CONSTRUCTION TRAFFIC AND PEDESTRIAN MANAGEMENT PLAN

By

Craig Reeves
Alexandria Park
Community School K-12
13 Belmont Street,
Alexandria, NSW, 2015
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General

This CTPMP has been developed to meet the requirements of the Development Consent for SSD 8373.

The requirements of this plan as set out in condition B22 of the development consent pertaining to SSD 8373 are as per below:

The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must address, but not be limited to, the following:

(a) Be prepared by a suitably qualified and experienced person(s);

(b) Be prepared in consultation with Council and RMS;

(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;

(d) Detail heavy vehicle routes, access and parking arrangements;

(e) Include a Driver Code of Conduct to;

i. Minimise the impacts of earthworks and construction on the local and regional road network;

ii. Minimise conflicts with other road users;

iii. Minimise road traffic noise; and

iv. Ensure truck drivers use specified routes;

(f) Include a program to monitor the effectiveness of these measures; and

(g) If necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.
i) Background

The project undertaken by Richard Crookes Constructions will be redevelopment of Alexandria Park Community School K-12

The APCS is a K-12 school located at 13 Belmont Street Alexandria. The APCS was previously made up of separate primary and secondary campuses known as ‘Mitchell Road’ (Secondary) and ‘Park Road’ (Primary).

The Project consists of the construction of a new permanent school on the Park Road Campus to combine both previous schools onto one campus. The new school will provide flexible future-focused learning spaces for 1000 primary school students and up to 1200 secondary school students.

The site is bounded by Buckland Street in the north, Park Road in the east and a shared pedestrian path connecting Belmont Street and Buckland Street in the west. Alexandria Park is located just east of the school which is segregated by Park Road. The site is surrounded by residential dwellings and commercial warehouses along the Western and Southern boundaries. Access to site is off Belmont St.

The School is to be constructed from reinforced Concrete, masonry, Steel, CFC cladding and anodised aluminium screening. The main structure is reinforced concrete, with a combination of masonry and FC cladding façade systems. The roof will be a combination of a metal clad, lightweight steel structure and shaded area that will form one of the recreational areas being provided for the new school.

The works consist of the design & construction of a new public school at Alexandria Park for up to 2200 students including but not limited to:

- Complete all design elements required for a fit for purpose building which conforms to the intent of the principal’s documents.
- Demolition of all existing buildings on-site, including the temporary pop-up schools;
- Remediation of specific areas of the site containing contaminated fill;
- Construction of multiple school buildings of up to four stories, arranged along the western and southern parts of the site comprising:
  - Classroom home bases;
  - Collaborative learning spaces;
  - Specialist learning hubs;
  - Learning support spaces;
  - Offices for teachers and administrative staff;
  - Library; and
  - Student canteen.
- Construction of a sports hall and multiple outdoor sports courts;
- An all-weather multipurpose synthetic sports field;
• Informal play spaces and Covered Outdoor Learning Space or COLA;
• A community centre.

ii) Program & Working Hours

Program
- 6 Day working week. Allowance for Typical Industry Christmas and Easter & RDO’s.
- Overall Durations:
  - 147 weeks Forecast program
  - Phase 1: 67 Weeks Overall On Site – Nett
  - Phase 2: 48 Weeks Overall On Site – Nett

Working Hours
Construction, including the delivery of materials to and from site, may only be carried out between the following hours:
  - Monday – Friday: 7:00am – 6:00pm
  - Saturday: 7:30am – 3:30pm
  - No work is permitted on Sundays or Public Holidays

Activities may be undertaken outside of hours in condition of C6 if required
  a) By the Police or a public authority for the delivery of vehicles, plant or materials; or
  b) In an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
  c) Where the works are inaudible at the nearest sensitive receivers; or
  d) Where a variation is approved in advance in writing by the Planning Secretary or her nominee if appropriate justification is provided for the works.

Notification of such activities must be given to affected residents before undertaking the activities or as soon as is practical afterwards.

Rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours:
  - Monday – Friday: 9:00AM – 12:00PM
  - Monday – Friday: 2:00PM – 5:00PM
  - Saturday: 9:00AM – 12:00PM

All actions will be taken to avoid the use of Power Avenue and Park Road from Monday-Friday, where access to site via Power Avenue/Park Road is unavoidable on a weekday; construction vehicles must not access the site during the following hours;
- Monday – Friday: 8:30AM – 9:30AM inclusive and
- Monday – Friday: 3:00PM _ 4:00PM

Deliveries by oversized vehicles may be undertaken outside of these hours where

a) It is the delivery to or transport from the development site of oversize plant, equipment and structural elements outside standard construction hours, subject to;
   (i) Deliveries/collection not being undertaken on a Sunday or public holiday;
   (ii) Oversize plant, equipment and structural elements not being readied for transport, loaded or unloaded, set up or installed other than during the standard construction hours, and
   (iii) The proponent notifying noise sensitive receivers, especially residences, likely to be affected by noise from any delivery or transport activity permitted by this condition of that delivery not less than 3 days and not more than 7 days before the delivery is undertaken.

<table>
<thead>
<tr>
<th>Builder:</th>
<th>Richard Crookes Constructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
<td>Level 3, 4 Broadcast Way, Artarmon NSW 2064</td>
</tr>
<tr>
<td>Contact:</td>
<td>Obadiah (Obi) Williams</td>
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<td>Position:</td>
<td>Site Engineer</td>
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<td>Office Number:</td>
<td>(02) 9902 4700</td>
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<td>Mobile:</td>
<td>0416 224 282</td>
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<tr>
<td>Contact:</td>
<td>John Peacock</td>
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<tr>
<td>Position:</td>
<td>Site Manager</td>
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<td>Mobile:</td>
<td>0414601547</td>
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<tr>
<td>Application Number:</td>
<td>SSD 8373</td>
</tr>
<tr>
<td>Applicant:</td>
<td>NSW Department of Education</td>
</tr>
<tr>
<td>Consent Authority:</td>
<td>Minister of Planning</td>
</tr>
</tbody>
</table>
iii) Location

The Work Site is Alexandria Park Community School located at 13 Belmont Street, Alexandria NSW 2015.
iv) **Purpose**

The purpose of this Construction Traffic Management Plan (CTMP) is to satisfy City of Sydney Council, NSW Department of Education and the Roads and Maritime Service (RMS). It is also to ensure public safety and minimize any impact to the adjoining pedestrian and vehicular traffic systems. Confirming appropriate measures have been considered for site access, storage and the operation of the site during all phases of the construction process in a manner that respects adjoining owner's property rights and projects amenity in the locality, without unreasonable inconvenience to the community. The CTPMP is intended to minimize impact of construction activities on the surrounding community, in terms of vehicle traffic (including traffic flow and parking) and pedestrian amenity adjacent to the site.

v) **Objectives**

The key objectives of this CTPMP are:

- To satisfy the key legal requirements related to Traffic, Transport and Access;
- To satisfy the requirements of the SSD 8373 conditions
- To ensure no one is injured on the project and there is no property damage;
- To maximise the value and outcomes of traffic monitoring activities;
- To minimise delays to traffic and consider the needs of all road users; and

a) **Credentials**

This CTPMP was prepared by Craig Reeves, RMS Prepare a Work Zone Traffic Management Plan Number 0040529982.

(02) 8338 0207

info@sydneytrafficcontrol.com.au

50/45-51 Huntley Street Alexandria.

2015 Sydney NSW

b) **Consultation**
This CTPMP was prepared by Craig Reeves, in consultation through communications with the City of Sydney Council and NSW RMS.

c) Road safety and network efficiency measures

i) Traffic Control Plan (TCP)

A TCP is defined in the RMS's TCWS Manual as a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary through a work site or temporary hazard. The proposed TCP is located in Appendix D.

Objectives

The provision of a safe environment for road users and works staff is a key objective of Richard Crookes Constructions. The TCP was developed with the aim to:

- Warn drivers of changes to the usual road conditions;
- Inform drivers about changed conditions;
- Guide drivers through the work site, and
- Ensure the safety for workers, motorists, pedestrians and cyclists

Context

The TCP’s prepared were based on the principles and measures outlined in this CTMP, which details the road safety and traffic principles, strategies and measures that will be applied to enable Richard Crookes Constructions to fulfil its obligations and the requirements of relevant authorities.

