

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

Condition	Condition requirements	Document reference
<b>B13</b>	The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:	
	(a) be prepared by a suitably qualified and experienced person(s);	<b>Appendix G</b>
	(b) be prepared in consultation with Council and TfNSW;	<b>Appendix H</b>
	(c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services; and	<b>Section 5</b>
	(d) detail heavy vehicle routes, access and parking arrangements.	<b>Section 4.3</b>
<b>B28</b>	<p>Prior to the commencement of construction, evidence of compliance of construction parking and access arrangements with the following requirements must be submitted to the Certifier:</p> <p>(a) all vehicles must enter and leave the Site in a forward direction;</p> <p>(b) the swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, is in accordance with the latest version of AS 2890.2; and</p> <p>(c) the safety of vehicles and pedestrians accessing adjoining</p>	<p><b>Section 5.1 &amp; Appendix E</b></p> <p><b>No shared access arrangements with adjoining properties is proposed</b></p>

	properties, where shared vehicle and pedestrian access occurs, has been addressed.	
--	---	--





# CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT SUB PLAN (CTPMSP)

---

## Proposed School Redevelopment Darlington Public School

Reference: 20.358r02v07  
Date: March 2022


**TRAFFIX**  
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt St  
Surry Hills, NSW 2010

t: (02) 8324 8700  
w: [www.traffix.com.au](http://www.traffix.com.au)



## DOCUMENT VERIFICATION

<b>Job Number</b>	20.358			
<b>Project</b>	Darlington Public School			
<b>Client</b>	A W Edwards			
<b>Revision</b>	<b>Date</b>	<b>Prepared By</b>	<b>Checked By</b>	<b>Signed</b>
r02v07	21/03/2022	Kenneth Yuen	Justin Pindar	

## TRAFFIC CONTROL PLAN CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
<b>Name</b>	Justin Pindar	<b>Certificate No.</b>	0052259136





# CONTENTS

1. Introduction	2
2. CTPMSP Requirements	3
2.1 Traffic Control Plan	3
2.2 Development Consent	3
3. Existing Conditions	7
3.1 Location and Site	7
3.2 Road Network	10
3.3 Public Transport	12
4. Overview of Construction Program	16
4.1 Times of Operation	16
4.2 Overview of Construction Works	16
4.3 Truck Routes and Parking Arrangements	19
5. Traffic Management Arrangements	27
5.1 Site Access	27
5.2 Pedestrian Control	27
5.3 Cyclists	28
5.4 Buses	28
5.5 Work Zones	28
5.6 Crane Requirements	28
5.7 Employee Vehicles	29
5.8 Footpath and Verge Works	29
5.9 Traffic Control Plan	29
6. Conclusion	31

## Appendices

- Appendix A: City of Sydney Standard CTPMSP Requirements
- Appendix B: Site Establishment Plans
- Appendix C: Photographic Record
- Appendix D: Drivers Code of Conduct
- Appendix E: Swept Path Analysis
- Appendix F: Traffic Control Plans
- Appendix G: Curriculum Vitae
- Appendix H: TfNSW & Council Consultation



# 1. INTRODUCTION

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

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

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

The report is structured as follows:

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



## 2. CTPMSP REQUIREMENTS

### 2.1 Traffic Control Plan

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

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

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

### 2.2 Development Consent

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

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

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

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



*B 13) Construction Environmental Management Plan: The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:*

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

**TRAFFIX Response:**

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

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

**TRAFFIX Response:**

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

*13(c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services*

**TRAFFIX Response:**

Reference should be made to Section 5 of this report.

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

**TRAFFIX Response:**

Reference should be made to Section 4.3 of this report.

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

**TRAFFIX Response:**

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

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



**TRAFFIX Response:**

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

*17(b) minimise conflicts with other road users*

**TRAFFIX Response:**

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

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

**TRAFFIX Response:**

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

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

**TRAFFIX Response:**

Reference should be made to Section 4.3 of this report.

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

**TRAFFIX Response:**

Reference should be made to Section 5.5 of this report.

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

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

**TRAFFIX Response:**

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



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

**TRAFFIX Response:**

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

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

**TRAFFIX Response:**

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



## 3. EXISTING CONDITIONS

### 3.1 Location and Site

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

The site is rectangular in configuration with a site area of 7,030m<sup>2</sup>. It has an eastern boundary of 95 metres with SP2 Infrastructure zoned development, a northern frontage of 74 metres with Darlington Lane, a western frontage of 94 metres with Golden Grove Street and a southern frontage of 77 metres with Abercrombie Street.

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



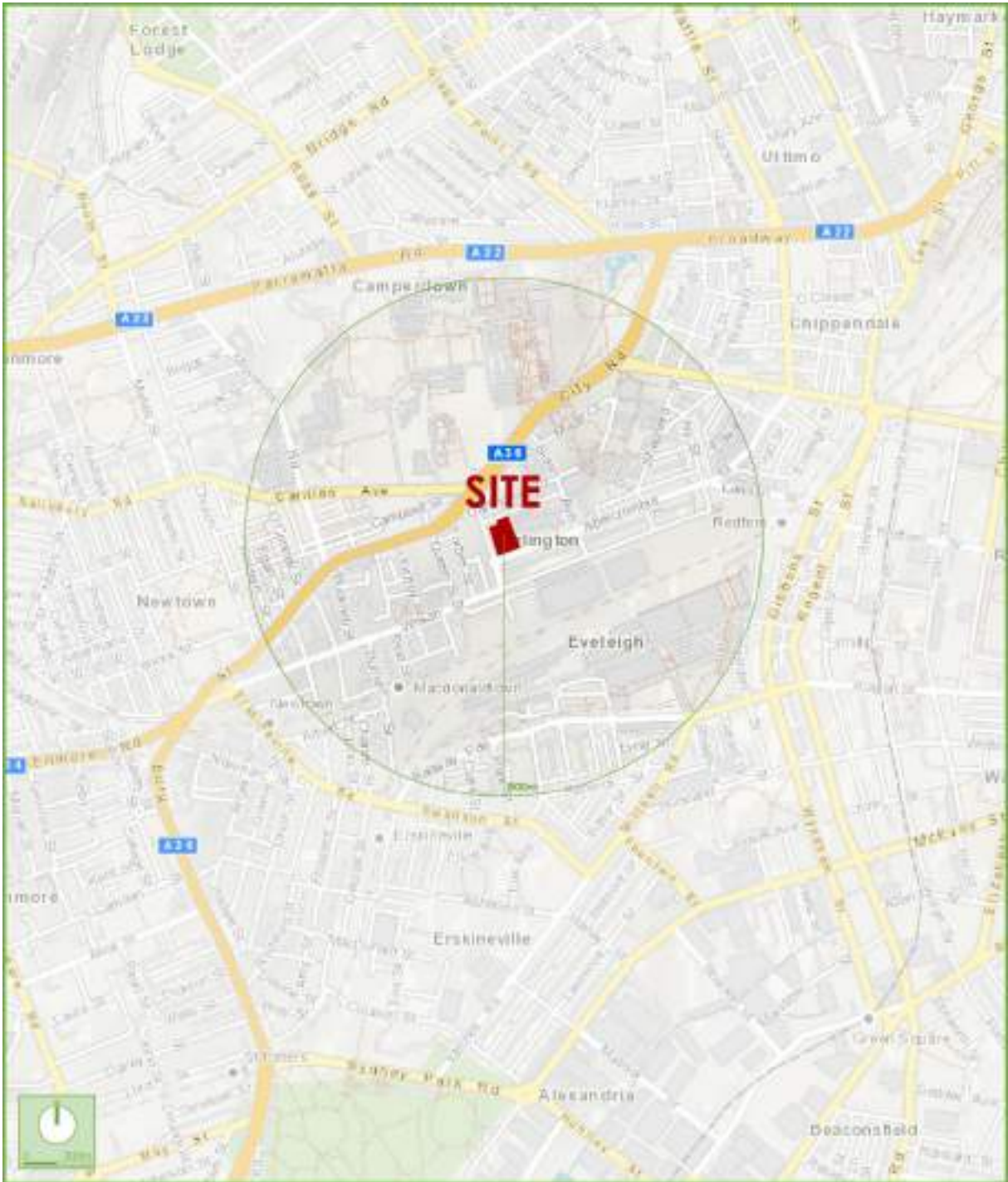


Figure 1: Location Plan



Figure 2: Site Plan



## 3.2 Road Network

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

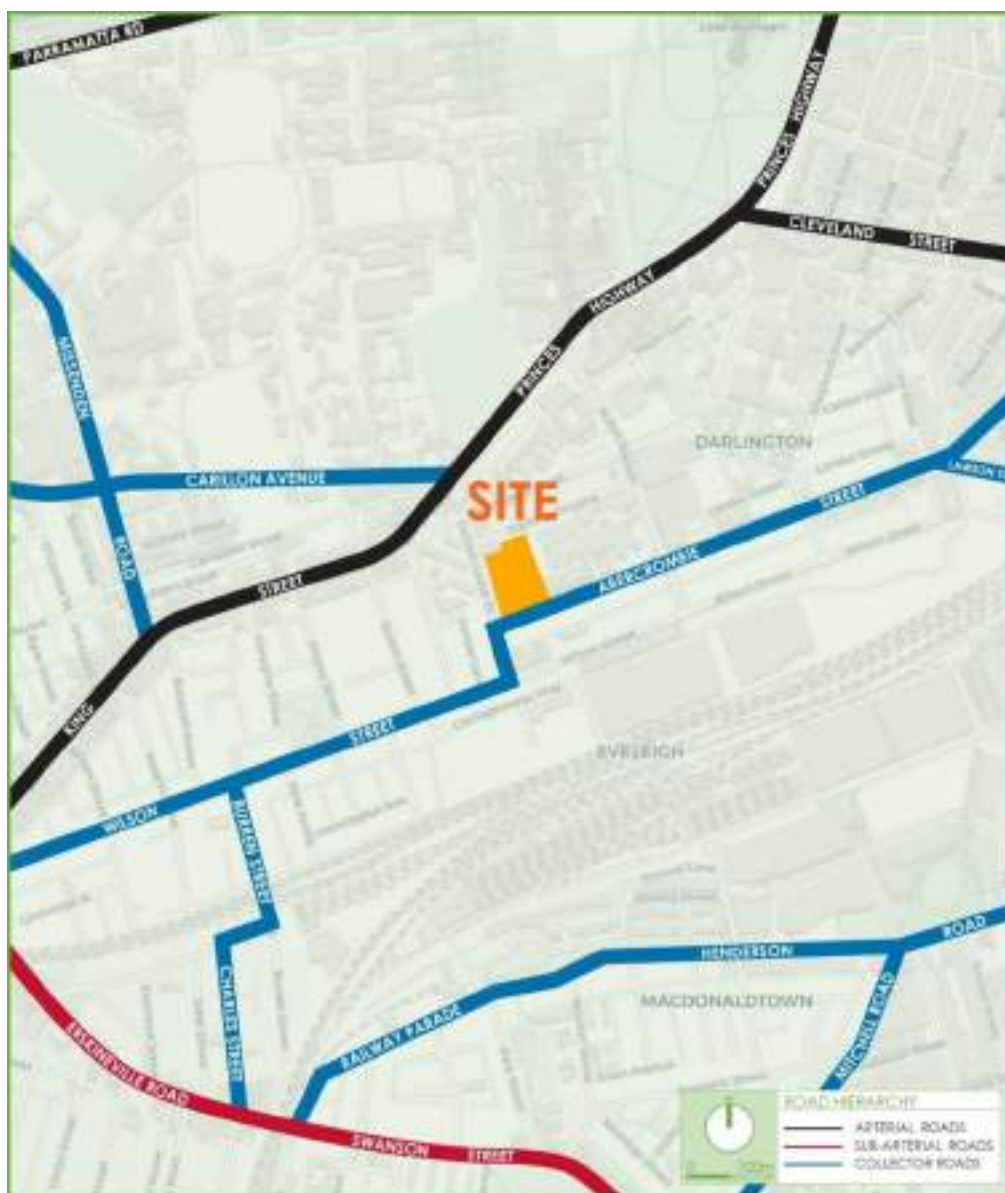
- **Princes Highway / King Street:** an RMS Highway (HW 1) that runs in a northeast-southwest direction between Broadway in the northeast and the Victorian Border in the southwest. Princes Highway accommodates two (2) lanes of traffic in each direction within a divided carriageway. It is subject to 50km/h speed zoning and restricted kerbside parking is generally permitted along both kerbsides outside of Clearway and No-Stopping restricted segments.
  
