

Darcy Road Public School Upgrade Construction Traffic and Pedestrian Management Plan (CTPMP)

Prepared for:

Taylor Construction Group

8 March 2024

The Transport Planning Partnership

Darcy Road Public School Upgrade Construction Traffic and Pedestrian Management Plan (CTPMP)

Client: Taylor Construction Group

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1 Introduction

1.1 Background

The Transport Planning Partnership (TPPP) has prepared this Construction Traffic and Pedestrian Management Plan (CTPMP) on behalf of Taylor Construction Group for the construction works to satisfy Condition No. B19 of the consent for SSD-49073460.

The project involves the upgrade of Darcy Road Public School to accommodate 1,000 students and 25 new permanent staff.

The redevelopment of the school involves:

- Demolition of all buildings associated with the existing school, except for the existing hall which will be retained and refurbished.
- Construction of a new school comprising two new interconnected buildings.
- Construction of new open spaces and landscaping.
- Refurbishment of the existing hall.
- Extension of the existing car park.

The project will be undertaken in two main milestones post construction of the temporary school:

- Stage 2 - Milestone 1 – Construction of the permanent school on the western side of the site, including construction of two interconnected buildings.
- Stage 3 - Milestone 2 – Refurbishment of the existing hall and extension of the existing car park.

1.2 Purpose of this CTPMP

The purpose of this CTPMP is to describe how vehicular, cyclist and pedestrian travel and access will be managed during the proposed construction works. This CTPMP provides a structured approach to manage traffic and access during each construction stage to provide a safe road environment, minimise impacts on the surrounding road network, while maintaining access for all road users and the local community.

Specifically, the purpose of this CTPMP is to:

- Manage access to/from adjacent properties if necessary
- Manage construction vehicle activity and general traffic around the work site

- Restrict construction vehicle movements to designated routes to/from the work site
- Provide a safe environment for vehicular, pedestrian and cyclist movements at all times during construction
- Maintain accessibility for the local community and maintain access to/from adjacent properties
- Minimise the construction impacts on the surrounding road users
- Provide regular information to road users and local communities regarding any changed traffic conditions
- Carry out construction activity in accordance with the approved work hours

This report has been prepared by engineers who hold the SafeWork NSW Work Health & Safety – Traffic Control Work (PWZ) Training Card (previously Transport for NSW Prepare a Work Zone Traffic Management Plan (PWZTMP) certification), as follows:

- Paul Cai – Card No. TCT0056802
- Jason Rudd – Card No. TCT1036879

1.3 Development Consent Conditions

The CTPMP is prepared in accordance with the Condition No. B19 of SSD-49073460 issued by NSW Department of Planning, Housing and Infrastructure (DPHI).

Table describes each of the specific requirements of Condition No. B19 and provides reference to the specific section of this document that address each requirement.

Table 1.1: Consent Condition B19

Condition B19	Report Reference
Prior to the commencement of any construction, a Construction Traffic and Pedestrian Management Plan (CTPMP) must be prepared in consultation with Council and TfNSW, to achieve the objective of ensuring safety and efficiency of the road network, and a copy provided to the Planning Secretary and TfNSW for information. The Construction Traffic and Pedestrian Management Plan must include, but not be limited to, the following:	Noted – This CTPMP has been prepared in consultation with Council and TfNSW. Further details are provided in Section 1.4. A copy of this CTPMP will be submitted by the Contractor to the Planning Secretary and TfNSW for information.
(a) detail: (i) measures to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;	Refer to Section 3 and 5
(ii) measures to ensure the safety of vehicles and pedestrians accessing adjoining properties where shared vehicle and pedestrian access occurs;	Refer to Section 4.7

Condition B19	Report Reference
(iii) number of heavy vehicles, heavy vehicle routes, access and parking arrangements;	Refer to Section 4.1, 3.6 and 3.5
(iv) 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, in accordance with the latest version of AS2890.2;	Refer to Appendix B
(v) arrangements to ensure that construction vehicles enter and leave the site in a forward direction unless in specific exceptional circumstances under the supervision of accredited traffic controller(s);	Refer to Section 3.5, 3.6 and 5.2
(vi) arrangements to ensure that heavy vehicle movements will not be scheduled to and from the site: <ul style="list-style-type: none"> • Monday to Friday between 8:30am and 9:10am; and • Monday to Friday between 2:50pm and 3:30pm; 	Refer to Section 3.3 and 5.2
(vii) heavy vehicle management measures and procedures during school drop-off and pick-up times providing: <ul style="list-style-type: none"> • Traffic control and management details; • Requirements and procedures for school notification and obtaining Council approval for each concrete pour at a minimum of 48 hours prior to vehicle access as required under condition C11; • Concrete contractor contact details for coordination of concrete pour activity outside of drop-off and pick-up times where possible 	Noted. Refer to Section 3.3
(b) A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following: <ul style="list-style-type: none"> (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 	Refer to Appendix D

1.4 Consultation Summary

TTPP has prepared this CTPMP in consultation with TfNSW and City of Parramatta Council (the Council).

1.4.1 TfNSW's Comments

Comments have been provided by TfNSW through emails dated 30 January 2024 and 5 February 2024, as detailed in Table 1.2. TfNSW's emails are provided in Appendix E.

Table 1.2: Response to TfNSW's comments

TfNSW Comments	TPP's Response
2.3 Public Transport: Any bus relocations or adjustments will need to be assessed/approved by the Transport Integration team allowing a minimum of 4 weeks' notice prior to commencing works.	Noted. This has been updated in Section 3.5 of the report.
Section 3.3 - If deliveries are required between the restricted hours in condition B19, TfNSW must be notified alongside Council.	Noted. This has been updated in section 3.3 of this report.
Section 3.5 - In regards to the following statement "Nevertheless, the proposed new driveway and relocation of the bus zone signage will be subject to Council's approval in separate applications to this CTPMP." Any new proposed driveway and/or relocation of the bus zone signage bus also be approved by TfNSW Transport Integration Team.	This is updated in Section 3.5 of this report. It is acknowledged that the relocation of the bus zone during Stage 2 - Milestone 1 construction stage has been approved by City of Parramatta Council on 16 November 2023.
Section 3.5 / Appendix B - Construction access: Can we confirm that the trucks entering/exiting the site will be coming in/out in a forward motion? We cannot allow any trucks to be reversing along Darcy Rd, all reverse movements can be done within the site under traffic control only. The proponent will need to obtain a Road Occupancy license from the Transport Management Centre for all intermittent stoppages along Darcy Rd.	<p>The swept paths in Appendix B have demonstrated that construction vehicles will enter the site in a forward direction, turn around within the site and exit in a forward direction. The swept path plans have been updated to include the following:</p> <ul style="list-style-type: none"> - all construction vehicles will enter and exit the site in a forward direction. - no construction vehicles will be reversing or stopping along darcy road. - construction vehicles will turn around within the site under traffic control. - construction vehicles will be left in to the site and left out onto darcy road at all times, and adhere to the designated truck routes.
Section 3.5 / Appendix B - Please also confirm that all movement will be left in and left out at all times.	<p>As shown on the swept path plans and the designated truck routes shown in Figure 3.3, construction vehicles will be left in and left out onto Darcy Road at all times.</p> <p>Notwithstanding, it is noted that during Stage 3 – Milestone 2, construction vehicle access will be provided via Olive Street. As Olive Street is a cul-de-sac at the southern end, construction vehicles will need to be right in and left out on Olive Street. However, vehicles will be left in from Darcy Road onto Olive Street and left out onto Darcy Road.</p>
The bus zone is currently 38m long, this is to allow 2 buses at a time to pick up and drop and possibly for school charters. The requirement for the PM 38m bus zone is based on convoy style arrival for PM school services. This bus zone length needs to be maintained upon relocation.	It is noted that the relocation of the bus zone during Stage 2 - Milestone 1 construction stage has been approved by City of Parramatta Council on 16 November 2023. The original bus zone length has been maintained.
As the bus stop is proposed to be relocated the new site must be made DDA compliant even if its temporary as described in the CTMP, as this is a temporary move the bus stop must be returned to its original location at the completion of the works, and all infrastructure replaced with current standard which includes meeting all DDA requirements as per DSAPT . This is to be fully funded by the proponent and should be completed before and inspected by the local operator for final sign off before any occupancy or completion certificate is issued.	Noted. The temporary bus stop is to be made DDA compliant and must be returned to its original location at the completion of the works, and all infrastructure replaced with current standard which includes meeting all DDA requirements as per Disability Standards for Accessible Public Transport (DSAPT) according to TfNSW and Council's requirements. All costs are to be fully funded by the proponent and should be completed before and inspected by the local operator for final sign off before any occupancy or completion certificate is issued.

TfNSW Comments	TTPP's Response
All costs associated with the bus stop relocation and reimplementation are borne by the applicant.	Noted. All costs associated with the bus stop relocation and reimplementation are borne by the applicant.
Allow a minimum of 28 days' notice needs to be provided prior to any changes occurring.	Noted. This has been updated in Section 3.5 of the report.
There is reference to no truck movement 30 mins prior to school drop off and 10 mins after school drop off and 10 mins prior to school pick and 30 mins after school pick up, however, it's unclear if this includes consideration of private charter times and the hourly back ground service operating times. Please clarify.	It is noted in Section 3.5 that "Consultation with the school will also be required to ensure that there will be no conflicts between the construction vehicles and charter buses for school excursion/sport events", and "The public buses visit the bus stop once an hour, the construction vehicles can be managed to avoid entering/exiting the site at the same time when a bus is accessing the bus stop."

1.4.2 Council's Approval

The previous revision of this CTPMP (23302-R01V04, dated 11 January 2024) has been reviewed and approved by the Council on 21 February 2024. This CTPMP has been updated in accordance with Council's requirements in the approval letter.

The construction activities are required to comply with the conditions included in Council's approval letter as shown in the table below. Council's CTPMP approval letter is provided in Appendix E of this report.

Table 1.3: Council's Approval Conditions

Council's Conditions	TTPP's Response
Specific Conditions	
<p>1. Construction vehicles and trucks must not wait outside the site on Darcy Road and Olive Street including other nearby local roads. The site manager is to monitor area within the site to ensure adequate area is available for trucks. All construction vehicles are to enter and exit the site in a forward direction and in a left in left out arrangement.</p>	<p>Noted. As shown on the swept path plans and the designated truck routes shown in Figure 3.3, all construction vehicles will enter and exit the site in a forward direction. During Stage 2 – Stage 2 - Milestone 1, construction vehicles will be left in and left out onto Darcy Road at all times.</p> <p>Notwithstanding, it is noted that during Stage 3 – Milestone 2, construction vehicle access will be provided via Olive Street. As Olive Street is a cul-de-sac at the southern end, construction vehicles will need to be right in and left out onto Olive Street.</p>
<p>2. Pedestrian movements are to be maintained along Darcy Road and Olive Street at all times throughout the project. Traffic controllers are to be present during construction working hours to halt pedestrians whilst construction vehicles are entering/exiting the site only. At all times vehicles, entering and exiting the site are to be required to give way to pedestrians travelling on the footpath.</p>	<p>Noted. Refer to Section 2.4.</p>

Council's Conditions	TPP's Response
<p>3. Section 3.3 Construction Works hours, Condition C5 and C6 are not permitted. A separate 'Extension of Approved Development Application (DA) Working Hours' approval is required from Council Regulatory Services prior to the proposed construction by contacting extendedhours@cityofparramatta.nsw.gov.au</p>	<p>It is noted that this development is govern by the SSD conditions, including Condition C5 and C6. Notwithstanding, a separate "Extension of Approved Development Application (DA) Working Hours" application will be submitted to Council for approval when construction activities need to be undertaken outside the hours in Condition C4 and B19(a)(vii).</p>
<p>4. Section 3.5 Construction site access - Construction vehicles access to Darcy Road and Olive Street for Milestone -1 and Milestone -2 are not permitted during the following times:</p> <p>I. From 30min before to 10min after school start times</p> <p>II. From 10min before to 30min after school finish times</p> <p>Note that there are 6 morning, and 6 afternoon school buses stop at the bus stop (STEMP Figure 4.1) outside Darcy Road Public School in Darcy Road, Wentworthville.</p>	<p>It is noted that consent condition B19(a)(vi) has been amended to:</p> <p>Arrangements to ensure that heavy vehicle movements will not be scheduled to and from the site:</p> <p>i. Monday to Friday between 8:30am and 9:10am;</p> <p>ii. Monday to Friday between 2:50pm and 3:30pm</p>
<p>5. All activities, including loading/ unloading vehicles and storage for equipment, materials and waste are to be within the works site and are not to impede traffic and pedestrian movements along Darcy Road and Olive Street including footpath and construction vehicle movements within the site.</p>	<p>Noted. Refer to Section 3.9.</p>
<p>6. All demolition and construction vehicles are to be fully contained within the site and vehicles must enter the site before stopping.</p>	<p>Noted. Refer to Section 5.2.</p>
<p>7. Additional conditions may be applied to the Construction Traffic Management Plan in future should public amenity be detrimentally affected.</p>	<p>Noted.</p>
<p>8. The applicant must survey workers on the first working day of each month to see where they are parking and how may parking are parking on-street. This information is to then be relayed back to Council to assist in the management of on-street parking.</p>	<p>Noted. The Contractor will be responsible for conducting a construction worker parking survey on the first working day of each month. Refer to Section 5.3.</p>
<p>Conditions Imposed by TfNSW</p>	
<p>9. 2.3 Public Transport: Any bus relocations or adjustments will need to be assessed/approved by the Transport Integration team allowing a minimum of 4 weeks' notice prior to commencing works.</p>	<p>Refer to TPP's response in Table 1.2</p>
<p>10. Section 3.3 - If deliveries are required between the restricted hours in condition B19, TfNSW must be notified alongside Council.</p>	
<p>11. Section 3.5 - In regard to the following statement "Nevertheless, the proposed new driveway and relocation of the bus zone signage will be subject to Council's approval in separate applications to this CTPMP." Any new proposed driveway and/or relocation of the bus zone signage bus also be approved by TfNSW Transport Integration Team.</p>	

Council's Conditions	TPPP's Response
12. Section 3.5/Appendix B- Construction access: Can we confirm that the trucks entering/exiting the site will be coming in/out in a forward motion? We cannot allow any trucks to be reversing along Darcy Rd, all reverse movements can be done within the site under traffic control only. The proponent will need to obtain a Road Occupancy license from the Transport Management Centre for all intermittent stoppages along Darcy Rd.	
13. Section 3.5/Appendix B - Please also confirm that all movement will be left in and left out at all times.	
General Conditions	
14. Materials are to be delivered and spoil removed during standard construction hours. Deliveries are to be planned to ensure a consistent and minimal number of trucks arriving at site at any one time.	Noted. Refer to Section 5.2
15. SafeWork NSW accredited traffic controllers are to be used to manage vehicular and pedestrian traffic to ensure public safety whilst vehicles are entering or exiting the site. Traffic Control Plans (TCPs) are to be in accordance with AS1742.3 and TfNSW 'Traffic Control at Worksites' manual at all times and be signed by a person with SafeWork certification to prepare TCP's. A copy of the TCPs is to be held on site at all times by the responsible traffic controllers.	Noted. TGSS/TCPs are provided in Appendix A of this report.
16. Occupation of any part of the footpath (locating mobile crane or skip bin, carrying out work, erecting/dismantling hoarding, reconstruction of footpath and the like) during construction works of the development shall require a Road Occupancy Permit from Council. A Temporary Road Occupancy Permit is to be obtained through Council's Traffic and Transport Services, prior to occupying any part of the footpath or road. The application is to be lodged online via Council's website at www.cityofparramatta.nsw.gov.au -> Submit a Request -> Submit a request -> Lodge an ApplicationRoad and Road Related Infrastructure -> Temporary road/Footpath Occupancy.	Noted. Refer to Section 3.9 and 3.12
17. Oversize vehicles using local roads require approval from the National Heavy Vehicle Regulator (NHVR). The applicant shall submit an application for an Oversize Vehicle Access Permit through NHVR's portal (www.nhvr.gov.au/about-us/nhvr-portal), prior to driving through local roads within the City of Parramatta LGA.	Noted. Refer to Section 3.4.
18. Hoarding/Tower Crane permit is to be obtained from Council prior to erecting any Hoarding/Tower Crane on Council Road/footpath/construction site. The application can be accessed via Council's Development and Building Form section of the website (Development and building forms City of Parramatta.nsw.gov.au).	Noted. Refer to Section 3.10.
19. The roadway (including footpath) is to be kept in a serviceable state for the duration of the project. Road pavement/footpath damaged as a result of truck movements/ construction activity is to be maintained and restored during and after the duration of development by developer at no cost to Council to satisfaction of Council's Supervisor Civil Assets, contact 9806 8250.	Noted.

Council's Conditions	TPP's Response
<p>20. Affected residents and businesses must be notified in writing fourteen (14) days prior to the start of the various phases of construction. A copy of the notification shall be submitted to City of Parramatta Council. Access to these residents and businesses must be maintained unless otherwise agreed. Any comments are to be recorded and taken into consideration when planning construction activities.</p>	<p>Noted. Refer to Section 4.7.</p>
<p>21. The contractor/builder is to provide a sign that provides a phone number and email address for members of the local community to make enquires or complaints regarding traffic control for the site. The Contractor is to provide a representative for meetings that may occur and may include representatives of the local community and Council staff to discuss traffic control at the site.</p>	<p>Noted. Refer to Section 4.7.</p>
<p>22. City of Parramatta Council is to be notified of any future disruption to roadways and footpaths and any changes to the CTMP.</p>	<p>Noted.</p>

2 Existing Conditions

2.1 Site Description

Darcy Road Public School (the site) is located at 98A Darcy Road, Wentworthville, within Parramatta LGA. The site is approximately 4km northwest of Parramatta CBD. It is bounded by Darcy Road to the north, Olive Street to the east, and low density residential dwellings to the south and west.

Land uses in the surrounding area are predominantly R2 – Low Density Residential.

Location of the subject site and the extent of the construction works are shown in Figure 2.1.

The site has road frontages to Darcy Road and Olive Street. An existing on-site staff car park and a loading zone is located on the eastern side of the school, via a driveway off Olive Street. Pedestrian access gates are currently provided on the Darcy Road frontage and adjacent to car park access on Olive Street.

Along the site frontage on Olive Street, a ‘No Parking, 8:30 am – 9:30am & 2:30 pm – 3:30 pm, School Days’ zone is signposted to facilitate drop-off and pick-up activities during school peak hours. An indented accessible parking space is installed adjacent to the southern side of the driveway to the school car park. It is understood that this accessible parking space will be replaced by a temporary driveway to accommodate construction vehicles accessing the site during Stage 3 - Milestone 2 construction works.

