

Darlington Public School (SSD 9914): Submission of Construction Traffic and Pedestrian Management Sub-Plan in accordance with Condition B13 & B28

Condition	Condition requirements	Document reference
B13	The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) 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:	
	(a) be prepared by a suitably qualified and experienced person(s);	Appendix G
	(b) be prepared in consultation with Council and TfNSW;	Appendix H
	(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; and	Section 5
	(d) detail heavy vehicle routes, access and parking arrangements.	Section 4.3
B28	Prior to the commencement of construction, evidence of compliance of construction parking and access arrangements with the following requirements must be submitted to the Certifier: (a) all vehicles must enter and leave the Site in a forward direction; (b) the swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, is in accordance with the latest version of AS 2890.2; and (c) the safety of vehicles and pedestrians accessing adjoining	Section 5.1 & Appendix E No shared access arrangements with adjoining properties is proposed

	properties, where shared vehicle and pedestrian access occurs, has been addressed.	
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CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT SUB PLAN (CTPMSP)

Proposed School Redevelopment Darlington Public School

Reference: 20.358r02v06
Date: February 2021

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DOCUMENT VERIFICATION

Job Number	20.358			
Project	Darlington Public School			
Client	A W Edwards			
Revision	Date	Prepared By	Checked By	Signed
r02v06	26/02/2021	Kenneth Yuen	Justin Pindar	

TRAFFIC CONTROL PLAN CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	Justin Pindar	Certificate No.	0052259136



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Appendices

- Appendix A: City of Sydney Standard CTPMSP Requirements
- Appendix B: Site Establishment Plans
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- Appendix E: Swept Path Analysis
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- Appendix G: Curriculum Vitae
- Appendix H: TfNSW & Council Consultation



1. INTRODUCTION

TRAFFIX has been commissioned by AW Edwards to prepare a Construction Traffic and Pedestrian Management Sub Plan (CTPMSP) report for The Department of Education in relation to Darlington Public School, located at Golden Grove Street, Chippendale. The subject development is located within the City of Sydney Local Government Area (LGA) and is approved under D/2020/609. Reference should be made to the City of Sydney Standard Requirements for Construction Traffic Management Plan presented in **Appendix A**.

The subject development is a State Significant Development (SSD) and requires approval under the State Environmental Assessment Requirement's (SEAR's). This CTPMSP report relates to all phases of Stages 1 and 2 works and forms part of the Environmental Management Plan prepared separately. The following conditions as part of the SEAR's requirements have been addressed: B13, B13a, B13b, B13c, B13d, B17, B17a, B17b, B17C, B17d, B18 and B28. This report has also been prepared having regard for Conditions B11, B12 and B12d as part of the Construction Environmental Management Plan.

This report documents the proposed construction traffic and pedestrian management arrangements and methodology relating to the approved DA works. It should be read in conjunction with other relevant construction documentation prepared by the applicant.

The report is structured as follows:

- Section 2: Outlines the CTPMSP requirements
- Section 3: Documents the existing traffic conditions
- Section 4: Describes the overall construction program
- Section 5: Describes the proposed traffic management arrangements
- Section 6: Concludes the report



2. CTPMSP REQUIREMENTS

2.1 Traffic Control Plan

The Traffic Control Plan (TCP) that is included in this report, should be implemented taking due account of on-site conditions as will occur over the construction period. Accordingly, construction crews are expected to respond in a pro-active manner to ensure that this plan is implemented to maximum effect and with no obvious safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is available; and
- Installations should be checked intermittently during the course of the day/s.
- Roads and Maritime Services (RMS) certified Traffic Controllers shall be on-site during work hours to supervise vehicle and pedestrian movements.

It is noted that TRAFFIX is responsible for the preparation of these CTPMSP only and not for its implementation, which is the responsibility of the project manager/builder.

2.2 Development Consent

Condition 20 of the Conditions of Consent outlines the requirements for the preparation of a CTPMSP in relation to the subject site, as described below. Traffix has responded to each condition as outlined below:

“(a) A Construction Traffic and Pedestrian Management Plan must be submitted to and approved by Council prior to certification being issued pursuant to Section 6.28 of the Environmental Planning and Assessment Act 1979.”

“(b) Construction Traffic and Pedestrian Management Plans are to be prepared in accordance with Standard Requirements for Construction Traffic Management Plan on the City's website: <http://www.cityofsydney.nsw.gov.au/business/business-responsibilities/traffic-management/construction-traffic-management-plans>.”

In addition, the **SSDA Consent** outlines the requirements for the preparation of a CTPMSP in relation to the Site, as described below:



B 13) Construction Environmental Management Plan: The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) 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:

13(a) be prepared by a suitably qualified and experienced person(s)

TRAFFIX Response:

This CTPMSP Report was prepared by a TfNSW accredited Prepare a Work Zone Traffic Management Plan card holder (card number: 0052259136).

13(b) be prepared in consultation with Council and TfNSW

TRAFFIX Response:

This CTPMSP Report is to be forwarded to Council and TfNSW for review.

13(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

TRAFFIX Response:

Reference should be made to Section 5 of this report.

13(d) detail heavy vehicle routes, access and parking arrangements.

TRAFFIX Response:

Reference should be made to Section 4.3 of this report.

17 Construction Environmental Management Plan: A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:

TRAFFIX Response:

Reference should be made to **Appendix D** of this report.

17(a) minimise the impacts of earthworks and construction on the local and regional road network



TRAFFIX Response:

Reference should be made to **Section 5** of this report.

17(b) minimise conflicts with other road users

TRAFFIX Response:

Reference should be made to **Section 5** of this report.

17(c) Construction Environmental Management Plan(c) minimise road traffic noise; and

TRAFFIX Response:

Reference should be made to the driver code of conduct presented in **Appendix D** of this report.

17(d)Construction Environmental Management Plan(d) ensure truck drivers use specified routes.

TRAFFIX Response:

Reference should be made to Section 4.3 of this report.

18) Construction parking: Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the Certifier. The Strategy must detail the travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets or public parking facilities. A copy of the strategy must be provided to the Planning Secretary for information.

TRAFFIX Response:

Reference should be made to Section 5.5 of this report.

28 Construction Access arrangements: Prior to the commencement of construction, evidence of compliance of construction parking and access arrangements with the following requirements must be submitted to the Certifier:

(a) all vehicles must enter and leave the Site in a forward direction;

TRAFFIX Response:

Reference should be made to Section 5.1 and the swept path analysis presented in **Appendix E**.



(b) the swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, is in accordance with the latest version of AS 2890.2; and

TRAFFIX Response:

Reference should be made to the swept path analysis presented in **Appendix E**.

(c) the safety of vehicles and pedestrians accessing adjoining properties, where shared vehicle and pedestrian access occurs, has been addressed.

TRAFFIX Response:

Not applicable; No shared access arrangements with adjoining properties is proposed.



3. EXISTING CONDITIONS

3.1 Location and Site

The subject site is located on the north-eastern corner of the intersection of Golden Grove Street and Abercrombie Street, Darlington. It is located approximately 3.2 kilometres southwest of the Sydney Central Business District (CBD) and 530 metres northeast of Macdonaldtown Railway Station.

The site is rectangular in configuration with a site area of 7,030m². It has an eastern boundary of 95 metres with SP2 Infrastructure zoned development, a northern frontage of 74 metres with Darlington Lane, a western frontage of 94 metres with Golden Grove Street and a southern frontage of 77 metres with Abercrombie Street.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** below. Reference should be made to the Site Establishment Plans provided in **Appendix B**.

