydney arterial road network and the wider Sydney area.

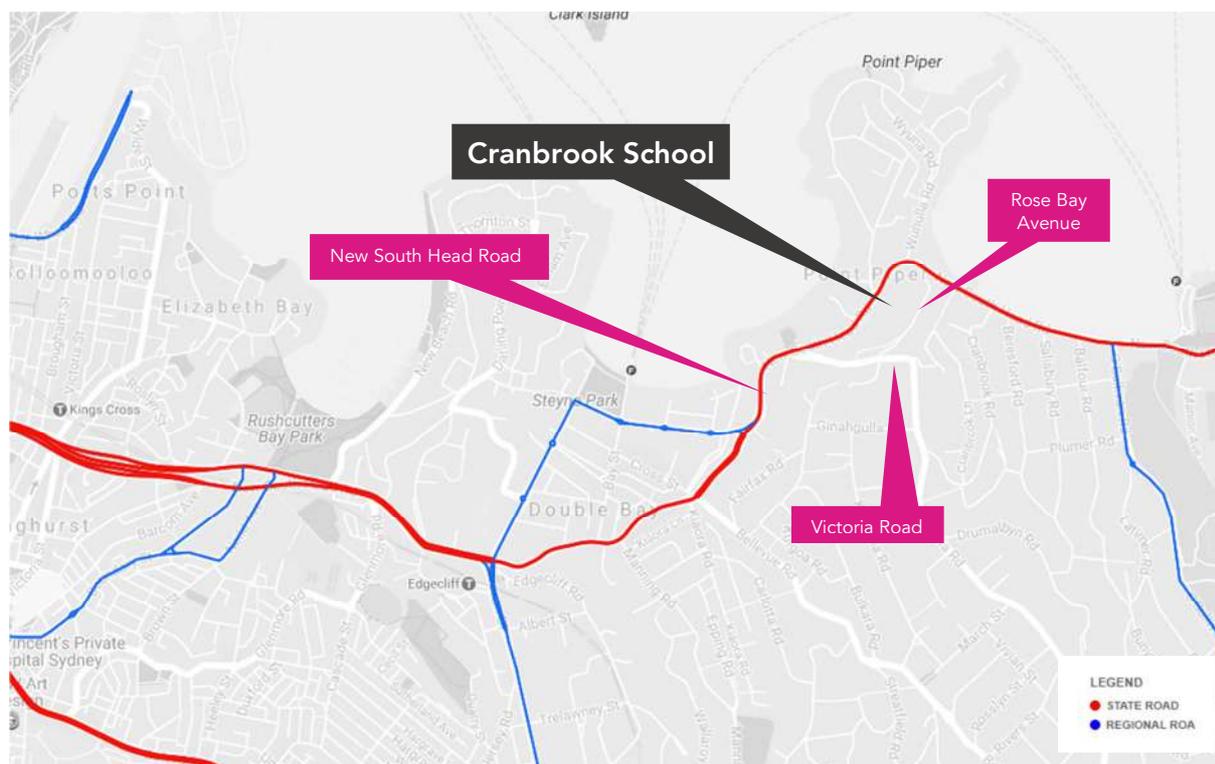


Figure 7 – Road Hierachy

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

- State Roads - Freeways and Primary Arterials (RMS Managed)
- Regional Roads - Secondary or sub arterials (Council Managed, Part funded by the State)
- Local Roads - Collector and local access roads (Council Managed)

The road network servicing the site includes:

Table 1 – New South Head Road

New South Head Road	
Road Classification	State Road
Alignment	East / West
Number of Lanes	2/3 lanes in each direction
Carriageway Type	Un-divided
Carriageway Width	18 metres
Speed Limit	60 kph (outside School Zone times)
School Zone	Yes
Parking Controls	Eastbound - ½P 9am to 4pm Mon to Friday, No parking 4pm to 6pm Westbound – un-restricted
Site Frontage	Yes



Figure 8 – New South Head Road – Westbound towards Victoria Road

Table 2 – Victoria Road

Victoria Road	
Road Classification	Local Road
Alignment	East / West
Number of Lanes	1 lane in each direction
Carriageway Type	Un-divided
Carriageway Width	12 metres
Speed Limit	50 kph (outside School Zone times)
School Zone	Yes
Parking Controls	Un-restricted
Site Frontage	Yes



Figure 9 – Victoria Road – Westbound towards School Entry Gate

Table 3 – Rose Bay Avenue

Rose Bay Avenue	
Road Classification	Local Road
Alignment	North / South
Number of Lanes	1 lane in each direction
Carriageway Type	Un-divided
Carriageway Width	10 metres
Speed Limit	50 kph (outside School Zone times)
School Zone	Yes
Parking Controls	Un-restricted, with school drop off zone at peak times
Site Frontage	Yes



Figure 10 – Rose Bay Avenue – Northbound towards School Exit Gate

4.2 Key Intersections

The key intersections within the vicinity of the site and their configurations are listed below and shown in Figure 11.

- New South Head Road and Victoria Road – three arm signalised intersection
- Victoria Road and Rose Bay Avenue - three arm priority controlled intersection
- New South Head Road and Rose Bay Avenue – three arm priority controlled intersection, left in / left out
- New South Head Road and Wolesley Road - three arm signalised intersection