- **Abercrombie Street:** a local collector road in the vicinity of the site that runs in a northeast-southwest direction between Broadway in the northeast and Golden Grove Street in the southwest. Abercrombie Street accommodates a single lane of traffic in each direction within an undivided carriageway and is subject to 40km/h speed zoning. Restricted kerbside parking is permitted along both sides of Abercrombie Street in the vicinity of the site.
  
- **Golden Grove Street:** a local road that runs in a north-south direction between Darlington Road in the north and Wilson Street in the southeast. Golden Grove Street accommodates a single lane of traffic in each direction within an undivided carriageway and is subject to 40km/h speed zoning. A combination of restricted parallel and 60-degree angle parking is permitted along both sides of Golden Grove Street in the vicinity of the site.
  
- **Darlington Road:** a local road that runs in an east-west direction between Codrington Avenue in the east and Princes Highway in the west. Darlington Road accommodates a single lane of traffic in each direction within an undivided carriageway. Between its intersection with Golden Grove Street in the east and Princes Highway in the west and is one-way traffic flow (westbound) east of its intersection





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

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



**Figure 3: Road Hierarchy**



### 3.3 Public Transport

#### Bus Services

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

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

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

**Table 1: Bus Frequencies**

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

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



## Train Services

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

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

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

**Table 2: Train Frequencies**

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



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

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



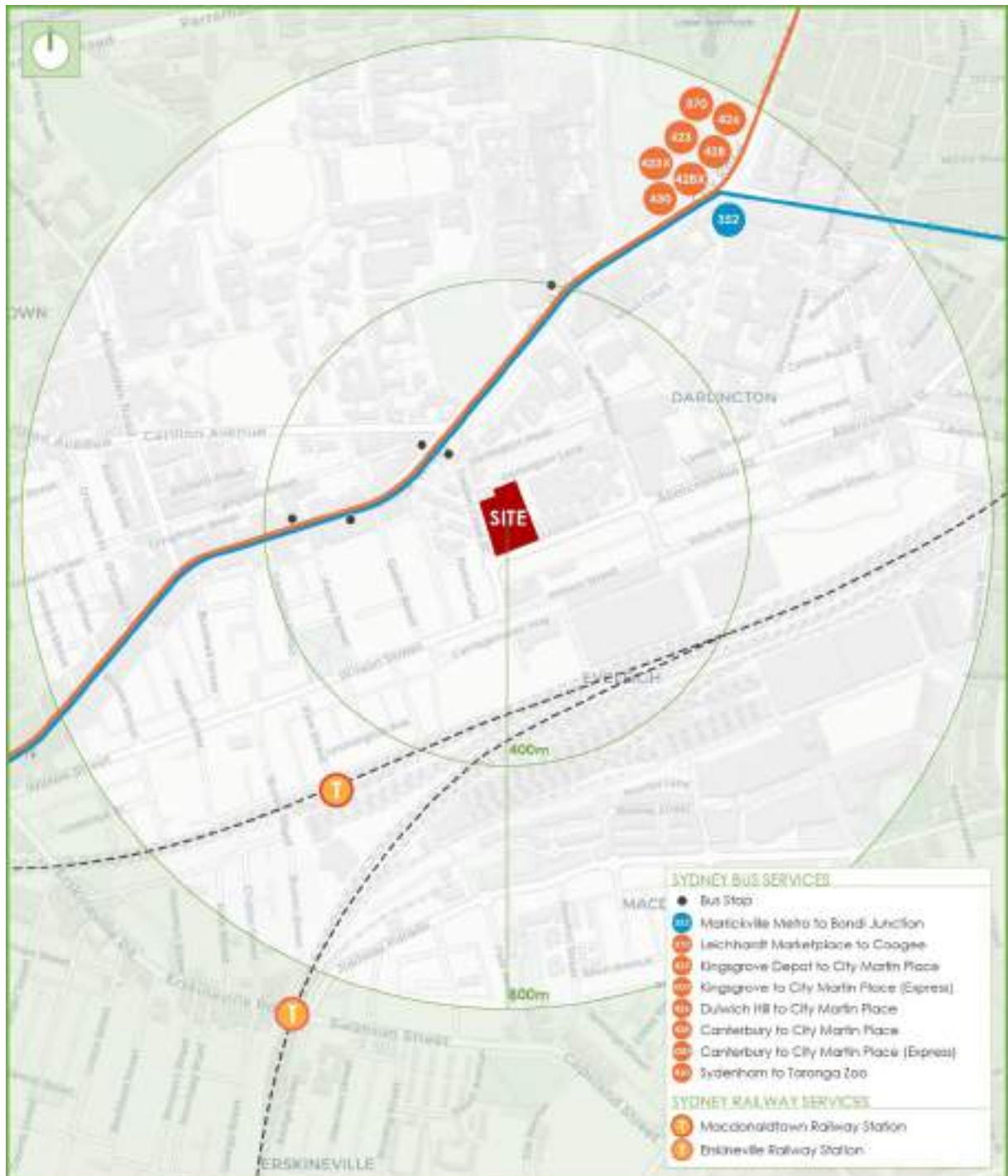


Figure 4: Public Transport



## 4. OVERVIEW OF CONSTRUCTION PROGRAM

### 4.1 Times of Operation

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

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

### 4.2 Overview of Construction Works

The proposed stages of construction are summarised below.

#### 4.2.1 Stage 1

##### **Bulk Excavation Stage**

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

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

##### **Structure Stage**

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



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

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

#### **Fitout and Finishes Stage**

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

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

#### **4.2.2 Stage 2**

##### **Demolition Stage**

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



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

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

### **Bulk Excavation Stage**

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

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

### **Structure Stage**

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

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



## Fitout and Finishes Stage

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

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

### 4.3 Truck Routes and Parking Arrangements

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

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

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

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

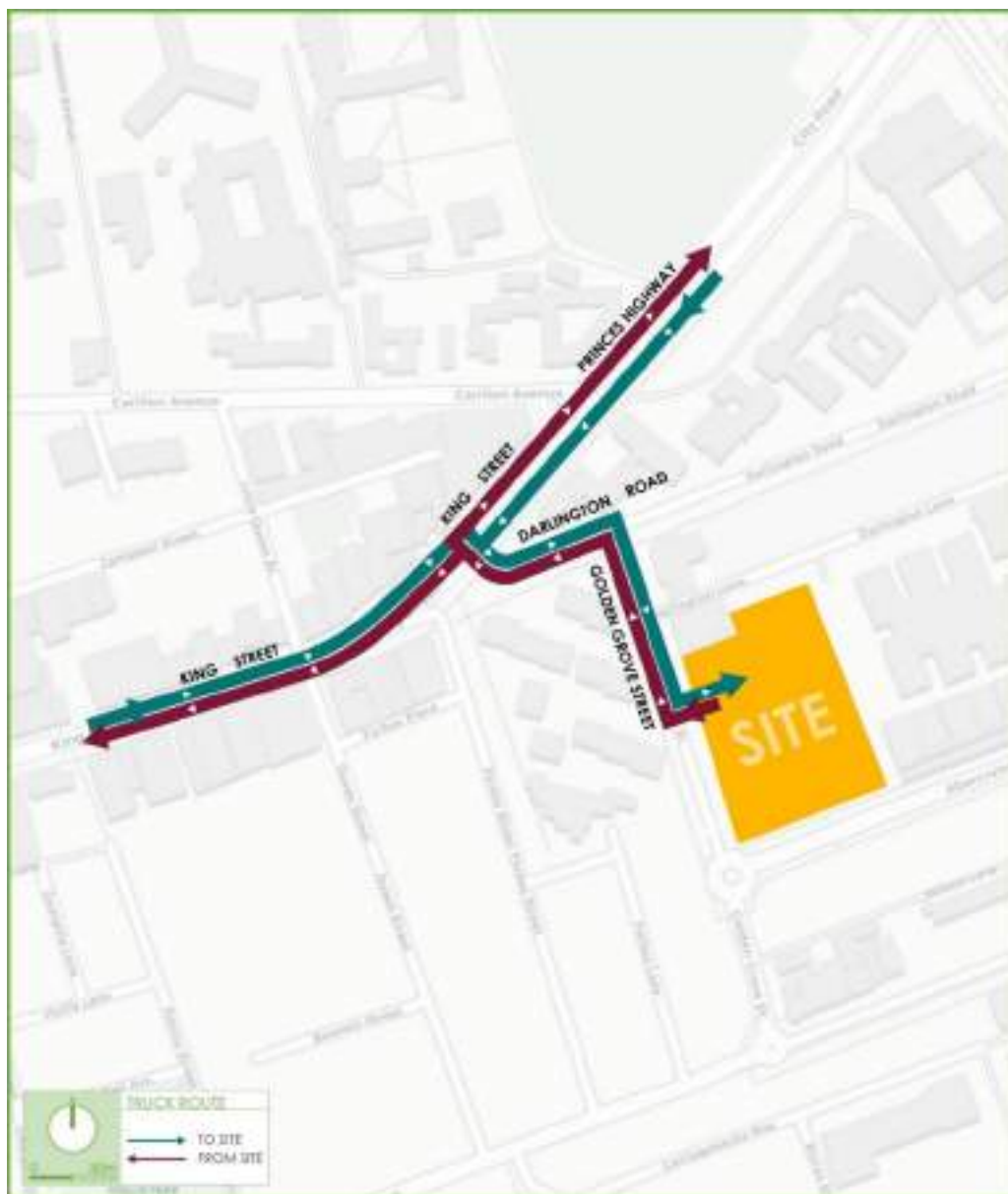
OR

  1. Trucks will arrive on Princes Highway, eastbound.



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

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



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



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

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

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

OR

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

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





Figure 6: Truck Route (Work Zones Stage 1)



