Construction Traffic and Pedestrian Management Plan

Murrumbateman Public School – 2 Fairley Street, Murrumbateman

14/12/2021
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-	9/11/2021	Draft	W. Zheng M. Tangonan	D. Choi
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II	9/12/2021	Version 02	W. Zheng	D. Choi
III	14/12/2021	Version 03	W. Zheng	D. Choi

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1 Introduction

1.1 Introduction

Ason Group has been commissioned by Hansen Yuncken Pty Limited to prepare a Construction Traffic Management Plan (CTMP) to support the development of a new public school in Murrumbateman at 2 Fairley Street, Murrumbateman (the Site). The works relate to the construction of a primary school facility with a student teaching capacity of up to 368 students.

This CTMP details the measures and strategies to be undertaken during road works construction to minimise the effects of work on the industrial site and the surrounding road network, and to ensure the safety and efficiency of the community, all workers, and all road users.

This report is to be read in conjunction with the Construction Worker Transportation Strategy in Appendix E.

1.2 Project Representatives & Stakeholders

This report has been prepared by a consultant who holds a SafeWork NSW Work Health & Safety Traffic Control Work card, accredited for the 'Prepare a Work Zone Traffic Management Plan'. Details of the accredited consultant is provided below:

- Dora Choi Ticket No. TCT0021456
- Wendy Zheng Ticket No. TCT1015144

This Construction Traffic Management Plan has been prepared to meet the requirements outlined in Appendix A and Appendix E, Section E.2 of the Transport for NSW Traffic Control at Work Sites Technical Manual (Issue No. 6, 2020).

Through the preparation of this CTMP, the project representatives and stakeholders consulted in the development of the traffic management strategy are listed below:

TABLE 1: PROJECT REPRESENTATIVES AND STAKEHOLDERS

Organisation	Name	Role
Hansen Yuncken	Paul Todhunter	Project Manager
Ason Group	Dora Choi	Principal Lead: Traffic Management & Operations
	Wendy Zheng	Senior Traffic Design Engineer

1.3 Project Details

1.3.1 Proposed Construction Activity / Works

The proposed construction activities are part of the detailed construction phasing, and as such, this CTMP shall outline the works involved and the applicable traffic management measures.

TABLE 2: STAGES & PHASES OF CONSTRUCTION

Stage	Timeline	Description
1	16.12.21 to 14.01.22	Demolition of road and car park
2	14.01.22 to 07.02.22	Strip site and bulk earthworks
3	07.02.22 to 25.02.22	Substructure works
4	25.02.22 to 09.05.22	Structure works
5	21.03.22 to 20.06.22	Internal & external finishes / service works
6	20.04.22 to 28.07.22	External works

1.3.2 Site Location

The site is located at 2 Fairley Street, Murrumbateman, in the Yass Valley Council LGA. It is formally identified as Lot 302, DP 1228766 and has a footprint of 15,435 m^2.

The location is situated within a predominantly low-density regional residential setting and is neighboured by housing and a small commercial core for the township to the south. East of the Site across the Barton Highway is the Murrumbateman Oval and Village Market.

Currently, the southern portion of the Lot has no existing structures. The existing access road sits within the western segment of the Site, in addition to a car park to the north.

1.4 Authority Requirements

This CTMP forms part of this process and outlines the proposed construction traffic management arrangements associated with the construction phases for the development in accordance with Condition B15 of the approval as follows:

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:*
  - *i. measures to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;*
  - *ii. measures to ensure the safety of vehicles and pedestrians accessing adjoining properties where shared vehicle and pedestrian access occurs;*
  - *iii. detail heavy vehicle routes, access and parking arrangements;*

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

v. *arrangements to ensure that construction vehicles enter and leave the site in a forward direction unless in specific exceptional circumstances under the supervision of accredited traffic controller(s).*

TABLE 3: RESPONSE TO SSD-11233241 CONDITION B15

Condition No.	Condition	Response
B15 a)	be prepared by a suitably qualified and experienced person(s);	Refer to Section 1.2 and Appendix F
B15 b)	be prepared in consultation with Council and TfNSW;	Refer to Section 1.6.3
B15 c) i	measures to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;	Refer to Section 3
B15 c) ii	measures to ensure the safety of vehicles and pedestrians accessing adjoining properties where shared vehicle and pedestrian access occurs;	Refer to Section 3
B15 c) iii	detail heavy vehicle routes, access and parking arrangements;	Refer to Sections 2.3, 2.6 and 3.2
B15 c) iv	the swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, in accordance with the latest version of AS 2890.2; and	Refer to Appendix A
B15 c) v	arrangements to ensure that construction vehicles enter and leave the site in a forward direction unless in specific exceptional circumstances under the supervision of accredited traffic controller(s).	Refer to Appendix C

Note that the Construction Worker Transportation Strategy addressing Condition B19 is provided in an accompanying document.

1.5 Site Related Data

1.5.1 Road Details

The key roads surrounding the Site are as identified within Figure 1 and summarised below:

TABLE 4: LOCAL ROAD NETWORK

Road	Class	Speed Limit	Parking
Barton Highway	State Highway	100 km/h 50 km/h within Murrumbateman township	no
Fairley Street	Local Road	50 km/h	indented parallel parking, subject to parking restrictions
Rose Street	Local Road	50 km/h	indented parallel parking, subject to parking restrictions
Hercules Street	Local Road	50 km/h	uncontrolled

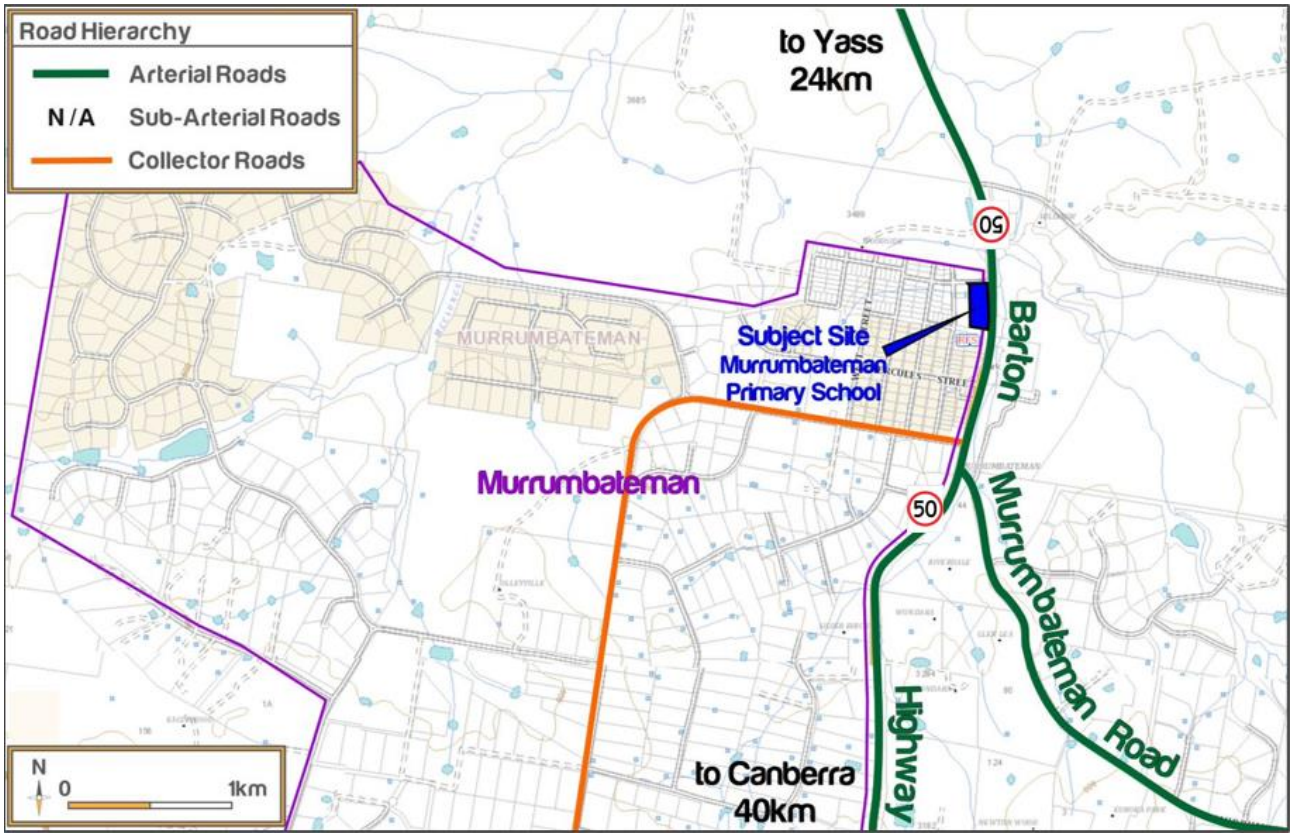

Figure 1: Road Hierarchy and Site Appreciation

1.5.2 Crash History

A review of the TfNSW *Centre for Road Safety* database has been undertaken to establish the crash history within the immediate vicinity of the Site. The results are based on crashes over a five-year period between 2014 and 2019. The locations of recorded crashes are shown in **Figure 2** and details summarised in **Table 5:** .

Figure 2: Crash Locations

TABLE 5: CRASH INFORMATION

Reporting Year	Lighting	RUM Description	Location	Injury
2019	Daylight	45 - Reversing	Fairley Street / Rose Street Intersection	Non-casualty

It can be concluded from the single incident above, that the local road network within the immediate vicinity of the site is operating in a relatively safe manner.

1.5.3 Vulnerable Road Users

Vulnerable road users (VRU) are road users not in a car, bus or truck. In the event of a crash, VRUs have little to no protection from crash forces, therefore, need to be addressed within this CTMP. **Table 6** provides context to VRU's surrounding the Site.

TABLE 6: VULNERABLE ROAD USERS

Road Name	Pedestrian	Cycling	Public Transport
Barton Highway	Partial Dedicated footpath for segments of road	No No dedicated cycle/shared path	Yes
Fairley Street	Partial Dedicated footpath for segments of road	No No dedicated cycle/shared path	No
Rose Street	Partial Dedicated footpath for segments of road	No No dedicated cycle/shared path	No
Hercules Street	Partial Dedicated footpath for segments of road	No No dedicated cycle/shared path	Yes bus stops along roadway

1.6 Stakeholder Engagement

1.6.1 Stakeholder Engagement Plan

Hansen Yuncken will liaise with relevant stakeholders regarding construction schedules and trucks routes and will raise any potential conflict with stakeholders at the earliest instance. Stakeholder consultation actions required by Hansen Yuncken are detailed below.

1.6.2 Stakeholder Notification

In the event that any disruptions to roadways / footpath occur as a result of construction works, the procedure outlined below is to be followed:

- If any planned or unplanned disruptions to roadways / footpaths occur, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers via traffic controllers and Variable Message Sign (VMS)
- In the event that heavy vehicle damage to Council / TfNSW assets / infrastructure, contractors will notify Council's Traffic & Transport team and / or Assets Branch.

The following Stakeholder list is representative of the expected action required in the event consultation is required.

TABLE 7: STAKEHOLDER CONSULTATION ACTIONS

Stakeholder	Action
TfNSW	HY to submit CTMP to stakeholder. HY to liaise with stakeholder to address comments and re-submit final CTMP
Yass Valley Council	HY to submit CTMP to stakeholder. to liaise with stakeholder to address comments and re-submit final CTMP
Transport Management Centre (TMC)	HY to submit CTMP to stakeholder. HY to liaise with stakeholder to address comments and re-submit final CTMP
NSW Police	HY to submit CTMP to stakeholder. HY to liaise with stakeholder to address comments and re-submit final CTMP
Emergency Services	HY to attend fortnightly meetings with TfNSW and Emergency Services
Murrumbateman Health Hub	HY to submit CTMP to stakeholder for comment.
Fairley Early Childhood Service	HY to submit CTMP to stakeholder for comment.
Murrumbateman Preschool	HY to submit CTMP to stakeholder for comment.
Abode Murrumbateman	HY to submit CTMP to stakeholder for comment.

1.6.3 Stakeholder Consultation

Construction traffic management aspects of the project was discussed with stakeholders in a series of meeting prior to the approval of the SSD:

TABLE 8: ENGAGEMENT 1

Scheduled Weekly Meeting 02	
Identified Party to Consult:	Yass Valley Council, TfNSW, SINSW, Ason, Hansen Yuncken, Pedavoli, Savills, Mecone
Consultation type:	Microsoft Teams Meeting
When is consultation required?	Prior to submissions

Scheduled Weekly Meeting 02	
Why?	An update on the project was provided, noting a D&C contractor would be on board late February 2021 to assist with the design development and SSDA documentation. The School was on target to open D1T12023. SEARS had been received, with agency comments, the project team are working through requirements.
When was consultation scheduled?	Meetings are scheduled to occur on a weekly basis from project inception.
When was consultation held?	17th March, 2021
Identify persons and positions who were involved	**YVC –** Liz Makin (Strategic Planning Manager) **TfNSW –** Maurice Morgan (Murrumbateman TfNSW Rep), Damien Pfeiffer (Director Land Use) **SINSW –** Lachlan MacDonald (Project Director), Alfred Jury (Project Director), Rebecca Lehman (Project Director) **Ason Group –** Dora Choi (Transport Consultant), Wendy Zheng (Transport Consultant) **Hansen Yuncken –** Paul Todhunter (Project Manager) **Pedavoli –** Sam Rigoli (Architect), Katie- Lee Carter (Architect) **Mecone –** Adam Coburn (Town Planning Consultant) **Savills –** Emma Viljoen (Project Manager)
Provide the details of the consultation	Preliminary discussion to raise working concerns, share project progress.
What specific matters were discussed?	DC (Ason) presented their investigative findings to date, having undertaken a site visit on Friday 12 March 2021. During the site visit Ason observed the operations of the childcare facility in close proximity. During this discussion Ason gave an overall appraisal of the site, its constraints and opportunities and a consideration of best locations for the transport infrastructure, including: • - Bus bays • - Private car kiss and ride • - Pedestrian routes and access points • - Staff car parking Ason is undertaking traffic counts to obtain data to support current design considerations.