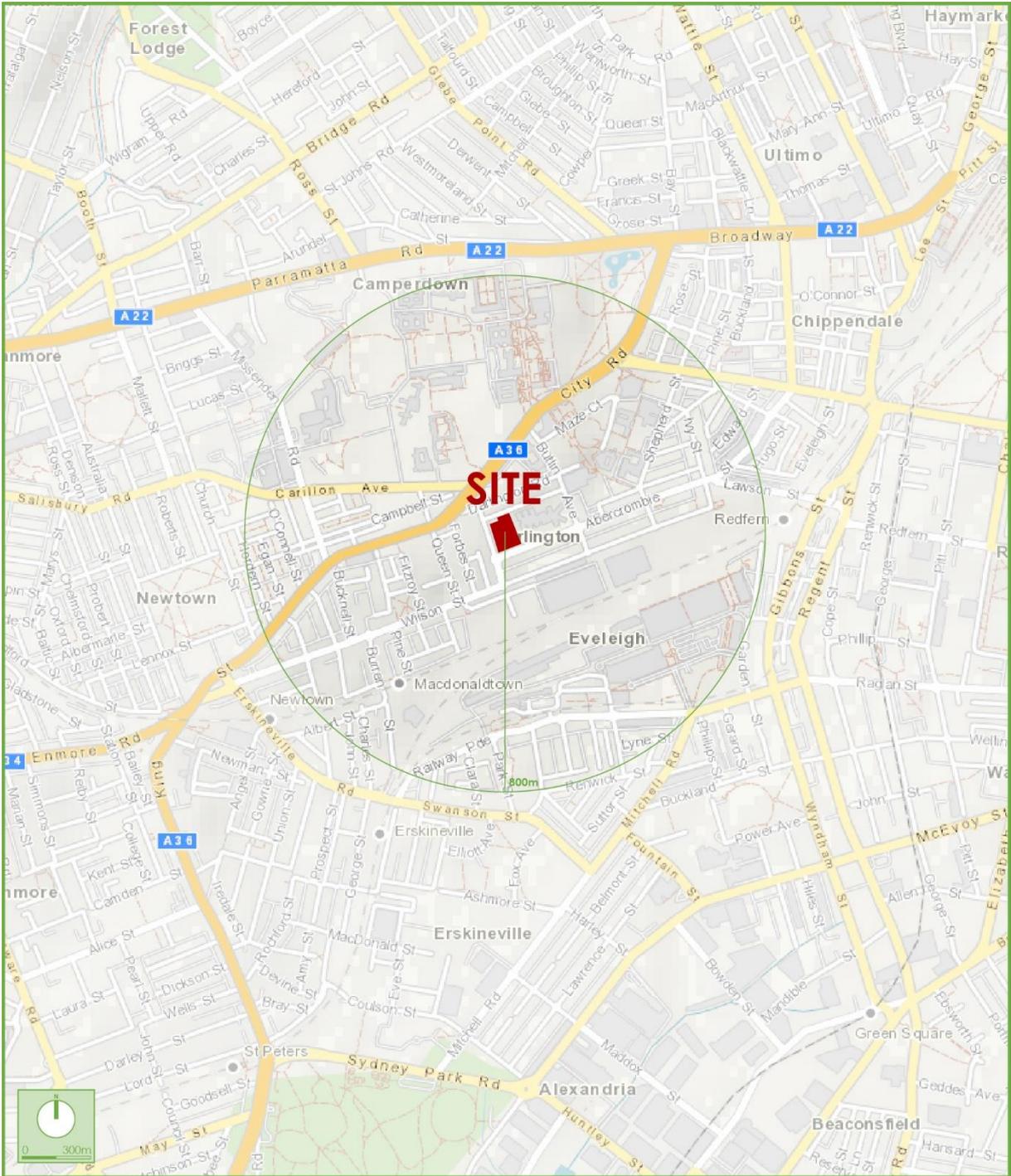


Figure 1: Location Plan



Figure 2: Site Plan



3.2 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Princes Highway / King Street: an RMS Highway (HW 1) that runs in a northeast-southwest direction between Broadway in the northeast and the Victorian Border in the southwest. Princes Highway accommodates two (2) lanes of traffic in each direction within a divided carriageway. It is subject to 50km/h speed zoning and restricted kerbside parking is generally permitted along both kerbsides outside of Clearway and No-Stopping restricted segments.

- Abercrombie Street: a local collector road in the vicinity of the site that runs in a northeast-southwest direction between Broadway in the northeast and Golden Grove Street in the southwest. Abercrombie Street accommodates a single lane of traffic in each direction within an undivided carriageway and is subject to 40km/h speed zoning. Restricted kerbside parking is permitted along both sides of Abercrombie Street in the vicinity of the site.

- Golden Grove Street: a local road that runs in a north-south direction between Darlington Road in the north and Wilson Street in the southeast. Golden Grove Street accommodates a single lane of traffic in each direction within an undivided carriageway and is subject to 40km/h speed zoning. A combination of restricted parallel and 60-degree angle parking is permitted along both sides of Golden Grove Street in the vicinity of the site.

- Darlington Road: a local road that runs in an east-west direction between Codrington Avenue in the east and Princes Highway in the west. Darlington Road accommodates a single lane of traffic in each direction within an undivided carriageway. Between its intersection with Golden Grove Street in the east and Princes Highway in the west and is one-way traffic flow (westbound) east of its intersection



with Golden Grove Street. It is subject to 40km/h speed zoning and a combination of restricted parallel and 90-degree angle parking is permitted along both sides of Darlington Road.

It can be seen from **Figure 3** that the site is conveniently located with respect to the surrounding arterial road network servicing the region. Access to the site will be via Princes Highway using Darlington Road and Golden Grove Street, thus minimising impacts to the local road network. Reference should be made to the photographic record presented in **Appendix C** showing the existing surrounding street layout and geometry.



Figure 3: Road Hierarchy



3.3 Public Transport

Bus Services

The subject site is located within 400 metres (optimal walking distance) of bus stops situated on Princes Highway. The bus services are presented in **Figure 4** below and are summarised below:

- 352 – Marrickville Metro to Bondi Junction via Oxford Street, Crown Street and King Street
- 370 – Leichhardt Marketplace to Coogee
- 423 – Kingsgrove Depot to City Martin Place
- 426 – Dulwich Hill to City Martin Place
- 428 – Canterbury to City Martin Place
- 430 – Sydenham to Taronga Zoo

The bus service frequencies are shown in **Table 1** below:

Table 1: Bus Frequencies

Bus No.	Mondays to Fridays	Saturday	Sunday and Public Holidays
352	Every 20-30 minutes	Every 30 minutes	Every 30 minutes
370	Every 9-10 minutes	Every 15 minutes	Every 15 minutes
423	Every 15 minutes	Every 15 minutes	Every 15 minutes
426	Every 15 minutes	Every 20 minutes	Every 20 minutes
428	Every 15 minutes	Every 15 minutes	Every 15 minutes
430	Every 10-15 minutes	Every 20-30 minutes	Every 20 minutes

These bus services provide frequent and reliable connections to Bondi Junction, Coogee, Dulwich Hill, Canterbury, Sydenham and the wider public transport network. Workers can take advantage of these bus services to access the construction site.



Train Services

The subject site is also located within 800 metres (optimal walking distance) of Macdonaldtown Railway Station. The train services are presented in **Figure 4** below and are summarised below:

- T1 – North Shore and Western Line
- T2 – Inner West and Leppington Line
- T3 – Bankstown Line
- T4 – Eastern Suburbs and Illawarra Line
- T8 – Airport and South Line
- T9 – Northern Line
- BMT – Blue Mountains Line
- CCN – Central Coast and Newcastle Line
- SCO – South Coast Line

The train service frequencies are shown in **Table 2** below:

Table 2: Train Frequencies

Train Route	Mondays to Fridays	Saturday	Sunday and Public Holidays
T1	Every 3-5 minutes	Every 4-11 minutes	Every 4-15 minutes
T2	Every 3 minutes	Every 3-10 minutes	Every 4-10 minutes
T3	Every 3-15 minutes	Every 15 minutes	Every 15 minutes
T4	Every 3-4 minutes	Every 5-10 minutes	Every 5-10 minutes
T8	Every 7-9 minutes	Every 4-11 minutes	Every 4-11 minutes
T9	Every 15 minutes	Every 15 minutes	Every 15 minutes
BMT	Every 24-30 minutes	Every 30 minutes-1 hour	Every 30 minutes-1 hour
CCN	Every 15 minutes	Every 30 minutes	Every 30 minutes
SCO	Every 3-17 minutes	Every 30 minutes-1 hour	Every 30 minutes-1 hour



These train services provide frequent and reliable connections to the City, northern, eastern, western, and southern suburbs, and the wider public transport network. Similarly, workers can take advantage of these train services to access the construction site.

More information concerning all bus and train service frequencies can be found on the Transport for NSW website: <https://transportnsw.info/>. Some changes and restrictions to the timetable are still being made in response to the COVID-19 pandemic.

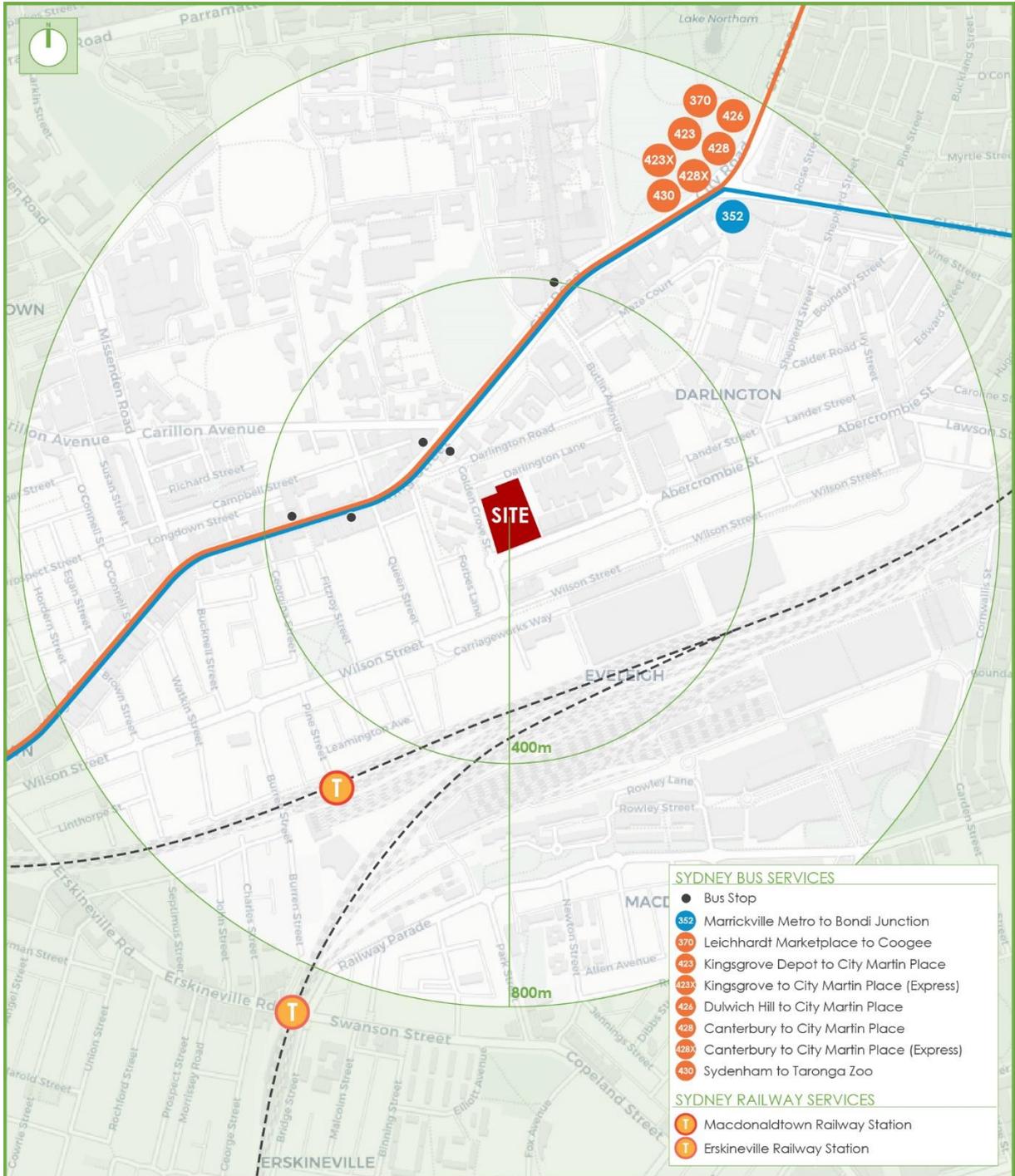


Figure 4: Public Transport



4. OVERVIEW OF CONSTRUCTION PROGRAM

4.1 Times of Operation

The total construction period is expected to occur for approximately 10 months. The hours of operation are summarised as follows:

- ▶ Monday to Friday 7:00am to 6:00pm.
- ▶ Saturday 8:00am to 1:00pm; and
- ▶ Sunday or Public Holiday No building activities are to be carried out at any time.