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

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

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

OR

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

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

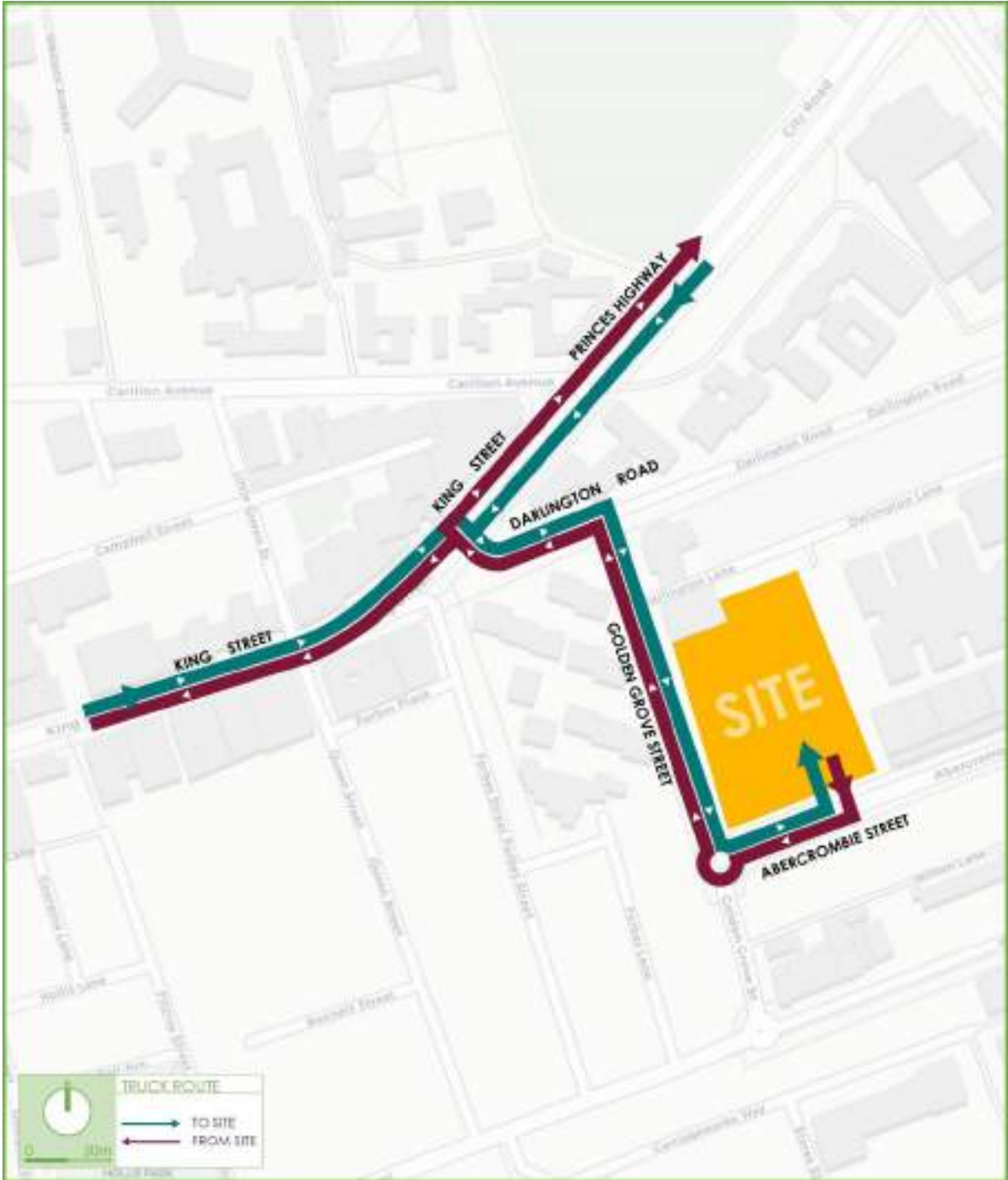


Figure 7: Truck Route (MRV Site Access Stage 2)



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

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

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

OR

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

- Routes from the subject site (OUT):
  1. Trucks will depart the work zone along Abercrombie Street, eastbound.
  2. Continue straight along Abercrombie Street, eastbound.
  3. Turn left onto Cleveland Street, northbound.



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



## 5. TRAFFIC MANAGEMENT ARRANGEMENTS

### 5.1 Site Access

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

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

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

### 5.2 Pedestrian Control

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

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

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



### 5.3 Cyclists

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

### 5.4 Buses

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

### 5.5 Work Zones

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

#### 5.5.1 Stage 1 works:

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

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

#### 5.5.2 Stage 2 works:

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

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

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

### 5.6 Crane Requirements

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





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

## 5.7 Employee Vehicles

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

## 5.8 Footpath and Verge Works

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

## 5.9 Traffic Control Plan

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

➤ **TCP No. 1 – Stage 1 Site Access Vehicle and Pedestrian Control**

*Construction vehicle site access and pedestrian control via Golden Grove Street.*

➤ **TCP No. 2 – Stage 1 Golden Grove Street Work Zone Vehicle Control**

*Construction vehicle site access and pedestrian control via Golden Grove Street.*

➤ **TCP No. 3 – Stage 1 Temporary Footpath Closure**

*Temporary closure of footpath on Golden Grove Street while erecting and dismantling B-Class hoarding and tower crane*

➤ **TCP No. 4 – Stage 2 Site Access Vehicle and Pedestrian Control**

*Construction vehicle site access and pedestrian control via Abercrombie Street*

➤ **TCP No. 5 – Stage 2 Work Zone Vehicle Control**

*Construction vehicle work zone control via Abercrombie Street*

➤ **TCP No. 6 – Stage 2 Temporary Footpath Closure**



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

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

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



## 6. CONCLUSION

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

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

# APPENDIX A

---

City of Sydney CTPMSP Standard Requirements

## The City of Sydney Standard Requirements for Construction Traffic Management Plan

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

1. Details of routes to and from site and entry and exit points from site – site specific
2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific
3. The approved truck route plan shall form part of the contract and must be distributed to all truck drivers.
4. All vehicles must enter and exit the site in a forward direction (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
5. Trucks are not allowed to reverse into the site from the road (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
6. The Applicant must provide the City with details of the largest truck that will be used during the demolition, excavation and construction.  
  
**NOTE:** No dog trailers or articulated vehicles (AV) to be used (unless specific approval for a **one-off occasion** is obtained from the City's Construction Regulation Unit).
7. Oversize and over-mass vehicles are not allowed to travel on Local Roads (unless approval for a **one-off occasion** is obtained from the City's Traffic Operations Unit). Requests to use these vehicles must be submitted to the City 28 days prior to the vehicle's scheduled travel date. For more information please contact the National Heavy Vehicle Regulator (NHVR) on 1300 696 487 or [www.nhvr.gov.au](http://www.nhvr.gov.au).
8. No queuing or marshalling of trucks is permitted on any public road.
9. Any temporary adjustment to Bus Stops or Traffic Signals will require the Applicant to obtain approval from the STA and RMS respectively prior to commencement of works.
10. All vehicles associated with the development shall be parked wholly within the site. All site staff related with the works are to park in a designated off street area or be encouraged to use public transport and not park on the public road.
11. All loading and unloading must be within the development site or at an approved "Works Zone".

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

## APPENDIX B

---

Site Establishment Plan

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

EXISTING DRIVEWAY TO BE REMOVED

NEW TEMPORARY CONSTRUCTION DRIVEWAY

PERMANENT ISLAND REMOVAL

**MATERIALS SETDOWN**

**HOIST**

**COMPLETED GAMES COURT BY 25/02/2021**

Stairs to be completed last

Temporary Stair + Erosion Control

**STAGING AREA**

Temporary Retaining Wall

**COMPOUND AND FACILITIES**

**LIVE SCHOOL**

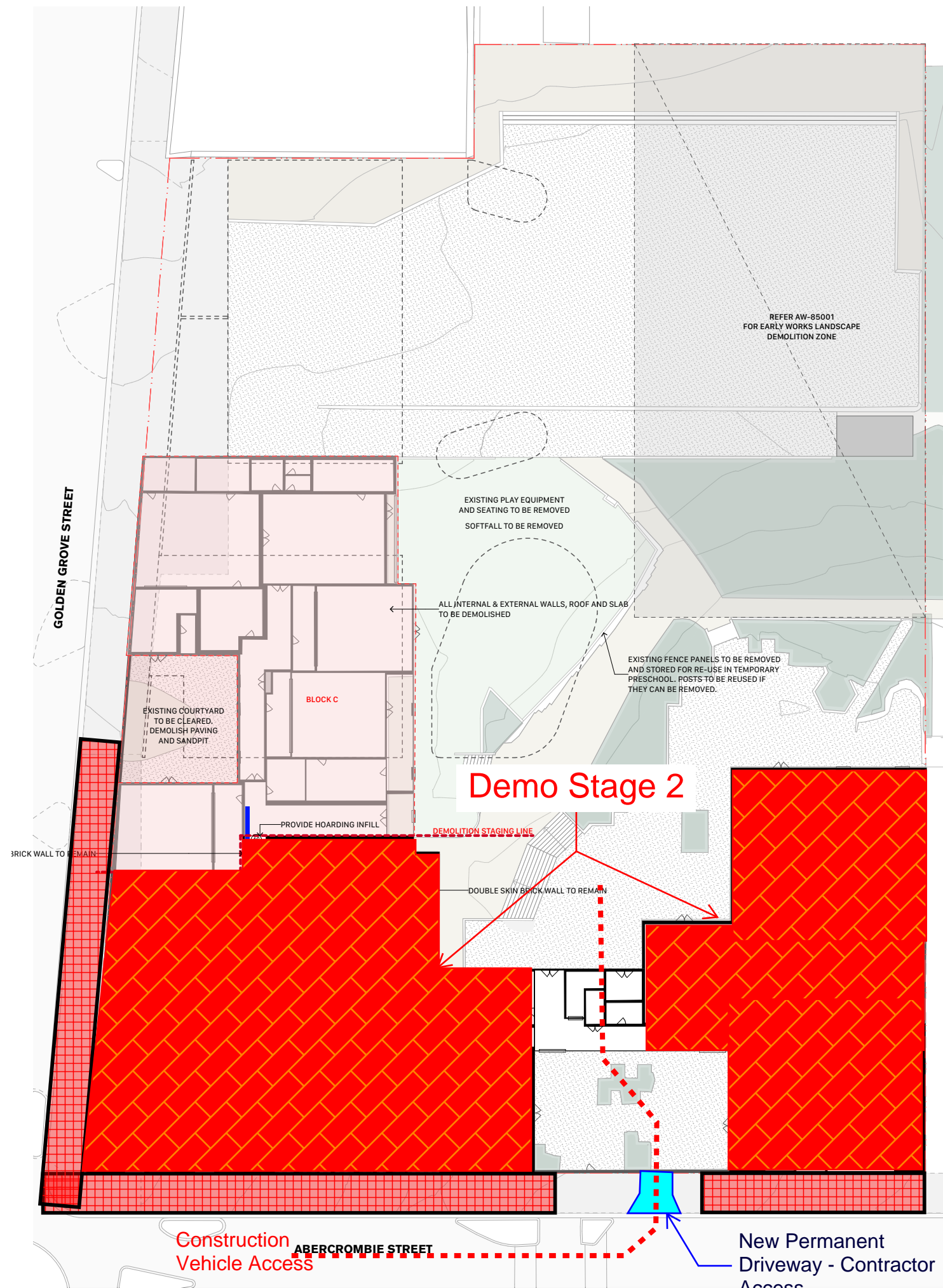
15/03/2021-  
23/01/2022

**LEGEND**

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

**SCHOOL ACCESS**





Temporary Footpath Closure to construct new driveway and set up hoarding

18/12/20221  
-18/3/2022

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

# APPENDIX C

---

Photographic Record



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



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





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



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



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



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





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



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



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



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

## APPENDIX D

---

Drivers Code of Conduct





## DRIVER CODE OF CONDUCT

Vehicle drivers attending the site must comply with the following:

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

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

Signed: .....