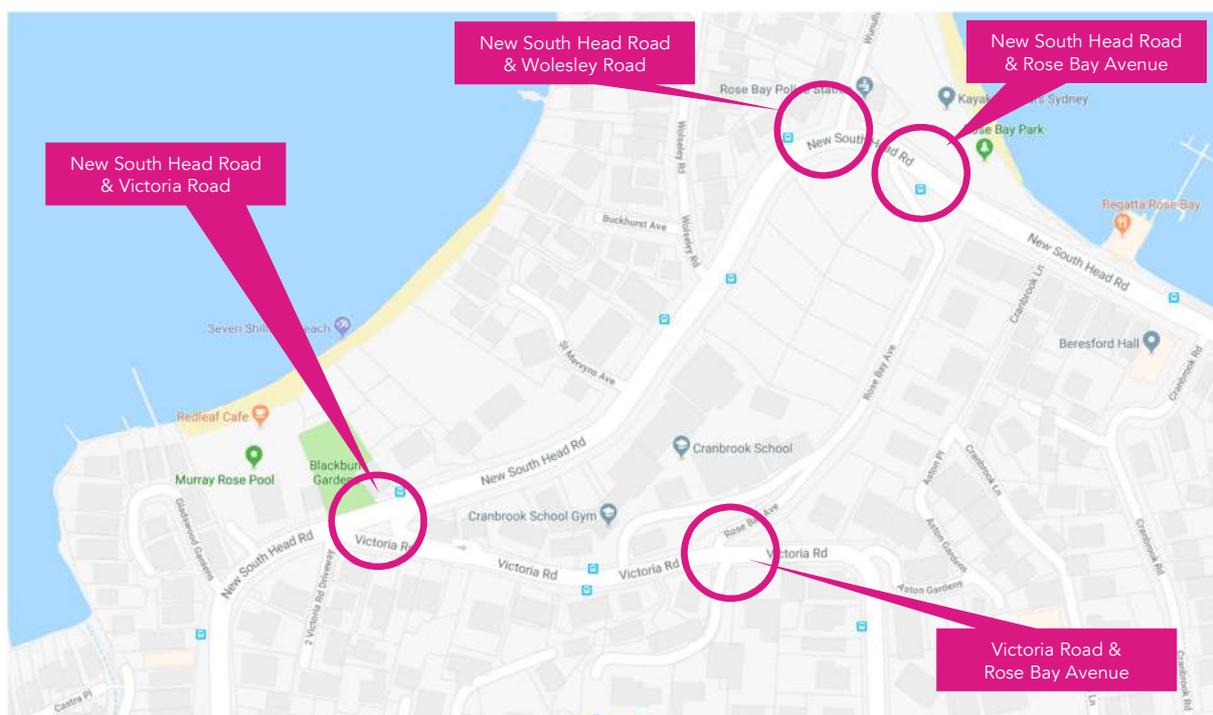


Figure 11 – Key Intersections

4.3 Pedestrian Facilities

Facilities are available to the public within the vicinity of the site. These facilities are summarised in Table 4 and shown in Figure 12

Table 4 – Pedestrian Facilities

Road	Pedestrian Facilities
New South Head Road	North Side – 3.5m wide footway
	South Side – 3.5m wide footway
	Signal controlled pedestrian crossing on the western arm of New South Head Road / Victoria Road intersection Signal controlled crossings on all arms of the New South Head Road / Wolsey Road intersection
Victoria Road	North Side – 1.5 to 2m side footway
	South Side - 1.5 to 2m side footway
	'Zebra Crossing' on eastern side of school entrance
Rose Bay Avenue	North Side – 1.0 to 1.5m wide footway
	South Side – 1.5 to 2.0m wide footway



Figure 12 – Pedestrian Facilities

4.4 Bicycle Network

Woollahra Municipal Council has developed the Woollahra Bicycle Strategy 2009, which reviewed the 'Woollahra Waverly Bike Plan 2000' and set out to develop a bicycle strategy for future implementation.

The key elements of the bicycle strategy are;

- Completing major (regional) routes that provide regional connectivity;
- Every Street a Cycling Street – promoting and facilitating cycling on all local roads with minimum new construction;
- Recreational routes for safe and family-friendly cycling in the vicinity of parks and reserves;
- Developing cycle facilities at/to public transport Interchanges and urban villages;
- Integrated policies and planning instruments – inclusion of cycle facilities and considerations within road construction and maintenance programs as well as in development planning; and
- Targets to provide a balance between civil works and encouraged programs, including a ride-to-school strategy to develop sustainable travel habits and cycling confidence from a young age.



Figure 13 – Local Bicycle Network (Source:Woollahra Municipal Council)

As shown in Figure 13, the school is served by an existing on-road cycle route along Victoria Road and a proposed off-road route along New South Head Road. These routes provide access to the local cycle network and links to the greater Sydney cycle network.

4.5 Bus Services

The site is well serviced by buses that operate from the following 7 bus stops in close proximity to the site

- New South Head Road: Routes – 323, 324, 325 and L24
- Victoria Road: Route 326

These services are operated by Sydney Bus Network and the bus stop locations are shown in Figure 14:



Figure 14 – Bus Services

These services run between 04:30 and 00:30 and provide access from the local area to the City at approximately 30 minute intervals, with additional services at peak times.

In addition to the STA bus routes services Cranbrook School, the school operates two private services;

- North Shore Bus Services;
- South; and
- Inner West Services.

The routes are operated by the school and drop off and pick up students at the STA bus stop located on New South Head Road at the corner of Wolseley Road.

4.6 Ferry Services

The site is located a distance of approximately 1200 metres from Double Bay Wharf.

