

Michael Cassel
Planning Secretary
Department of Planning and Environment
Locked Bay 5022
Parramatta NSW 2124

Attn: Shiraz Ahmed

21 April 2022

Dear Mr. Cassel,

North Sydney Primary School (SSD-11869481): Submission of Construction Worker Transportation Strategy in accordance with Condition B21

I refer to the construction of the upgrade of a primary school in North Sydney approved on 12 February 2022.

In accordance with Condition B21 of the Development Consent for North Sydney Primary School the following documentation is submitted to the Planning Secretary for information:

1. Upgrade of a Primary School at North Sydney (Monaro cluster 2) (SSDA-11869481) Construction Worker Transport Strategy. (Ason Group, 08 April 2022).
2. Statement from Certifier to Contractor confirming Condition B21 is complete. (Philip Chun, 11 April 2022)

The documents have been reviewed internally by myself and the Statutory Planning Compliance Team.

Yours sincerely,



Alfred Jury
Project Director
School Infrastructure NSW



asongroup



Construction & Pedestrian Traffic Management Plan

North Sydney Public School Upgrades

182 Pacific Highway, Waverton NSW 2060

8/04/2022

P1903r01



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01	14/03/2022	-	A. Ji W. Zheng	W. Zheng
02	15/03/2022	-	W. Zheng	W. Zheng
03	08/04/2022	-	W. Zheng	W. Zheng

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1 Introduction

1.1 Introduction

Ason Group has been engaged by Taylor Construction (Taylor) to prepare a Construction & Pedestrian Traffic Management Plan (CPTMP) for the demolition and construction works at North Sydney Public School (the Site).

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

This document addresses Conditions B15, B19 and B21 of SSD-11869481.

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 are provided below:

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

This Construction & Pedestrian 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. 6.1, 2022).

Through the preparation of this CPTMP, 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
Ason Group – Traffic & Transport Consultant	Dora Choi	Principal Lead Traffic Management & Operations
	Wendy Zheng	Senior Traffic & Design Engineer
School Infrastructure NSW - Project Principal	Jeremy Farrington	Senior Project Director – Major Projects
Turner & Townsend – Project Manager for Principal	Tarini Pathak	Project Manager
Taylor	Michael Etrick	Senior Project Manager
	Tom Udovcic	Site Engineer
	Cassandra Zughbi	Design Manager

1.3 Project Details

The project involves a series of alterations and additions to the existing North Sydney Public School. The proposal entails:

- Demolition of the existing hall (building B), haven building (building C) and 6 temporary buildings;
- Construction of a three-storey building comprising:
 - staff administration rooms;
 - 16 home bases
 - a new library;
 - hall;
 - out of school hours care facilities;
 - covered outdoor learning area;
 - 63 bicycle parking spaces;
 - End of trip facilities for staff; and
 - services, amenities and access.
 - New entry gate and forecourt from Bay Road;
- Internal refurbishment of building G ground floor from the existing library to 3 home bases; and
- Associated tree removal, landscaping and excavation.

1.3.1 Proposed Construction Activity / Works

The proposed construction activities detailed in the Staging information below show the construction staging and associated description from Taylors.

TABLE 2: PROJECT STAGING, DURATION AND WORKS DESCRIPTION

Stage	Sub-Stage	Duration	Description	Worker Number
1	Site Establishment	Mid-March to April 2022	Installation of temporary demountables Installation of site amenities Installation of fencing and class A hoarding Temporary removal of the heritage wall section	10 – 12 people
2	Demolition & Excavation	End March to July 2022	Protection of Bay Road heritage elements Demolition of Building C and temporary buildings Excavation and levelling of the site in preparation for asbestos management and removal	20 – 25 people
3	Crane Installation	May 2022	Installation of crane	25 – 30 people
4	Main Works	July 2022 to January 2023	Construction of Building I and Building J.	80 – 85 people

5	External Works	October to December 2022	Completion of external hardstand, entry to the south and all soft landscaping.	80 – 85 people
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1.3.2 Site Location

The site, Lot 1 in DP 183591 and Lot 1 in DP 184559, is located at 182 Pacific Highway, North Sydney NSW 2060. The site is bounded by the Pacific Highway to the east, McHatton Street to the north, low-density residential land to the west and Bay Road to the south, is essentially rectangular in shape and has an approximate area of 1.93 hectares.

The McHatton Street frontage has been used as the main access associated with car-based trips to / from the school. There is a significant level difference between the kerbside parking that consists of a mix of short-stay parking restrictions, and Kiss and Ride restriction (i.e., No Parking restriction). Connectivity between the kerbside parking area and the footpath / School Gates along McHatton Street is provided by three staircases.

Of the five existing pedestrian access gates, only one gate located along the McHatton Street frontage does not consist of steps / stairs between the footpath and the school site. This gate is located on McHatton Street, to the east of the main pedestrian access to the existing Administration Building.

All other accesses, especially the existing gate along Bay Road consists of steps / stairs.

The Site and surrounding context are demonstrated in **Figure 1** below.

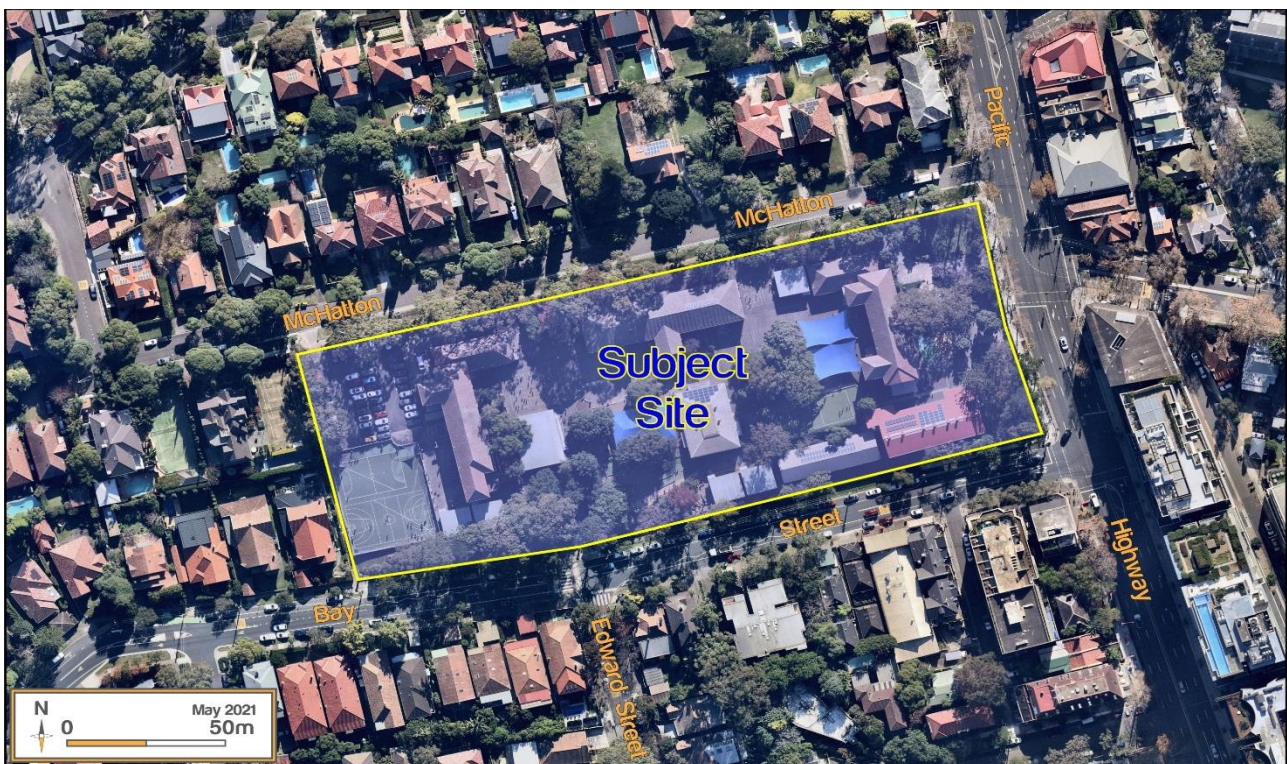


Figure 1: Site Location

1.4 Authority Requirements

The purpose of this document is to address the relevant conditions of State Significant Development SSD-11869481. The relevant Condition of Consent (B15 and B19) is reproduced below:

B15. 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) 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).*

B19. A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:

- (a) minimise the impacts of earthworks and construction on the local and regional road network;*
- (b) minimise conflicts with other road users;*
- (c) minimise road traffic noise; and*
- (d) ensure truck drivers use specified routes.*

The conditions are outlined below with the corresponding sections of the report in response to them.

TABLE 3: RESPONSE TO SSD-11869481 CONDITIONS

Condition No.	Condition	Response
15	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:	Noted
a)	be prepared by a suitably qualified and experienced person(s);	Refer to Section 1.2. See CVs in Appendix I.

b)	be prepared in consultation with Council and TfNSW;	Refer to Section 1.6.
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.
(ii)	measures to ensure the safety of vehicles and pedestrians accessing adjoining properties where shared vehicle and pedestrian access occurs;	Refer to Sections 3.3 and 3.5.
(iii)	heavy vehicle routes, access and parking arrangements;	Refer to Sections 2.3, 2.8 and 3.2.
(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 Section 2.3. See swept path assessments in Appendix E.
(v)	arrangements to ensure that construction vehicles enter and leave the site in a forward direction unless in specific exceptional circumstances under the supervision of accredited traffic controller(s).	Refer to Section 2.1.
B19	A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following: (a) minimise the impacts of earthworks and construction on the local and regional road network; (b) minimise conflicts with other road users; (c) minimise road traffic noise; and (d) ensure truck drivers use specified routes.	Refer to Appendix C

1.5 Site Related Data

1.5.1 Road Details

The key roads in proximity of the site are summarised in **Figure 2** with reference to the site plan and road hierarchy in **Table 4**.

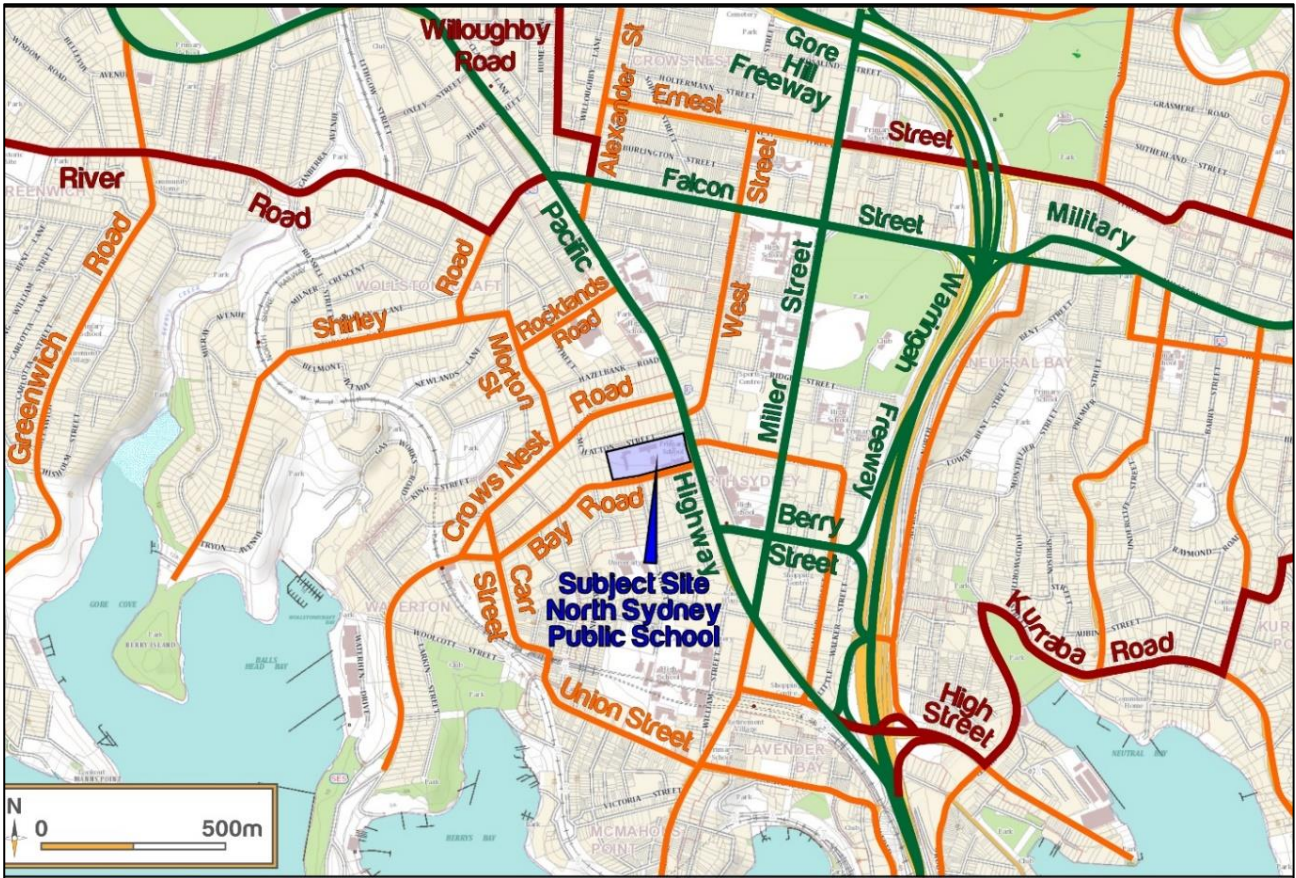


Figure 2: Site Context and Road Hierarchy

TABLE 4: LOCAL ROAD NETWORK

Road Name	Section	Speed Limit	Parking	Traffic Volumes and Peak Times	Urban / Rural
Pacific Highway	Bay Road to McHatton Street	60 km/h	No	~60,000	Urban
Bay Road	Carr Street to Pacific Highway	50 km/h	Yes – subject to parking restrictions	~10,000	Urban
McHatton Street	-	50 km/h	Yes – subject to parking restrictions	< 5,000	Urban
Edward Street	Bay Road to Mount Street	50 km/h	Yes – subject to parking restrictions	< 5,000	Urban

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. Locations of recorded crashes are shown in **Figure 3** and details summarised in **Table 5**. A review of the crashes indicate that the majority of crashes occurred along the Pacific Highway, with four crashes occurring at the Pacific Highway/ Bay Road signalised intersection and two crashes occurring at the Pacific Highway/ McLaren Street signalised intersection.

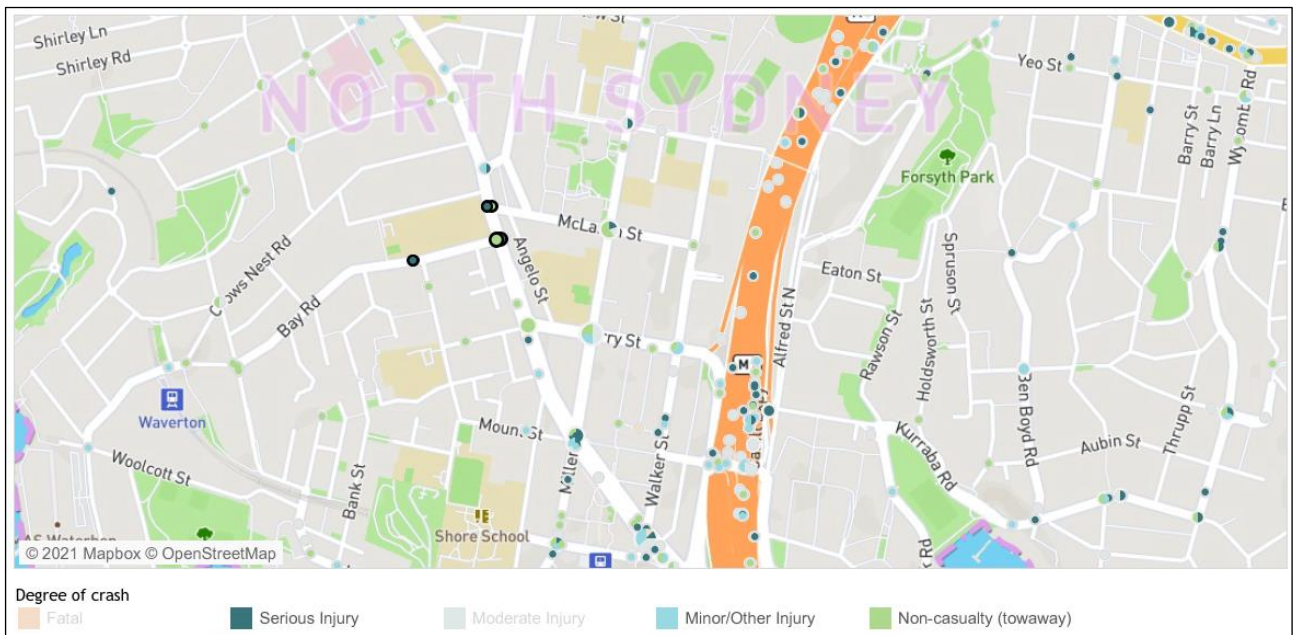


Figure 3: Crash Locations

TABLE 5: CRASH HISTORY

Reporting Year	Lighting	RUM Description	Location	Injury
2015	Daylight	10 – Cross-traffic	Pacific Highway/ McLaren Street	Non-casualty
	Daylight	71 – Off Road Left - object	Pacific Highway/ McLaren Street	1 serious injury
2016	Darkness	10 – Cross Traffic	Pacific Highway/ Bay Road	Non-casualty
2017	Daylight	74 – On-road out of control	Bay Road, west of Edward Street	1 serious injury
	Daylight	0 – Ped nearside	Pacific Highway/ Bay Road	1 serious injury
2018	Daylight	21 – Right through	Pacific Highway/ Bay Road	Non-casualty
	Daylight	0 – Ped nearside	Pacific Highway/ Bay Road	1 serious injury

1.5.3 Vulnerable Road Users

TABLE 6: VULNERABLE ROAD USERS

Road Name	Pedestrian	Cycling	Public Transport
Pacific Highway	Yes	No	Yes / Bus stops
Bay Road	Yes	Yes	Yes / Bus stops
McHatton Street	Yes	No	No
Edward Street	Yes	No	No

1.5.4 Neighbouring Works

The school will remain operational throughout the duration of the construction program, with exception to school holiday period.

Sydney Metro City & Southwest line is currently under construction, with the closest site being the Crows Nest station.

The project team is unaware of any other neighbouring works at the time of preparation of this CPTMP.

1.6 Stakeholder Engagement

1.6.1 Stakeholder Engagement Plan

Taylor will liaise with relevant stakeholders regarding construction schedules and trucks routes and will raise any potential conflict with stakeholder at the earliest time. Stakeholder consultation actions required by Taylor are detailed in **Table 7**

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 future disruptions to roadways / footpaths are required, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers using letter drops and Variable Message Sign (VMS)
- If any unforeseen 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 North Sydney Council's Traffic & Transport team and / or Assets Branch.

TABLE 7: STAKEHOLDER CONSULTATION ACTIONS

Stakeholder	Action
TfNSW	Council to submit CPTMP to stakeholder. The project team to liaise with stakeholder through

	Council to address comments and re-submit final CPTMP to Council
North Sydney Council	The project team to submit CPTMP to stakeholder. The project team to liaise with stakeholder to address comments and re-submit final CPTMP
Transport Management Centre (TMC)	Council to submit CPTMP to stakeholder. Taylor to liaise with stakeholder through Council to address comments and re-submit final CPTMP to Council
NSW Police	Council to submit CPTMP to stakeholder. Taylor to liaise with stakeholder through Council to address comments and re-submit final CPTMP to Council
Emergency Services	Taylor to attend fortnightly meetings with TfNSW and Emergency Services if necessary

1.6.3 Stakeholder Consultation

Over the course of the development of this Plan, Ason Group has consulted with key stakeholders including Transport for NSW (TfNSW), North Sydney Council, Sydney Buses, the School Principal and the SINSW. This section provides details of consultation undertaken by the Project Team in its preparation of this CPTMP. Details of the consultation is summarised in the following table and included in **Appendix G**.

- Consultation record with North Sydney Council (See details in **Appendix F**)

TABLE 8: NORTH SYDNEY COUNCIL CONSULTATION RECORD

Identified Party to Consult:	North Sydney Council (NSC)
Consultation type:	E-mail correspondence
When is consultation required?	Prior to submission
Why	Council is the local road authority and is in charge of coordinating activities on the local road networks.
Consultation Record 01	
When was consultation scheduled/held	Tuesday, 30 th November 2021
When was consultation held	Tuesday, 30 th November 2021
Identify persons and positions who were involved	North Sydney Council Iman Mohammadi (NSC) Tarini Pathak (Turner & Townsend) Jeremy Farrington (Department of Education) Alfred Jury (Department of Education)

	Dora Choi (Ason Group) Wendy Zheng (Ason Group)
Provide the details of the consultation	North Sydney Council's comments in relation to the draft CPTMP for North Sydney Public School
What specific matters were discussed?	<p>It is suggested to split the CPTMP into 2 stages (stage 1-2) and (Stage 3-5) as builder has not been appointed and the appointed builder's methodology may be different to what is proposed under the draft CTMP.</p> <p>In addition, Council's approval cannot be issued until the DA is determined with conditions related to the CPTMP.</p> <p>The draft CPTMP has been assessed with general traffic Comments below:</p> <ol style="list-style-type: none"> 1. The provision of an on-site parking area for employees, tradesperson, and construction vehicles as far as possible to avoid reliance on the available on-street parking for employees and tradespersons. 2. The access to the site from Bay Rd requires a Temporary Driveway at the proposed location. It should be also noted that there is a Bus Zone located at this location which may need to be relocated subject to STA's written approval. In addition, the proposed temporary driveway is subject to separate approval from Council's Development Engineer and must accommodate the largest truck size accessing the site. 3. The proposed truck route to the site from Edward Street is not supported as Edward and Mount Street are congested in the morning and especially in the afternoon peak. In addition, turning path of the MRV entering Bay Rd from Edward St, conflicts with westbound traffic. 4. The proposed 85m long WZ is excessive for the use of 8.8 MRVs and will result in unnecessary loss of on-street parking, therefore is not supported by Council. The maximum length supported for the proposed WZ is determined by the turning path of the MRV accessing the WZ. This can be addressed under the 2nd CTMP for works at stages 3-5 5. Any footpath closure required a Permit from North Sydney Council prior to closure of footpath. 6. Occupation/closure of road requires a permit from North Sydney Council. <p>Turning paths:</p> <ol style="list-style-type: none"> 1. MRV turning left onto the site from McHatton Street travels over the existing street sign and bollard at each end of driveway access and possible conflict with parked vehicle/s. In that regard, parked vehicle either side of McHatton Street are required to be as shown on the plan to ensure clearance is achieved. Note, No Parking on the northern side of McHatton St is used for drop off/pick up purposes.

