

Version 2.2
11/03/2022

Construction Traffic Management Plan

Job Site 28 Farmland Drive,
Schofields, 2762

RICHARD CROOKES

CONSTRUCTIONS



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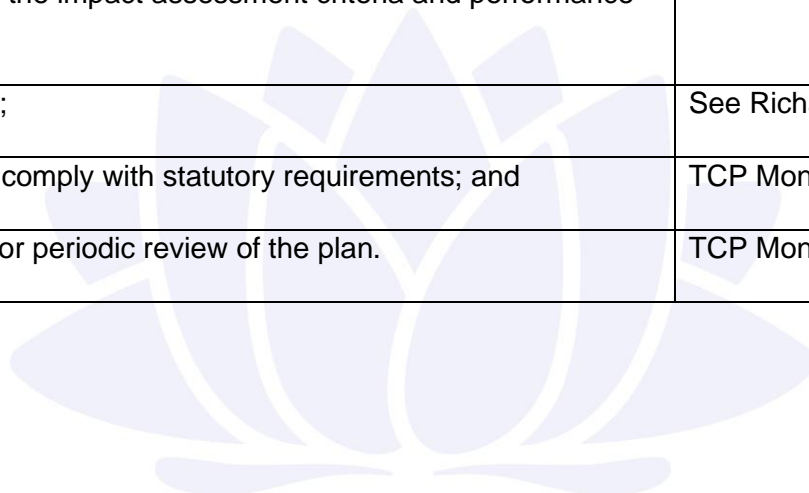
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Alex Avenue Public School (SSD 9368): Submission of Construction Traffic and Pedestrian Management Sub-Plan in accordance with Condition B16 & B13

Condition	Condition requirements	Document reference
B16	<p>The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must address, but not be limited to, the following:</p> <p>(a) be prepared by a suitably qualified and experienced person(s);</p>	<p>Appendix F, CEMP rev 2 – 03/06/20: SSD 9368 - B16 - CTPMSP - Jims Traffic - v2.0 – 18/02/2022</p> <p>Credentials, p24</p>
	<p>(b) be prepared in consultation with Council and TfNSW;</p>	<p>Council Consultation, p21</p>
	<p>(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;</p>	<p>Environmental, p20-22</p>
	<p>(d) detail heavy vehicle routes, access and parking arrangements;</p>	<p>Egress, pp5-20</p>
	<p>(e) include a Driver Code of Conduct to:</p> <p>(i) minimise the impacts of earthworks and construction on the local and regional road network;</p>	<p>Drivers' Code of Conduct, p21</p>
	<p>(ii) minimise conflicts with other road users;</p>	<p>Drivers' Code of Conduct, p21</p>

	(iii) minimise road traffic noise; and	Drivers' Code of Conduct, p21
	(iv) ensure truck drivers use specified routes;	Access/Egress of Vehicles, pp5-20
	(f) include a program to monitor the effectiveness of these measures; and	TCP Monitoring and Reporting, p24
	(g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	Disruption to neighbours, p21
B13	(a) detailed baseline data;	Not applicable.
	(b) details of: (i) the relevant statutory requirements (including any relevant approval, license or lease conditions);	Traffic Control Signs and Devices, p 24
	(ii) any relevant limits or performance measures and criteria; and	Objectives, p4
	(iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;	Objectives, p4
	(c) a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Traffic Control Plan (TCP), p23
	(d) a program to monitor and report on the:	

(i) impacts and environmental performance of the development;	TCP Monitoring and Reporting, p24
(ii) effectiveness of the management measures set out pursuant to paragraph (c) above;	TCP Monitoring and Reporting, p24
(e) a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	Environmental, p22
(f) a program to investigate and implement ways to improve the environmental performance of the development over time;	Not applicable.
(g) a protocol for managing and reporting any: (i) incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria);	TCP Monitoring and Reporting, p24
(ii) complaint;	See Richard Crookes Construction, CEMP, Section 14
(iii) failure to comply with statutory requirements; and	TCP Monitoring and Reporting, p24
(h) a protocol for periodic review of the plan.	TCP Monitoring and Reporting, p24



About This Project

Background:

This CTMP relates to SSDA 9368 for the stage 2 development of The Proposed Development.

Company responsible for Construction: Richard Crookes Construction®

Approved: TBC

Consent to Operate from: TBC

Consent to Lapse on: TBC

Location:

The Work Site is located at 28 Farmland Drive, Schofields, 2762



Figure 1 – Location of Work Site



Figure 2 – Location of Work Site

Purpose:

The Purpose of this report is to satisfy the TfNSW and Blacktown City Council’s requirements and describe how Richard Crookes Construction® proposes to manage traffic and pedestrian movements safely whilst carrying out their respective activities.

Objectives:

The key objectives of this CTMP are:

- To satisfy TfNSW and Blacktown City Council conditions related to Traffic, Transport and Access. Placeholder for Council Consultation to be organised following approval of consent from DPIE.
- To ensure no one is injured on the project and there is no property damage.
- To maximize the value and outcomes of traffic monitoring activities.
- To actively monitor traffic impacts related to the construction works so that information can be applied to the planning and implementation of traffic control plans.
- To minimise delays to traffic and consider the needs of all road users.
- Ensure compliance with relevant specifications and the TfNSW’s – ‘Traffic Control at Work Sites’ Manual Version 6.

Construction

Construction Activities:

Stage 1: Site Leveling (2 weeks)

Stage 2: Site Establishment (1 week)

Stage 3: Construction (24 weeks)

Stage 3: Landscaping and finishing works (3 weeks).

Working Hours:

Monday – Friday: 7am – 6pm

Saturday: 8am – 1pm

No work is permitted on Sundays or Public Holidays

Work Zones:

There will be no Work Zones in place for this project. Works will be conducted from the confines of the site during construction.

Access/Egress of Vehicles:

Vehicles will move in and out of the site in a forward direction. A speed limit of 5km/h will be maintained at all times whilst within the site area. Advanced warning and directional signage will be placed upon entry and exit of the construction site. The signage will guide drivers to the construction site.

The vehicles' movement will be carried out taking into consideration the surrounding building and roads. Mitigation measures will be put in place and a traffic control plan has been developed to ameliorate conditions.

All exiting trucks will be loaded to their prescribed weight limits. All trucks will be covered by tarpaulin or like prior to exiting the site as required. All vehicles leaving the site must be free of mud or any other debris. The Site manager is responsible for all vehicles accessing and egressing the site. At points of vehicle egress the driver will ensure vehicles give way to pedestrians and cyclists before exiting.

During times of Access and Egress, certified TfNSW accredited Traffic Controllers will be on site.

This CTMP and all plans associated with it will be given to all drivers visiting the site prior to arrival.



Figure 3 – Main Access Route

Access Routes:

Access to the site will take place at one location. This will be from the Eastern end of Farmland Drive as seen below.


Vehicles accessing the site will use State roads unless otherwise stated in this document.

1. Vehicles will approach the site using the Access routes outlined in this document.
2. Vehicles accessing the site using either the Northern, Eastern, Southern or Western Access Routes below.
3. Vehicles accessing the site will do so as shown below moving in a forward direction.
4. Certified traffic controllers will be on site to assist with significant vehicle movements to the site.

Northern Access:

1276 A2

Riverstone NSW 2765

- ↑ Head east on Windsor Rd/A2
4.9 km
- ➔ Use the right 2 lanes to turn right onto Schofields Rd
3.3 km
- ↶ Turn left onto Alex Ave
300 m
- ➔ Turn right onto Farmland Dr
 Destination will be on the left
650 m





28 Farmland Dr

Schofields NSW 2762

Eastern Access:

71 Huntingwood Dr

Huntingwood NSW 2766

- ▼ Take M7, Richmond Rd, South St and Schofields Rd to Alex Ave in Schofields
17 min (16.9 km)
- ↑ Head west on M4
84 m
- ↘ At the Light Horse junction, Use the left lane to follow signs for M7 towards Newcastle
 Toll road
 Parts of this road may be closed at certain times or on certain days
8.3 km
- ↘ Take the exit towards Richmond Rd/Blacktown/Windsor/Richmond
 Toll road
400 m
- ➔ Use the middle lane to turn right onto Rooty Hill Rd N (signs for Blacktown/Oakhurst)
190 m
- ↶ Turn left onto Richmond Rd
3.1 km
- ➔ Use the right 2 lanes to turn right onto South St
2.6 km
- ↑ Continue onto Schofields Rd
2.1 km
- ▼ Drive to Farmland Dr
2 min (1.0 km)
- ➔ Turn right onto Alex Ave
300 m
- ➔ Turn right onto Farmland Dr
 Destination will be on the left
650 m

28 Farmland Dr

Schofields NSW 2762

Southern Access:

M7

Eastern Creek NSW 2766

▼ Take M7 and Richmond Rd to Alex Ave in Schofields

16 min (16.5 km)

↑ Head north on M7

⚠ Toll road

8.0 km

↘ Take the exit towards Richmond Rd/Blacktown/Windsor/Richmond

⚠ Toll road

400 m

↪ Use the middle lane to turn right onto Rooty Hill Rd N (signs for Blacktown/Oakhurst)

190 m

↶ Turn left onto Richmond Rd

3.1 km

↪ Use the right 2 lanes to turn right onto South St

2.6 km

↑ Continue onto Schofields Rd

2.1 km

▼ Drive to Farmland Dr

2 min (1.0 km)

↪ Turn right onto Alex Ave

300 m

↪ Turn right onto Farmland Dr

📍 Destination will be on the left

650 m

28 Farmland Dr

Schofields NSW 2762

Western Access:

31 Farrington St

Minchinbury NSW 2770

▼ Take M7, Richmond Rd, South St and Schofields Rd to Alex Ave in Schofields

16 min (16.6 km)

↑ Head east on M4

120 m

↶ At the Light Horse junction, Use the left lane to follow signs for M7 towards Newcastle