Figure 2.1: Site Location and Project Boundary



2.2 Surrounding Road Network

A brief description of the key roads surrounding the site is provided below:

- **Cumberland Highway** is a classified state road under care and control of TfNSW. Near the site Cumberland Highway has three lanes in each direction, separated by a median island. Additional turning lanes are provided at the intersection with Darcy Road. Posted speed limit on Cumberland Highway near the site is 70 km/hr in both directions.
- **Darcy Road** is a local road aligned in an east-west direction between Cumberland Highway and Binalong Road. It has one lane in each direction separated by double centre linemarking. The road carriageway width is approximately 12.5m, and consists of a kerbside parking lane on both sides of the road. there is a posted speed limit of 50 km/hr plus a 40 km/hr school zone during 8:00am – 9:30am and 2:30pm – 4:00 pm. No parking zone during school pick-up and drop-off hours and bus zone (between 7:30am and 4:30pm, Monday to Friday) is located on Darcy Road along the site frontage.
- **Olive Street** is a local no through road providing access to the existing school car park and residential houses along its frontage. It is a two-way road with 8m wide carriageway between kerb and gutter. Unrestricted kerb-side parking available on the eastern side and no parking zone during school pick-up and drop-off hours on the western side.
- **Binalong Road** is a local road aligns in a north-south direction. It has one lane in each direction, separated by double centre line marking near the site. The road carriageway width is approximately 12m between kerb and gutters. On-road cycleway is provided on Binalong Road near Darcy Street. Kerbside parking is mostly available on both sides of the road. There is a posted speed limit of 50 km/hr on Binalong Road. The intersection of Binalong Road and Darcy Road is a signalised intersection.

2.3 Public Transport Infrastructure

The site is located between Pendle Hill and Wentworthville Railway Stations. The walking distance between the site and Pendle Hill Railway Station or Wentworthville Railway Station is about 1.2km.

There is a 38m long Bus Zone (7:30 am – 4:30 pm, Monday to Friday) located along the site frontage on the southern side Darcy Road, west of the marked pedestrian crossing, and a 18m long Bus Zone (6 am – 9:30 pm, Monday to Friday) on the northern side of Darcy Road outside house #123. Bus routes service these bus stops are predominantly school buses which operate once a day either on school morning or afternoon peaks. A summary of the bus services for the bus stops directly outside the school is presented in Table 2.1.

It is noted that the school buses only arrive at the bus stops on Darcy Road during school AM peak (8am – 9:30 am) and PM peak (2:30pm – 4 pm) periods and the public buses only arrive and depart from the bus stop in front of the school once an hour. Heavy vehicle movements will be scheduled to and from the stie within 30 minutes before and 10 minutes after the

commencement of the school day and within 10 minutes before and 30 minutes after school day end times. Contractor will also ensure no major deliveries during the school AM and PM peaks when possible. Therefore, the construction vehicles entering / exiting the site are not expected to have noticeable impacts on the existing bus operations near the school.

Public transport facilities near the site are presented in Figure 2.2.

Table 2.1 Existing Bus Services in front of School

Route Number	Description	Bus Stop Location	Frequency
Morning School Bus			
9039	The Meadows PS to Westmead Schools via Model Farms HS & Pendle Hill PS	Darcy Road (northern side)	once
2042	Winston Hills Mall to Darcy Rd PS	Darcy Road (southern side)	once
2044	Windsor Rd after Churchill Dr to Darcy Rd PS via Mother Teresa PS	Darcy Road (southern side)	once
2051	Darcy Rd opposite Fulton Ave to Northmead HS	Darcy Road (southern side)	once
2083	Westmead Station to Darcy Rd PS	Darcy Road (southern side)	once
8005	Darcy Rd PS to Our Lady of Mt Carmel PS via Westmead Schools	Darcy Road (southern side)	once
8008	Westmead Schools Bus Bay to Darcy Rd PS	Darcy Road (southern side)	once
Afternoon School Bus			
2535	Our Lady of Mt Carmel PS to Wentworthville via Old Toongabbie	Darcy Road (northern side)	once
2652	Darcy Rd PS to Westmead Station	Darcy Road (northern side)	once
3650	Northmead HS to Westmead Station via Wentworthville	Darcy Road (northern side)	once
2511	Darcy Rd PS to Westmead	Darcy Road (southern side)	once
2574	Parramatta HS to Pendle Hill HS	Darcy Road (southern side)	once
2621	Darcy Rd PS to Bridge Rd opposite Wentworth Ave	Darcy Road (southern side)	once
8610	The Hills Sports HS to Baulkham Hills via Winston Hills	Darcy Road (southern side)	once
Public Bus			
709	Constitution Hill Retirement Community to Wentworthville Shopping Plaza	Darcy Road (both sides)	Hourly between 9am and 3pm, Monday to Friday

Figure 2.2: Public Transport within Close Proximity of Site



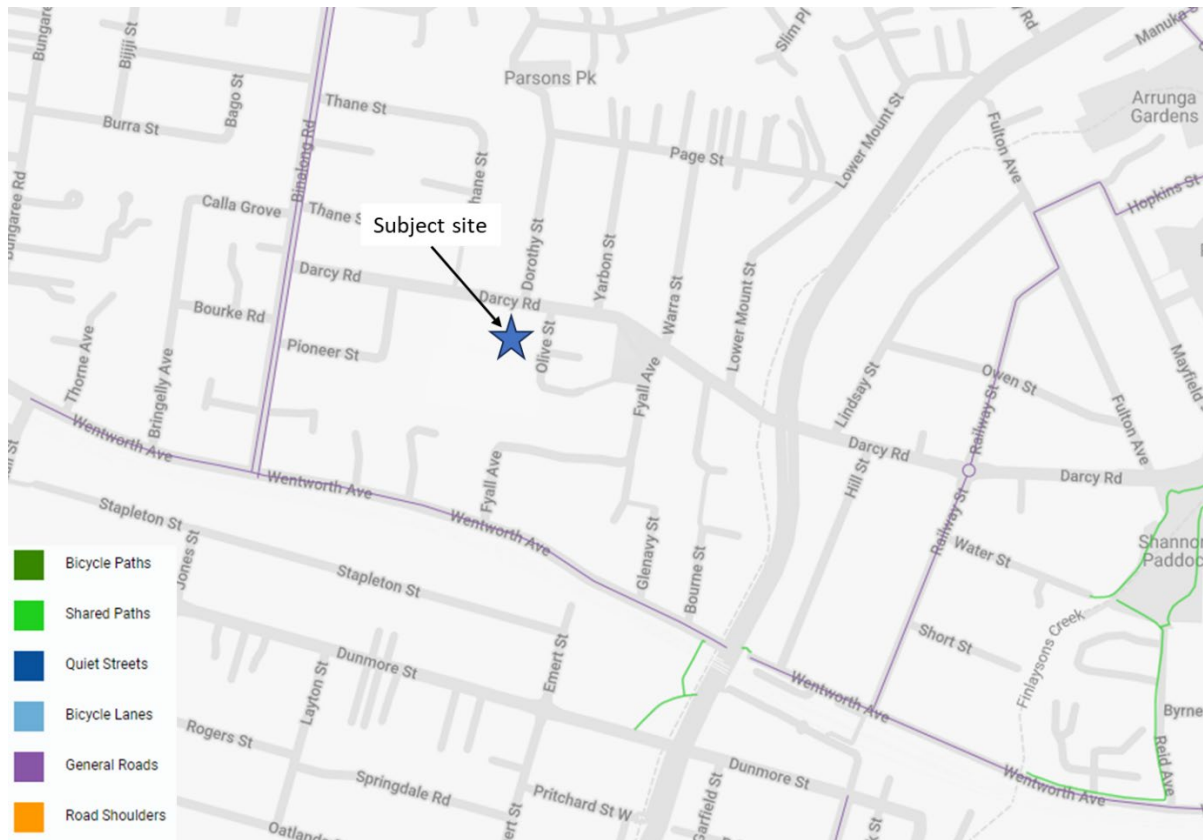
Base Map Source: Goold Maps

2.4 Pedestrian and Cycling Infrastructure

Formal pedestrian footpaths are provided on both sides of Darcy Road and Olive Street. A raised pedestrian crossing is provided on Darcy Road directly in front of the site.

The bicycle network surrounding the site predominantly consists of on-road cycleways, as shown in Figure 2.3. There are no cycleway routes on Darcy Road or Live Street that link directly to the school.

Figure 2.3: Cycle Paths within the Vicinity of the Site



3 Proposed Construction Activities

3.1 Description of Construction Activities

Construction of the permanent school buildings and associated works for the Darcy Road Public School Upgrade will be undertaken in two main stages under the SSDA approval:

Stage 2 - Milestone 1 (on the northwestern side of the school)

- Demolition & Excavation
 - › Site establishment
 - › Demolition / Site Clearance
 - › Bulk Earthworks / Early Civil Works: excavation, backfill, proof roll, etc.
- Construction of two interconnected buildings
 - › Substructure
 - › Structure
 - › Building Envelope
 - › Services & Finishes
 - › External Works

Stage 3 - Milestone 2 (on the northeastern side of the school)

- Demolition & Excavation
 - › Site establishment
 - › Demolition / Site Clearance
 - › Bulk Earthworks / Early Civil Works: excavation, backfill, proof roll, etc.
- Construction – Refurbishment and extension of the existing hall and extension of the existing car park
 - › Substructure
 - › Structure
 - › Building Envelope
 - › Services & Finishes
 - › External Works

3.2 Duration and Staging of Works

The estimated duration of the construction works is summarised in Table 3.1.

Table 3.1 Construction Staging and Duration

Construction Stage		Approximate Duration
Stage 2 - Milestone 1	Demolition & Excavation	16 weeks
	Construction	47 weeks
Stage 3 - Milestone 2	Demolition & Excavation	8 weeks
	Construction	21 weeks
Total		92 weeks (~23 months)

3.3 Construction Work Hours

Hours of construction activities will be carried out in accordance with Conditions No. C4 to C8 in the Consent (SSD-49073460).

- Condition C4 – construction, including the delivery of materials to and from the site, may only be carried out between the following hours:
 - Monday to Friday 7am to 6pm
 - Saturday 8am to 1pm
 - Sunday and Public Holiday No work.
- Condition C5 – Notwithstanding condition C4, provided noise levels do not exceed the existing background noise level plus 5dB, works may also be undertaken during the following hours:
 - Between 6pm and 7pm, Mondays to Fridays
 - Between 1pm and 4pm, Saturdays
- Condition C6 – Construction activities may be undertaken outside the hours in Condition C4 and C5 if required:
 - by the Police or a public authority for the delivery of vehicles, plant or materials; or
 - in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
 - where the works are inaudible at the nearest sensitive receivers; or
 - for the delivery, set-up and removal of construction cranes, where notice of the crane-related works is provided to the Planning Secretary and to affected residents at least seven days prior to the works; or

- where a variation is approved in advance in writing by the Planning Secretary or his nominee if appropriate justification is provided for the works.
- Condition C7 – Notification of such construction activities as referenced in Condition C6 must be given to affected residents before undertaking the activities or as soon as practical afterwards.
- Condition C8 – Rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours:
 - 9am to 12pm, Monday to Friday
 - 2pm to 5pm, Monday to Friday; and
 - 9am to 12pm, Saturday

Notwithstanding, heavy vehicle movements should be scheduled in accordance with Consent Condition No. B19 (a) (vi):

arrangements to ensure that heavy vehicle movements will not be scheduled to and from the site:

- *Monday to Friday between 8:30am and 9:10am; and*
- *Monday to Friday between 2:50pm and 3:30pm*

It is understood that the construction works may occasionally require deliveries to the site during the above times during concrete pours. Relevant approvals from Council would be required for heavy vehicle movements during the above school peak times. Heavy vehicle management measures and procedures would be required as per Consent Condition No. B19 (vii):

(vii) Heavy vehicle management measures and procedures during school drop-off and pick-up times providing:

- *traffic control and management details;*
- *requirements and procedures for school notification and obtaining Council approval for each concrete pour at a minimum of 48 hours prior to vehicle access as required under condition C11;*
- *concrete contractor contact details for coordination of concrete pour activity outside of drop-off and pick-up times where possible; and*

The requirements of Condition No. C11 is shown as the following:

C11. The Applicant must provide the certifier with evidence of Council approval for heavy vehicle access to the site during school drop-off and pick-up times at a minimum of 48 hours prior to each heavy vehicle access to the site during drop-off and pick-up times in accordance with requirements outlined under condition B19(a)(vii).

Notwithstanding, as per Council's conditions in the CTPMP approval letter (dated 21 February 2024), if construction activities need to be undertaken outside the hours in Condition C4, a separate "extension of Approved Development Application (DA) Working Hours" approval is required from Council Regulatory Services prior to the proposed construction by contacting extendedhours@cityofparramatta.nsw.gov.au.

The contractor shall be responsible to liaise with Council and TfNSW to obtain the relevant advice and approval when required.

3.4 Construction Vehicle Type

Various types of construction vehicles are expected to visit the site, including standard rigid trucks and concrete mixer trucks.

The largest construction vehicle to be used in each stage is presented in Table 3.2. It may be necessary that, on on-off occasions, a larger / oversized vehicle (i.e. an articulated vehicle) is required to transport large construction plant or machinery such as for tower crane erection/dismantling. This would most likely occur during off-peak or night time period. Notwithstanding, a separate application will be submitted to Council and/or relevant authorities for approval if oversized/overmass deliveries are required.

Table 3.2 Largest Construction Vehicle to be Used

Construction Stage		Largest Construction Vehicle
Stage 2 - Milestone 1	Demolition & Excavation	19m long truck and dog
	Construction	12.5m long Heavy Rigid Vehicle (HRV)
Stage 3 - Milestone 2	Demolition & Excavation	19m long truck and dog
	Construction	8.8m long Medium Rigid Vehicle (MRV)

Swept path analysis has been conducted demonstrating a truck and dog and a HRV entering and exiting the site via a temporary driveway on Darcy Road during Stage 2 - Milestone 1, and a truck and dog and a MRV entering and exiting the site via an existing driveway to the car park on Olive Street during Stage 3 - Milestone 2. The swept path is provided in Appendix B.

3.5 Construction Site Access

Stage 2 - Milestone 1 – Darcy Road Site Access

During Milestone 1, vehicle access to the site will be provided via Darcy Road. a 9m wide gate at the property line and a 11m wide driveway at the kerb & gutter are proposed to accommodate truck access to the site, as shown in Figure 3.1.

The proposed new driveway will be approximately 9m to the west of the marked pedestrian crossing. The driveway will be located within the existing bus zone on the southern side of Darcy Road. The proposed new driveway would require temporary relocation of the existing “No Stopping (L)” and “Bus Zone, 7:30am-4:30pm, Mon-Fri (R)” signs to the western end of the temporary driveway during Milestone 1. This will reduce the existing 38m long bus zone by 7.5m. However, the extended no stopping area (including the driveway) to the east of the bus zone would still be utilised as a draw-in /queuing area for buses accessing the bus stop. The bus zone will be reinstated to its pre-construction condition after Milestone 1 works. Therefore, the proposed change to the existing bus zone is not expected to have noticeable impact on the bus services.

Furthermore, as noted in Section 2.3 of the report, the school buses only access the bus zone during school AM peak (8am – 9:30 am) and PM peak (2:30pm – 4 pm) periods. There will be no construction vehicle movements to and from the site within 30 minutes before and 10 minutes after the commencement of the school day and within 10 minutes before and 30 minutes after school day end times. Major deliveries will also be scheduled to avoid school peak hours when possible to minimise the conflicts with school traffic. Therefore, the impacts of the construction vehicle movements to and from the site on school buses are not expected to be significant.

The public buses only visit the bus stop once an hour, the construction vehicles can be managed to avoid entering / exiting the site at the same time when a bus is accessing the bus stop. Consultation with the school will also be required to ensure that there will be no conflicts between the construction vehicles and charter buses for school excursion/sport events.

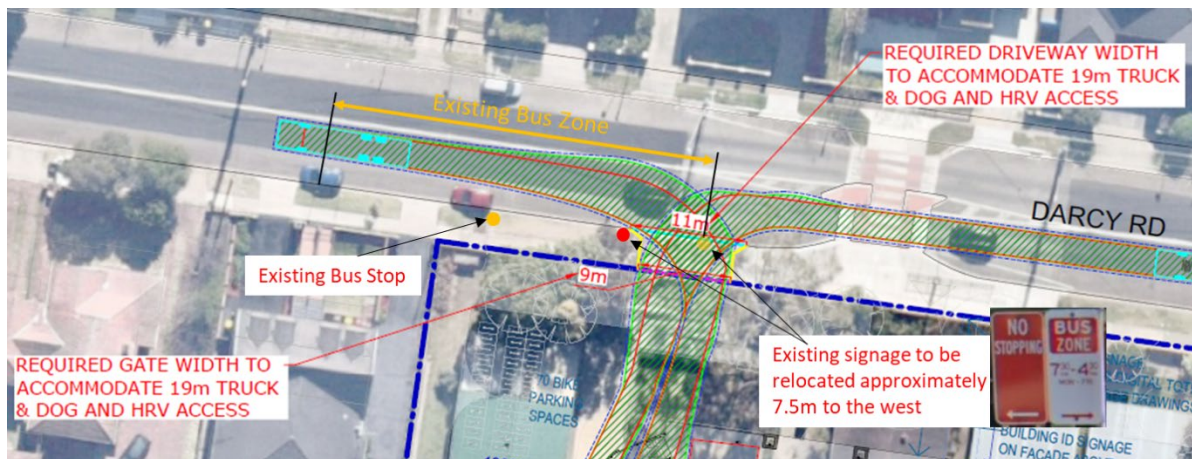
Based on the above, the proposed temporary driveway on Darcy Road will have limited impacts on the existing bus services on Darcy Road. Swept path demonstrating a 19m truck and dog and a standard HRV entering and exiting the site via the proposed Darcy Road access point is presented in Appendix B.

Nevertheless, the proposed new driveway and relocation of the bus zone signage will need to be assessed/approved by Council and TfNSW Transport Integration team allowing a minimum of 4 weeks notice prior to commencing any works. This is subject to separate applications to this CTPMP.

The contractor (Taylor Construction Group) will ensure that suitable and safe access is always maintained around the site.

Notwithstanding, TPP understand that it has been approved by Council on 16 November 2023 to temporarily relocate the bus zone west by 9m. A 38m bus zone length has been maintained.

Figure 3.1: Construction Vehicle Access on Darcy Road during Stage 2 - Milestone 1



Stage 3 - Milestone 2 – Olive Street Site Access

During Milestone 2, vehicle access to the construction site will be provided at the western end of the existing staff car park off Olive Street, as shown in Figure 3.2. Construction vehicles will enter the car park via an existing driveway on Olive Street, then travel through the car park to enter the site.

The existing vehicle crossover is about 5.3m wide on Olive Street. It will need to be widened to 11.3m during demolition stage to accommodate a Truck and Dog trailer and 6.2m during construction stage to accommodate a Medium Rigid Vehicle. The entry gate to the staff car park will also need to be widened to accommodate truck access.