	<ol style="list-style-type: none"> 2. MRV turning right onto McHatton from the site is required to be submitted to ensure clearance with street furniture and parked vehicles 3. MRV turning left onto McHatton St from Pacific Highway, travels over pedestrian Fence and conflicts with eastbound traffic. This is a safety concern and needs to be addressed.
What matters were resolved?	<ul style="list-style-type: none"> • CPTMP has been updated and split into 2 stages (stage 1-2) and (stage 3-5) • The CPTMP does not propose an on-site parking area for employees, tradesperson, and construction vehicles
What matters are unresolved?	<ul style="list-style-type: none"> • New truck route to the Site from Pacific Highway into Crows Nest Road / Harriott Road into Bay Road has been proposed and awaiting Council's approval • Maximum work zone length on Bay Road that is acceptable by Council • MRV turning paths
Any remaining points of disagreement?	N.A.
How will Taylor address matters not resolved?	Matters unresolved will be discussed in further consultation engagement between stakeholders
Consultation Record 02	
When was consultation scheduled/held	Tuesday, 22 nd February 2022 to Wednesday, 23 rd February 2022
When was consultation held	Tuesday, 22 nd February 2022 to Wednesday, 23 rd February 2022
Identify persons and positions who were involved	Iman Mohammadi (NSC) Wendy Zheng (Ason Group)
Provide the details of the consultation	Consultation with North Sydney Council to discuss the strategies proposed in the Construction Traffic Management Plan (CTMP)
What specific matters were discussed?	<ul style="list-style-type: none"> • Would a truck route accessing the site from Pacific Highway into Crows Nest Road / Harriott Road into Bay Road be acceptable to Council • What is the maximum work zone length on Bay Road that is supportable by Council
What matters were resolved?	<ul style="list-style-type: none"> • Council could support the proposed truck route accessing the site from Pacific Highway into Crows Nest Road / Harriott Road into Bay Road depending on the following factors: <ul style="list-style-type: none"> – truck size, turning paths of trucks at critical locations and frequency of trucks on daily basis – duration of trucks traveling through development stages.

	<ul style="list-style-type: none"> – It should be noted that all measures should be considered to minimise disruptions to the road networks and inconvenient made to the community. • The maximum work zone length on Bay Road that is supportable by Council is dependent on the size of the largest truck permitted for this development: <ul style="list-style-type: none"> – Additional spaces can be occupied to accommodate the additional plants/trucks by obtaining a Stand Plant Permit from Council – It should be noted that Works Zone shall only be used for loading and unloading of materials from/to the site and shall not be used for parking vehicles/trucks etc • Council has provided STA contact for North Sydney Council for temporary bus stop relocation
What matters are unresolved?	N.A.
Any remaining points of disagreement?	N.A.
How will Taylor address matters not resolved?	N.A.

- Consultation record with TfNSW (See details in **Appendix G**):

TABLE 9: TFNSW CONSULTATION RECORD

Identified Party to Consult:	Transport for NSW (TfNSW)
Consultation type:	E-mail correspondence
When is consultation required?	Prior to submission
Why	TfNSW is the local road authority and is in charge of coordinating activities on the local road networks.
When was consultation scheduled/held	Tuesday, 30 th November 2021
When was consultation held	Tuesday, 30 th November 2021
Identify persons and positions who were involved	<p>TfNSW</p> <p>Tarini Pathak (Turner & Townsend)</p> <p>Jeremy Farrington (Department of Education)</p> <p>Alfred Jury (Department of Education)</p> <p>Iman Mohammadi (NSC)</p>

	Dora Choi (Ason Group) Wendy Zheng (Ason Group)
Provide the details of the consultation	TfNSW response regarding the CPTMP – North Sydney School Upgrades Revision 01
What specific matters were discussed?	<p>Transport for NSW (TfNSW), Greater Sydney Division has reviewed the Construction & Pedestrian Management Plan – North Sydney School Upgrades Revision 01 and endorse the proposed temporary construction arrangements for Stage 1 & 2 only, subject to the following conditions:</p> <ul style="list-style-type: none"> • Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS. • Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals. • Access to be maintained for residents, businesses and emergency vehicles at all times. • No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available. • When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles. • Vehicles should enter and leave the site in a forward facing direction when safe to do so. • Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area. • Any approved Works Zone should only be used for work activities. No infrastructure, including bins, tanks or traffic control equipment should be left on the road when the works zone is not in use by a vehicle. All non-vehicular items must be contained with the work area and not on the carriageway. • Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742. • Queues are not to impact the Pacific Highway at any time. • Bus movements along Bay Riad are to be prioritised <p>Endorsement of the CTMP is not an approval to the type of traffic management or delineation devices used, nor is it an approval to any traffic guidance schemes depicted within the CTMP. It is assumed that the proponent has used type approved devices and has developed its traffic guidance schemes in accordance with the relevant Australian Standards and Guidelines.</p> <p>The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected area as well as</p>

	<p>emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.</p> <p>Please ensure this CTMP is shared and adhered to by all contractors. If the CTMP changes, please forward a copy to Developments.CJP@transport.nsw.gov.au or further review and endorsement.</p>
What matters were resolved?	Split the CTMP into 2 stages (stage 1-2) and (Stage 3-5)
What matters are unresolved?	N.A.
Any remaining points of disagreement?	N.A.
How will Taylor address matters not resolved?	N.A.

- Consultation with bus company – Busways (See details in **Appendix H**):

TABLE 10: BUSABOUT CONSULTATION RECORD

Identified Party to Consult:	Busways
Consultation type:	E-mail correspondence
When is consultation required?	Prior to submission
Why	Busways is the bus company providing service for the bus stop located on Bay Road in front of North Sydney Public School
When was consultation scheduled/held	Thursday, 24 th February 2022 to Friday, 25 th February 2022
When was consultation held	Thursday, 24 th February 2022 to Friday, 25 th February 2022
Identify persons and positions who were involved	Janine Crawford (Busways) Steve Grady (Busways) Wendy Zheng (Ason)
Provide the details of the consultation	Consultation with Busways to discuss the relocation of bus stop (Stop ID 206077) on Bay Road during construction period
What specific matters were discussed?	<ul style="list-style-type: none"> • The preferred location and length for the relocated bus stop

<p>What matters were resolved?</p>	<ul style="list-style-type: none"> • Busways agrees to relocate bus zone to the west of the existing marked pedestrian crossing at the frontage of the school on Bay Street. See Figure 4. • The Bus Zone requires 20 meters in length to accommodate a 12.5 metre long bus as on the departure side of the proposed bus zone, the No Stopping section located to the east of the proposed Bus Zone can accommodate buses pulling out of the bay
<p>What matters are unresolved?</p>	<p>N.A.</p>
<p>Any remaining points of disagreement?</p>	<p>N.A.</p>
<p>How will Taylor address matters not resolved?</p>	<p>N.A.</p>



Figure 4: Proposed Relocated Bus Zone

2 Proposed Works and Staging

2.1 Overview of Works

It is estimated that the total duration of the construction works will be approximately 11 months from the commencement date.

2.1.1 Stage 1 – Site Establishment

TABLE 11: STAGE 1

Criteria	Response
Description of Key Activities	Installation of temporary demountables Installation of site amenities Installation of fencing and class A hoarding Temporary removal of heritage wall section
Max. Vehicle Size	8.8m Medium Rigid Vehicle
Vehicle Movement Frequency	10 movements / day
Truck Access Requirements	Traffic controllers may be required
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	No – refer section 2.2 for construction hours. Deliveries to align with these hours.
Contractor Parking	None provided on site
Pedestrian Control	Wire mesh fencing to provide separation from construction zone. Pedestrian controller present on footpath during operations.
Public Transport Services Affected	Bus route 265 may be affected.
Road Occupancy Requirements (if yes, provide further details)	Yes for hoarding installation – subject to separate ROL application
Lane or Footpath Closures (if yes, provide further details)	Yes – pedestrian management to be implemented at the Bay Road footpath to redirect pedestrians when required.
Traffic Control Plan	see Appendix A for applicable TGS

2.1.2 Stage 2 – Demolition & Excavation

TABLE 12: STAGE 2

Criteria	Response
Description of Key Activities	Protection of Bay Road heritage elements Demolition of Building C and temporary buildings Excavation and levelling of site in preparation of Asbestos management and removal
Max. Vehicle Size	8.8m Medium Rigid Vehicle
Vehicle Movement Frequency	14 movements / day
Truck Access Requirements	Traffic controllers may be required
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	No – refer section 2.2 for construction hours. Deliveries to align with these hours.
Contractor Parking	None provided on site
Pedestrian Control	Wire mesh fencing to provide separation from construction zone. Pedestrian controller present on footpath during operations.
Public Transport Services Affected	Bus route 265 may be affected.
Road Occupancy Requirements (if yes, provide further details)	n/a
Lane or Footpath Closures (if yes, provide further details)	Yes – pedestrian management to be implemented at the Bay Road footpath to redirect pedestrians when required.
Traffic Control Plan	see Appendix A for applicable TGS

2.1.3 Stage 3 – Crane Installation (Subject to Confirmation by Taylor)

TABLE 13: STAGE 3

Criteria	Response
Description of Key Activities	Installation of crane
Max. Vehicle Size	19m Articulated Vehicle
Vehicle Movement Frequency	4 movements / day
Truck Access Requirements	Traffic controllers to manage access and egress Road closures and detours as required
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	Yes – refer section 2.2 for construction hours. Deliveries to occur after detours and road closures have been set up
Contractor Parking	None provided on site

Pedestrian Control	Wire mesh fencing to provide separation from construction zone. Pedestrian controller present on footpath during operations.
Public Transport Services Affected	Bus route 265 will be affected.
Road Occupancy Requirements (if yes, provide further details)	n/a
Lane or Footpath Closures (if yes, provide further details)	Yes – pedestrian management to be implemented at the Bay Road footpath to redirect pedestrians when required.
Traffic Control Plan	Included as part of the crane installation specific CTMP

2.1.4 Stage 4 – Main Works

TABLE 14: STAGE 4

Criteria	Response
Description of Key Activities	Construction of Buildings I and J.
Max. Vehicle Size	8.8m Medium Rigid Vehicle
Vehicle Movement Frequency	10 movements / day
Truck Access Requirements	Traffic controllers may be required
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	No – refer section 2.2 for construction hours. Deliveries to align with these hours.
Contractor Parking	None provided on site
Pedestrian Control	Class A Hoarding and wire mesh fencing to provide separation from construction zone. Pedestrian controller present on footpath during operations.
Public Transport Services Affected	Bus route 265 may be affected.
Road Occupancy Requirements (if yes, provide further details)	n/a
Lane or Footpath Closures (if yes, provide further details)	Yes – pedestrian management to be implemented at the Bay Road footpath to redirect pedestrians when required.
Traffic Control Plan	see Appendix A for applicable TGS

2.1.5 Stage 5 – External Works

TABLE 15: STAGE 5

Criteria	Response
Description of Key Activities	Completion of external hardstand, entry to the south and all soft landscaping.

Max. Vehicle Size	8.8m Medium Rigid Vehicle
Vehicle Movement Frequency	6 movements / day
Truck Access Requirements	Traffic controllers may be required
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	No – refer section 2.2 for construction hours. Deliveries to align with these hours.
Contractor Parking	None provided on site
Pedestrian Control	Class A Hoarding and wire mesh fencing to provide separation from construction zone. Pedestrian controller present on footpath during operations.
Public Transport Services Affected	Bus route 265 may be affected.
Road Occupancy Requirements (if yes, provide further details)	n/a
Lane or Footpath Closures (if yes, provide further details)	Yes – pedestrian management to be implemented at the Bay Road footpath to redirect pedestrians when required.
Traffic Control Plan	see Appendix A for applicable TGS

2.2 Construction Traffic Hours

Given sensitivity constraints of the surrounding community, it is proposed that specific construction activities occur outside of school operating hours following consultation with the School. Work hour timings per SSD Condition C4 are provided below.

TABLE 16: HOURS OF WORK

Activity	Day	Time
Construction Work Hours	Monday – Friday Saturday Sunday and Public Holiday	7 am to 6pm 8 am to 1 pm No work is permitted
Construction Traffic Hours (during school holidays)	Monday – Friday Saturday Sunday and Public Holiday	7 am to 6pm 8 am to 1 pm No work is permitted
Construction Traffic Hours (during school term)	Monday – Friday Saturday Sunday and Public Holiday	7 am to 8am, 9.30am to 2.30pm, 4pm to 6 pm 8 am to 1 pm No work is permitted

It is anticipated that construction works will not be conducted outside of the hours outlined above. Should a requirement for work outside of these nominated hours be required, Taylor will consult with the School and North Sydney Council to seek approval for these works.

2.3 Truck Routes

It is proposed that construction vehicles enter and exit the Site via the routes shown in **Figure 5** and **Figure 6**. A copy of the truck route maps shall be provided to all drivers prior to attending the Site.

All construction vehicles are to access the site from Pacific Highway when the work zone is not in use.

When the work zone is not in use, the proposed access into the site is via turning right from McHatton Street or Bay Road after entering from the Pacific Highway. If construction vehicle access into the school is required during the school term vehicle are to enter from Bay Road only.

When the work zone on Bay Road is required, all vehicles are to drive into the work zone via Bay Road from Harriott Street / Crows Nest Road and exit onto the Pacific Highway from Bay Road.

No trucks are to be queued on local roads. Mobile phones, two-way radios or application-based solutions should be used to coordinate truck arrivals.

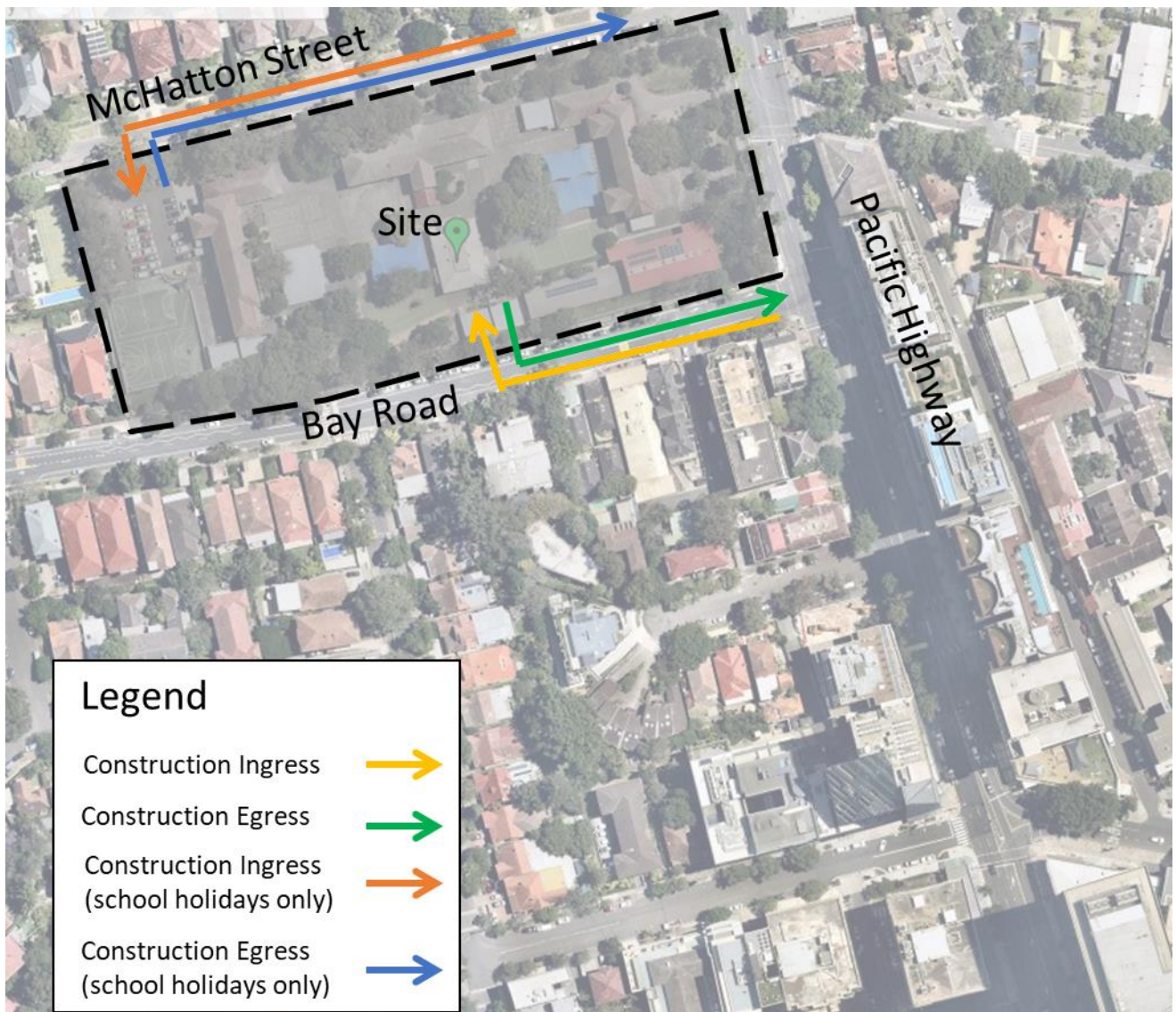


Figure 5: Construction Access – Stages 1 & 2



Figure 6: Stage 3 to 5 Construction Access

Swept path assessments for MRV entering and exiting the site via the surrounding road network are included in **Appendix E**.

2.4 Crane Installation

Crane installation in Stage 3 will be subject to a separate, stage specific CPTMP that will be developed by Taylor, and their tower crane supply contractor.

2.5 Temporary Traffic Management Method

Prior to the Bay Road work zone being in use, stop and hold will be applied on Bay Road and McHatton Street when construction vehicles are entering and exiting the site. Pedestrian controllers will be utilizing retractable barriers to hold pedestrians when required.

Stage 3 temporary traffic management method will be subject to a separate CTMP for the crane installation.

When the work zone is in use, stop and hold will likely be required on Bay Road when construction vehicles are exiting the work zone. Pedestrian controllers will be utilizing retractable barriers to hold pedestrians when required.

2.6 Risk Assessment

Risk assessment is attached in Appendix B.

2.7 Site Contact

The nominated site contacts from Taylor are:

- Michael Etrick
 - Senior Project Manager;
 - Contact detail: +61 410 466 630
- Tom Udovicic
 - Site Engineer;
 - Contact detail: +61 407 323 363

2.8 Site Access

During Stage 1, initial access to the site will be via staff carpark access on McHatton Street as demonstrated in **Figure 7** and will be restricted to vehicles up to 8.8m Medium Rigid Vehicles (MRV) only. Vehicles will exit the site through the staff carpark and turn right to access the Pacific Highway.



Figure 7: McHatton Street Access Arrangement

Once the temporary removal of heritage wall on Bay Road has been completed, vehicles up to MRV can access the site from Bay Road as shown in Figure 8: Bay Road Access Arrangement.

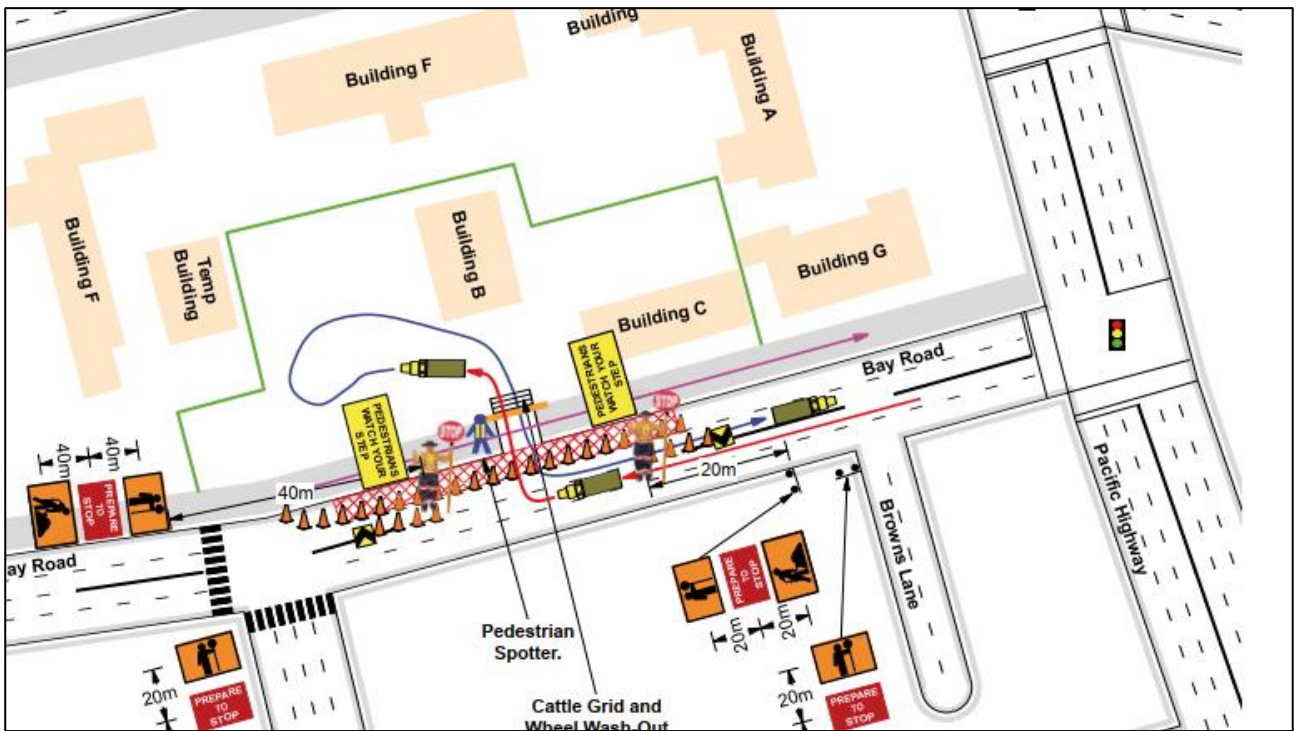


Figure 8: Bay Road Access Arrangement

2.9 Works Zone

A temporary works zone spanning 40m on the Bay Road frontage is proposed to handle material delivery to the Construction Site.