Scheduled Weekly Meeting 02	
	TfNSW noted a number of items for consideration: a) The Barton Highway upgrade works has not been funded to reach Murrumbateman and as such the project should not plan for any changes to traffic conditions. b) School bus stop should be on the local road network, not the highway. c) Concerns at the noted short stay parking suggestions for Rose Street. d) support linkages to the southern pedestrian and cycling linkages to the site e) Catchment area is likely to come from the west, but also from the growing subdivisions in the North Eastern direction f) concern of how the management of children crossing the Barton Highway for use of the Oval, consider access times and movement of children. RL noted this would be addressed in the Transport Plan and the Operational Plan. g) Project team to review potential pedestrian access off Rose Street to the old School site Council noted a number of items for consideration: a) Consider utilisation of Mecca Childcare (on Rose Street adjacent to the Old School House) for OSHC as it becomes unoccupied at 3pm b) Expectation that drop off happens internally on site so as not to cause congestion on Rose Street and surrounds c) Changes to ACT policy will see students coming to Murrumbateman from closer to the border. d) Water pipeline project being commissioned later this year which will see an increase in residents. e) Consideration of how students get to school from the denser older village. SINSW noted that Ason will prepare the School Transport Plan, which includes the Green Travel Plan and will continue to work with SINSW on its implementation once the school is operational. The Transport Plan will set mode share targets. Council/ TfNSW to consider an appropriate school of a similar size for transport benchmarking purposes.
What matters were resolved?	n/a – preliminary discussion

TABLE 9: ENGAGEMENT 2

Scheduled Weekly Meeting 03	
Identified Party to Consult:	Yass Valley Council, TfNSW, SINSW, Ason, Hansen Yuncken, Pedavoli, Savills
Consultation type:	Microsoft Teams Meeting
When is consultation required?	Prior to submissions

Scheduled Weekly Meeting 03	
Why?	Purpose of this meeting was to take the form of a working group and a follow on from meeting held 17th March 2021.
When was consultation scheduled?	Meetings are scheduled to occur on a weekly basis from project inception.
When was consultation held?	24rd March, 2021
Identify persons and positions who were involved	**YVC –** Liz Makin (Strategic Planning Manager), Meryl Hinge (Yass Council Engineer), Terry Cooper (Yass Council Rep) **TfNSW –** Maurice Morgan (Murrumbateman TfNSW Rep) **SINSW –** Lachlan MacDonald (Project Director), Alfred Jury (Project Director), Rebecca Lehman (Project Director) Sarah Kelly (Project Director) **Ason Group –** Dora Choi (Transport Consultant), Wendy Zheng (Transport Consultant) **Hansen Yuncken –** Paul Todhunter (Project Manager) **Pedavoli –** Sam Rigoli (Architect), Katie- Lee Carter (Architect) **Mecone –** Adam Coburn (Town Planning Consultant) **Savills –** Emma Viljoen (Project Manager)
Provide the details of the consultation	Weekly discussion to raise working concerns, share project progress.
What specific matters were discussed?	DC (Ason) presented an overview of transport and traffic strategy and drivers, key items below, presentation attached: • Catchment areas with walking and cycling opportunity • Catchment likely to be 20km radius, acknowledgement of future • students to be attending from East of Barton Highway • Mode share assumptions • Case Study at Estella PS, Wagga Wagga • OSHC accounts for approx. 30% of students utilising alternative hours • Proposed location of school bus stop on Fairley Street • On site kiss & ride • Requested clarification on background growth percentage for future • base case and horizon year (10 year post Project Completion) • Seeking confirmation of traffic survey locations. Ason propose:

Scheduled Weekly Meeting 03	
	– Barton Highway / Fairley St – Fairley St / Rose St – Rose St / Hercules St – Hercules St / Barton Hwy – AM (6am – 10am), PM (2pm – 5pm) TfNSW noted a number of items for consideration: • Catchment to the East of the highway will be expanding and the traffic assessment should consider the 10- and 20-year projections. • School bus stop proposed on Fairley Street should not be used as an interchange; consideration of all other bus stop locations to be covered off in assessment, i.e., on site, Rose Street, Barton Highway etc • Operation plan to include the frequency of Oval use, concern of how the management of children crossing the Barton Highway. • SINSW to provide presentation to TfNSW (issued with these minutes) Council noted a number of items for consideration: • Integration of the adjacent childcare was good, utilising existing ramp, consideration for Mecca Childcare access. It was noted the Southern pedestrian gate facilitated this. • Understanding required of school operational plan around the school bus stop, concern of children congregating. • Bus route to be determined, through consultation with TfNSW bus services. • Council to supply Ason with information of the developments planned for the North East of the site • Council to supply Ason with Cadastral data contact details. • Stage 2: Council requested clarity on next stage and whether this was being considered in this SSDA application. LMac noted that any future demand would be analysed by demographers and when a need arose a new business case would be written, and funding sought. All recognised the constraints of this site.
What matters were resolved?	n/a – preliminary discussion

TABLE 10: ENGAGEMENT 3

Scheduled Weekly Meeting 04	
Identified Party to Consult:	Yass Valley Council, TfNSW, SINSW, Ason, Hansen Yuncken, Pedavoli, Savills
Consultation type:	Microsoft Teams Meeting
When is consultation required?	Prior to submissions

Scheduled Weekly Meeting 04	
Why?	Purpose of this meeting was to take the form of a working group and a follow on from meeting held 24th March 2021.
When was consultation scheduled?	Meetings are scheduled to occur on a weekly basis from project inception.
When was consultation held?	31th March, 2021
Identify persons and positions who were involved	**YVC –** Liz Makin (Strategic Planning Manager), Meryl Hinge (Yass Council Engineer), Terry Cooper (Yass Council Rep) **TfNSW –** Kristy Campbell (Manager – Road Use Safety), Jayd Marsh (Community and Partnering) **SINSW –**Alfred Jury (Project Director), **Ason Group –** Dora Choi (Transport Consultant), **Hansen Yuncken –** Paul Todhunter (Project Manager), Dean Katsikaros (Project Manager) **Pedavoli –** Sam Rigoli (Architect) **Savills –** Emma Viljoen (Project Manager)
Provide the details of the consultation	Weekly discussion to raise working concerns, share project progress. EV noted that project team (HY and Architects) have undertaken a site visit and noted number of opportunities and limitations.
What specific matters were discussed?	DC (Ason) presented back on a number of items requiring clarity after meeting 24th March 2021: • School capacity was for 370 students as outlined in the SEARS • Crossing of the Barton Highway was not required by the school for curriculum purposes, as confirmed with the DEL • The operational requirements for occasional use of the Oval would be addressed in the School Travel Plan as part of the SSDA. New depersonalised data shows no students in walking or cycling catchment East of Barton Highway, these students would rely on buses. Requests for Information, as listed in the attached presentation for Council/ TfNSW feedback: Traffic Surveys: • Total movement count (pedestrian, cyclist, vehicles (classified). Typical weekday (during school term), between 6am –10am, and 2pm – 6pm Intersections of: • ➢ Barton Highway / Fairley Street • ➢ Fairley St / Rose St

Scheduled Weekly Meeting 04	
	• ➢ Rose St / Hercules St • ➢ North St / Rose St Traffic Assessment: • Apply 2% background growth between 2021 data to Future Base Case (at Project Completion, Jan 2023) • 2% growth over 10 years for Horizon Year • Sensitivity test – apply 3% growth between 2021 to 2023, and 3% growth over 10 years for Horizon Year Parking Restrictions: Draft parking restrictions suggestion: • Fairley Street Bus Stop – confirmation required on whether bus bay to be applicable during school times only or full time bus stop? • Rose Street, between Fairley St to North St – East Side - 1-hour, between 8am – 6pm, School Days only? • Rose Street, between Fairley St to North St – West Side – No Stopping? • Rose Street, between North St to Hercules St – Given there are no kerbs – suggestion from Council sought LM noted comments on the adequacy of the intersection traffic counts relies on an understanding of the proposed bus routes. DC was to meet with bus services division of TfNSW next. DC presented the masterplan showing pedestrian routes and play areas. Council noted a number of items for consideration: a) Concern noted from an urban planning perspective of the waste collection on the prominent corner of the site. SR noted that this would be reviewed with Ason in terms of alternative placement but that the enclosure was set back from the boundary to allow for landscape and screening. b) Consultation with the Fairly Early Childhood Centre should be undertaken regarding potential access from their car park into the site. The project team agreed and would reach out but noted the site did not rely on this access. c) LM queried whether any further development to access from the South had been undertaken. SR noted the building arrangement allowed for good visual and physical connection and this was a key aspect of the design. EV noted discussions with Mecca childcare were underway. DC noted a further review would be undertaken. d) MH queried access from the southern gate should on arrival it was found to be locked. DC noted a footpath was already established along Rose Street and a further footpath would be established from Fairley into the main gate. e) LM noted that the transport assessment would need to address potential parent drop off from the Crown land to the South. f) LM queried status of consideration of school use of the Crown land to the South, EV noted a building inspection report had been undertaken to assist in decision making. Report was under review. This would be discussed further with Council.
What matters were resolved?	n/a – preliminary discussion

Post SSD approval TfNSW and YYC was engaged with to consult regarding the construction traffic management recorded below:

TABLE 11: POST APPROVAL CONSULTATION RECORD 01

Identified Party to Consult:	TfNSW, Yass Valley Council (YVC)
Consultation type:	Teleconference (Teams)
When is consultation required?	Prior to issue of CC
Why	Council is the local road authority and TfNSW is the state road authority – they are in charge of coordinating activities on the local and state road networks.
When was consultation scheduled/held	Thursday 9th December 2021
When was consultation held	Thursday 9th December 2021
Identify persons and positions who were involved	Meryl Hinge (YVC) James Dugdell (YVC) Mel Lausz (TfNSW) Duncan McCrae (TfNSW) Maurice Morgan (TfNSW) Paul Todhunter (HY) Nick Gordon (HY) Dora Choi (Ason) Wendy Zheng (Ason)
Provide the details of the consultation	Consultation with Yass Valley Council and Transport for New South Wales to discuss the strategies proposed in the Construction Traffic Management Plan (CTMP) and Construction Worker Transport Strategy (CWTS).
What specific matters were discussed?	DC (Ason) presented the CTMP per TfNSW's request to the group. The following queries for the strategies within the CTMP was noted by TfNSW and YVC: • The existing carpark and access roadway is proposed to be demolished in the first phase of construction and Council has queried why the carpark and access roadway can't be retained until later stages of construction • The CTMP proposed a secondary construction access directly off the Barton Highway and TfNSW and YVC both note that one of the conditions of the consent for the SSD was that no access can be granted directly off the Barton Highway. • HY notes that the secondary construction access will be for limited deliveries in Stages 5 and 6 for finishing activities in the southern portion of the site once the structures are built as due to the locations of the school buildings access from the north will be restricted to very small vehicles.

	• TfNSW proposes that construction access for the Stages 5 and 6 finishing works can be through Rose St or North St then through the pedestrian / equestrian path or from the existing driveway to the Old Murrumbatemen School then through the pedestrian / equestrian path pending YVC approval. • YVC notes that the existing driveway to the Old Murrumbatemen School is located on Crown Land and access is subject to authorisation by Crown Land. If access from Rose St proves more feasible then consultation with the Childcare Centres (Fairley Childcare and Murrumbateman Preschool) needs to be undertaken and a management plan is to be provided for the how and frequency of construction access. • The two Childcare Centres have already reached out to YVC regarding the construction and the possible impacts on their students. • TfNSW and YVC both requested more detail from HY regarding the limited delivered that need direct access off the Barton Highway which include and is not limited to: - When - Number of vehicles - Type of vehicles - Corresponding access specific TGS - Works required within the road reserve on either side of Barton Highway (if any) - Alternate route if access is not granted • YVC queries that given that construction access to the southern portion of the site is not possible from the north once the buildings are delivered, how would maintenance be possible? HY has confirmed it is likely to be difficult and TfNSW has reiterated that as part of the SSD no direct access is to be provided off the Barton Highway for any stage of this project (during construction and operation). • The construction hours presented in the CTMP are per the SSD conditions, however YVC notes that the Barton Highway is very busy southbound to Canberra in the morning (7am to 9am), and northbound from Canberra in the afternoon (4pm to 6pm). It would be YVC's preference that construction traffic to occur between 9am and 4pm. • The MBS modules will arrive in oversized vehicles and therefore have to be off the highway before sunrise per the conditions of the Oversized Overmass (OSMO) Permit. YVC notes that in summer sunrise is significantly earlier than the permitted construction hours. The MBS modules will be driven onto the site but the unloading will happen within construction hours. • TfNSW and YVC have queried the concrete pour management and its impact on the Barton Highway as the concrete truck will likely come in from Mitchell to the south and will join the morning tidal flow. • YVC expressed concern regarding the chance of construction debris crossing the fencing proposed between Murrumbateman Preschool and the Site.
What matters were resolved?	• HY will have to demolish the existing access roadway and carpark in the first stage of construction due to Building A footprint

	• HY will manage the construction deliveries from the supplier end so that there will be adequate timing between deliveries to prevent queuing on Fairley St or the Barton Hwy. • For concrete pours HY will manage the concrete delivery timing so that there will be a minimum of 15min between each truck and if the pour is slower than expected they will contact the supplier to slow the deliveries down to 30min intervals. • Construction workers are expected to arrive on site before 7am avoiding the morning peak on the Barton Highway. • Construction deliveries will arrive between 9am and 3pm to allow construction workers to set up on site before receiving deliveries • Construction workers are expected to finish work between 3pm and 5pm dispersing in a staggered fashion so if they are joining the northbound tidal flow in the afternoon there will be limited impact. • The MBS deliveries are expected to the staggered – no more per night than what can be queued on site and will always depart in the opposite direction to the tidal flow on the Barton Highway • As the buildings are constructed using modular methods, the number of days where continuous concrete pours are required is limited (2-3 days) and a few smaller concrete pours are limited to footpath / public domain works only which limits the impact on traffic on the Barton Highway and within Murrumbateman. • Traffic controllers will be on site as required for concrete pours, MBS deliveries, etc
What matters are unresolved?	• Direct access off the Barton Highway into the site will require further details from HY and further consultation with TfNSW and YVC
Any remaining points of disagreement?	n/a - HY will work with YVC and TfNSW
How will SINSW address matters not resolved?	n/a

2 Proposed Works and Staging

2.1 Overview of Works

2.1.1 Stage 1

TABLE 12: STAGE 1 SUMMARY

Criteria	Response
Description of Key Activities	Demolition of road and car park
Max. Vehicle Size	Semi-trailers
Vehicle Movement Frequency	Maximum 40 light vehicle movements / day + Maximum of 16 heavy vehicle movements / day
Truck Access Requirements	All vehicles via Fairley Street
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	N – none to be planned outside of DA Hours.
Contractor Parking	Y – Parking will occur on-site using existing or constructed car park location, where possible.
Pedestrian Control	Temporary fencing will be located around the perimeter of the site. Site signage will be placed on access gates stating no pedestrian access.
Public Transport Services Affected	Nil
Road Occupancy Requirements (if yes, provide further details)	N
Lane or Footpath Closures (if yes, provide further details)	N
Traffic Guidance Scheme	Refer below.
Worker Numbers	10 (average) – 20 (maximum)

2.1.2 Stage 2

TABLE 13: STAGE 2 SUMMARY

Criteria	Response
Description of Key Activities	Strip site & bulk earthworks
Max. Vehicle Size	Semi-trailers
Vehicle Movement Frequency	Maximum 40 light vehicle movements / day + Maximum of 16 heavy vehicle movements / day
Truck Access Requirements	All vehicles via Fairley Street
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	N – none to be planned outside of DA Hours.