The TCP’s were designed to address the following issues where applicable:

- Use of traffic control devices;
- Speed limit requirements;
- Provision for pedestrian traffic and their safety;
- Provision for cyclists and their safety;
- Provision for vehicle and plant movements
- Parking restrictions and parking facilities
- Provision for trade vehicles and plant movements
- Informing all site personnel of any high risk areas; and
- Providing adequate signage within the Construction Site for access and egress

Traffic Controllers
Only certified traffic controllers will undertake this activity. The placement of signs will be done so by a qualified Yellow Card holder as per the Australian Standards 1742. Traffic control will be required during all vehicle activity. Traffic controllers will utilise UHF radio channel to communicate with incoming vehicle deliveries. The traffic controllers to Buckland Street as shown on the TCP will only be required and placed in this location on as-needed basis. This will correspond with a previously approved activity that is outside of the normal site operations.

**Traffic Control Signs and Devices**

Traffic control devices are an important tool for influencing safety for road users, in particular where temporary traffic controls are implemented at work sites. During the construction of this project Richard Crookes Constructions will assess the warrant for traffic control devices in accordance with the relevant guides/standards such as: RMS’s – TCWS Manual, Australian Standard – AS1742 Manual of uniform traffic control devices, and any relevant documents listed on the ‘RMS Guide to Signs and Marketing reference list’ to make sure that all the traffic control devices are installed and maintained correctly.

The provision of timely, clear and consistent messages to road users is essential. Richard Crookes Constructions will ensure all signs and devices installed during the construction of this project are:

- Assessed for use in accordance with the appropriate warrants
- Manufactured in accordance with the requirements of the Australian Standards;
- Installed in accordance with the relevant guides and standards;
- Not contradictory to existing signs or markings;
- When unwarranted, covered or removed; and
- Regularly maintained and repaired / replaced when damaged.

All signposting installed throughout the project will comply with the requirements outlined in the RMS’s TCWS Manual, AUSTROADS Guide to Traffic Engineering Practice, Part 8 – Traffic Control Devices and the relevant parts of Australian Standard 1742.

**ii) Work Zones**

Richard Crookes Constructions will have no external works zones during demolition and construction of this project, however; there may be instances where sections of Buckland Street and Power Avenue will be required in order to carry out critical tasks. In these instances, the exact area required and associated time frames will be submitted for approval by Richard Crookes Constructions to all relevant authorities and stakeholders. An example of this will be the setup of the on site tower cranes, and the removal of site accommodation.
iii) Transport Vehicles

The Richard Crookes Constructions will have an active and ongoing involvement in the management and monitoring of works during the construction phase. They will ensure, as previously mentioned, that no vehicle will make deliveries outside Council’s approved DA times, **as well as that all delivery vehicles will arrive at pre-arranged times to site.** All vehicles approaching the work site will adhere to the road rules and observe any signage in place.

All loading and unloading of vehicles will be done so on site, with site entry for Phase 1 being off Belmont Street and for Phase 2 off Belmont Street and Buckland Street (as required). No loading or unloading shall be done from the surrounding streets of Power Avenue and Park Road at any time during demolition and construction, unless in the event of extenuating circumstances, with the prior approval of all relevant authorities. Access limitations to these areas during the specified school zones exclusion hours will be maintained at all times during construction.

The largest vehicle expected and allowed to site is a Heavy Rigid Vehicle (AV) which will be 19 MTRS long.

iv) Tower Cranes and Mobile Cranes

Richard Crookes Constructions will have three tower cranes on site throughout different stages of construction, and a mobile crane will be required for setup and removal of these tower cranes, as well as the setup and removal of site accommodation. All proposed instances of mobile crane usage that are not contained wholly within the site boundaries, where it has the potential to impact traffic, will only be carried out with the prior approval of all relevant authorities.

v) Road/Lane Closure

During the demolition and construction there will be no requirement for any lane or road closures. If for any reason this changes all permits will be applied for through police and council prior to work commencing.
vi) Pedestrians and Cyclists

All works will take into consideration pedestrians and cyclists.