⚠ Toll road

8.1 km

↘ Take the exit towards Richmond Rd/Blacktown/Windsor/Richmond

⚠ Toll road

400 m

↪ Use the middle lane to turn right onto Rooty Hill Rd N (signs for Blacktown/Oakhurst)

190 m

↶ Turn left onto Richmond Rd

3.1 km

↪ Use the right 2 lanes to turn right onto South St

2.6 km

↑ Continue onto Schofields Rd

2.1 km

▼ Drive to Farmland Dr

2 min (1.0 km)

↪ Turn right onto Alex Ave

300 m

↪ Turn right onto Farmland Dr

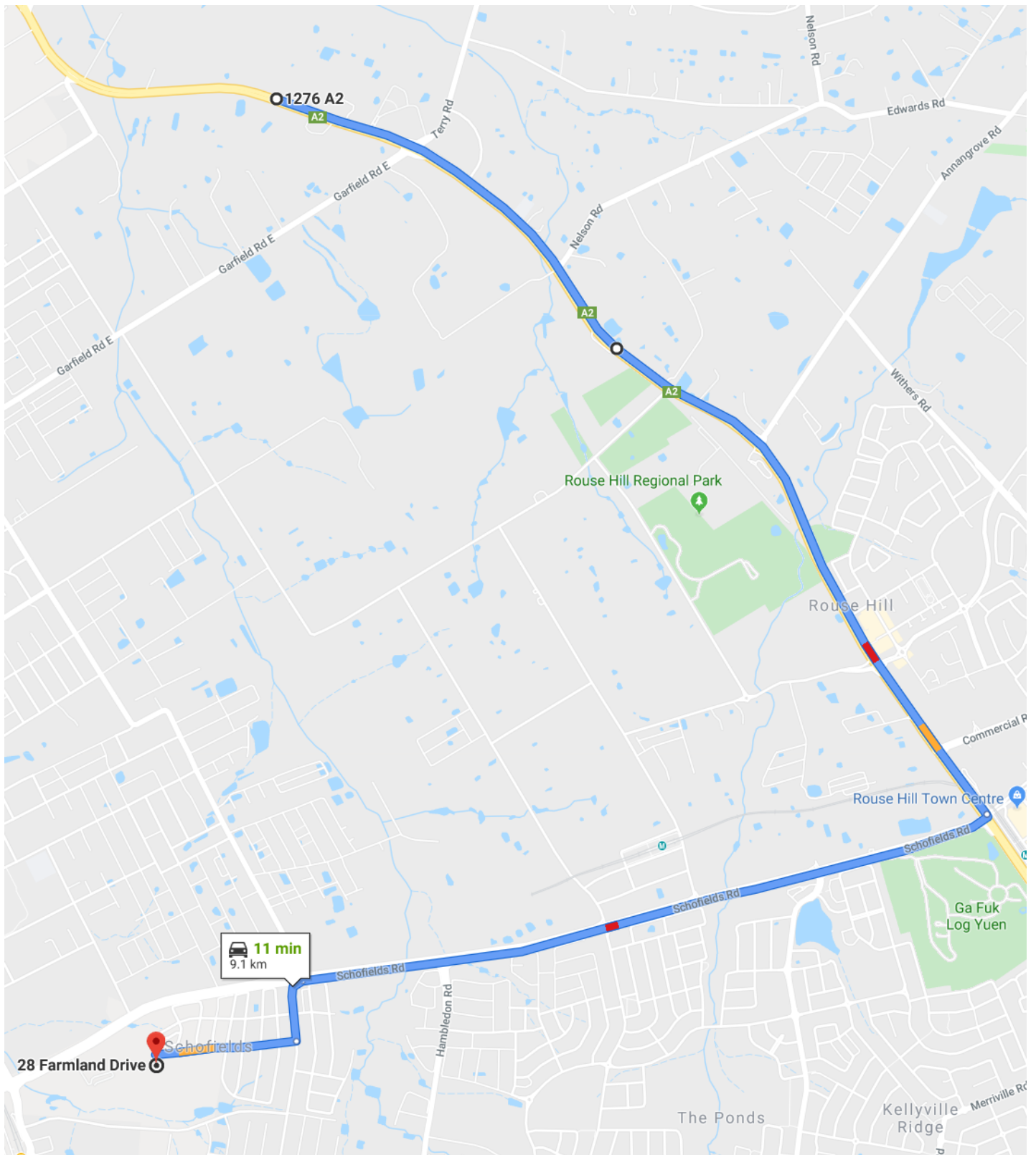
📍 Destination will be on the left

650 m

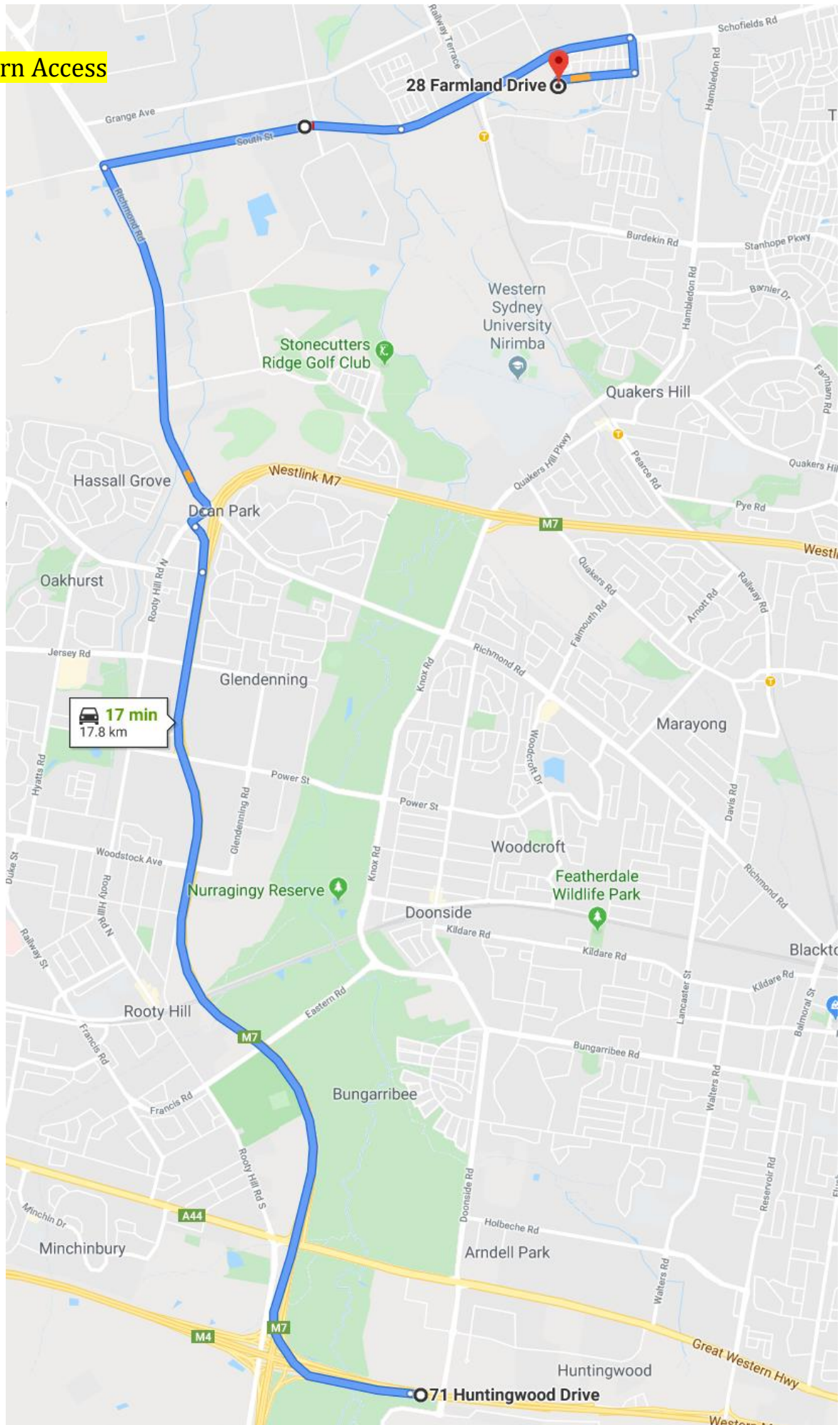
28 Farmland Dr

Schofields NSW 2762

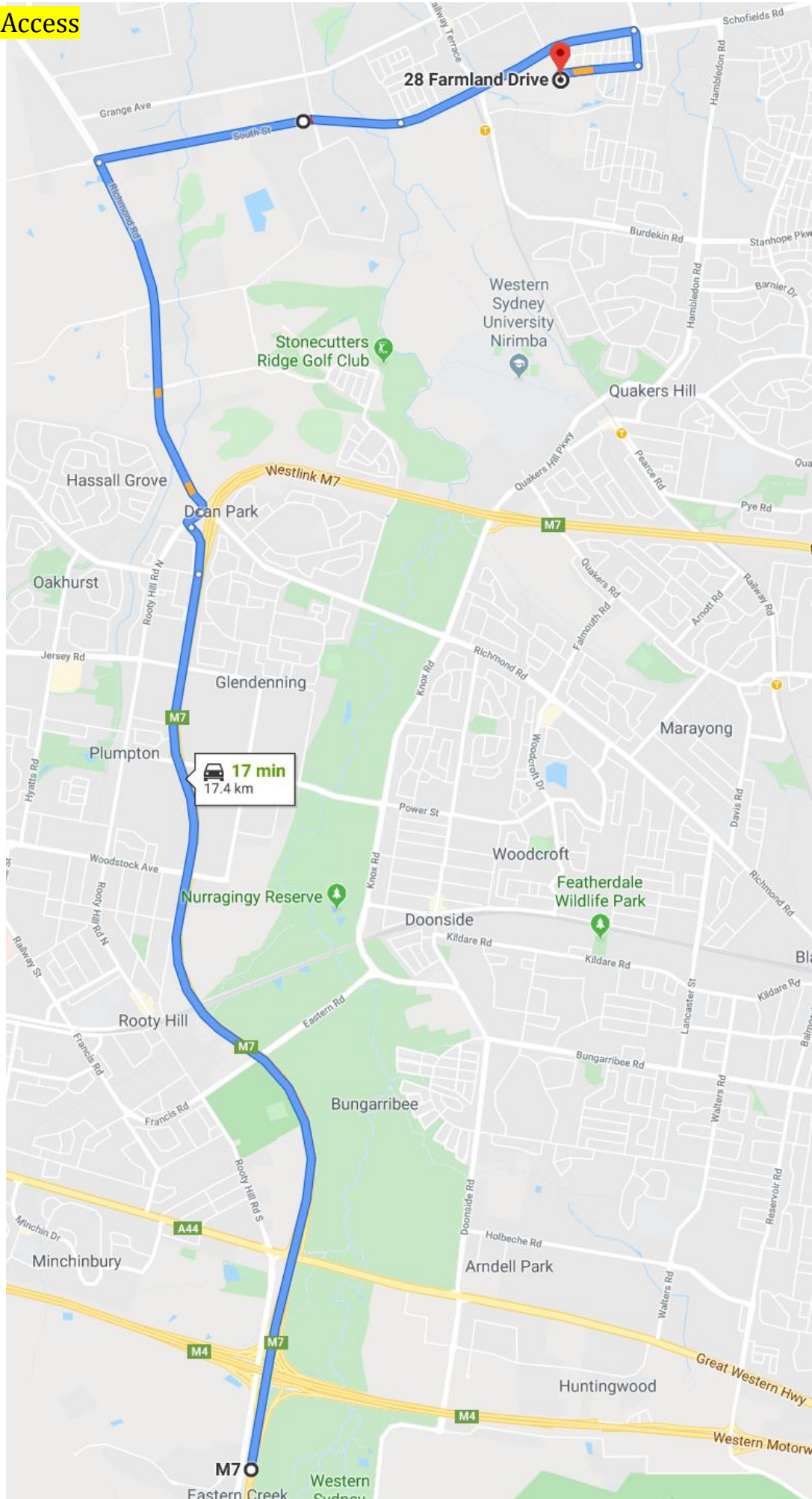
Northern Access



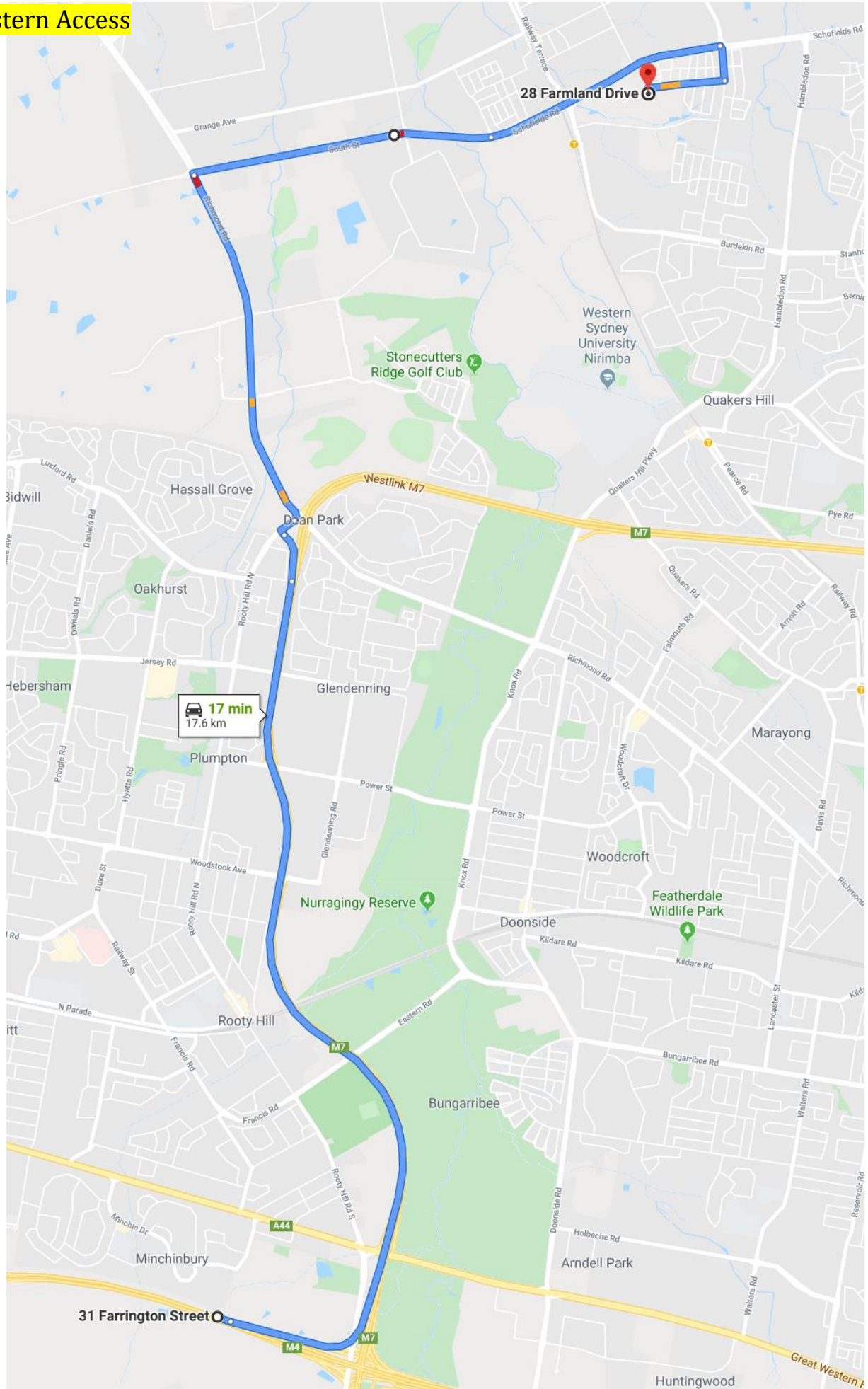
Eastern Access



Southern Access



Western Access



Egress:

Exiting trucks will be loaded to their prescribed weight limits. All trucks will be covered by tarpaulin or like prior to exiting the site as required and will exit the site on the following basis:

Egress from the site will be from one location as with the access point – Eastern end of Farmland Drive as seen below.

1. Vehicles will exit the site using caution and are to give way to pedestrians, cyclists or vehicles already on the road.
2. Vehicles exiting the site will follow either the Northern, Eastern, Southern or Western egress routes below.
3. Vehicles exiting the site will do so as shown below moving in a forward direction.

Northern Egress:

28 Farmland Dr

Schofields NSW 2762

↑ Head east on Farmland Dr towards Hyde St

650 m

↶ Turn left onto Alex Ave

250 m

↑ Continue straight

25 m

↷ Turn right onto Schofields Rd

3.3 km

↶ Turn left onto Windsor Rd/A2