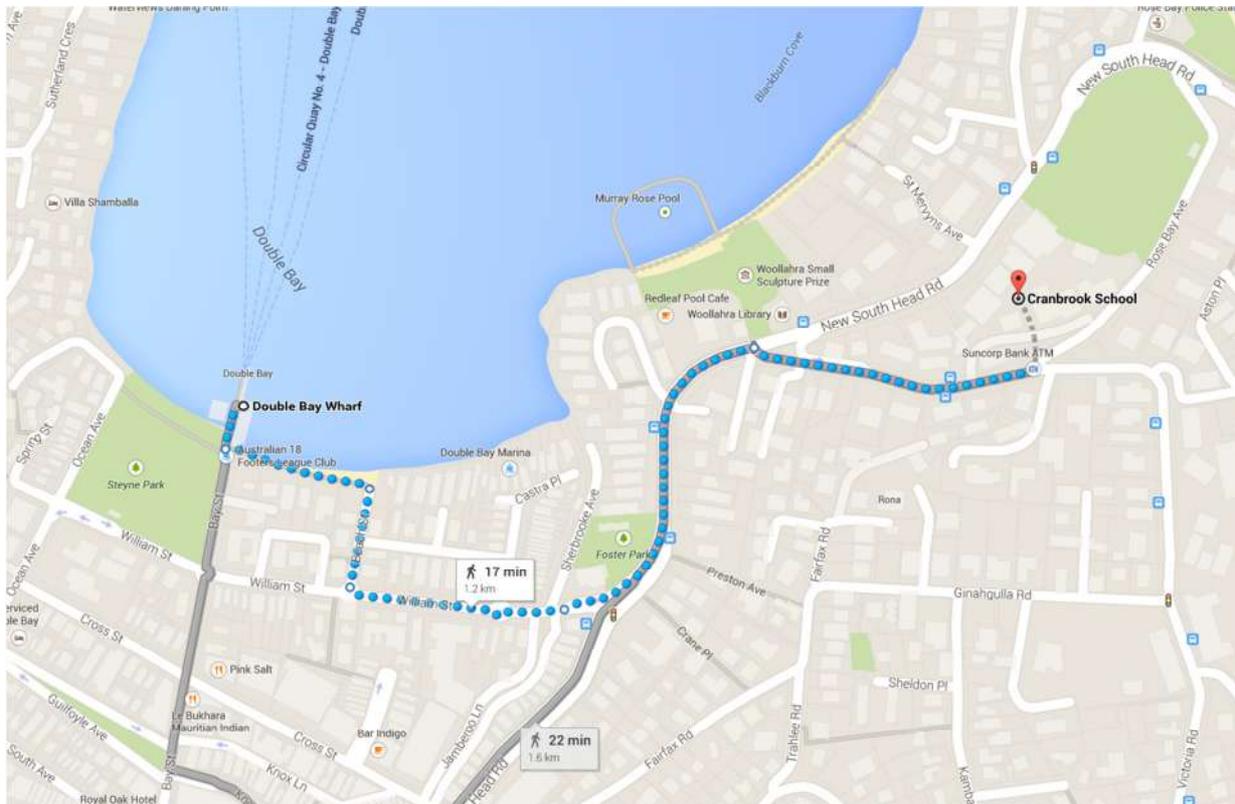


Figure 15 – Ferry Services

Double Bay Wharf is operated by Sydney Ferries and operates the F7 Eastern Suburbs service between Circular Quay and the Eastern Suburbs and are summarised as follows;

F7 Eastern Suburbs:

- Circular Quay to Double Bay – approximately 30 minutes intervals between 07:00 and 21:00
- Double Bay to Circular Quay – approximately 30 minute intervals between 06:50 and 19:20

5.4 Construction Vehicle Types

Construction vehicles likely to be required during the works and their likely use are outlined in Table 5.

Table 5 – Construction Vehicles

Vehicle Type	Use
19m articulated truck	Delivery of heavy plant and materials
Truck and Dogs	Removal of excavated and demolished material
Rigid Trucks (up to 12.5m in length)	Delivery of plant and material
Concrete Agitators	Concrete delivery
Small rigid vehicles and utes/vans	Delivery of small plant and material
Private vehicles (construction & public)	Construction, management, school staff

During the peak construction periods, it is estimated that the construction activity is likely to generate between 30 to 40 vehicle movements per day (3-4 vehicles per hour). Construction vehicle activity will be programmed (wherever possible) to outside network peak times and the school drop off and pick up periods.

A management system will be put in place to:

- Stagger all contractors' deliveries to ensure that back logs do not occur with multiple deliveries arriving at the same time.
- The provision of internal lay over areas for vehicles to stand and wait to be loaded/unloaded.
- Traffic control measures to be in place at all entry and exit points to the site outlined in Section 5.7.
- Works to be sequenced so that activities that require multiple deliveries (i.e. concrete pours and removal of spoil) do not occur on the same day.
- Prefabrication (wherever possible) of materials off site.
- The provision of a possible on site parking for displaced on street parking (staff). This is further discussed in Section 5.7

As discussed in the Construction Management Plan, access around the site is well serviced to allow the use of truck and dog trailers (refer to Section 5.5). This will assist in reducing the number of truck movements for the earthworks excavation by nearly half. It is anticipated that the earthwork truck movements could be timed to work around the school drop off / pick up times. With reference to the work hours outlined in Section 5.2, the first movement off site could be undertaken prior to the 8.00am to 9.30am school zone with minimal truck movements arriving during the morning school zones. Minimal spoil material movements during the 2.30- 4.00pm school zone would exist due to most return loads being completed prior to 2.30pm. Non-school days spoil removal does not need to be restricted in hours of operation. The above allows for two to three return loads off site each day that spoil trucks are running.

Subject to work activity requirements spoil removal off site will be maximised during school holidays where possible.

To help reduce the number of excavation trucks per day it is envisaged that the bulk removal of the excavation material for the three buildings will be undertaken at different time frames to the other buildings.

This results in the earthworks being spread over a 24-week period which is a better outcome for the local community and transport network.