During school terms, delivery and waste removal vehicle movements are not permitted at the school entry on Park Road and Power Avenue between the following hours:

(i) 8:00AM and 9:30AM, Mondays to Fridays inclusive; and
(ii) 2:30PM and 4:00PM, Mondays to Fridays inclusive

Public access to footpaths, the bus bay, school entry points, and surrounding roads will be maintained at all times.

For all areas surrounding the project site, where temporary impacts on public access are unavoidable, Richard Crookes Constructions will provide appropriate notice, communications, barriers, and traffic management to ensure safe alternative access arrangements.

Advanced warning/Directional signage will be installed (according to approved TCP) to warn pedestrian and cyclists of truck entry and exit to/from site.

Only authorized personnel will be permitted within the building site unless accompanied by site management, if not inducted to the site. Whilst within the confines of the building site, all personnel will attire in correct PPE to ensure that they are visible to moving traffic.

The proposed Pedestrian Access Routes for Phase 1 and Phase 2 are outlined below:
vii) Public Transport

The works will not impact the local public transport network. Workers will be encouraged to catch public transport to ameliorate the impact to the road network. A train can be caught to Redfern Railway Station and then an STA bus (number 308) leaves Regent Street, Redfern every 15 minutes and has a bus stop on Mitchell Road approximately 300MTRS a 3 minute walk from site and to return to Redfern Railway Station the same bus can be caught of Mitchell Road.
Ingress Bus Route STA 308

Egress Bus Route STA 308
viii) Emergency Vehicles

Emergency services will not be affected by the proposed works. If the case, any emergency vehicle required for site will be given priority and will enter off Belmont Street during Phase 1 and 2.

ix) Access to Properties

These works will not affect access to any properties on Belmont Street or Buckland Street during Phase 1 or Phase 2 demolition and construction.

d) Heavy vehicle routes, Access and Parking

i) Heavy Vehicle Access & Routes

Adequate advanced warning and directional signage will be placed upon entry and exit of the site, in accordance with the prepared TCP (Appendix D). The signage will direct drivers to the site. During Stages 1 of work, site access for vehicles picking up and removing spoil, concrete pours, mobile cranes and all deliveries to site will be on Belmont Street, Alexandria. Once this work is completed and work starts on Phase 2 then site access for all removal of spoil, concrete pours, mobile cranes and deliveries will be off Belmont Street for main access with restricted access off Buckland Street.

The trucks’ movements will be carried out taking into consideration the surrounding building and roads. Adequate mitigation measures will be put in place to ameliorate conditions.

All exiting trucks will be loaded to their prescribed weight limits. All trucks will be covered by tarpaulin or like prior to exiting as required. All vehicles leaving the site must be free of mud or any other debris. Drivers of vehicles that exit the site must check their vehicles are clean prior to exiting. It is the responsibility of each driver to confirm their vehicles are clean prior to exiting site. A wheel wash bay will be provided during construction. At points of vehicle egress the driver will ensure they give way to vehicles, pedestrians and cyclists before exiting, traffic controllers will be strategically placed in accordance with traffic control plans.

This CTPMP and all plans associated with it will be provided to all companies visiting the site prior to arrival. Drivers will also complete a site-specific driver induction upon entering the project site, which will ensure compliance with the requirements outlined in this CTPMP.

The details regarding the access and egress routes of vehicles are described in the following sections.
ii) Ingress Routes

Access to the site during Phase 1 will be from Belmont Street, during Phase 2 site access will be off Belmont Street and Buckland Street. (see figure 2).