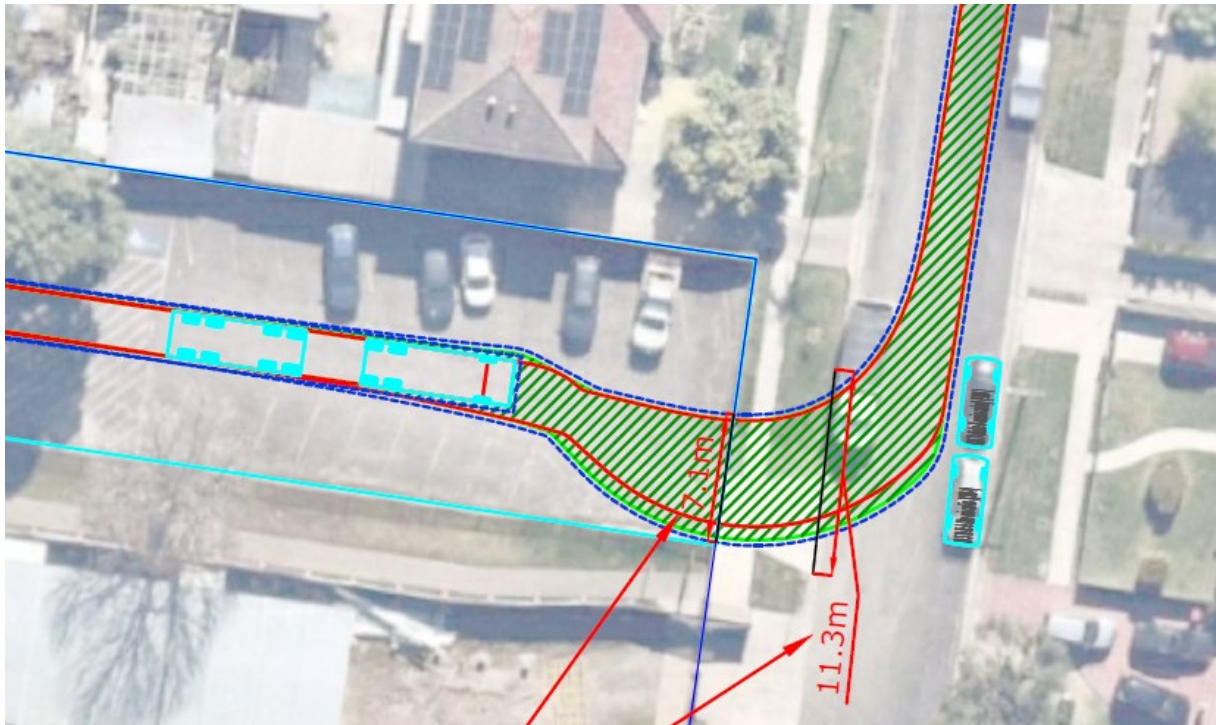
It is noted that a “No Parking” zone will be installed at the kerbside lane between the car park driveway and the driveway to #2 Olive Street to accommodate waste vehicle parking during Stage 3 – Milestone 2. Therefore, trucks turning in and out of the site would have no impacts on the kerbside parking.

A site personal will be assigned at the car park to manage and guide construction vehicles entering to and exiting from the car park, and ensure that staff parking and pedestrian safety are always maintained.

Swept path demonstrating a 19m truck and dog and a standard MRV entering and exiting the site via the existing staff car park off Oliver Street is presented in Appendix B.

The contractor (Taylor Construction Group) will ensure that suitable and safe access is always maintained around the site.

Figure 3.2: Construction Vehicle Access on Olive Street during Stage 3 - Milestone 2



3.6 Construction Vehicle Route

Construction vehicles will have origins and destinations throughout Sydney. Dedicated construction vehicle routes have been developed to provide the shortest distances to/from the arterial road network, whilst minimising the impact of construction traffic on streets within the immediate vicinity of the site. All truck drivers will be advised of the designated truck routes to/from the site and be required to adhere to the nominated routes.

The nominated construction vehicle routes are presented in Figure 3.3. This is consistent with the truck route proposed in the Preliminary Construction Management Plan (Rev 6) prepared by RP Infrastructure, dated 10 August 2023.

Stage 2 - Milestone 1

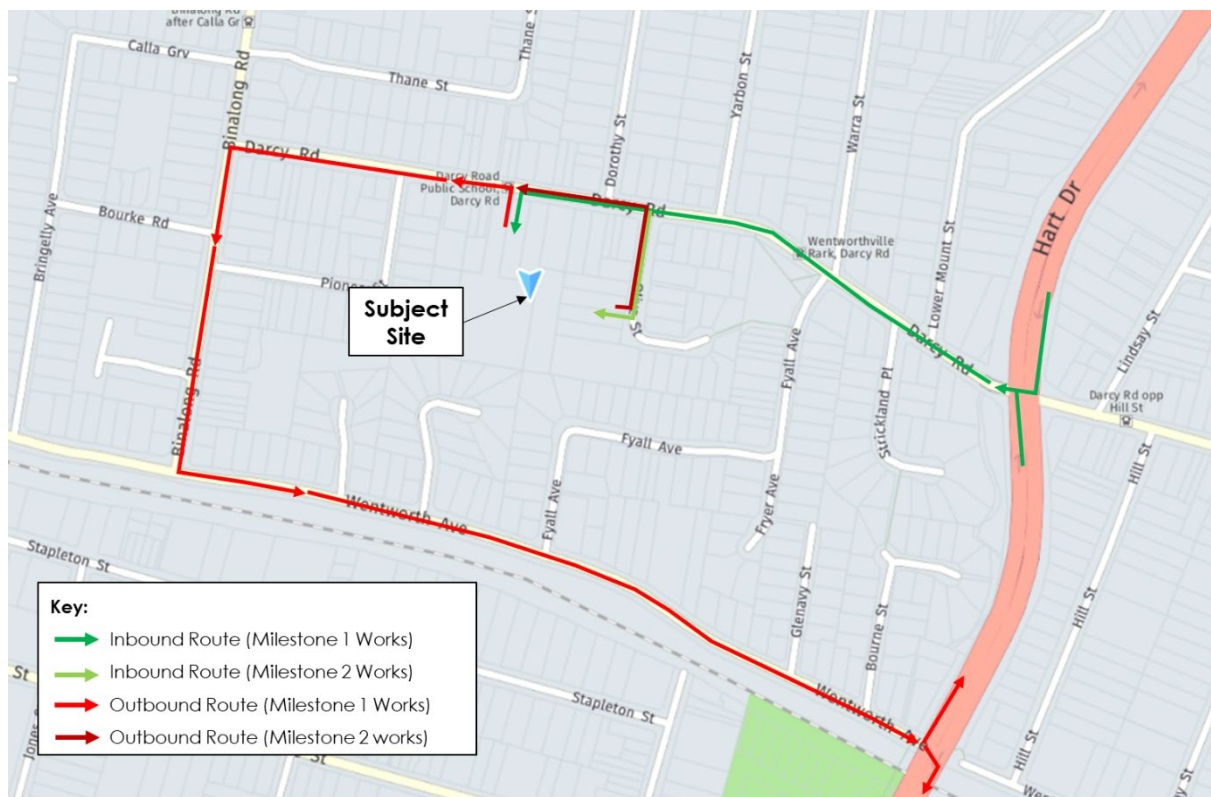
During Milestone 1, all construction vehicles will travel from A28 Cumberland Highway/Hart Drive to Darcy Road to enter the site. All construction vehicles will exit the site onto Darcy

Road, then travel along Binalong Road and Wentworth Avenue back to A28 Cumberland Highway.

Stage 3 - Milestone 2

During Milestone 2, all construction vehicles will travel from A28 Cumberland Highway/Hart Drive to Darcy Road, then turn into Olive Street to enter the site. All construction vehicles will exit the site onto Olive Street, then travel along Darcy Road, Binalong Road and Wentworth Avenue back to A28 Cumberland Highway.

Figure 3.3: Construction Vehicle Movement Route



3.7 Construction Workers Parking

It is anticipated that the average and maximum number of construction workers on site at any one time will be:

Stage		Average No. of Workers	Maximum No. of Workers
Stage 2 - Milestone 1	Demolition & Excavation	20	30
	Construction	60	80
Stage 3 - Milestone 2	Demolition & Excavation	15	25
	Construction	30	50

Due to the constraints of the construction site, no on-site parking will be provided for construction workers.

It is noted that the construction site is located approximately 1.2 km walk from/to Pendle Hill Railway Station or Wentworthville Railway Station. This is considered to be a reasonable walking distance to a railway station, hence construction workers will be encouraged and expected to use public transport to travel to/from the site. This will be incorporated in the workers induction program at the beginning of the construction period, to inform workers that no parking will be provided on site and encourage workers to use public transport to travel to/from the site.

3.8 Construction Works Zone

It is anticipated that no works zone would be required for the proposed construction works. Loading/unloading activities will be accommodated within the construction site boundary.

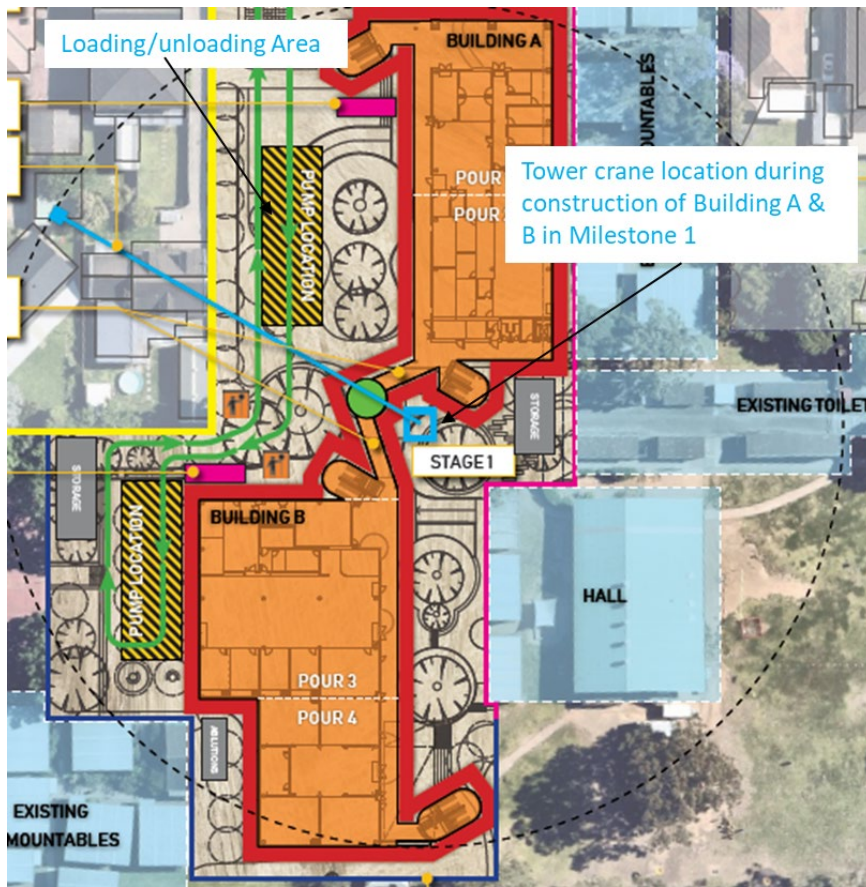
If a works zone is deemed to be required, a separate application will be submitted to Council for approval.

3.9 Materials and handling Area

All materials handling and plant equipment, including spoil bin storage, is expected to be wholly stored within the works site. It is not expected that any public road will be required for such purposes. However, if temporary use of any public road is required for temporary storage purposes or the like, prior consultation with Council will be undertaken. All relevant permit approvals will also be obtained prior to the commencement of such activities.

It is expected that a tower crane will be installed during the construction phase of Stage 2 - Milestone 1. The proposed tower crane location and loading/unloading area are shown in Figure 3.4.

Figure 3.4: Tower Crane and Loading/Unloading Locations

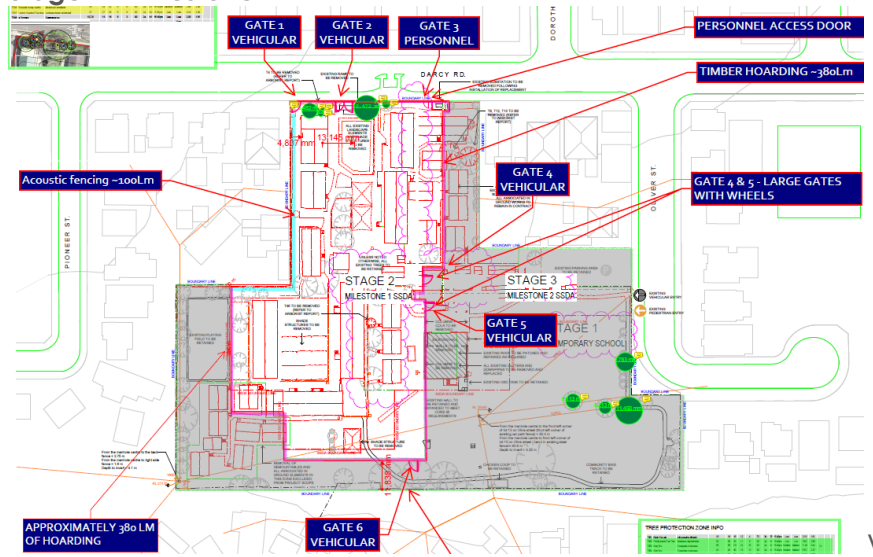


3.10 Hoarding

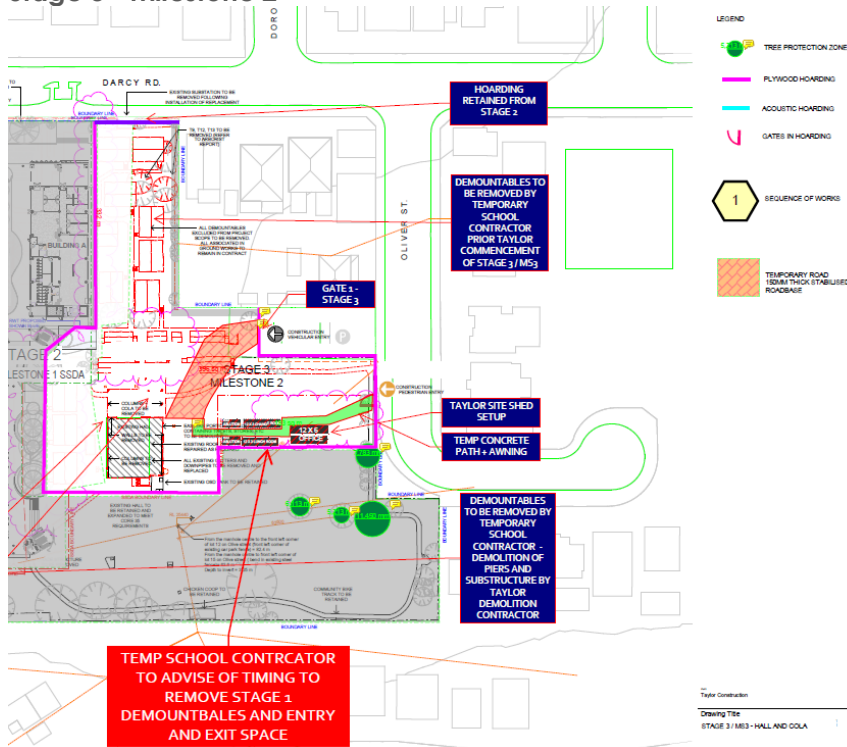
The construction site will be enclosed by fencing/hoarding, to isolate the construction site from pedestrians, except construction worker access. The proposed hoarding for the site is shown in Figure 3.5 and on the construction site plans in Appendix C.

Figure 3.5: Proposed Hoarding along the Site Perimeter

Stage 2 - Milestone 1



Stage 3 - Milestone 2



3.11 Truck Routes for Waste Material Transporting

Dedicated construction vehicle routes have been developed in this CTPMP, as presented in Figure 3.3, to provide the shortest distances from the site to the arterial road network. Trucks transporting waste material from the site are required to adhere to the dedicated routes to travel back to the arterial road network then to the nominated waste and recycling sites. Contractor (Taylor Construction Group) or associated sub-contractors will ensure appropriate truck routes being used by the drivers to transport waste material to the waste and recycling sites.

3.12 Other Permits

Any temporary road/footpath closure, standing plant permits or hoarding permit will be applied and submitted to the relevant authorities, when required. This would be separate applications to this CTPMP.

4 Construction Traffic Assessment and Implications

4.1 Construction Vehicle Traffic Generation

The construction vehicle traffic generated by the construction activities are expected to be:

- Stage 2 - Milestone 1
 - Demolition and Excavation: up to 10 trucks (20 vehicle trips) per day
 - Construction: up to 25 trucks (50 vehicle trips) per day
- Stage 3 - Milestone 2
 - Demolition and Excavation: up to 10 trucks (20 vehicle trips) per day
 - Construction: up to 15 trucks (30 vehicle trips) per day

These truck movements would occur during the permitted hours throughout the day. The average truck movements would be approximately 2.5 trucks (5 vehicle trips) per hour during Milestone 1 and 1.4 trucks (3 vehicle trips) per hour during Milestone 2, based on 11 working hours Monday to Friday.

Trips generated by construction workforce would be negligible as majority of the construction workers will catch public transport to work with no parking provided for workers.

Therefore the construction traffic generation is estimated to be maximum of 2.5 trucks (5 two-way vehicle movements) per hour. This level of traffic generation is not expected to result in adverse traffic impacts on the operation of surrounding road network.

In addition, there will be no construction vehicle movements to and from the site within 30 minutes before and 10 minutes after the commencement of the school day and within 10 minutes before and 30 minutes after school day end times. This will minimise the potential conflicts between the truck traffic and high pedestrian activities and school traffic.

4.2 Olive Street Traffic Flow

The proposed site access during Stage 3 - Milestone 2 will be via Olive Street. It is noted that Olive Street is a no through road with unrestricted on-street parking on the eastern side and no parking zone during school pick-up/drop-of hours on the western side. The carriageway road width is approximately 8m, hence, only one traffic lane is available when cars are parked on both sides of the street. Vehicles travelling on Olive Street are using driveways along the street to give way to opposite traffic when required.

Stantec has commissioned turning movement count at the intersection of Darcy Road / Olive Street on Wednesday 7 September 2022 from 7am to 10am and 2pm to 5pm, as part of their traffic and transport impact assessment for the SSD application¹. Table 4.1 summarise the hourly traffic volumes in and out of Olive Street during the survey period. It indicates that the peak traffic turning from Darcy Street to Olive Street occurs between 7:30am and 8:30pm, and the peak traffic exiting from Olive Street to Darcy Road occurs between 4pm and 5pm. It is anticipated that majority of the traffic during the peak hours are associated with staff traffic to and from the school car park off Olive Street.