A Work Zone Permit (WZP) from North Sydney Council is required to implement the Work Zone. If excavation and/or road opening works on a public road is required, Taylor will obtain a Road Opening Permit.

Occasionally where large concrete pours and use of concrete pumps and the like are required, the work zone can be extended and occupied to accommodate the additional plants/trucks by obtaining a Stand Plant Permit from Council.

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 un-planned queueing occur on the public road network. It is expected that a schedule for deliveries of materials and goods will be established prior to that day, with Traffic Controllers maintain radio contact with construction vehicles at all times. This schedule shall be prepared by utilising construction traffic management software (such as Mooven or other similar products).

3.2 Construction Worker Parking

No construction worker parking will be provided on site. The site is very accessible via public transport and public on-street parking availability is limited.

To encourage the use of public transport, an on-site secure tool storage facility would be provided by the project team to allow construction workers to drop off and securely store their tools and equipment for the project within the Site.

A Construction Worker Transportation Strategy has been prepared with the objective to minimise demand for parking in nearby public and residential streets or public parking facilities. This Strategy is included in **Appendix D**.

3.3 Pedestrian and Cyclist Management

During construction, pedestrian movements will be maintained along the Bay Road and McHatton Street frontages of the site. Before the installation of any hoarding, it is expected that site fencing is required in locations adjacent to works area that involve the partial opening of the existing heritage fence. The site fencing will be located as close as possible to the property boundary, maintaining maximum footpath width along the Bay Road frontage of the site to minimise impact on pedestrian amenity.

Traffic controller(s) will be present at the site accesses to manage pedestrian and vehicular traffic to ensure public safety while construction vehicles enter and exit the site. Pedestrians will not be directed to use the other footpath by use of signage alone. Also, traffic controls would need to be in accordance with AS1742.3 and TfNSW 'Traffic Control at Worksites' manual at all times.

Should any unforeseen activities require the temporary closure of any pedestrian access, a TGS should be developed and implemented by the contractor to ensure a safe alternative for pedestrians traversing these routes in the vicinity of the site.

3.4 Fencing Requirements

Class A hoarding and wire mesh site boundary 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 and hoarding to ensure pedestrian access along Bay Road.

Site access gates would be provided along the McHatton Street and Bay Road frontages depending on stage and will be closed at all times outside of the permitted construction hours.

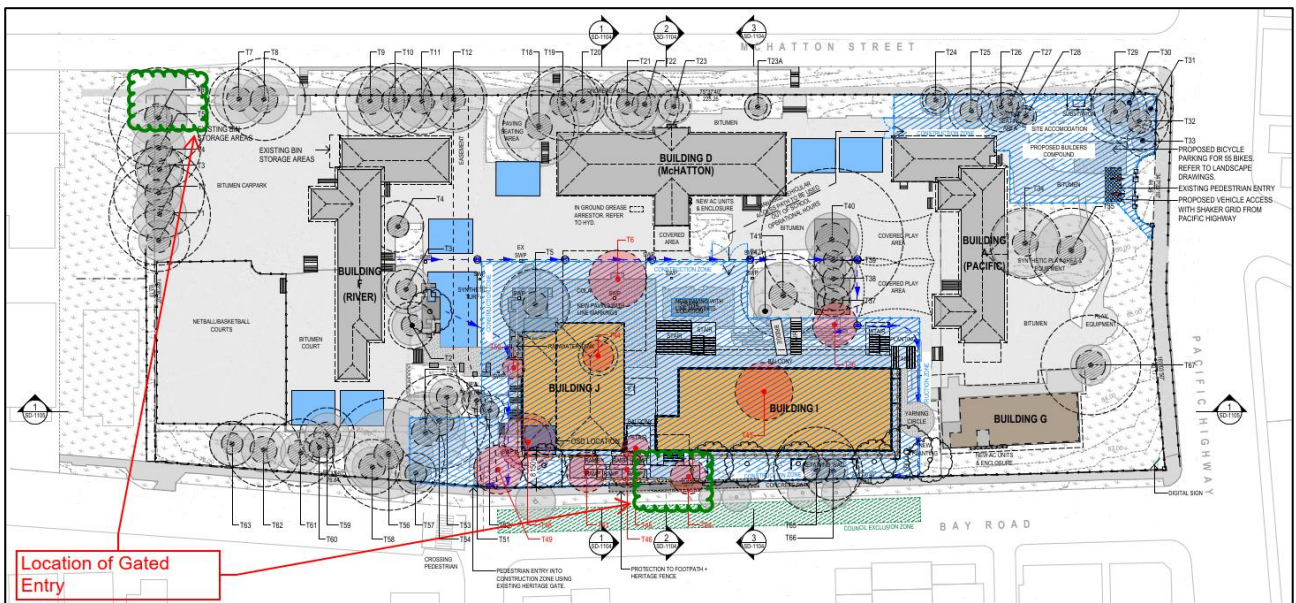


Figure 9: Fencing and site access gates location

3.5 Traffic Control

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

3.6 Authorised Traffic Controller

There is a requirement for an authorised traffic controllers to be present throughout all stages of the project. The responsibilities include:

- Implementation of the Traffic Control Plan.

- 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
- Supervision of all loading and unloading of construction materials during the deliveries in the construction phase of the project.

Refer to **Appendix A** 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 CPTMP shall be subject to ongoing review and will be updated accordingly. Regular reviews will be undertaken by the on-site coordinator. Review of the CPTMP shall occur daily. All and any reviews undertaken should be documented, however key considerations regarding the review of the CPTMP shall be:

- Tracking deliveries against the volumes outlined within report. Deliveries will be tracked against approved volumes and will keep a vehicle log - including Rego & time of entry - 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 CPTMP.
- A Dilapidation report shall be undertaken every periodically to assess the condition of the road and 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 CPTMP 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 CPTMP 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 6.1 requirements during all phases of construction, being:

TABLE 17: EXAMPLE REVIEW OF ACTIVITIES

Activity			Frequency or Details
Shift Inspections	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Weekly Inspections	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
TMP Review	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Road Safety Audit	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Other	<input type="checkbox"/> Yes	<input type="checkbox"/> 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 18** outlines an indicative plan to be undertaken by Taylor in the event that the monitoring program identifies the management plan is not effective in managing the construction impacts.

TABLE 18: 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: <ul style="list-style-type: none"> Review CPTMP and update where necessary Provide additional training. 	As with Condition Amber, plus; <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> Provide additional training (including toolbox talks and further notification of Driver Code of Conduct) 	As with Condition Amber, plus; <ul style="list-style-type: none"> 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 CPTMP 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 <ul style="list-style-type: none"> 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 CPTMP 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 undertaken 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. <ul style="list-style-type: none"> If it is concluded that construction

			<p>appropriate. Implement additional remedial measures, such as:</p> <ul style="list-style-type: none"> • 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 	<p>activities were directly responsible for the exceedance, submit an incident report to government agencies.</p> <ul style="list-style-type: none"> • Implement relevant responses and undertake immediate review to avoid such occurrence in future.
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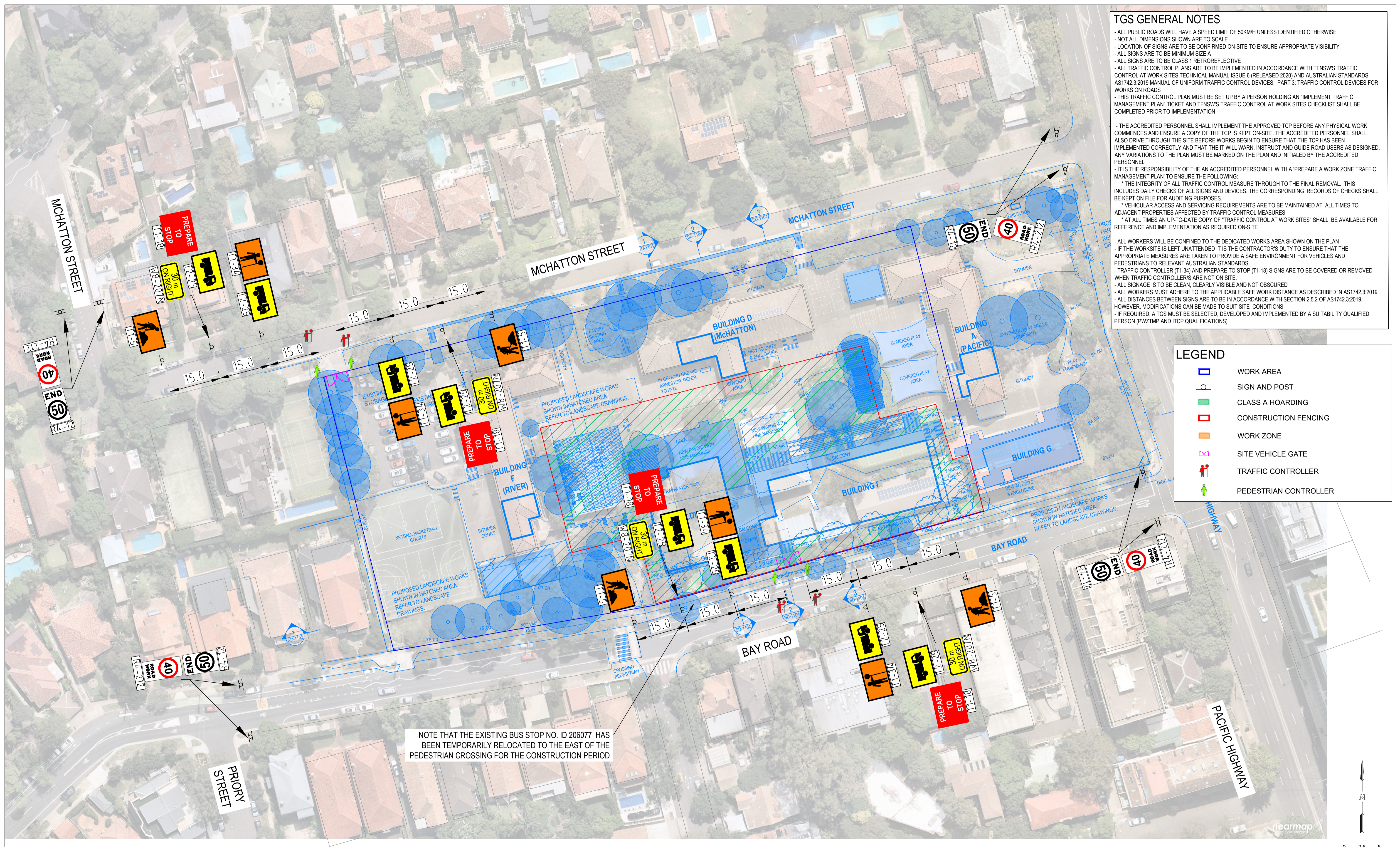
Appendix A. Traffic Guidance Scheme

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 TOP BEFORE ANY PHYSICAL WORK COMMENCES AND ENSURE A COPY OF THE TOP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL ALSO DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TOP HAS BEEN IMPLEMENTED CORRECTLY AND THAT 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:
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 - * 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
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- 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
- CLASS A HOARDING
- CONSTRUCTION FENCING
- WORK ZONE
- SITE VEHICLE GATE
- TRAFFIC CONTROLLER
- PEDESTRIAN CONTROLLER



NOTE THAT THE EXISTING BUS STOP NO. ID 206077 HAS BEEN TEMPORARILY RELOCATED TO THE EAST OF THE PEDESTRIAN CROSSING FOR THE CONSTRUCTION PERIOD

AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
02	14.03.22	TGS	WZ	MK	WZ
01	11.03.22	TGS	WZ	MK	XX

GENERAL NOTES

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Base Plan prepared by Fulton Trotter, received 17.09.2021.

Bay Road has a posted speed limit of 50km/hr.

Swept path assessments completed at 10 km/h and 300mm clearance.

DESIGNED	Wendy Zheng	PAPER SIZE	A1
CHECKED BY	M. KONG	DATE	11.03.2022
APPROVED BY	W. ZHENG	SCALE	1:500_1

CLIENT	TAYLORS
PROJECT	1903
	NORTH SYDNEY PUBLIC SCHOOL

DOCUMENT INFORMATION

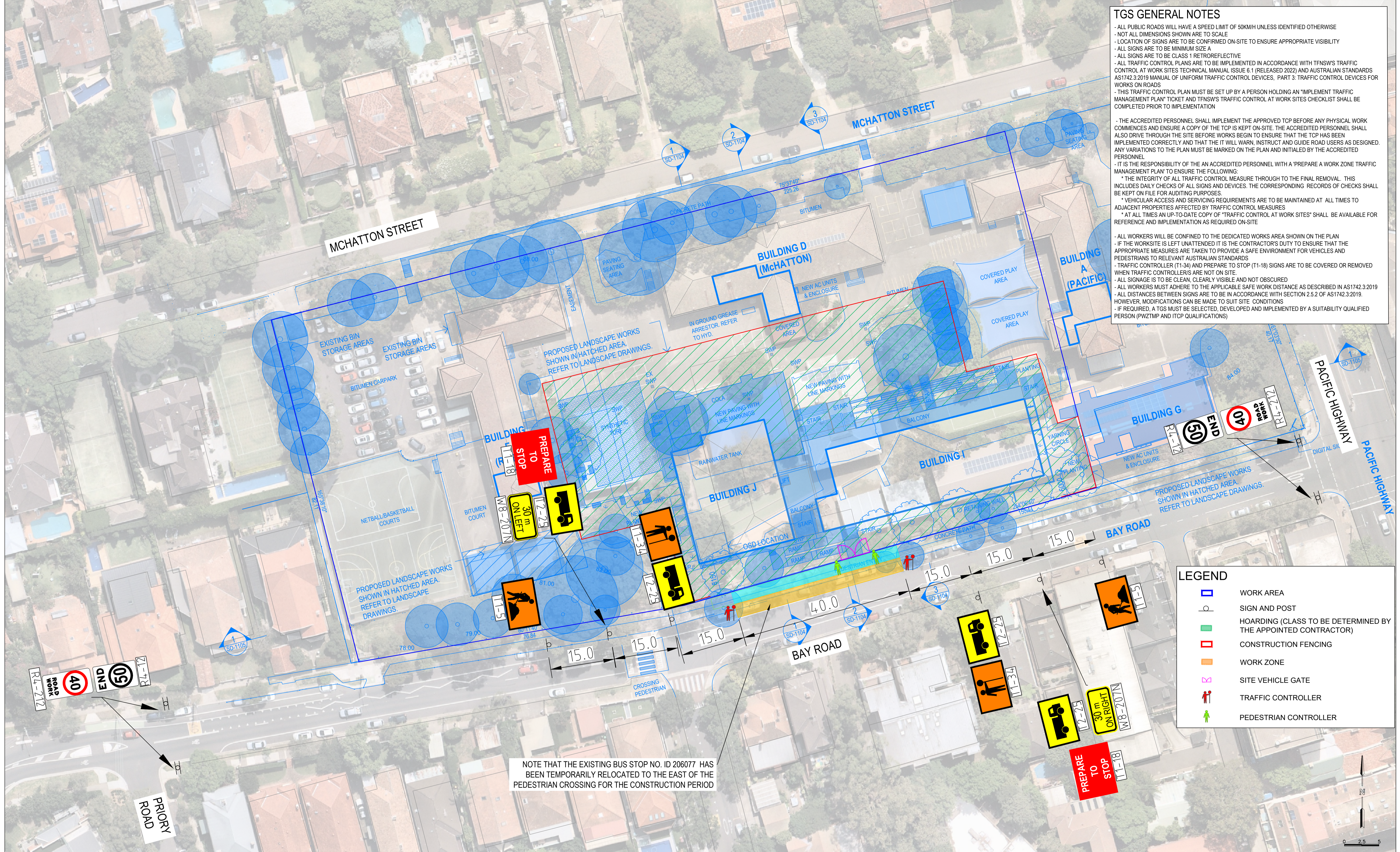
TRAFFIC GUIDANCE SCHEME
DURING SCHOOL HOLIDAYS
DRAWING STATUS
FOR CONSTRUCTION

asongroup

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

FILE NAME	AG1903-02-v02.dwg	SHEET	AG01
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AS/NZS 4455:2015 (SAFETY SIGNS, SAFETY GRAPHS AND SAFETY LINES) IS THE STANDARD TO WHICH THIS DRAWING IS REFERRED. THIS DRAWING IS AN INTEGRAL PART OF THE PROJECT AND SHOULD NOT BE USED IN ISOLATION. THE USER OF THIS DRAWING SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE USER OF THIS DRAWING SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS. THE USER OF THIS DRAWING SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS.



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LEGEND

	WORK AREA
	SIGN AND POST
	HOARDING (CLASS TO BE DETERMINED BY THE APPOINTED CONTRACTOR)
	CONSTRUCTION FENCING
	WORK ZONE
	SITE VEHICLE GATE
	TRAFFIC CONTROLLER
	PEDESTRIAN CONTROLLER

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CHECKED BY	M. KONG
APPROVED BY	W. ZHENG
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CLIENT
TAYLORS

PROJECT
1903

NORTH SYDNEY PUBLIC SCHOOL

DOCUMENT INFORMATION

TRAFFIC GUIDANCE SCHEME

DURING SCHOOL TERM

DRAWING STATUS
FOR CONSTRUCTION

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FILE NAME
AG1903-03-v02.dwg

SHEET
AG01

Appendix B. Risk Assessment

Upgrade to North Sydney Public School

Risk Assessment

Project Number	1903		
Project Name	Upgrade to North Sydney Public School		
Site Location	182 Pacific Highway, North Sydney (Lot 1 in DP 184591 and Lot 1 in DP 184559)		
Date of Assessment	11 th March 2022		
Revision	Issue A		
Name	Company	Title	
W. Zheng	Ason Group	Senior Traffic Engineer	
Document Control			
Date Issued	Revision	Issued By	Checked By
11/03/2022	Draft	S. Kong	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 workday 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 workday(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 sometime 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

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 works. The design provides a defined separation between public areas and work area.	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	Footpath and pedestrian crossings will be retained. Pedestrian controllers to be provided at all site accesses. Reduction of posted speed limit to 40kmph along the school's frontage roads. Truck drivers will be inducted to drive safely and at posted speed limit at all times.	Design Solution	Main Contractor	B	2	Low
3	Potential vehicle conflict points	Vehicles can crash with each other while manoeuvring within the site	Entire Site & Access Roads	Nil	B	3	Medium	Truck visitation will be programmed in a way that only one vehicle will arrive or depart at any one time. In addition, truck drivers will be inducted to	Design Solution	Main Contractor	B	1	Low

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
								drive safely and no more than 10kmph within the site at all times.					
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/markings being installed where appropriate. Installation of handrails where level changes / ramps grades are significant.	Design Solution	Main Contractor	C	2	Medium
6	Misdirected access into 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	Design Solution	Main Contractor	B	2	Low

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
								for all parties. In addition, all drivers will undertake an induction of the site layout prior to arriving to the site.					
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 North Sydney Demonstration School, Bay Road, North Sydney.

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

All vehicle operators accessing the site must:

- Take reasonable care for his or her own personal health and safety;
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons;
- Notify their employer if they are not fit for duty prior to commencing their shift;
- Obey all applicable road rules and laws at all times;
- In the event an emergency vehicle behind your vehicle, pull over and allow the emergency vehicle to pass immediately;
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness;
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas;
- Ensure all loads are safely contained / restrained, as necessary;
- Drive over devices – located at the site's access – to vibrate off and wash off any loose material attached to heavy vehicles;
- Operate their vehicles in a safe and professional manner, with consideration for all other road users;
- Hold a current Australian State or Territory issued driver's licence;
- Notify their employer or operator immediately should the status or conditions of their driver's license change in any way;
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs;
- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device;
- Advise management of any situations of which you know, or think, may present a threat to workplace health and safety;
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary; and
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the Site, as necessary, to avoid unnecessary delays to other vehicles.

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; and
 - 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; and / or
 - If you damage property other than your own.
- As soon as reasonably practical, report all incident details to your manager.

Appendix D. Construction Worker Transportation Strategy

asongroup



Upgrade to North Sydney Public School (SSDA - 11869481)

Construction Worker Transport Strategy

North Sydney

11/03/2022

Ref: P1903r03



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Document Control

Project No	P1903
Project	Upgrade to North Sydney Public School
Client	Taylor Construction
File Reference	P1903r03 Construction Worker Transport Strategy_Upgrade to North Sydney Public School

Revision History

Revision No.	Date	Details	Author	Approved by
	11/03/2022	Draft	A. Ji	

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1 Introduction

1.1 Overview

Ason Group has been engaged by Taylor Construction (Taylor) to prepare a Construction Worker Transportation Strategy (CWTS) for the demolition and construction works at North Sydney Public School at 182 Pacific Highway, North Sydney (the Site).

This CWTS 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 and Pedestrian Management Sub-Plan.

1.2 Purpose

The purpose of this document is to address the relevant conditions of State Significant Development SSD-11869481. The relevant Condition of Consent (B21) 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 in order to minimise demand for parking in nearby public and residential streets or public parking facilities. A copy of the strategy must be provided to the Planning Secretary for information.

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 for 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 the 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.

Taylor 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, Lot 1 in DP 184591 and Lot 1 in DP 184559, is located at 182 Pacific Highway, North Sydney NSW 2060. The site is bounded by the Pacific Highway to the east, McHatton Street to the north, low-density residential developments to the west and Bay Road to the south. The Site is rectangular in shape and has an approximate area of 1.93 hectares.

The site is currently occupied by the North Sydney Public School, located adjacent to the North Sydney CBD and within proximity to a number of educational establishments including the North Sydney campus of the Australian Catholic University, Shore Preparatory and Senior Schools, Monte Sant' Angelo Mercy College and Cammeraygal High School.