4.2 Overview of Construction Works

The proposed stages of construction are summarised below.

4.2.1 Stage 1

Bulk Excavation Stage

This stage will occur over a 4-week period, commencing 3 March 2021 and finishing on 30 March 2021, pending approval of this CTPMSP report and will involve a maximum workforce of 30 people on-site at any one time and an average of 20 people on-site at any one time. The maximum sized truck to be utilised during this stage will be 8.8m Medium Rigid Vehicles (MRVs). It is proposed that all bulk excavation works will occur within the site, with access to be provided using the contractor access driveway via Golden Grove Street and using the work zones along the eastern side of Golden Grove Street for loading and unloading of materials. Reference should be made to the Site Establishment Plans (Stage 1 Construction Management Plan) presented in **Appendix B**.

This stage will have an average of 10 truck arrivals per day (10 in, 10 out). This is considered a minor volume and will have minimal impacts to the surrounding road network. Truck arrivals and departures are not permitted during school drop off and pickup times between 7:30am-9:30am and between 2:30-4:00pm Monday to Friday.

Structure Stage

This stage will occur over a 6-month period, commencing on 31 March 2021 and finishing on 24 September 2021, pending approval of this CTPMSP report and will involve a maximum



workforce of 60 people on-site at any one time, with an average of 40 people. The maximum sized truck to be utilised during this stage will be 8.8m Medium Rigid Vehicles (MRVs). It is proposed that all bulk structure works will occur within the site, with access to be provided using the contractor access driveway via Golden Grove Street and using the work zones along the eastern side of Golden Grove Street for loading and unloading of materials. Reference should be made to the Site Establishment Plans (Stage 1 Construction Management Plan) presented in **Appendix B**.

This stage will have an average of 9 truck arrivals per day (9 in, 9 out). This is considered a minor volume and will have minimal impacts to the surrounding road network. Truck arrivals and departures are not permitted during school drop off and pickup times between 7:30am-9:30am and between 2:30-4:00pm Monday to Friday.

Fitout and Finishes Stage

This stage will occur over a 6-month period, commencing on 18 June 2021 and finishing on 18 December 2021, pending approval of this CTPMSP report and will involve a maximum workforce of 60 people on-site at any one time, with an average of 35 people. The maximum sized truck to be utilised during this stage will be 8.8m Medium Rigid Vehicles (MRVs). It is proposed that all fit out and finishes works will occur within the site, with access to be provided using the contractor access driveway via Golden Grove Street and using the work zones along the eastern side of Golden Grove Street for loading and unloading of materials. Reference should be made to the Site Establishment Plans (Stage 1 Construction Management Plan) presented in **Appendix B**.

This stage will have an average of 3-5 truck arrivals per day (3-5 in, 3-5 out). This is considered a minor volume and will have minimal impacts to the surrounding road network. Truck arrivals and departures are not permitted during school drop off and pickup times between 7:30am-9:30am and between 2:30-4:00pm Monday to Friday.

4.2.2 Stage 2

Demolition Stage

This stage is split into two phases - Phase 1 and Phase 2. Reference should be made to the Site Establishment Plans (Stage 2 Demolition Plans) presented in **Appendix B**. Both phases will occur over a 1-month period, commencing on 18 February 2022 and finishing on 18 March 2022, pending approval of this CTPMSP report and will involve a maximum workforce of 30 people



on-site at any one time during peak times and an average of 20 people on-site at any one time. The maximum sized truck to be utilised during this stage will be 8.8m Medium Rigid Vehicles (MRV's). It is proposed that all demolition works will occur within the site, with access to be provided using the contractor access driveway along Abercrombie Street.

This stage will have an average of 9 truck arrivals per day (9 in, 9 out). This is considered a minor volume and will have minimal impacts to the surrounding road network. Truck arrivals and departures are not permitted during school drop off and pickup times between 7:30am-9:30am and between 2:30-4:00pm Monday to Friday.

Bulk Excavation Stage

This stage will occur over an 11-day period, commencing on 18 March 2022 and finishing on 28 March 2022, pending approval of this CTPMSP report and will involve a maximum workforce of 30 people on-site at any one time during peak times and an average of 20 people on-site at any one time. The maximum sized truck to be utilised during this stage will be 8.8m Medium Rigid Vehicles (MRVs). It is proposed that all bulk excavation works will occur within the site, with access to be provided using the contractor access driveway along Abercrombie Street.

This stage will have an average of 8 truck arrivals per day (8 in, 8 out). This is considered a minor volume and will have minimal impacts to the surrounding road network. Truck arrivals and departures are not permitted during school drop off and pickup times between 7:30am-9:30am and between 2:30-4:00pm Monday to Friday.

Structure Stage

This stage will occur over a 7-week period, commencing 28 March 2022 and finishing on 18 May 2022, pending approval of this CTPMSP report and will involve a maximum workforce of 60 people on-site at any one time, with an average of 40 people. The maximum sized truck to be utilised during this stage will be 8.8m Medium Rigid Vehicles (MRVs). It is proposed that all structure works will occur within the site, with access to be provided using the contractor access driveway along Abercrombie Street.

This stage will have an average of 9 truck arrivals per day (9 in, 9 out). This is considered a minor volume and will have minimal impact to the surrounding road network. Truck arrivals and departures are not permitted during school drop off and pickup times between 7:30am-9:30am and between 2:30-4:00pm Monday to Friday.



Fitout and Finishes Stage

This stage will occur over a 6-month period, commencing 15 June 2022 and finishing on 1 November 2022, pending approval of this CTPMSP report and will involve a maximum workforce of 60 people on-site at any one time, with an average of 35 people. The maximum sized truck to be utilised during this stage will be 8.8m Medium Rigid Vehicles (MRVs). It is proposed that all fitout and finishes work will occur within the site, with access to be provided using the contractor access driveway along Abercrombie Street.

This stage will have an average of 5 truck arrivals per day (5 in, 5 out). This is considered a minor volume and will have minimal impacts to the surrounding road network. Truck arrivals and departures are not permitted during school drop off and pickup times between 7:30am-9:30am and between 2:30-4:00pm Monday to Friday.

4.3 Truck Routes and Parking Arrangements

Truck drivers are required to radio prior to arriving to the site to ensure traffic controllers are in place to control traffic and pedestrians in accordance with the TCP and avoid queuing on surrounding streets. In addition, truck drivers must adhere to the Drivers Code of Conduct presented in **Appendix D**. The code of conduct is issued to all subcontractors prior to commencement via Aconex as advised by the client. Under the traffic controllers' guide, each driver must sign the Code as a part of their truck driver induction upon arrival. A copy must be retained on site. The truck routes for the duration of the demolition and construction period are provided below.

4.3.1 Stage 1: Medium Rigid Vehicles (Site Access via Golden Grove Street and Parking)

The proposed truck route (Stage 1 site access) and parking arrangements are presented in **Figure 5**, with the route summarised as follows:

- Routes to the subject site (IN):
 1. Trucks will arrive on Princes Highway, westbound.
 2. Turn left onto Darlington Road, eastbound.
 3. Turn right onto Golden Grove Street, southbound.
 4. Turn left into the subject site.
 5. Park within the subject site
- OR
1. Trucks will arrive on Princes Highway, eastbound.



2. Turn right onto Darlington Road.
3. Turn right onto Golden Grove Street, southbound
4. Turn left into the subject site.
5. Park within the subject site

- Routes from the subject site (OUT):
1. Trucks will depart the subject site and turn right onto Golden Grove Street, northbound.
 2. Turn left onto Darlington Road, westbound.
 3. Turn left or right onto Princes Highway.