**TRUCK OPERATOR / DELIVERY DRIVER INDUCTION**

**SE6107**

<b>Workplace/Site:</b>	Darlington Public School	<b>Date:</b>	
<b>Delivery type:</b>		<b>Supplying to:</b>	
<b>Vehicle Registration No:</b>			
<b>Truck Operators Name:</b>		<b>Signature:</b>	

<b>Important Site Safety Information and Operating Procedures for Truck Drivers</b>	<b>Initial to Acknowledge</b>
By entering the site, you the delivery driver accepts the conditions of this declaration and will abide by all directions given by A W Edwards authorised personnel	
Deliveries are only permitted during the following hours of work: <ul style="list-style-type: none"> <li>▪ Between 7:00am and 6:00pm, Monday – Friday</li> <li>▪ Between 8:00am and 1:00pm, Saturday</li> </ul> Any deliveries proposed that are outside of the above times must be approved with A W Edwards site management personnel prior to arrival, or you will be turned away.	
Queuing or marshalling of construction vehicles is not permitted on any residential roads.	
Drivers are to minimise disturbance to local residents or businesses by reducing: <ul style="list-style-type: none"> <li>▪ excessive periods of idling while staging,</li> <li>▪ talking loudly whilst waiting,</li> <li>▪ using offensive language, or</li> <li>▪ unnecessary compression braking</li> </ul>	
All deliveries must comply with all guidelines and protocols as stated in the A W Edwards Construction Traffic Management Plan to minimise the impacts of construction on the local and regional road network. Refer to the attached traffic control plan, and vehicle movement plan.	
<b>Covid-19 restrictions protocol:</b>	
Where a driver is required to unload and it is practicable to do so, no other person should touch the vehicle and other workers should maintain at least 3 meters physical distance from the driver.	
Where practicable, delivery drivers and other occupants must remain in their vehicles if not required to unload. If they wind down their windows (e.g. to engage with people onsite)	
Use contactless deliveries and invoicing where practicable.	
All drivers must remain inside the cabin of their vehicles while on-site, with exception to unfastening tie-downs or coverings, to secure load covers/coverings, to operate plant associated with the truck (eg. concrete agitator) or in the event of an emergency.  If you must leave your cabin for any reason, you must ensure that you wear the minimum mandatory PPE including: protective/capped footwear, high-visibility clothing on upper body, protective eyewear, gloves and a hard hat <u>with</u> chin strap.	
The warning lights on my vehicle are on and the reversing signal (beeper or quacker) is working.	
You can confirm that all servicing and maintenance of the vehicle and any safety devices is up-to-date and in accordance with manufacturer’s instructions and requirements.	
Drivers are not to enter any general work areas on site unless they have undertaken a full Site Induction and completed a pre-start.	
Should you need to leave the cabin to complete duties that may involve working on or near mobile plant; you will have read, understood and signed onto the appropriate HRCW SWMS.	
No unauthorised persons (ie. children) or pets are travelling within the truck.	
You will obey all local traffic signage; including speed limits and no stopping/parking zones.	

**TRUCK OPERATOR / DELIVERY DRIVER INDUCTION****SE6107**

<b>Important Site Safety Information and Operating Procedures for Truck Drivers</b> By entering the site, you the delivery driver accepts the conditions of this declaration and will abide by all directions given by A W Edwards authorised personnel	<b>Initial to Acknowledge</b>
Drivers are to follow all directions from A W Edwards personnel and/or the authorised traffic controllers when in loading zone adjacent to the site,.	
You will call the appropriate subcontractor supervisor on approach (or as soon as possible thereafter) to ensure that gates can be opened on arrival and traffic control can be provided where required.	
Drugs and Alcohol are NOT permitted on site and anyone suspected to be under the influence of either drugs or alcohol is subject to testing on the site. Random and Causal alcohol and drug testing is undertaken on this site.	
The delivery driver acknowledges that it is illegal to operate the truck whilst using a hand held mobile phone on public roads. Hand held mobile phone use is also not permitted anywhere on the site whilst operating any vehicle or mobile plant.	
Non-compliance with any of the conditions outlined in this induction could endanger the delivery driver, workers on the site and/or members of the public. Non-compliance will result in expulsion and/or exclusion from the site.	

# APPENDIX E

---

Swept Path Analysis





**Notes:**  
 This drawing is prepared for information purposes only. It is not to be used for construction.  
 TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.  
 Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date

**Swept Path Legend**  
 — Wheel Path  
 — Vehicle Body Envelope  
 ▨ Clearance Envelope (300mm)

**Client**  
 A W Edwards Pty Ltd  
 Level 1, 131 Sailors Bay Road  
 Northbridge NSW 2063

**Scale / Plan Orientation**  
 0 4 8 12 16m  
 1:400 @ A3

**Project Description**  
 Darlington Public School

**Drawing Prepared By**



Suite 2.08, 50 Holt Street  
 Surry Hills, NSW 2010  
 PO Box 1124  
 Strawberry Hills, NSW 2012  
 t: +61 2 8324 8700  
 f: +61 2 9830 4481  
 w: www.traffix.com.au

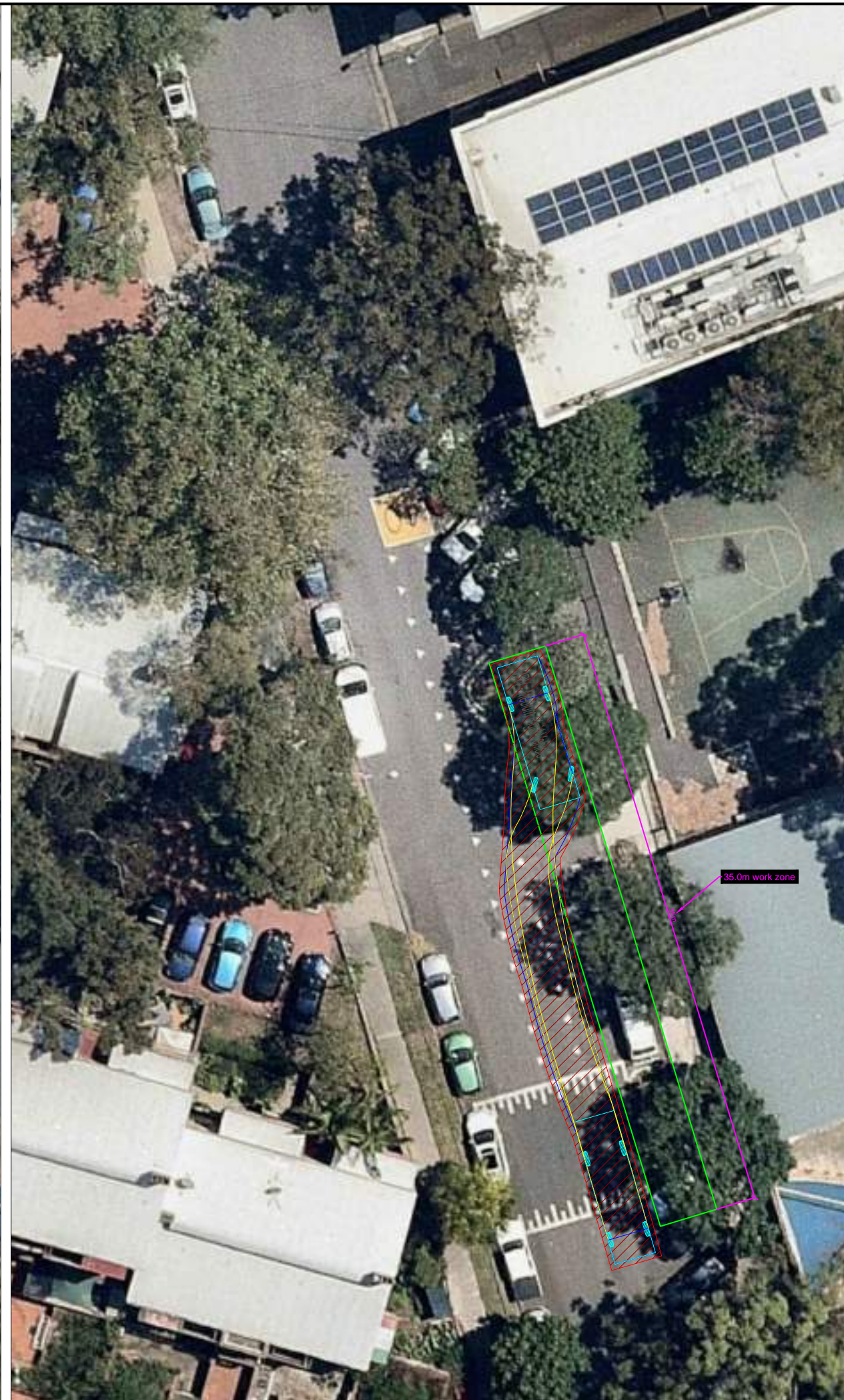
**Drawing Title**  
 Swept Path Analysis  
 8.8m MRV  
 Stage 1 Site Access (Golden Grove Street)  
 Left: Entry Movement  
 Right: Exit Movement

Drawn: JP	Checked: JP	Date: 28-01-21
-----------	-------------	----------------

20.358d01v06 TRAFFIX [Aerial] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.358	CTPMP	SK.01	





Notes:




This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

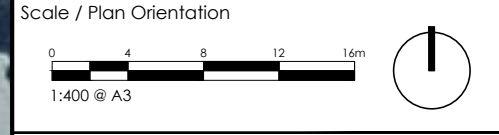
Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date

Swept Path Legend

	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Client  
 A W Edwards Pty Ltd  
 Level 1, 131 Sailors Bay Road  
 Northbridge NSW 2063



Project Description  
 Darlington Public School

Drawing Prepared By



Suite 2.08, 50 Holt Street  
 Surry Hills, NSW 2010  
 PO Box 1124  
 Strawberry Hills, NSW 2012

t: +61 2 8324 8700  
 f: +61 2 9830 4481  
 w: www.traffix.com.au

Drawing Title  
 Swept Path Analysis  
 8.8m MRV  
 Stage 1 Golden Grove Street Work Zone Access  
 Left: Entry Movement  
 Right: Exit Movement

Drawn: JP    Checked: JP    Date: 28-01-21

20.358d01v06 TRAFFIX [Aerial] Design Review.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.358	CTPMP	SK.02	