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

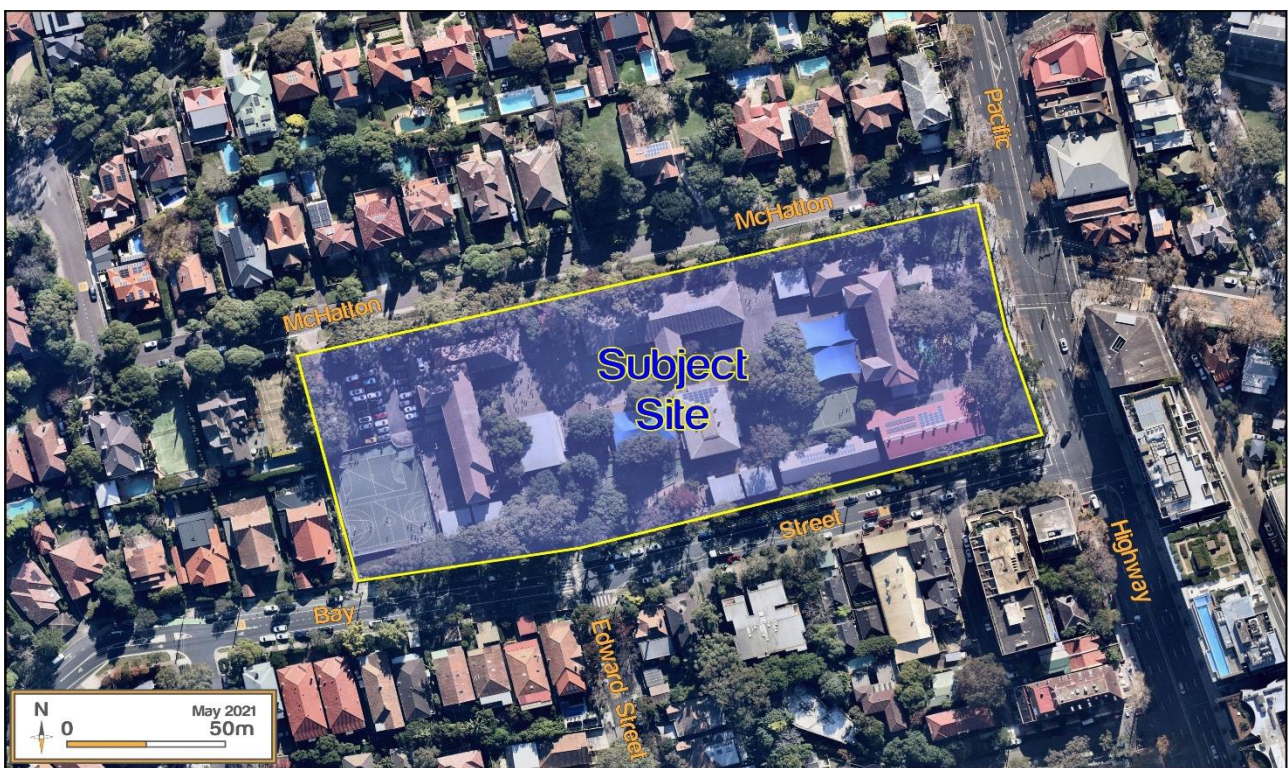


Figure 1: Site Location

2.2 Surrounding Road Network

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

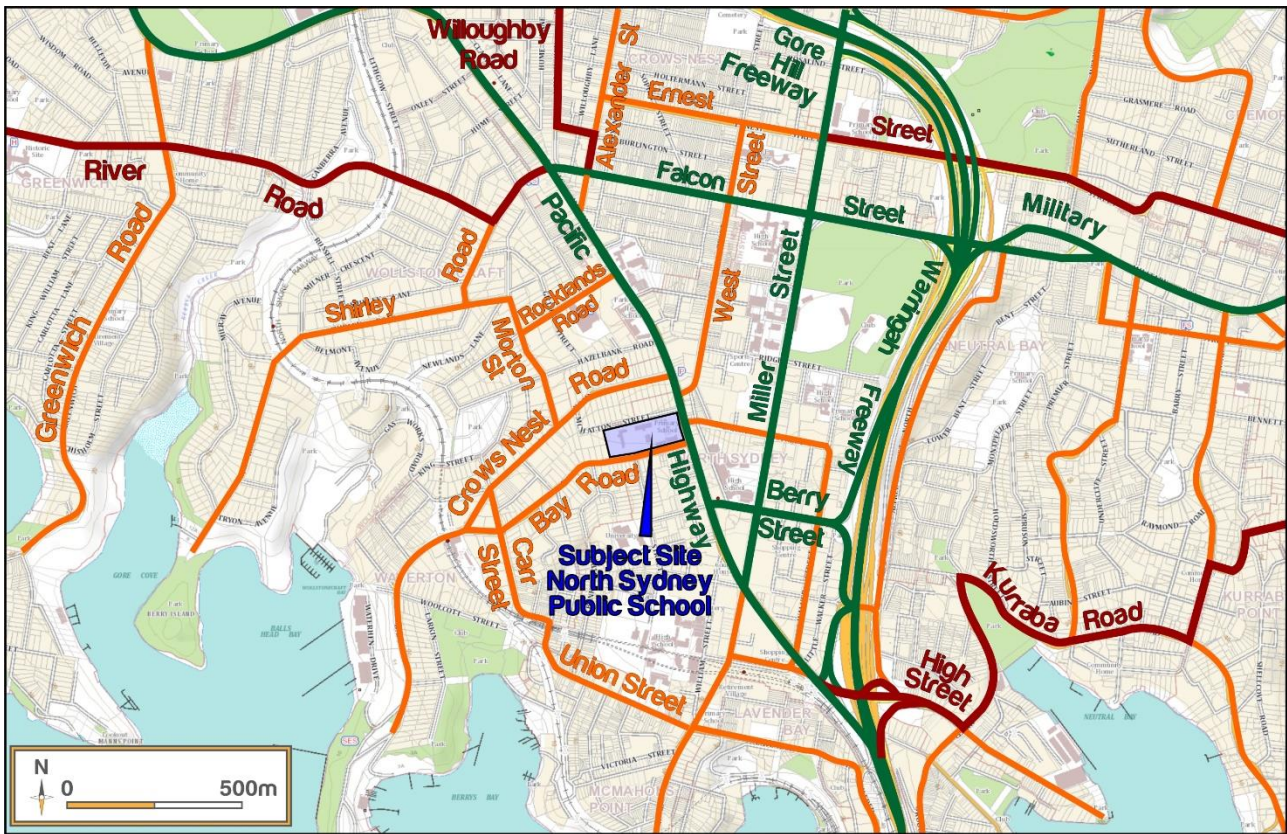


Figure 2: Road Hierarchy

TABLE 1: LOCAL ROAD NETWORK

Road Name	Road Classification	AADT (vpd)	Speed Limit	Parking
Pacific Highway	State Road	~60,000	60 km/hr	No
Bay Road	Local Road	~10,000	50 km/hr	Yes – subject to parking restrictions
McHatton Street	Local Road	< 5,000	50 km/hr	Yes – subject to parking restrictions
Edward Street	Local Road	< 5,000	50 km/hr	Yes – subject to parking restrictions

2.3 Existing Public Transport

2.3.1 Train Connectivity

The Site is situated in the proximity of two existing train stations, being Waverton Station (approximately 650m) and North Sydney Station (~950m), with Waverton Station being the preferred option relating to walking distance.

Key serviceability details are provided in **Table 2**, with reference to **Figure 3** below.

TABLE 2: EXISTING TRAIN SERVICES

Line	Name	Frequency
T1	North Shore & Western Line	Moderate Frequency (5-10 services per hour)
T9	Northern Line	Low Frequency (2-4 services per hour)
CCN	Central Coast & Newcastle Line	Low Frequency (1-2 services per hour)

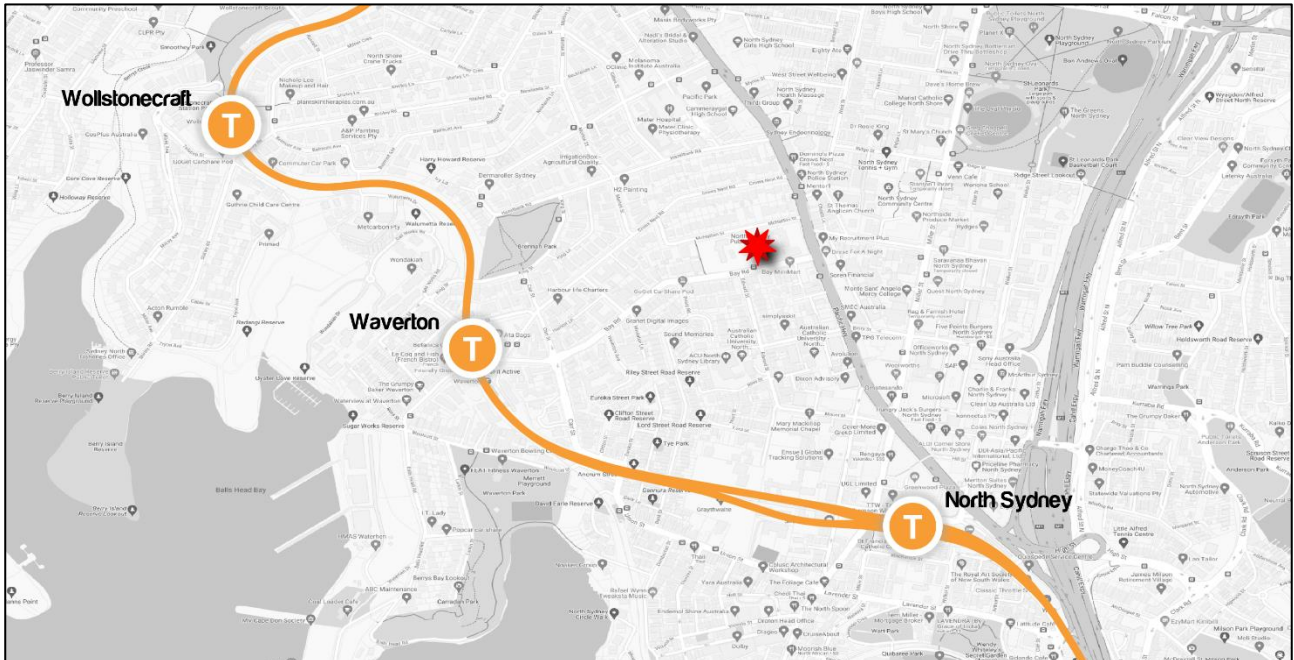


Figure 3: Train Stations

2.3.2 Public Bus Services

With reference to existing public bus service connectivity for the area, immediate to the Site is a bus stop along Bay Road which services the school and provides access for a single route during the AM Peak. Route details for the 265 are provided below in **Table 3** and **Figure 4**.

TABLE 3: EXISTING PUBLIC BUS CONNECTIVITY

Route	Description	Service Frequency
265	Lane Cove to North Sydney via Greenwich	2 services per hour

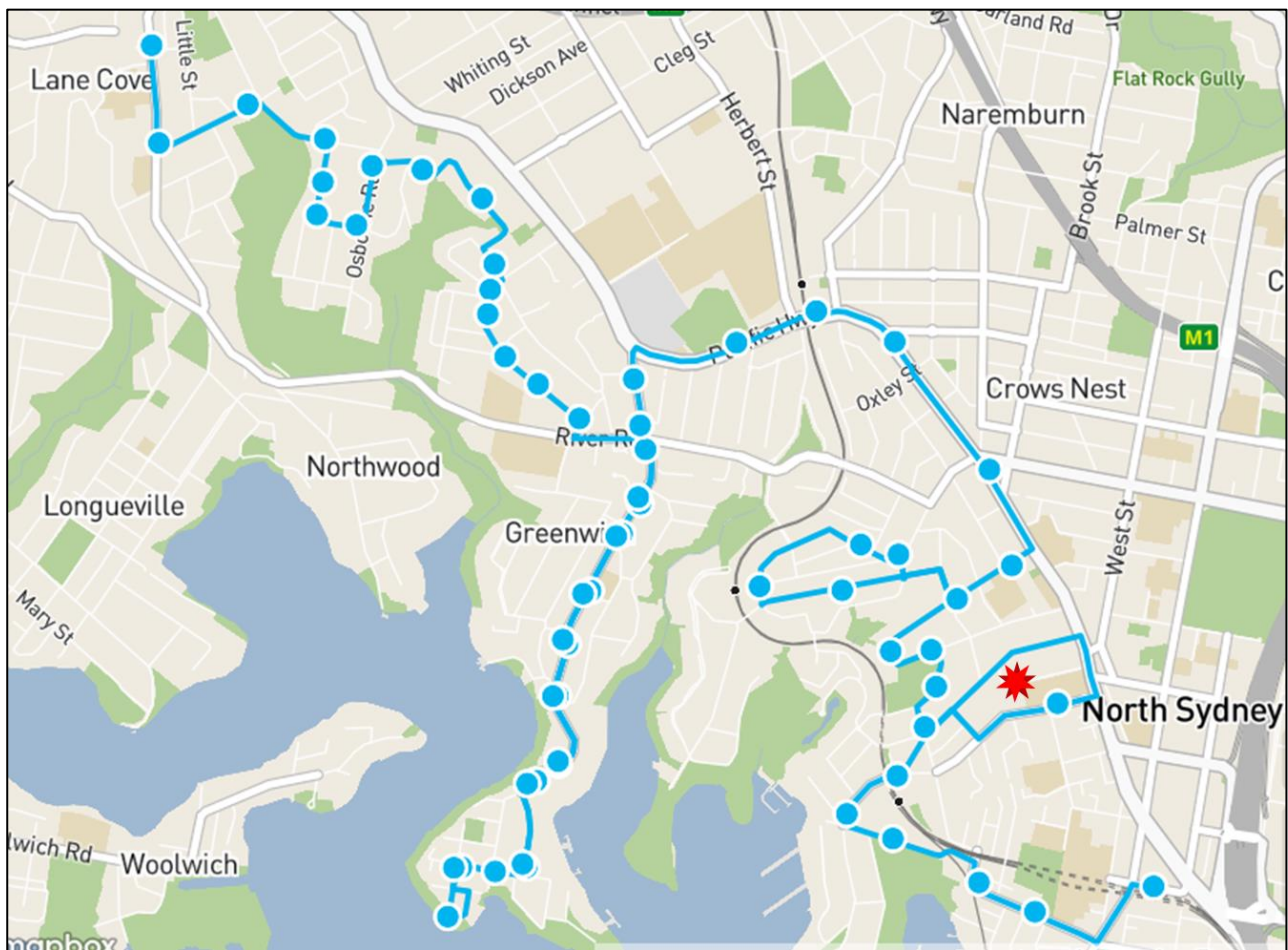


Figure 4: Route 265

In addition to the above, a bus stop location situated 100m north of the school along Pacific Highway provides for a number of key routes throughout greater North Sydney and the Sydney CBD area. A summary of these routes is captured in **Table 4**, with mapping extents broadly demonstrated in **Figure 5**.

TABLE 4: EXISTING PUBLIC BUS ROUTES

Route	Description	Route	Description
-------	-------------	-------	-------------

115	Chatswood to City Bridge St via North Sydney	287	Ryde to Milsons Point via St Leonards & North Sydney
200	Gore Hill to Bondi Junction	290	Epping to City Erskine St via Macquarie University & North Sydney
252	Gladesville to City King Street Wharf via North Sydney	291	Epping to McMahons Pt
254	Riverview to McMahons Point	320	Gore Hill to Mascot
261	Lane Cove to City King Street Wharf via Longueville	N90	Hornsby to City Town Hall via Chatswood (Night Service)
286	Denistone East to Milsons Point via St Leonards & North Sydney	N91	Macquarie Park to Bondi Junction via City Town Hall (Night Service)

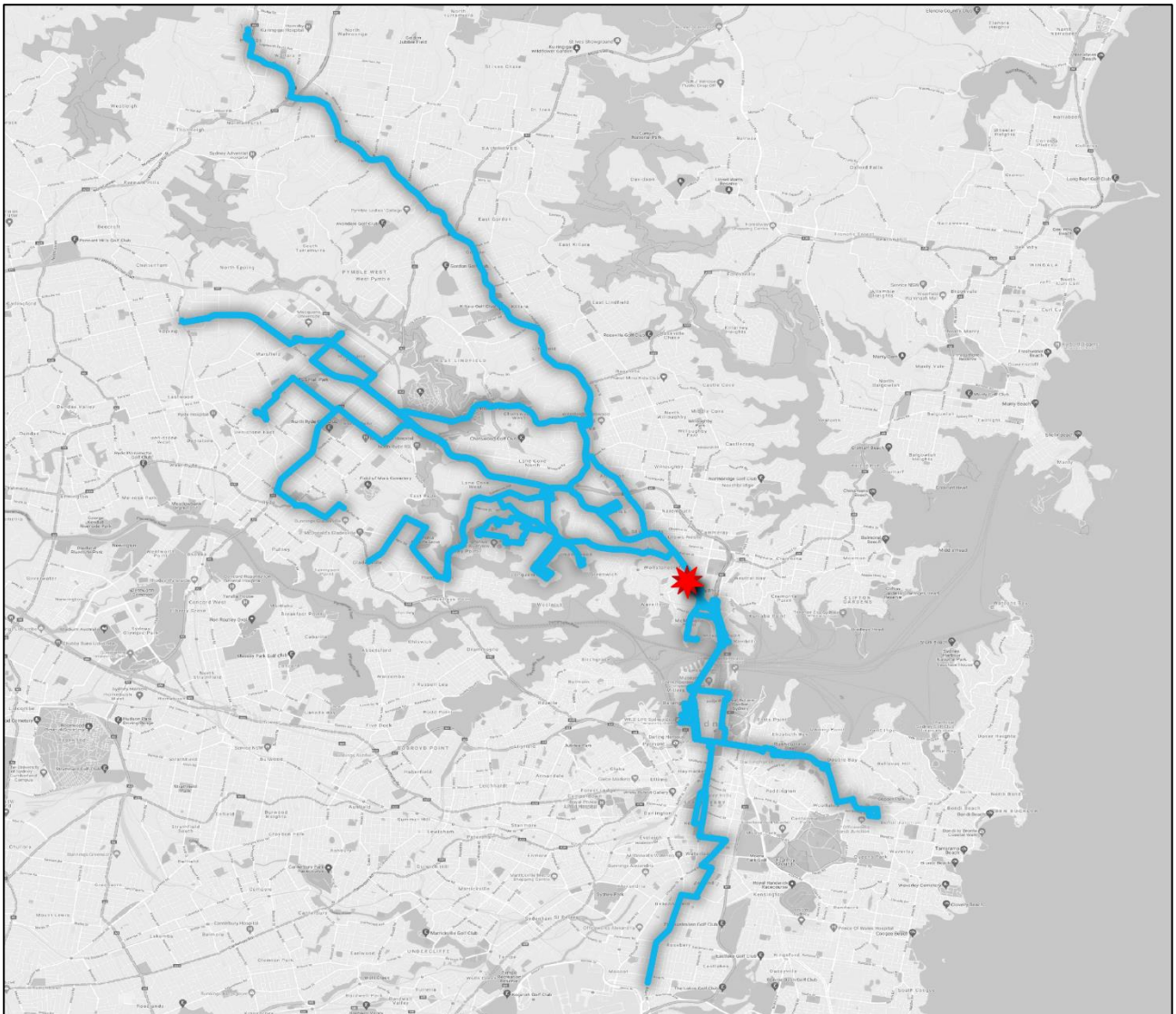


Figure 5: Public Bus Service Extents

2.4 Existing Active Transport

2.4.1 Pedestrian Network & Connectivity

The Site is situated within an established suburb adjacent to a developed business centre in the North Sydney CBD. With reference to the pedestrian network, desktop studies as well as on-site observations confirm that the broader road network is accompanied by pedestrian footpaths, either on one or both sides of all streets.

Immediate to the Schools' frontage on Bay Road, a raised zebra crossing provides safe pedestrian access to the school. To the frontage along the Pacific Highway, full movements for pedestrian crossings at the traffic signals are provided. A throughfare also exists to the west between Bay Road and McHatton Street. These locations provide a broader catchment to the wider pedestrian network.

Figure 6 below shows Council's Walking Map within the context of the Public School, having regard for defined "walking routes" separate to the provision of pedestrian pathways/ footpaths.

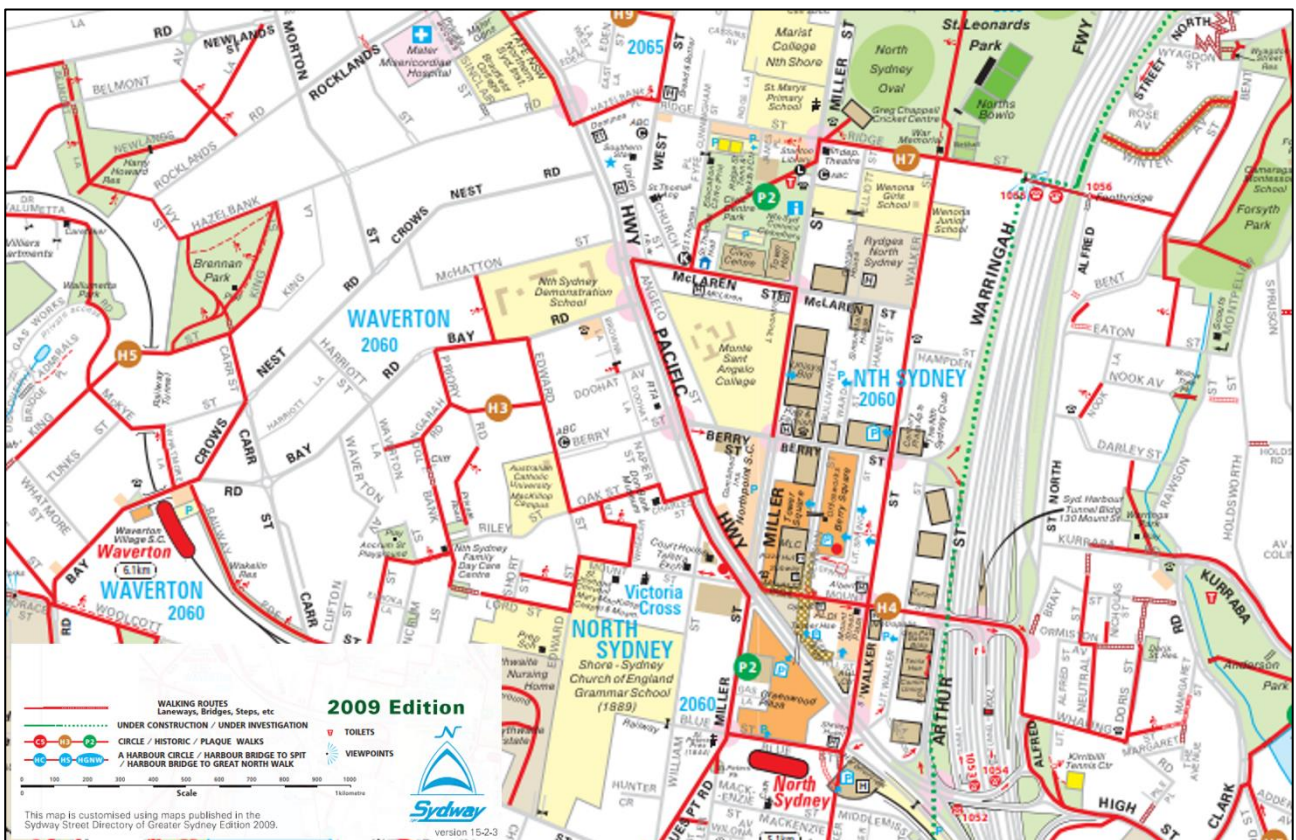


Figure 6: North Sydney Walking Map¹

¹ North Sydney Council. *North Sydney Walking Map 2009*

In addition, the Education Precinct Public Domain Masterplan (EPPDM) has identified the following pedestrian access improvements surrounding the Site, as shown in.