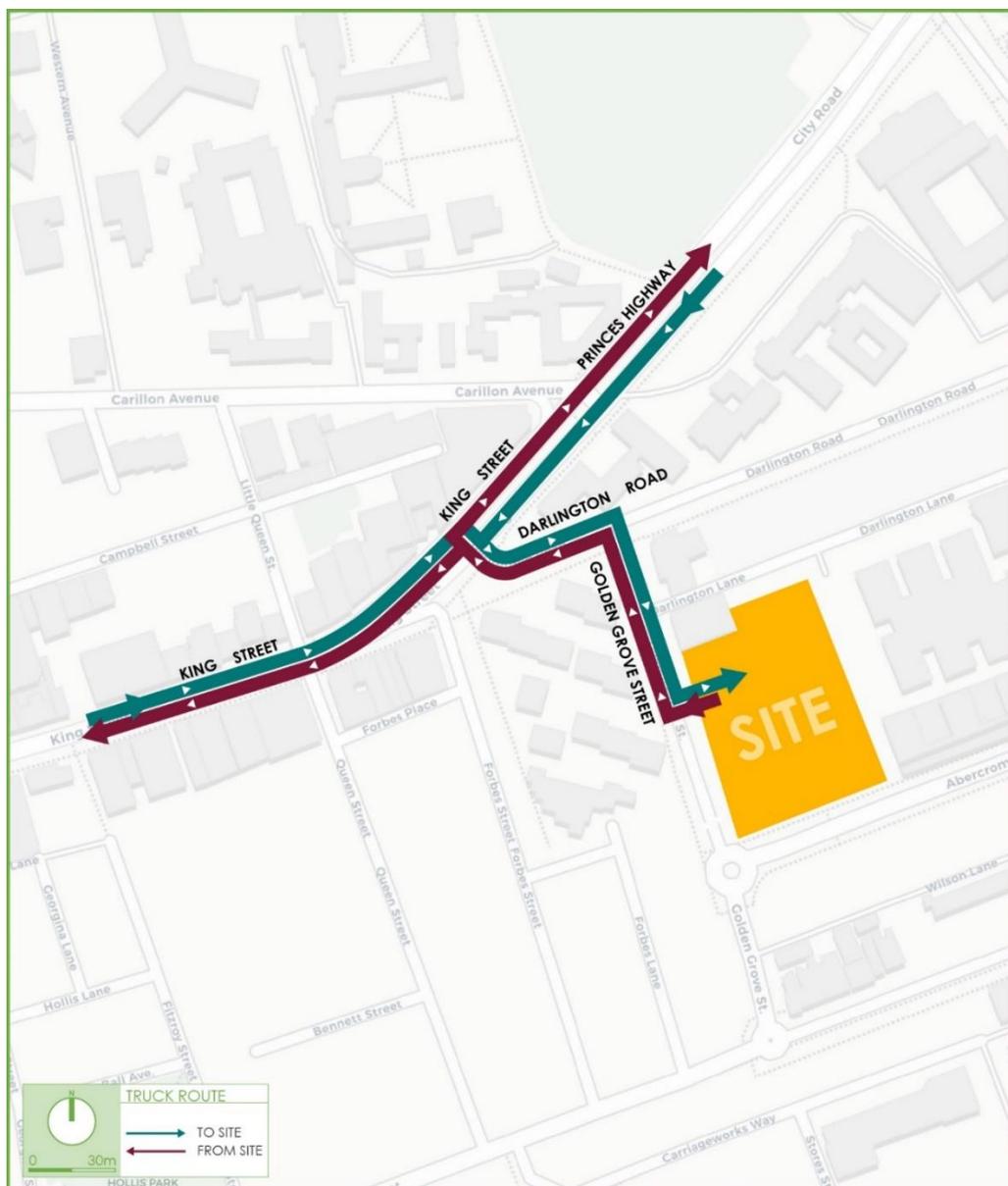


Figure 5: Truck Route (MRV Site Access Stage 1)



4.3.2 Stage 1: Medium Rigid Vehicles (Golden Grove Street Work Zones Access and Parking)

The proposed truck route (Stage 1 work zones) and parking arrangements are presented in **Figure 6**, with the route summarised as follows:

- Routes to the subject site (IN):
 1. Trucks will arrive on Princes Highway, westbound.
 2. Turn left onto Darlington Road, eastbound.
 3. Turn right onto Golden Grove Street, southbound.
 4. Enter the work zone along Golden Grove Street.
 5. Park within the work zone

OR

 6. Trucks will arrive on Princes Highway, eastbound.
 7. Turn right onto Darlington Road.
 8. Turn right onto Golden Grove Street, southbound.
 9. Enter the work zone and park along Golden Grove Street.
 10. Park within the work zone

- Routes from the subject site (OUT):
 1. Trucks will depart the work zone and continue straight along Golden Grove Street, southbound.
 2. Turn left onto Abercrombie Street, east bound.
 3. Turn left onto Cleveland Street, northbound.

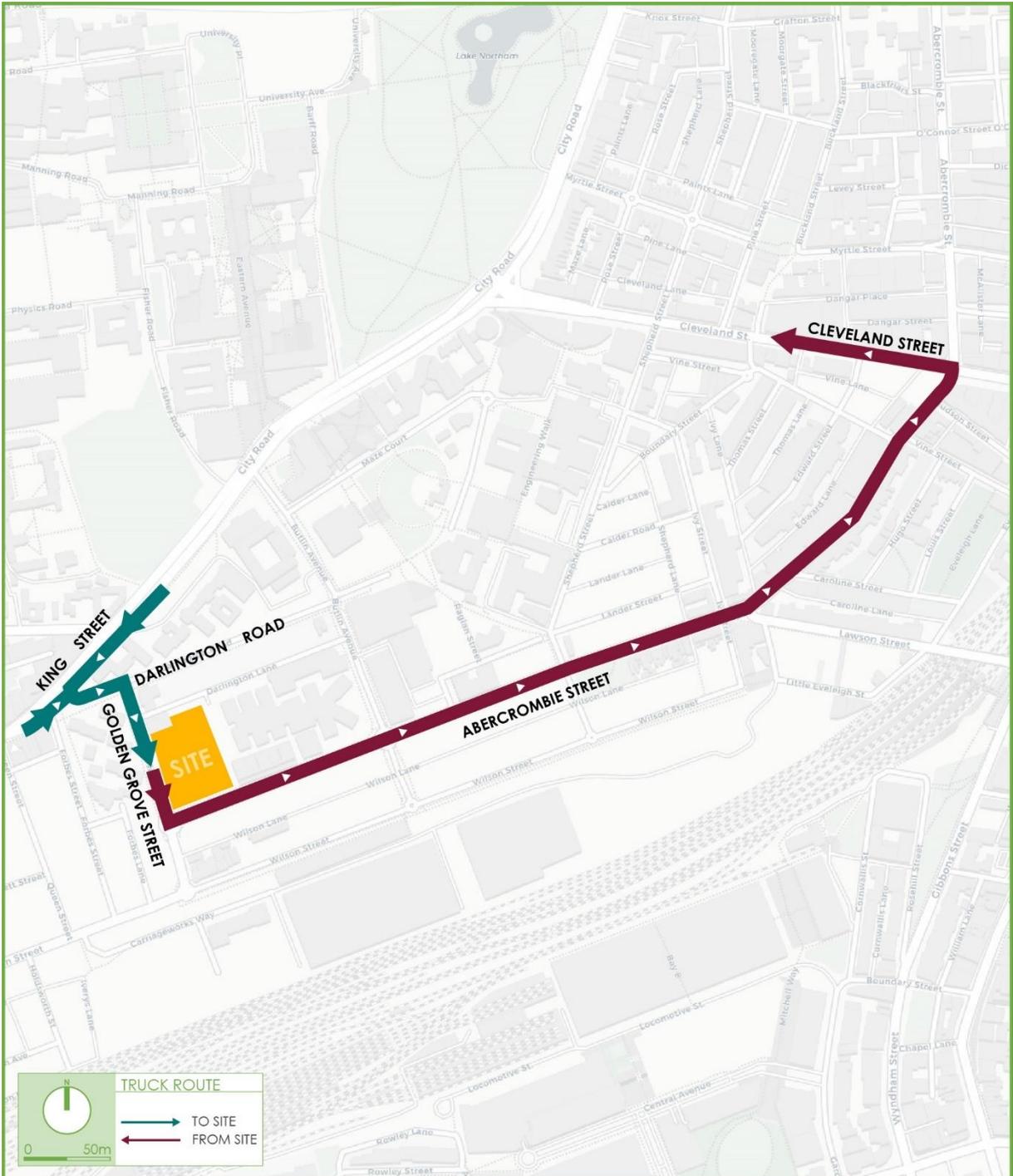


Figure 6: Truck Route (Work Zones Stage 1)



4.3.3 Stage 2: Medium Rigid Vehicles (Site Access and Parking)

The proposed MRV truck route (Stage 2 site access) is presented in **Figure 7**, with the route summarised as follows:

- Routes to the subject site (IN):
 1. Trucks will arrive on Princes Highway, westbound.
 2. Turn left onto Darlington Road, eastbound.
 3. Turn right onto Golden Grove Street, southbound.
 4. Turn left onto Abercrombie Street, eastbound.
 5. Turn left into site.
 6. Park within the subject site

OR

 1. Trucks will arrive on Princes Highway, eastbound.
 2. Turn right onto Darlington Road.
 3. Turn right onto Golden Grove Street, southbound.
 4. Turn left onto Abercrombie Street, eastbound.
 5. Turn left into site.
 6. Park within the subject site

- Routes from the subject site (OUT):
 1. Trucks will depart the subject site and turn right onto Abercrombie Street, westbound.
 2. Turn right onto Golden Grove Street, northbound.
 3. Turn left onto Darlington Road, westbound.
 4. Turn left or right onto Princes Highway.