5.5 Construction Vehicle Routes

The site is located in the suburb of Bellevue Hill and the proposed vehicle construction routes have regard for the surrounding traffic arrangements within the vicinity of the site as illustrated in Figure 16

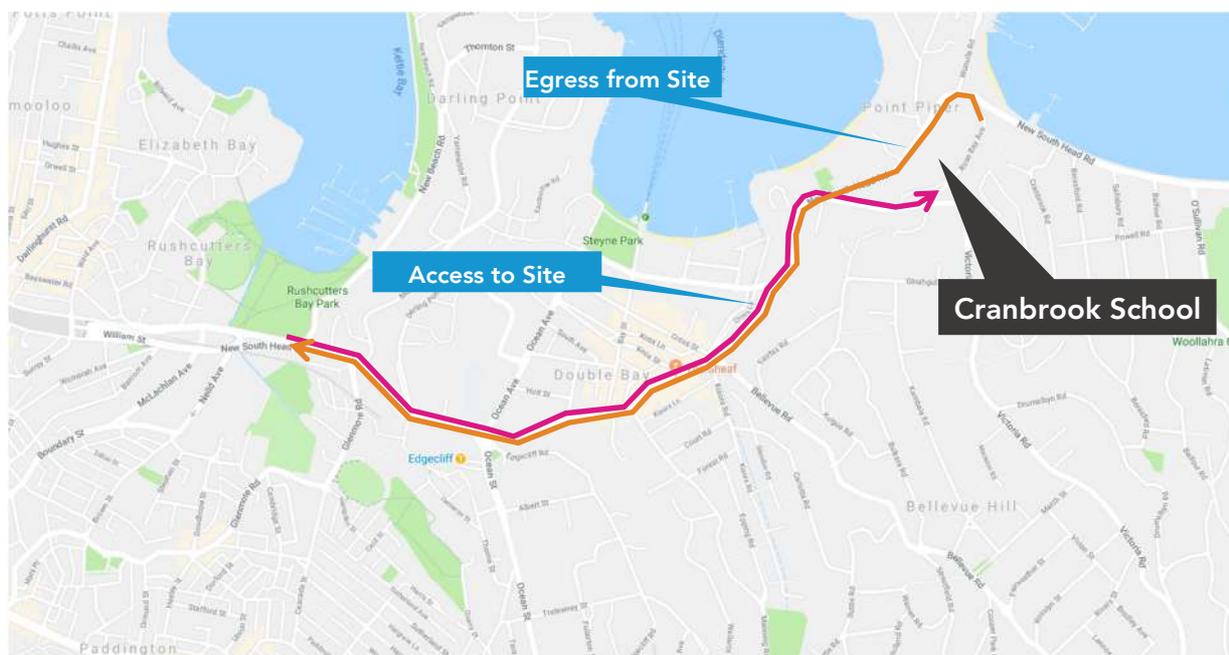


Figure 16 – Construction Vehicle Access and Egress Routes

All vehicles will access the site from the west via New South Head Road and turn right into Victoria Road. Vehicles will then proceed eastbound along Victoria Road to access Rose Bay Avenue and the designated site access gate, dependent on the stage of the works in progress.

Vehicles will exit the site via Rose Bay Avenue and a left turn into New South Head Road and proceed westbound along New South Head Road to join the wider road network.

To assess their suitability for the proposed construction vehicle swept path analysis has been undertaken on the three key intersections:

- New South Head Road and Victoria Road
- Victoria Road and Rose Bay Avenue
- New South Head Road and Rose Bay Avenue

The swept path analysis has been undertaken using the largest vehicle expected (19m Truck and Dog) and is shown in Figure 17, Figure 18 and Figure 19.



Figure 17 – New South Head Road and Victoria Road



Figure 18 – Victoria Road and Rose Bay Avenue



Figure 19 – New South Head Road and Rose Bay Avenue

5.6 Construction Program and Process

The project is intended to be undertaken in seven major stages, with the major milestones, as outlined in Table 6.

Table 6 – Construction Program and Milestones

Proposed Development Stage	Programed Dates (subject to approvals)
Site Establishment	November 2018
Internal Drop off and pick up zone	Temporary relocation - November 2018
	Construction of final layout – December 2020
Demolition Works	December 2018 to January 2019
Centenary Building Construction	December 2018 to December 2020
Aquatic and Fitness Centre Construction	December 2018 to August 2020
Car Park Construction and early handover for use by school staff	To be confirmed
Reinstate Oval Surface	December 2020

The overall Concept Traffic Management plan for the development is shown on drawings T2-2288/CCTMP-001 to 003 and can be found in Attachment 1 of this report.

A summary of the traffic management is outlined in the following sections.

5.6.1 Site Establishment

The site establishment will commence in November 2018 and access and egress to the site will be via Gates 1A and 1B, as shown in Figure 20.