These pedestrian access improvements are predominately focussed to the south of the Site, along Berry Street, Oak Street and Mount Street.

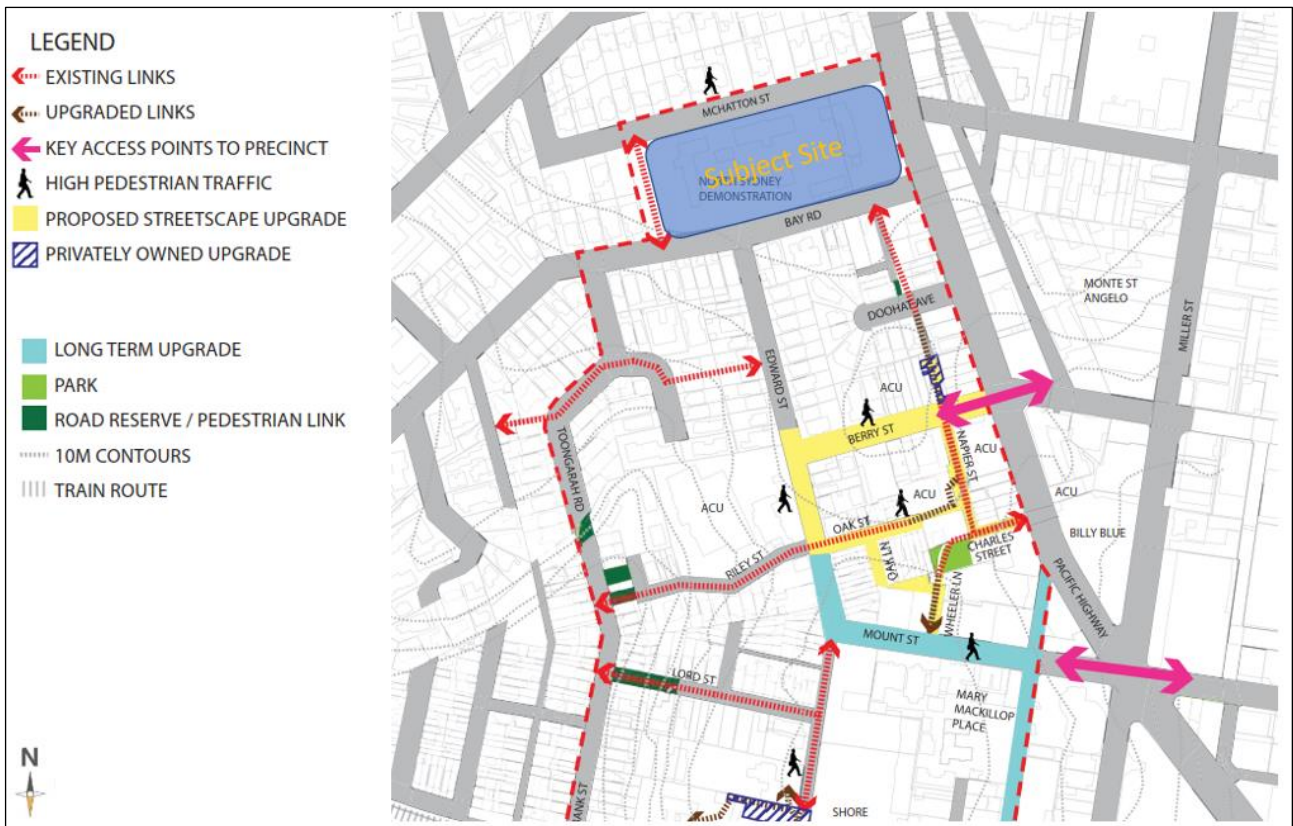


Figure 7: Pedestrian Access Improvements²

2.4.2 Cycling Network

With reference to existing cycling infrastructure within the Council area, **Figure 8** below captures the extent of the North Sydney Bike Map in the proximity of the School. Surrounding the school includes a mix of shared user paths and on-road bicycle routes.

Specifically, the Council map identifies the Pacific Highway as a “High Current Bicycle Use” corridor. It is considered that this is defined by the usage of both on and off-road cyclists accessing the corridor.

² Education Precinct Public Domain Masterplan – Location Precinct Public Domain Masterplan



Figure 8: North Sydney Bicycle Path Network

In addition to Council's cycling map, Service NSW provides a Cycleway Finder map for the locality and characterises specific bicycle routes and infrastructure by the degree of difficulty to which the route can be traversed. Based on the figure below, the school is generally surrounded by 'moderate difficulty' routes, which effectively capture on-road cycling provisions.

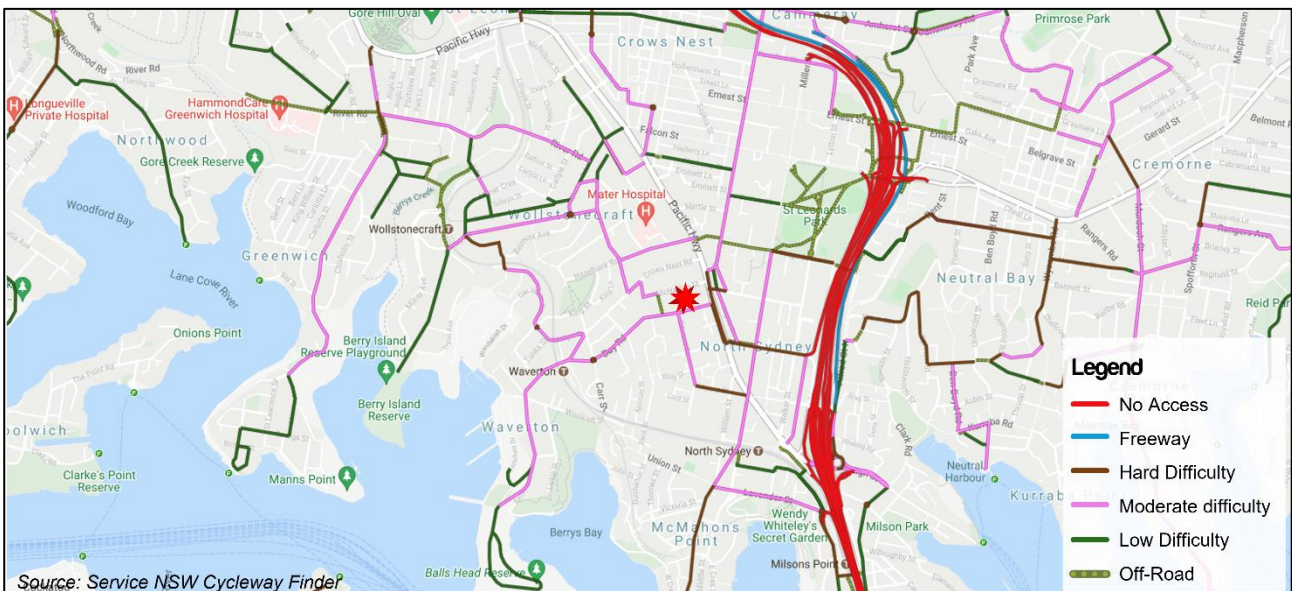


Figure 9: North Sydney Cycleway Finder Map

3 Key Management Stakeholders

3.1 Taylor

Taylor 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.

Taylor shall:

- Ensure all staff is 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 application 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 North Sydney Council (NSC)

Where and when applicable, Council shall be contacted when necessary. Council's responsibilities are largely focused 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.

3.3 Transport for NSW (TfNSW)

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

3.4 Stakeholder Consultation

Over the course of the development of this Plan, Ason Group has consulted with key stakeholders including Transport for NSW (TfNSW), North Sydney Council, Sydney Buses, the School Principal and the SINSW as part of the CPTMP. Details of consultation undertaken by the Project Team are included in Section 1.6.3 of the CPTMP.

4 Construction Worker Parking

4.1 Construction Worker Numbers

The proposed number of workers per construction stage is outlined in Table 5: 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 12.

TABLE 5: STAGES & PHASES OF CONSTRUCTION

Stage	Timeline	Description	Worker Number
1	Mid-March to April 2022	Installation of temporary demountables Installation of site amenities Installation of fencing and class A hoarding Temporary removal of heritage wall section	10 – 12 people
2	End March to July 2022	Protection of Bay Road heritage elements Demolition of Building C and temporary buildings Excavation and levelling of the site in preparation of Asbestos management and removal	20 – 25 people
3	May 2022	Installation of crane	25 – 30 people
4	July 2022 to January 2023	Construction of Buildings I and J.	80 – 85 people
5	October to December 2022	Completion of external hardstand, entry to the south and all soft landscaping.	80 – 85 people

4.2 Construction Hours

The approved construction hours have been outlined below per SSD Condition C4.

Given sensitivity constraints of the surrounding community, it is proposed that specific construction activities occur outside of school operating hours following consultation with the School. Both approved (during school holidays) and proposed work hour timings (during school terms) are provided below.

TABLE 6: HOURS OF WORK

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

Construction Works (during school terms)	Monday – Friday	7 am to 8 am, 9:30 am to 2:30 pm, 4 pm to 5pm
	Saturday	8 am to 1 pm
	Sunday & Public Holidays	No Work to be carried out

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, Taylor will lodge an application for an Out of Work Hours Permit with Council to seek approval for these works.

4.3 Construction Worker Parking

No construction worker parking will be provided on-site. The site is very accessible via public transport and public on-street parking availability is limited.

To encourage the use of public transport, an on-site secure tool storage facility would be provided by the project team to allow construction workers to drop off and securely store their tools and equipment for the project within the Site.

5 Construction Worker Parking Strategy

5.1 Travel Arrangements for Construction Workers

As detailed in Section 2, the Site is located in close proximity to existing train stations and bus stops with frequent services during both AM and PM Peak. As such, it is expected that the majority of the construction workers will be able to access the Site via public transport.

To encourage public transport usage, an on-site secure tool storage area would be provided by Taylor 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 the Site every day.

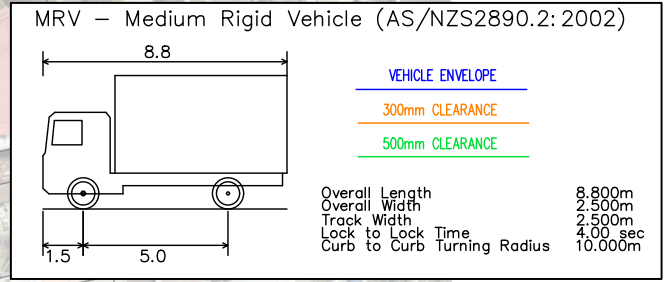
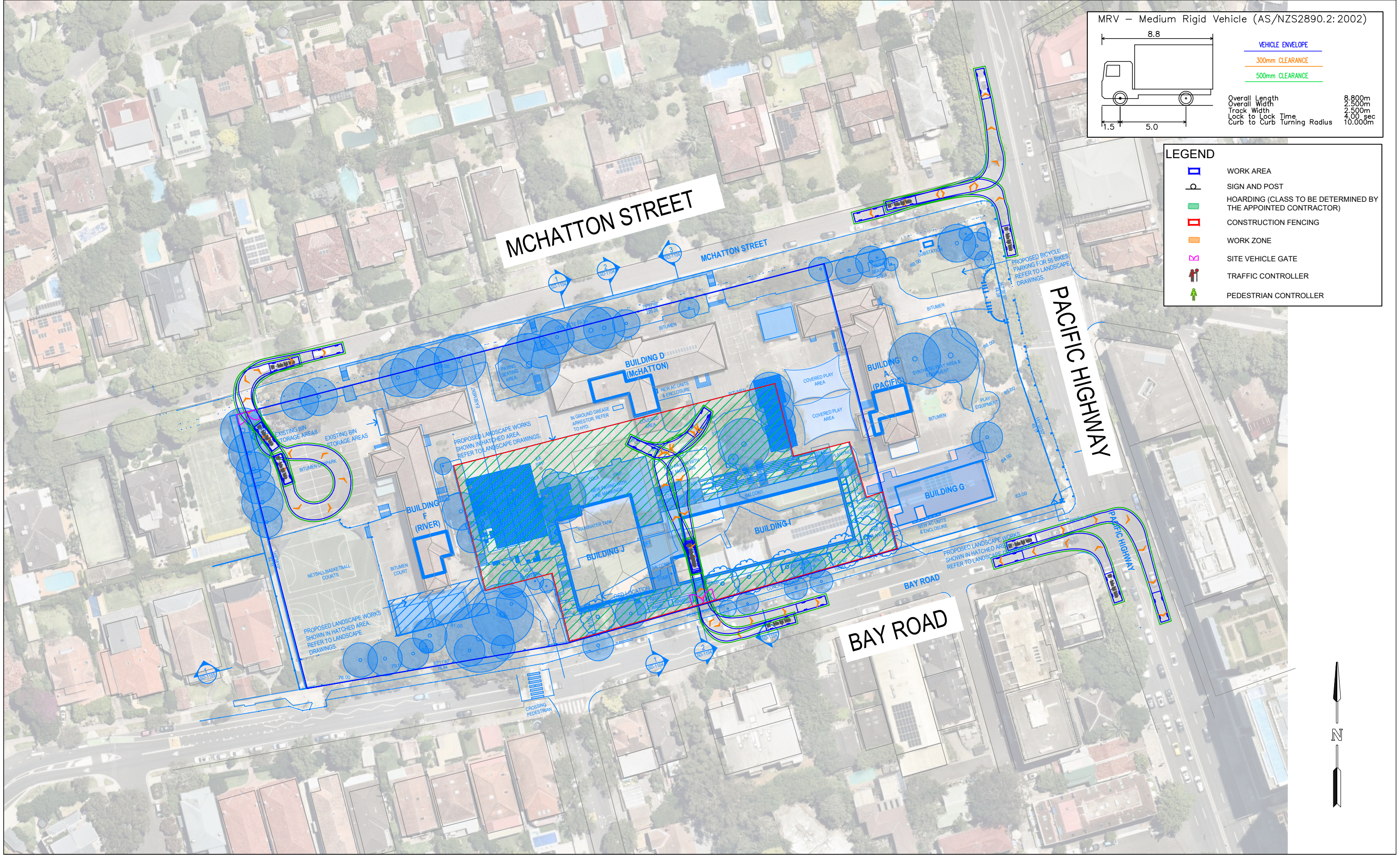
Additionally, the site amenities will include fridges, microwaves, etc to encourage workers to drop off their lunch on-site at the start of the day and not leave the Site for lunch.

5.2 Parking Arrangements for Construction Workers

No construction worker parking will be provided on-site and public on-street parking availability is limited with parking restrictions. It is recommended that construction workers travel to and from the Site via public transport.

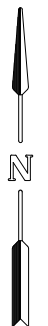
Appendix E. Swept Path Assessment

AS/NZS 4455:2015 (SAFETY SIGNS, SAFETY SIGNS AND SAFETY SIGNS) - THIS NOTE IS AN INTERNAL PART OF THIS PLAN. ANY REPRODUCTION OF THIS PLAN OR ANY PART OF IT WITHOUT THE WRITTEN PERMISSION OF ASONGROUP SHALL BE PROHIBITED. THE INFORMATION SHOWN ON THIS PLAN IS FOR INFORMATION PURPOSES ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION. THIS DRAWING IS PROVIDED FOR INFORMATION PURPOSES ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION.



LEGEND

- ▭ WORK AREA
- ⊙ SIGN AND POST
- ▭ HOARDING (CLASS TO BE DETERMINED BY THE APPOINTED CONTRACTOR)
- ▭ CONSTRUCTION FENCING
- ▭ WORK ZONE
- ▭ SITE VEHICLE GATE
- ⊙ TRAFFIC CONTROLLER
- ⊙ PEDESTRIAN CONTROLLER



GENERAL NOTES

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 Base Plan prepared by Nearmap.
 Bay Road has a posted speed limit of 50km/hr.
 Swept path assessments completed at 10 km/h and 500mm clearance.

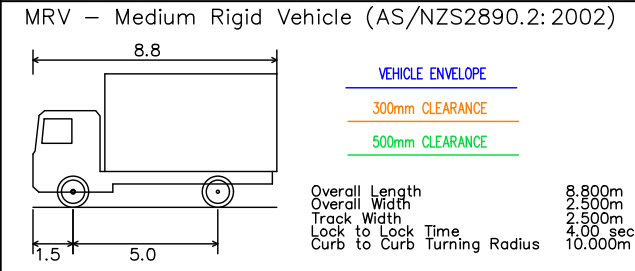
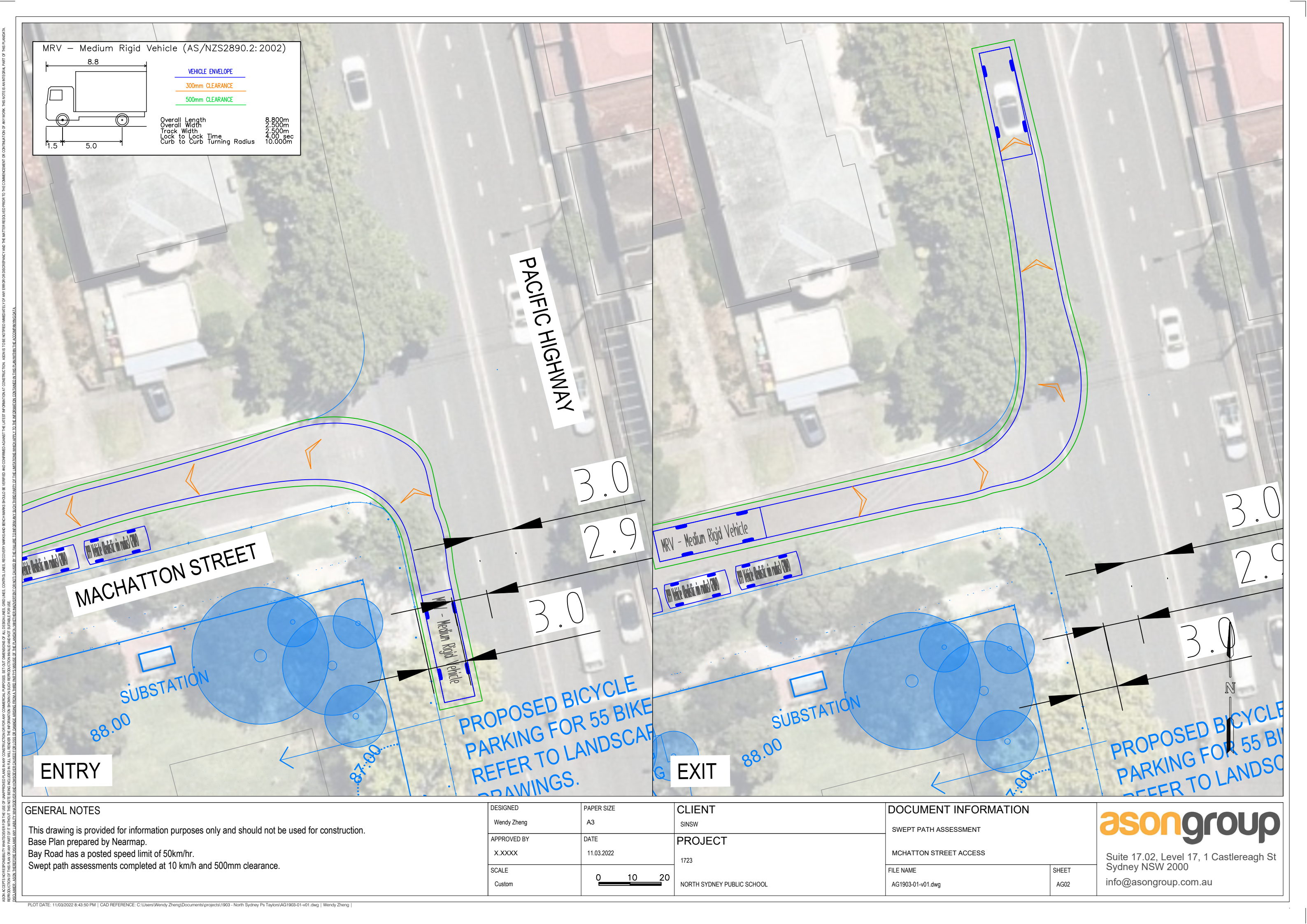
DESIGNED Wendy Zheng	PAPER SIZE A3
APPROVED BY X.XXXX	DATE 11.03.2022
SCALE Custom	0 5 10