500 m

↷ Keep right to stay on Windsor Rd/A2

4.3 km

1264 A2

Riverstone NSW 2765

Eastern Egress:

28 Farmland Dr

Schofields NSW 2762

∨ Take Farmland Dr to Schofields Rd

3 min (900 m)

↑ Head east on Farmland Dr towards Hyde St

650 m

↶ Turn left onto Alex Ave

250 m

∨ Continue on Schofields Rd to your destination in Eastern Creek

20 min (18.4 km)

↶ Turn left onto Schofields Rd

2.1 km

↑ Continue onto South St

2.5 km

↶ Turn left onto Richmond Rd

3.2 km

↷ Use the right 2 lanes to turn slightly right

▲ Toll road

500 m

↗ Merge onto M7

▲ Toll road

5.7 km

↘ Take the Gt Western Hwy/A44 exit towards Eastern Creek/St Marys

▲ Toll road

550 m

↷ Use the 2nd from the left lane to turn right onto Great Western Hwy/A44

150 m

↶ Turn left onto Wallgrove Rd

700 m

↗ Use the left lane to merge onto M4 via the slip road to Parramata/Sydney

2.8 km

↘ Take the exit

200 m

35 Huntingwood Dr

Huntingwood NSW 2148

Southern Egress:

28 Farmland Dr

Schofields NSW 2762

↑ Head east on Farmland Dr towards Hyde St

650 m

↶ Turn left onto Alex Ave

250 m

↶ Turn left onto Schofields Rd

2.1 km

↑ Continue onto South St

2.5 km

↶ Turn left onto Richmond Rd

3.2 km

↗ Use the right 2 lanes to turn slightly right

⚠ Toll road

500 m

⤴ Merge onto M7

⚠ Toll road

8.4 km

M7

Eastern Creek NSW 2766

Western Egress:

28 Farmland Dr

Schofields NSW 2762

∨ Take Farmland Dr to Schofields Rd

3 min (900 m)

↑ Head east on Farmland Dr towards Hyde St

650 m

↶ Turn left onto Alex Ave

250 m

∨ Continue on Schofields Rd. Take South St, Richmond Rd and M7 to Western Motorway/M4 in Eastern Creek

20 min (17.7 km)