<p>Notes:</p> <p>This drawing is prepared for information purposes only. It is not to be used for construction.</p> <p>TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.</p> <p>Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.</p>			
Rev.	Revision Note	By.	Date
<p>Swept Path Legend</p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 20px; height: 2px; background-color: yellow; border: 1px solid black; margin-right: 5px;"></span> Wheel Path</li> <li><span style="display: inline-block; width: 20px; height: 10px; background-color: blue; border: 1px solid black; margin-right: 5px;"></span> Vehicle Body Envelope</li> <li><span style="display: inline-block; width: 20px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, red 2px, red 4px); border: 1px solid black; margin-right: 5px;"></span> Clearance Envelope (300mm)</li> </ul>			
<p>Client</p> <p>A W Edwards Pty Ltd Level 1, 131 Sailors Bay Road Northbridge NSW 2063</p>			
<p>Scale / Plan Orientation</p> <div style="display: flex; align-items: center;"> <div style="flex: 1;"> <p>0 4 8 12 16m</p> <p>1:400 @ A3</p> </div> <div style="flex: 0.5; text-align: center;"> </div> </div>			
<p>Project Description</p> <p>Darlington Public School</p>			
<p>Drawing Prepared By</p> <div style="display: flex; align-items: center;"> <div style="flex: 1; text-align: center;"> <p><b>TRAFFIX</b> TRAFFIC &amp; TRANSPORT PLANNERS</p> </div> <div style="flex: 2; padding-left: 10px;"> <p>Suite 2.08, 50 Holt Street Surry Hills, NSW 2010 PO Box 1124 Strawberry Hills, NSW 2012</p> <p>t: +61 2 8324 8700 f: +61 2 9830 4481 w: www.traffix.com.au</p> </div> </div>			
<p>Drawing Title</p> <p>Swept Path Analysis 8.8m MRV Stage 2 Site Access (Abercrombie Street) Left: Entry Movement Right: Exit Movement</p>			
Drawn:	JP	Checked:	JP
Date:	28-01-21		
20.358d01v06 TRAFFIX [Aerial] Design Review.dwg			
Project No.	Drawing Phase	Drawing No.	Rev.
20.358	CTPMP	SK.03	





Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

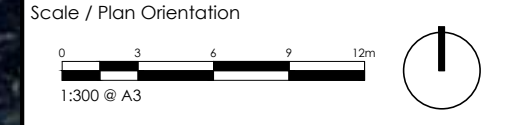
Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date

Swept Path Legend

	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Client  
 A W Edwards Pty Ltd  
 Level 1, 131 Sailors Bay Road  
 Northbridge NSW 2063



Project Description  
 Darlington Public School

Drawing Prepared By

Suite 2.08, 50 Holt Street  
 Surry Hills, NSW 2010  
 PO Box 1124  
 Strawberry Hills, NSW 2012

t: +61 2 8324 8700  
 f: +61 2 9830 4481  
 w: www.traffix.com.au

Drawing Title  
 Swept Path Analysis  
 8.8m MRV  
 Stage 2: Work Zone Access (Abercrombie Street)  
 Above: Entry Movement  
 Below: Exit Movement

Drawn: JP | Checked: JP | Date: 28-01-21

20.358d01v06 TRAFFIX [Aerial] Design Review.dwg

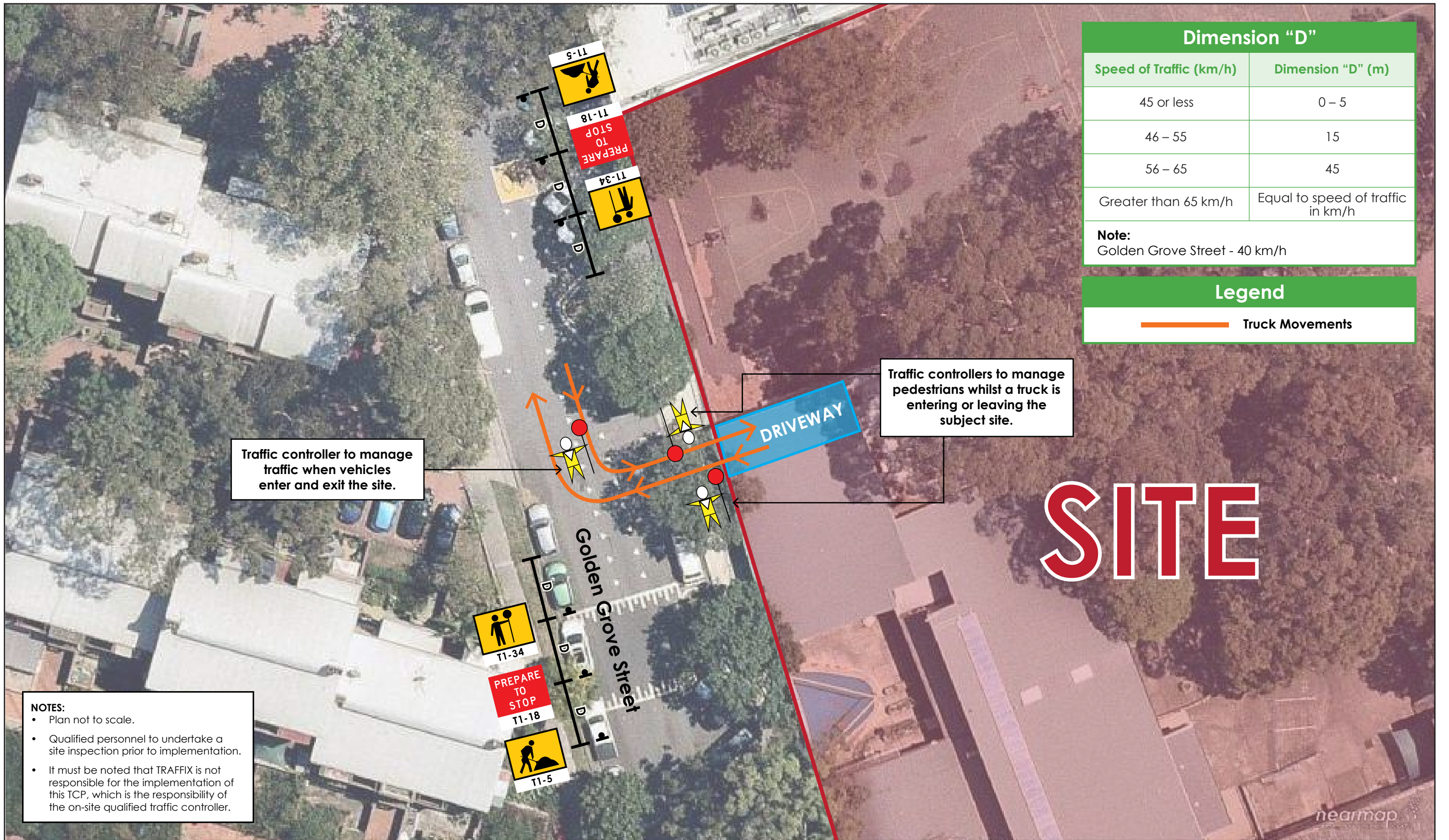
Project No.	Drawing Phase	Drawing No.	Rev.
20.358	CPTMP	SK.04	



# APPENDIX F

---

Traffic Control Plans



Dimension "D"	
Speed of Traffic (km/h)	Dimension "D" (m)
45 or less	0 – 5
46 – 55	15
56 – 65	45
Greater than 65 km/h	Equal to speed of traffic in km/h

**Note:**  
Golden Grove Street - 40 km/h

Legend	
	Truck Movements

**NOTES:**

- Plan not to scale.
- Qualified personnel to undertake a site inspection prior to implementation.
- It must be noted that TRAFFIX is not responsible for the implementation of this TCP, which is the responsibility of the on-site qualified traffic controller.

<b>TCP 01 : Stage 1 Site Access Vehicle and Pedestrian Control</b>		<b>Date:</b>	10.02.2021
<b>Project:</b>	Darlington Public School	<b>Prepared By:</b>	Justin Pindar
<b>Project Number:</b>	20.358	<b>Approved By:</b>	Justin Pindar (0052259136)
<b>Client:</b>	AW Edwards	<b>Signature:</b>	

**TRAFFIC & TRANSPORT PLANNERS**

Suite 2.08  
50 Holt Street  
Surry Hills NSW 2010  
(02) 8324 8700  
info@traffix.com.au





Dimension "D"	
Speed of Traffic (km/h)	Dimension "D" (m)
45 or less	0 – 5
46 – 55	15
56 – 65	45
Greater than 65 km/h	Equal to speed of traffic in km/h
<b>Note:</b> Golden Grove Street - 40 km/h	

- NOTES:**
- Plan not to scale.
  - Qualified personnel to undertake a site inspection prior to implementation.
  - It must be noted that TRAFFIX is not responsible for the implementation of this TCP, which is the responsibility of the on-site qualified traffic controller.

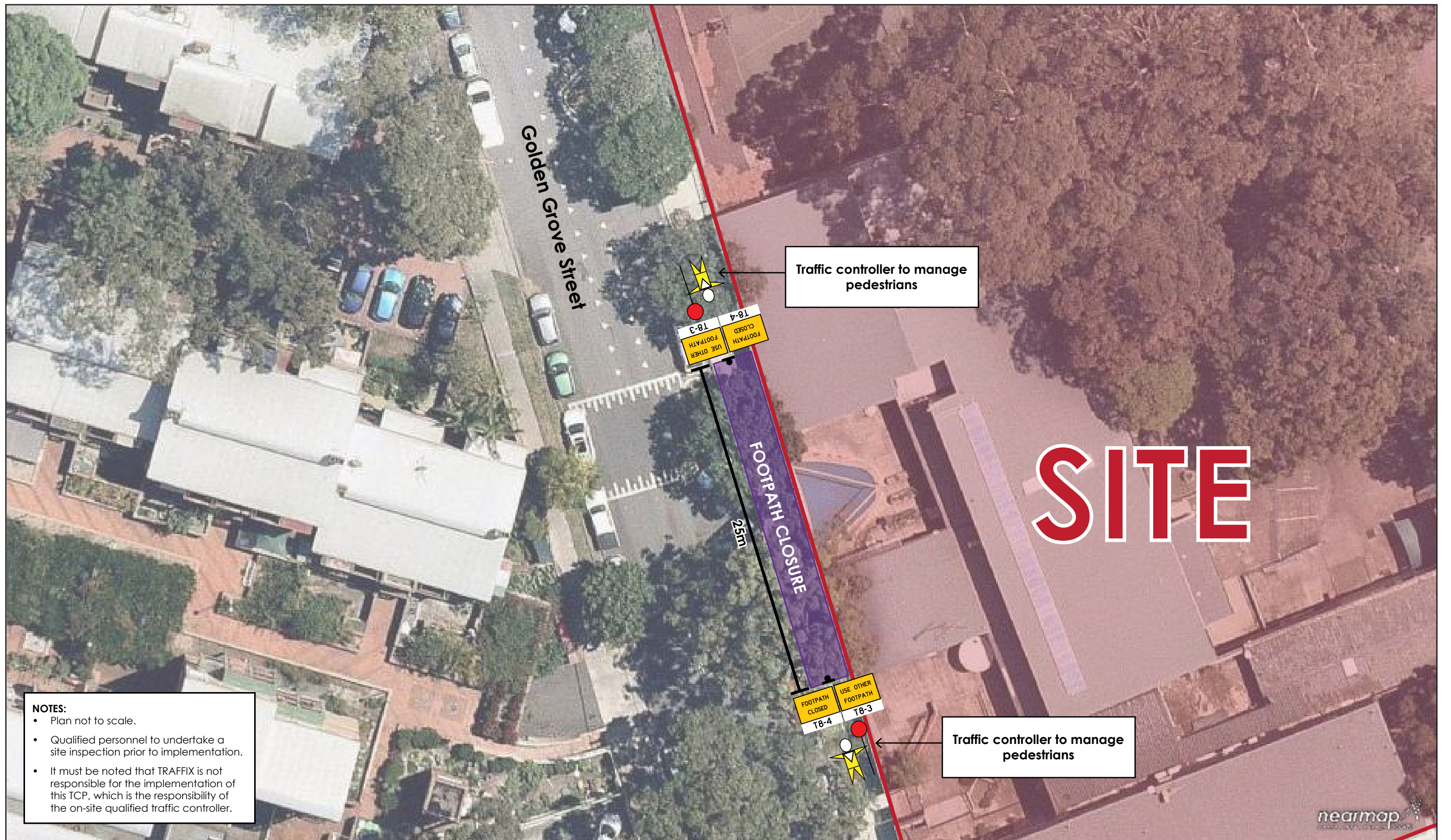
<b>TCP 02 : Stage 1 Golden Grove Street Work Zone Vehicle Control</b>		<b>Date:</b>	10.02.2021
<b>Project:</b>	Darlington Public School	<b>Prepared By:</b>	Justin Pindar
<b>Project Number:</b>	20.358	<b>Approved By:</b>	Justin Pindar (0052259136)
<b>Client:</b>	AW Edwards	<b>Signature:</b>	