CLIENT SINSW
PROJECT 1723
NORTH SYDNEY PUBLIC SCHOOL

DOCUMENT INFORMATION	
SWEEP PATH ASSESSMENT	
SCHOOL ACCESS OVERVIEW	
FILE NAME AG1903-01-v01.dwg	SHEET AG01

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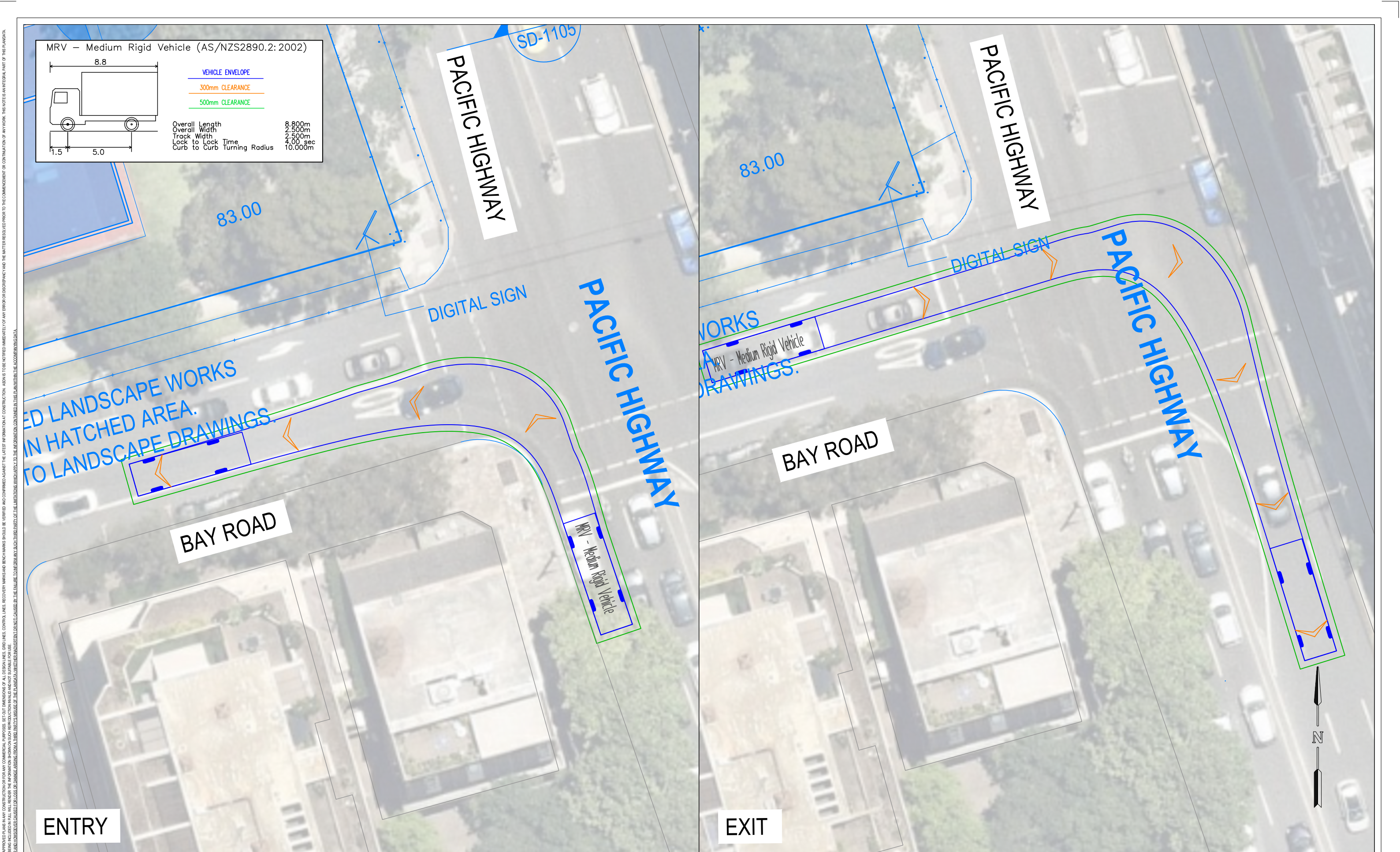
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DESIGNED Wendy Zheng	PAPER SIZE A3	CLIENT SINSW
APPROVED BY X.XXXX	DATE 11.03.2022	PROJECT 1723
SCALE Custom	0 10 20	NORTH SYDNEY PUBLIC SCHOOL

DOCUMENT INFORMATION	
SWEPT PATH ASSESSMENT	
MCHATTON STREET ACCESS	
FILE NAME AG1903-01-v01.dwg	SHEET AG02

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



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 Bay Road has a posted speed limit of 50km/hr.
 Swept path assessments completed at 10 km/h and 500mm clearance.

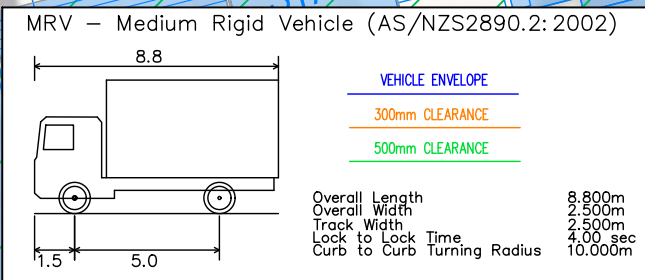
DESIGNED Wendy Zheng	PAPER SIZE A3
APPROVED BY X.XXXX	DATE 11.03.2022
SCALE 1:250_m	0 10 20

CLIENT SINSW
PROJECT 1723 NORTH SYDNEY PUBLIC SCHOOL

DOCUMENT INFORMATION	
SWEPT PATH ASSESSMENT	
BAY ROAD ACCESS	
FILE NAME AG1903-01-v01.dwg	SHEET AG03

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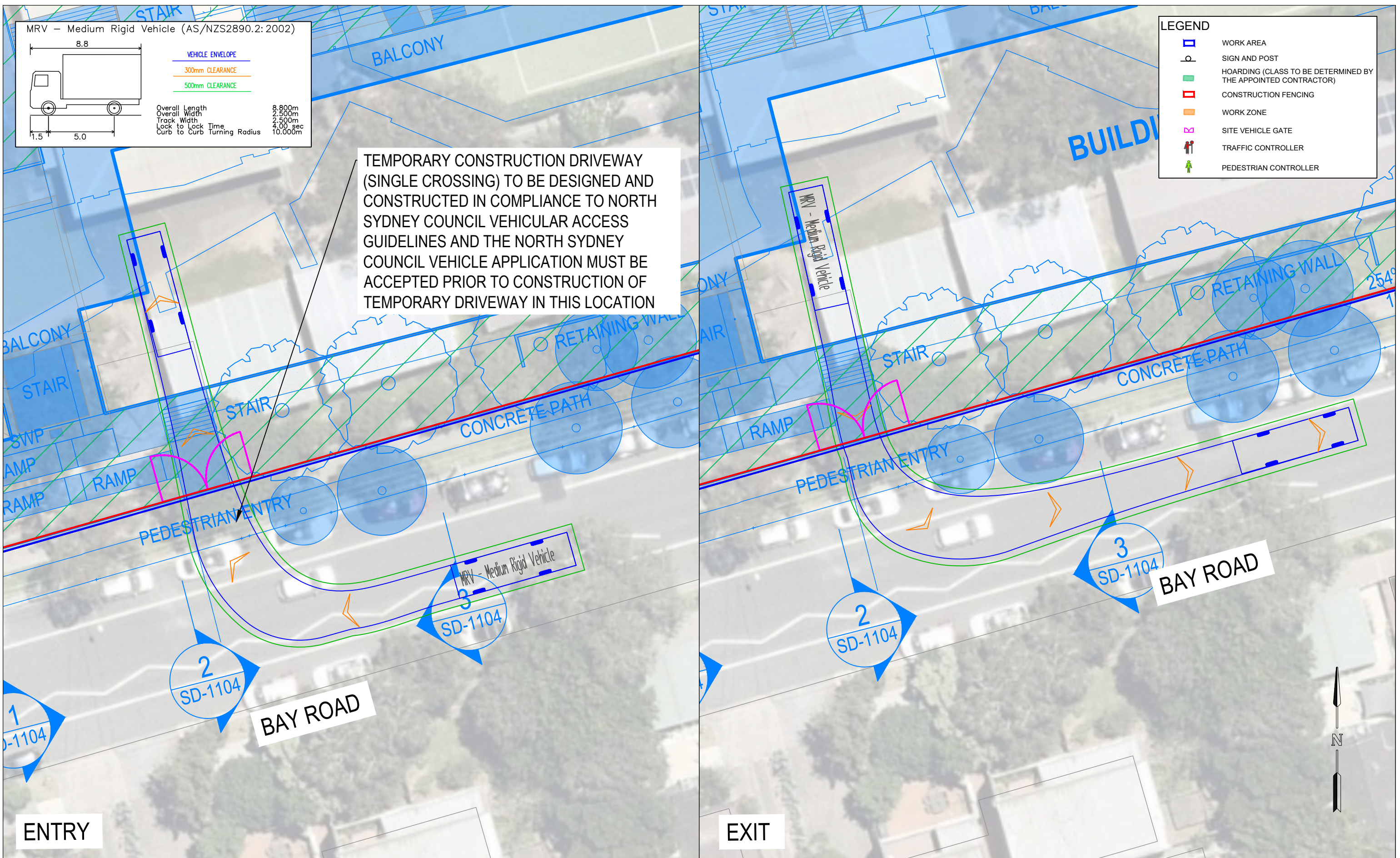
Suite 17.02, Level 17, 1 Castlereagh St
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LEGEND

	WORK AREA
	SIGN AND POST
	HOARDING (CLASS TO BE DETERMINED BY THE APPOINTED CONTRACTOR)
	CONSTRUCTION FENCING
	WORK ZONE
	SITE VEHICLE GATE
	TRAFFIC CONTROLLER
	PEDESTRIAN CONTROLLER

TEMPORARY CONSTRUCTION DRIVEWAY (SINGLE CROSSING) TO BE DESIGNED AND CONSTRUCTED IN COMPLIANCE TO NORTH SYDNEY COUNCIL VEHICULAR ACCESS GUIDELINES AND THE NORTH SYDNEY COUNCIL VEHICLE APPLICATION MUST BE ACCEPTED PRIOR TO CONSTRUCTION OF TEMPORARY DRIVEWAY IN THIS LOCATION



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DESIGNED Wendy Zheng	PAPER SIZE A3
APPROVED BY X.XXXX	DATE 11.03.2022
SCALE 1:250_m	0 10 20

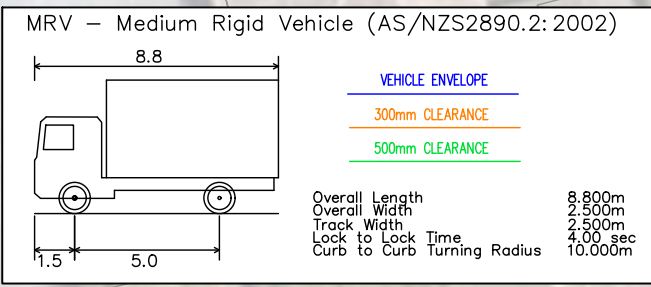
CLIENT SINSW
PROJECT 1723 NORTH SYDNEY PUBLIC SCHOOL

DOCUMENT INFORMATION	
SWEPT PATH ASSESSMENT	
SITE ACCESS	
FILE NAME AG1903-01-v01.dwg	SHEET AG04

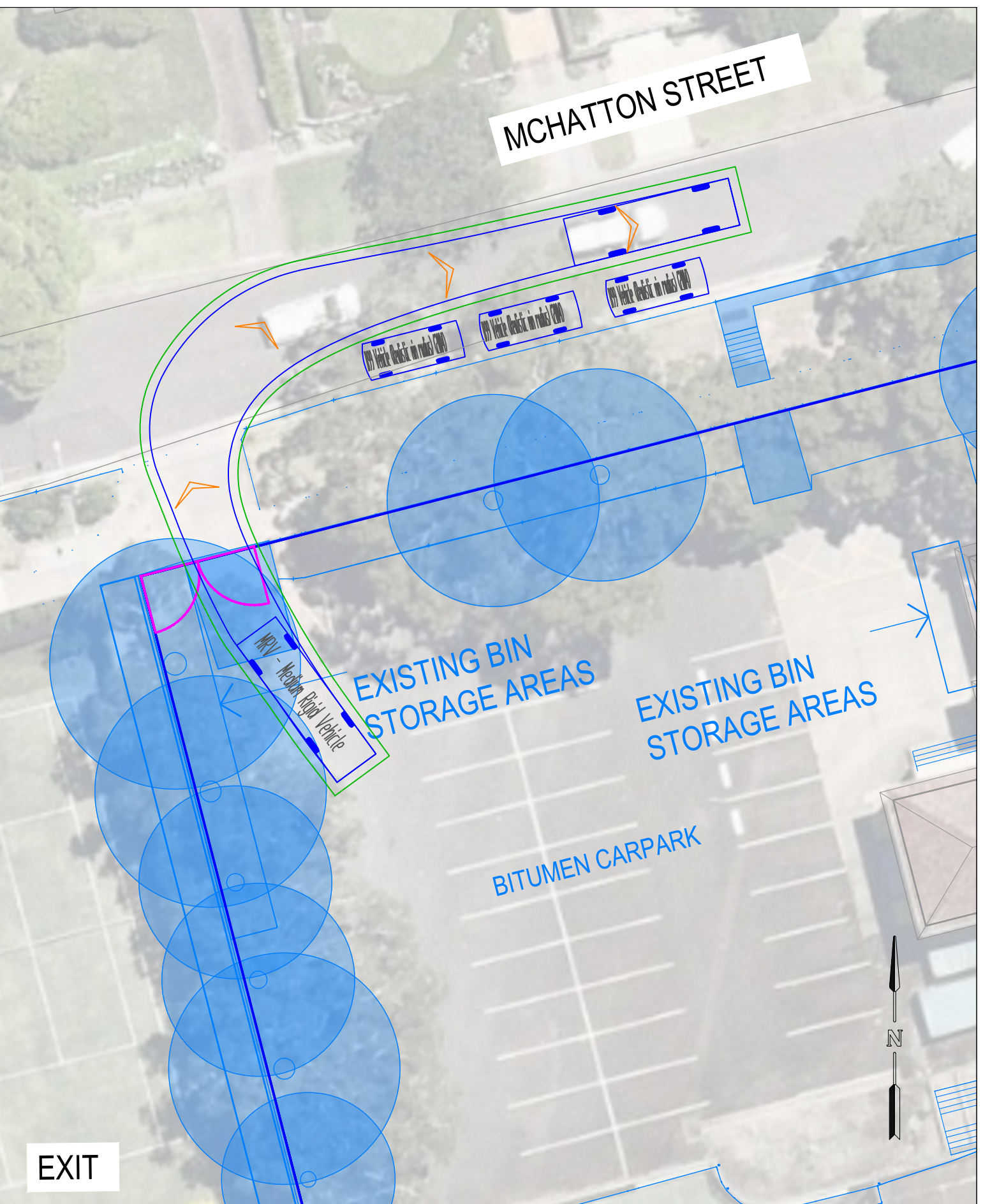
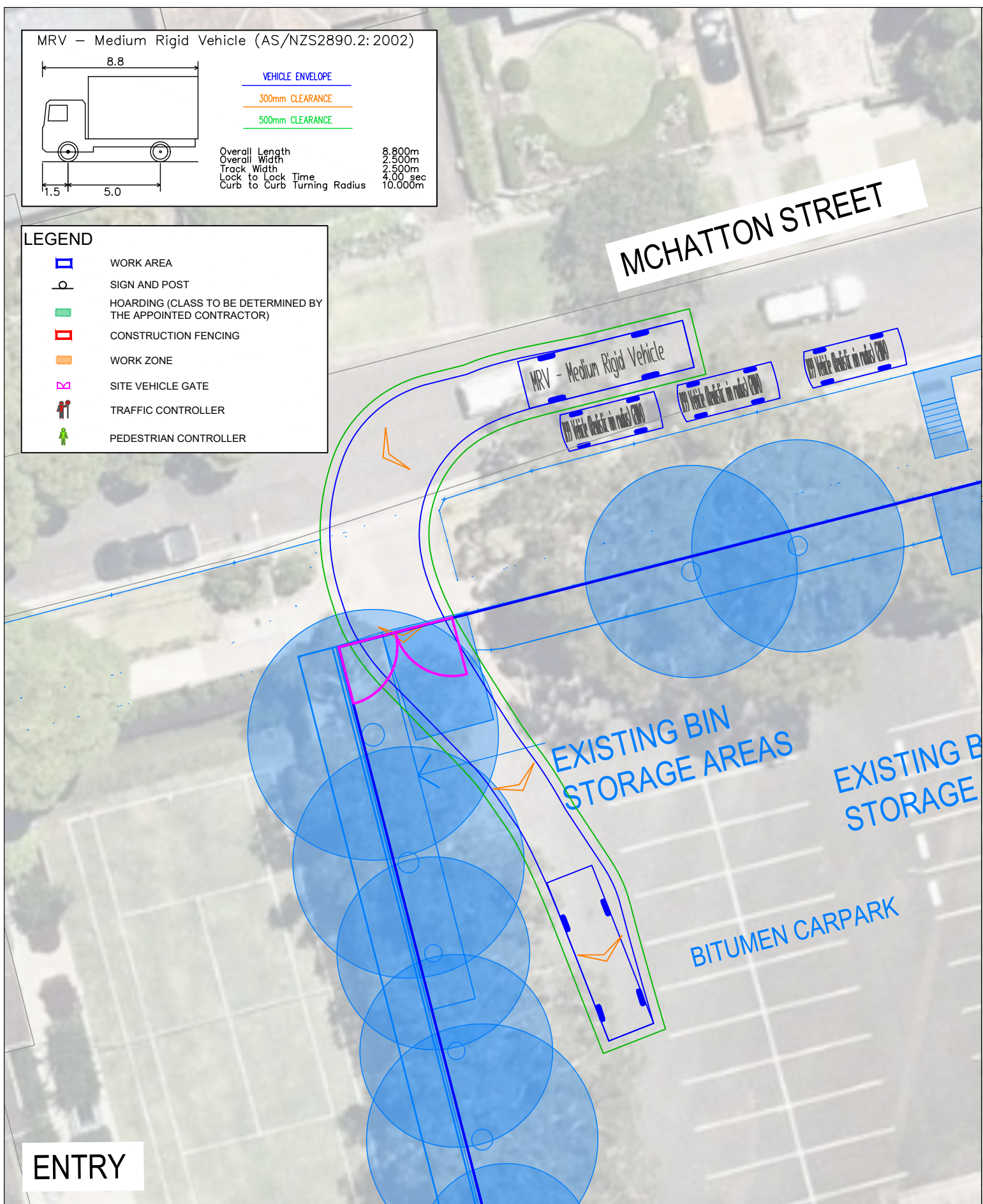
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AS/NZS 2890.2:2002
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 BASE PLAN PREPARED BY NEARMAP.
 BAY ROAD HAS A POSTED SPEED LIMIT OF 50KM/HR.
 SWEEP PATH ASSESSMENTS COMPLETED AT 10 KM/H AND 500MM CLEARANCE.
 AS/NZS 2890.2:2002
 THIS DRAWING IS PROVIDED FOR INFORMATION PURPOSES ONLY AND SHOULD NOT BE USED FOR CONSTRUCTION.
 BASE PLAN PREPARED BY NEARMAP.
 BAY ROAD HAS A POSTED SPEED LIMIT OF 50KM/HR.
 SWEEP PATH ASSESSMENTS COMPLETED AT 10 KM/H AND 500MM CLEARANCE.



- LEGEND**
- WORK AREA
 - SIGN AND POST
 - HOARDING (CLASS TO BE DETERMINED BY THE APPOINTED CONTRACTOR)
 - CONSTRUCTION FENCING
 - WORK ZONE
 - SITE VEHICLE GATE
 - TRAFFIC CONTROLLER
 - PEDESTRIAN CONTROLLER



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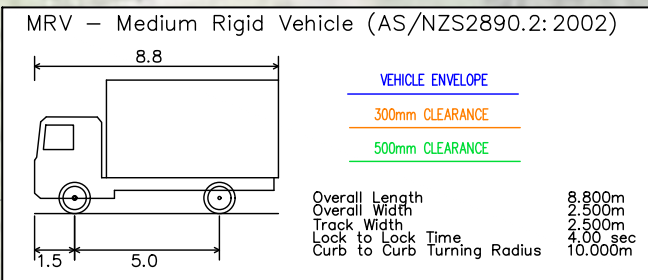
DESIGNED Wendy Zheng	PAPER SIZE A3
APPROVED BY X.XXXX	DATE 11.03.2022
SCALE 1:250_m	0 10 20

CLIENT SINSW
PROJECT 1723 NORTH SYDNEY PUBLIC SCHOOL

DOCUMENT INFORMATION	
SWEEP PATH ASSESSMENT	
SITE ACCESS (SCHOOL HOLIDAYS)	
FILE NAME AG1903-01-v01.dwg	SHEET AG05

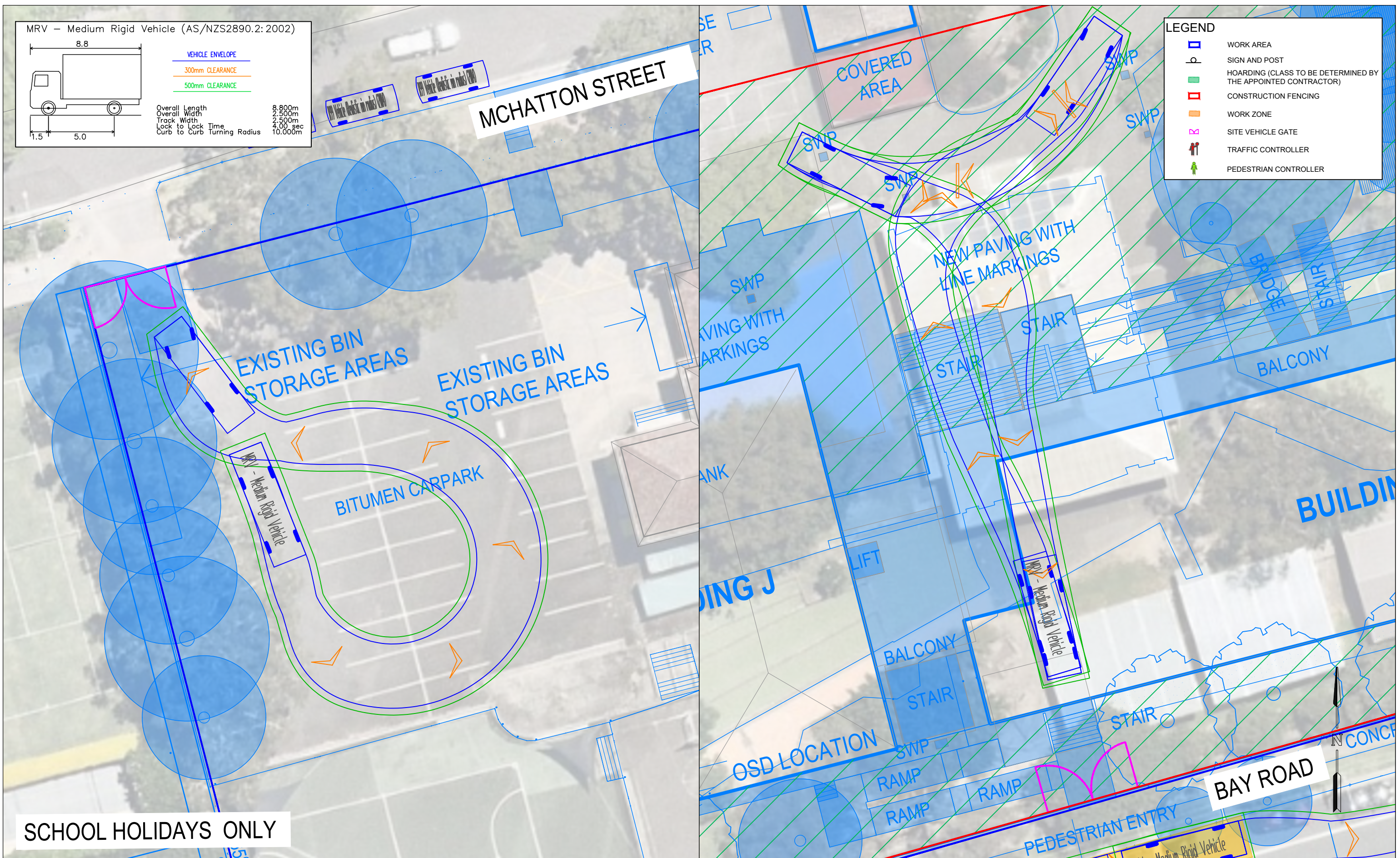
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LEGEND