Contractor Parking	Y – Parking will occur on-site using existing or constructed car park location, where possible.
Pedestrian Control	Temporary fencing will be located around the perimeter of the site. Site signage will be placed on access gates stating no pedestrian access.
Public Transport Services Affected	Nil
Road Occupancy Requirements (if yes, provide further details)	N
Lane or Footpath Closures (if yes, provide further details)	N
Traffic Guidance Scheme	Refer below.
Worker Numbers	10 (average) – 20 (maximum)

2.1.3 Stage 3

TABLE 14: STAGE 3 SUMMARY

Criteria	Response
Description of Key Activities	Substructure works
Max. Vehicle Size	Semi-trailers
Vehicle Movement Frequency	Maximum 100 light vehicle movements / day + Maximum of 24 heavy vehicle movements / day
Truck Access Requirements	All vehicles via Fairley Street
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	N – none to be planned outside of DA Hours.
Contractor Parking	Y – Parking will occur on-site using existing or constructed car park location, where possible.
Pedestrian Control	Temporary fencing will be located around the perimeter of the site. Site signage will be placed on access gates stating no pedestrian access.
Public Transport Services Affected	Nil
Road Occupancy Requirements (if yes, provide further details)	N
Lane or Footpath Closures (if yes, provide further details)	N
Traffic Guidance Scheme	Refer below.
Worker Numbers	30 (average) – 50 (maximum)

2.1.4 Stage 4

TABLE 15: STAGE 4 SUMMARY

Criteria	Response
Description of Key Activities	Structure works
Max. Vehicle Size	Semi-trailers
Vehicle Movement Frequency	Maximum 160 light vehicle movements / day + Maximum of 34 heavy vehicle movements / day
Truck Access Requirements	All vehicles via Fairley Street
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	N – none to be planned outside of DA Hours.
Contractor Parking	Y – Parking will occur on-site using existing or constructed car park location, where possible.
Pedestrian Control	Temporary fencing will be located around the perimeter of the site. Site signage will be placed on access gates stating no pedestrian access.
Public Transport Services Affected	Nil
Road Occupancy Requirements (if yes, provide further details)	N
Lane or Footpath Closures (if yes, provide further details)	N
Traffic Guidance Scheme	Refer below.
Worker Numbers	50 (average) – 80 (maximum)

2.1.5 Stage 5

TABLE 16: STAGE 5 SUMMARY

Criteria	Response
Description of Key Activities	Internal & External finishes, services works
Max. Vehicle Size	Semi-trailers
Vehicle Movement Frequency	Maximum 160 light vehicle movements / day + Maximum of 34 heavy vehicle movements / day
Truck Access Requirements	All vehicles via Fairley Street
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	N – none to be planned outside of DA Hours.
Contractor Parking	Y – Parking will occur on-site using existing or constructed car park location, where possible.
Pedestrian Control	Temporary fencing will be located around the perimeter of the site. Site signage will be placed on access gates stating no pedestrian access.
Public Transport Services Affected	Nil
Road Occupancy Requirements (if yes, provide further details)	N

Lane or Footpath Closures (if yes, provide further details)	N
Traffic Guidance Scheme	Refer below.
Worker Numbers	60 (average) – 80 (maximum)

2.1.6 Stage 6

TABLE 17: STAGE 6 SUMMARY

Criteria	Response
Description of Key Activities	External Works
Max. Vehicle Size	Semi-trailers
Vehicle Movement Frequency	Maximum 160 light vehicle movements / day + Maximum of 34 heavy vehicle movements / day
Truck Access Requirements	All vehicles via Fairley Street
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	N – none to be planned outside of DA Hours.
Contractor Parking	Y – Parking will occur on-site using existing or constructed car park location, where possible.
Pedestrian Control	Temporary fencing will be located around the perimeter of the site. Site signage will be placed on access gates stating no pedestrian access.
Public Transport Services Affected	Nil
Road Occupancy Requirements (if yes, provide further details)	N
Lane or Footpath Closures (if yes, provide further details)	N
Traffic Guidance Scheme	Refer below.
Worker Numbers	60 (average) – 80 (maximum)

2.2 Construction Hours

Construction hours have been outlined below per SSD Condition C4.

TABLE 18: HOURS OF WORK

Activity	Day	Time
Construction works	Monday – Friday	7 am to 6 pm
	Saturday	8 am to 1 pm
	Sunday & Public Holidays	No Work to carried out

Note that per Condition C5 works can take place on Mondays to Fridays between 6pm and 7pm, Saturdays between 1pm and 4pm providing noise levels do not exceed existing background noise levels plus 5dB.

It is anticipated that construction works and deliveries will not be conducted or undertaken outside of the hours outlined above. Should out of work hours be required, Hansen Yuncken will lodge an application for an Out of Work Hours Permit with Council to seek approval for these works.

2.3 Truck Routes

It is proposed that all construction vehicles would enter and exit the Site via the routes shown in Figure 3. Note that the larger heavy vehicles are proposed to originate from the north of the site whereas the smaller heavy vehicles are from the south.

The routes shown are to be utilised by all construction vehicles travelling to and from the site and represents the shortest route available - hence minimising the impacts of the construction process. A copy of the approved routes will be distributed by the Contractor to all drivers before their arrival to Site.

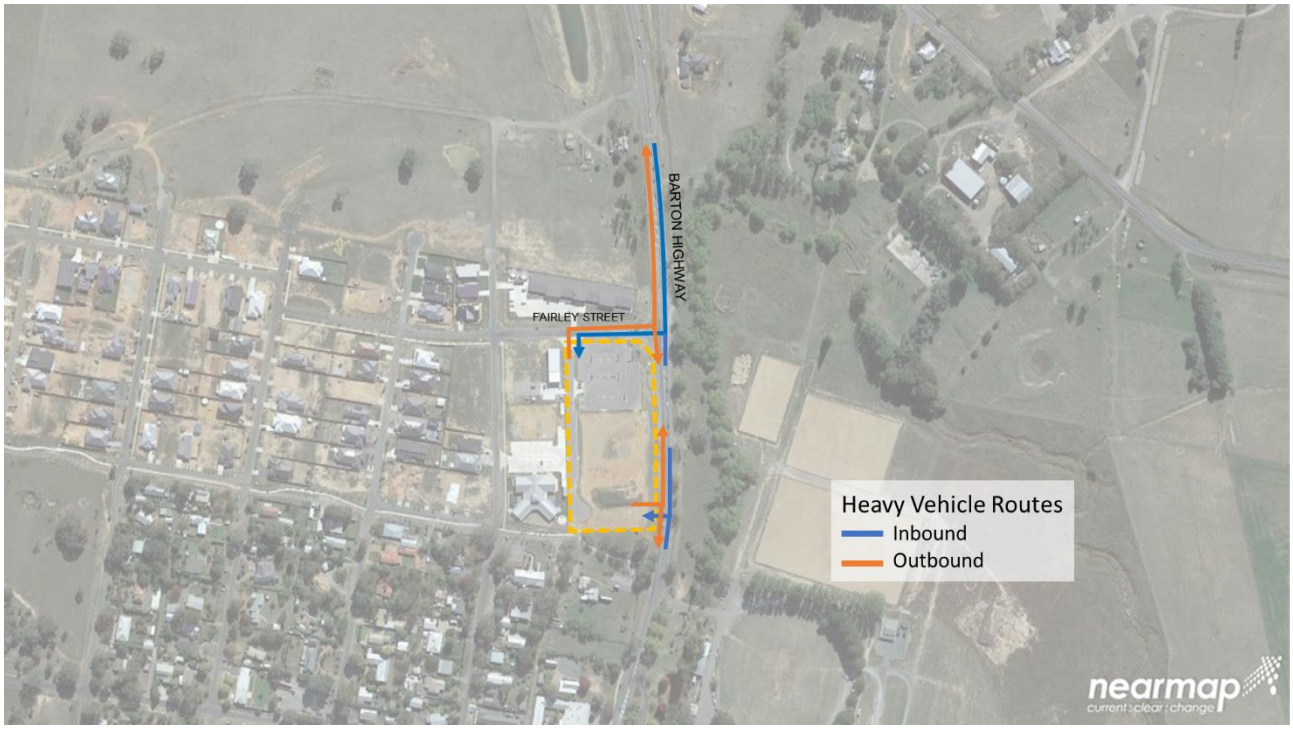

Figure 3: Construction Vehicle Route Map

2.4 Temporary Traffic Management Method

Traffic management shall be undertaken in accordance with the methodology outlined within the TGS's (Appendix D). Traffic and non-vehicle related road users are expected to be directed around the worksite in order to physically separate the road user from any hazards within the worksite.

2.5 Risk Assessment

A risk assessment is aimed to identify the hazards and risks associated with the works. The purpose of this risk assessment is to determine the controls required for the protection of the road workers and road users. A Risk assessment has been completed and is attached in **Appendix B**.

2.6 Site Access

All access to the Site by construction personnel will be via Fairley Street or Barton Highway. Note that the Barton Highway access would be reserved for larger vehicles in stages 5 and 6 as Block A, B and D would obstruct truck access from Fairley Street.

Emergency vehicle access to and from the Site will be available at all times while the Site is occupied by construction workers. This process would be implemented through emergency protocols on the site which will be developed by the Contractor.

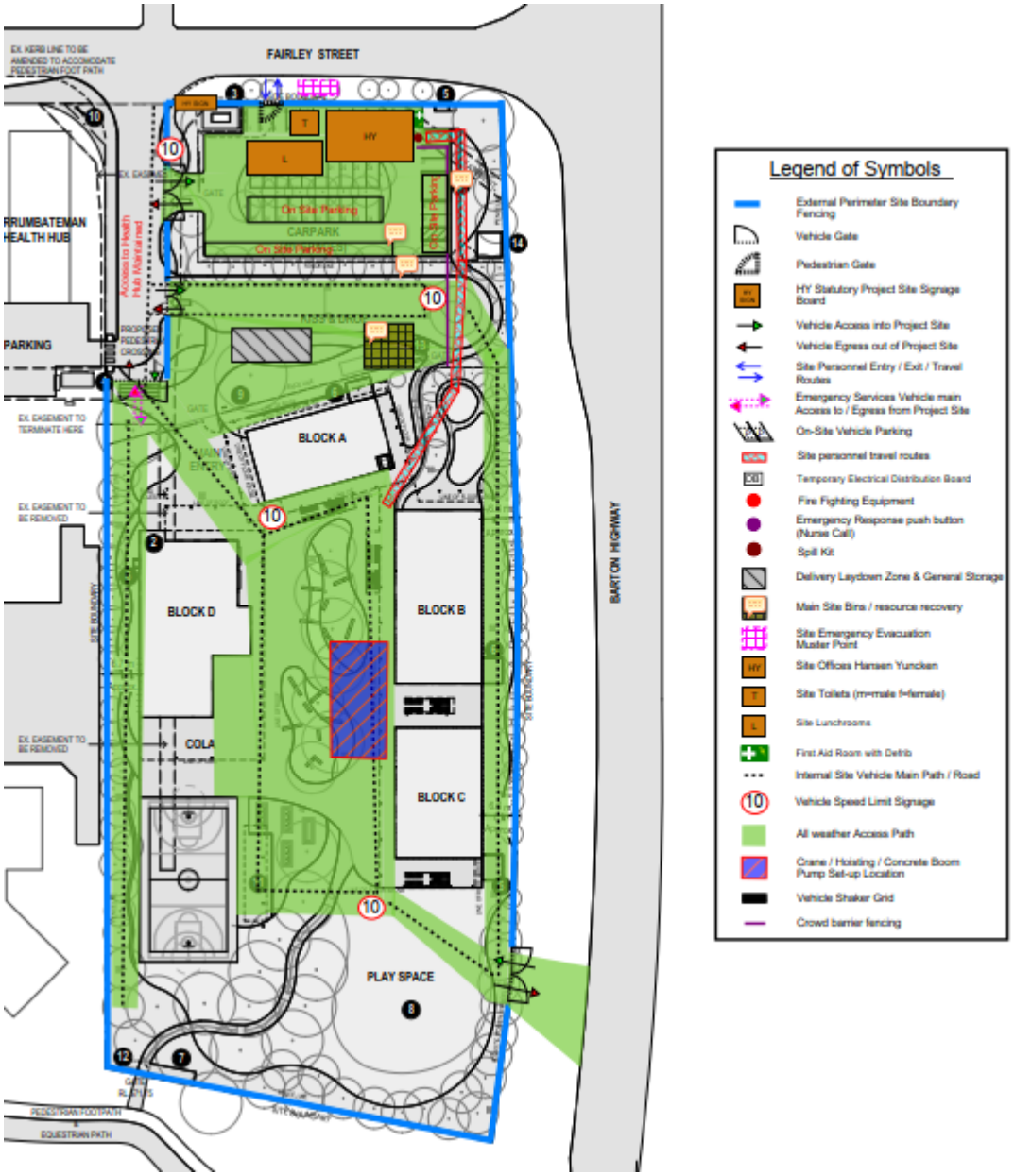

Figure 4: All Stages Access
(Source: Hansen Yuncken (dated 17th November 2021))

2.7 Modular Building Systems (MBS) Module Delivery

This project uses Design for Manufacture and Assembly (DfMA) method of construction where the building components are manufactured off site and transported on site for construction assembly.