**TRAFFIC & TRANSPORT PLANNERS**

Suite 2.08  
50 Holt Street  
Surry Hills NSW 2010  
  
(02) 8324 8700  
info@traffix.com.au







**NOTES:**

- Plan not to scale.
- Qualified personnel to undertake a site inspection prior to implementation.
- It must be noted that TRAFFIX is not responsible for the implementation of this TCP, which is the responsibility of the on-site qualified traffic controller.

<b>TCP 03 : Stage 1 Temporary Footpath Closure</b>		<b>Date:</b>	10.02.2021
<b>Project:</b>	Darlington Public School	<b>Prepared By:</b>	Justin Pindar
<b>Project Number:</b>	20.358	<b>Approved By:</b>	Justin Pindar (0052259136)
<b>Client:</b>	AW Edwards	<b>Signature:</b>	

**TRAFFIC & TRANSPORT PLANNERS**

Suite 2.08  
50 Holt Street  
Surry Hills NSW 2010

(02) 8324 8700  
info@traffix.com.au

# SITE

Traffic controller to manage pedestrians

Traffic controller to manage pedestrians

DRIVEWAY

Abercrombie Street


Dimension "D"	
Speed of Traffic (km/h)	Dimension "D" (m)
45 or less	0 – 5
46 – 55	15
56 – 65	45
Greater than 65 km/h	Equal to speed of traffic in km/h

**Note:**  
Abercrombie Street - 40 km/h

Legend	
	Truck Movements

**NOTES:**


- Plan not to scale.
- Qualified personnel to undertake a site inspection prior to implementation.
- It must be noted that TRAFFIX is not responsible for the implementation of this TCP, which is the responsibility of the on-site qualified traffic controller.

<b>TCP 04 : Stage 2 Site Access Vehicle and Pedestrian Control</b>		<b>Date:</b>	10.02.2021
<b>Project:</b>	Darlington Public School	<b>Prepared By:</b>	Justin Pindar
<b>Project Number:</b>	20.358	<b>Approved By:</b>	Justin Pindar (0052259136)
<b>Client:</b>	AW Edwards	<b>Signature:</b>	

**TRAFFIC & TRANSPORT PLANNERS**

Suite 2.08  
50 Holt Street  
Surry Hills NSW 2010

(02) 8324 8700  
info@traffix.com.au





# SITE



Dimension "D"	
Speed of Traffic (km/h)	Dimension "D" (m)
45 or less	0 – 5
46 – 55	15
56 – 65	45
Greater than 65 km/h	Equal to speed of traffic in km/h

**Note:**  
Abercrombie Street - 40 km/h





**NOTES:**

- Plan not to scale.
- Qualified personnel to undertake a site inspection prior to implementation.
- It must be noted that TRAFFIX is not responsible for the implementation of this TCP, which is the responsibility of the on-site qualified traffic controller.

<b>TCP 05 : – Stage 2 Work Zone Vehicle Control</b>		<b>Date:</b>	10.02.2021	<b>TRAFFIC &amp; TRANSPORT PLANNERS</b> Suite 2.08 50 Holt Street Surry Hills NSW 2010 (02) 8324 8700 info@traffix.com.au	
<b>Project:</b>	Darlington Public School	<b>Prepared By:</b>	Justin Pindar		
<b>Project Number:</b>	20.358	<b>Approved By:</b>	Justin Pindar (0052259136)		
<b>Client:</b>	AW Edwards	<b>Signature:</b>			



<b>TCP 06 : Stage 2 Temporary Footpath Closure</b>		<b>Date:</b>	10.02.2021	<b>TRAFFIC &amp; TRANSPORT PLANNERS</b> Suite 2.08 50 Holt Street Surry Hills NSW 2010 (02) 8324 8700 info@traffix.com.au	
<b>Project:</b>	Darlington Public School	<b>Prepared By:</b>	Justin Pindar		
<b>Project Number:</b>	20.358	<b>Approved By:</b>	Justin Pindar (0052259136)		
<b>Client:</b>	AW Edwards	<b>Signature:</b>			



# APPENDIX G

---

Curriculum Vitae



# JUSTIN PINDAR

TRAFFIC ENGINEER

## Qualifications and Associations

- Graduate Diploma (Traffic & Transport) Dep Civil Engineering – Monash University
- RMS Prepare a Work Zone Traffic Management Plan
- SIDRA Intersection Modelling

## Areas of Expertise

Justin is a traffic engineer who joined TRAFFIX in 2015 and has experience in areas related to the preparation of traffic impact assessments, planning proposals, green travel plans, construction traffic management plans (CTMPs) and internal traffic management plans.

Justin is proficient in the analysis of traffic generation, trip distribution and traffic modelling using SIDRA Intersection. He has extensive knowledge of Australian Standards, Austroads Guidelines and Roads and Maritime Services requirements.

## Relevant Experience

### Residential Development (The Island), Castle Hill

Preparation of a Traffic Impact Assessment report in support of a residential development containing 295 residential apartments.

This study involved design review of circulation, parking areas and all loading facilities for commercial vehicles, as well as the analysis of parking requirements according to Council and state government requirements. In addition, network distributions and SIDRA intersection modelling was undertaken for three intersections in the locality for light and heavy vehicles.

### Chatswood Golf Club, Chatswood

Involvement in the production of a Traffic Impact Assessment report with a focus on swept path analysis and SIDRA intersection modelling for both light and commercial vehicles.

This traffic study was primarily aimed at 3 key intersections, in particular their performance and condition. The model was developed to assess the impacts of the proposed expansion containing alterations and addition to proposed independent living units.

### Planning Proposal, Wests Leagues Club, Leumeah

Preparation of a Traffic Impact Assessment report in support of a Planning Proposal pertaining to a mixed-use development containing independent Living units, retail, club and community use facilities within the Leumeah Precinct.

A trip distribution analysis of key signalised intersections at major arterial roads within the vicinity of the site under existing and future development scenarios was undertaken.

### Construction Traffic Management Plan, ABC Building - Ultimo

Preparation of a CTMP for alterations and additions to the ABC building in Ultimo.

This study involved the preparation of truck routes, Traffic Control Plans (TCPs) and design reviews for construction vehicle access to and from the subject site, as well as associated key intersections in the locality.

### HPAA Traffic Study, North Sydney Council

Preparation of a traffic study in support of the implementation of High Pedestrian Activity Area (HPAA) zoning in relation to three study areas within North Sydney Council.

This study involved an extensive traffic engineering review of existing road, cycle and pedestrian infrastructure within the study areas and the provision of a report outlining LATM treatments and recommendations to implement 40km/h HPAA zoning based on findings and industry best practice.

## APPENDIX H

---

TfNSW and Council Consultation

## Post Approval – Consultation

Consultation needs to be meaningful, done with courtesy and respect and be well documented. These are people/ organisations that we need to be building meaningful relationships with.

Conditions of all consent can require consultation with a range of stakeholders. Consultation in the post approval world needs to be well documented to satisfy the condition requirements.

Examples include Council, service providers (eg. Electricity gas etc.), consult with local bus provider and TfNSW.

Read each condition carefully, any reference to consult triggers consultation.

Typically on State Significant Development, there will be a specific consultation condition as to how this piece can be appropriately addressed.

Consultation is not:

- A token gesture
- Done at the end of the piece of work,
- An email to the relevant stakeholder with no response;
- A meeting with the stakeholder with no meeting minutes.

Consultation is:

- Meaningful
- Done prior to the requirement,
- Captures an outcome,
- Identifies matters resolved,
- Identifies matters unresolved,
- Any disagreements are disclosed; and
- How we are going to address unresolved matters?

How to capture all the relevant details on consultation requirements? Any consultation requirement in a condition is required to be accompanied with the following table:



### Post Approval Consultation Record

Identified Party to Consult:	TfNSW
Consultation type:	Email Conversation
When is consultation required?	Prior to commencement
Why	B13 – CTMP & B26 – Construction and Demolition Waste Management
When was consultation scheduled/held	First email sent 5 <sup>th</sup> February
When was consultation held	12 <sup>th</sup> February 2021
Identify persons and positions who were involved	TfNSW Planning Manager – Kaye Russell AW Edwards Project Manager – Glen Burley
Provide the details of the consultation	CTPMP was submitted for review.
What specific matters were discussed?	The potential of the project to impact on general traffic and bus operations in the CBD.
What matters were resolved?	TfNSW has endorsed the CPTMP and highlighted the following points: <ul style="list-style-type: none"><li>· All heavy vehicle movements should be avoided during peak hour periods.</li><li>· All heavy vehicles must not stop or marshal on King Street/City Road</li><li>· No traffic control will be permitted to assist construction vehicles from exiting on to King Street/ City Road</li><li>· Ensure haulage vehicles do not layover in bus zones on approach roads.</li></ul>
What matters are unresolved?	No concern was raised.
Any remaining points of disagreement?	No remaining points of disagreement.
How will SINSW address matters not resolved?	Not required.