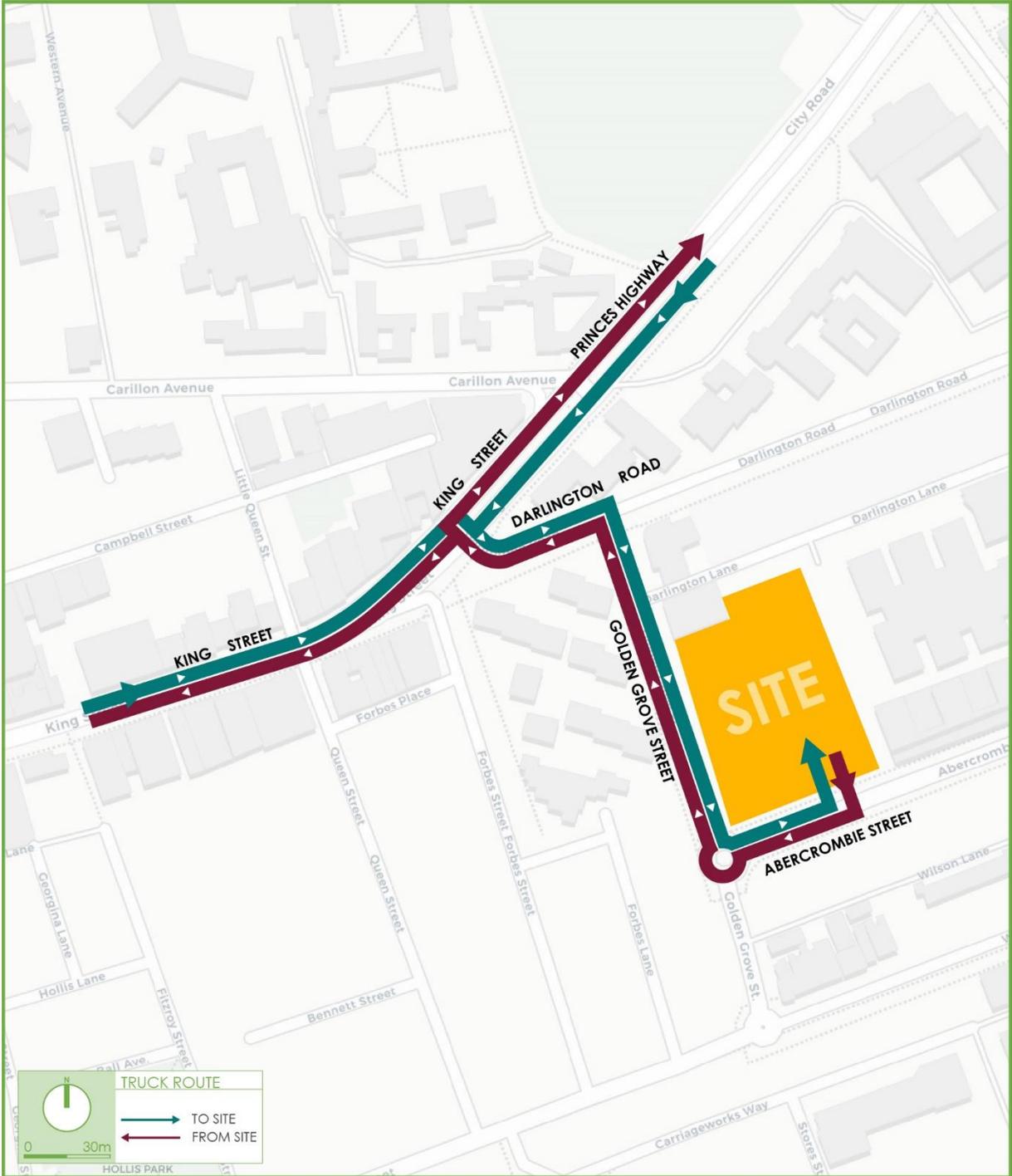


Figure 7: Truck Route (MRV Site Access Stage 2)



4.3.4 Stage 2: Medium Rigid Vehicle -Work Zone Access and Parking (Abercrombie Street)

The proposed MRV truck route (Stage 2 work zone access) and parking arrangements are presented in **Figure 8**, with the route summarised as follows:

- Routes to the subject site (IN):
 1. Trucks will arrive on Princes Highway, westbound.
 2. Turn left onto Darlington Road, eastbound.
 3. Turn right onto Golden Grove Street, southbound.
 4. Turn left onto Abercrombie Street, eastbound.
 5. Enter work zone along Abercrombie Street.
 6. Park within the work zone

OR

1. Trucks will arrive on Princes Highway, eastbound.
 2. Turn right onto Darlington Road.
 3. Turn right onto Golden Grove Street, South Bound.
 4. Turn left onto Abercrombie Street, eastbound.
 5. Turn left into the work zone
 6. Park within the work zone
- Routes from the subject site (OUT):
 1. Trucks will depart the work zone along Abercrombie Street, eastbound.
 2. Continue straight along Abercrombie Street, eastbound.
 3. Turn left onto Cleveland Street, northbound.

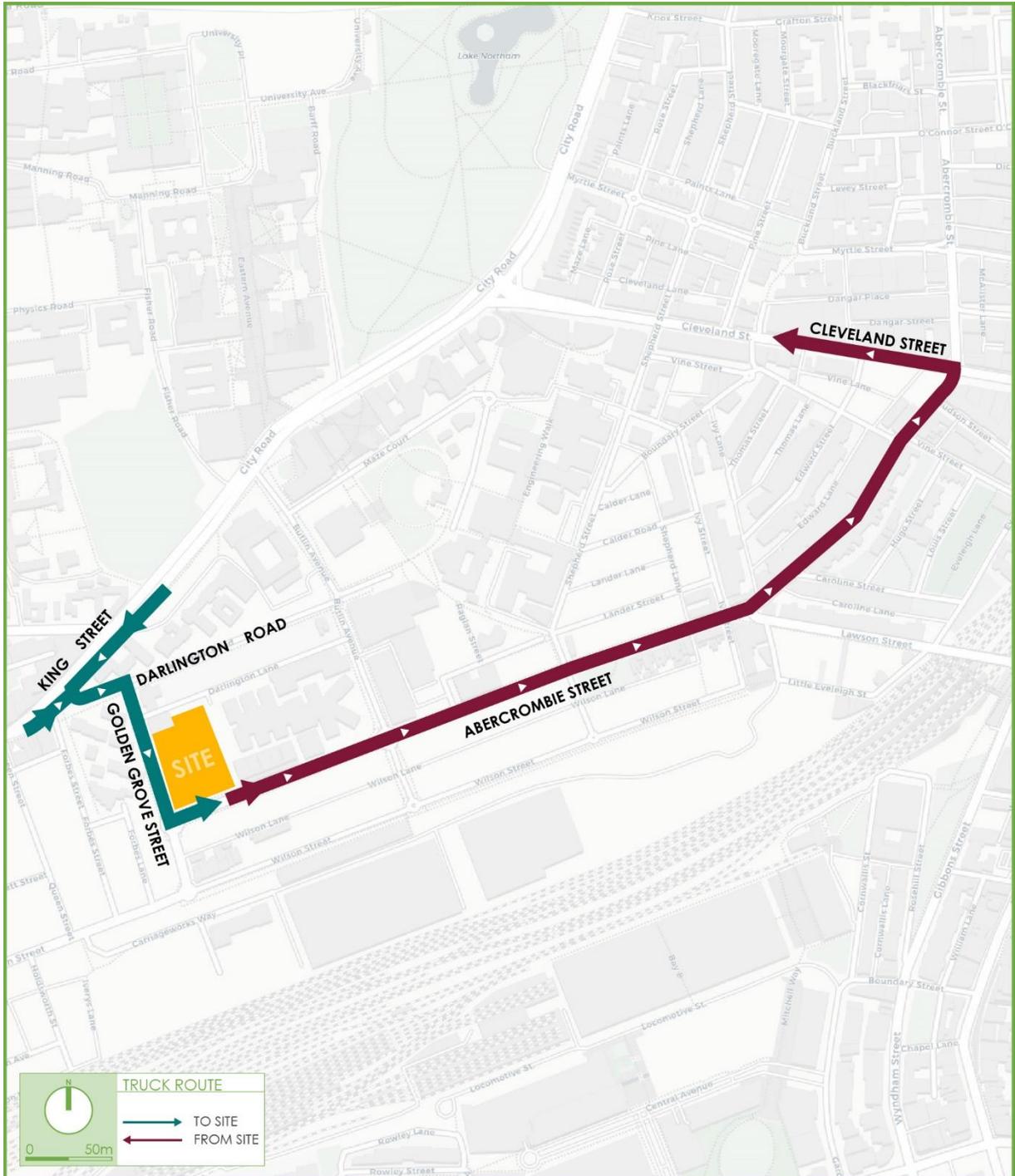


Figure 8: Truck Route (MRV Work Zone Stage 2)



5. TRAFFIC MANAGEMENT ARRANGEMENTS

5.1 Site Access

Vehicular access to and from the site for Stage 1 and 2 works is as follows:

- ▶ Stage 1 works: A new temporary access driveway via Golden Grove Street will provide Vehicular access to and from the subject site for the duration of Stage 1 works.
- ▶ Stage 2 works: A new access driveway via Abercrombie Street will provide vehicular access to and from the subject site for the duration of Stage 2 works.

Reference should be made to the Site Establishment Plans presented in **Appendix B** showing the access driveway locations for each stage of construction. The largest vehicles requiring access to the subject site are 8.8m MRV's. All vehicle manoeuvres to and from the site are to be in a forward direction during all stages of construction. A swept path analysis has been undertaken for an 8.8m MRV demonstrating satisfactory entry and egress movements to and from each site access. This analysis is provided in **Appendix E**.

5.2 Pedestrian Control

Pedestrian access surrounding the site will be managed safely. A-class hoarding will be erected around the construction site perimeter during all stages of construction thereby ensuring access to and from the subject site will always be controlled and not accessible to the public. In addition, B-class hoarding is to be provided to ensure pedestrian safety is maintained along Golden Grove Street and Abercrombie Street. Reference should be made to the Site Establishment Plans presented in **Appendix B**.

Pedestrian access to neighbouring properties shall always be maintained. No building materials shall be placed, dumped, or left on any Council road or footpath area at any time. Footpaths are always to remain in a safe condition for use by pedestrians.

The above arrangements are considered acceptable and will ensure that pedestrian safety is always maintained.



5.3 Cyclists

There are no formal bicycle routes provided within the vicinity of the subject site although it is expected that the traffic control plans discussed in Section 5.8 below would also apply to cyclists, thereby ensuring the safety of cyclists.

5.4 Buses

There are no bus stops or bus routes in the immediate vicinity of the subject site and therefore the operation of the existing bus network will not be impacted.