The modular building components will be delivered to Site from Sydney overnight by MBS and will arrive on site before sunrise from the Fairley Street access.

2.8 Works Zone

A Work Zone is not required at any stage of development.

3 Traffic Management

3.1 Vehicle Management

In accordance with TfNSW requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site. All drivers are to be familiar with the Driver Code of Conduct before attending the Site. A copy of the Code is included in **Appendix C.**

All subcontractors must be inducted by the lead contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The lead contractors will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicle movements to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

At no stage shall queueing occur on the public road network. A schedule for deliveries of materials and goods will be established prior to a typical work day. The project team will be liaising with the suppliers as well as the truck drivers to ensure deliveries arrive and leave the site with adequate buffer time to prevent queuing.

3.2 Contractor Parking

It has been communicated with Ason Group that a maximum of 25 contractor parking spaces can be accommodated on-site.

Please refer to the Construction Worker Transportation Strategy for details regarding the accommodation of contract parking.

3.3 Pedestrian and Cyclist Management

The pedestrian and cycle connections on Fairley Street would be managed by Traffic Controllers when necessary during construction activities.

When required Pedestrians and cyclists using the footpath fronting the Site will be halted by an accredited Traffic Controller while construction vehicles are entering or exiting the Site. An expandable barrier (pedestrian boom gate or equivalent) would be installed on both sides of the driveway, to be operated when construction vehicles are on approach / ready to depart from the Site. Once the construction vehicles are clear from the footpath, the Traffic Controller can allow the pedestrians and cyclists to continue along their journey. One traffic controller will be allocated to each pedestrian barrier, which will remain closed when not in use and shall only be opened when required.

The Contractor shall make clear to Traffic Controllers that pedestrians have right of way and, as far as reasonable (mostly associated with exit vehicle movements). During peak times, only one truck is to ingress/egress the Site per footpath closure (holding of pedestrians and/or cyclists), and all queued pedestrian and/or cyclists must be cleared before another vehicle may have access to/from the Site.

3.4 Fencing Requirements

Wire mesh fencing will be utilised along the entire boundary of the site and will be maintained for the duration of the construction program. The fencing is to ensure unauthorised persons are kept out of the Site. Site access gates would be provided along the internal access roadway and one on the Barton Highway and will be closed at all times outside of the permitted construction hours.

3.5 Traffic Control

Site-specific TGS's (see Appendix D) shall be developed and submitted to Council for approval, as required, to reflect specific work activities and/or changes to road conditions.

Note that MBS delivery of modular building components will involve the use of an oversized vehicle outside of construction work hours and will be subject to a separate TGS and authorisation.

3.6 Authorised Traffic Controller

Authorised traffic controllers will be present as required throughout the project.

Whilst on Site, the responsibilities of the Traffic Controller include:

- Implementation of the Traffic Guidance Scheme.
- Pedestrian and cyclist management, to ensure that adverse conflicts between vehicle movements and pedestrians do not occur.
- Supervision of all vehicle movements across pedestrian footpaths at all times, and

Refer to **Appendix D** for the Traffic Guidance Scheme for details of the proposed work zone, location of traffic controllers and associated traffic management measures.

3.7 Driver Code of Conduct

All drivers shall adhere to the Driver Code of Conduct, outlined in **Appendix C.**

3.8 Worker Induction

All workers and subcontractors engaged on-site would be required to complete a site induction. The induction should include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work, health and safety (WHS), driver protocols and emergency procedures.

Any workers required to undertake works or traffic control within the public domain would be suitably trained and covered by adequate and appropriate insurances.

4 Monitoring and Review

4.1 Monitoring Program

This CTMP shall be subject to ongoing review and will be updated accordingly. Regular reviews will be undertaken by the on-site coordinator. Review of the CTMP shall occur monthly. All and any reviews undertaken should be documented, however key considerations regarding the review of the CTMP shall be:

- Tracking deliveries against the volumes outlined within report. Deliveries will be tracked against approved volumes and subcontractor nominated deliveries - for the purpose of assessing the effectiveness of these monitoring programs.
- To identify any shortfalls and develop an updated action plan to address issues that may arise during construction (Parking and access issues)
- To ensure TGS's are updated (if necessary) by "Prepare a Work Zone Traffic Management Plan" card holders to ensure they remain consistent with the set-up on-site.
- Regular checks to ensure all loads are entering and leaving site covered as outlined within this CTMP.
- A dilapidation report will be undertaken prior to the start of construction to assess the condition of the road and another towards the end of construction to note whether there has been any reduction in quality of the road as result of construction vehicles.

The development of a program to monitor the effectiveness of this CTMP shall be established by the Contractor. This process is expected to form part of the monitoring plan required to be included as part of the overarching Construction Environmental Management Plan (CEMP), of which this CTMP forms a part.

The roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council.

4.2 Work Site Inspections, Recording and Reporting

Recording and reporting of the monitoring programs shall be done in accordance with Section E.3, E.4 and E.5 of the TCAWs Manual. As such, the structure, schedule and frequency of these activities have been considered and identified.

To inspect, review and audit the temporary traffic management (TTM) arrangements implemented on site, the following actions are to be undertaken by suitably qualified personnel in accordance with TCAWS 6.0 requirements during all phases of construction, being:

TABLE 19: EXAMPLE REVIEW OF ACTIVITIES

Activity	`		Frequency or Details
Shift Inspections	☐ Yes	☐ No	
Weekly Inspections	☐ Yes	☐ No	
TMP Review	☐ Yes	☐ No	
Road Safety Audit	☐ Yes	☐ No	
Other	☐ Yes	☐ No	
Comments			

Given that the length of construction and that no regular works have been proposed outside of the site, monthly TTM inspections is considered to be sufficient.

4.3 Contingency Plan

A contingency plan shall be established by the Contractor and is to be included in the overarching CEMP. Notwithstanding, **Table 20** outlines an indicative plan to be undertaken by the builder in the event that the monitoring program identifies the management plan is not effective in managing the construction impacts.

TABLE 20: CONTINGENCY PLAN

Risk		Condition Green	Condition Amber	Condition Red
Construction Movements	Trigger	Construction traffic volume is in accordance with permissible and programmed volume and time constraints	Construction traffic volumes exceeds programmed volume but is within permissible volume constraints	Construction traffic volumes exceeds permissible volume and time constraints
	Response	No response required	Review and investigate construction activities, and where appropriate, implement additional remediation measures such as: • Review CTMP and update where necessary • Provide additional training.	As with Condition Amber, plus; • If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies. • Stop all transportation into and out of the site.
	Trigger	No construction vehicle movement during peak periods	Construction vehicle movement close to peak periods	Construction vehicle movement during peak periods
	Response	No response required Continue monitoring program	Review and investigate construction activities, and where appropriate, implement additional remediation measures such as: • Provide additional training (including toolbox talks and further notification of Driver Code of Conduct)	As with Condition Amber, plus; • If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies. • Stop all transportation into and out of the site. • Review CTMP and update where necessary.
Queuing	Trigger	No queuing identified	Queuing identified within site	Queuing identified on the public road

	Response	No response required Continue monitoring program	Review the delivery schedule prepared by the builder. If drivers are not following the correct schedule, then they should be provided with additional training and an extra copy of the Driver Code of Conduct	As with Condition Amber, plus • Review and investigate construction activities. • If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies. • Temporary halting of activities and resuming when conditions have improved. • Stop all transportation into and out of the site. • Review CTMP and update where necessary, provide additional training.
Noise	Trigger	Noise levels do not exceed imposed noise constraints	Noise levels in minor excess of imposed noise constraints	Noise levels greatly in excess of imposed noise constraints
	Response	No response required	Undertake all feasible and reasonable mitigation and management measures to minimise noise impacts.	As with Condition Amber If noise levels cannot be kept below applicable limits, then a different construction method or equipment must be utilised.
Traffic Guidance Scheme	Trigger	No observable issues	Minor inconsistencies with TGS to onsite operations	Near miss or incident occurring regardless of / as a result of the TGS being implemented
	Response	No response required	Traffic Controller to amend TGS on site and to keep a log of all changes	Stop work until an investigation has been undertake into the incident. There are to be changes made to the TGS to ensure that the safety of all workers, students and civilians are catered for.
Dust	Trigger	No observable dust	Minor quantities of dust in the air and tracking on to the road	Large quantities of dust in the air and tracking on to the road
	Response	No response required	Review and investigate construction activities and respective control measures, where	As with Condition Amber. • If it is concluded that construction

			appropriate. Implement additional remedial measures, such as: • Deployment of additional water sprays • Relocation or modification of dust-generating sources • Check condition of vibrating grids to ensure they are functioning correctly. • Temporary halting of activities and resuming when conditions have improved	activities were directly responsible for the exceedance, submit an incident report to government agencies. • Implement relevant responses and undertake immediate review to avoid such occurrence in future.

Appendix A. Swept Path Analysis

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Northrop, received 15.10.2021.
Fairley Street and Barton Highway has a posted speed limit of 50km/hr.
Swept path assessments completed at 10 km/h and 300mm clearance.

DESIGNED	Wendy Zheng
PAPER SIZE	A3
APPROVED BY	X.XXXX
DATE	24.11.2021
SCALE	1:1000
	0 2.5 5

CLIENT

HANSEN YUNCKEN

PROJECT

1669

MURRUMBATEMAN PUBLIC SCHOOL

DOCUMENT INFORMATION

SWEPT PATH ASSESSMENT

CONSTRUCTION ACCESS

FILE NAME	SHEET
AG1669-13-v1.dwg	AG01

asongroup
Suite 17.02, Level 17, 1 Castlereagh St
Sydney NSW 2000
info@asongroup.com.au

PLOT DATE: 26/11/2021 12:35:23 PM | CAD REFERENCE: C:\Users\Wendy Zheng\Documents\projects\1669 - Murrabateman\AG1669-13-v1.dwg | Wendy Zheng |

Appendix B. Risk Assessment

Murrumbateman New Primary School – 2 Fairley Street Murrumbateman

Risk Assessment and Communication Tool

Project Number	1669
Project Name	Murrumbateman New Primary School
Site Location	2 Fairley Street, Murrumbateman
Date of Assessment	26th November 2021
Revision	Issue I

Name	Company	Title

Document Control			
Date Issued	Revision	Issued By	Checked By
13/09/2021	Draft	W. Zheng	

Risk Matrix		**Consequence**				
		Minor	Major	Severe	Critical	Catastrophic
		A	B	C	D	E
Very Unlikely	1	Low	Low	Medium	Medium	Medium
Unlikely	2	Low	Low	Medium	Medium	High
Possible	3	Low	Medium	High	High	High
Likely	4	Medium	Medium	High	High	Extreme
Almost Certain	5	Medium	High	High	Extreme	Extreme

Description	
A - Minor	Could result in injury or illness not resulting in a lost work day or minimal environmental damage not required to be notified under jurisdiction requirements.
B - Major	Could result in injury or illness resulting in one or more lost work day(s) or environmental damage can be mitigated and is not required to be notified under jurisdiction
C - Severe	requirements where restoration activities can be accomplished.
D - Critical	Could result in permanent partial disability, injuries or illness that may result in
E - Catastrophic	hospitalisation of persons or environmental damage can be mitigated and is required to be notified under jurisdiction requirements.

Likelihood Descriptor	Design Likelihood
1 - Very unlikely	Industry experience suggests design failure is very unlikely. It can be assumed failure
2 - Unlikely	Industry experience suggests design failure is unlikely to occur in the life of design.
3 - Possible	Industry experience suggests design failure is possible some time during the life of the
4 - Likely	Industry experience suggests design failure is likely to occur during the life of the product.
5 - Almost certain	Industry experience suggests design failure is almost certain to occur during the life of the

Risk Assessment and Communication Tool

Example

ID. Ref	Risk and/ or Hazard	Risk Description	Location	Existing Control	Initial Risk Rating			Design Response to risk and /or hazard	Status of Risk	Assignment of risk or hazard	Residual risk rating		
					C	L	RR				C	L	RR
1	Unauthorized Access to the Site	Site prevents unauthorised access	Entire Site	Nil	C	3	High	Boundary fence will be provided as part of the main works. The design provides a defined separation between public areas and work area. Admin area is located in front of the site to minimise unauthorised visitor access	Design Solution	Main Contractor	B	2	Low
2	Interaction between pedestrians and vehicles	Vehicles and pedestrians to be separates as best possible	Entire Site & Access Roads	Nil	D	3	High	Dedicated footpath, pedestrian crossings and additional signage shall be provided to separate vehicles and pedestrians as best possible.	Design Solution	Main Contractor	B	2	Low
3	Potential vehicle conflict points	Vehicles can crash with each other while manoeuvring through the site	Entire Site & Access Roads	Nil	B	3	Medium	One-way manoeuvring around the site limits any interaction for oncoming vehicles to the access only, coupled with low speeds throughout the site.	Design Solution	Main Contractor	B	1	Low

4	Fatigue	Injury caused by fatigue	Entire Site	Nil	C	3	High	Toolbox meetings and regular breaks (in line with WHS practices) to minimise fatigue	Design Solution	Main Contractor	B	1	Low
5	Fall risks	Injury due to falls (in general)	Entire Site	Nil	E	3	High	Ensuring level changes across the site to be minimised as best possible, with additional black & yellow hazard tape/marking being installed where appropriate. Installation of handrails where level changes / ramps grades are significant.	Design Solution	Main Contractor	C	2	Medium
6	Misdirected access in to neighbouring site	Vehicle in unsafe locations	Entire Site	Nil	C	3	High	Ensuring appropriate directional signage has been provided to ensure vehicles do not access the wrong construction site, which could create potential safety breaches and hazards for all partied	Design Solution	Main Contractor	B	2	Low
7	Conflicting Traffic Management	Coordinating Traffic Controllers could create misleading and wrong advice	Entire Site	Nil	C	3	High	Toolbox meetings, regular liaison with all construction teams and review of signage plans on site in order to minimise contradicting signage.	Design Solution	Main Contractor	C	2	Medium

Appendix C. Driver Code of Conduct

Drivers Code of Conduct

Safe Driving Policy for Murrumbateman New Primary School Construction.

Objectives of the Drivers Code of conduct

- To minimise the impact of earthworks on the local and regional road network;
- To minimise conflict with other road users;
- To minimise road traffic noise; and
- To ensure truck drivers use specified heavy vehicles routes between the Site and the sub-regional road network.