Table 4.1 Hourly Traffic In/Out of Olive Street

Time Start	Hourly Traffic	
	Traffic entering from Darcy Rd to Olive St	Traffic exiting from Olive St to Darcy Road
7:00	28	14
7:15	41	18
7:30	44	21
7:45	38	22
8:00	35	30
8:15	24	29
8:30	17	20
8:45	13	17
9:00	5	7
14:00	20	5
14:15	21	17
14:30	23	21
14:45	20	24
15:00	16	30
15:15	17	27
15:30	20	32
15:45	22	33
16:00	24	33

Notwithstanding, it is assumed that the peak hourly traffic flows from Darcy Road to Olive Street is 44 vehicles (southbound) and the hourly construction traffic flows existing from the site is 2 vehicles (northbound). For the analysis it is assumed that the one lane section on Olive Street between Darcy Road and the first driveway where southbound traffic can potentially give-way to oncoming traffic is 35 metres and vehicle speeds would be 20km/h.

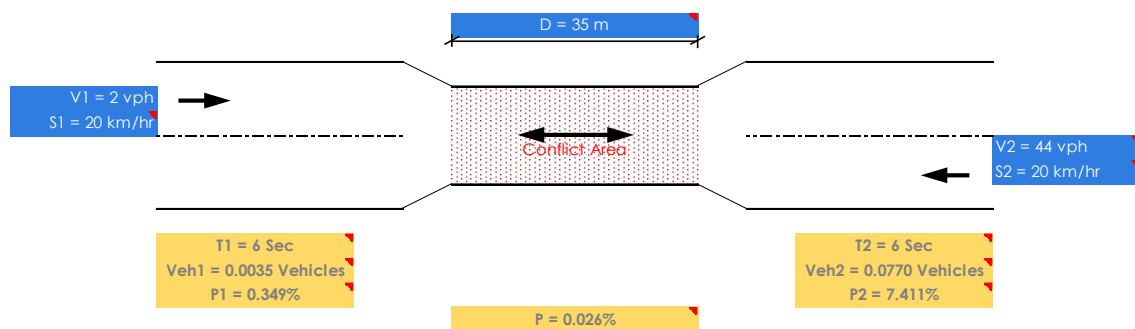
TTPP has undertaken an analysis based on the Poisson Distribution Theory (Equation 3.5) of Austroads Guide to Traffic Management Part 2 – Traffic Theory Concepts to determine the

¹ Cardno now Stantec, Traffic & Transport Impact Assessment – Darcy Road Public School, 3 May 2023

probability of vehicles entering Olive Street encountering a construction truck in the opposite direction.

The analysis as shown in the image below indicates that the probability of a vehicle entering Olive Street encountering an oncoming truck in the first 35m of Olive Street is **less than 0.03%**.

This suggests that the probability of a vehicle entering Olive Street that would need to queue before the parking lane to give way to a construction truck coming from the opposite direction is **less than 0.03%**. Therefore the proposed construction traffic is not expected to cause queuing to the intersection of Olive Street and Darcy Road.



Notwithstanding the above, it is noted that a temporary holding area is available on Olive Street after the intersection when give-way to an outbound construction truck is required, as shown in Figure 4.1. This area will allow a vehicle to wait on Olive Street without impacting through traffic on Darcy Road.

Figure 4.1: Temporary holding area on Olive Street



4.3 Truck Layover Area

Truck drivers will co-ordinate with site managers to ensure that there will be no truck queuing on the streets, so as to minimise any impact on the local roads.

It is noted that there will be sufficient layover space within the site to hold additional concrete trucks during the concrete pour periods, when required.

4.4 Pedestrian and Cycle Access

Pedestrian and cycle access around the site shall be maintained as per existing conditions at all times when possible, with particular care taken when trucks are entering and exiting the site. Existing footpath along the site frontage on Darcy Road and Olive Street will be maintained at all times. If temporary footpath closure is required, a separate application will be submitted to Council for approval for a one-off occasion.

There will be site fencing installed around the construction area, to isolate the construction site from pedestrians including school students and staff, except construction staff access.

Site personnel will be assigned at the construction access driveways to guide construction vehicles to enter and exit the site. During the periods when the construction vehicles are entering or exiting the site, pedestrians may be held only for a short period of time to ensure their safety. However, pedestrians must not be stopped, detoured or held for a long period of time in anticipation of vehicle entering/exiting.

4.5 Public Transport Facilities

The proposed construction activities are not expected to result in any changes to existing public transport services.

As mentioned in Section 3.5, the proposed driveway on Darcy Road during Stage 2 - Milestone 1 would require temporary relocation of the existing bus zone signage. However, this is not expected to impact the bus services.

Construction vehicle movement during Stage 2 - Milestone 1 will be managed to minimise the impacts on the bus stops in front of the site on Darcy Road.

4.6 Emergency Vehicles

Emergency vehicle access through the construction site area, as well as the operational part of the school will be maintained at all times.

4.7 Adjoining Properties and Operation Access

Local access to adjacent properties will be maintained at all times during the construction works. Notifications of the proposed construction activities and construction vehicle movement routes will be provided by the Contractor (Taylor Construction) to the neighbouring properties on Darcy Road and all properties fronting Olive Street through a letter box distribution fourteen (14) days prior to the start of the various phases of construction.

The constructor / builder is to provide a sign that provides a phone number and email address for members of the local community to make enquiries or complaints regarding traffic control for the site. The contractor is to provide a representative for meetings that may occur and may include representatives of the local community and Council staff to discuss traffic control at the site.

Access for school staff, students and visitors to the operational part of the site and the staff car park will generally be maintained. However, alterations will be made to facilitate the construction activities as needed. School staff will not be permitted to access the work areas unless prior arrangements have been made with the Contractor.

During Stage 3 – Milestone 2 works, a site personnel will be assigned at the staff car park to manage and guide construction vehicles entering to and exiting from the car park, and ensure the safety of staff parking and pedestrians.

In addition, statutory and way-finding signs will be installed at each access point to guide staff, students and visitors which areas are hoarded off as construction sites. Temporary pedestrian paths, access points and crossings might be required to suit construction site.

5 Construction Traffic Management Measures

5.1 Traffic Guidance Scheme

Site-specific Traffic Guidance Schemes (TGSs) have been prepared in accordance with TfNSW's Traffic Control at Work Sites Manual. The TGSs are provided in Appendix A.

Site personnel would be assigned at the site entry and exit gates, to ensure pedestrian safety and manage and assist construction vehicles entering to and exiting from the site.

Advisory road signage would be installed along surrounding streets to warn drivers approaching the site location of construction vehicles entering and exiting the site.

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

5.2 Vehicle Access and Transport Routes

Construction vehicles will radio/call the site office on approach to ensure a loading area is available within the site. All loading and unloading activities will be undertaken within the work site during appropriate work hours. Queuing or marshalling of construction vehicles shall not be permitted on public roads.

All construction vehicles will enter and exit the site in a forward direction.

Other protocols would be in place to ensure:

- heavy vehicle movements will not be scheduled to and from the site:
 - within 30 minutes before and 10 minutes after the commencement of the school day
 - within 10 minutes before and 30 minutes after school day end times
- heavy vehicle drivers shall adhere to the nominated transport routes, as shown in Figure 3.3
- heavy vehicle drivers and construction workers shall be aware of pedestrians and cyclists in the vicinity of the site
- drivers shall be aware of existing sign posted speed limits, and
- Construction vehicles must enter the site before stopping.

- drivers are to egress the site in a suitable traffic gap (vehicles already on the public road have the right-of-way and must not be stopped).

5.3 Construction Worker Parking

As indicated previously, on-site car parking will not be available for construction workers. However, tool drop-off and storage facilities are expected to be provided on-site. This will allow construction workers to drop off and store their tools, which will encourage them to use public transport to travel to and from the site.

Taking the above into consideration, it is proposed to implement the following measures to encourage workers to use public transport:

- provide an on-site tool drop-off and storage facility to allow tradespeople to drop off and store their specific machinery for the project.
- Inform staff during the induction and regular management meetings that no car parking will be available for construction workers.
- Instruct construction workers to use public transport to access the site. Public transport location maps and timetable information will be displayed at key locations within the work site and ensure that it is easily accessible by all construction workers.
- Construction workers who are required to travel by car on rare occasions (i.e. dropping off or picking up heavy tools) would need to inform their employer and the site manager prior driving to work. The sub-contractor or the principal contractor should pre-arrange a commercial car park for the construction workers when possible and instruct them to park at the appropriate car park.
- Construction workers who are required to travel by car are encouraged to use carpool to travel to/from the site when possible, thus minimising parking requirements.
- Contact details of the site supervisor will be made available to general public and the surrounding community for any complaints and enquiries.
- Notification of the construction activities and the site contact information will be provided to neighbouring properties through a letter box distribution.

Notwithstanding, as per Council's conditions in the CTPMP approval letter dated 21 February 2024, the Contractor must survey workers on the first working day of each month to see where they are parking and how many parking are parking on-street. This information is to then be relayed back to Council to assist in the management of on-street parking.

5.4 Site Inspection and Record Keeping

The construction operation would be monitored to ensure that it proceeds as set out in the CTPMP. A daily inspection before the start of construction activity is to take place to ensure

that conditions accord with those stipulated in the plan and that there are no potential hazards. Any possible adverse impacts are to be recorded and dealt with as they arise.

5.5 Site Induction

All staff employed on the site by the Contractor will be required to undergo a site induction. The induction will include information about permitted access routes to and from the works site for site staff and delivery vehicles as well as standard environmental, OH&S, driver protocols and emergency procedures. The workers are to be informed to use public transport to access the site during the induction.

5.6 Driver Code of Conduct

All drivers employed on the project, whether direct employees or not, have a responsibility to drive safely, comply with State road regulations and the Australian Road Rules, and any other directives issued by Taylor Construction Group. In particular, before any deliveries are undertaken, all heavy vehicle drivers will be required to read and endorse the Driver Code of Conduct.

A copy of the Driver Code of Conduct has been prepared and is included in Appendix D.

6 Conclusion

This CTPMP has been prepared to document the proposed Construction Traffic and Pedestrian Management necessary to facilitate the SSD Milestone 1 (stage 2) & 2 (stage 3) construction works for the Darcy Road Public School Upgrade.

The key findings contained in this CTPMP are as follows:

- It is expected that the Stage 2 - Milestone 1 works will be undertaken for approximately 63 weeks. After completion of Stage 2 - Milestone 1, Stage 3 - Milestone 2 works will be undertaken for approximately another 29 weeks.
- No on-site parking will be provided for construction workers. It is expected that majority of the construction workers will travel to/from work by public transport. Therefore, trips generated by construction workforce would be negligible.
- The construction traffic generation is estimated to be maximum of 25 trucks per day or 2.5 trucks (5 two-way vehicle movements) per hour. This level of traffic generation is not expected to result in adverse traffic impacts on the operation of surrounding road network.
- It is proposed that loading/unloading will occur wholly within the site during Stage 2 - Milestone 1 and Stage 3 – Milestone 2.
- Vehicle access during Stage 2 - Milestone 1 will be provided via Darcy Road, and via Olive Street during Stage 3 - Milestone 2.
- No pedestrian or cyclist facilities will be impacted as a result of the construction activities.
- Truck drivers are to be instructed to use the designated truck routes to/from the site.

In summary, it is concluded that the proposed traffic control measures will adequately address potential implications associated with the proposed demolition and construction activities. This CTPMP fulfils the requirements of the Condition No. B19 of SSD-49073460.

Appendix A

Traffic Guidance Scheme

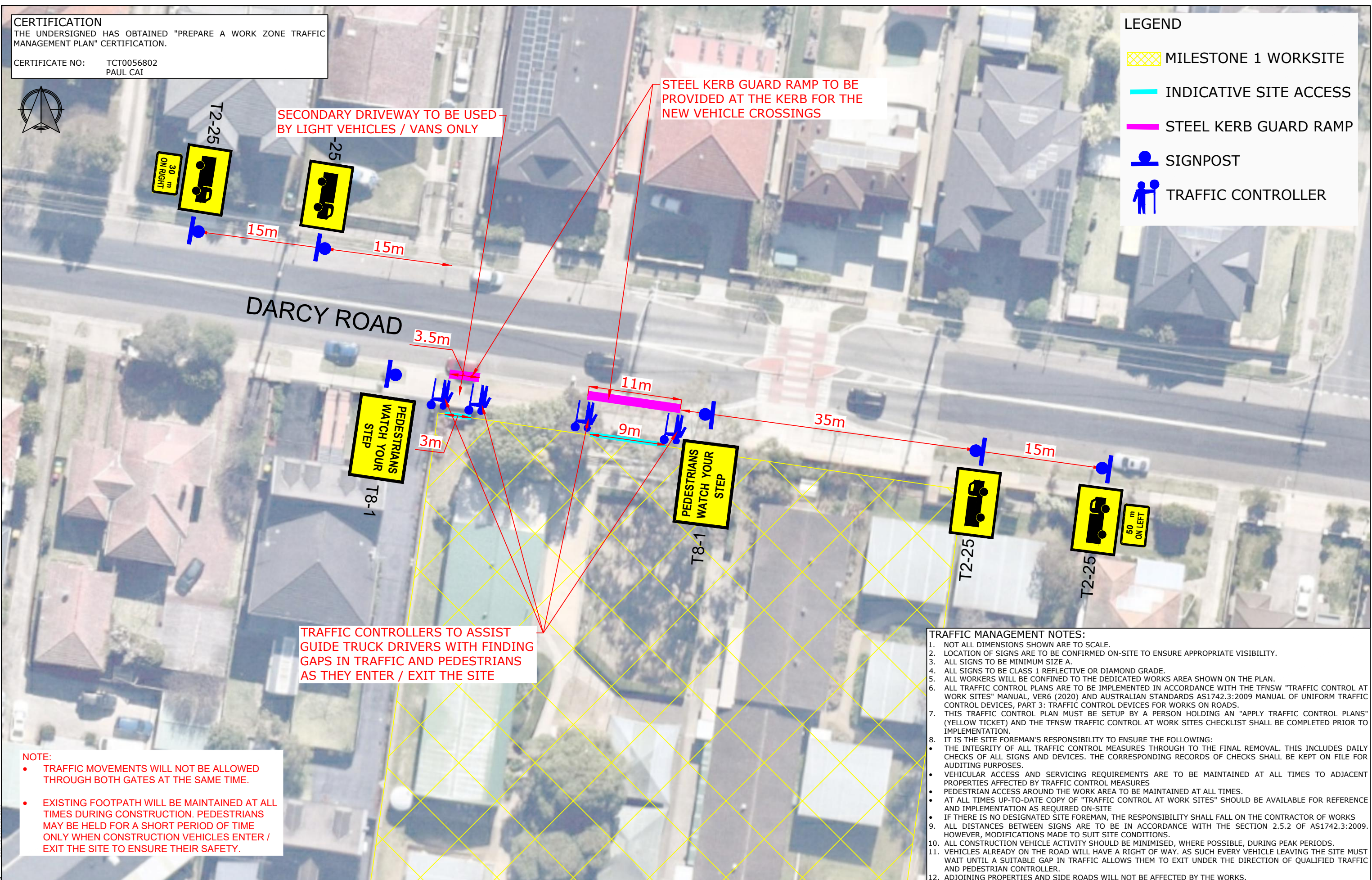
CERTIFICATION
 THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.

CERTIFICATE NO: TCT0056802
 PAUL CAI



LEGEND

- MILESTONE 1 WORKSITE
- INDICATIVE SITE ACCESS
- STEEL KERB GUARD RAMP
- SIGNPOST
- TRAFFIC CONTROLLER



SECONDARY DRIVEWAY TO BE USED BY LIGHT VEHICLES / VANS ONLY

STEEL KERB GUARD RAMP TO BE PROVIDED AT THE KERB FOR THE NEW VEHICLE CROSSINGS

TRAFFIC CONTROLLERS TO ASSIST GUIDE TRUCK DRIVERS WITH FINDING GAPS IN TRAFFIC AND PEDESTRIANS AS THEY ENTER / EXIT THE SITE

NOTE:

- TRAFFIC MOVEMENTS WILL NOT BE ALLOWED THROUGH BOTH GATES AT THE SAME TIME.
- EXISTING FOOTPATH WILL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. PEDESTRIANS MAY BE HELD FOR A SHORT PERIOD OF TIME ONLY WHEN CONSTRUCTION VEHICLES ENTER / EXIT THE SITE TO ENSURE THEIR SAFETY.