1. Vehicles will approach the site using the ingress routes outlined in this document.
Ingress Route 1 – Belmont Street

Princes Hwy
St Peters NSW 2044

↑ Head north on King St/Princes Hwy/A36 towards Goodsell St
150 m

▶ Use the right 2 lanes to turn right onto Sydney Park Rd
530 m

← Turn left onto Mitchell Rd
Go through 2 roundabouts
1.0 km

▶ Turn right onto Fountain St
79 m

← Turn left onto Belmont St
140 m

Belmont St
Alexandria NSW 2015

Ingress Route 1
Ingress Route 2 – Belmont Street

Broadway
Glebe NSW 2037

Head east on Broadway/Great Western Hwy/A22 towards City Rd/Princes Hwy/A36
71 m

Use the right 2 lanes to turn right onto City Rd/Princes Hwy/A36
Continue to follow Princes Hwy/A36
2.2 km

Slight left onto King St/Princes Hwy/A36
1.1 km

Turn left onto Sydney Park Rd
550 m

Turn left onto Mitchell Rd
Go through 2 roundabouts
1.0 km

Turn right onto Fountain St
79 m

Turn left onto Belmont St
140 m

Belmont St
Alexandria NSW 2015
Ingress Route 3 – Belmont Street

S Dowling St
Moore Park NSW 2021

- Take S Dowling St, Cleveland St and Regent St to
  Belmont St in Alexandria
  11 min (3.8 km)

  ▲ Head south on S Dowling St towards
    Cleveland St
    600 m

  ➡️ Use the right 2 lanes to turn right onto
    Cleveland St
    1.4 km

  ▼ Turn left onto Regent St
    800 m

  ▲ Continue onto Botany Rd
    120 m

  ➡️ Use the right 2 lanes to turn right onto
    Henderson Rd
    350 m

  ▼ Turn left onto Mitchell Rd
    400 m

  ▼ Turn left onto Fountain St
    79 m

  ▼ Turn left onto Belmont St
    35 s (140 m)

Belmont St
Alexandria NSW 2015
**Ingress Route 4 – Belmont Street**

**South Dowling St**
Waterloo NSW 2017

↑ Head north on S Dowling St towards Murray St
180 m

↓ Turn left onto Lachlan St
450 m

↑ Use the right lane to turn left onto Bourke St
88 m

↑ Turn right onto McEvoy St
1.3 km

↑ Turn right onto Fountain St
250 m

↑ Turn right onto Belmont St
130 m

**Belmont St**
Alexandria NSW 2015

![Map of Ingress Route 4](image-url)

**Ingress Route 4**
Ingress Route 5 – Buckland Street

Princes Hwy
St Peters NSW 2044

Head north on King St/Princes Hwy/A36 towards Goodsell St
120 m

Use the right 2 lanes to turn right onto Sydney Park Rd
800 m

Turn left onto Euston Rd
550 m

Continue onto McEvoy St
700 m

Turn left onto Wyndham St
350 m

Turn left onto Buckland St
400 m

Buckland St
Alexandria NSW 2015
Ingress Route 6 – Buckland Street

**Broadway**
Glebe NSW 2037

- Take City Rd/Princes Hwy/A36, Cleveland St and Regent St to Wyndham St in Alexandria
  - 6 min (2.2 km)

  🔄 Head east on Broadway/Great Western Hwy/A22 towards City Rd/Princes Hwy/A36
  - 56 m

  ➡️ Use the right 2 lanes to turn right onto City Rd/Princes Hwy/A36
  - 400 m

  ↘️ Turn left onto Cleveland St
  - 800 m

  ➡️ Turn right onto Regent St
  - 800 m

  🔄 Continue onto Botany Rd
  - 120 m

  ➡️ Use the 2nd from the right lane to turn right onto Henderson Rd
  - 94 m

- Drive to Buckland St
  - 2 min (550 m)

  🔄 Turn left onto Wyndham St
  - 240 m

  ➡️ Turn right onto Buckland St
  - 400 m

**Buckland St**
Alexandria NSW 2015
Ingress Route 7 - Buckland Street

South Dowling St
Surry Hills NSW 2010

⬆ Head south-west on S Dowling St towards Cleveland St
100 m

➡️ Use the right 2 lanes to turn right onto Cleveland St
1.4 km

⬇️ Turn left onto Regent St
800 m

⬆ Continue onto Botany Rd
120 m

➡️ Use the right 2 lanes to turn right onto Henderson Rd
350 m

⬇️ Turn left onto Mitchell Rd
300 m

⬆️ Turn left onto Buckland St
72 m

Buckland St
Alexandria NSW 2015
Ingress Route 8 – Buckland Street

**South Dowling St**
Redfern NSW 2016

↑ Head north on S Dowling St towards Cleveland St
100 m

↔ Turn left at the 1st cross street onto Cleveland St
1.4 km

↔ Turn left onto Regent St
800 m

↑ Continue onto Botany Rd
120 m

← Use the right 2 lanes to turn right onto Henderson Rd
390 m

↔ Turn left onto Mitchell Rd
300 m

↑ Turn left onto Buckland St
72 m

**Buckland St**
Alexandria NSW 2015

[Map Image]