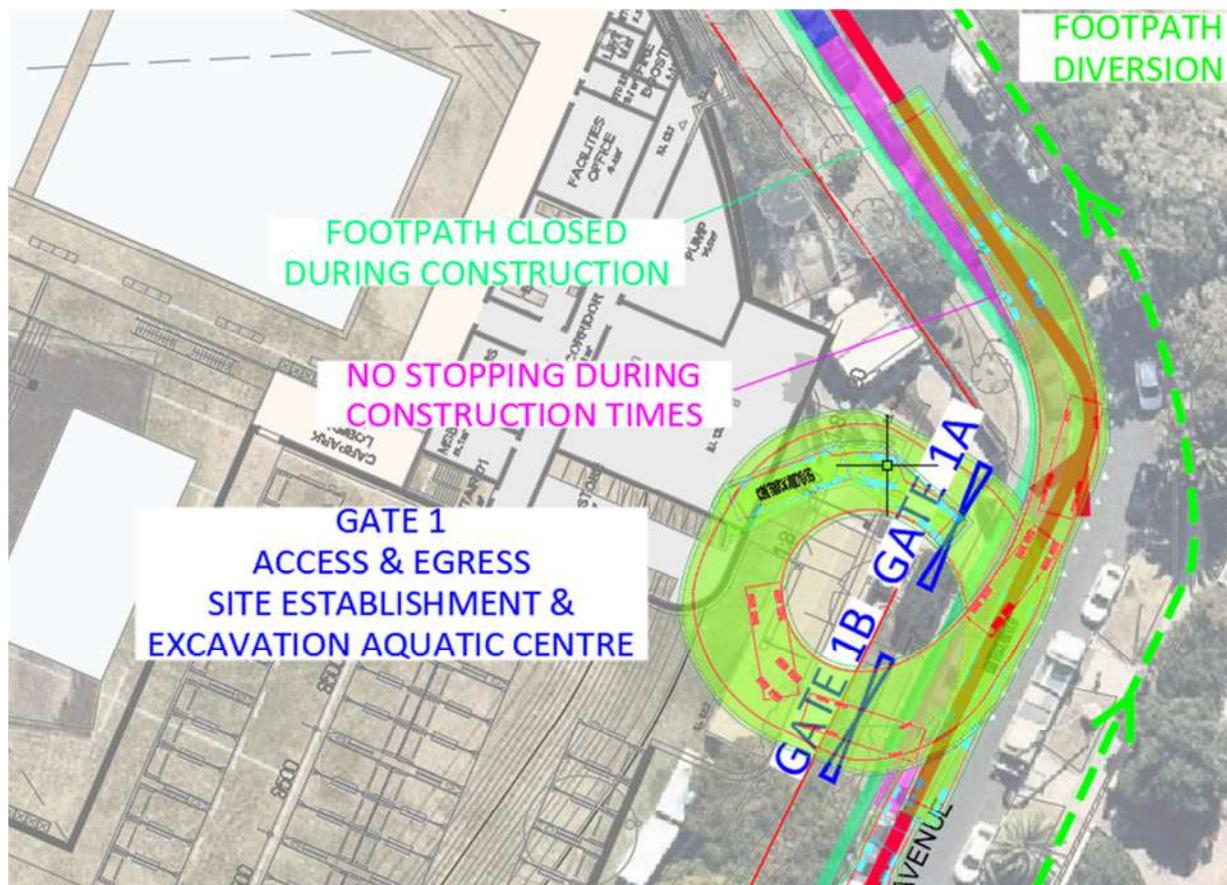


Figure 20 – Gate 1A and Gate 1B

Construction vehicles will access the site eastbound along Rose Bay Avenue and access the site via Gate 1A. Vehicles will then egress the site via Gate 1B and re-join the external road network via a left turn onto New South Head Road.

During this stage of the works, vehicle sizes are likely to be limited to 19m semi articulated vehicles.

Access & egress to these gates will be managed by traffic controllers at all times and traffic management will be provided which is discussed further in Section 5.7.

5.6.2 Internal Drop off / Pick Up Zone

During the construction of the development, the drop off and pick up facility will be relocated to the existing internal driveway located within the School site, as shown in Figure 21.

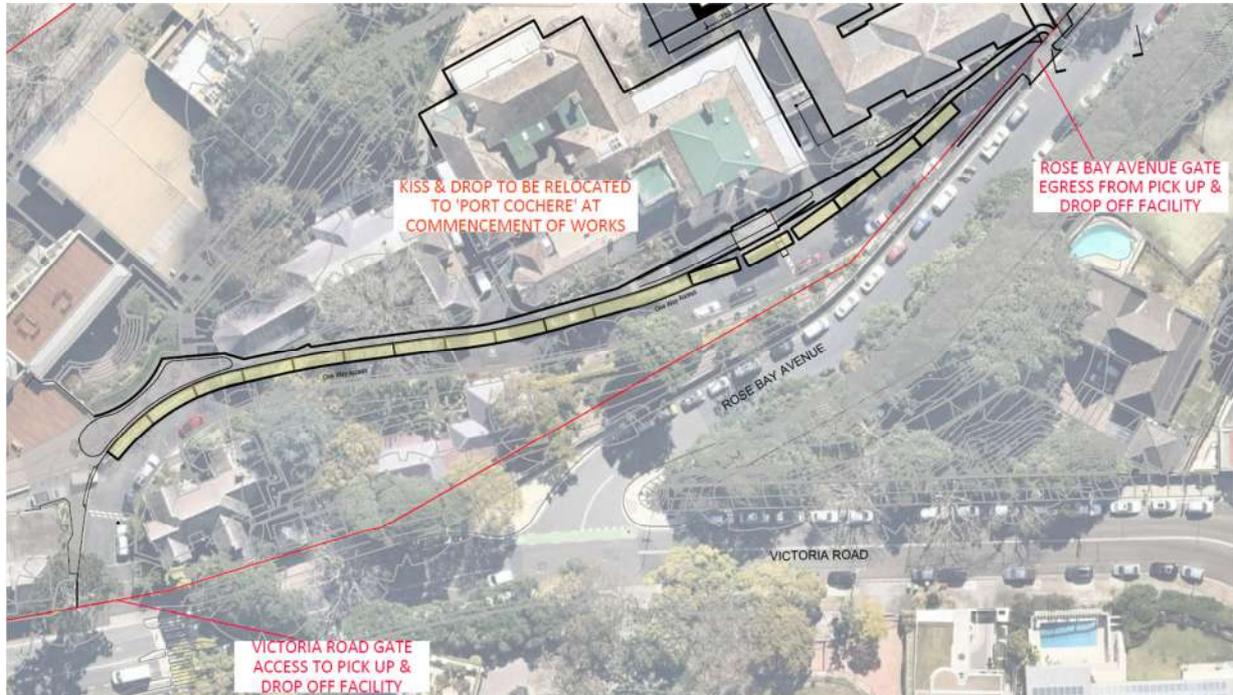


Figure 21 – Pick up and Drop Off

Parents will access the facility via the Victoria Road gate and exit the facility via the Rose Bay Avenue gate. The existing parking within the port cochere will be maintained prior to the completion of the proposed underground car park and therefore, the facility will operate as a 'head of the queue' system, with the capacity of up to 18 vehicles at any one time.

Access to the parking in this area will be limited to outside of the pick up and drop off activity and traffic management will be in place to define the vehicular and pedestrian areas. Details of the traffic control are discussed further in Section 5.7.