- TRAFFIC MANAGEMENT NOTES:**
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 3. ALL SIGNS TO BE MINIMUM SIZE A.
 4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
 5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
 7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TFSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
 8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
 - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
 - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
 - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
 9. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
 10. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
 11. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY, AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
 12. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	PC	JR	18/12/23



PROJECT: 98A DARCY ROAD, WENTWORTHVILLE - DARCY ROAD PUBLIC SCHOOL
 MILESTONE 1 - CONSTRUCTION VEHICLE MOVEMENTS

TITLE: TRAFFIC GUIDANCE SCHEME

DWG No.	23302CAD009		
	FIGURE (1)		
DATE STAMP	18 DECEMBER 2023		
PROJECT No.	SCALE	REV.	
23302	1:400 @A3	A	

Date: 18 December 2023
 Filename: 23302CAD009-23216.TGS.dwg

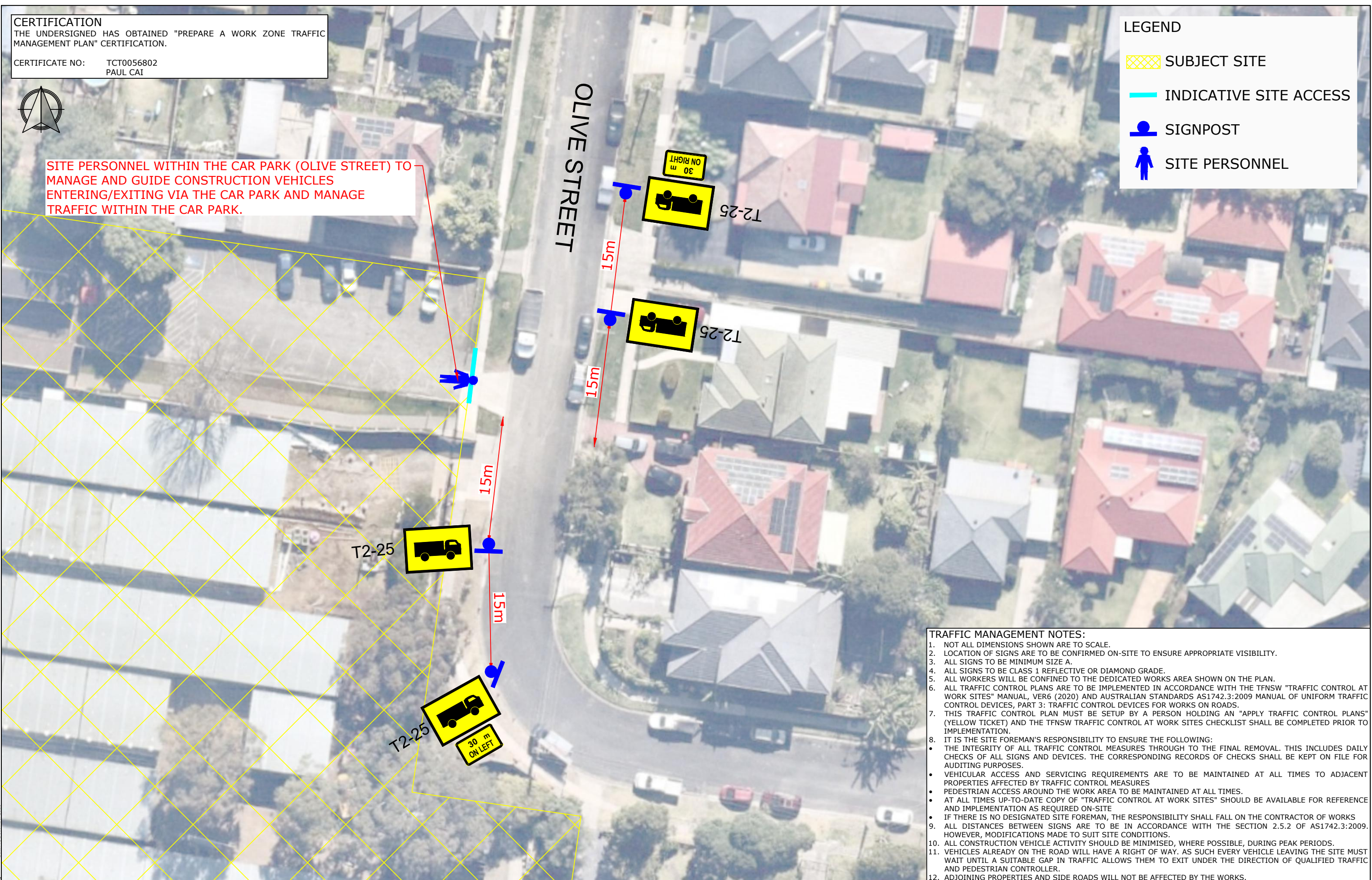
CERTIFICATION
 THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.
 CERTIFICATE NO: TCT0056802
 PAUL CAI



SITE PERSONNEL WITHIN THE CAR PARK (OLIVE STREET) TO MANAGE AND GUIDE CONSTRUCTION VEHICLES ENTERING/EXITING VIA THE CAR PARK AND MANAGE TRAFFIC WITHIN THE CAR PARK.

LEGEND

- SUBJECT SITE
- INDICATIVE SITE ACCESS
- SIGNPOST
- SITE PERSONNEL



- TRAFFIC MANAGEMENT NOTES:**
- NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 - LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 - ALL SIGNS TO BE MINIMUM SIZE A.
 - ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
 - ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 - ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
 - THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TFSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
 - IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
 - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
 - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
 - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
 - ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
 - ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
 - VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY, AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
 - ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	PC	JR	18/12/23



PROJECT: 98A DARCY ROAD, WENTWORTHVILLE - DARCY ROAD PUBLIC SCHOOL
 MILESTONE 2 - CONSTRUCTION

TITLE: TRAFFIC GUIDANCE SCHEME

DWG No.	23302CAD009	
	FIGURE (2)	
DATE STAMP	18 DECEMBER 2023	
PROJECT No.	SCALE	REV.
23302	1:400 @A3	A

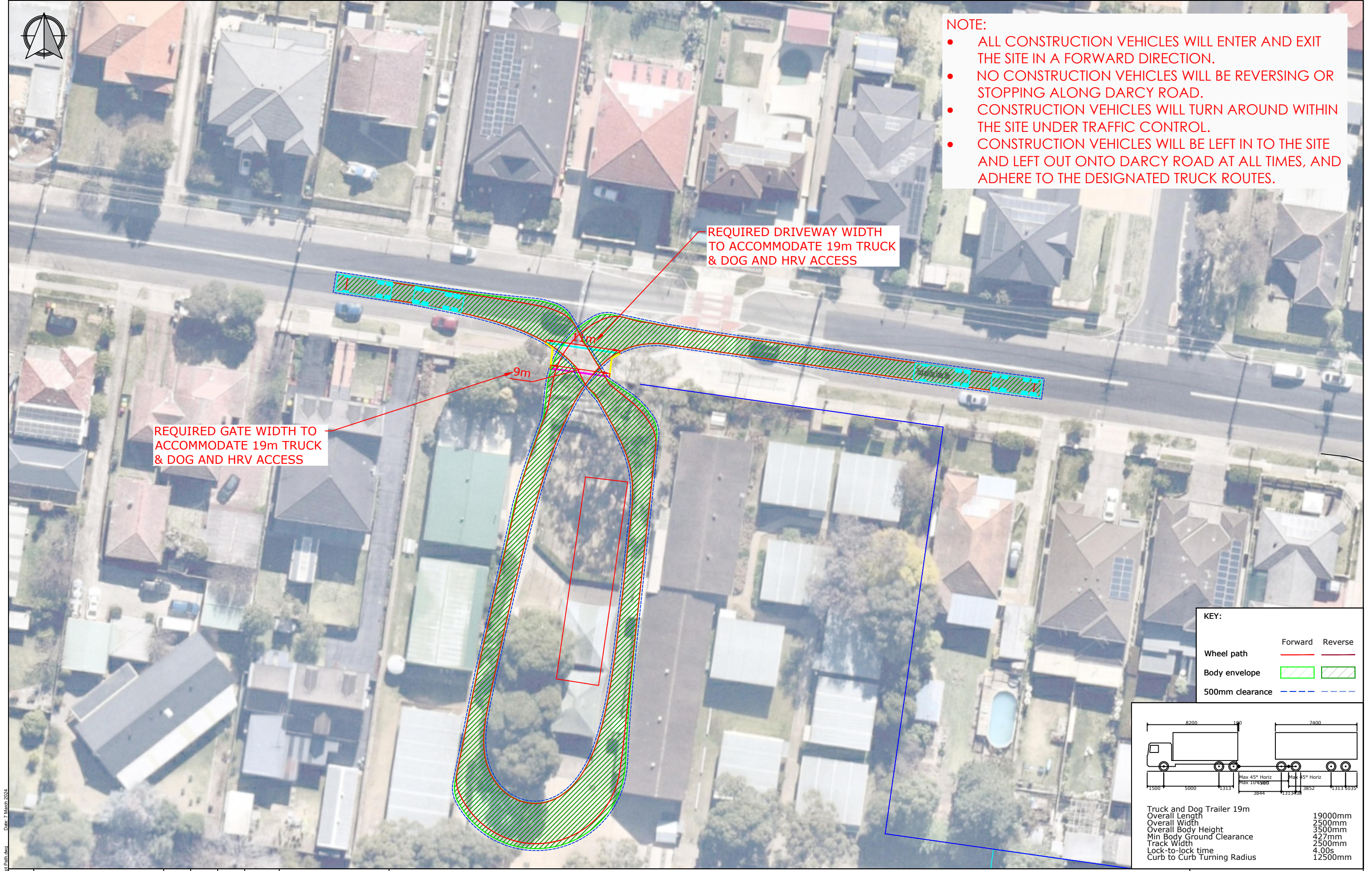
Date: 18 December 2023
 Filename: 23302CAD009-24216-TMS.dwg

Appendix B

Swept Path Analysis

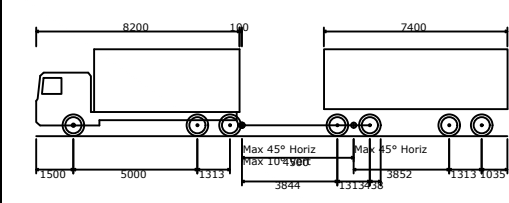


- NOTE:**
- ALL CONSTRUCTION VEHICLES WILL ENTER AND EXIT THE SITE IN A FORWARD DIRECTION.
 - NO CONSTRUCTION VEHICLES WILL BE REVERSING OR STOPPING ALONG DARCY ROAD.
 - CONSTRUCTION VEHICLES WILL TURN AROUND WITHIN THE SITE UNDER TRAFFIC CONTROL.
 - CONSTRUCTION VEHICLES WILL BE LEFT IN TO THE SITE AND LEFT OUT ONTO DARCY ROAD AT ALL TIMES, AND ADHERE TO THE DESIGNATED TRUCK ROUTES.



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		



Truck and Dog Trailer 19m	
Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	3500mm
Min Body Ground Clearance	427mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	PC	PC	31/08/23
B	ISSUE FOR DISCUSSION	SC	PC	PC	14/12/23
C	ISSUE FOR DISCUSSION	HT	PC	JR	18/12/23
D	ISSUE FOR DISCUSSION	SC	PC	JR	02/02/24
E	ISSUE FOR DISCUSSION	SC	PC	JR	07/03/24



PROJECT: 98A DARCY ROAD, WENTWORTHVILLE - DARCY ROAD PUBLIC SCHOOL
 STAGE 2 - MILESTONE 1

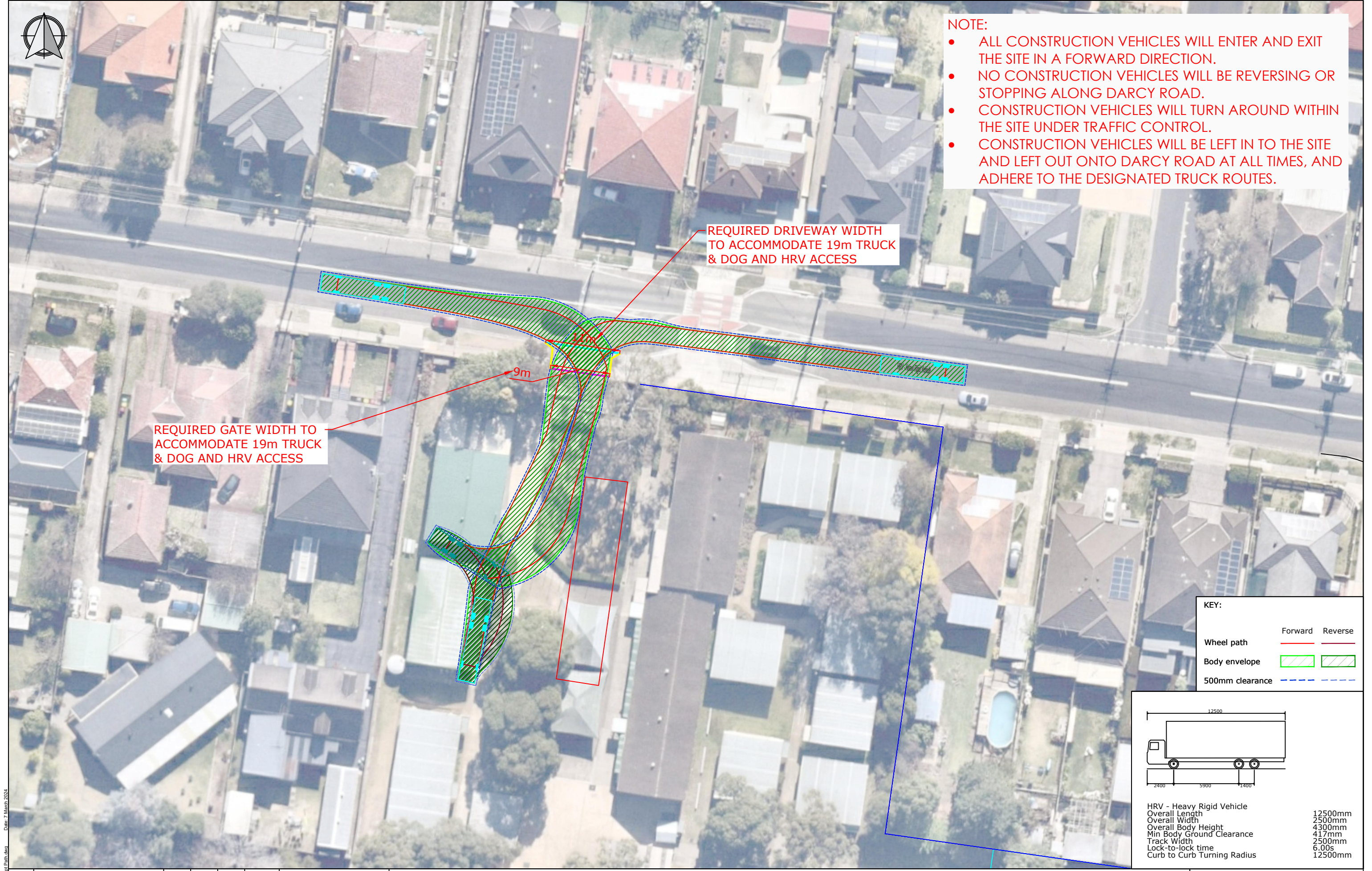
TITLE: SWEEP PATH ANALYSIS
 19m TRUCK & DOG

DWG No.	23302CAD008	
	FIGURE 1	
DATE STAMP	7 MARCH 2024	
PROJECT No.	SCALE	REV.
23302	1:500 @A3	E

Filename: 23302CAD008-240307_Sweep Path.dwg Date: 7 March 2024



- NOTE:**
- ALL CONSTRUCTION VEHICLES WILL ENTER AND EXIT THE SITE IN A FORWARD DIRECTION.
 - NO CONSTRUCTION VEHICLES WILL BE REVERSING OR STOPPING ALONG DARCY ROAD.
 - CONSTRUCTION VEHICLES WILL TURN AROUND WITHIN THE SITE UNDER TRAFFIC CONTROL.
 - CONSTRUCTION VEHICLES WILL BE LEFT IN TO THE SITE AND LEFT OUT ONTO DARCY ROAD AT ALL TIMES, AND ADHERE TO THE DESIGNATED TRUCK ROUTES.



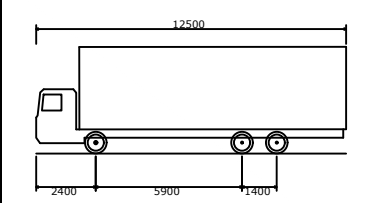
REQUIRED GATE WIDTH TO ACCOMMODATE 19m TRUCK & DOG AND HRV ACCESS

REQUIRED DRIVEWAY WIDTH TO ACCOMMODATE 19m TRUCK & DOG AND HRV ACCESS

9m

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		



HRV - Heavy Rigid Vehicle	
Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	PC	PC	31/08/23
B	ISSUE FOR DISCUSSION	SC	PC	PC	14/12/23
C	ISSUE FOR DISCUSSION	HT	PC	JR	18/12/23
D	ISSUE FOR DISCUSSION	SC	PC	JR	02/02/24
E	ISSUE FOR DISCUSSION	SC	PC	JR	07/03/24



PROJECT
98A DARCY ROAD, WENTWORTHVILLE - DARCY ROAD PUBLIC SCHOOL
STAGE 2 - MILESTONE 1

TITLE
SWEPT PATH ANALYSIS
12.5m HEAVY RIGID VEHICLE

DWG No.	23302CAD008		
	FIGURE 2		
DATE STAMP	7 MARCH 2024		
PROJECT No.	SCALE	REV.	
23302	1:500 @A3	E	

Filename: 23302CAD008-240307-Swept Path.dwg Date: 7 March 2024



VEHICLE ENTERING

VEHICLE EXITING

NOTE:

- ALL CONSTRUCTION VEHICLES WILL ENTER AND EXIT THE SITE IN A FORWARD DIRECTION.
- NO CONSTRUCTION VEHICLES WILL BE REVERSING OR STOPPING ALONG DARCY ROAD.
- CONSTRUCTION VEHICLES WILL TURN AROUND WITHIN THE SITE UNDER TRAFFIC CONTROL.

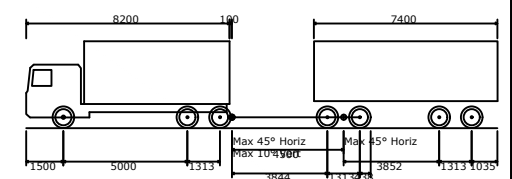
CONSTRUCTION SITE GATE WIDTH REQUIRED TO ACCOMMODATE 19m TRUCK AND DOG.

CAR PARK DRIVEWAY AND GATE WIDTH REQUIRED TO ACCOMMODATE 19m TRUCK AND DOG SWEEP PATH.

CAR PARK DRIVEWAY AND GATE WIDTH REQUIRED TO ACCOMMODATE 19m TRUCK AND DOG SWEEP PATH.

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



Truck and Dog Trailer 19m	
Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	3500mm
Min Body Ground Clearance	427mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	PC	PC	31/08/23
B	ISSUE FOR DISCUSSION	SC	PC	PC	14/12/23
C	ISSUE FOR DISCUSSION	HT	PC	JR	18/12/23
D	ISSUE FOR DISCUSSION	SC	PC	JR	02/02/24
E	ISSUE FOR DISCUSSION	SC	PC	JR	07/03/24



PROJECT

98A DARCY ROAD, WENTWORTHVILLE - DARCY ROAD PUBLIC SCHOOL
STAGE 3 - MILESTONE 2

TITLE

SWEPT PATH ANALYSIS
19m TRUCK & DOG

DWG No. 23302CAD008

FIGURE 3

DATE STAMP 7 MARCH 2024

PROJECT No. 23302	SCALE 1:700 @A3	REV. E
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Filename: 23302CAD008-240307_Sweep_Path.dwg Date: 7 March 2024



VEHICLE ENTERING

VEHICLE EXITING

NOTE:

- ALL CONSTRUCTION VEHICLES WILL ENTER AND EXIT THE SITE IN A FORWARD DIRECTION.
- NO CONSTRUCTION VEHICLES WILL BE REVERSING OR STOPPING ALONG DARCY ROAD.
- CONSTRUCTION VEHICLES WILL TURN AROUND WITHIN THE SITE UNDER TRAFFIC CONTROL.

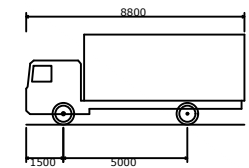
CONSTRUCTION SITE GATE WIDTH REQUIRED TO ACCOMMODATE 8.8m MRV.

CAR PARK DRIVEWAY AND GATE WIDTH REQUIRED TO ACCOMMODATE MRV SWEEP PATH.

CAR PARK DRIVEWAY AND GATE WIDTH REQUIRED TO ACCOMMODATE MRV SWEEP PATH.