↶ Turn left onto Schofields Rd

2.1 km

↑ Continue onto South St

2.5 km

↶ Turn left onto Richmond Rd

3.2 km

↗ Use the right 2 lanes to turn slightly right

⚠ Toll road

500 m

⤴ Merge onto M7

⚠ Toll road

5.7 km

↘ Take the Gt Western Hwy/A44 exit towards Eastern Creek/St Marys

⚠ Toll road

550 m

↗ Use the 2nd from the left lane to turn right onto Great Western Hwy/A44

150 m

↶ Turn left onto Wallgrove Rd

1.1 km

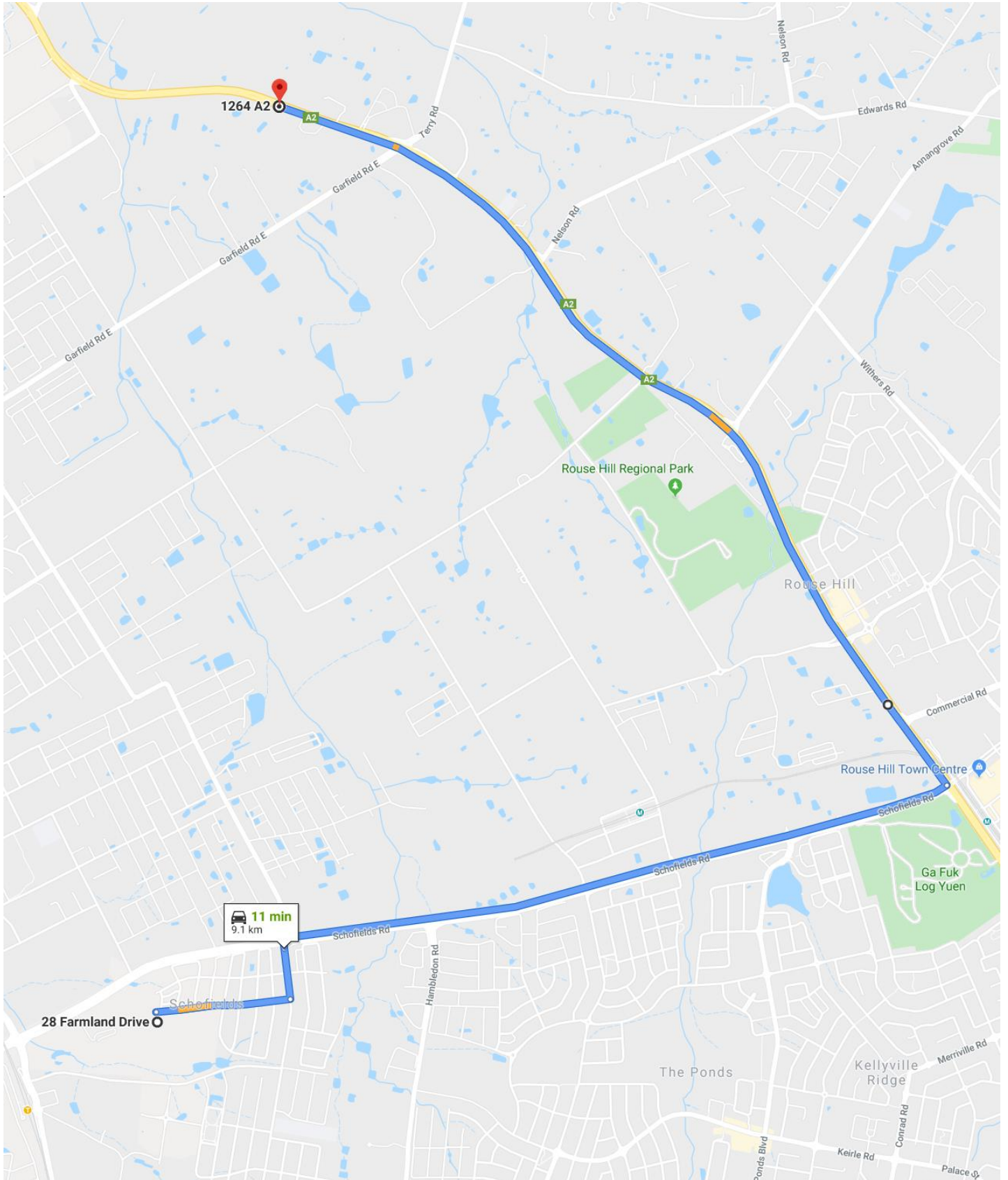
⤴ Turn right to merge onto Western Motorway/M4 towards Penrith/Blue Mts