Following the completion of the underground car park the proposed pick up and drop facility will be permanently relocated to the internal driveway, as set out in the Parking and Traffic Assessment produced by ptc.

5.6.3 Demolition Works

During the demolition of the existing War Memorial and Mansfield buildings, an internal works zone will be provided and access and egress to this will be via Gate 2A and Gate 2B. In conjunction with this, an external work zone is proposed on Rose Bay Avenue. Details of these facilities are shown on Figure 22

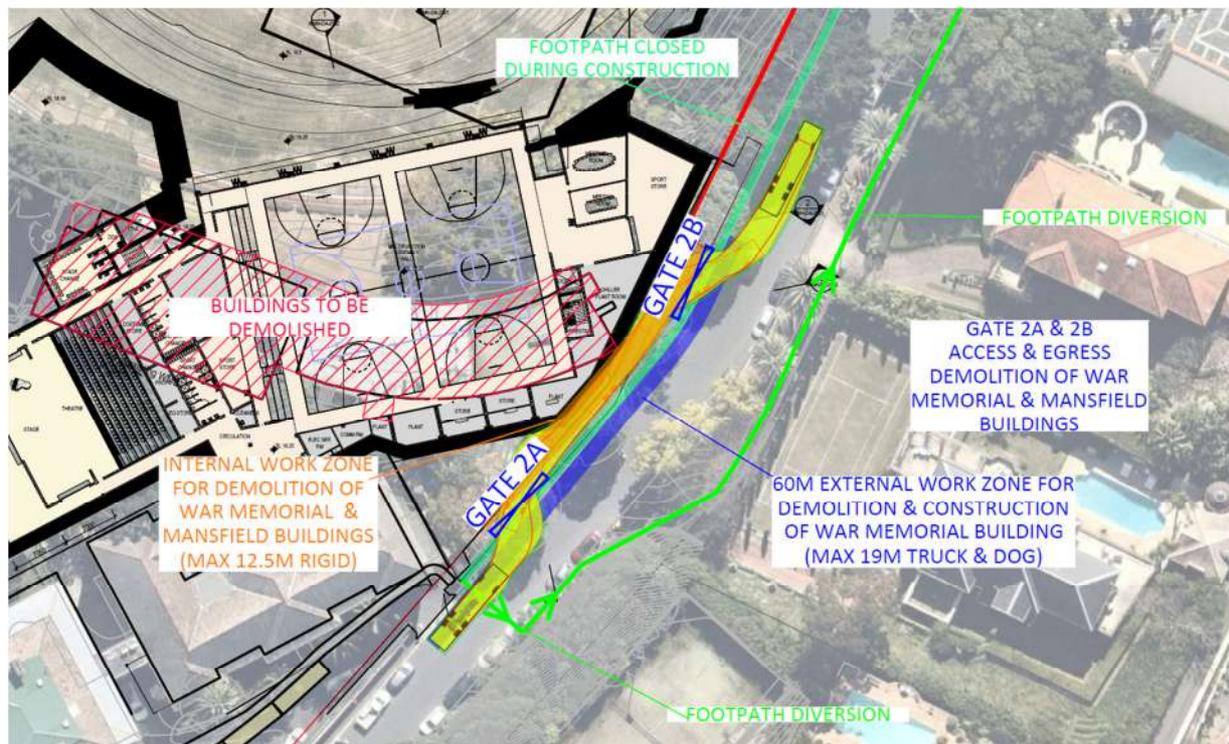


Figure 22 – Gate 2a and Gate 2B

Construction vehicles will access the Gate 2A and the external work zone, eastbound along Rose Bay Avenue. Vehicles will then both egress the external work zone or the site via Gate 2B and proceed eastbound along Rose Bay Avenue to re-join the external road network via a left turn onto New South Head Road.

During this stage of the works, vehicle sizes are expected to be 19m Truck and Dog (within the external work zone) and 12.5 Rigid Vehicles (within the internal work zone).

Access & egress to these gates and the external work zone, will be managed by traffic controllers at all times and traffic management will be provided which is discussed further in Section 5.7.

5.6.4 Centenary Building Construction

Construction vehicle access for the construction of the Centenary Building is proposed from two locations, dependent on the stage of construction.

Vehicle sizes during this stage of the works are likely to be up to 19m Truck and Dog.

Initially, access will be via Gate 1A and 1B, as described in Section 5.6.1, Once the slab for the underground car park is completed (and subject to structural loading requirements) an additional access will be provided via Gate 4, with egress also via Gate 4. An alternative egress point is also proposed via Gate 5. This arrangement is subject to further review and approval with the RMS, as the gate is located within the existing signal controlled intersection at New South Head Road and Wolseley Road.

Details of Gate 4 and Gate 5 are shown in Figure 23.



Figure 23 – Gate 4 and Gate 5

Access & egress to these gates, will be managed by traffic controllers at all times and traffic management will be provided which is discussed further in Section 5.7.

5.6.5 Aquatic and Fitness Centre and Car Park Construction

During the construction of the Aquatic and Fitness Centre and Car Park, site access and egress will be via three locations. Vehicles will utilise Gates 1 and Gate 4, as discussed in Section 5.6.1 and Section 5.6.4. In addition to these gates, access and egress will also be undertaken via Gate 3 and an external work zone located on Rose Bay Avenue.

Access to Gate 3 will be limited to 8.8m Medium Rigid Vehicles (including concrete agitators) and the external work zone will accommodate 19m Truck and Dogs.