## Christy Cheng

---

**To:** Riley Barns  
**Subject:** RE: Darlington Public School - SSD 9914 - TfNSW Consultation

**From:** Kaye Russell <[Kaye.Russell@transport.nsw.gov.au](mailto:Kaye.Russell@transport.nsw.gov.au)>  
**Sent:** Friday, 12 February 2021 3:39 PM  
**To:** Glen Burley <[gburley@awedwards.com.au](mailto:gburley@awedwards.com.au)>  
**Cc:** Riley Barns <[rbarns@awedwards.com.au](mailto:rbarns@awedwards.com.au)>  
**Subject:** RE: Darlington Public School - SSD 9914 - TfNSW Consultation

Hi Glen

Thank you for providing TfNSW with the Construction Pedestrian Traffic Management Plan (CPTMP) for Darlington Public School.

Several construction projects are likely to occur at the same time as this development within the CBD. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations in the CBD, and the safety of pedestrians and cyclists within the CBD particularly during commuter peak periods.

TfNSW has endorsed the attached CPTMP however requests that the following points be noted –

- All heavy vehicle movements should be avoided during peak hour periods. As such 7am – 9am and 3pm – 6pm should be avoided to minimise the impact to the nearby state road network
- All heavy vehicles must not stop or marshal on King Street/City Road.
- No traffic control will be permitted to assist construction vehicles from exiting on to King Street/ City Road
- Ensure haulage vehicles do not layover in bus zones on approach roads.

Please ensure this CPTMP is shared and adhered to by all contractors. If the CPTMP changes, please forward a copy to TfNSW for further review and endorsement.

TfNSW welcomes ongoing discussions on any issues that may arise during the development relating to traffic and transport.

Regards

Kaye Russell  
Snr CBD Precinct Planning Manager  
Customer Journey Planning  
Operations  
Greater Sydney  
**Transport for NSW**

M 0435 961 672  
231 Elizabeth Street Sydney 2000

---

**From:** Glen Burley [<mailto:gburley@awedwards.com.au>]  
**Sent:** Friday, 5 February 2021 11:46 AM  
**To:** Kaye Russell <[Kaye.Russell@transport.nsw.gov.au](mailto:Kaye.Russell@transport.nsw.gov.au)>  
**Cc:** Riley Barns <[rbarns@awedwards.com.au](mailto:rbarns@awedwards.com.au)>  
**Subject:** Darlington Public School - SSD 9914 - TfNSW Consultation

Hi Kaye,

Thanks for your time on the phone today.

As discussed, we are currently going through the pre-commencement SSD conditions, copy of Development Consent attached, and note that there is a requirement for TfNSW consultation

In particular, Condition B13 (Refer below):

- B13. The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:**
- (a) be prepared by a suitably qualified and experienced person(s);
  - (b) be prepared in consultation with Council and TfNSW;
  - (c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services; and
  - (d) detail heavy vehicle routes, access and parking arrangements.

And B26, see below

### **Construction and Demolition Waste Management**

- B26. 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.**

I also attach a copy of our CPTMP that has been prepared for the project. We would be grateful if you could review these documents and let us know if TfNSW have any comment.

If you require further information, please let me know.

Thanks and regards,

Glen Burley  
SENIOR PROJECT MANAGER

A W Edwards Head Office  
Level 1, 131 Sailors Bay Rd,  
Northbridge NSW 2063  
M: 0424 989 350

[www.awedwards.com.au](http://www.awedwards.com.au)



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.

## Post Approval – Consultation

Consultation needs to be meaningful, done with courtesy and respect and be well documented. These are people/ organisations that we need to be building meaningful relationships with.

Conditions of all consent can require consultation with a range of stakeholders. Consultation in the post approval world needs to be well documented to satisfy the condition requirements.

Examples include Council, service providers (eg. Electricity gas etc.), consult with local bus provider and TfNSW.

Read each condition carefully, any reference to consult triggers consultation.

Typically on State Significant Development, there will be a specific consultation condition as to how this piece can be appropriately addressed.

Consultation is not:

- A token gesture
- Done at the end of the piece of work,
- An email to the relevant stakeholder with no response;
- A meeting with the stakeholder with no meeting minutes.

Consultation is:

- Meaningful
- Done prior to the requirement,
- Captures an outcome,
- Identifies matters resolved,
- Identifies matters unresolved,
- Any disagreements are disclosed; and
- How we are going to address unresolved matters?

How to capture all the relevant details on consultation requirements? Any consultation requirement in a condition is required to be accompanied with the following table:



### Post Approval Consultation Record

Identified Party to Consult:	City of Sydney Council
Consultation type:	Email Correspondence
When is consultation required?	Prior to commencement
Why	B13 – Construction Traffic and Pedestrian Management Sub-Plan
When was consultation scheduled	Hardcopy submitted on 2th February 2021
When was consultation held	24 <sup>th</sup> February 2021
Identify persons and positions who were involved	AW Edwards Project Coordinator – Riley Barns City of Sydney Council Specialist Planner – Reinah Urqueza City of Sydney Council Construction Liaison Coordinator – Joshua Faull
Provide the details of the consultation	The Construction Traffic and Pedestrian Management Sub-Plan was submitted to council for review.
What specific matters were discussed?	The CTPMSP is currently under council's Traffic Operations Unit review.
What matters were resolved?	Joshua stated that upon council acceptance of CTMP, a letter proving satisfaction will be provided. All works in this area are to conform to the approved CTMP.
What matters are unresolved?	City of Sydney Council Traffic Operations Unit to complete review of the submitted plan.
Any remaining points of disagreement?	No remaining points of disagreement
How will SINSW address matters not resolved?	Not required.

## Christy Cheng

---

**From:** Riley Barns  
**Sent:** Thursday, 25 February 2021 11:23 AM  
**To:** Christy Cheng  
**Subject:** FW: Town Hall Customer Service Centre booking confirmation

---

**From:** applications@cityofsydney.nsw.gov.au <applications@cityofsydney.nsw.gov.au>  
**Sent:** Monday, 1 February 2021 4:34 PM  
**To:** Riley Barns <rbarns@awedwards.com.au>  
**Subject:** Town Hall Customer Service Centre booking confirmation

## Town Hall Customer Service Centre Booking System

Hi Riley,

Your booking has been confirmed. The details are as follows:

Booking Details	
<b>Details</b>	Customer Services Officer at Town Hall Customer Service Centre
<b>Date/Time</b>	Tuesday 2 February 2021 at 3:00pm
<b>Duration</b>	20 minutes
<b>Booking Reference</b>	76473

### PLANNING AND MODEL ADVICE APPOINTMENTS

All appointments for general planning and model advice are phone appointments, and limited to a maximum of 45 minutes, please be prepared prior to your appointment time.

If you have concept plans or other documents to discuss, please email them to [DutyPlanners@cityofsydney.nsw.gov.au](mailto:DutyPlanners@cityofsydney.nsw.gov.au) prior to you appointment.

### CUSTOMER SERVICE APPOINTMENT

This is an in-person appointment with a customer service officer at:

Town Hall House  
Level 2, 456 Kent Street  
Sydney NSW 2000

Our aim is to keep you and our staff as safe as possible during your visit. Please wear a mask to you appointment and abide by the social distancing measures in place and cancel your appointment if you are feeling unwell or have cold or flu-like symptoms.

As an additional safety measure, we are encouraging cashless payments.

If you need to cancel or reschedule this appointment, please [Click here](#).

We look forward to seeing you.

Kind Regards,



The City of Sydney makes every effort to ensure that the content of this email is accurate; however the City makes no warranty as to its accuracy and does not assume any legal liability. The inclusion of a person, organisation, activity or link to another website in this email in no way implies any form of endorsement by the City of Sydney.

This email was sent by the City of Sydney, Town Hall House, 456 Kent Street, Sydney,  
GPO Box 1591, Sydney NSW 2001.  
[council@cityofsydney.nsw.gov.au](mailto:council@cityofsydney.nsw.gov.au)



# MINUTES

**Meeting:** City of Sydney Council Site Meeting  
**Project:** Darlington Public School Redevelopment  
**Venue:** AWE Site  
**Date:** 4<sup>th</sup> February 2021 @ 12:03pm

<u>Present</u>	<u>Name</u>	<u>Position</u>	<u>Organisation</u>
Y	Riley Barns	Project Coordinator	AWE
Y	Glen Burley	Project Manager	AWE
Y	Joshua Faull	Construction Liaison Coordinator	City of Sydney Council

## Meeting Minutes:

Item	Description	Action	Date
	<b>1. Site Walk</b>		
1.1	Introduce relevant team members		
1.2	Project brief		
	<b>2. Protection of Council Infrastructure</b>		
2.1	All upcoming construction activities on council infrastructure are to be undertaken under relevant council permits/approval.		
2.2	Construction Traffic Management Checkup on council infrastructure (i.e. Golden Grove St)		
2.3	Construction Traffic Management Plan currently under review by council.	Council	
2.4	Upon council acceptance of CTMP, a letter proving satisfaction will be provided. All works in this area are to conform to the approved CTMP.		
2.5	Josh advised to revise the Stage 1 Work zone application to connect the two work zones across the existing driveway on Golden Grove Street.	AWE	8/2/21
2.6	The various types of permits required for construction activities in council owed public land and infrastructure were discussed. Relevant permits are to be submitted prior to respective activities.	AWE	Ongoing

**Meeting Closed:** 1:00pm  
**Minutes Taken By:** Riley Barns

## Riley Barns

---

**From:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>  
**Sent:** Tuesday, 9 February 2021 12:38 PM  
**To:** Riley Barns  
**Cc:** Glen Burley  
**Subject:** RE: Darlington PS Project - Site Meeting - Meeting Minutes

Hi Riley,

They all look as discussed onsite.

Joshua Faull  
Construction Liaison Coordinator  
Construction & Building



---

Telephone: +612 9265 9767  
Mobile: +61 448 488 384  
[cityofsydney.nsw.gov.au](http://cityofsydney.nsw.gov.au)

---

**From:** Riley Barns <rbarns@awedwards.com.au>  
**Sent:** Tuesday, 9 February 2021 8:40 AM  
**To:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>  
**Cc:** Glen Burley <gburley@awedwards.com.au>  
**Subject:** Darlington PS Project - Site Meeting - Meeting Minutes

Josh,

Thanks for coming out to site the last week, it was most helpful.

As part of the project we need to record any meeting with authorities, landowners etc to satisfy our conditions.

I have produced a meeting minutes from the meeting and just wanted you to have a look and let me know you are happy with the minutes.

If you wish to discuss, please give me a call.

**Kind Regards,**

**Riley Barns**  
PROJECT COORDINATOR

**A W Edwards Pty Limited**  
| M: 04032 46998  
E: [rbarns@awedwards.com.au](mailto:rbarns@awedwards.com.au)  
Level 1, 131 Sailors Bay Rd,  
Northbridge NSW 2063  
P: 02 9958 1474 | D: 02 8036 7339 | F: 02 9958 6208  
[www.awedwards.com.au](http://www.awedwards.com.au)

## Riley Barns

---

**Subject:** Site Catch up.  
**Location:** Darlington School, Golden Grove St

**Start:** Thu 4/02/2021 12:30 PM  
**End:** Thu 4/02/2021 1:00 PM

**Recurrence:** (none)

**Meeting Status:** Accepted

**Organizer:** Joshua Faull  
**Required Attendees:** Riley Barns <rbarns@awedwards.com.au>; Daniel Lorenzetto; Glen Burley

Joshua Faull  
Construction Liaison Coordinator  
Construction & Building



---

Telephone: +612 9265 9767  
Mobile: +61 448 488 384  
[cityofsydney.nsw.gov.au](http://cityofsydney.nsw.gov.au)

---

This email and any files transmitted with it are intended solely for the use of the addressee(s) and may contain information that is confidential or subject to legal privilege. If you receive this email and you are not the addressee (or responsible for delivery of the email to the addressee), please note that any copying, distribution or use of this email is prohibited and as such, please disregard the contents of the email, delete the email and notify the sender immediately.