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



MRV - Medium Rigid Vehicle	
Overall Length	8800mm
Overall Width	2500mm
Overall Body Height	3633mm
Min Body Ground Clearance	428mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10000mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	SC	PC	PC	31/08/23
B	ISSUE FOR DISCUSSION	SC	PC	PC	14/12/23
C	ISSUE FOR DISCUSSION	HT	PC	JR	18/12/23
D	ISSUE FOR DISCUSSION	SC	PC	JR	02/02/24
E	ISSUE FOR DISCUSSION	SC	PC	JR	07/03/24



PROJECT: 98A DARCY ROAD, WENTWORTHVILLE - DARCY ROAD PUBLIC SCHOOL
 STAGE 3 - MILESTONE 2

TITLE: SWEEP PATH ANALYSIS
 8.8m MEDIUM RIGID VEHICLE

DWG No.	23302CAD008	
	FIGURE 4	
DATE STAMP	7 MARCH 2024	
PROJECT No.	SCALE	REV.
23302	1:700 @A3	E

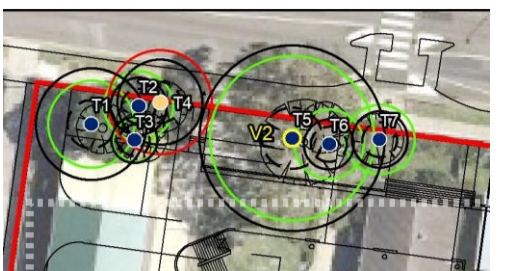
Filename: 23302CAD008-240307_Sweep_Path.dwg Date: 7 March 2024

Appendix C

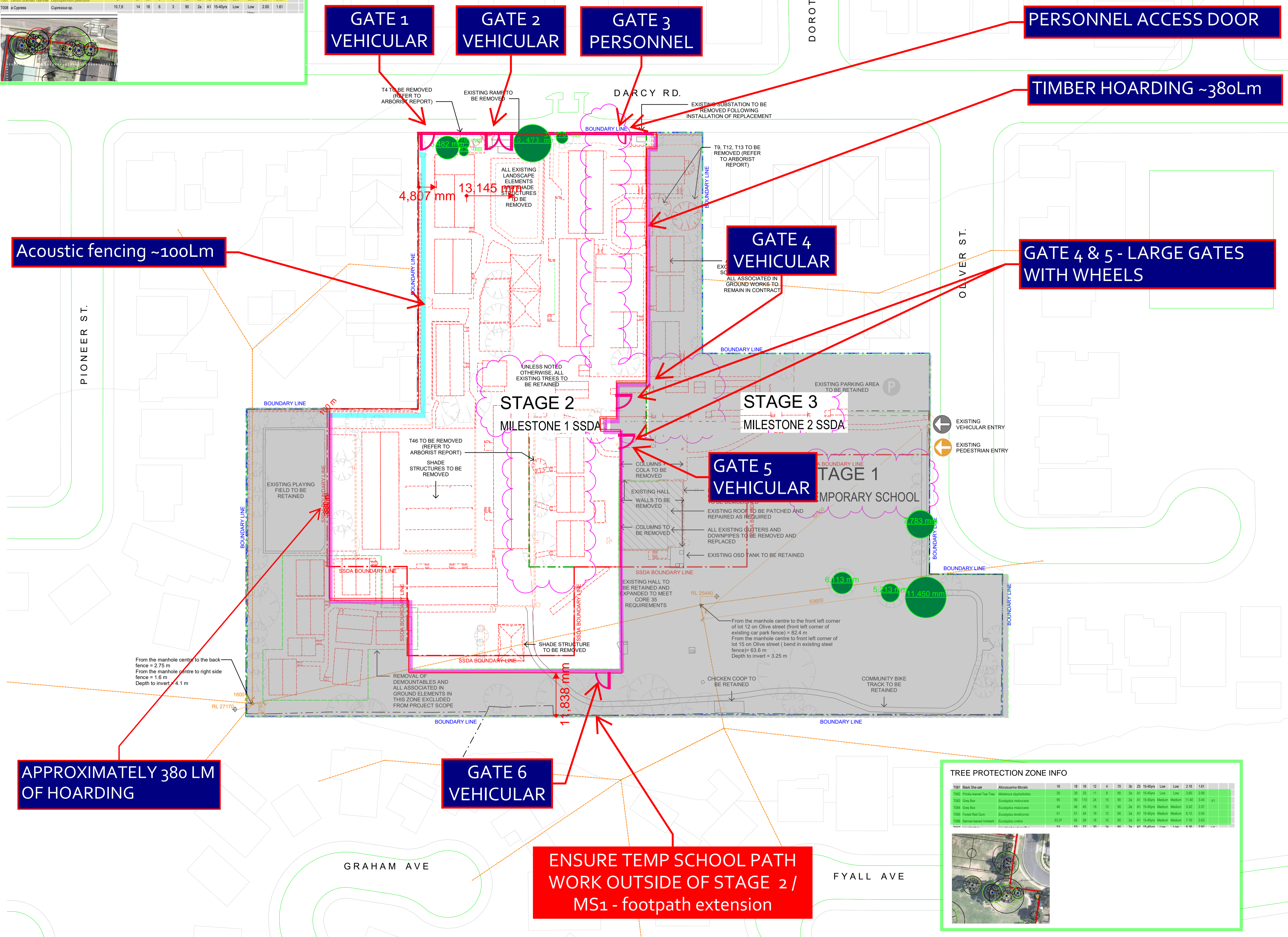
Construction Site Plans

TREE PROTECTION ZONE INFO

Tag No.	Common name	Scientific name	DBH (cm)	Calc DBH (cm)	Height (m)	Spread (m)	Vigor (%)	SUITE	STARS Life	STARS Signal	STARS Status	TPZ Radius (m)	SRZ Radius (m)	Vis Signal	H
T001	Brush Box	Lophototium confertus	43.32	54	65	14	10	95	2a	A1	15-40yrs	Low	Medium	6.43	2.76
T002	Cheese Tree	Glochidion ferrugineum	24.13	27	30	15	8	90	2a	A1	15-40yrs	Low	Medium	3.28	2.00
T003	Broccoli honey myrtle	Melicope arborescens	22	22	23	12	5	90	2a	A1	15-40yrs	Medium	Low	2.94	1.79
T004	Broad-leaved Paperbark	Melicope quinquenaria	41	41	46	16	12	75	3c	2b	15-40yrs	Low	Medium	4.92	2.39
T005	Lemon-scented Gum	Corymbia alaudina	89	99	110	20	10	90	2a	A1	15-40yrs	Medium	Medium	10.66	3.51
T006	Broccoli honey myrtle	Melicope arborescens	24	24	32	6	8	90	2a	A1	15-40yrs	Medium	Medium	2.88	2.05
T007	Lemon Scented Tea tree	Lepidospermum melaleuca	27	27	30	5	8	80	2a	A2	5-15yrs	Low	Low	3.04	2.00
T008	Cypress	Cupressus sp.	10.7.6	14	18	6	3	90	2a	A1	15-40yrs	Low	Low	2.00	1.61



- LEGEND**
- TREE PROTECTION ZONE
 - PLYWOOD HOARDING
 - ACOUSTIC HOARDING
 - GATES IN HOARDING



TREE PROTECTION ZONE INFO

Tag No.	Common name	Scientific name	DBH (cm)	Calc DBH (cm)	Height (m)	Spread (m)	Vigor (%)	SUITE	STARS Life	STARS Signal	STARS Status	TPZ Radius (m)	SRZ Radius (m)	Vis Signal	H
T001	Black Sheoak	Allocasuarina littoralis	18	18	18	12	4	70	3b	2b	15-40yrs	Low	Low	2.16	1.61
T002	Pink-leaved Tea Tree	Melicope argentea	39	39	39	11	8	90	2a	A1	15-40yrs	Low	Low	3.96	2.00
T003	Grey Box	Eucalyptus melanocarpa	46	46	110	34	10	90	2a	A1	15-40yrs	Medium	Medium	11.60	3.44
T004	Grey Box	Eucalyptus melanocarpa	46	46	45	19	13	90	2a	A1	15-40yrs	Medium	Medium	5.52	2.97
T005	Fossil Red Gum	Eucalyptus melaleuca	51	51	54	19	12	90	2a	A1	15-40yrs	Medium	Medium	6.12	2.95
T006	Narrow-leaved honey myrtle	Eucalyptus ornata	53.37	55	58	18	15	90	2a	A1	15-40yrs	Medium	Medium	7.76	2.63



Taylor Construction

Drawing Title
HOARDING AND GATES





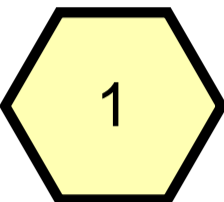
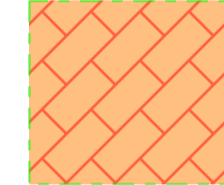
Date **16/08/23**
Scale 1:500 @ A1

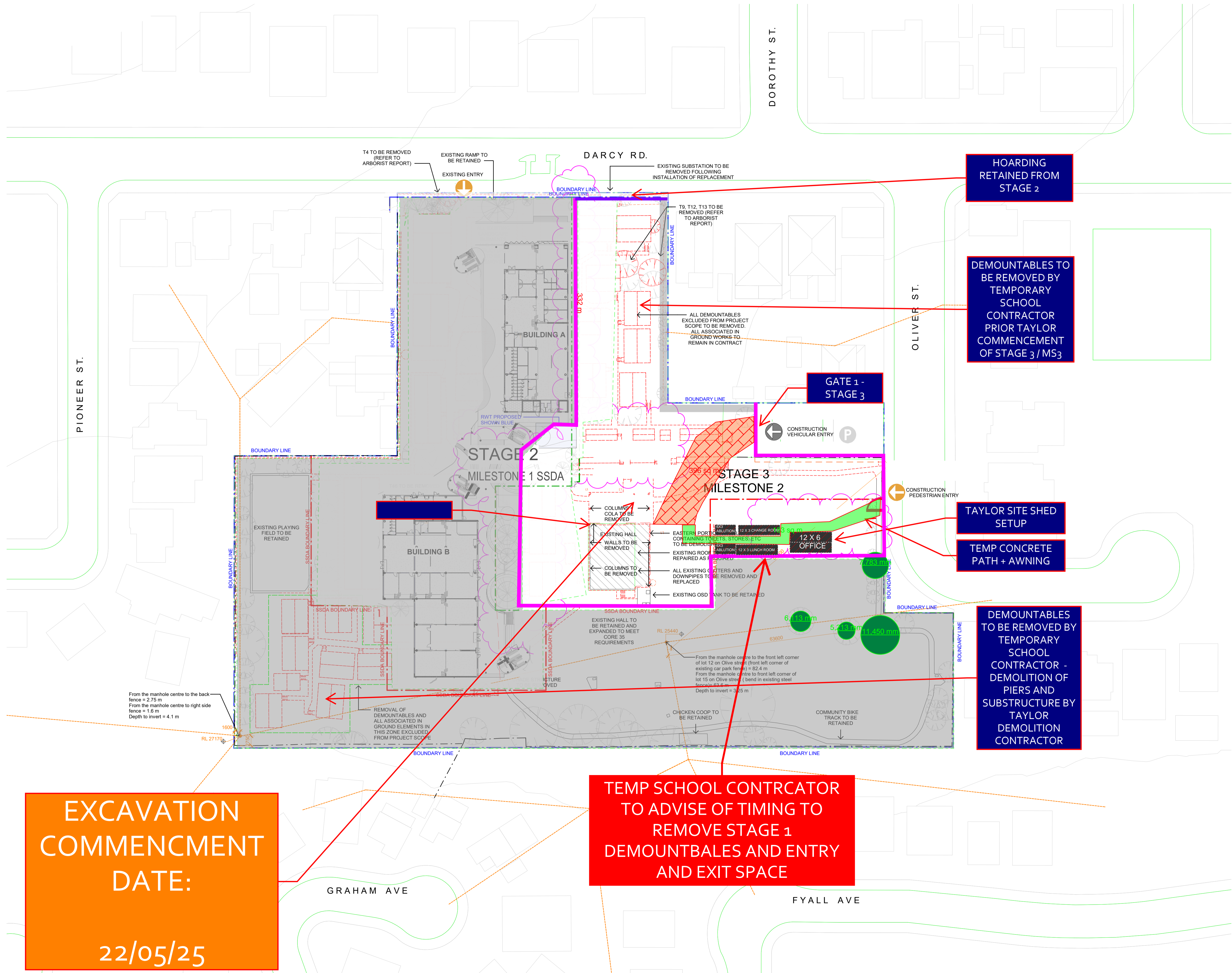
Drawing Reference
TCG-SK-010.2

Revision
1

0 5m 10m 15m 20m 25m 30m 35m 40m 45m

LEGEND

-  TREE PROTECTION ZONE
-  PLYWOOD HOARDING
-  ACOUSTIC HOARDING
-  GATES IN HOARDING
-  SEQUENCE OF WORKS
-  TEMPORARY ROAD 150MM THICK STABILISED ROADBASE



HOARDING RETAINED FROM STAGE 2

DEMOUNTABLES TO BE REMOVED BY TEMPORARY SCHOOL CONTRACTOR PRIOR TAYLOR COMMENCEMENT OF STAGE 3 / MS3

GATE 1 - STAGE 3

TAYLOR SITE SHED SETUP

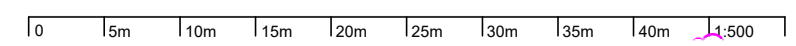
TEMP CONCRETE PATH + AWNING

DEMOUNTABLES TO BE REMOVED BY TEMPORARY SCHOOL CONTRACTOR - DEMOLITION OF PIERS AND SUBSTRUCTURE BY TAYLOR DEMOLITION CONTRACTOR

TEMP SCHOOL CONTRACTOR TO ADVISE OF TIMING TO REMOVE STAGE 1 DEMOUNTABLES AND ENTRY AND EXIT SPACE

EXCAVATION COMMENCEMENT DATE:
22/05/25

Taylor Construction	
Drawing Title	STAGE 3 / MS3 - HALL AND COLA
Date	16/08/23
Scale	1:500 @ A1
Drawing Reference	TCG-SK-010.8
Revision	1



Appendix D

Driver Code of Conduct

Driver Code of Conduct

This document sets out the requirements for all employees and contractors working at the site.

DECLARATION

I, the undersigned, hereby agree to abide by the Driver Code of Conduct for the transportation of construction materials to/ from the site in a safe manner.

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

Driver

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

General Requirements

The Driver Code of Conduct will be distributed to all sub-contractors with fleet accessing the site prior to the commencement of works. The Code will be provided to each driver to read and sign to confirm they have understood and pledge to follow the haulage instructions. Once completed, a copy of the signed Code will be supplied to the contractor for record keeping.

All drivers travelling to and from the subject site must:

- have read and signed the Driver Code of Conduct (this document) prior to entry to the site;
- be registered and hold a valid driver's license for the class of vehicle that it being operated;
- operate the vehicle in a safe manner while on site and public road network. This includes obeying all New South Wales state road rules;
- comply with the direction of authorised site personnel when onsite;
- adhere to the designated heavy vehicle routes as far as practical;
- use seat belts when driving;
- drive to the sign posted speed limit, both on public roads and within the site; and
- Perform left-in / left-out manoeuvring only.

Site Access

During Stage 2 - Milestone 1, construction vehicles are to enter the site via a new driveway located on Darcy Road, west of the marked pedestrian crossing. Drivers are to follow the instruction of site personnels to park at the appropriate location within the site. Construction vehicles are to exit the site via the same driveway on Darcy Road. Left-in / left-out access arrangements will be enforced. Location of the site access driveway on Darcy Road is shown in Figure 1.

During Stage 3 - Milestone 2, construction vehicles are to enter the construction site via the existing car park off Olive Street. Drivers are to follow the instruction of site personnels to park at the appropriate location within the site. Construction vehicles are to exit the site via the same driveway on Olive Street. Location of the site access driveway on Olive Street is shown in Figure 2.

Figure 1: Construction Vehicle Site Access Point – Stage 2 - Milestone 1

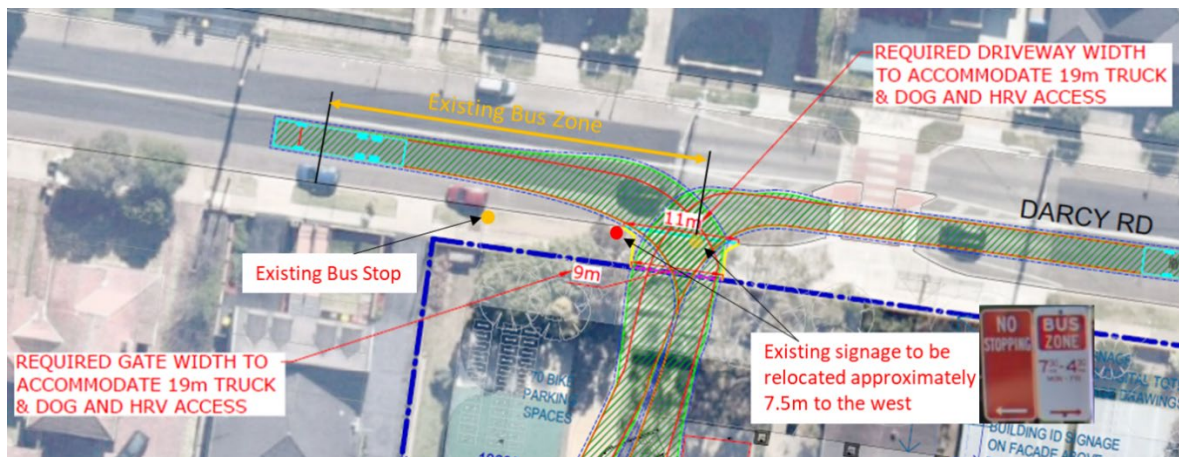
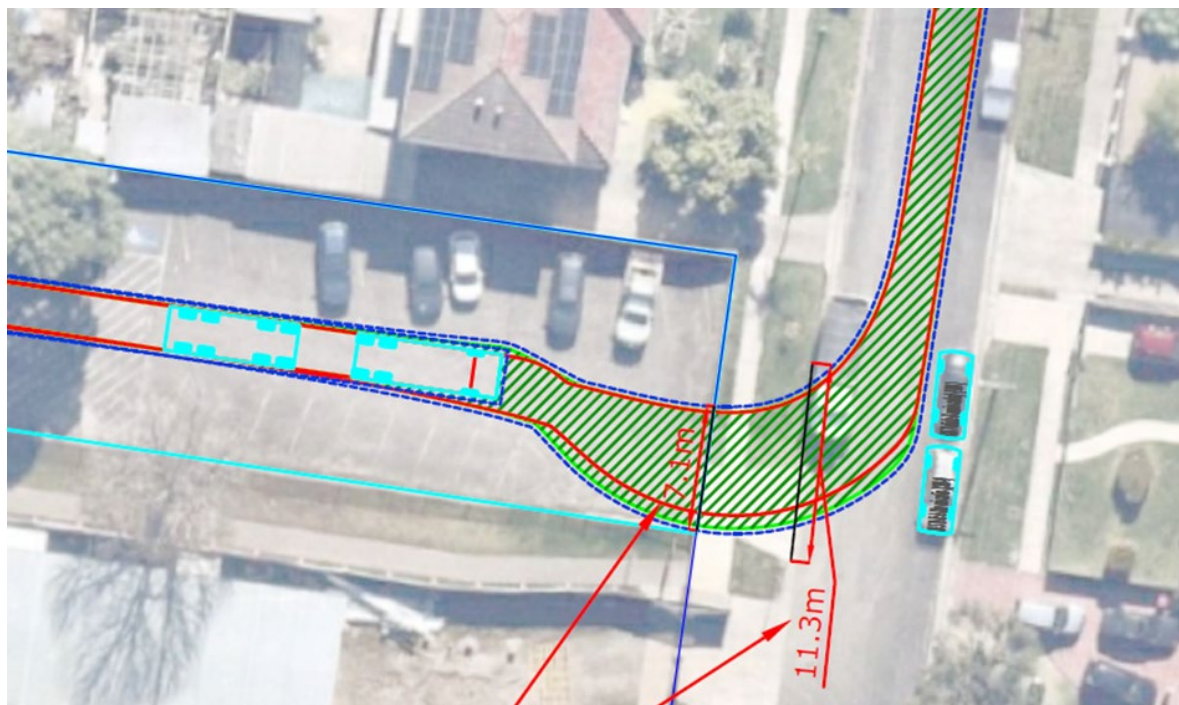


Figure 2: Construction Vehicle Site Access Point – Stage 3 - Milestone 2



Heavy Vehicle Haul Routes

All truck drivers must adhere to the designated truck routes to and from the site, which includes Cumberland Highway, Hart Drive (Cumberland Highway), Darcy Road, Olive Street, Binalong Road, and Wentworth Avenue.