1.9 km

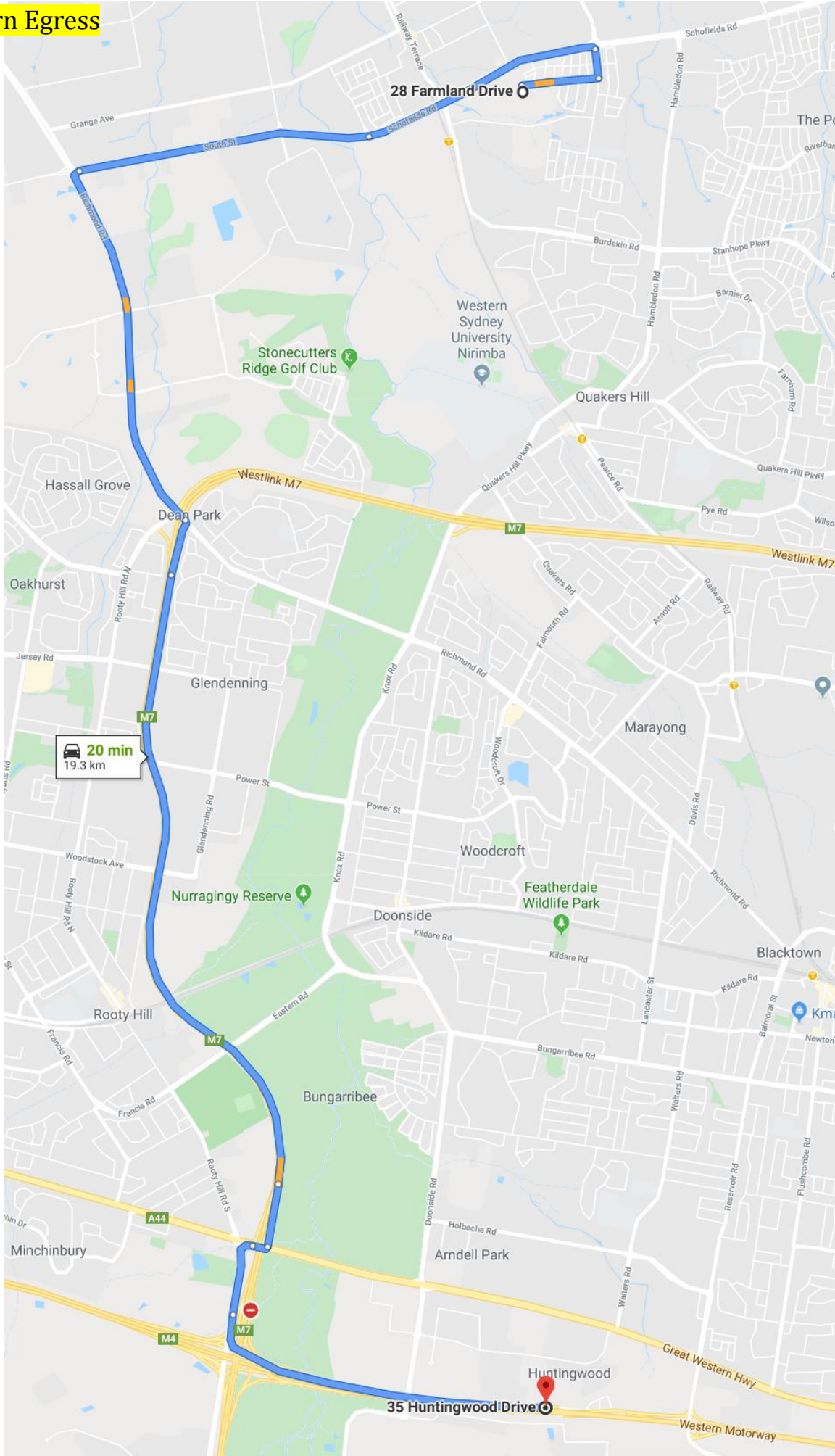
26 Barossa Dr

Minchinbury NSW 2770

Northern Egress

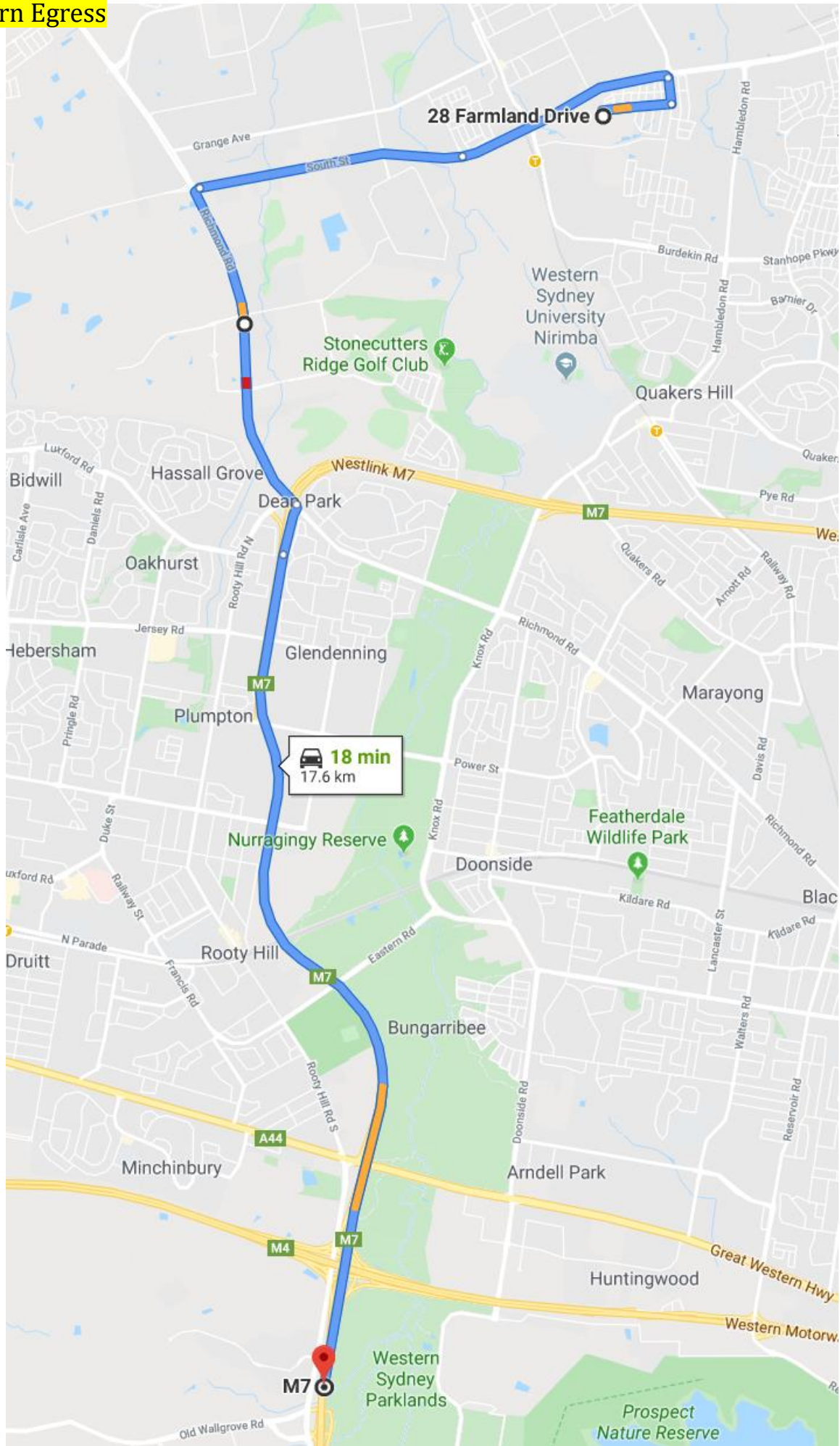


Eastern Egress

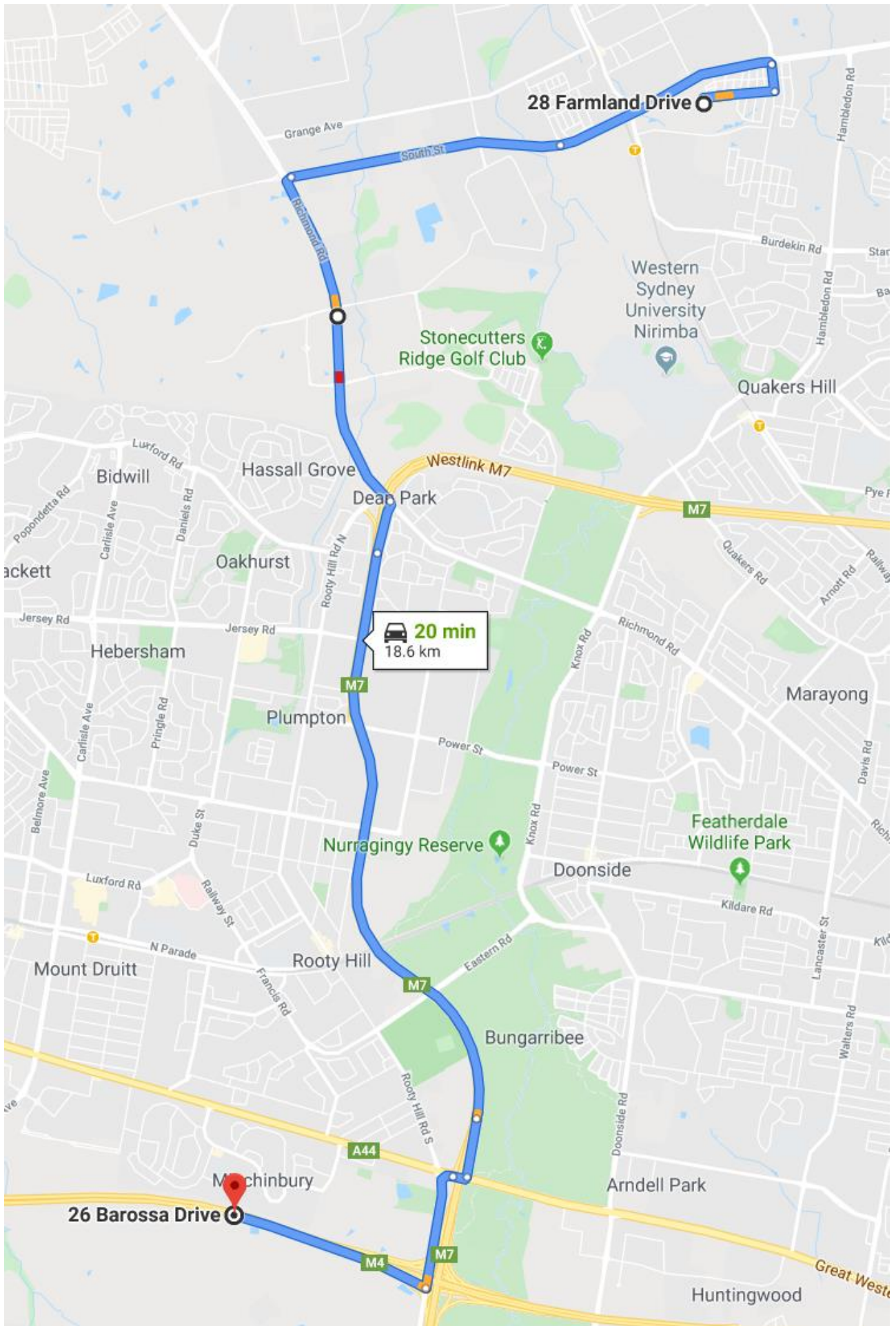


CTMP – 28 Farmland Drive, Schofields, 2762 | Jim’s Traffic Control (Hornsby)

Southern Egress



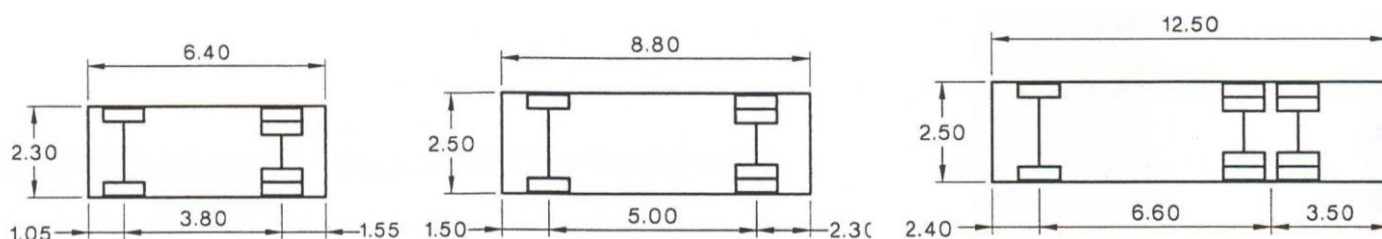
Western Egress



Transport Vehicles:

Richard Crookes Construction® will have an active and ongoing involvement in the management and monitoring of works during the construction phase. They will ensure, as previously mentioned, that no vehicle will make deliveries outside Blacktown City Council’s approved DA times as well as that all delivery vehicles will arrive at pre-arranged times to the site. All vehicles approaching the work site will adhere to the road rules and observe any signage in place. At all times access to bike and footpaths will remain unobstructed and consultation with local residents will be ongoing.

Loading and unloading of vehicles will be done onsite within the property boundaries. There will be a combination of small rigid vehicles (SRV’s 6.4m), medium rigid vehicles (MRV’s 8.8m), Heavy Rigid Vehicles (HRV’s 12.5m) accessing and egressing from the site. The largest vehicle accessing and egressing the site will be an HRV.



(a) Small rigid vehicle
Clearance height 3.50
Design turning radius 7.1

(b) Medium rigid vehicle
Clearance height 4.50
Design turning radius 10.0

(c) Heavy rigid vehicle
Clearance height 4.50
Design turning radius 12.5

<u>Stage</u>	<u>Movements at peak</u>	<u>Range of vehicles during stage</u>	<u>Largest Vehicle</u>
Site Leveling	4-8/day	SRV, MRV, HRV	HRV
Site Establishment	3-5/day	MRV, HRV	HRV
Construction	6-12/day	SRV, MRV, HRV	HRV
Landscaping + Finishing Works	5-8/day	SRV, MRV, HRV	HRV

Tower Cranes and Mobile Cranes:

No tower cranes will be on site. Mobile cranes will be used onsite as required.

Site Sheds, Removal and Storage of Rubbish or Spoil:

All waste/material will be collected on site in a position for easy access for both use on site and removal by trucks. As previously described, all removal trucks will have the load covered by tarpaulin or other means to secure the load.

Impacts and Management

Road/Lane Closures:

The proposed works will not require any road or lane closures.

Pedestrians and cyclists:

All works will take into consideration pedestrians and cyclists. Advanced warning signage will be in place to warn pedestrians of the entry and exiting of vehicles to and from the site.

Only authorised personnel will be permitted within the building site unless accompanied by site management (1.8m chain wire fencing will surround the perimeter), if not inducted to the site. Whilst within the confines of the building site, all personnel will attire in correct PPE to ensure that they are visible to moving traffic.

No change to the footpaths/bike paths will be made, pedestrians will follow the pathways as normal, likewise for cyclists. Certified traffic controllers will be on site during times of vehicular movements and heavy loading.

Public Transport:

The works will not impact the local public transport network.

Schofields Station is located approx. 2.4km from the site. Bus routes 732 run along Lakeside Parade approx. 850m from the site.

Parking:

Contractors will be encouraged to use public transport and carpool where possible. Facilities will be provided on site for contractors to store tools to reduce the need to bring vehicles to site each day to carry their tools. There will be no onsite parking for the duration of the job. On street parking will be available for the duration of construction.