*Ingress Route 8*
iii) Egress Routes

Egress from the site during Phase 1 will be from Belmont Street, Alexandria, during Phase 2 site egress will be off Belmont Street and Buckland Street (as required), Alexandria.

1. Exiting vehicles from site will do so using caution and giving way to pedestrians or vehicles already on the road;
Egress Route 1 - Belmont Street

**Belmont St**
Alexandria NSW 2015

↑ Head west on Belmont St towards Fountain St
140 m

↑ Turn right onto Fountain St
79 m

↑ Turn left onto Mitchell Rd
1.0 km
   ♻ Go through 2 roundabouts

↑ Use any lane to turn right onto Sydney Park Rd
500 m

↑ Use the left 2 lanes to turn left onto King St/Princes Hwy/A36
130 m

**Princes Highway**
St Peters NSW 2044

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Egress Route 1 Phase 1
Egress Route 2 – Belmont Street

Belmont St
Alexandria NSW 2015

Head west on Belmont St towards Fountain St
38 s (140 m)

Take Mitchell Rd, Gibbons St, Cleveland St and City Rd/Princes Hwy/A36 to Broadway/Great Western Hwy/A22 in Camperdown
9 min (29 km)

Turn right onto Fountain St
79 m

Turn right onto Mitchell Rd
480 m

Use any lane to turn right onto Henderson Rd
270 m

Use the left 2 lanes to turn left onto Wyndham St
220 m

Continue onto Gibbons St
500 m

Continue onto Regent St
230 m

Turn left onto Cleveland St
850 m

Use any lane to turn right onto City Rd/Princes Hwy/A36
350 m

Use the left 2 lanes to turn left onto Broadway/Great Western Hwy/A22
93 m

Broadway
Glebe NSW 2037
Egress Route 3 – Belmont Street

Belmont St
Alexandria NSW 2015

Head west on Belmont St towards Fountain St
140 m

Sharp left onto Fountain St
250 m

Turn left onto McEvoy St
1.3 km

Use any lane to turn left onto Bourke St
500 m

Turn right onto Crescent St
240 m

Turn left onto S Dowling St
500 m

South Dowling St
Redfern NSW 2016

Egress Route 3
Egress Route 4 – Belmont Street

South Dowling St
Moore Park NSW 2021

Head north on S Dowling St towards Murray St
170 m

Turn left onto Lachlan St
450 m

Use the right lane to turn left onto Bourke St
88 m

Turn right onto McEvoy St
1.3 km

Turn right onto Fountain St
250 m

Turn right onto Belmont St
130 m

Belmont St
Alexandria NSW 2015

Egress Route 4

Alexandria Park Community School, 13 Belmont Street, Alexandria, NSW, 2015
Egress Route 5 – Buckland Street

Buckland St
Alexandria NSW 2015

Head west on Buckland St towards Mitchell Rd
72 m

Turn left onto Mitchell Rd
Go through 2 roundabouts
1.1 km

Use any lane to turn right onto Sydney Park Rd
500 m

Use the left 2 lanes to turn left onto King St/Princes Hwy/A36
Continue to follow Princes Hwy/A36
220 m

Princes Hwy
Alexandria NSW 2015
Egress Route 6 – Buckland Street

**Buckland St**
Alexandria NSW 2015

- **Take Wyndham St to Gibbons St**
  - 3 min (850 m)
  - **Head east on Buckland St towards Park Rd**
    - 400 m
  - **Turn left onto Wyndham St**
    - 450 m