5.5 Work Zones

Work zones are required for Stages 1 and 2 as described below:

5.5.1 Stage 1 works:

A single 35.0m work zone along the eastern side of Golden Grove Street to accommodate a waiting area for trucks accessing the site and loading and unloading of materials.

Reference should be made to the swept path analysis presented in **Appendix E** and the Site Establishment Plans presented in **Appendix B**.

5.5.2 Stage 2 works:

A single work zone is required along Golden Grove Street during Stage 2 works, as follows:

- ▶ A 27.0m work zone along the northern side of Abercrombie Street immediately east of the existing pedestrian crossing on Abercrombie Street. This work zone is required for up to one (1) week during the Stage 2 initial demolition works.

Reference should be made to the Swept Path Analysis presented in **Appendix E** and the Site Establishment Plans presented in **Appendix B**.

5.6 Crane Requirements

A tower crane is required for Stage 1 works only. The tower crane is to be positioned adjacent to the site's western boundary, north of the proposed temporary construction driveway. The crane is not to protrude over trafficable lanes on surrounding public roads at any time. In addition, the crane is to be confined above the B-class hoarding provided along Golden



Grove Street for the loading and unloading of trucks within the southern work zone along Golden Grove Street. Reference should be made to the Site Establishment Plans presented in **Appendix B**.

5.7 Employee Vehicles

As previously mentioned, there will be a maximum of 60 workers on site during peak times and a maximum of 40 workers at any given time (average). The majority of employees and contractors are required to utilise public transport to / from work. This is considered reasonable on the basis that the site is located within less than 10 minutes walking time (estimate by Google Maps) from Macdonaldtown Station and given the abundance of bus services that operate in the subject site's vicinity as discussed in Section 4. Only employee / contractors making a delivery will be given permission to drive to the work site.

5.8 Footpath and Verge Works

Temporary closure of footpaths will be required while erecting and dismantling B-class hoarding on Golden Grove Street and Abercrombie Street. Reference should be made to TCP's 4 and 7 provided in **Appendix F**.

5.9 Traffic Control Plan

The Traffic Control Plans (TCPs) included in **Appendix F** demonstrate the proposed signage / traffic management to be adopted for the following works:

- **TCP No. 1 – Stage 1 Site Access Vehicle and Pedestrian Control**
Construction vehicle site access and pedestrian control via Golden Grove Street.
- **TCP No. 2 – Stage 1 Golden Grove Street Work Zone Vehicle Control**
Construction vehicle site access and pedestrian control via Golden Grove Street.
- **TCP No. 3 – Stage 1 Temporary Footpath Closure**
Temporary closure of footpath on Golden Grove Street while erecting and dismantling B-Class hoarding and tower crane
- **TCP No. 4 – Stage 2 Site Access Vehicle and Pedestrian Control**
Construction vehicle site access and pedestrian control via Abercrombie Street
- **TCP No. 5 – Stage 2 Work Zone Vehicle Control**
Construction vehicle work zone control via Abercrombie Street
- **TCP No. 6 – Stage 2 Temporary Footpath Closure**



Temporary closure of footpath on Abercrombie Street while erecting and dismantling B-Class hoarding, construction of new access driveway and loading/unloading of materials.

The proposed TCPs will ensure that all vehicular and pedestrian traffic is managed safely and efficiently. The TCP has been designed in accordance with the requirements of the *RMS Traffic Control at Work Sites Manual* and is recommended for adoption. In addition, it is noted that copies of the TCPs are to be kept on-site at all times.

This CTPMSP and TCP's attached in **Appendix F** have been prepared by an accredited *Prepare a Work Zone Traffic Management Plan* certificate holder (certificate number: 0052259136) and reference should be made to the Curriculum Vitae of the author presented in **Appendix G**, accordingly.



6. CONCLUSION

This report should be read in conjunction with other documentation prepared by the appointed builder relating to the internal construction activities. Specifically, this CTPMSP has been completed in consultation with Council and TfNSW and reference should be made to the correspondence presented in **Appendix H** in this regard.

In summary, the plan outlined above is considered satisfactory and will minimise any disruptions to the neighbouring developments. This plan meets all requirements of the *RMS Traffic Control at Work Sites Manual* and is recommended for adoption.

APPENDIX A

City of Sydney CTPMSP Standard Requirements

The City of Sydney Standard Requirements for Construction Traffic Management Plan

The Applicant or contractor undertakes to follow and abide by the following requirements at all times during the demolition, excavation and construction works at **(Please Insert site address and DA No here)**

1. Details of routes to and from site and entry and exit points from site – site specific
2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific
3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.

NOTE: No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or www.nhvr.gov.au.
8. No queuing or marshalling of trucks is permitted on any public road.
9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.
10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.
11. All loading and unloading must be within the development site or at an approved "Works Zone".

12. The Applicant must apply to the City's Traffic Works Co-ordinator to organise appropriate approvals for Work Zones and road closures.
13. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for partial road closures.
14. The Applicant must apply to the Transport for NSW's Transport Management Centre for approval of any road works on State Roads or within 100m of Traffic Signals and receive an approved Road Occupancy Licence (ROL). A copy of the ROL must be provided to the City.
15. The Applicant must apply to the City's Construction Regulations Unit to organise appropriate approvals for temporary driveways, cranes and barricades etc.
16. The Applicant must comply with development consent for hours of construction.
17. All Traffic Control Plans associated with the CTMP must comply with the Australian Standards and Roads and Maritime Services (RMS) Traffic Control At Work Sites Guidelines.
18. Traffic Controllers are NOT to stop traffic 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. The Roads Act does not give any special treatment to trucks leaving a construction site - **the vehicles already on the road have right-of-way.**
19. Pedestrians may be held only for very short periods to ensure safety when trucks are leaving or entering BUT you must NOT stop pedestrians in anticipation i.e. **at all times the pedestrians have right-of-way on the footpath not the trucks.**
20. Physical barriers to control pedestrian or traffic movements need to be determined by the City's Construction Regulations Unit prior to commencement of work.
21. The Applicant must obtain a permit from the City's Construction Regulation Unit regarding the placing of any plant/equipment on public ways.
22. The Applicant must apply to the City's Building Approvals Unit to organise appropriate approvals for hoarding prior to commencement of works.
23. The CTMP is for the excavation, demolition and construction of building works, not for road works (if required) associated with the development. Any road works will require the Applicant or the contractor to separately seek approval from the City and/or RMS for consideration. Also WorkCover requires that Traffic Control Plans must comply with Australian Standards 1742.3 and must be prepared by a Certified Traffic Controller (under RMS regulations).
24. Please note that the provision of any information in this CTMP will not exempt the Applicant from correctly fulfilling all other conditions relevant to the development consent for the above site.

APPENDIX B

Site Establishment Plan

WORK ZONE
 - Parking Lane
 - 35m
 - WAITING/LOADING BAY
 (USING TOWER CRANE TO UNLOAD TRUCKS TO B CLASS HOARDING OR INSIDE SITE)