Emergency Vehicles:

Emergency services will not be affected by the proposed works. If the case, any emergency vehicle required for the site will be given priority and will enter from the Eastern end of Farmland Drive.

Access to Properties and Noise:

The works will not affect access to properties, using pre-arranged arrival times will help to control disturbance (with the required ongoing consultation with residents). Regarding noise impacts Richard Crookes Construction® will keep all noise associated with the works to a minimum. Likewise, no noise will be made outside the approved hours for the site.

Disruption to Neighbours/Residents:

During each stage of work the disruption to residents will be minimised by using the routes highlighted in this CTMP which aims to reduce travel distance through residential areas as well as eliminate movements through shopping and significant public areas. Disruption to neighbours will be minimised by using pre-arranged arrival times for construction vehicles, ensuring no construction vehicles are illegally parked on Council/RMS roads and by conducting a letterbox drop to affected neighbours if any out of hours or disruptive works are required.

Drivers' Code of Conduct:

The below detail the site-specific code of conduct for construction vehicle drivers in addition to the general code of conduct (provisioned by the drivers PCBU) applicable to the vehicle used:

- Be inducted to the site and follow site specific requirements covered in the site induction, toolbox talks, SWMS and pre-start meetings.
- Drivers will strictly adhere to the speed limits both outside and within the site. Speed limits inside the site are generally limited to 5km/h unless otherwise specified and require a spotter in busy/high pedestrian activity areas.
- Drivers must follow their PCBU's fatigue management scheme and ensure this meets the arrival/departure times of Richard Crookes Construction® prior to arriving to site. If timings conflict, the driver must negotiate with Richard Crookes Construction® to ensure a layover area is reserved for the incoming vehicles within the site.
- Compression breaking is to be kept to a minimum whilst within residential areas to minimise the creation of excessive noise that could disturb residents/neighbours.
- Vehicle noise will be kept to a minimum by turning vehicle engines off whilst stationary. Vehicles are not to stay in idle for long periods of time.
- All trucks are to be covered by tarpaulin or like prior to exiting the site. All vehicles leaving the site are to be free of mud or any other debris. Wheel wash facilities are to be used prior to leaving the site.
- Drivers will only use the approved access/egress routes identified within this CTPMP.
- Vehicles are not to park illegally on any RMS or council roads. Whilst within the site area they will be parked wholly within the work zone or site.
- Drivers must follow the instruction of traffic controllers for access/egress movements to the site.
- Ensure vehicles are wholly contained within the work zone and vehicles come to a complete stop before exiting the vehicle or beginning and loading/unloading.
- Heavy Vehicle Access to not occur during school zone hours.
- Drivers to remain within vehicle until within the site and parked in a secure location out of internal access/egress routes.

Council Consultation:

Richard Crookes Construction® will engage council and appropriate authorities' priority to the lodgement and initiation of the project.

Tree Protection:

There are no Tree protection zones indicated on this site.

Environmental:

A range of measures will be in place to manage and minimise any possible impact on the environment in regards to dust control and air emissions. Such measures will include, but not limited to:

- Containment and removal of any hazardous material in accordance with EPA regulations.
- Inclusion of wash down bays or shaker rams.
- Regular cleaning of streets.
- Erosion and Sediment control to perimeter and access road.
- Wheel wash facilities for all vehicles entering and exiting the site.
- Speed limits will be reduced on site to reduce dust and exhaust emissions.
- Monitoring of air emissions throughout the construction process similarly, noise pollution will be minimised through a range of measures such as:
 - Control of noise at source where practicable (e.g. using screenings, shielding).
 - Use of noise suppression covers when plant and machinery in operation.
 - Use of electrically powered plant where possible.
 - Where possible, noisy plant equipment will be kept away from sensitive noise boundaries or alternatively within enclosures.
- Stockpiling of sand, soil and other material shall be stored clear of any drainage line or easement, tree protection zone, water bodies, footpath, kerb or road surface.

A contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible can be referenced in the Richard Crookes Construction® CEMP (Section 14, Table 11).

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

B16 – Traffic and Pedestrian Management Sub-Plan

Identified Party to Consult:	Blacktown City Council – Traffic Engineers
Consultation type:	Email
When is consultation required?	Prior to commencement
Why	B16 – Construction Traffic and Pedestrian Management Sub-Plan, prepared in consultation with Council
When was consultation held	18 February 2022, via email
Identify persons and positions who were involved	<p>Andy Karklins Traffic Management Officer</p> <p>Tom Hemmett Project Manager, Richard Crookes Construction</p> <p>George Denny-Smith Site Engineer, Richard Crookes Construction</p>
Provide the details of the consultation	<p>Consultation with Blacktown City Council has been undertaken in relation to Stage 2 works specifically, and the site and project more generally. This built on prior consultation done in Stage 1 of Galungara Public School.</p> <p>Email correspondence was sent to Blacktown City Council on 15 February 2022 to review and comment on the Construction Traffic and Pedestrian Management Sub-Plan.</p> <p>The purpose was to maintain the open dialogue between the project team and Council.</p>
What specific matters were discussed?	<p>The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) was provided and reviewed by Mr Karklins.</p> <p>It was noted by Mr Karklins that the CTPMSP appears to be in order based on the information provided. It is the project managers responsibility to implement the traffic control measures as identified in the CTPMSP. Mr Karklins raise the following matter:</p> <ul style="list-style-type: none"> the TGS does not show actual distances between the proposed sign locations and it should comply with all requirements.
What matters were resolved?	Mr Karklins comment was included in a revise CTPMP issued by Jim's Traffic Control on 18 February 2022.
What matters are unresolved?	Nil
Any remaining points of disagreement?	No



Education
School Infrastructure

How will SINSW
address matters not
resolved?

Not applicable

Traffic Control Plan (TCP)

A TCP is defined in the TfNSW TCWS Manual Version 6 as a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary through a work site or temporary hazard. The proposed TCP is located in Appendix B.

Objectives:

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

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

Context:

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

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

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

Traffic Controllers:

Only certified traffic controllers will undertake this activity. The placement of signs will be done so by a qualified Implement TCP Holders as per the Australian Standards 1742.

TCP Monitoring and Reporting:

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

- The traffic control plan will be numbered, and a register maintained as a part of the CTMP.
- All traffic control devices and traffic control arrangements will be inspected daily to ensure the adequacy of such devices and arrangements as per the TfNSW TCWS Manual Version 6.
- Traffic management records and plans will be maintained as well as record/log.
- Richard Crookes Construction® may be required to provide records in the following event instances:
 - That a breach imposed by the NSW Police Service, on a motorist who does not comply with a regulatory sign is challenged in courts or,
 - In the event of an accident is alleged to have occurred when temporary traffic control is in place.
- Ongoing and frequent onsite reviews of traffic management setups and conditions will be reviewed with Richard Crookes Construction® for the duration of the project at (but not limited to):
 - The beginning of each new phase
 - The beginning of a new major activity (e.g. concrete pours, mobile crane usage etc)

Credentials:

The TCP was prepared by Dwayne Perera, TfNSW Prepare a Work Zone Traffic Management Plan Number 0052272006.

Traffic Control Signs and Devices:

Traffic control devices are an important tool for influencing the safety of road users, in particular where temporary traffic controls are implemented at work sites. During the construction of this project Richard Crookes Construction® will assess the warrant for traffic control devices in accordance with the relevant guides/standards such as: TfNSW TCWS Manual Version 6, Australian Standard – AS1742 Manual of uniform traffic control devices, and any relevant documents listed on the 'RMS Guide to Signs and Marketing reference list' to make sure that all the traffic control devices are installed and maintained correctly.

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

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

All signposting installed throughout the project will comply with the requirements outlined in the TfNSW TCWS Manual Version 6, AUSTRROADS Guide to Traffic Engineering Practice, Part 8 – Traffic Control Devices and the Relevant parts of Australian Standard 1742.



Dwayne Perera

0400 350 182

Dwayne.perera@jimstrafficcontrol.com.au

Career Profile

Dwayne has substantial experience in traffic management design and operations, he has worked alongside members with 15yrs+ experience and has strong network of designers and auditors in his team. Dwayne has developed his reputation for working collaboratively with all parties to ensure safety is kept as a top priority whilst keeping realistic operating procedures in place.

Dwayne specialises in designing traffic management plans for complex intersection works, road widening, crane setups and large-scale construction projects.

Relevant Experiences

Covex Traffic and Management Pty Ltd

6-7 years

- Preparing Traffic Management Plans, Construction Traffic Management Plans and Traffic Control Plans for:
 - Large Commercial Development Sites
 - Small-Medium sized Residential Sites
 - Civil Roadworks
 - Community Events
 - Special Events (involving static and dynamic traffic control)
 - Crane Operations
- Liaising with Council, Police, TMC, RMS, Busses and surrounding stakeholders to organise permits for temporary works.

Sydney Traffic Control

2 years

- Preparing Traffic Management Plans, Construction Traffic Management Plans and Traffic Control Plans for:
 - Large Commercial Development Sites
 - Small-Medium sized Residential Sites
 - Civil Roadworks
- Liaising with Council, Police, TMC, Busses and surrounding stakeholders to organise permits for temporary works.