The designated truck routes for Milestone 1 and Milestone 2 are shown in Figure 3. All vehicles must enter and exit the site in a forward direction.

Figure 3: Construction Vehicle Routes – Milestone 1 & 2



Construction Delivery Hours

The delivery of construction materials to and from the site must only be carried out between the following hours:

- Monday to Friday 7am to 6pm
- Saturday 8am to 1pm
- Sunday and Public Holiday No work.

In addition, there will be no heavy vehicle movements to and from the site during the following school peak times unless relevant permit approvals are obtained from Council/TfNSW:

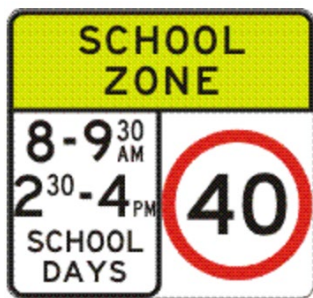
- Monday to Friday between 8:30am and 9:10am; and
- Monday to Friday between 2:50pm and 3:30pm

Vehicle Speed

Truck drivers must comply with the Australian Road Rules with travelling along public roads. Drivers are to observe the posted speed limits, and adjust speed appropriately to suit the road and weather conditions at the time, especially the 40km/h school zone restrictions near the site.

The maximum speed that a vehicle must travel is the signposted speed. Warning signs indicating a reduction in speed ahead must also be obeyed.

NSW Road Speed Limit Signs



Speed Reduction Ahead Warning Sign



The sign posted speed limit on Darcy Road, Olive Street, and Binalong Road is 50km/h, with 40km/h school zone restrictions that apply between 8:00 am and 9:30 am and between 2:30 pm and 4:00 pm on school days on Darcy Road and Olive Street.

The sign posted speed limit on Wentworth Avenue is 60km/h whereas the speed limit on Cumberland Highway is 70km/h in the vicinity of the subject site.

The speed limit within the site is 5km/hr (unless signposted otherwise in an area), which is to be strictly reinforced.

Heavy Vehicles Driver Fatigue

The heavy vehicle driver fatigues law commenced in NSW in 2008 and applies to trucks and truck combinations over 12 tonnes GVM (however, Ministerial Exemption Notices may apply).

Under the law, industry has the choice of operating under three fatigue management schemes, namely:

- Standard Hours of Operation
- Basic Fatigue Management (BFM)
- Advanced Fatigue management (AFM).

All heavy vehicle drivers associated with the construction works at the subject site must be aware of their adopted fatigue management scheme and operate within its requirements.

Noise Control

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

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

Load Covering

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

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

Site management is to monitor loose material along the designated haul route and take appropriate action regularly, as required.

Other Safety Considerations Along the Haul Route

Heavy vehicle drivers should be aware of the following:

- Concealed driveways – drivers are to drive with caution around any signed concealed driveways
- Wet weather safety – drivers should adjust their driving speed to suit weather condition at the time.
- Other motorists – drivers should stay alert to other drivers, motorcyclists and cyclists on whilst driving to/ from the site.
- Safe driving practices – apply minimum distance between vehicles, minimise distractions within the vehicle, ensure checks for vehicles and equipment quality prior to journey, observe dispatch and product transportation schedule.

Parking

Truck drivers are not permitted to park on Darcy Road, Olive Street or the surrounding local roads at any time.

Appendix E

TfNSW's Comments

From: [Development CTMP CJP](#)
To: [Development CTMP CJP](#); [Katherine Barrionuevo](#)
Cc: [Fred Sedighi](#); [Paul Cai](#); [Ryan Madandar](#); [Matthew Spooner](#); [Kemal Ozsayin](#); [Kimaya Yeola](#); [Mark Albert](#)
Subject: RE: Darcy Road Public School SSD-49073460-B19 - CTPMP - TfNSW- URGENT [Filed 05 Feb 2024 11:44]
Date: Monday, 5 February 2024 9:53:45 AM

Hi Katherine,

Our TfNSW Bus Planning and Transport Integration Teams have provided some further comments for consideration and amendment to the current CTMP by your team. Please see below:

- The bus zone is currently 38m long, this is to allow 2 buses at a time to pick up and drop and possibly for school charters. The requirement for the PM 38m bus zone is based on convoy style arrival for PM school services. **This bus zone length needs to be maintained upon relocation.**
- As the bus stop is proposed to be relocated the new site must be made DDA compliant even if its temporary as described in the CTMP, as this is a temporary move **the bus stop must be returned to its original location at the completion of the works, and all infrastructure replaced with current standard which includes meeting all DDA requirements as per DSAPT . This is to be fully funded by the proponent and should be completed before and inspected by the local operator for final sign off before any occupancy or completion certificate is issued.**
- **All costs associated with the bus stop relocation and reimplementation are borne by the applicant.**
- **Allow a minimum of 28 days' notice needs to be provided prior to any changes occurring.**
- There is reference to no truck movement 30 mins prior to school drop off and 10 mins after school drop off and 10 mins prior to school pick and 30 mins after school pick up, however, it's unclear if this includes consideration of private charter times and the hourly back ground service operating times. **Please clarify.**

Kind Regards,

Heather Trengove
Principal Transport Planner
Customer Journey Planning
Greater Sydney
Transport for NSW

231 Elizabeth Street, Sydney 2000

Note: I work Mon, Tue, Wed

OFFICIAL

From: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>

Sent: Tuesday, January 30, 2024 12:23 PM

To: Katherine Barrionuevo <katherineb@taylorau.com.au>; Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Fred Sedighi <freds@taylorau.com.au>; Paul Cai <paul.cai@tpp.net.au>; Ryan Madandar <ryanm@taylorau.com.au>; Matthew Spooner <Matthew.Spooner@rpinfrastructure.com.au>; Kemal Ozsayin <kemal.ozsayin@rpinfrastructure.com.au>; Kimaya Yeola <kimaya.yeola@rpinfrastructure.com.au>; Mark Albert <Mark.Albert3@det.nsw.edu.au>
Subject: RE: Darcy Road Public School SSD-49073460-B19 - CTPMP - TfNSW- URGENT

Hi Katherine,

Thank you for providing Transport for NSW with a copy of the Construction Traffic Management Plan (CTMP).

Please note the following amendments (or clarifications) that we require you to make to the CTMP before we can endorse the document:

- 2.3 Public Transport: Any bus relocations or adjustments will need to be assessed/approved by the Transport Integration team allowing a minimum of 4 weeks' notice prior to commencing works.
- Section 3.3 – If deliveries are required between the restricted hours in condition B19, TfNSW must be notified alongside Council.
- Section 3.5 – In regards to the following statement “Nevertheless, the proposed new driveway and relocation of the bus zone signage will be subject to Council’s approval in separate applications to this CTPMP.” Any new proposed driveway and/or relocation of the bus zone signage bus also be approved by TfNSW Transport Integration Team.
- Section 3.5/Appendix B- Construction access: Can we confirm that the trucks entering/exiting the site will be coming in/out in a forward motion? We cannot allow any trucks to be reversing along Darcy Rd, all reverse movements can be done within the site under traffic control only. The proponent will need to obtain a Road Occupancy license from the Transport Management Centre for all intermittent stoppages along Darcy Rd.
- Section 3.5/Appendix B – Please also confirm that all movement will be left in and left out at all times.

Kind Regards,

Heather Trengove
Principal Transport Planner
Customer Journey Planning
Greater Sydney
Transport for NSW

231 Elizabeth Street, Sydney 2000

Note: I work Mon, Tue, Wed

OFFICIAL

From: Katherine Barrionuevo <katherineb@taylorau.com.au>
Sent: Wednesday, January 24, 2024 11:19 AM
To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Fred Sedighi <freds@taylorau.com.au>; Paul Cai <paul.cai@tpp.net.au>; Ryan Madandar <ryanm@taylorau.com.au>; Matthew Spooner <Matthew.Spooner@rpinfrastructure.com.au>; Kemal Ozsayin <kemal.ozsayin@rpinfrastructure.com.au>; Kimaya Yeola <kimaya.yeola@rpinfrastructure.com.au>; Mark Albert <Mark.Albert3@det.nsw.edu.au>
Subject: RE: Darcy Road Public School SSD-49073460-B19 - CTPMP - TfNSW- URGENT

You don't often get email from katherineb@taylorau.com.au. [Learn why this is important](#)

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

Good afternoon,

This is regarding the condition B19 for the Darcy Road Public School Upgrade (SSD-49073460)

Construction Traffic and Pedestrian Management Plan

B19. Prior to the commencement of any construction, a Construction Traffic and Pedestrian Management Plan must be prepared in consultation with Council and TfNSW, to achieve the objective of ensuring safety and efficiency of the road network, and a copy provided to the Planning Secretary and TfNSW for information. The Construction Traffic and Pedestrian Management Plan must include, but not be limited to, the following:

(a) detail:

- (i) measures to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;*
- (ii) measures to ensure the safety of vehicles and pedestrians accessing adjoining properties where shared vehicle and pedestrian access occurs;*
- (iii) number of heavy vehicles, heavy vehicle routes, access and parking arrangements;*
- (iv) 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, in accordance with the latest version of AS 2890.2;*
- (v) arrangements to ensure that construction vehicles enter and leave the site in a forward direction unless in specific exceptional circumstances under the supervision of accredited traffic controller(s);*
- (vi) arrangements to ensure that heavy vehicle movements will not be scheduled to and from the site:*
 - within 30 minutes before and 10 minutes after the commencement of the school day;*
 - within 10 minutes before and 30 minutes after school day end times; and*

(b) A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:

- (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.*

Note:

- Provide a copy of the Construction Traffic and Pedestrian Management Plan to TfNSW via development.CTMP.CJP@transport.nsw.gov.au for endorsement.**

- *All vehicles are to enter and leave the site in a forward direction.*
- *All vehicles are to be wholly contained on site before being required to stop.*

Taylor construction Group, acting on behalf of School Infrastructure NSW (SINSW), made a submission of the Construction Traffic and Pedestrian Management Plan (CTPMP) on the 16th of January seeking consultation and commentary from Transport NSW.

Considering the urgency of our construction timeline, we kindly request an update on the status of our submission.

Obtaining approval for this critical item is essential to avoid potential delays.

Your prompt attention to this matter is greatly appreciated.

If there are any additional documents or information required to expedite the review process, please do not hesitate to inform us, and we will provide them promptly.

Thank you.

Kind Regards,

Katherine Barrionuevo
Senior Design Manager

TAYLOR

Level 16, 100 Pacific Highway North Sydney NSW 2060
P +61 2 8736 9000 M +61 428 972 865 W taylorau.com.au



We acknowledge the traditional Aboriginal and Torres Strait Islander custodians of this land. We pay our respects to Elders past, present and emerging.



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From: Ryan Madandar <ryanm@taylorau.com.au>

Sent: Tuesday, January 16, 2024 5:26 PM

To: development.CTMP.CJP@transport.nsw.gov.au

Cc: Fred Sedighi <freds@taylorau.com.au>; Paul Cai <paul.cai@tpp.net.au>

Subject: Darcy Road Public School SSD-49073460-B19 - Construction Traffic and Pedestrian Management Plan (CTPMP) [Response Required 23/01/2024]

To Whom It May Concern,

On behalf of School Infrastructure NSW (SINSW), please find attached Cover Letter and associated draft Construction Traffic and Pedestrian Management Plan (CTPMP) in relation to the Darcy Road Public School Upgrade (SSD-49073460).

We request that TfNSW review the CTPMP and provide any comments you may have in relation to the requirements noted in Condition B19 (refer to attached Cover Letter).

Please provide your comments by 23/01/2024.

This email is intended only for the addressee and may contain confidential information. If you receive this email in error please delete it and any attachments and notify the sender immediately by reply email. Transport for NSW takes all care to ensure that attachments are free from viruses or other defects. Transport for NSW assume no liability for any loss, damage or other consequences which may arise from opening or using an attachment.

 **Consider the environment. Please don't print this e-mail unless really necessary.**

Appendix F

CTPMP Approval Letter

Your Reference: SSD49073460
Our Reference: D09327901
Contact: Iman Mohammadi
Telephone: 9806 5148
Email: traffic@cityofparramatta.nsw.gov.au

21 February 2024

Katherine Barrionuevo
Senior Design Manager
Taylor
katherineb@taylorau.com.au

Dear Ms Barrionuevo,

Construction Pedestrian and Traffic Management Plan (CPTMP) for Construction Works at Darcy Road Public School, 98A Darcy Road, Wentworthville (Condition B19 for the Darcy Road Public School Upgrade SSD -49073460)

I refer to the email dated 2 February 2024 seeking approval of the Construction Pedestrian and Traffic Management Plan (CPTMP) for construction works Darcy Road Public School upgrade work at 98A Darcy Road, Wentworthville (Condition B19 for the Darcy Road Public School Upgrade SSD -49073460)

The CPTMP (dated 11 January 2024) prepared by Taylor Construction Group is approved subject to adherence with the following conditions:

Specific Conditions

1. Construction vehicles and trucks must not wait outside the site on Darcy Road and Olive Street including other nearby local roads. The site manager is to monitor area within the site to ensure adequate area is available for trucks. All construction vehicles are to enter and exit the site in a forward direction and in a left in left out arrangement.
2. Pedestrian movements are to be maintained along Darcy Road and Olive Street at all times throughout the project. Traffic controllers are to be present during construction working hours to halt pedestrians whilst construction vehicles are entering/exiting the site only. At all times vehicles, entering and exiting the site are to be required to give way to pedestrians travelling on the footpath.
3. Section 3.3 Construction Works hours, Condition C5 and C6 are not permitted. A separate 'Extension of Approved Development Application (DA) Working Hours' approval is required from Council Regulatory Services prior to the proposed construction by contacting extendedhours@cityofparramatta.nsw.gov.au
4. Section 3.5 Construction site access – Construction vehicles access to Darcy Road and Olive Street for Milestone -1 and Milestone -2 are not permitted during the following times:

Contact us:

council@cityofparramatta.nsw.gov.au | 02 9806 5050
@cityofparramatta | PO Box 32, Parramatta, NSW 2124
ABN 49 907 174 773 | cityofparramatta.nsw.gov.au

- I. From 30min before to 10min after school start times
- II. From 10min before to 30min after school finish times

Note that there are 6 morning, and 6 afternoon school buses stop at the bus stop (STEMP Figure 4.1) outside Darcy Road Public School in Darcy Road, Wentworthville.

5. All activities, including loading / unloading vehicles and storage for equipment, materials and waste are to be within the works site and are not to impede traffic and pedestrian movements along Darcy Road and Olive Street including footpath and construction vehicle movements within the site.
6. All demolition and construction vehicles are to be fully contained within the site and vehicles must enter the site before stopping.
7. Additional conditions may be applied to the Construction Traffic Management Plan in future should public amenity be detrimentally affected.
8. The applicant must survey workers on the first working day of each month to see where they are parking and how many parking are parking on-street. This information is to then be relayed back to Council to assist in the management of on-street parking.

Conditions imposed by TfNSW

9. 2.3 Public Transport: Any bus relocations or adjustments will need to be assessed/approved by the Transport Integration team allowing a minimum of 4 weeks' notice prior to commencing works.
10. Section 3.3 – If deliveries are required between the restricted hours in condition B19, TfNSW must be notified alongside Council.
11. Section 3.5 – In regard to the following statement "Nevertheless, the proposed new driveway and relocation of the bus zone signage will be subject to Council's approval in separate applications to this CTPMP." Any new proposed driveway and/or relocation of the bus zone signage bus also be approved by TfNSW Transport Integration Team.
12. Section 3.5/Appendix B- Construction access: Can we confirm that the trucks entering/exiting the site will be coming in/out in a forward motion? We cannot allow any trucks to be reversing along Darcy Rd, all reverse movements can be done within the site under traffic control only. The proponent will need to obtain a Road Occupancy license from the Transport Management Centre for all intermittent stoppages along Darcy Rd.
13. Section 3.5/Appendix B – Please also confirm that all movement will be left in and left out at all times.

General Conditions

14. Materials are to be delivered and spoil removed during standard construction hours. Deliveries are to be planned to ensure a consistent and minimal number of trucks arriving at site at any one time.
15. SafeWork NSW accredited traffic controllers are to be used to manage vehicular and pedestrian traffic to ensure public safety whilst vehicles are entering or exiting the site. Traffic Control Plans (TCPs) are to be in accordance with AS1742.3 and TfNSW 'Traffic Control at Worksites' manual at all times and be signed by a person with SafeWork certification to prepare TCP's. A copy of the TCPs is to be held on site at all times by the responsible traffic controllers.
16. Occupation of any part of the footpath (locating mobile crane or skip bin, carrying out work, erecting/dismantling hoarding, reconstruction of footpath and the like) during construction works of the development shall require a Road Occupancy Permit from Council. A Temporary

Road Occupancy Permit is to be obtained through Council's Traffic and Transport Services, prior to occupying any part of the footpath or road. The application is to be lodged online via Council's website at www.cityofparramatta.nsw.gov.au → Submit a Request → Submit a request → Lodge an Application → Road and Road Related Infrastructure → Temporary road/Footpath Occupancy.