EXISTING DRIVEWAY TO BE REMOVED

NEW TEMPORARY CONSTRUCTION DRIVEWAY

PERMANENT ISLAND REMOVAL

MATERIALS SETDOWN

HOIST

COMPLETED GAMES COURT BY 25/02/2021

Stairs to be completed last

Temporary Stair + Erosion Control

Temporary Retaining Wall

STAGING AREA

COMPOUND AND FACILITIES

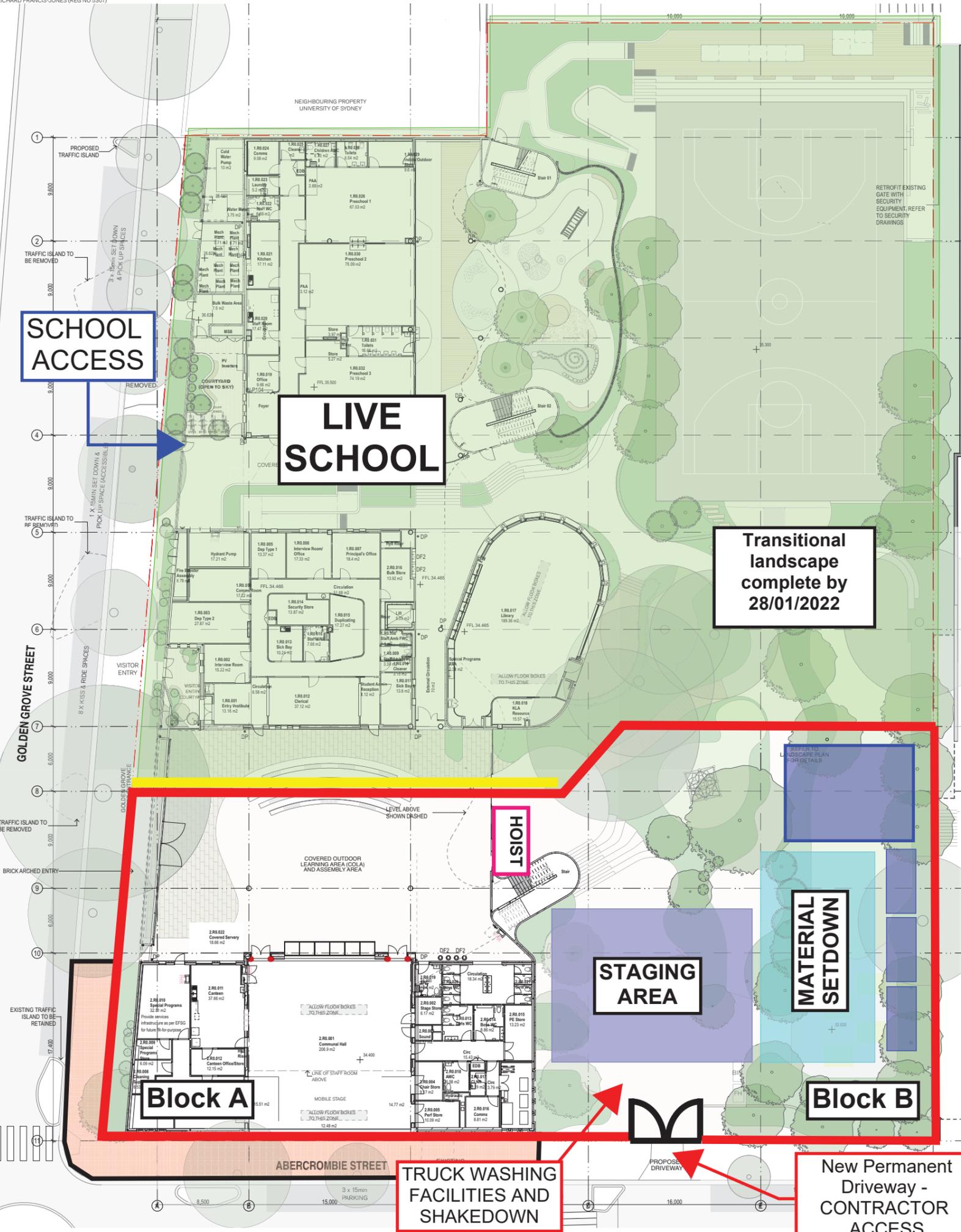
LIVE SCHOOL

15/03/2021-
23/01/2022

LEGEND

A Class Hoarding	
Demolition	
Contractor Compound	
B Class Hoarding	
Gate	
Live School	
Work Zone	
Tower Crane	
Acoustic Barrier	

SCHOOL ACCESS



SCHOOL ACCESS

LIVE SCHOOL

Transitional landscape complete by 28/01/2022

19/3/2022 -19/11/2022

LEGEND	
A Class Hoarding	
Demolition	
Contractor Compound	
B Class Hoarding	
Gate	
Live School	
Work Zone	
Tower Crane	
Acoustic Barrier	

Block A

Block B

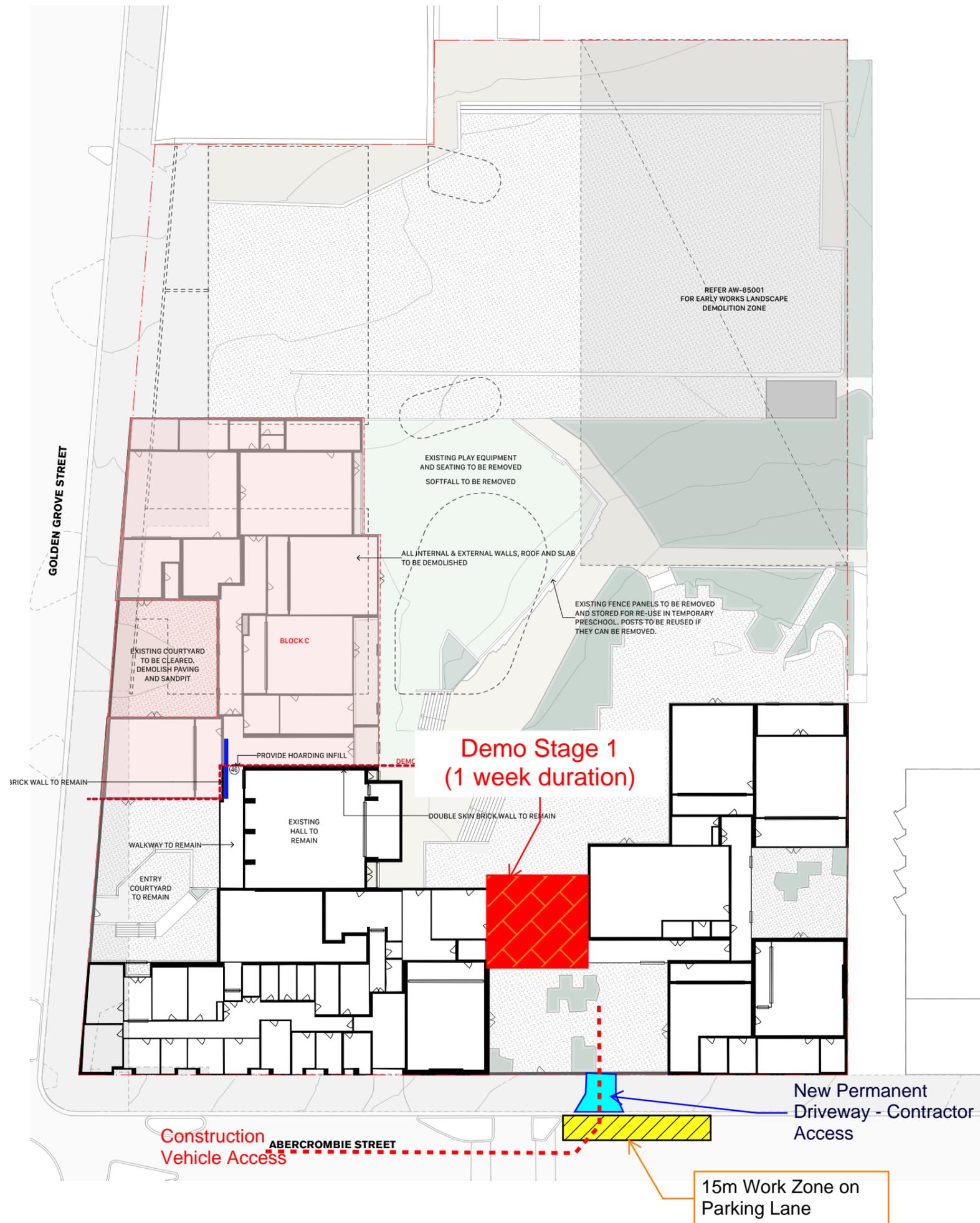
STAGING AREA

MATERIAL SETDOWN

HOIST

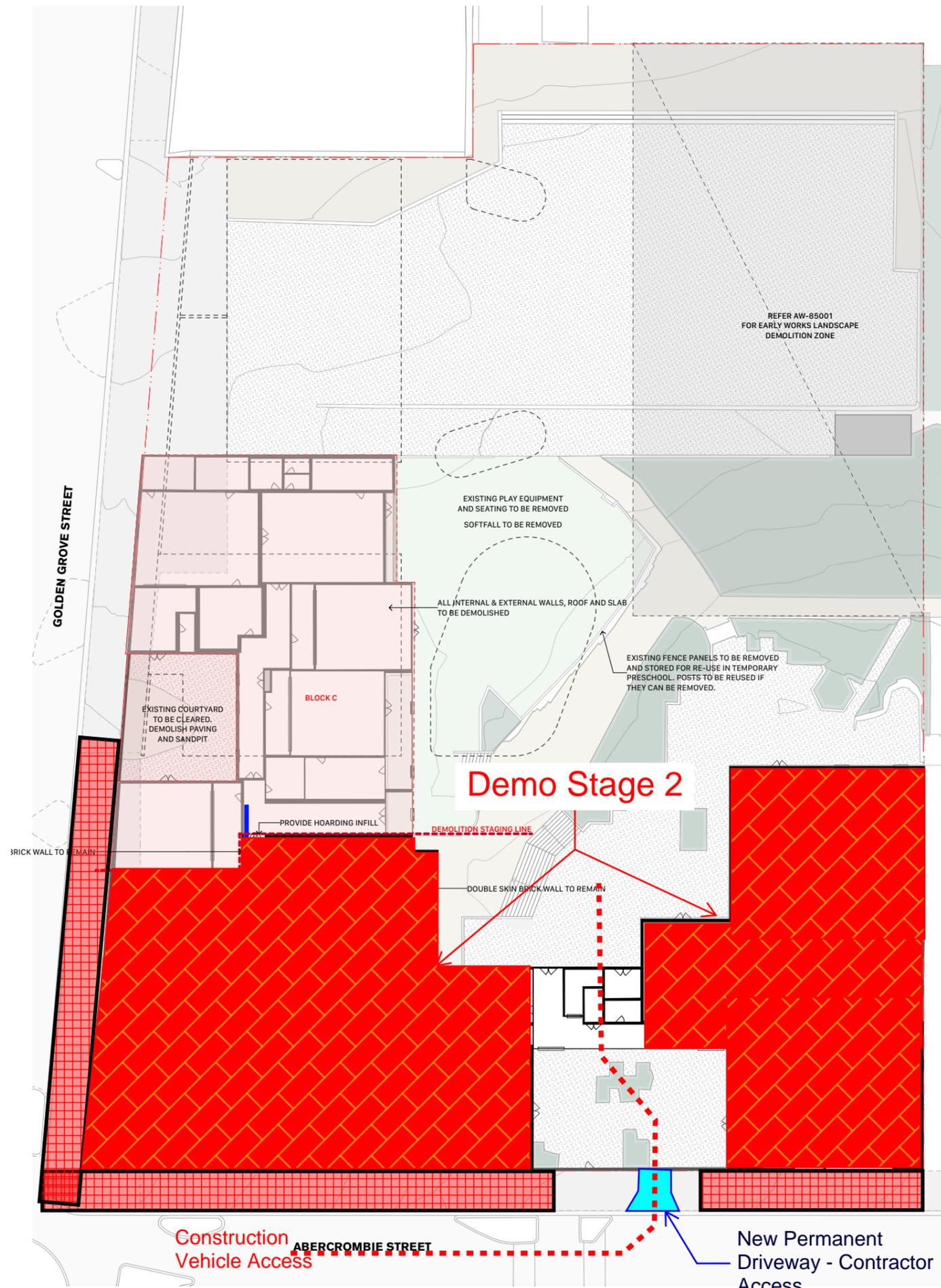
TRUCK WASHING FACILITIES AND SHAKEDOWN

New Permanent Driveway - CONTRACTOR ACCESS



18/12/20221
-18/3/2022

LEGEND	
A Class Hoarding	
Demolition	
Contractor Compound	
B Class Hoarding	
Gate	
Live School	
Work Zone	
Tower Crane	
Acoustic Barrier	