Details of Gate 3 are shown in Figure 24

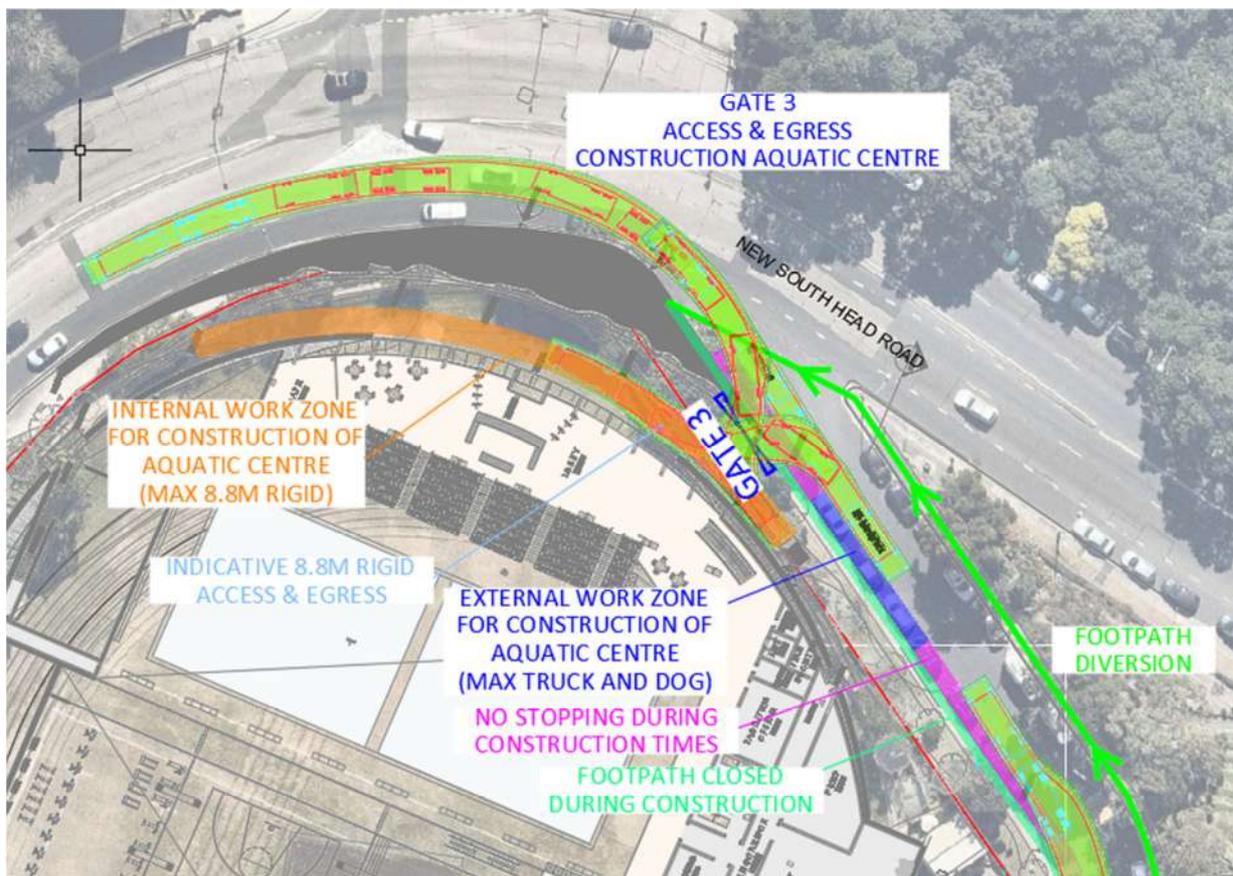


Figure 24 – Gate 3

Access & egress to these gates, will be managed by traffic controllers at all times and traffic management will be provided which is discussed further in Section 5.7.

5.6.6 Oval Reinstatement

To Undertake the Oval Reinstatement, access to the site will be via Gate 1, Gate 3 and Gate 4, dependent on the stage of the operations.

5.7 Traffic Control Measures

Traffic control will be provided for access and egress to all gates and will be in accordance with the RMS Guide to Traffic Control at Work Sites. All gates will be managed by traffic controllers at all times.

In addition, it is proposed to provide three 'passing bays' on the eastern side of Rose Bay Avenue and restrict parking on a section of the western side of Rose Bay Avenue, to assist vehicles travelling along Rose Bay Avenue towards the Victoria Road/Rose Bay Avenue intersection. The bays will be placed at approximately 45 metre spacing and will be accommodated by placing 'No Stopping' restrictions on the carriageway edge.

It should be noted that the section of parking along Rose Bay Avenue, is predominantly utilised by school staff. A possible temporary car park is proposed on the western portion of the oval and is to be accessed via Gate 5. This arrangement is subject to further review and approval with the RMS, as the gate is located within the existing signal controlled intersection at New South Head Road and Wolseley Road. A management plan is to be put in place to manage the access and egress times for this car park.

In addition to the above, the construction program is currently indicating the new car park being predominantly completed in 2019, at which time it is proposed to be used for staff parking.

A pedestrian diversion is also proposed along a section of the western footway on Rose Bay Avenue and this is further discussed in Section 5.9.

The concept traffic management proposals are shown in Attachment 1 and full details of the specific traffic control measures will be provided at detail design stage prior to commencement of works on site,

5.8 Work Zone

As outlined above, two work zones are proposed on Rose Bay Avenue.

Further details of these will be provided at detail design stage and applications submitted to Council to organise appropriate approvals when required.

5.9 Pedestrian Access

Pedestrian access to the school and the surrounding pedestrian network is to be maintained at all times.

With the relocation of the pick up and drop facility to the internal port cochere (as outlined in Section 5.6.2), pedestrian activity along the eastern section of Rose Bay Avenue is likely to be reduced. Given the construction activity in this area, it is proposed to close the footway along the site frontage from the Rose Bay Avenue Gate to the intersection of Rose Bay Avenue and New South Head Road. Pedestrians will be diverted along the eastern footway on Rose Bay Avenue during construction work times.