17. Oversize vehicles using local roads require approval from the National Heavy Vehicle Regulator (NHVR). The applicant shall submit an application for an Oversize Vehicle Access Permit through NHVR's portal (www.nhvr.gov.au/about-us/nhvr-portal), prior to driving through local roads within the City of Parramatta LGA.
18. Hoarding/Tower Crane permit is to be obtained from Council prior to erecting any Hoarding/Tower Crane on Council Road/footpath/construction site. The application can be accessed via Council's Development and Building Form section of the website (Development and building forms | City of Parramatta (nsw.gov.au)).
19. The roadway (including footpath) is to be kept in a serviceable state for the duration of the project. Road pavement/footpath damaged as a result of truck movements/ construction activity is to be maintained and restored during and after the duration of development by developer at no cost to Council to satisfaction of Council's Supervisor Civil Assets, contact 9806 8250.
20. Affected residents and businesses must be notified in writing fourteen (14) days prior to the start of the various phases of construction. A copy of the notification shall be submitted to City of Parramatta Council. Access to these residents and businesses must be maintained unless otherwise agreed. Any comments are to be recorded and taken into consideration when planning construction activities.
21. The contractor/builder is to provide a sign that provides a phone number and email address for members of the local community to make enquires or complaints regarding traffic control for the site. The Contractor is to provide a representative for meetings that may occur and may include representatives of the local community and Council staff to discuss traffic control at the site.
22. City of Parramatta Council is to be notified of any future disruption to roadways and footpaths and any changes to the CTMP.

If you have any further queries regarding this matter, please contact City of Parramatta's Senior Traffic and Transport Engineer, Iman Mohammadi on 9806 5148.

Yours Sincerely



Richard Searle
Traffic and Transport Manager

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

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@tpp.net.au

www.tpp.net.au

Parramatta Council - Consultation Correspondence

Katherine Barrionuevo

From: Iman Mohammadi <imohammadi@cityofparramatta.nsw.gov.au>
Sent: Monday, 11 March 2024 9:01 AM
To: Katherine Barrionuevo; Saniya Sharmeen
Cc: Fred Sedighi; Paul Cai; Kemal Ozsayin; Matthew Spooner; Zulfiqar Ali; Traffic; Kimaya Yeola
Subject: RE: Darcy Road Public School SSD-49073460-B19 - (CTPMP V06 8.32024) - URGENT

Good morning, Katherine and thank you for your email.

Please note the letter which was emailed to you on 21 Feb 2024 is the CPTMP's approval with conditions that need to be complied with.

No further documents are required to satisfy Condition B19 of consent.

Kind Regards

Iman Mohammadi

Senior Traffic & Transport Engineer | Development and Traffic Services

P:(02) 9806 5148

City of Parramatta
126 Church Street, Parramatta NSW 2150
PO Box 32, Parramatta, NSW 2124
cityofparramatta.nsw.gov.au



From: Katherine Barrionuevo <katherineb@taylorau.com.au>
Sent: Friday, March 8, 2024 3:28 PM
To: Iman Mohammadi <imohammadi@cityofparramatta.nsw.gov.au>; Saniya Sharmeen <SSharmeen@cityofparramatta.nsw.gov.au>
Cc: Fred Sedighi <freds@taylorau.com.au>; Paul Cai <paul.cai@tpp.net.au>; Kemal Ozsayin <kemal.ozsayin@rpinfrastructure.com.au>; Matthew Spooner <Matthew.Spooner@rpinfrastructure.com.au>; Zulfiqar Ali <ZAli@cityofparramatta.nsw.gov.au>; Traffic <Traffic@cityofparramatta.nsw.gov.au>; Kimaya Yeola <kimaya.yeola@rpinfrastructure.com.au>
Subject: RE: Darcy Road Public School SSD-49073460-B19 - (CTPMP V06 8.32024) - URGENT

***[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding. ***

Hi Iman,

Following the letter provided on the email below (21.2.24), please find attached the revised version of the Construction and Traffic Management Plan V06, dated March 8th, 2024.

From: [Katherine Barrionuevo](#)
To: [Iman Mohammadi](#); [Saniya Sharmeen](#)
Cc: [Fred Sedighi](#); [Paul Cai](#); [Kemal Ozsavin](#); [Matthew Spooner](#); [Zulfiqar Ali](#); [Traffic](#); [Kimaya Yeola](#)
Subject: RE: Darcy Road Public School SSD-49073460-B19 - (CTPMP V06 8.32024) - URGENT
Date: Friday, 8 March 2024 3:27:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image010.png](#)
[1_SSD_49073460 - Determination.pdf](#)
[22_B19 Construction Traffic & Pedestrian Management Plan.pdf](#)
[image013.png](#)

Hi Iman,

Following the letter provided on the email below (21.2.24), please find attached the revised version of the Construction and Traffic Management Plan V06, dated March 8th, 2024.

Kindly refer to **Table 1.3: Council's Approval Conditions** with the traffic engineer's (TTPP) responses.

Additionally, I would like to inform you that the revised version of the CTPMP V06 now includes the updated condition B19 as outlined in the approved SSD-49073460 (attached).

Your prompt attention to this matter is greatly appreciated.

Thank you.

Construction Traffic and Pedestrian Management Plan

- B19. Prior to the commencement of any construction, a Construction Traffic and Pedestrian Management Plan must be prepared in consultation with Council and TfNSW, to achieve the objective of ensuring safety and efficiency of the road network, and a copy provided to the Planning Secretary and TfNSW for information. The Construction Traffic and Pedestrian Management Plan must include, but not be limited to, the following:
- (a) detail:
- (i) measures to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;
 - (ii) measures to ensure the safety of vehicles and pedestrians accessing adjoining properties where shared vehicle and pedestrian access occurs;
 - (iii) number of heavy vehicles, heavy vehicle routes, access and parking arrangements;
 - (iv) 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, in accordance with the latest version of AS 2890.2;
 - (v) arrangements to ensure that construction vehicles enter and leave the site in a forward direction unless in specific exceptional circumstances under the supervision of accredited traffic controller(s);
 - (vi) arrangements to ensure that heavy vehicle movements will not be scheduled to and from the site:
 - Monday to Friday between 8:30am and 9:10am; and
 - Monday to Friday between 2:50pm and 3:30pm;
 - (vii) heavy vehicle management measures and procedures during school drop-off and pick-up times providing:
 - traffic control and management details;
 - requirements and procedures for school notification and obtaining Council approval for each concrete pour at a minimum of 48 hours prior to vehicle access as required under condition C11;
 - concrete contractor contact details for coordination of concrete pour activity outside of drop-off and pick-up times where possible; and
- (b) A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:
- (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.

Note:

- Provide a copy of the Construction Traffic and Pedestrian Management Plan to TfNSW via development.CTPMP.CJP@transport.nsw.gov.au for endorsement.
- All vehicles are to enter and leave the site in a forward direction.
- All vehicles are to be wholly contained on site before being required to stop.
- Prior to the commencement of the removal of any waste material from the site, the Applicant must notify the TfNSW Traffic Management Centre of the truck route(s) to be followed by trucks transporting waste material from the site.

From: Iman Mohammadi <imohammadi@cityofparramatta.nsw.gov.au>

Sent: Wednesday, February 21, 2024 12:47 PM

To: Katherine Barrionuevo <katherineb@taylorau.com.au>; Saniya Sharmeen <SSharmeen@cityofparramatta.nsw.gov.au>

Cc: Fred Sedighi <freds@taylorau.com.au>; Paul Cai <paul.cai@tpp.net.au>; Kemal Ozsayin <kemal.ozsayin@rpinfrastructure.com.au>; Matthew Spooner <Matthew.Spooner@rpinfrastructure.com.au>; Zulfiqar Ali <ZAli@cityofparramatta.nsw.gov.au>; Traffic <Traffic@cityofparramatta.nsw.gov.au>

Subject: RE: Darcy Road Public School SSD-49073460-B19 - (CTPMP) - URGENT

Hi Katherine

As requested, please find attached CTPMP's approval letter.

Kind Regards

Iman Mohammadi

Senior Traffic & Transport Engineer | Development and Traffic Services

P: (02) 9806 5148

City of Parramatta
126 Church Street, Parramatta NSW 2150
PO Box 32, Parramatta, NSW 2124
cityofparramatta.nsw.gov.au



From: Katherine Barrionuevo <katherineb@taylorau.com.au>
Sent: Monday, February 19, 2024 3:14 PM
To: Saniya Sharmeen <SSharmeen@cityofparramatta.nsw.gov.au>
Cc: Fred Sedighi <freds@taylorau.com.au>; Paul Cai <paul.cai@tpp.net.au>; Kemal Ozsayin <kemal.ozsayin@rpinfrastructure.com.au>; Matthew Spooner <Matthew.Spooner@rpinfrastructure.com.au>; Zulfiqar Ali <ZAli@cityofparramatta.nsw.gov.au>; Traffic <Traffic@cityofparramatta.nsw.gov.au>; Iman Mohammadi <imohammadi@cityofparramatta.nsw.gov.au>
Subject: RE: Darcy Road Public School SSD-49073460-B19 - (CTPMP) - URGENT

[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding.

Hi Saniya ,
Please see attached receipt of payment for the below invoice.
Would you be able to send the Construction Traffic and Pedestrian Management Plan (CTPMP) return comments today COB?
Thank you.

Kind Regards,

Katherine Barrionuevo
Senior Design Manager

Level 16, 100 Pacific Highway North Sydney NSW 2060
P +61 2 8736 9000 M +61 428 972 865 W taylorau.com.au



From: Saniya Sharmeen <SSharmeen@cityofparramatta.nsw.gov.au>
Sent: Tuesday, February 13, 2024 9:22 AM
To: Katherine Barrionuevo <katherineb@taylorau.com.au>
Cc: Fred Sedighi <freds@taylorau.com.au>; Paul Cai <paul.cai@tpp.net.au>; Kemal Ozsayin <kemal.ozsayin@rpinfrastructure.com.au>; Matthew Spooner <Matthew.Spooner@rpinfrastructure.com.au>; Mark Albert <Mark.Albert3@det.nsw.edu.au>; Zulfiqar Ali <ZAli@cityofparramatta.nsw.gov.au>; Traffic <Traffic@cityofparramatta.nsw.gov.au>; Iman Mohammadi <imohammadi@cityofparramatta.nsw.gov.au>
Subject: RE: Darcy Road Public School SSD-49073460-B19 - (CTPMP) - URGENT

Hi Katherine,

We have requested Council's Accounts Team to send you an invoice on 8 February 2024. We have sent a reminder today as well. I am hoping that you will receive the invoice today. Please let us know if you haven't received it by tomorrow.

With Regards



Saniya Sharmeen

Traffic & Transport Team Leader | Development & Traffic Services

(02) 9806 5645

ssharmeen@cityofparramatta.nsw.gov.au

Transport NSW - Consultation Correspondence

From: [Katherine Barrionuevo](#)
To: "[Development CTPM CJP](#)"
Cc: [Fred Sedighi](#); [Paul Cai](#); [Matthew Spooner](#); [Kemal Ozsayin](#); [Kimaya Yeola](#); [Jason Rudd](#)
Subject: RE: Darcy Road Public School SSD-49073460-B19 - CTPMP V06 - TfNSW- URGENT
Date: Friday, 8 March 2024 3:19:00 PM
Attachments: [22_B19 Construction Traffic & Pedestrian Management Plan.pdf](#)
[1_SSD 49073460 - Determination.pdf](#)
[image007.png](#)

Hi Heather

Following the feedback provided on the email below (30.1.24), please find attached the revised version of the Construction and Traffic Management Plan V06, dated March 8th, 2024.

Kindly refer to Table 1.2 for our responses to TfNSW's comments regarding the specified requirements.

Additionally, I would like to inform you that the revised version of the CTPMP V06 now includes the updated condition B19 as outlined in the approved SSD-49073460.

Your prompt attention to this matter is greatly appreciated.

Thank you.

Construction Traffic and Pedestrian Management Plan

B19. Prior to the commencement of any construction, a Construction Traffic and Pedestrian Management Plan must be prepared in consultation with Council and TfNSW, to achieve the objective of ensuring safety and efficiency of the road network, and a copy provided to the Planning Secretary and TfNSW for information. The Construction Traffic and Pedestrian Management Plan must include, but not be limited to, the following:

- (a) detail:
 - (i) measures to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;
 - (ii) measures to ensure the safety of vehicles and pedestrians accessing adjoining properties where shared vehicle and pedestrian access occurs;
 - (iii) number of heavy vehicles, heavy vehicle routes, access and parking arrangements;
 - (iv) 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, in accordance with the latest version of AS 2890.2;
 - (v) arrangements to ensure that construction vehicles enter and leave the site in a forward direction unless in specific exceptional circumstances under the supervision of accredited traffic controller(s);
 - (vi) arrangements to ensure that heavy vehicle movements will not be scheduled to and from the site:
 - Monday to Friday between 8:30am and 9:10am; and
 - Monday to Friday between 2:50pm and 3:30pm;
 - (vii) heavy vehicle management measures and procedures during school drop-off and pick-up times providing:
 - traffic control and management details;
 - requirements and procedures for school notification and obtaining Council approval for each concrete pour at a minimum of 48 hours prior to vehicle access as required under condition C11;
 - concrete contractor contact details for coordination of concrete pour activity outside of drop-off and pick-up times where possible; and
- (b) A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:
 - (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.

Note:

- Provide a copy of the Construction Traffic and Pedestrian Management Plan to TfNSW via development.CTPMP.CJP@transport.nsw.gov.au for endorsement.
- All vehicles are to enter and leave the site in a forward direction.
- All vehicles are to be wholly contained on site before being required to stop.
- Prior to the commencement of the removal of any waste material from the site, the Applicant must notify the TfNSW Traffic Management Centre of the truck route(s) to be followed by trucks transporting waste material from the site.

From: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Sent: Tuesday, January 30, 2024 12:23 PM
To: Katherine Barrionuevo <katherineb@taylorau.com.au>; Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Fred Sedighi <freds@taylorau.com.au>; Paul Cai <paul.cai@tpp.net.au>; Ryan Madandar <ryanm@taylorau.com.au>; Matthew Spooner <Matthew.Spooner@rpinfrastructure.com.au>; Kemal Ozsayin <kemal.ozsayin@rpinfrastructure.com.au>; Kimaya Yeola <kimaya.yeola@rpinfrastructure.com.au>; Mark Albert <Mark.Albert3@det.nsw.edu.au>
Subject: RE: Darcy Road Public School SSD-49073460-B19 - CTPMP - TfNSW- URGENT

Hi Katherine,

Thank you for providing Transport for NSW with a copy of the Construction Traffic Management Plan (CTMP).

Please note the following amendments (or clarifications) that we require you to make to the CTMP before we can endorse the document:

- 2.3 Public Transport: Any bus relocations or adjustments will need to be assessed/approved by the Transport Integration team allowing a minimum of 4 weeks' notice prior to commencing works.
- Section 3.3 – If deliveries are required between the restricted hours in condition B19, TfNSW must be notified alongside Council.
- Section 3.5 – In regards to the following statement “Nevertheless, the proposed new driveway and relocation of the bus zone signage will be subject to Council’s approval in separate applications to this CTPMP.” Any new proposed driveway and/or relocation of the bus zone signage bus also be approved by TfNSW Transport Integration Team.
- Section 3.5/Appendix B- Construction access: Can we confirm that the trucks entering/exiting the site will be coming in/out in a forward motion? We cannot allow any trucks to be reversing along Darcy Rd, all reverse movements can be done within the site under traffic control only. The proponent will need to obtain a Road Occupancy license from the Transport Management Centre for all intermittent stoppages along Darcy Rd.
- Section 3.5/Appendix B – Please also confirm that all movement will be left in and left out at all times.

Kind Regards,

Heather Trengove
Principal Transport Planner
Customer Journey Planning
Greater Sydney
Transport for NSW

231 Elizabeth Street, Sydney 2000

Note: I work Mon, Tue, Wed

OFFICIAL

From: Katherine Barrionuevo <katherineb@taylorau.com.au>
Sent: Wednesday, January 24, 2024 11:19 AM
To: Development CTMP CJP <development.CTMP.CJP@transport.nsw.gov.au>
Cc: Fred Sedighi <freds@taylorau.com.au>; Paul Cai <paul.cai@tpp.net.au>; Ryan Madandar <ryanm@taylorau.com.au>; Matthew Spooner <Matthew.Spooner@rpinfrastructure.com.au>; Kemal Ozsayin <kemal.ozsayin@rpinfrastructure.com.au>; Kimaya Yeola <kimaya.yeola@rpinfrastructure.com.au>; Mark Albert <Mark.Albert3@det.nsw.edu.au>
Subject: RE: Darcy Road Public School SSD-49073460-B19 - CTPMP - TfNSW- URGENT

You don't often get email from katherineb@taylorau.com.au. [Learn why this is important](#)

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Good afternoon,

This is regarding the condition B19 for the Darcy Road Public School Upgrade (SSD-49073460)

Construction Traffic and Pedestrian Management Plan

B19. Prior to the commencement of any construction, a Construction Traffic and Pedestrian Management Plan must be prepared in consultation with Council and TfNSW, to achieve the objective of ensuring safety and efficiency of the road network, and a copy provided to the Planning Secretary and TfNSW for information. The Construction Traffic and Pedestrian Management Plan must include, but not be limited to, the following:

(a) detail:

- (i) measures to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;
- (ii) measures to ensure the safety of vehicles and pedestrians accessing adjoining properties where shared vehicle and pedestrian access occurs;
- (iii) number of heavy vehicles, heavy vehicle routes, access and parking arrangements;
- (iv) 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, in accordance with the latest version of AS 2890.2;
- (v) arrangements to ensure that construction vehicles enter and leave the site in a forward direction unless in specific exceptional circumstances under the supervision of accredited traffic controller(s);
- (vi) arrangements to ensure that heavy vehicle movements will not be scheduled to and from the site:
 - within 30 minutes before and 10 minutes after the commencement of the school day;
 - within 10 minutes before and 30 minutes after school day end times; and

(b) A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:

- (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.

Note:

- Provide a copy of the Construction Traffic and Pedestrian Management Plan to TfNSW via development.CTMP.CJP@transport.nsw.gov.au for endorsement.
- All vehicles are to enter and leave the site in a forward direction.
- All vehicles are to be wholly contained on site before being required to stop.

Taylor construction Group, acting on behalf of School Infrastructure NSW (SINSW), made a submission of the Construction Traffic and Pedestrian

Management Plan (CTPMP) on the 16th of January seeking consultation and commentary from Transport NSW.

Considering the urgency of our construction timeline, we kindly request an update on the status of our submission.

Obtaining approval for this critical item is essential to avoid potential delays.

Your prompt attention to this matter is greatly appreciated.

If there are any additional documents or information required to expedite the review process, please do not hesitate to inform us, and we will provide them promptly.

Thank you.

Kind Regards,

Katherine Barrionuevo
Senior Design Manager

TAYLOR

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We acknowledge the traditional Aboriginal and Torres Strait Islander custodians of this land. We pay our respects to Elders past, present and emerging.



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