---

## Christy Cheng

---

**From:** Reinah Urqueza <RUrqueza@cityofsydney.nsw.gov.au>  
**Sent:** Wednesday, 24 February 2021 3:12 PM  
**To:** Joshua Faull; Christy Cheng  
**Cc:** Riley Barns  
**Subject:** RE: Darlington Public School - CTPMP

Hi Riley and Christy,

I now have a copy of the CTMP, which I have referred to the City's Traffic Operations Unit for review and endorsement.

Kind regards,

Reinah Urqueza  
Specialist Planner  
Planning Assessments



---

Telephone: +612 9288 5882  
[cityofsydney.nsw.gov.au](http://cityofsydney.nsw.gov.au)



The City of Sydney acknowledges  
the Gadigal of the Eora nation as the  
Traditional Custodians of our local  
area.

---

**From:** Joshua Faull <jfaull@cityofsydney.nsw.gov.au>  
**Sent:** Wednesday, 24 February 2021 2:59 PM  
**To:** Christy Cheng <ccheng@awedwards.com.au>; Reinah Urqueza <RUrqueza@cityofsydney.nsw.gov.au>  
**Cc:** Riley Barns <rbarns@awedwards.com.au>  
**Subject:** RE: Darlington Public School - CTPMP

Hi Christy,

I have downloaded the file from the previous WZ application and will send to Reiner for you.

Joshua Faull  
Construction Liaison Coordinator  
Construction & Building



---

Telephone: +612 9265 9767  
Mobile: +61 448 488 384  
[cityofsydney.nsw.gov.au](http://cityofsydney.nsw.gov.au)



The City of Sydney acknowledges the Gadigal of the Eora nation as the Traditional Custodians of our local area.

---

**From:** Christy Cheng <[ccheng@awedwards.com.au](mailto:ccheng@awedwards.com.au)>  
**Sent:** Wednesday, 24 February 2021 2:53 PM  
**To:** Joshua Faull <[jfaull@cityofsydney.nsw.gov.au](mailto:jfaull@cityofsydney.nsw.gov.au)>; Reinah Urqueza <[RUrqueza@cityofsydney.nsw.gov.au](mailto:RUrqueza@cityofsydney.nsw.gov.au)>  
**Cc:** Riley Barns <[rbarns@awedwards.com.au](mailto:rbarns@awedwards.com.au)>  
**Subject:** RE: Darlington Public School - CTPMP

Hi Josh/Reinah,

Could you please advise how we could send the CTMP to you ASAP as the file is too big for email.

Thanks and regards,

Christy Cheng  
Cadet

A W Edwards Pty Limited  
Level 1, 131 Sailors Bay Rd,  
Northbridge NSW 2063  
P: 02 9958 1474 | M: 0470 770 169

[www.awedwards.com.au](http://www.awedwards.com.au)



---

**From:** Joshua Faull <[jfaull@cityofsydney.nsw.gov.au](mailto:jfaull@cityofsydney.nsw.gov.au)>  
**Sent:** Wednesday, 24 February 2021 2:43 PM  
**To:** Riley Barns <[rbarns@awedwards.com.au](mailto:rbarns@awedwards.com.au)>; Reinah Urqueza <[RUrqueza@cityofsydney.nsw.gov.au](mailto:RUrqueza@cityofsydney.nsw.gov.au)>  
**Cc:** Christy Cheng <[ccheng@awedwards.com.au](mailto:ccheng@awedwards.com.au)>; Claudia Calabro <[CCALABRO@cityofsydney.nsw.gov.au](mailto:CCALABRO@cityofsydney.nsw.gov.au)>; Eoin Cunningham <[ECunningham@cityofsydney.nsw.gov.au](mailto:ECunningham@cityofsydney.nsw.gov.au)>; Joseph Gomes <[jgomes@cityofsydney.nsw.gov.au](mailto:jgomes@cityofsydney.nsw.gov.au)>  
**Subject:** RE: Darlington Public School - CTPMP

Hi Riley,

As discussed, the CTMP was only submitted as part of the WZ application and has not been submitted to Reiner so she can pass it on for the traffic staff to assess and approve.

Please send to Reiner and all CCd in the email and we will try and look at it as a matter of urgency.

Joshua Faull  
Construction Liaison Coordinator  
Construction & Building



---

Telephone: +612 9265 9767  
Mobile: +61 448 488 384  
[cityofsydney.nsw.gov.au](http://cityofsydney.nsw.gov.au)





The City of Sydney acknowledges the Gadigal of the Eora nation as the Traditional Custodians of our local area.

---

**From:** Riley Barns <[rbarns@awedwards.com.au](mailto:rbarns@awedwards.com.au)>  
**Sent:** Wednesday, 24 February 2021 1:53 PM  
**To:** Joshua Faull <[jfaull@cityofsydney.nsw.gov.au](mailto:jfaull@cityofsydney.nsw.gov.au)>; Reinah Urqueza <[RUrqueza@cityofsydney.nsw.gov.au](mailto:RUrqueza@cityofsydney.nsw.gov.au)>  
**Cc:** Christy Cheng <[ccheng@awedwards.com.au](mailto:ccheng@awedwards.com.au)>; Claudia Calabro <[CCALABRO@cityofsydney.nsw.gov.au](mailto:CCALABRO@cityofsydney.nsw.gov.au)>  
**Subject:** Darlington Public School - CTPMP

Good Afternoon All,

I was just hoping to see if we could get an update on the CTPMP for the Darlington PS Project.

We would be looking to start works potentially at the end of next week and just wanted to ensure that the plan had been approved in principal prior.

We understand these things take time but was just hoping to get an idea on the progress so that we can plan around it.

Please feel free to give me call if you wish to discuss.

Kind Regards,

Riley Barns  
PROJECT COORDINATOR

A W Edwards Pty Limited  
| M: 04032 46998  
E: [rbarns@awedwards.com.au](mailto:rbarns@awedwards.com.au)  
Level 1, 131 Sailors Bay Rd,  
Northbridge NSW 2063  
P: 02 9958 1474 | D: 02 8036 7339 | F: 02 9958 6208  
[www.awedwards.com.au](http://www.awedwards.com.au)



---

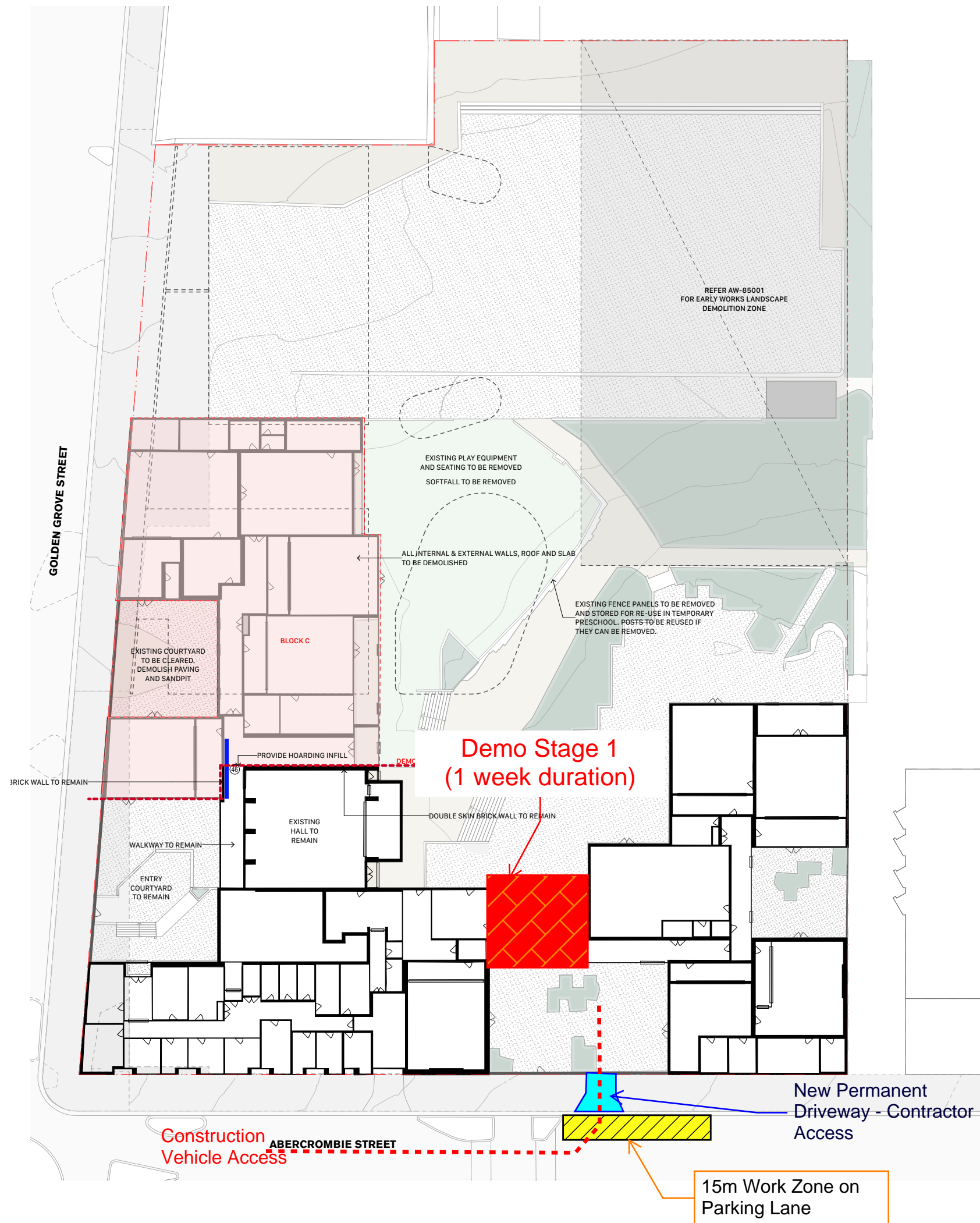
This email and any files transmitted with it are intended solely for the use of the addressee(s) and may contain information that is confidential or subject to legal privilege. If you receive this email and you are not the addressee (or responsible for delivery of the email to the addressee), please note that any copying, distribution or use of this email is prohibited and as such, please disregard the contents of the email, delete the email and notify the sender immediately.

---

This email and any files transmitted with it are intended solely for the use of the addressee(s) and may contain information that is confidential or subject to legal privilege. If you receive this email and you are not the addressee (or responsible for delivery of the email to the addressee), please note that any copying, distribution or use of this email is prohibited and as such, please disregard the contents of the email, delete the email and notify the sender

immediately.

---



18/12/20221  
-18/3/2022

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