The extent of the pedestrian diversion is outlined in Figure 25

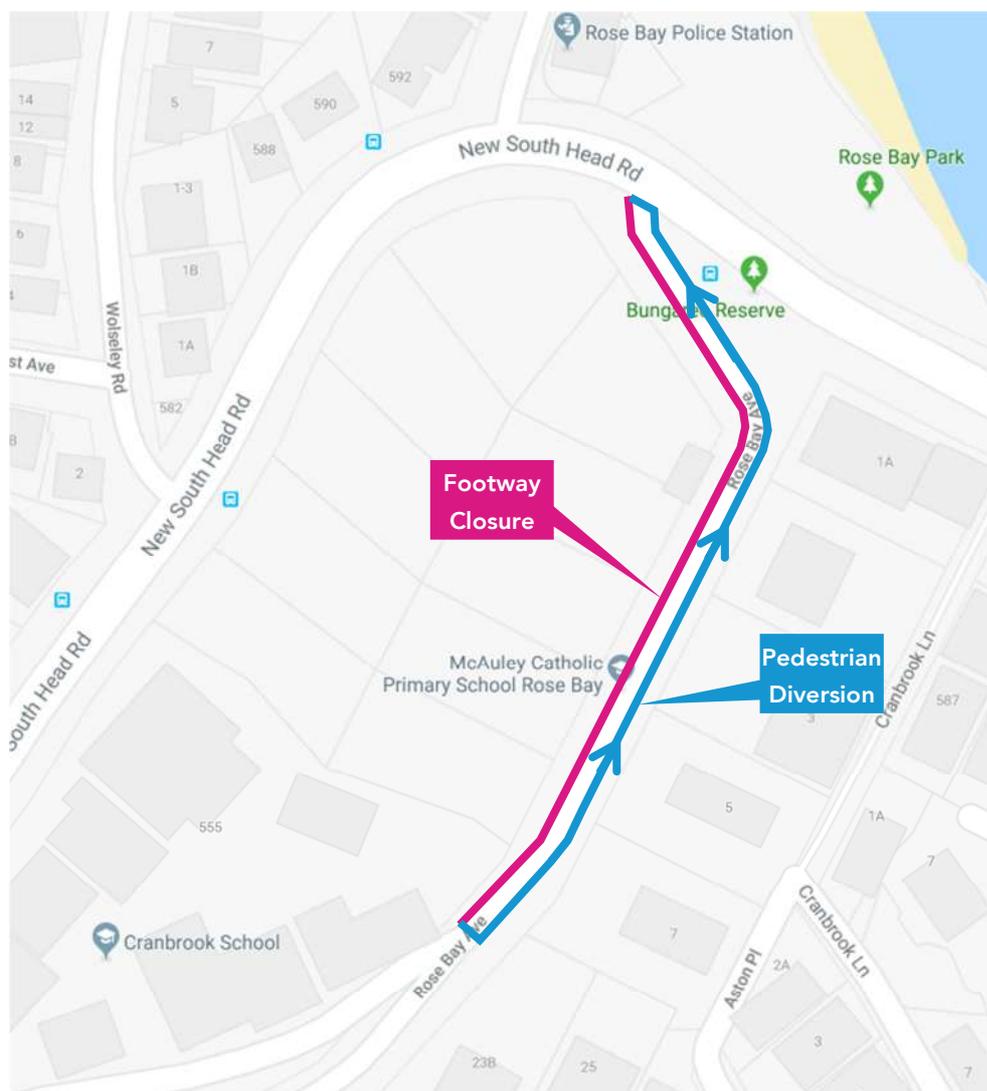


Figure 25 – Pedestrian Diversion

Full details of the specific pedestrian management measures will be provided at detail design stage prior to commencement of works on site,

5.10 Special Deliveries

Whilst not anticipated, any oversized vehicle that is required to travel to the site will be dealt with separately, with the submission of required permits to and subsequent approval by Council prior to any delivery. Requests shall be submitted 28 days prior to the scheduled date of use of an oversized vehicle.

5.11 Staff Parking

Due to site constraint, there will be limited parking available to school staff and site personnel on site. All site personnel are to be advised that they are not to park in the on street parking in the vicinity of the development site. To minimise the required parking, the contractor will be encouraged to assist in the transportation of workers to the site. Also, site personnel and school staff will be advised to car pool (where ever practicable) and will be informed of the public transport options available in the vicinity of the site (refer to Section 4) and advised to utilise these facilities (where ever practicable). The Scholl is also looking to provide its own bus service for staff from Edgecliff station and actively enforce its policy of students not driving to school.

5.12 Work Site Security

To provide security to the works site and protection to the general public and during specific activities, hoardings may be required to be erected to protect the works site and the general public.

These fencing and hoardings will be erected to define the extent of the works site. All access points are to be securely locked when construction activities are not in progress.

The exact location of the fence and hoarding is to be agreed on site prior to commencement of the works and is subject to the relevant approval process by Council.

5.13 Staff Induction

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

5.14 Emergency Vehicles

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 relevant site access along Rose Bay Avenue.

5.15 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 RMS accreditation in accordance with Section 8 of Traffic Control at Worksites.

5.16 Method of Communicating Traffic Changes

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

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

No deviation from the approved TCP shall be permitted, unless otherwise approved by the Department and certified by an RMS accredited personnel.

The associated TCP road signage will inform drivers of works activities in the area including truck movements in operation.

Prior to commencement of works on site the contractor is to inform neighbouring properties of proposed works and provide site contact information by means of a letter box distribution.

5.17 Contact Details for On-Site Enquiries and Site Access

The principal contractor is Buildcorp and all on-site enquiries can be addressed to David Stralow (Senior Project Manager) on 0418 115 993 or call David Hull, Cranbrook Head of Facilities Management on 0411 853 798.

5.18 Maintenance of Roads and Footways

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

6. Conclusion

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

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

It is envisaged that this document will be continually reviewed and amended if required, due to changes in design, RMS, Councils or any other authority requirements.

Attachment 1 Concept Traffic Management Plan