Code of Conduct

The code of conduct requires that while driving any vehicle for work-related purposes. Drivers are to be issues with a copy of the Drivers Code of Conduct, and must comply with all of the following:

- Demonstrate safe driving and road safety activities.
- Abide by traffic, road and environmental legislations.
- Follow site signage and instructions.
- Drivers must only enter and exit the site via the approved entry and exit points and travel routes.
- Drivers must enter and exit the site in a forward direction only unless under traffic control in exceptional circumstances

The below activities in any vehicles will be considered as a breach of conduct and will result in removal from site:

- Reckless or dangerous driving causing injury or death.
- Driving whilst disqualified or not correctly licensed.
- Drinking or being under the influence of drugs while driving
- Failing to stop after an incident.
- Loss of demerit points leading to suspension of licence.
- Any actions that warrant the suspension of a licence
- Exceeding the speed limit in place on any permanent or temporary roads

Driver Responsibilities

All Drivers on site must:

- Be responsible and accountable for their actions when operating a company vehicle or driving for the purposes of work.
- Display the highest level of professional conduct when driving a vehicle at all times.
- Ensure they have a current driver licence for the class of vehicle they are driving, and this licence is to be carried at all times.
- Immediately notify their supervisor or manager if their drivers' licence has been suspended, cancelled, or has had limitations applied.

- Comply with all traffic and road legislation when driving, including the adhering to any project specific road rules.
- Assess hazards while driving.
- Undertake daily pre-start checks of oil, tyre pressures, radiator and battery levels of company vehicles they regularly used.
- Drive within the legal speed limits, including driving to the conditions.
- Not drive outside of the approved heavy vehicle routes. All drivers must obey weight, length and height restrictions imposed by the National Vehicle Regulator, and other Government agencies. Heavy Vehicles shall adhere to the selected routes.
- Be cognisant of the noise and emissions requirements imposed within the EIS, and in a broader sense, the NSW/ Australian Road Rules. Works must be constructed with the aim of achieving the construction noise management levels detailed in the Interim Construction Noise Guideline.
- Do not queue on public roads unless a prior approval has been sought.
- Be aware that at no time may a tracked plant be permitted or required on a paved road.
- Never drive under the influence of alcohol or drugs, including prescription and over the counter medication if they cause drowsiness – to do so will merit disciplinary measures.
- All drivers to report to their supervisor if they have been prescribed medication prior to the start of work.
- Wear a safety seat belt at all times when in the vehicle.
- Avoid distraction when driving – the driver will adjust car stereos/mirrors etc. before setting off or pull over safely to do so.
- Report ALL near-misses, crashes and scrapes to their manager,
- Report infringements to a manager at the earliest opportunity.
- Report vehicle defects to a manager prior to the next use of the vehicle.
- Follow the approved site access/egress routes only.
- Follow speed limits as imposed within the estate.
- Keep loads covered at all times.

The Site Team Responsibilities

The Contractor is responsible to take all steps necessary to ensure company vehicles are as safe as possible and will not require staff to drive under conditions that are unsafe.

This will be achieved by undertaking the following:

- Ensuring all vehicles are well maintained and that the equipment enhances driver, operator and passenger safety by way of:
  - Pre-commencement checks for all new plant arriving on-site and prior to undertaking any work.
  - Daily prestart inspections for all plant, vehicles and equipment currently on-site.
  - All construction plant must be fitted with a flashing light, fire extinguisher and reverse alarms (or squawkers).
  - Ensure all operators onsite have a current verification of competency (VOC) for their current driver's licence of the appropriate class.
  - Ensure maintenance requirements are met and recorded.
- Identify driver training needs and arranging appropriate training or re-training. This may include providing the below:
  - Operator VOC assessment as part of all inductions.
  - Regular Toolbox discussions on safety features, managing fatigue, approved heavy routes, driver responsibility and drink-driving.
- Encouraging Safe Driving behaviour by:

  - Ensuring the subcontractor is informed if their staff become unlicensed.
  - Not covering or reimbursing staff speeding or other infringement notices
  - Ensuring Legal use of mobile phones in vehicles while driving only and that illegal use is not undertaken.
- Encouraging better fuel efficiency by:
  - Use of other transport modes or remote conferencing, whenever practical.
  - Providing training on, and circulating information about, travel planning and efficient driving habits.

Crash or incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the following information is noted:
  - Details of the other vehicles and registration numbers
  - Names and addresses of the other vehicle drivers.
  - Names and addresses of witnesses.
  - Insurers details
- Give the following information to the involved parties:
  - Name, address and company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
  - If there is a disagreement over the cause of the crash.
  - If there are injuries.
  - If you damage property other than your own.
- As soon as reasonably practical, report all details gathered to your manager.

Environmental Procedures.

A range of measures shall be implemented to ensure the following;

- No dirt or debris from the construction vehicles is tracked on to the public road network.
- Reduce the impacts to sensitive receivers, including, where practicable, starting noisy equipment away from sensitive receivers and implementing respite periods.
- Watering of dusty activities will be undertaken, or activities temporarily halted and then resumed once weather conditions have improved.
- Containment measures for spillages will be provided at appropriate locations and in close proximity to staff car park areas, dangerous goods stores areas and main Project work areas.
- All vibratory compactors must not be used closer than 30 metres from residential buildings unless vibration monitoring confirms compliance with the vibration criteria, and
- Keep an accurate record which includes the range of measures undertaken to reduce environmental impacts.

Appendix D. Traffic Guidance Schemes

ROSE STREET

FAIRLEY STREET

BARTON HIGHWAY

VEHICULAR AND PEDESTRIAN ACCESS TO MURRUMBATEMAN HEALTH HUB MUST BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION.

ACCESS DRIVEWAY

WHEN REQUIRED TRAFFIC CONTROLLER TO MANAGE ENTERING AND EXITING CONSTRUCTION AND GENERAL TRAFFIC ALONG THE ACCESS DRIVEWAY

R4-12 50 END

40 ROAD WORK R4-212

10 R4-1

W5-22

50 m ON LEFT W8-207N

TGS GENERAL NOTES

- ALL PUBLIC ROADS WILL HAVE A SPEED LIMIT OF 50KM/H UNLESS IDENTIFIED OTHERWISE
- NOT ALL DIMENSIONS SHOWN ARE TO SCALE
- LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY
- ALL SIGNS ARE TO BE MINIMUM SIZE A
- ALL SIGNS ARE TO BE CLASS 1 RETROREFLECTIVE
- ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH TFNSW'S TRAFFIC CONTROL AT WORK SITES TECHNICAL MANUAL ISSUE 6 (RELEASED 2020) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS
- THIS TRAFFIC CONTROL PLAN MUST BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLAN" TICKET AND TFNSW'S TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION

- THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT THE IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY VARIATIONS TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL
- IT IS THE RESPONSIBILITY OF THE AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN TO ENSURE THE FOLLOWING:
  * THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURE THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
  * VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
  * AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE

- ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN
- IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS
- TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS ARE TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
- ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED
- ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019
- ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS
- IF REQUIRED, A TGS MUST BE SELECTED, DEVELOPED AND IMPLEMENTED BY A SUITABILITY QUALIFIED PERSON (PWZTMP AND ITCP QUALIFICATIONS)

LEGEND

- WORK AREA
- SIGN AND POST
- CONSTRUCTION FENCING
- SITE PARKING
- SITE OFFICE AND AMENITIES
- STORAGE / LAYDOWN AREA
- CRANE AND CONCRETE BOOM LOCATION
- SITE VEHICLE GATE
- SITE PEDESTRIAN GATE
- VEHICLE ACCESS ROUTE
- VEHICLE ACCESS ROUTE RESTRICTED TO CARS ONLY
- PROPOSED PEDESTRIAN ROUTE (PARKVIEW)

N

0 2.5 5

AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
01	24.11.21	TGS	WZ	XX	XX

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.
Base Plan prepared by Northrop, received 15.10.21.
Fairley Street has a posted speed limit of 50km/hr.
Swept path assessments completed at 10 km/h and 300mm clearance.
Designer: Wen Yan Zheng PWX Ticket No. TCT1015144

DESIGNED: Wendy Zheng	PAPER SIZE: A1
CHECKED BY: X.XXXX	DATE: 24.11.2021
APPROVED BY: X.XXXX	SCALE: 1:400

CLIENT: HANSEN YUNCKEN

PROJECT: 1669 MURRUMBATEMAN PUBLIC SCHOOL

DOCUMENT INFORMATION: TRAFFIC GUIDANCE SCHEME; CONSTRUCTION - ALL STAGES

DRAWING STATUS: DRAFT

FILE NAME: AG1669-12-v1.dwg

SHEET: AG01

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Appendix E. Construction Worker Transportation Strategy

New Primary School in Murrumbateman (Monaro Cluster 2) (SSDA - 11233241)

Construction Worker Transport Strategy

Murrumbateman
13/12/2021
Ref: P1669

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Document Control

Project No	P1669
Project	New Primary School in Murrumbateman (Monaro Cluster 2)
Client	Hansen Yuncken
File Reference	P1669r04v02 Construction Worker Transport Strategy_Murrumbateman Public School.docx

Revision History

Revision No.	Date	Details	Author	Approved by
	25/11/2021	Draft	W. Zheng	D. Choi
I	3/12/2021	01	W. Zheng	D. Choi
II	9/12/2021	Version 02	W. Zheng	D. Choi

contents

contents continued

Figures

Tables

1 Introduction

1.1 Overview

Ason Group has been commissioned by Hansen Yuncken Pty Limited to prepare a Construction Worker Parking Strategy (CWPS) to support the development of Murrumbateman Public School at 2 Fairley Street, Murrumbateman (the Site).

This CWPS details the measures and strategies to be undertaken during construction to minimise the effects of construction worker parking demand on the community.

This report is to be read in conjunction with the Construction Traffic Management Plan.

1.2 Purpose

The purpose of this document is to address the relevant conditions of State Significant Development SSD-11233241. The relevant Condition of Consent (B19) is reproduced below:

Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers (including specific arrangements for Saturdays when nearby public parking would unavailable) in order to minimise demand for parking in nearby public and residential streets or public parking facilities. The strategy must be prepared in consultation with Council and TfNSW. A copy of the strategy must be provided to the Planning Secretary for information.

1.3 Scope and Application of Strategy

It is the intent of this Strategy to outline the management of construction worker transportation to and from the Site. In particular, the Strategy has been prepared to manage construction worker car parking to minimise demand of parking in nearby public and residential streets during the construction of the school.

Recognising the need for these procedures to adapt to changing circumstances in order to achieve the desired management of construction worker travel, the Strategy may be varied from time to time to account for the changing circumstances. Those circumstances include changes to site, altered traffic conditions and / or off-site operational imperatives during construction.

Any changes to the Strategy shall be communicated to all construction workers, impacted community members and stakeholders.

HY will be responsible for the review and update of this Strategy when required which will be reviewed per stage of the project.

2 Site Details

2.1 Site & Location

The Site is located at 2 Fairley Street, Murrumbateman, in the local government area of Yass Valley Council. The Site is formally described as Lot 302 DP1228766. The Site is irregular in shape and has an area of 15,434.92m².

The Site shown relative to the surrounding development context is provided in **Figure 1.**

Figure 1: Site Location

The Site is located at the northern end of the Murrumbateman Village, which is characterised by a mix of uses including low density residential and some commercial.

The Site contains an existing parking lot at its northern end and a driveway along its western boundary. There is also a mound of soil at the southern end of the site. The Site is otherwise cleared and vacant.

2.2 Surrounding Road Network

The key roads in proximity of the Site are summarised in Table 1: Local Road Network with reference to the Site plan and road hierarchy in **Figure 2.**

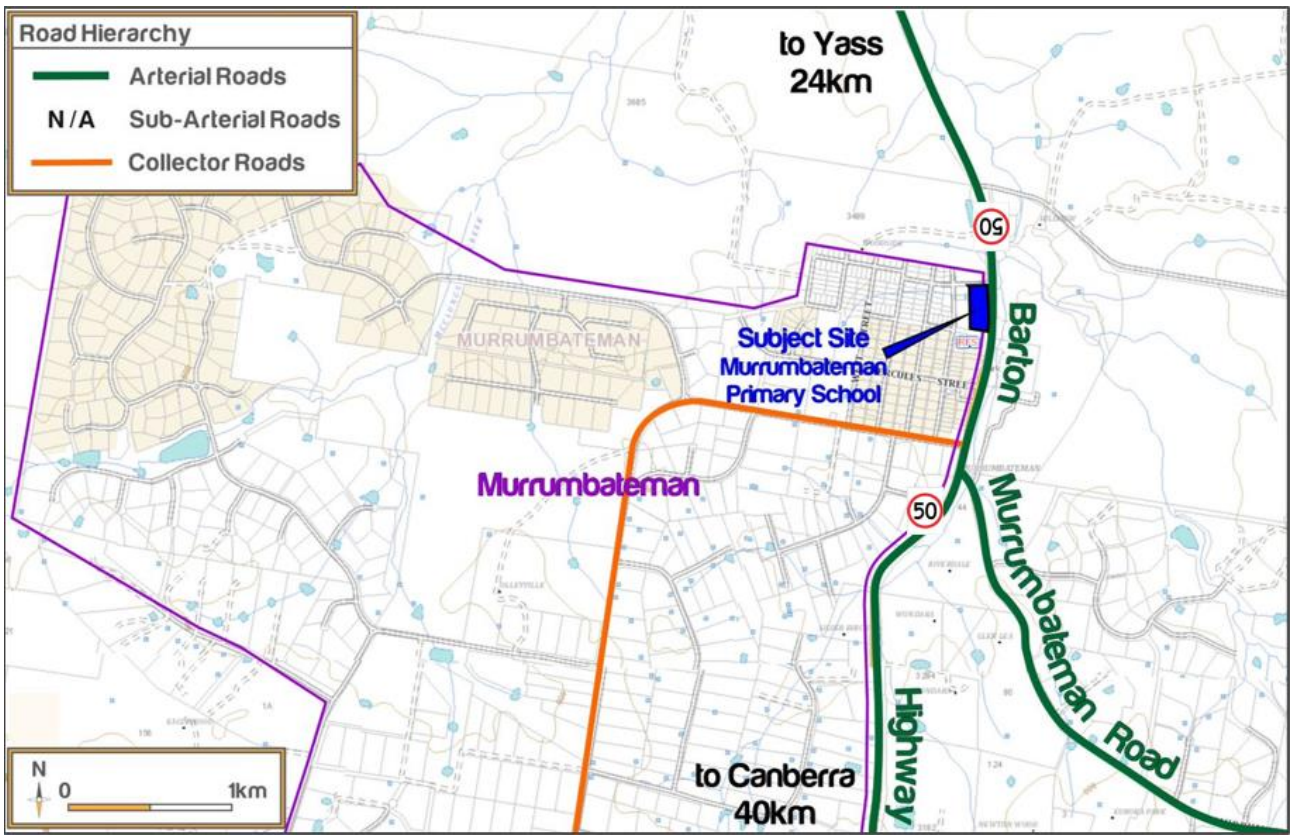

Figure 2: Road Hierarchy

TABLE 1: LOCAL ROAD NETWORK

Road	Class	Speed Limit	Parking
Barton Highway	State Highway	100 km/h 50 km/h within Murrumbateman township	no
Fairley Street	Local Road	50 km/h	Indented parking
Rose Street	Local Road	50 km/h	Indented parking
Hercules Street	Local Road	50 km/h	Unrestricted parking

2.3 Existing Public Transport

2.3.1 Rail Services

Railway services that are suitable for the purposes of commuting to and from the Site are not available.