- WORK AREA
- SIGN AND POST
- HOARDING (CLASS TO BE DETERMINED BY THE APPOINTED CONTRACTOR)
- CONSTRUCTION FENCING
- WORK ZONE
- SITE VEHICLE GATE
- TRAFFIC CONTROLLER
- PEDESTRIAN CONTROLLER



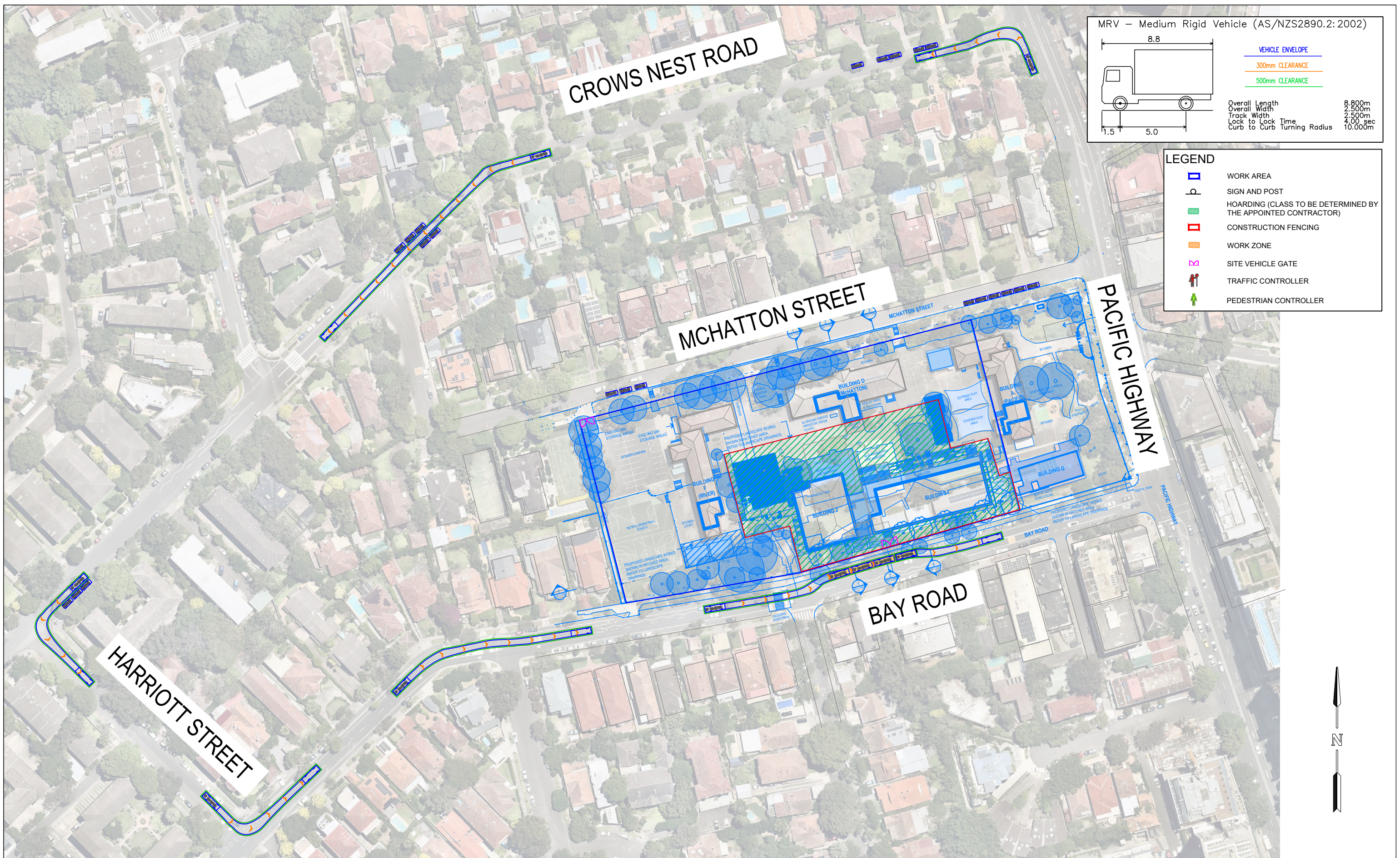
SCHOOL HOLIDAYS ONLY

GENERAL NOTES This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Nearmap. Bay Road has a posted speed limit of 50km/hr. Swept path assessments completed at 10 km/h and 500mm clearance.	DESIGNED Wendy Zheng	PAPER SIZE A3	CLIENT SINSW	DOCUMENT INFORMATION	
	APPROVED BY X.XXXX	DATE 11.03.2022	PROJECT 1723	SWEPT PATH ASSESSMENT CIRCULATION WITHIN SITE	
	SCALE 1:250_m			NORTH SYDNEY PUBLIC SCHOOL	FILE NAME AG1903-01-v01.dwg

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APPROVED BY X.XXXX	DATE 11.03.2022
SCALE 1:1500_m	0 5 10

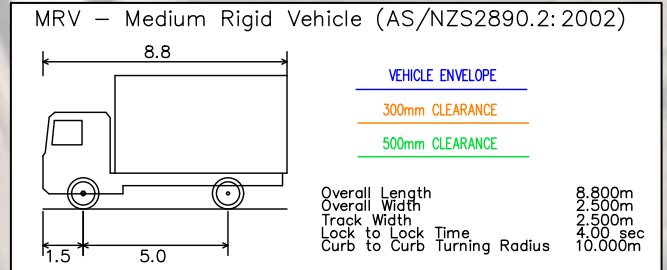
CLIENT SINSW
PROJECT 1723 NORTH SYDNEY PUBLIC SCHOOL

DOCUMENT INFORMATION	
SWEPT PATH ASSESSMENT	
BAY ROAD WORK ZONE ACCESS OVERVIEW	
FILE NAME AG1903-01-v01.dwg	SHEET AG07

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CROWS NEST ROAD

PACIFIC HIGHWAY

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APPROVED BY X.XXXX	DATE 11.03.2022
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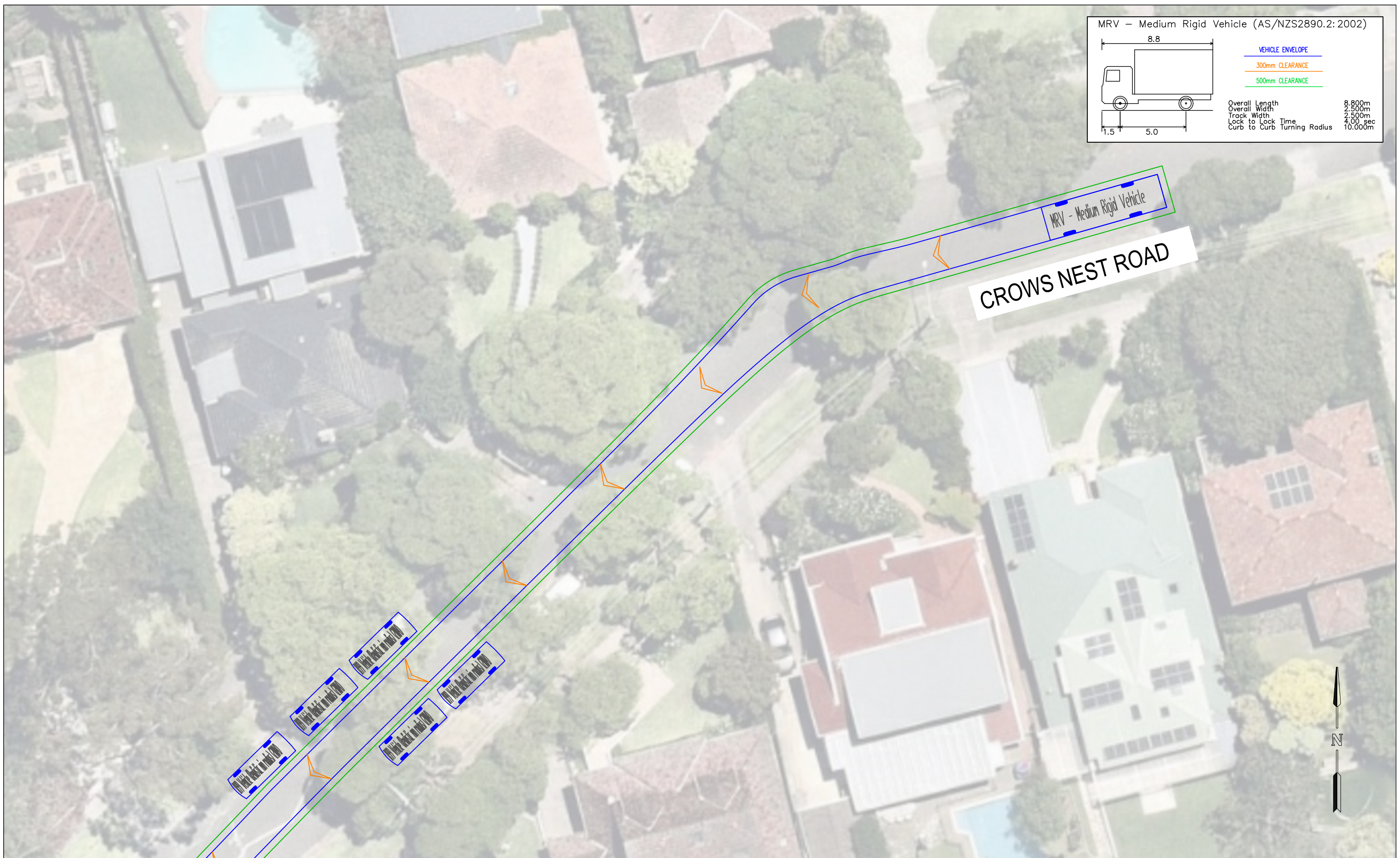
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DOCUMENT INFORMATION	
SWEPT PATH ASSESSMENT	
BAY ROAD WORK ZONE ACCESS	
FILE NAME AG1903-01-v01.dwg	SHEET AG08

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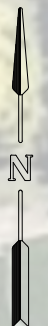


MRV – Medium Rigid Vehicle (AS/NZS2890.2:2002)

Overall Length	8.800m
Overall Width	2.500m
Track Width	2.500m
Lock to Lock Time	4.00 sec
Curb to Curb Turning Radius	10.000m

8.8
 1.5 5.0
 VEHICLE ENVELOPE
 300mm CLEARANCE
 500mm CLEARANCE

CROWS NEST ROAD



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APPROVED BY X.XXXX	DATE 11.03.2022
SCALE 1:250_m	0 5 10

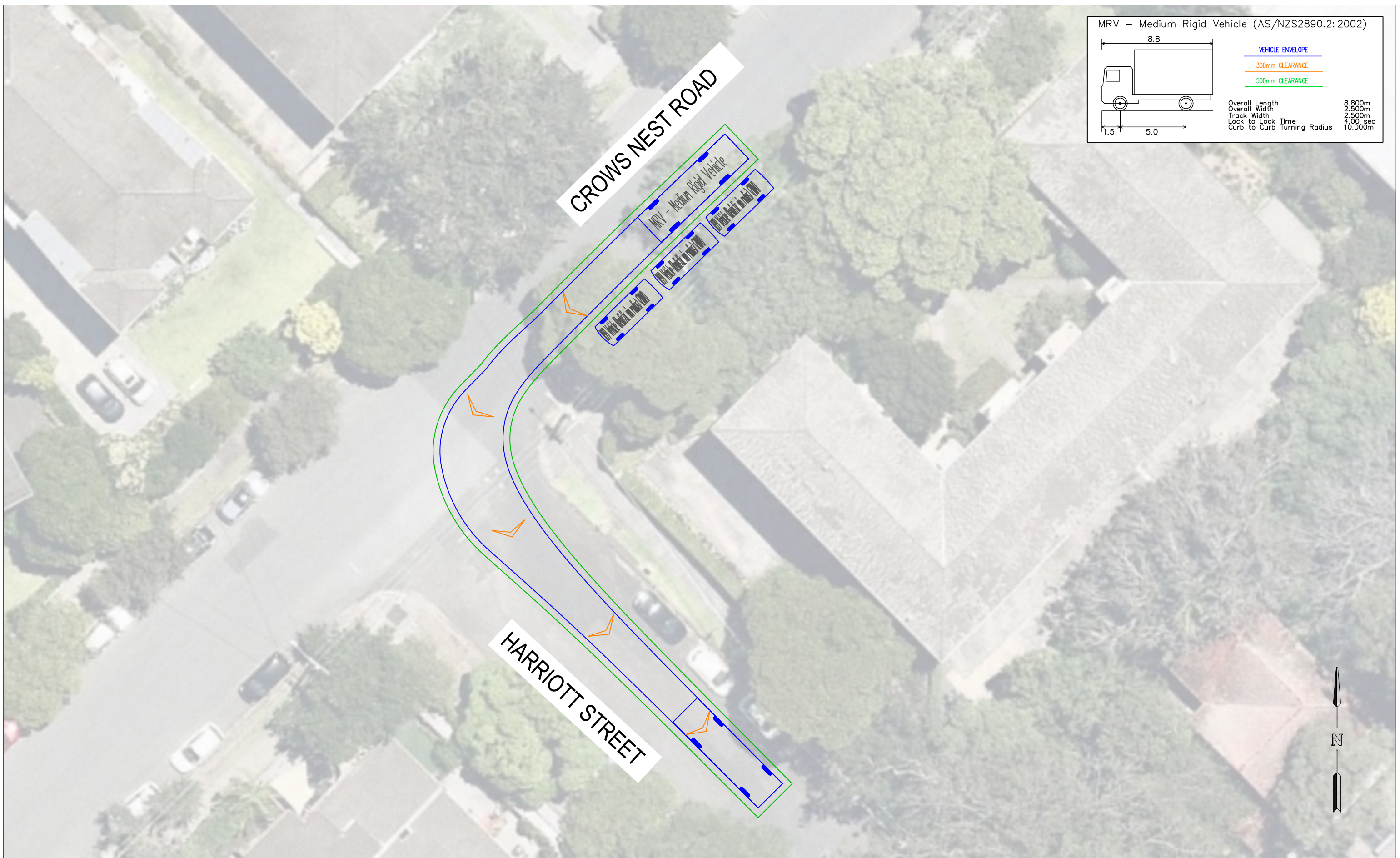
CLIENT SINSW
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DOCUMENT INFORMATION	
SWEPT PATH ASSESSMENT	
BAY ROAD WORK ZONE ACCESS	
FILE NAME AG1903-01-v01.dwg	SHEET AG09

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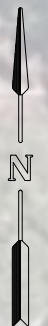
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MRV – Medium Rigid Vehicle (AS/NZS2890.2:2002)

Overall Length: 8.800m
 Overall Width: 2.500m
 Track Width: 2.500m
 Lock to Lock Time: 4.00 sec
 Curb to Curb Turning Radius: 10.000m

VEHICLE ENVELOPE
 300mm CLEARANCE
 500mm CLEARANCE



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APPROVED BY X.XXXX	DATE 11.03.2022
SCALE 1:250_m	0 5 10

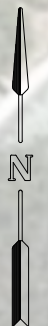
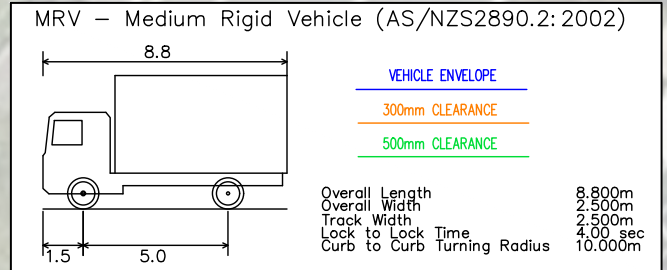
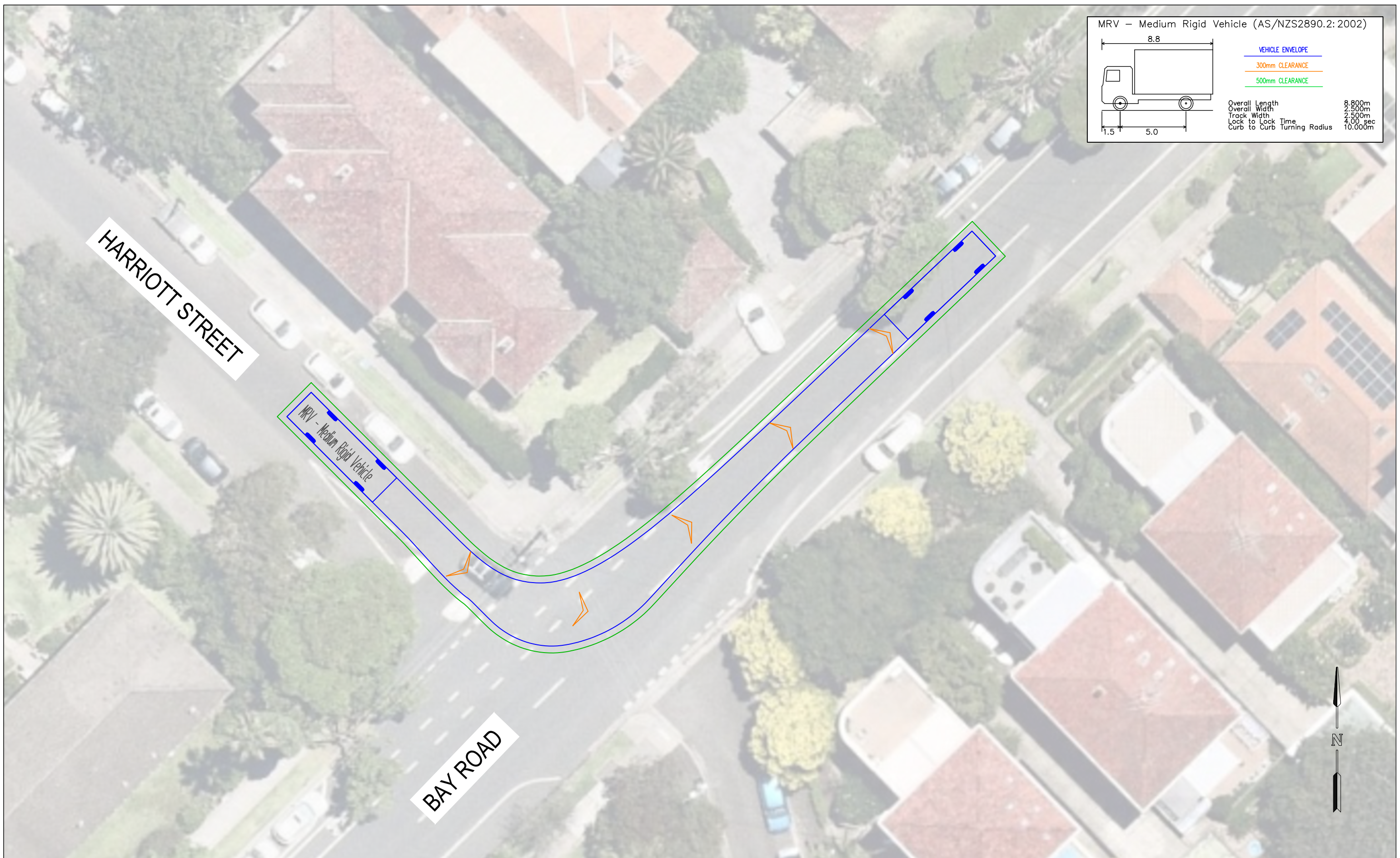
CLIENT SINSW
PROJECT 1723 NORTH SYDNEY PUBLIC SCHOOL

DOCUMENT INFORMATION	
SWEPT PATH ASSESSMENT	
BAY ROAD WORK ZONE ACCESS	
FILE NAME AG1903-01-v01.dwg	SHEET AG10

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APPROVED BY X.XXXX	DATE 11.03.2022
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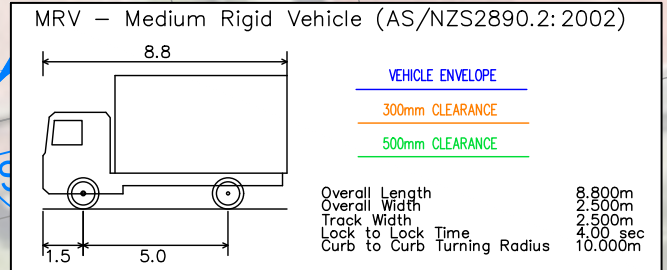
CLIENT SINSW
PROJECT 1723
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DOCUMENT INFORMATION	
SWEPT PATH ASSESSMENT	
BAY ROAD WORK ZONE ACCESS	
FILE NAME AG1903-01-v01.dwg	SHEET AG11

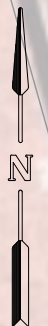
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AS/NZS 11000:2015 (AS/NZS 11000:2015) - CONSTRUCTION MANAGEMENT SYSTEMS. THIS NOTE IS AN INTEGRAL PART OF THIS PLAN/DATA. REPRODUCTION OF THIS PLAN OR ANY PART OF IT WITHOUT THE WRITTEN PERMISSION OF ASONGROUP IS STRICTLY PROHIBITED. THE INFORMATION SHOWN ON THIS REPRODUCTION IS VALID AND NOT SUBJECT TO CHANGE. THE INFORMATION SHOWN ON THIS REPRODUCTION IS VALID AND NOT SUBJECT TO CHANGE. THE INFORMATION SHOWN ON THIS REPRODUCTION IS VALID AND NOT SUBJECT TO CHANGE. THE INFORMATION SHOWN ON THIS REPRODUCTION IS VALID AND NOT SUBJECT TO CHANGE.