Major Projects

Road Widening and Intersection Works:

- Mamre Road, Orchard Hills
- Pittwater Road, Brookvale
- Camden Valley Way, Prestons
- Hornsby Hospital

Major Crane Operations:

- York Street, Sydney (Road Closure)
- George/Hunter/Margret Street, Sydney (Road Closure)
- Willoughby Road, Crows Nest (Road Closure)
- Macquarie Street, Liverpool (Road Closure)
- Palmer Street, Woolloomooloo (Road Closure)
- Hunter Street, Parramatta (Road Closure)
- Park Street, Sydney (Intersection Shutdown)
- Kurraba Road, Kurraba Point (Road Closure)
- Whale Beach Road, Whale Beach (Road Closure)
- Pitt Street, Sydney (Road Closure)

- Castlereagh Street, Sydney (Road Closure)

Large Construction/Related Work Sites

- Belmore Street, Burwood (B1 & B2 Buildings)
- Central Park
- Hornsby Hospital
- Brookvale Community Centre
- Arthur Phillips High School
- St Ives Primary School
- Epping Road Macquarie Park
- Elsie Street, Burwood
- Kingsway, Miranda
- Ramsay Road, Five Dock
- Devlin Street, Ryde
- Kerrs Road, Lidcombe
- Westmead Hospital
- Randwick Children's Hospital
- George Street, Sydney

Dynamic Traffic Movements:

- Campbell Parade, Bondi (Event for Street March)
- Riverview Road, Avalon Beach (Abnormal Load escort)
- Portland Street, Dover Heights (Abnormal Load escort)
- Town Hall Metro + Pitt Street Metro (Abnormal Load escort)

Qualifications **Prepare a Work Zone Traffic Management Plan (0052272006)**
Implement Traffic Control Plans (0052351398)
Traffic Controller (0052227058)
Bachelor of Information Systems (Hons)

Referees Available upon Request

Appendix A TCP and Swept Paths:

www.invarion.com

Date: 14/02/2022 **Author:** Dwayne Perera **Project:** 28 Farmland Drive, Schofields
Client: Richard Crookes Constructions **Contact:** Tom Hemmett **Phone:** 0437 969 849

Comments:
 This plan was designed by Dwayne Perera of Jims Traffic Control-Hornsby in accordance with Australian Standards and the TfNSW's Traffic Control on Worksites Manual Version 6.0. The plan is designed for the safe access and egress of construction vehicles to and from 28 Farmland Drive, Schofields. Certified Traffic Controllers will be on site to implement and monitor this TCP. If you have any question please contact Dwayne Perera of Jims Traffic Control-Hornsby on 0400 350 182

Manifest

- 6 x sign single
- 2 x Retractable Barricade
- 2 x T1-18 PREPARE TO STOP
- 2 x T1-34 TRAFFIC CONTROLLER AHEAD
- 2 x T1-5 WORKERS AHEAD
- 2 x T8-1 PEDESTRIANS WATCH YOUR STEP
- 2 x Traffic Controller
- 2 x W5-205 trucks turning

Legend

- Job Site
- Retractable Barricade
- Traffic Controller
- Turn Table
- Vehicle Access
- Vehicle Egress

Signs Spacing's	
Estimated Speed Of Traffic (D)	Dimension Range
0-40km	0-5m
50km	15-50m
60km	45-60m
70km	70m
80km	80m
90km	90m
100km	100m





Transport NSW Roads & Maritime Services
 Prepare a Work Zone Traffic Management Plan
 Card No. 003272005
 This qualification enables you to prepare Traffic Management Plans and conduct inspections on Traffic Management Plans.

DWAYNE CAVAN SHANAHAN PERERA
 Expiry Date: 24/01/2023

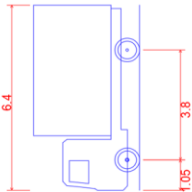
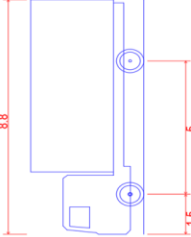
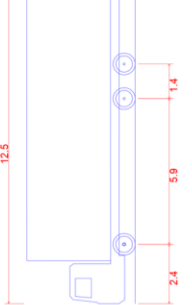
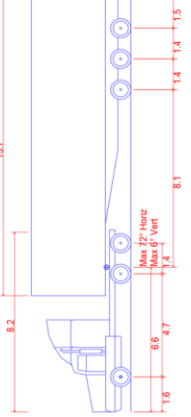
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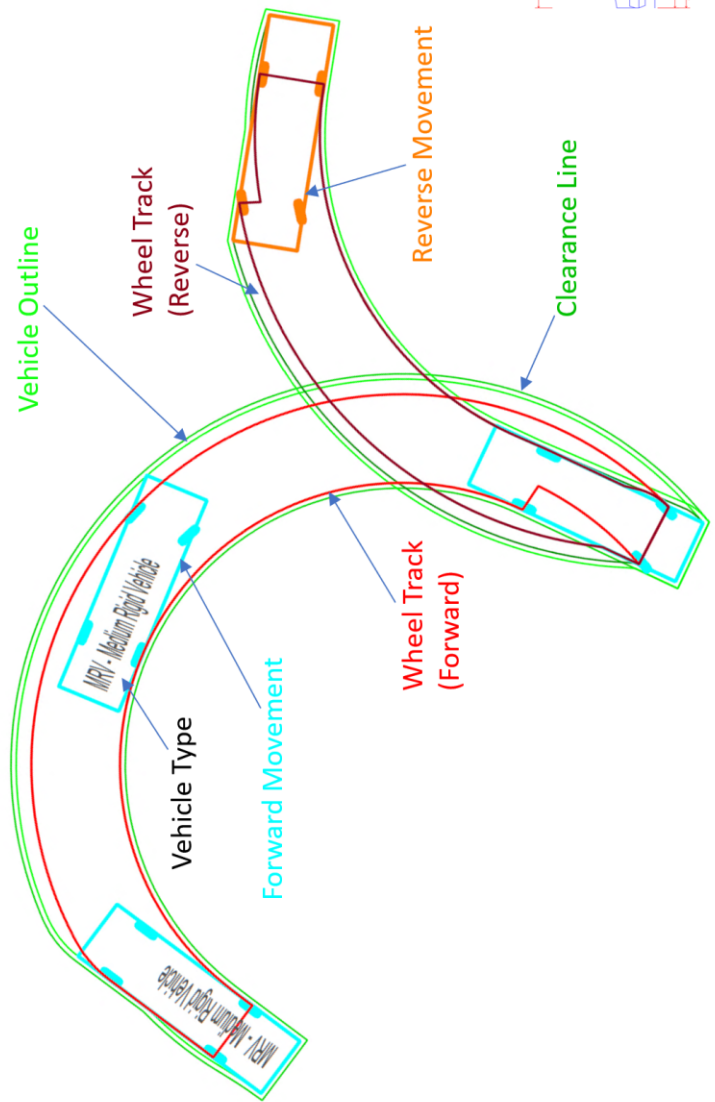
PLAN NOT TO SCALE

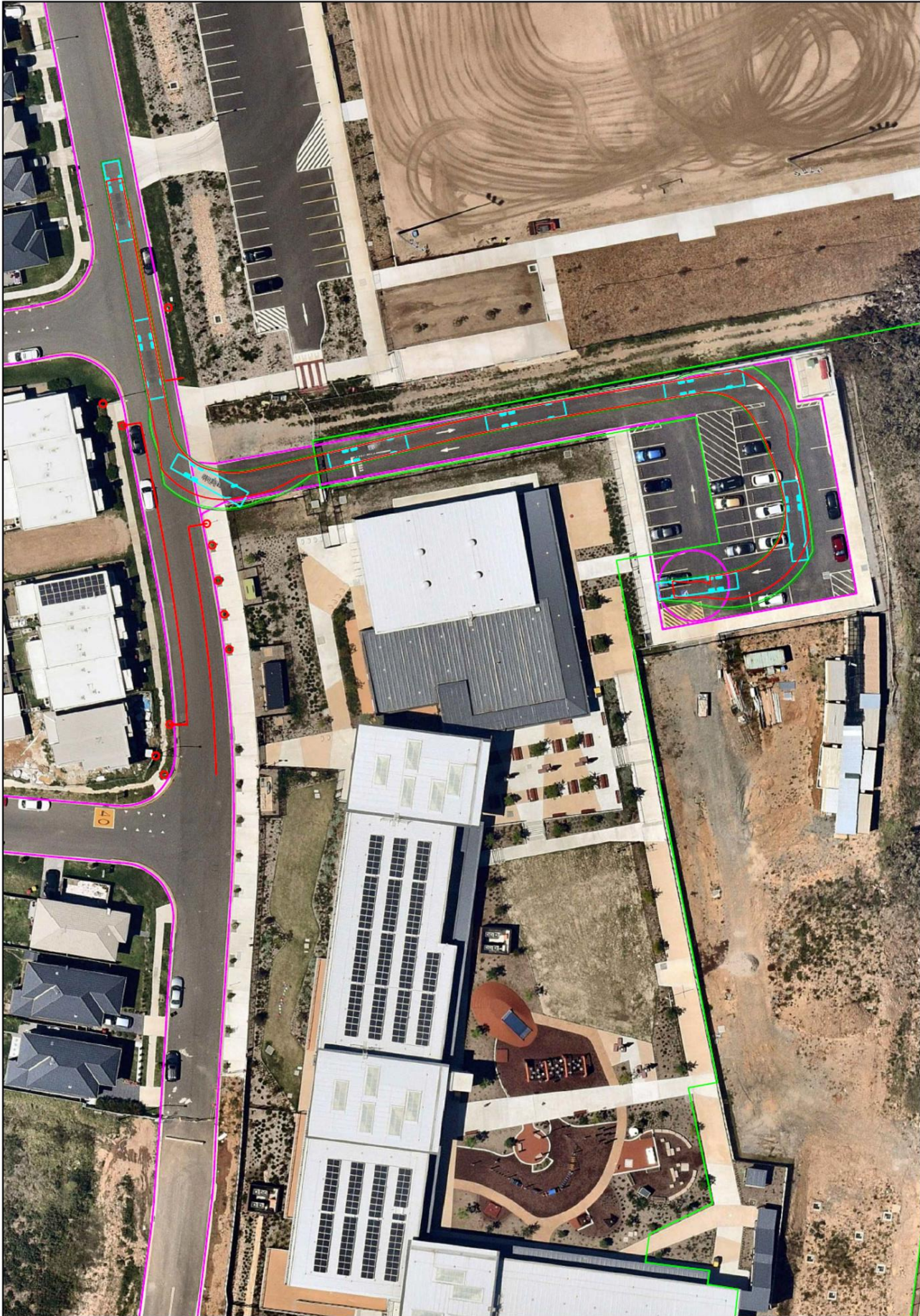
Swept Path Analysis Legend:

Road Boundary (boundary of the driveable road)	
Infrastructure Zone (exclusion zone for trees, power poles, traffic lights, barricades, fencing etc)	
Parking Zone (exclusion zone for legal street parking)	
Site Boundary	

NOTE: Infrastructure and Parking Zones marked according to the significance of the vehicle path (i.e. they are marked if potentially impacted)

 <p>SRV - Small Rigid Vehicle</p> <ul style="list-style-type: none"> Overall Length 6.400m Overall Width 2.330m Overall Body Height 3.500m Min Body Ground Clearance 0.398m Track Width 2.330m Lock-to-lock time 4.00s Curb to Curb Turning Radius 7.100m 	 <p>MRV - Medium Rigid Vehicle</p> <ul style="list-style-type: none"> Overall Length 8.800m Overall Width 2.500m Overall Body Height 3.633m Min Body Ground Clearance 0.428m Track Width 2.500m Lock-to-lock time 4.00s Curb to Curb Turning Radius 10.000m 	 <p>HRV - Heavy Rigid Vehicle</p> <ul style="list-style-type: none"> Overall Length 12.500m Overall Width 2.500m Overall Body Height 4.300m Min Body Ground Clearance 0.417m Track Width 2.500m Lock-to-lock time 6.00s Curb to Curb Turning Radius 12.500m 	 <p>AV - Articulated Vehicle</p> <ul style="list-style-type: none"> Overall Length 19.000m Overall Width 2.500m Overall Body Height 4.301m Min Body Ground Clearance 0.418m Track Width 2.500m Lock-to-lock time 6.00s Curb to Curb Turning Radius 12.500m
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Scale 1:500 @ A4

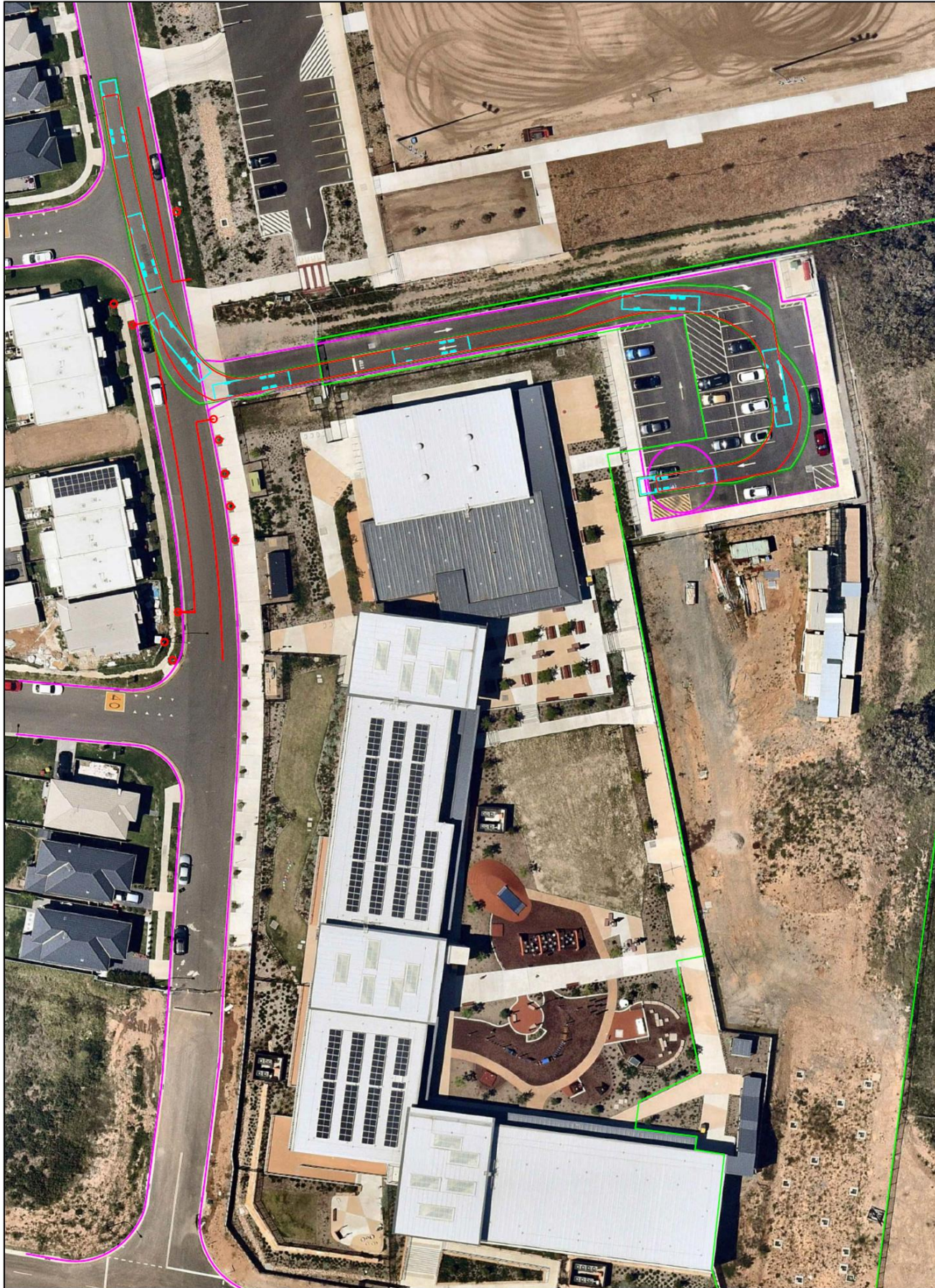
Plan Prepared by Jim's Traffic Control (Hornsby)

Date 14/02/2022

Sheet 01

28 Farmland Drive, Scofield's
Swept Path Diagram
Farmland Drive, Turn Left into Site

12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)



28 Farmland Drive, Scofield's
 Swept Path Diagram
 Site, Turn Right onto Farmland Drive
 12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)

Scale 1:500 @ A4
 Plan Prepared by Jim's Traffic Control (Hornsby)
 Date 14/02/2022

Sheet 02

Appendix B Site Schematics:



Appendix C RMS Road Limits and Special Signage:

5



■ LIGHT TRAFFIC ROADS

You must not use any road with a load limit sign if the total weight of your vehicle is the same as, or heavier than, the weight shown on the sign.

You may use a light traffic road when that road is your destination for a pick-up or delivery and there is no alternative route.

■ LOAD LIMIT SIGN

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



■ NO TRUCKS SIGN

Drivers of long or heavy vehicles except buses must not drive past a NO TRUCK sign unless the vehicle is equal to or less than the mass or length specified on the sign.

When the sign does not provide detailed information, no truck (ie GVM greater than 4.5 tonnes) is permitted to drive past the sign, unless the drivers' destination lies beyond the sign and it is the only route.



■ TRUCKS MUST ENTER SIGN

Heavy vehicle drivers must enter the area indicated by information on or with this sign.

■ WHERE HEAVY VEHICLES CAN STAND OR PARK

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

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

B15 – Traffic and Pedestrian Management Sub-Plan

Identified Party to Consult:	Penrith City Council – Traffic Engineer
Consultation type:	Email
When is consultation required?	Prior to commencement
Why	B15 – Construction Traffic and Pedestrian Management Sub-Plan, prepared in consultation with Council
When was consultation held	28 February 2022, via email
Identify persons and positions who were involved	<p>Gavin Cherry Development Assessment Coordinator, Penrith Council</p> <p>Simone Muscat Penrith Council</p> <p>Tom Hemmett Project Manager, Richard Crookes Construction</p> <p>George Denny-Smith Site Engineer, Richard Crookes Construction</p>
Provide the details of the consultation	<p>The Jordan Springs Public School project has an approved council DA for the Early Works completed onsite. The CTPMP sub-plan was also approved for Stage 1 works. RCC updated the site plan in the CTPMP to reflect a changed layout and operational school. Consultation with Penrith Council has been undertaken in relation to those works specifically, and the site and project more generally.</p> <p>The meeting held on 28 February 2022 reacquainted Council with the CTPMP and allowed them to comment and suggest amendments to the CTPMP. The purpose was to maintain open dialogue between the project team and Council.</p>
What specific matters were discussed?	<p>The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) was provided to and reviewed by Mr Cherry. Mr Cherry made the following comments:</p> <ul style="list-style-type: none"> • Construction truck movements should not be permitted during school zone hours (8-9:30am and 2:30-4pm, school days) to minimise interaction between trucks and people/children travelling to/from the school, especially at site driveway. • For pedestrian safety, the site personnel/TC also has to temporarily manage pedestrians walking on footpath for a short time when vehicles are entering/exiting the site. Construction vehicles exiting the site shall wait for a suitable gap in traffic under the supervision of TC. Pedestrians and through traffic on Lakeside Parade must not be stopped in anticipation.



	<ul style="list-style-type: none">• The CTMP states that there will be no on-site parking for staff. However, there is a high demand of on-street parking surrounding the school, especially during school zone hours. Council has received multiple concerns of illegal parking on surrounding streets which could be exacerbated by the parking demand from construction staff. It is considered imperative that there is on-site parking for construction staff.• Swept paths show that the wheel tracks will encroach the nature strip and a temporary driveway widening is required to facilitate truck movements.• The TCP should also include warning signs on side streets.
What matters were resolved?	Mr Cherry's comments were included in an amended CTPMP prepared by Jim's Traffic Control
What matters are unresolved?	Nil
Any remaining points of disagreement?	No
How will SINSW address matters not resolved?	Not applicable