2.3.2 Bus Services

Bus Routes 842 and 843 operate in the area, connecting Yass to Canberra, with a stop at Murrumbateman Village accessed from Barton Highway. As described in Table 2 Bus services below, Bus Route 842 operates 6 times per day whilst Bus Route 843 only operates twice a day.

The stops are located approximately 400 m to the south-east of the Site, as shown in **Figure 3** below

TABLE 2 BUS SERVICES

Route	Description	Stops	Service Frequency
842	Yass to Canberra City Centre via Woden Interchange & Canberra Hospital	Yass, Yass Depot, Yass Interchange, Yass Valley Way, Murrumbateman Village, Murrumbateman Winery, City Interchange, Russell, Barton, Woden Interchange, Canberra Hospital	6 services per day
843	Yass Rossi St to Canberra City Centre via Belconnen & Calvary Hospital	Yass, Yass Depot, Yass Interchange, Yass Valley Way, Murrumbateman Village, Murrumbateman Winery, Hall Village, Community Bus Station, Calvery Hospital, City Interchange	2 services per day

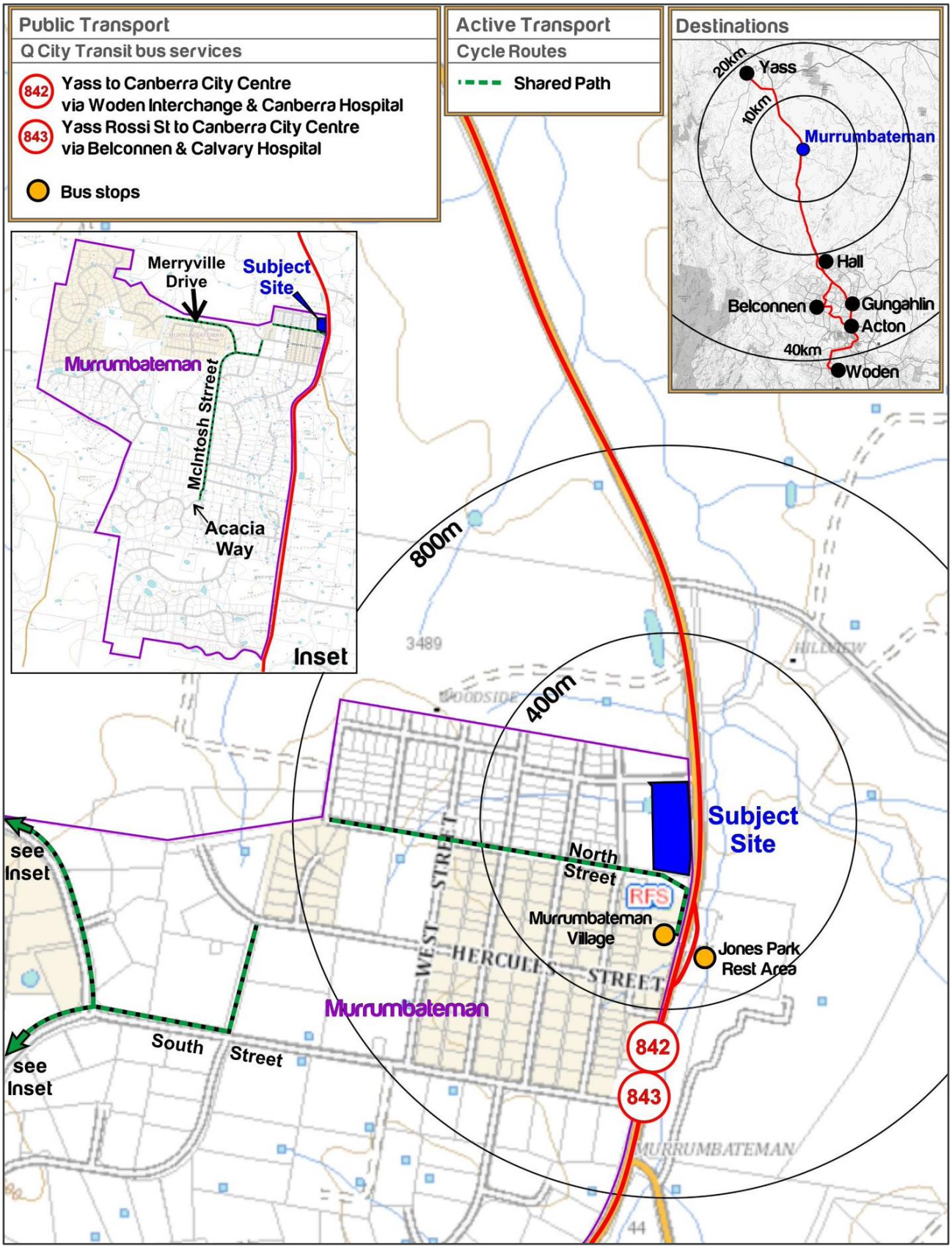

Figure 3: Public and Active Transport Network

3 Key Management Stakeholders

3.1 Hansen Yuncken

Hansen Yuncken being the manager of the site has a duty of care to ensure the safety of all staff working on the Site and the surrounding community. Traffic management arrangements should be implemented to enable the orderly use of trafficable space provided within the Site and the road network surrounding it. Whilst every effort will be made to eliminate traffic safety risks, in instances where risks cannot be fully eliminated, traffic management measures are proposed to mitigate those risks.

Hansen Yuncken shall:

- Ensure all staff are provided with sufficient training to abide by the parking strategy outlined in this plan. This includes responsibility for measures to ensure that all staff and visitors are familiar with site specific rules through appropriate site induction procedures, including being inducted into this Construction Worker Transport Strategy.
- Conduct all travel in a safe, professional and legal manner.
- Be familiar with and address their respective duty of care requirements in accordance with the applicable under the WH&S Act 2011 requirements.
- Ensure WH&S Incident logbooks are maintained and undertake necessary action(s) in relation to any reported issues.

3.2 Yass Valley Council (YVC)

Where and when applicable, Council shall be contacted when necessary. Council's responsibilities are largely focussed on issues affecting the local community and businesses, management of the local road network and coordinating special events which may affect the availability of publicly available parking such as:

- Community events at Murrumbateman Recreation Ground
- Coordination of off-site parking availability on Saturdays or event days

3.3 Transport for NSW (TfNSW)

Where and when applicable, TfNSW shall be contacted, specifically relating to any impacts to the Barton Highway.

3.4 Stakeholder Consultation

Construction traffic management aspects of the project was discussed with stakeholders in a series of meeting prior to the approval of the SSD:

TABLE 3: ENGAGEMENT 1

Scheduled Weekly Meeting 02	
Identified Party to Consult:	Yass Valley Council, TfNSW, SINSW, Ason, Hansen Yuncken, Pedavoli, Savills, Mecone

Scheduled Weekly Meeting 02	
Consultation type:	Microsoft Teams Meeting
When is consultation required?	Prior to submissions
Why?	An update on the project was provided, noting a D&C contractor would be on board late February 2021 to assist with the design development and SSDA documentation. The School was on target to open D1T12023. SEARS had been received, with agency comments, the project team are working through requirements.
When was consultation scheduled?	Meetings are scheduled to occur on a weekly basis from project inception.
When was consultation held?	17th March, 2021
Identify persons and positions who were involved	**YVC –** Liz Makin (Strategic Planning Manager) **TfNSW –** Maurice Morgan (Murrumbateman TfNSW Rep), Damien Pfeiffer (Director Land Use) **SINSW –** Lachlan MacDonald (Project Director), Alfred Jury (Project Director), Rebecca Lehman (Project Director) **Ason Group –** Dora Choi (Transport Consultant), Wendy Zheng (Transport Consultant) **Hansen Yuncken –** Paul Todhunter (Project Manager) **Pedavoli –** Sam Rigoli (Architect), Katie- Lee Carter (Architect) **Mecone –** Adam Coburn (Town Planning Consultant) **Savills –** Emma Viljoen (Project Manager)
Provide the details of the consultation	Preliminary discussion to raise working concerns, share project progress.
What specific matters were discussed?	DC (Ason) presented their investigative findings to date, having undertaken a site visit on Friday 12 March 2021. During the site visit Ason observed the operations of the childcare facility in close proximity. During this discussion Ason gave an overall appraisal of the site, its constraints and opportunities and a consideration of best locations for the transport infrastructure, including: • - Bus bays

Scheduled Weekly Meeting 02	
	• - Private car kiss and ride • - Pedestrian routes and access points • - Staff car parking Ason is undertaking traffic counts to obtain data to support current design considerations. TfNSW noted a number of items for consideration: a) The Barton Highway upgrade works has not been funded to reach Murrumbateman and as such the project should not plan for any changes to traffic conditions. b) School bus stop should be on the local road network, not the highway. c) Concerns at the noted short stay parking suggestions for Rose Street. d) support linkages to the southern pedestrian and cycling linkages to the site e) Catchment area is likely to come from the west, but also from the growing subdivisions in the North Eastern direction f) concern of how the management of children crossing the Barton Highway for use of the Oval, consider access times and movement of children. RL noted this would be addressed in the Transport Plan and the Operational Plan. g) Project team to review potential pedestrian access off Rose Street to the old School site Council noted a number of items for consideration: a) Consider utilisation of Mecca Childcare (on Rose Street adjacent to the Old School House) for OSHC as it becomes unoccupied at 3pm b) Expectation that drop off happens internally on site so as not to cause congestion on Rose Street and surrounds c) Changes to ACT policy will see students coming to Murrumbateman from closer to the border. d) Water pipeline project being commissioned later this year which will see an increase in residents. e) Consideration of how students get to school from the denser older village. SINSW noted that Ason will prepare the School Transport Plan, which includes the Green Travel Plan and will continue to work with SINSW on its implementation once the school is operational. The Transport Plan will set mode share targets. Council/ TfNSW to consider an appropriate school of a similar size for transport benchmarking purposes.
What matters were resolved?	n/a – preliminary discussion

TABLE 4: ENGAGEMENT 2

Scheduled Weekly Meeting 03	
Identified Party to Consult:	Yass Valley Council, TfNSW, SINSW, Ason, Hansen Yuncken, Pedavoli, Savills
Consultation type:	Microsoft Teams Meeting
When is consultation required?	Prior to submissions
Why?	Purpose of this meeting was to take the form of a working group and a follow on from meeting held 17th March 2021.
When was consultation scheduled?	Meetings are scheduled to occur on a weekly basis from project inception.
When was consultation held?	24rd March, 2021
Identify persons and positions who were involved	**YVC –** Liz Makin (Strategic Planning Manager), Meryl Hinge (Yass Council Engineer), Terry Cooper (Yass Council Rep) **TfNSW –** Maurice Morgan (Murrumbateman TfNSW Rep) **SINSW –** Lachlan MacDonald (Project Director), Alfred Jury (Project Director), Rebecca Lehman (Project Director) Sarah Kelly (Project Director) **Ason Group –** Dora Choi (Transport Consultant), Wendy Zheng (Transport Consultant) **Hansen Yuncken –** Paul Todhunter (Project Manager) **Pedavoli –** Sam Rigoli (Architect), Katie- Lee Carter (Architect) **Mecone –** Adam Coburn (Town Planning Consultant) **Savills –** Emma Viljoen (Project Manager)
Provide the details of the consultation	Weekly discussion to raise working concerns, share project progress.
What specific matters were discussed?	DC (Ason) presented an overview of transport and traffic strategy and drivers, key items below, presentation attached: • Catchment areas with walking and cycling opportunity

Scheduled Weekly Meeting 03	
	• Catchment likely to be 20km radius, acknowledgement of future • students to be attending from East of Barton Highway • Mode share assumptions • Case Study at Estella PS, Wagga Wagga • OSHC accounts for approx. 30% of students utilising alternative hours • Proposed location of school bus stop on Fairley Street • On site kiss & ride • Requested clarification on background growth percentage for future • base case and horizon year (10 year post Project Completion) • Seeking confirmation of traffic survey locations. Ason propose: – Barton Highway / Fairley St – Fairley St / Rose St – Rose St / Hercules St – Hercules St / Barton Hwy – AM (6am – 10am), PM (2pm – 5pm) TfNSW noted a number of items for consideration: • Catchment to the East of the highway will be expanding and the traffic assessment should consider the 10- and 20-year projections. • School bus stop proposed on Fairley Street should not be used as an interchange; consideration of all other bus stop locations to be covered off in assessment, i.e., on site, Rose Street, Barton Highway etc • Operation plan to include the frequency of Oval use, concern of how the management of children crossing the Barton Highway. • SINSW to provide presentation to TfNSW (issued with these minutes) Council noted a number of items for consideration: • Integration of the adjacent childcare was good, utilising existing ramp, consideration for Mecca Childcare access. It was noted the Southern pedestrian gate facilitated this. • Understanding required of school operational plan around the school bus stop, concern of children congregating. • Bus route to be determined, through consultation with TfNSW bus services. • Council to supply Ason with information of the developments planned for the North East of the site • Council to supply Ason with Cadastral data contact details. • Stage 2: Council requested clarity on next stage and whether this was being considered in this SSDA application. LMac noted that any future demand would be analysed by demographers and when a need arose a new business case would be written, and funding sought. All recognised the constraints of this site.
What matters were resolved?	n/a – preliminary discussion