- **Continue on Gibbons St. Take Cleveland St to Broadway/Great Western Hwy/A22 in Glebe**
  - 6 min (2.2 km)
  - **Continue onto Gibbons St**
    - 500 m
  - **Continue onto Regent St**
    - 230 m
  - **Turn left onto Cleveland St**
    - 850 m
  - **Use any lane to turn right onto City Rd/Princes Hwy/A36**
    - 350 m
  - **Use the left 2 lanes to turn left onto Broadway/Great Western Hwy/A22**
    - 180 m
  - **Make a U-turn at Glebe Point Rd**
    - 130 m

**Broadway**
Glebe NSW 2037
Egress Route 6
Egress Route 7 – Buckland Street

**Buckland St**  
Alexandria NSW 2015

↑ Head east on Buckland St towards Park Rd  
400 m

→ Turn right onto Wyndham St  
350 m

← Turn left onto McEvoy St  
300 m

← Use any lane to turn left onto Bourke St  
500 m

→ Turn right onto Crescent St  
240 m

← Turn left onto S Dowling St  
160 m

**South Dowling St**  
Redfern NSW 2016
Egress Route 8 – Buckland Street

Buckland St
Alexandria NSW 2015

Head east on Buckland St towards Park Rd
400 m

Turn right onto Wyndham St
350 m

Turn left onto McEvoy St
900 m

Use the right lane to turn left onto Bourke St
88 m

Turn right onto Lachlan St
450 m

Turn right onto S Dowling St
140 m

South Dowling St
Waterloo NSW 2017

Egress Route 8

Alexandria Park Community School, 13 Belmont Street, Alexandria, NSW, 2015 39
iv) Parking

Richard Crookes Constructions will encourage the use of public transport by workers to minimize the effect of traffic on the local network.

For parking, Richard Crookes Constructions will communicate the necessary parking restrictions in line with the SSDA parking conditions for the project, to ensure all driveways, footways and parking areas must be unobstructed at all times. Driveways, footways and car spaces will not be used for the manufacture, storage or display of goods, materials, refuse, skips or any other equipment and will be used solely for vehicular and/or pedestrian access and for the parking of vehicles associated with the use of the premises.
e) Driver code of conduct

- All drivers must comply with the road rules, regulations and laws within NSW.
- All drivers must read and understand the project Traffic Control Plan.
- All drivers must comply with all traffic control signs and devices present on approach to, within, and exiting the project site.
- All drivers must obey the project site speed limit of 5km/h.
- Drivers of vehicles that exit the site must check their vehicles are clean prior to exiting. A wheel wash bay will be provided during construction.
- At points of vehicle egress the driver will ensure they give way to vehicles, pedestrians and cyclists before exiting.
- Traffic controllers will be strategically placed in accordance with traffic control plans, drivers must comply with all directions given by the site traffic controllers.
- Drivers must also complete a site-specific driver induction upon entering the project site, which will ensure compliance with the requirements outlined in this CTPMP.
- All drivers must ensure their loads are covered by tarpaulin of similar prior to exiting the site.
- All vehicles leaving the site must be free of mud or any other debris. It is the responsibility of each driver to confirm their vehicles are clean prior to exiting site.
- All drivers must use the ingress and egress routes outlined in this CTPMP.
- All drivers are to ensure that they do not remain stationary on Belmont Street with their vehicle running at all. Drivers must not enter Belmont street without confirmation that they can immediately access the project site.
- Drivers must turn off vehicle engines when stationary on site (where feasible).
- All drivers must be polite and courteous to other road users, pedestrians and residents at all times.
- All drivers must limit compression braking and other vehicle noise where possible, when in close proximity to the site.
- Drivers must ensure that they do not block or hinder access to any driveway surrounding the project site at any time.
- Drivers must drive in a manner that minimises the impacts of their vehicles on the local and regional road network.
f) TCP Monitoring and Reporting

Specific measures for TCP reporting will be taken. These will include, but not be limited to the following:

- The traffic control plan will be numbered and a register maintained as a part of the CTMP;
- All traffic control devices and traffic control arrangements will be inspected daily to ensure the adequacy of such devices and arrangements as per the TCWS Manual;
- Traffic Management records and plans will be maintained as well as record/log;
- Richard Crookes Constructions may be required to provide records in the following event instances:
  - That a breach imposed by the NSW Police Service, on a motorist who does not comply with a regulatory sign is challenged in courts; or
  - In the event of an accident is alleged to have occurred when temporary traffic control is in place.