Temporary Footpath Closure to construct new driveway and set up hoarding

18/12/20221
-18/3/2022

LEGEND	
A Class Hoarding	
Demolition	
Contractor Compound	
B Class Hoarding	
Gate	
Live School	
Work Zone	
Tower Crane	
Acoustic Barrier	

APPENDIX C

Photographic Record



View looking east across Golden Grove Street towards the sites vehicular access driveway



View looking north along the eastern pedestrian footpath of Golden Grove Street across the sites access driveway via Golden Grove Street



View looking south along the eastern pedestrian footpath of Golden Grove Street across the sites access driveway via Golden Grove Street



View looking south along Golden Grove Street showing the subject sites access driveway to the left



View looking north along Golden Grove Street showing the sites access driveway to the right



View looking north along Golden Grove Street towards its intersection with Darlington Road



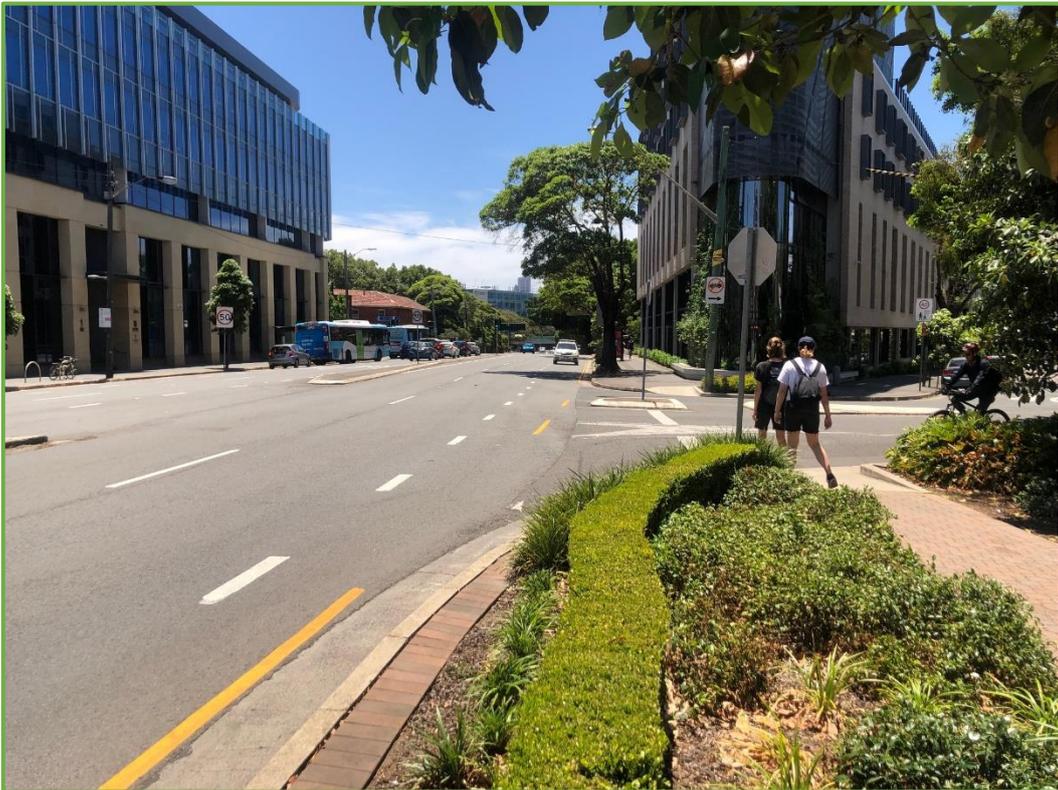
View looking northeast at the intersection of Darlington Road and Golden Grove Street



View looking east along Darlington Road towards its intersection with Golden Grove Street



View looking northwest along Golden Grove Street towards its intersection with Princes Highway



View looking northeast along Princes Highway towards its intersection with Darlington Road

APPENDIX D

Drivers Code of Conduct

TRUCK OPERATOR / DELIVERY DRIVER INDUCTION

SE6107

Workplace/Site:	Date:
Delivery type:	Supplying to:
Vehicle Registration No:	
Truck Operators Name:	Signature:

Important Site Safety Information and Operating Procedures for Truck Drivers	Initial to Acknowledge
<p>By entering the site, you the delivery driver accepts the conditions of this declaration and will abide by all directions given by A W Edwards authorised personnel</p>	
<p>Deliveries are only permitted during the following hours of work:</p> <ul style="list-style-type: none"> ▪ Between 7:00am and 4:00pm, Monday – Friday ▪ Between 7:30am and 2:30pm, Saturday <p>Any deliveries proposed that are outside of the above times must be approved with A W Edwards site management personnel prior to arrival, or you will be turned away.</p>	
<p>Queuing or marshalling of construction vehicles is not permitted on any residential roads.</p>	
<p><insert any special or otherwise access conditions, one per line></p> <p>Eg. Do not block this access way for any reason - there are penalties for obstructing emergency vehicles.</p>	
<p>Drivers are to minimise disturbance to local residents or businesses by reducing:</p> <ul style="list-style-type: none"> ▪ excessive periods of idling while staging, ▪ talking loudly whilst waiting, ▪ using offensive language, or ▪ unnecessary compression braking 	
<p>All deliveries must comply with all guidelines and protocols as stated in the A W Edwards Construction Traffic Management Plan.</p> <p>Refer to the attached traffic control plan, and vehicle movement plan.</p>	
<p>All drivers must remain inside the cabin of their vehicles while on-site, with exception to unfastening tie-downs or coverings, to secure load covers/coverings, to operate plant associated with the truck (eg. concrete agitator) or in the event of an emergency.</p> <p>If you must leave your cabin for any reason, you must ensure that you wear the minimum mandatory PPE including: protective/capped footwear, high-visibility clothing on upper body, protective eyewear, gloves and a hard hat <u>with</u> chin strap.</p>	
<p>The warning lights on my vehicle are on and the reversing signal (beeper or quacker) is working.</p>	
<p>You can confirm that all servicing and maintenance of the vehicle and any safety devices is up-to-date and in accordance with manufacturer's instructions and requirements.</p>	
<p>Drivers are not to enter any general work areas on site unless they have undertaken a full Site Induction and completed a pre-start.</p>	
<p>Should you need to leave the cabin to complete duties that may involve working on or near mobile plant; you will have read, understood and signed onto the appropriate HRCW SWMS.</p>	
<p>No unauthorised persons (ie. children) or pets are travelling within the truck.</p>	
<p>You will obey all local traffic signage; including speed limits and no stopping/parking zones.</p>	
<p>Drivers are to follow all directions from A W Edwards personnel and/or the authorised traffic controllers when on site, entering the site, adjacent to the site, or leaving the site.</p>	
<p>You will call the appropriate subcontractor supervisor on approach (or as soon as possible thereafter) to ensure that gates can be opened on arrival and traffic control can be provided where required.</p>	
<p>Where there is the potential of tracking dirt, mud or other debris onto the road, you will ensure you're your vehicle is cleaned prior to exiting the site.</p>	

TRUCK OPERATOR / DELIVERY DRIVER INDUCTION**SE6107**

Important Site Safety Information and Operating Procedures for Truck Drivers By entering the site, you the delivery driver accepts the conditions of this declaration and will abide by all directions given by A W Edwards authorised personnel	Initial to Acknowledge
Drugs and Alcohol are NOT permitted on site and anyone suspected to be under the influence of either drugs or alcohol is subject to testing on the site. Random and Causal alcohol and drug testing is undertaken on this site.	
The delivery driver acknowledges that it is illegal to operate the truck whilst using a hand held mobile phone on public roads. Hand held mobile phone use is also not permitted anywhere on the site whilst operating any vehicle or mobile plant.	
Non-compliance with any of the conditions outlined in this induction could endanger the delivery driver, workers on the site and/or members of the public. Non-compliance will result in expulsion and/or exclusion from the site.	
Recommended delivery vehicle travel route	
See attached TCP and Truck Routes.	



DRIVER CODE OF CONDUCT

Vehicle drivers attending the site must comply with the following:

- a) hold a current appropriate licence for the vehicle they are operating
- b) strictly comply with all traffic regulations
- c) comply with all maximum gazetted speed limits on all roads, or a lesser speed as dictated by the site specific signage
- d) drive in a manner at all times that is in accordance with road conditions
- e) yield "right of way" whenever appropriate to ensure safe passage of other road users
- f) at all times leave adequate distance between vehicles to allow safe passing by other road users, as required
- g) decrease vehicle speeds to minimise dust and noise around private dwellings, road works and stationary vehicles
- h) not use engine braking where noise is likely to adversely impact on residents
- i) remain calm and courteous when in contact with other road users, members of the public, landowners
- j) not use obscene language on radio or intercom communication
- k) accurately complete required paperwork prior to departure and follow specified routes.
- l) maintain vehicles in a clean and tidy condition
- m) ensure that there is no littering
- n) avoid any other noise emitting activities for example loud music or raised voices.
 - i. Raised voices should be avoided
 - ii. No shouting or yelling permitted;
 - iii. radio volume to be turned down;
- o) reverse movements to be minimised;
- p) truck engines to be turned off during deliveries;
- q) truck cooling plant for refrigerated vehicles to be turned off during deliveries;
- r) minimise the impacts of earthworks and construction on the local and regional road network.

I, (Print name) of (company name) hereby agree to abide by the above conditions (a)-(q)

Signed:

APPENDIX E

Swept Path Analysis