TABLE 5: ENGAGEMENT 3

Scheduled Weekly Meeting 04	
Identified Party to Consult:	Yass Valley Council, TfNSW, SINSW, Ason, Hansen Yuncken, Pedavoli, Savills
Consultation type:	Microsoft Teams Meeting
When is consultation required?	Prior to submissions
Why?	Purpose of this meeting was to take the form of a working group and a follow on from meeting held 24th March 2021.
When was consultation scheduled?	Meetings are scheduled to occur on a weekly basis from project inception.
When was consultation held?	31th March, 2021
Identify persons and positions who were involved	**YVC –** Liz Makin (Strategic Planning Manager), Meryl Hinge (Yass Council Engineer), Terry Cooper (Yass Council Rep) **TfNSW –** Kristy Campbell (Manager – Road Use Safety), Jayd Marsh (Community and Partnering) **SINSW –**Alfred Jury (Project Director), **Ason Group –** Dora Choi (Transport Consultant), **Hansen Yuncken –** Paul Todhunter (Project Manager), Dean Katsikaros (Project Manager) **Pedavoli –** Sam Rigoli (Architect) **Savills –** Emma Viljoen (Project Manager)
Provide the details of the consultation	Weekly discussion to raise working concerns, share project progress. EV noted that project team (HY and Architects) have undertaken a site visit and noted number of opportunities and limitations.
What specific matters were discussed?	DC (Ason) presented back on a number of items requiring clarity after meeting 24th March 2021: • School capacity was for 370 students as outlined in the SEARS • Crossing of the Barton Highway was not required by the school for curriculum purposes, as confirmed with the DEL

Scheduled Weekly Meeting 04	
	• The operational requirements for occasional use of the Oval would be addressed in the School Travel Plan as part of the SSDA. New depersonalised data shows no students in walking or cycling catchment East of Barton Highway, these students would rely on buses. Requests for Information, as listed in the attached presentation for Council/ TfNSW feedback: Traffic Surveys: • Total movement count (pedestrian, cyclist, vehicles (classified). Typical weekday (during school term), between 6am –10am, and 2pm – 6pm Intersections of: • ➢ Barton Highway / Fairley Street • ➢ Fairley St / Rose St • ➢ Rose St / Hercules St • ➢ North St / Rose St Traffic Assessment: • Apply 2% background growth between 2021 data to Future Base Case (at Project Completion, Jan 2023) • 2% growth over 10 years for Horizon Year • Sensitivity test – apply 3% growth between 2021 to 2023, and 3% growth over 10 years for Horizon Year Parking Restrictions: Draft parking restrictions suggestion: • Fairley Street Bus Stop – confirmation required on whether bus bay to be applicable during school times only or full time bus stop? • Rose Street, between Fairley St to North St – East Side - 1-hour, between 8am – 6pm, School Days only? • Rose Street, between Fairley St to North St – West Side – No Stopping? • Rose Street, between North St to Hercules St – Given there are no kerbs – suggestion from Council sought LM noted comments on the adequacy of the intersection traffic counts relies on an understanding of the proposed bus routes. DC was to meet with bus services division of TfNSW next. DC presented the masterplan showing pedestrian routes and play areas. Council noted a number of items for consideration: a) Concern noted from an urban planning perspective of the waste collection on the prominent corner of the site. SR noted that this would be reviewed with Ason in terms of alternative placement but that the enclosure was set back from the boundary to allow for landscape and screening. b) Consultation with the Fairly Early Childhood Centre should be undertaken regarding potential access from their car park into the site. The project team agreed and would reach out but noted the site did not rely on this access. c) LM queried whether any further development to access from the South had been undertaken. SR noted the building arrangement allowed for good visual and physical connection and this was a key aspect of the design. EV noted discussions with Mecca childcare were underway. DC noted a further review would be undertaken.

Scheduled Weekly Meeting 04	
	d) MH queried access from the southern gate should on arrival it was found to be locked. DC noted a footpath was already established along Rose Street and a further footpath would be established from Fairley into the main gate. e) LM noted that the transport assessment would need to address potential parent drop off from the Crown land to the South. f) LM queried status of consideration of school use of the Crown land to the South, EV noted a building inspection report had been undertaken to assist in decision making. Report was under review. This would be discussed further with Council.
What matters were resolved?	n/a – preliminary discussion

Post SSD approval TfNSW and YYC was engaged with to consult regarding the construction traffic management recorded below:

TABLE 6: POST APPROVAL CONSULTATION RECORD 01	
Identified Party to Consult:	TfNSW, Yass Valley Council (YVC)
Consultation type:	Teleconference (Teams)
When is consultation required?	Prior to issue of CC
Why	Council is the local road authority and TfNSW is the state road authority – they are in charge of coordinating activities on the local and state road networks.
When was consultation scheduled/held	Thursday 9th December 2021
When was consultation held	Thursday 9th December 2021
Identify persons and positions who were involved	Meryl Hinge (YVC) James Dugdell (YVC) Mel Lausz (TfNSW) Duncan McCrae (TfNSW) Maurice Morgan (TfNSW) Paul Todhunter (HY) Nick Gordon (HY) Dora Choi (Ason) Wendy Zheng (Ason)
Provide the details of the consultation	Consultation with Yass Valley Council and Transport for New South Wales to discuss the strategies proposed in the

	Construction Traffic Management Plan (CTMP) and Construction Worker Transport Strategy (CWTS).
What specific matters were discussed?	DC (Ason) presented the CWTS per TfNSW's request to the group. The following queries for the strategies within the CWTS was noted by TfNSW and YVC: • Will all construction workers arrive on site from Fairley Street? • TfNSW would like to see a strategy for managing construction workers so that they cross the Barton Highway at the existing pedestrian refuge instead of using the shortest route. Additionally, no construction worker vehicles are to be parked on the side of the Barton Highway or have free direct access to the Barton Highway. • YVC has noted that the Murrumbateman Recreation Ground (MRG) is in regular use for a series of community events and has spoken internally to the sports and recreation manager regarding construction worker parking on site. • YVC will work with HY to allocate an area for construction parking and access routes to avoid conflict with events and to enforce safe crossing of the Barton Highway • On Saturdays YVC has noted that the Murrumbateman Town Centre is very busy and construction worker parking on either Hercules or Rose Streets is not recommended for Saturday especially and also for weekdays. • YVC does not think that the carpooling numbers can be achieved and would prefer to accommodate all excess construction parking at the MRG. • A review of the CWTS must be submitted to Council prior to the start of construction stage 5 • YVS has raised the issue that food availability is very limited within the Murrumbateman area and to reduce the need for construction workers to cross the Barton Highway to drive to lunch, they would recommend having a food van on site for the workers.
What matters were resolved?	• All construction workers will arrive on site from Fairley Street • HY will manage construction workers to enforce safe movement on and off the site. Workers who do not follow the safe method of movement will be warned and if necessary, suspended from Site. This is typical for projects that HY undertakes and have a series of management strategies to enforce it. • HY will meet with Council on site to work out the location of the allocated construction parking at the MRG as well as the route for construction vehicles to access the MRG from the Barton Highway • HY will manage construction parking requirements in the Murrumbateman Town Centre outside of the site and will update their worker induction as necessary in response to community feedback.

	• HY will review the CWTS prior to stage 05 and consult with YVS and TfNSW • HY will look into the availability of local food delivery services to site.
What matters are unresolved?	• YVC and HY to meet on site to determine location of construction worker parking at the MRG and access route off the Barton Highway.
Any remaining points of disagreement?	n/a - HY will work with YVC and TfNSW
How will SINSW address matters not resolved?	n/a

4 Construction Worker Parking

4.1 Construction Worker Numbers

The proposed number of workers per construction stage are outlined in Table 7: Stages & Phases of Construction below. Note that the number of workers proposed per stage will range from an average to a maximum, for example in Stage 1 the average number of workers on site per day will be 10 and the maximum will be 20.

TABLE 7: STAGES & PHASES OF CONSTRUCTION

Stage	Timeline	Description	Worker Number
1	16.12.21 to 14.01.22	Demolition of road and car park	10 (average) – 20 (maximum)
2	14.01.22 to 07.02.22	Strip site and bulk earthworks	10 (average) – 20 (maximum)
3	07.02.22 to 25.02.22	Substructure works	30 (average) – 50 (maximum)
4	25.02.22 to 09.05.22	Structure works	50 (average) – 80 (maximum)
5	21.03.22 to 20.06.22	Internal & external finishes / service works	60 (average) – 80 (maximum)
6	20.04.22 to 28.07.22	External works	60 (average) – 80 (maximum)

4.2 Construction Hours

Construction hours have been outlined below per SSD Condition C4.

TABLE 8: HOURS OF WORK

Activity	Day	Time
Construction works	Monday – Friday	7 am to 6 pm
	Saturday	8 am to 1 pm
	Sunday & Public Holidays	No Work to carried out

Note that per Condition C5 works can take place on Mondays to Fridays between 6pm and 7pm, Saturdays between 1pm and 4pm providing noise levels do not exceed existing background noise levels plus 5dB.

It is anticipated that construction works and deliveries will not be conducted or undertaken outside of the hours outlined above. Should out of work hours be required, Hansen Yuncken will lodge an application for an Out of Work Hours Permit with Council to seek approval for these works.

4.3 On-Site Parking Provision

25 car spaces will be available on-site during all phases of construction in the northern portion of the existing carpark in the northern half of the Site as shown in Figure 4: Construction Stage Site Layout.

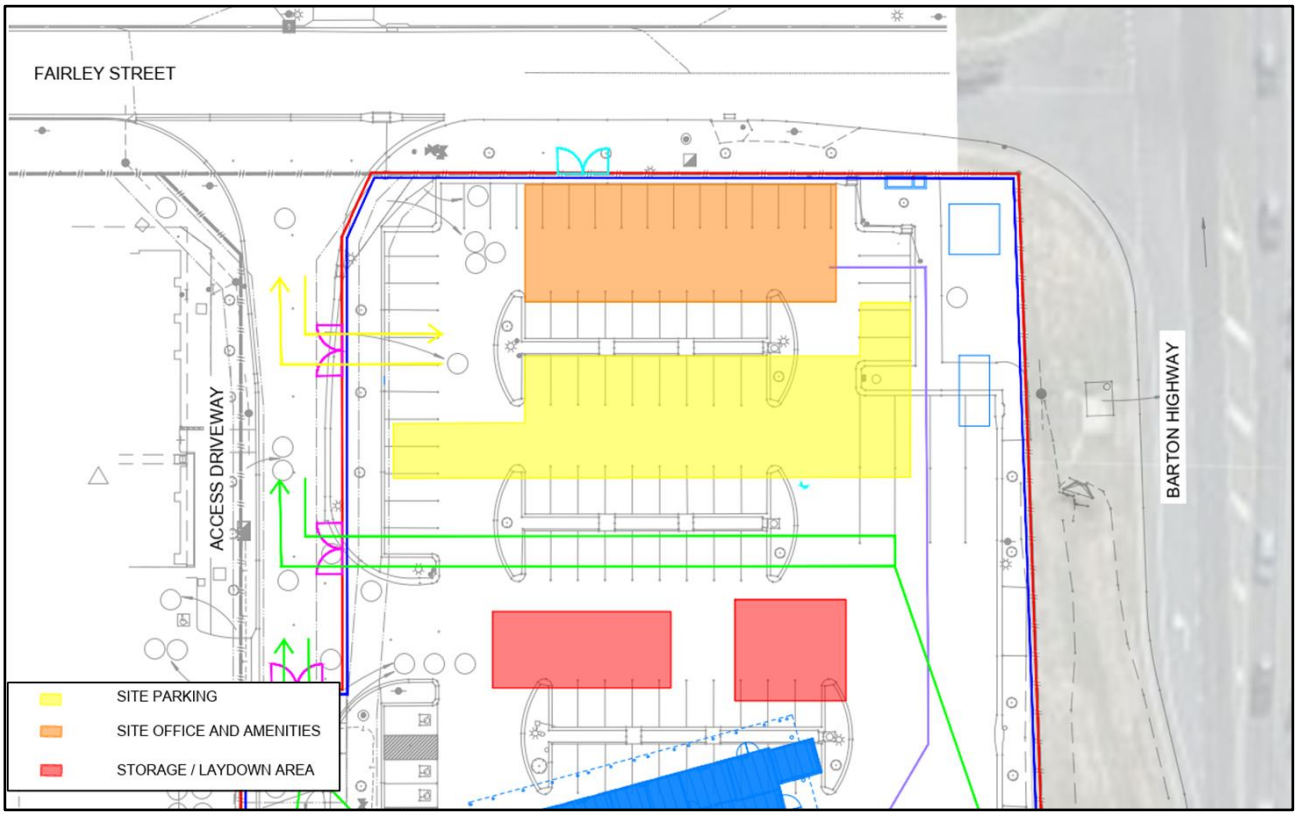

Figure 4: Construction Stage Site Layout

4.4 Off-Site Parking Provision

As Murrumbateman is a regional town, demand for on-street parking during weekdays is low. The Health Centre and Childcare Centre adjacent to the site does attract traffic but both provide sufficient on-site car parking to accommodate the demand.

The roads surrounding the Site with the exception of the Barton Highway all have unrestricted parking with some formalised unrestricted parking on Fairley Street (8 spaces) and Rose Street (15 spaces).

Murrumbateman Recreation Ground (MRG) can be accessed by the existing pedestrian crossing point on the Barton Highway which is within 200m of Site. Parking around the perimeter of the Oval at the MRG (400m of parallel spaces) is available depending on event demands and formalised parking is available to the east of the Oval with 1350m of access roadway which can accommodate 90-degree angled parking on both side being available.

5 Construction Worker Parking Strategy

5.1 Travel Arrangements for Construction Workers

As it is unlikely given the location of the Site and the existing available public transport that construction workers would be able to travel to / from site via public transport, a carpool system will be implemented for the site. Subcontractors will be encouraged to carpool with the expectation that those living in Yass or Canberra would be able to carpool with more than one co-worker.

A 50% carpool target is set and that the parking demand generated by the construction would be expected to be reduced by 25%.