g) Community Notification Strategy

The community notification strategy will be as per the methodology outlined in the Community Consultation Strategy prepared as part of Richard Crookes Constructions’ PMP.
h) Appendix

i) Appendix A

Route to nearest medical centre

NEAREST MEDICAL CENTRE

13 Belmont St
Alexandria NSW 2015

Head west on Belmont St towards Fountain St
140 m

Turn right onto Fountain St
79 m

Turn right onto Mitchell Rd
400 m

Use any lane to turn right onto Henderson Rd
270 m

Use the left lane to turn left onto Wyndham St
16 m

Waterloo Medical Centre
4/45 Wyndham St, Alexandria NSW 2015

[Map of route from 13 Belmont Street to Waterloo Medical Centre]
ii) Appendix B

Route to nearest hospital

NEAREST HOSPITAL

13 Belmont St
Alexandria NSW 2015

Head west on Belmont St towards Fountain St
38 s (140 m)

Take Swanson St, Erskineville Rd, King St/Princes Hwy/A36 and Missenden Rd to John Hopkins Dr in Camperdown
9 min (2.6 km)

Turn right onto Fountain St
79 m

Turn left onto Mitchell Rd
160 m

Turn right onto Copeland St
240 m

Copeland St turns slightly left and becomes Swanson St
500 m
Continue onto Erskineville Rd
600 m

Turn right onto King St/Princes Hwy/A36
450 m

Turn left onto Missenden Rd
500 m

Drive to your destination
40 s (45 m)

Turn right onto John Hopkins Dr
7 m

Turn right
Destination will be on the left
38 m

Royal Prince Alfred Hospital Emergency Room
Missenden Rd, Camperdown NSW 2050
iii) Appendix C

Traffic Control Plan
This plan was designed by Craig Reeves of Sydney Traffic Control in accordance with Australian Standards and the RMS’s Traffic Control on Worksite Handbook Version 4.0. The plan is designed for the safe entry and exit of vehicles during demolition and construction of Alexandria Public Community School. Certified Traffic Controllers will be on site to implement and monitor this TCP. Sydney Traffic Control holds no responsibility for this TCP unless Sydney Traffic Control employees are used to implement and monitor this TCP. All traffic control plans are copyright/property of Sydney Traffic Control and are not transferable unless authorized by Sydney Traffic Control. Any question please contact Craig Reeves of Sydney Traffic Control on 80681844 or 0451114280.
iv) Appendix D

Road limits and special signage

Appendix D RMS Road Limits and Special Signage:

- LIGHT TRAFFIC ROADS
  You must not use any road with a load limit sign if the total weight of your vehicle is the same as, or heavier than, the weight shown on the sign.
  You may use a light traffic road when that road is your destination for a pick-up or delivery and there is no alternative route.

- LOAD LIMIT SIGN
  You must not drive past a BRIDGE LOAD LIMIT (GROSS MASS) sign or GROSS LOAD LIMIT sign if the total of the gross mass (in tonnes) of your vehicle, and any vehicle connected to it, is more than the gross mass indicated in the sign.

- NO TRUCKS SIGN
  Drivers of long or heavy vehicles except buses must not drive past a NO TRUCK sign unless the vehicle is equal to or less than the mass or length specified on the sign.
  When the sign does not provide detailed information, no truck (ie GVM greater than 4.5 tonnes) is permitted to drive past the sign, unless the drivers’ destination lies beyond the sign and it is the only route.

- TRUCKS MUST ENTER SIGN
  Heavy vehicle drivers must enter the area indicated by information on or with this sign.

- WHERE HEAVY VEHICLES CAN STAND OR PARK
  Heavy vehicles (GVM of 4.5 tonnes or more) or long vehicles (7.5 metres long or longer) must not stop on a length of road outside a built up area, except on the shoulder of the road. In a built up area they must not stop on a length of road for longer than one hour (buses excepted). For more information on where vehicles can stand or park, refer to the Road Users’ Handbook.