TABLE 9: CONSTRUCTION STAGES AND WORKER NUMBERS

Stage	Worker Number (Average)	Worker Number (Maximum)	Worker Parking Demand (Average)	Worker Parking Demand (Maximum)
1	10	20	8	15
2	10	20	8	15
3	30	50	23	38
4	50	80	38	60
5	60	80	45	60
6	60	80	45	60

To encourage the carpooling, an on-site secure tool storage area would be provided by HY to allow construction workers to drop off and securely store their tools and equipment for the project within the Site instead of bringing it to Site every day.

Additionally, the site amenities will include fridges, microwaves, etc to encourage workers to drop off their lunch on site at the start of the day and not leave the site for lunch.

As part of the carpooling system, a whiteboard will be provided within the lunchroom where contractors will nominate after shifts are arranged whether the worker will be driving to site and if they can carpool with another worker so that HY will be able to forecast the construction parking demand in advance.

Encouragement of carpooling will form part of the toolbox talk conducted on-site daily.

If the forecasted parking demand exceeds the on-site parking capacity and the Rose Street / Fairley Street allowable capacity (of up to 10 spaces), HY will notify Council that MRG parking will be needed to accommodate off-site construction worker parking.

Parking location will be allocated to construction workers the day before their shift on site so those who are parking at the MRG will know to drop off their tools and personal items on site prior to parking.

5.2 Parking Arrangements for Construction Workers

As parking spaces on site are limited, it is expected that from Stage 3 onwards those who cannot park on-site will park in the unrestricted parking areas in the road network surrounding the Site.

However, noting that the community facilities surrounding the Site, a maximum of 10 construction worker vehicles will be allowed to park on Rose Street and Fairley Street within the indented parking bays to reduce impact on the community.

When the construction worker parking demand exceeds the on-site parking provision and Rose Street / Fairley Street allowable parking capacity, construction workers will be directed to park at Murrumbateman Recreation Ground to the east of the Barton Highway.

Murrumbateman Recreation Ground is located within 5-minute walking distance to the Site and accessible via the pedestrian crossing point 200m south of the Site and has the capacity to park approximately 1000

vehicles using the parking area to the east of Murrumbateman Oval shown highlighted in blue in Figure 5: Construction Worker Off Site Parking below.

Figure 5: Construction Worker Off Site Parking

Noting that the Barton Highway is a State Road and is subject to a significant amount of traffic, construction workers parking at the MRG will be instructed to drop off all necessary tools and personal items on Site first before parking.

With all necessary amenities provided on site, the need for workers to return to their vehicles parked at the MRG is expected to be minimal. Outside of exceptional circumstances once the worker arrives on site from MRG they be unlikely to need to access MRG again until they are going home for the day.

5.3 Saturday Construction Worker Parking Management

Off-site construction worker parking will be required for this Site from the beginning of February 2022 until the end of construction in July 2022.

During the weekdays the off-site parking demand can be accommodated by the available on street parking as well as the public car parking within the MRG.

On weekends the community facilities (Health Centre, Friendly's Grocers, etc) will attract more visitors from the regional community which will impact the availability of the on-street parking surrounding the Site. Additionally, MRG hosts the Murrumbateman Village Market which is planned to occur monthly every second and fourth Saturday in 2022 which will impact the availability of the public car parking within the MRG.

As the MRG can be booked through YVC's website, HY will liaise with YVC to obtain advance notice of when events will take place at the MRG. On Saturdays when events at MRG will take place, HY will schedule the works on site to minimise the amount of construction worker parking required and alert the subcontractors needed for the works that carpooling will be strongly encouraged.

Appendix F. Author CV

Dora Choi

Principal Lead – Traffic Management & Operations

Email: dora.choi@asongroup.com.au

Phone: 0450 923 889

Dora has 20 years of professional experience across the fields of urban planning, and traffic and transport engineering. With specialities in concept and schematic traffic design, road safety engineering, construction traffic management planning and major event traffic and transport operations planning, Dora focus on achieving practical, customer centred solutions commensurate with the project type, purpose and level of user experience established in collaboration with clients, delivery partners and project teams.

Dora's expertise in land use development planning and design has specific focus on car park design, traffic management system design, and loading facilities design and design of traffic systems based on the operational requirements as well as future adaptability of spaces. Dora has been involved in a broad range of traffic and transport projects providing high quality service and end to end project advice to a range of public and private sector clients.

Dora has worked on a broad range of inter-disciplinary design teams where she collaborated with clients and consultants of various disciplines in achieving forward thinking outcomes that considers both current and future needs of end users.

QUALIFICATIONS & EDUCATION

- Post Graduate Diploma in Transport and Traffic (Monash)
- Post Graduate Diploma Planning & Design (Melbourne)
- Bachelor of Science (Auckland)

PROFESSIONAL BACKGROUND

- Current Ason Group (Principal Lead: Traffic Management & Operations)
- 2018 – 2020 GTA Consultants (Associate Director)
- 2008 – 2018 Ratio Consultants (Senior Associate)
- 2013 – 2014 G20 Taskforce, Department of the Prime Minister and Cabinet (Assistant Director – Transport)
- 2007 – 2008 City of Melbourne (Senior Traffic Engineer)
- 2006 – 2007 City of Port Phillip (Transport Engineering Officer)
- 2005 – 2006 City of Port Phillip (Melbourne 2006 Commonwealth Games Operations Planner)
- 2000 – 2005 City of Port Phillip (Various Roles)

KEY SKILLS

- Transport Management and Operations Planning
- Transport Design
- Event Traffic and Transport Management Operations Planning and Delivery
- Stakeholder management

KEY PROJECTS

Warrick Lane Precinct, Blacktown NSW
Blacktown City Council

The Warrick Lane Precinct (The Precinct) is located within the Blacktown City Centre, 500 metres east of Blacktown Railway Station. The 2.8-hectare site has been identified for redevelopment as part of the of the Blacktown City Centre Transformation. The objective of the transformation is to provide employment, housing, social, cultural,

Dora Choi
Principal Lead – Traffic Management & Operations
Email: dora.choi@asongroup.com.au
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recreation and transport infrastructure within a framework of sustainability and design excellence.

Dora was engaged by Blacktown City Council to provide traffic and transport advice on the transformation project, and managed the delivery of a range of transport engineering output including schematic and detailed design input to the Project, Transport Impact Assessment in multiple phases, DA stage and Detailed Stage Construction Traffic and Pedestrian Management Plan preparation and worked closely with the broader project team.

Blacktown Health Precinct, Blacktown NSW Blacktown City Council

Blacktown Health Precinct is located to the east of the Blacktown City Centre. The Health Precinct has been identified as a transformation project of the Blacktown City Council to support the forecasted growth in population planned for Blacktown. The objective of the transformation is to provide employment and social infrastructure within a framework of sustainability and design excellence.

Dora was engaged by Blacktown City Council to provide traffic and transport advice on the transformation project, and managed the delivery of a range of transport engineering output including masterplan, strategic transport analytics and design input to the Project.

Woolworths National Loading Facilities Transport Management Safety Review | Woolworths

Dora was the National Technical Leader for the development and delivery of a loading facilities transport management safety review program for the Supermarkets branch of Woolworths which involved the development and delivery of a transport management inspection, review and reporting program involving over 1000 stores. Dora worked closely with the Health and Safety section of Woolworths and was a key member of the delivery team of the study.

Woolworths Drive Program Design Standards Development and Test Fit | Woolworths

Dora was the National Technical Design Lead for the review and provision of technical design advice to inform the development of standard layout and the design guideline of drive through facilities for Woolworth Supermarket assets. Dora has completed a series of test fits across a number of stores located in NSW, SA, WA and NT reviewing and providing design options to retrofit drive through facilities.

Woolworths Minchinbury Distribution Centre (NSW) | Woolworths

Dora was the Project Director and Transport Engineering Lead for the redesign of loading, circulation and parking facilities within the existing Woolworths Minchinbury Distribution Centre and associated Development Application Transport Assessment and Modification application.

Woolworths Fresh Refrigerated Distribution Centre (VIC) | Fabcot

Dora was the Transport Engineering Lead from feasibility phase of the project, to completion of Planning Permit application and associated Concept to Schematic Design phases of the Woolworths Fresh Project in Truganina, Victoria. The project involved the development of a fourth leg to a roundabout, B-Double queuing areas, vehicle circulation, as well as parking facilities and design of a channelised right turn facility along Foundation Road.

Woolworths Melbourne South Regional Distribution Centre (VIC) | Fabcot

Dora was the Transport Engineering Lead for the project and has provided transport engineering input from the development of the Principal's Project Requirement, assisting the Project Architect in the development of a reference design, assistance in provision of transport engineering advice to inform site selection, subsequent Concept and Schematic Design work, and Transport Impact Assessment for the Planning Application.

Victoria Police Centre (2016 – 2020) and City West Police Complex (2011 – 2015), Melbourne | Cbus Property

The recently completed Victoria Police Centre and the City West Police Complex located at the corner of Spencer Street and La Trobe Street, Melbourne forms a custom-designed, integrated precinct.

Dora was the Transport Engineering Lead for the project since 2011 and has worked collaboratively with both the Project Principal, representatives of Victoria Police and the Project Design Team to develop custom designed solutions

Dora Choi

Principal Lead – Traffic Management & Operations

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to traffic and transport facilities associated with the development. Dora prepared Transport Assessment reports, technical memorandums, and heavily involved in consultation with authorities and stakeholder consultation.

Secure Facilities, Melbourne | Reserve Bank of Australia

Dora was the Traffic Management Lead for the Secure Facilities developed by the Reserve Bank of Australia in Craigieburn, Melbourne.

Dora was engaged to develop traffic management arrangements, functional requirements and specifications embedded into the architectural, civil and security arrangements of the project.

Other Select Projects:

Education

Alex Avenue Public School | NSW Department of Education

Dora was the Transport Engineering Lead for the project, and assisted in the preparation of contingency parking and site access design, responses to Response to Submissions, development of School Transport Plan, and liaison with Council.

Estella Public School | NSW Department of Education

Dora was the Transport Engineering Lead for the project, and assisted in the preparation of responses to Response to Submissions, development of site access design, School Transport Plan, and liaison with key stakeholders.

Barramurra Public School | NSW Department of Education

Dora was the Transport Engineering Lead for the project, and assisted in the preparation of responses to Response to Submissions, development of site access design, School Transport Plan, and liaison with key stakeholders.

Hastings Secondary College (Port Macquarie Campus) | NSW Department of Education

Dora was the Transport Engineering Lead for the project, and assisted in the preparation of contingency parking and site access design, responses to Response to Submissions, development of Preliminary School Transport Plan, and liaison with Council.

Murrumbateman Public School | NSW Department of Education

Dora is the Transport Engineering Lead for the project, and assisted in the preparation of responses to Response to Submissions, development of site access design, School Transport Plan, and liaison with key stakeholders.

Googong Public School | NSW Department of Education

Dora is the Transport Engineering Lead for the project, and assisted in the preparation of responses to Response to Submissions, development of site access design, School Transport Plan, and liaison with key stakeholders.

North Sydney Public School | NSW Department of Education

Dora is the Transport Engineering Lead for the project, and assisted in the preparation of contingency parking and site access design, responses to Response to Submissions, development of School Transport Plan, and liaison with Council.

Mixed Use

Langston Place, Epping (NSW) | Cbus Property

88 Walker Street, North Sydney | Billbergia

1 Dension Street, North Sydney | Multiplex and The Winten Property Group

435 Collins Street, Melbourne (VIC) | Cbus Property

140 – 150 Queen Street, Melbourne (VIC) | Cbus Property

Community

Tom Wills Community Oval | Sydney Olympic Park Authority

Wendy Zheng

Senior Traffic Design Engineer – Ason Group

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Phone: +61 2 9083 6601

Wendy is a qualified civil engineer with eight years of work experience across project management, traffic engineering, construction management, and civil and drainage design

During this time, Wendy has been involved in numerous projects for both private organisations and government agencies in Australia and United Kingdom.

Wendy has demonstrated her ability across numerous areas of traffic engineering, transport construction, and civil design and has been involved in many significant projects.

Past projects have ranged in size from detailed design of intersection upgrades to the preparation of Construction Traffic Management Plans, Traffic Control Plans, and Construction and Occupation Certification for both private and public clients. Wendy also has experience dealing with the Transport Management Centre to obtain Road Occupancy Licenses as well as negotiating with Sydney Coordination Office for CTMP approvals.

While working in the UK Wendy was involved in the management, design and delivery of several large scale projects for local councils such as the School Streets project for Haringey and Liveable Streets programme in Tower Hamlets.

Wendy has worked on a broad range of inter-disciplinary design teams where she collaborated with clients and consultants of various disciplines in achieving forward thinking outcomes that considers both current and future needs of end users.

QUALIFICATIONS & EDUCATION

- Master of Engineering Management (University of Technology Sydney)
- BE Civil Engineering w Architecture (University of New South Wales)
- RMS Prepare a Work Zone Traffic Management Plan Card (Combined orange and red card)
- WorkCover Occupational Health and Safety Construction Induction Card.
- Member of Engineers Australia

PROFESSIONAL BACKGROUND

- 2020 – Current: Ason Group
Senior Traffic Design Engineer
- 2019 – 2020: Project Centre Limited (UK)
Senior Traffic Engineer
- 2019 – 2019: WSP (UK)
Senior Engineer
- 2016 – 2019: GTA Sydney
Consultant and Senior Consultant
- 2012 – 2016: The Hills Shire Council
Graduate, and Civil Design Engineer

KEY SKILLS

- Transport Management and Operations Planning
- Transport Design
- Civil and Drainage Design
- Stakeholder management
- Autocad suite / Microstation
- Vehicle tracking / Autoturn

KEY PROJECTS & EXPERIENCE

388 George Street, Sydney | Multiplex

Wendy was the Project Manager and Traffic Management Lead for the Construction Traffic Management Planning for the development, as well as the internal traffic management works with the adjoining building that include coordination with Sydney Light Rail Works and construction activities of other nearby developments.

David Jones Elizabeth Street, Sydney | Mainbrace

Wendy was the Project Manager and Traffic Management Lead for the Construction Traffic Management Planning for the development in obtaining the first approval for nighttime concrete works in the CBD from SCO and overtime ROLs while liaising with adjoining developments and Sydney Metro.

Langston Place, Epping | Hutchison Builders

Wendy was the Project Manager and Traffic Management Lead for the Construction Traffic Management Planning for the development in obtaining the first approval for construction works during Epping to Chatswood rail replacement period from the expanded SCO.