BAY ROAD



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APPROVED BY X.XXXX	DATE 11.03.2022
SCALE 1:250_m	0 2.5 5

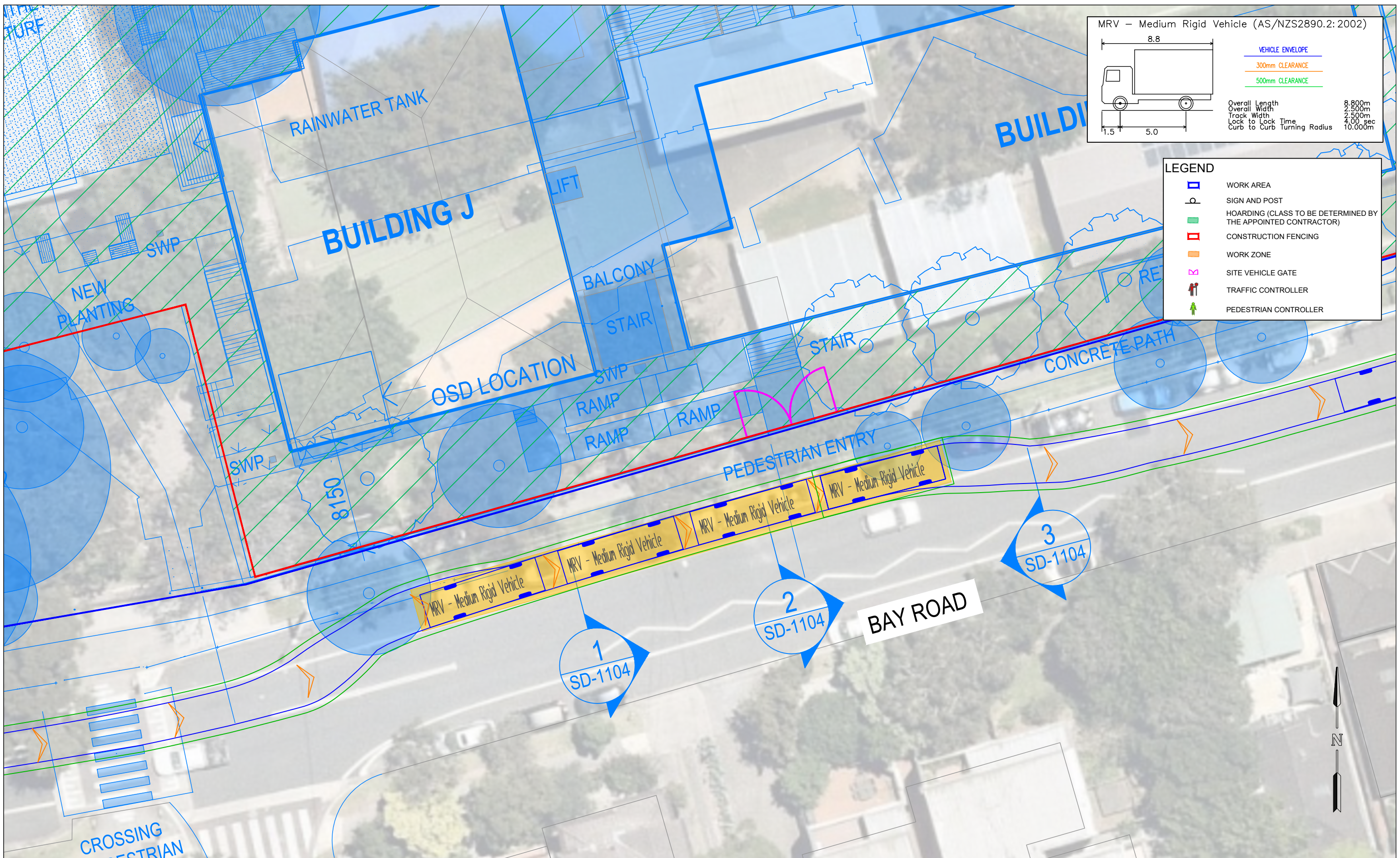
CLIENT SINSW
PROJECT 1723
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DOCUMENT INFORMATION	
SWEPT PATH ASSESSMENT	
BAY ROAD WORK ZONE ACCESS	
FILE NAME AG1903-01-v01.dwg	SHEET AG12

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AS/NZS 4455:2015 - Road Signs, Signs and Traffic Control. This drawing is provided for information purposes only and should not be used for construction. Base Plan prepared by Nearmap. Bay Road has a posted speed limit of 50km/hr. Swept path assessments completed at 10 km/h and 500mm clearance.



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DESIGNED Wendy Zheng	PAPER SIZE A3
APPROVED BY X.XXXX	DATE 11.03.2022
SCALE 1:250_m	0 2.5 5

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DOCUMENT INFORMATION	
SWEPT PATH ASSESSMENT	
BAY ROAD WORK ZONE ACCESS	
FILE NAME AG1903-01-v01.dwg	SHEET AG13

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Appendix F. Record of Council Consultation

Wendy Zheng

From: Engineering <engineering@northsydney.nsw.gov.au>
Sent: Tuesday, 30 November 2021 5:54 PM
To: Development Applications; Tarini Pathak
Cc: Jeremy Farrington; Alfred Jury; Dora Choi; Wendy Zheng
Subject: RE: North Sydney PS - Draft CPTMP

Dear Dora

thank you for your time this afternoon

As discussed, please find Council's comments in relation to the DRAFT CTMP for the North Sydney School project.

It is suggested to split the CTMP into 2 stages (stage 1-2) and (Stage 3-5) as builder has not been appointed and the appointed builder's methodology may be different to what is proposed under the current CTMP.

In addition, Council's approval cannot be issued until the DA is determined with conditions related to the CTMP. However, to get the ball rolling, I have assessed the current CTMP with general traffic Comments below:

1. The provision of an on-site parking area for employees, tradesperson, and construction vehicles as far as possible to avoid reliance on the available on-street parking for employees and tradespersons.
2. The access to the site from Bay Rd requires a Temporary Driveway at the proposed location. It should be also noted that there is a Bus Zone located at this location which may need to be relocated subject to STA's written approval.
In addition, the proposed temporary driveway is subject to separate approval from Council's Development Engineer and must accommodate the largest truck size accessing the site.
3. The proposed truck route to the site from Edward Street is not supported as Edward and Mount Street are congested in the morning and especially in the afternoon peak. In addition, turning path of the MRV entering Bay Rd from Edward St, conflicts with westbound traffic.
4. The proposed 85m long WZ is excessive for the use of 8.8 MRVs and will result in unnecessary loss of on-street parking, therefore is not supported by Council. The maximum length supported for the proposed WZ is determined by the turning path of the MRV accessing the WZ. This can be addressed under the 2nd CTMP for works at stages 3-5
5. Any footpath closure required a Permit from North Sydney Council prior to closure of footpath.
6. Occupation/closure of road requires a permit from North Sydney Council.

Turning paths:

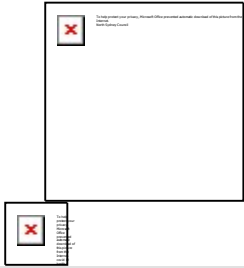
1. MRV turning left onto the site from McHatton Street travels over the existing street sign and bollard at each end of driveway access and possible conflict with parked vehicle/s. In that regard, parked vehicle either side of McHatton Street are required to be as shown on the plan to ensure clearance is achieved. Note, No Parking on the northern side of McHatton St is used for drop off/pick up purposes.
2. MRV turning right onto McHatton from the site is required to be submitted to ensure clearance with street furniture and parked vehicles
3. MRV turning left onto McHatton St from Pacific Highway, travels over pedestrian Fence and conflicts with eastbound traffic. This is a safety concern and needs to be addressed.

Yours Sincerely

Engineering

P 9936 8100

engineering@northsydney.nsw.gov.au



From: Development Applications <Developments.CJP@transport.nsw.gov.au>

Sent: Tuesday, 30 November 2021 3:08 PM

To: Tarini Pathak <Tarini.Pathak@turntown.com>

Cc: Jeremy Farrington <Jeremy.Farrington@det.nsw.edu.au>; Alfred Jury <Alfred.Jury3@det.nsw.edu.au>; Dora Choi <dora.choi@asongroup.com.au>; Wendy Zheng <wendy.zheng@asongroup.com.au>; Iman Mohammadi <Iman.Mohammadi@northsydney.nsw.gov.au>

Subject: RE: North Sydney PS - Draft CPTMP

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Transport for NSW (TfNSW), Greater Sydney Division has reviewed the **Construction & Pedestrian Management Plan – North Sydney School Upgrades Revision 01** and endorse the proposed temporary construction arrangements for **Stage 1 & 2 only**, subject to the following conditions:

- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals.
- Access to be maintained for residents, businesses and emergency vehicles at all times.
- No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available.
- When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
- Vehicles should enter and leave the site in a forward facing direction when safe to do so.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area.
- Any approved Works Zone should only be used for work activities. No infrastructure, including bins, tanks or traffic control equipment should be left on the road when the works zone is not in use by a vehicle. All non-vehicular items must be contained with the work area and not on the carriageway.
- Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742.
- **Queues are not to impact the Pacific Highway at any time.**
- **Bus movements along Bay Rd are to be prioritised.**

Endorsement of the CTMP is not an approval to the type of traffic management or delineation devices used, nor is it an approval to any traffic guidance schemes depicted within the CTMP. It is assumed that the proponent has used type approved devices and has developed its traffic guidance schemes in accordance with the relevant Australian Standards and Guidelines.

The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected area as well as emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.

Please ensure this CTMP is shared and adhered to by all contractors. If the CTMP changes, please forward a copy to Developments.CJP@transport.nsw.gov.au or further review and endorsement.

OFFICIAL

Operational Change | Customer Journey Planning | Greater Sydney
25 Garden Street Eveleigh NSW 2015
Transport for NSW



From: Tarini Pathak <Tarini.Pathak@turntown.com>
Sent: Tuesday, 30 November 2021 8:38 AM
To: Iman Mohammadi <Iman.Mohammadi@northsydney.nsw.gov.au>; Peter Keyes <Peter.KEYES@transport.nsw.gov.au>
Cc: Jeremy Farrington <Jeremy.Farrington@det.nsw.edu.au>; Alfred Jury <Alfred.Jury3@det.nsw.edu.au>; Dora Choi <dora.choi@asongroup.com.au>; Wendy Zheng <wendy.zheng@asongroup.com.au>
Subject: North Sydney PS - Draft CPTMP

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Turner & Townsend Confidential

Hi Iman/ Peter,

In preparation for today's session, please see attached a draft CPTMP that will be presented and discussed at the 12:15 meeting today.

Thanks,
Tarini

Tarini Pathak
Senior Project Manager, Australia
Turner & Townsend
One Wharf Lane, Level 19, 171 Sussex Street, Sydney, NSW, 2000
t: +61 (0) 2 8245 0000 | m: +61 (0) 431 114 155 | www.turnerandtowntsend.com

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For further information and registration details visit our website
<https://clicktime.symantec.com/3DF6n2CteEv8JP1ZAviseR7VN?u=http%3A%2F%2Fwww.turnerandtowntsend.com>

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Wendy Zheng

From: Engineering <engineering@northsydney.nsw.gov.au>
Sent: Tuesday, 30 November 2021 5:54 PM
To: Development Applications; Tarini Pathak
Cc: Jeremy Farrington; Alfred Jury; Dora Choi; Wendy Zheng
Subject: RE: North Sydney PS - Draft CPTMP

Dear Dora

thank you for your time this afternoon

As discussed, please find Council's comments in relation to the DRAFT CTMP for the North Sydney School project.

It is suggested to split the CTMP into 2 stages (stage 1-2) and (Stage 3-5) as builder has not been appointed and the appointed builder's methodology may be different to what is proposed under the current CTMP.

In addition, Council's approval cannot be issued until the DA is determined with conditions related to the CTMP. However, to get the ball rolling, I have assessed the current CTMP with general traffic Comments below:

1. The provision of an on-site parking area for employees, tradesperson, and construction vehicles as far as possible to avoid reliance on the available on-street parking for employees and tradespersons.
2. The access to the site from Bay Rd requires a Temporary Driveway at the proposed location. It should be also noted that there is a Bus Zone located at this location which may need to be relocated subject to STA's written approval.
In addition, the proposed temporary driveway is subject to separate approval from Council's Development Engineer and must accommodate the largest truck size accessing the site.
3. The proposed truck route to the site from Edward Street is not supported as Edward and Mount Street are congested in the morning and especially in the afternoon peak. In addition, turning path of the MRV entering Bay Rd from Edward St, conflicts with westbound traffic.
4. The proposed 85m long WZ is excessive for the use of 8.8 MRVs and will result in unnecessary loss of on-street parking, therefore is not supported by Council. The maximum length supported for the proposed WZ is determined by the turning path of the MRV accessing the WZ. This can be addressed under the 2nd CTMP for works at stages 3-5
5. Any footpath closure required a Permit from North Sydney Council prior to closure of footpath.
6. Occupation/closure of road requires a permit from North Sydney Council.

Turning paths:

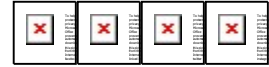
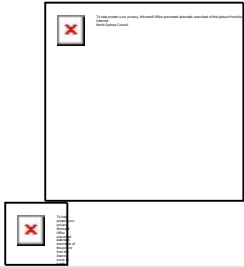
1. MRV turning left onto the site from McHatton Street travels over the existing street sign and bollard at each end of driveway access and possible conflict with parked vehicle/s. In that regard, parked vehicle either side of McHatton Street are required to be as shown on the plan to ensure clearance is achieved. Note, No Parking on the northern side of McHatton St is used for drop off/pick up purposes.
2. MRV turning right onto McHatton from the site is required to be submitted to ensure clearance with street furniture and parked vehicles
3. MRV turning left onto McHatton St from Pacific Highway, travels over pedestrian Fence and conflicts with eastbound traffic. This is a safety concern and needs to be addressed.

Yours Sincerely

Engineering

P 9936 8100

engineering@northsydney.nsw.gov.au



From: Development Applications <Developments.CJP@transport.nsw.gov.au>

Sent: Tuesday, 30 November 2021 3:08 PM

To: Tarini Pathak <Tarini.Pathak@turntown.com>

Cc: Jeremy Farrington <Jeremy.Farrington@det.nsw.edu.au>; Alfred Jury <Alfred.Jury3@det.nsw.edu.au>; Dora Choi <dora.choi@asongroup.com.au>; Wendy Zheng <wendy.zheng@asongroup.com.au>; Iman Mohammadi <Iman.Mohammadi@northsydney.nsw.gov.au>

Subject: RE: North Sydney PS - Draft CPTMP

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Transport for NSW (TfNSW), Greater Sydney Division has reviewed the **Construction & Pedestrian Management Plan – North Sydney School Upgrades Revision 01** and endorse the proposed temporary construction arrangements for **Stage 1 & 2 only**, subject to the following conditions:

- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals.
- Access to be maintained for residents, businesses and emergency vehicles at all times.
- No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available.
- When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
- Vehicles should enter and leave the site in a forward facing direction when safe to do so.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area.
- Any approved Works Zone should only be used for work activities. No infrastructure, including bins, tanks or traffic control equipment should be left on the road when the works zone is not in use by a vehicle. All non-vehicular items must be contained with the work area and not on the carriageway.
- Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742.
- **Queues are not to impact the Pacific Highway at any time.**
- **Bus movements along Bay Rd are to be prioritised.**

Endorsement of the CTMP is not an approval to the type of traffic management or delineation devices used, nor is it an approval to any traffic guidance schemes depicted within the CTMP. It is assumed that the proponent has used type approved devices and has developed its traffic guidance schemes in accordance with the relevant Australian Standards and Guidelines.

The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected area as well as emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.

Please ensure this CTMP is shared and adhered to by all contractors. If the CTMP changes, please forward a copy to Developments.CJP@transport.nsw.gov.au or further review and endorsement.

OFFICIAL

Operational Change | Customer Journey Planning | Greater Sydney
25 Garden Street Eveleigh NSW 2015
Transport for NSW



From: Tarini Pathak <Tarini.Pathak@turntown.com>

Sent: Tuesday, 30 November 2021 8:38 AM

To: Iman Mohammadi <Iman.Mohammadi@northsydney.nsw.gov.au>; Peter Keyes <Peter.KEYES@transport.nsw.gov.au>

Cc: Jeremy Farrington <Jeremy.Farrington@det.nsw.edu.au>; Alfred Jury <Alfred.Jury3@det.nsw.edu.au>; Dora Choi <dora.choi@asongroup.com.au>; Wendy Zheng <wendy.zheng@asongroup.com.au>

Subject: North Sydney PS - Draft CPTMP

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Hi Iman/ Peter,

In preparation for today's session, please see attached a draft CPTMP that will be presented and discussed at the 12:15 meeting today.

Thanks,
Tarini

Tarini Pathak
Senior Project Manager, Australia
Turner & Townsend
One Wharf Lane, Level 19, 171 Sussex Street, Sydney, NSW, 2000
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Appendix G. Record of TfNSW Consultation

Wendy Zheng

From: Development Applications <Developments.CJP@transport.nsw.gov.au>
Sent: Tuesday, 30 November 2021 3:08 PM
To: Tarini Pathak
Cc: Jeremy Farrington; Alfred Jury; Dora Choi; Wendy Zheng; Iman Mohammadi
Subject: RE: North Sydney PS - Draft CPTMP
Attachments: P1723r03 CPTMP_North Sydney Public School, North Sydney.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Transport for NSW (TfNSW), Greater Sydney Division has reviewed the **Construction & Pedestrian Management Plan – North Sydney School Upgrades Revision 01** and endorse the proposed temporary construction arrangements for **Stage 1 & 2 only**, subject to the following conditions:

- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals.
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- Vehicles should enter and leave the site in a forward facing direction when safe to do so.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic and pedestrian movements in this area.
- Any approved Works Zone should only be used for work activities. No infrastructure, including bins, tanks or traffic control equipment should be left on the road when the works zone is not in use by a vehicle. All non-vehicular items must be contained with the work area and not on the carriageway.
- Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742.
- **Queues are not to impact the Pacific Highway at any time.**
- **Bus movements along Bay Rd are to be prioritised.**

Endorsement of the CTMP is not an approval to the type of traffic management or delineation devices used, nor is it an approval to any traffic guidance schemes depicted within the CTMP. It is assumed that the proponent has used type approved devices and has developed its traffic guidance schemes in accordance with the relevant Australian Standards and Guidelines.

The proponent is to ensure local residents, businesses, schools and other stakeholders in the affected area as well as emergency service organisations are notified of the changes associated with the CTMP, prior to its implementation.

Please ensure this CTMP is shared and adhered to by all contractors. If the CTMP changes, please forward a copy to Developments.CJP@transport.nsw.gov.au or further review and endorsement.

OFFICIAL



From: Tarini Pathak <Tarini.Pathak@turntown.com>
Sent: Tuesday, 30 November 2021 8:38 AM
To: Iman Mohammadi <Iman.Mohammadi@northsydney.nsw.gov.au>; Peter Keyes <Peter.KEYES@transport.nsw.gov.au>
Cc: Jeremy Farrington <Jeremy.Farrington@det.nsw.edu.au>; Alfred Jury <Alfred.Jury3@det.nsw.edu.au>; Dora Choi <dora.choi@asongroup.com.au>; Wendy Zheng <wendy.zheng@asongroup.com.au>
Subject: North Sydney PS - Draft CPTMP

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Turner & Townsend Confidential

Hi Iman/ Peter,

In preparation for today's session, please see attached a draft CPTMP that will be presented and discussed at the 12:15 meeting today.

Thanks,
Tarini

Tarini Pathak
Senior Project Manager, Australia
Turner & Townsend
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Appendix H. Record of Busways Consultation

Angela Ji

From: Wendy Zheng
Sent: Monday, 7 March 2022 12:26 PM
To: Angela Ji
Subject: FW: North Sydney Demonstration School, Bay Road (Stop ID 206077) Relocation
Attachments: Bay Road, Waverton-North Sydney Demonstration School.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Bus consultation

From: Steve Grady <sgrady@busways.com.au>
Sent: Friday, 25 February 2022 8:13 AM
To: Wendy Zheng <>wendy.zheng@asongroup.com.au>; Janine Crawford <janinecrawford@busways.com.au>; Jason Roberts <jasonroberts@busways.com.au>
Cc: Dora Choi <dora.choi@asongroup.com.au>; Michael Ettrick <michaele@taylorau.com.au>
Subject: RE: North Sydney Demonstration School, Bay Road (Stop ID 206077) Relocation

Hi Wendy,

Many thanks for the update and information regarding the proposed upgrade of the school.

Busways have no issues with relocating the timed Bus Zone on Bay Street whilst construction is ongoing.

As I mentioned, the preferred location for a bus zone is west of the existing marked pedestrian crossing at the frontage of the school on Bay Street. The location that I am suggesting is suitable as it is still close to the entrance to the school. The Bus Zone will only need to be 20 metres in length to accommodate a 12.5 metre long bus as on the departure side of the proposed bus zone, there is the No Stopping section where the bus can utilise when pulling out from the kerb.

I have attached an aerial photo of the location, showing the preferred location of the relocated bus zone for your assistance.

If there is anything else that I can assist you with, then please don't hesitate to get back to me.

Regards

Steve Grady

Network Infrastructure Supervisor – Sydney

Busways Penrith
47-53 Mullins Road
Penrith NSW 2750

T (02) 4721-8871 | M 0438 537 903 | W busways.com.au



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From: Wendy Zheng <wendy.zheng@asongroup.com.au>
Sent: Thursday, 24 February 2022 6:01 PM
To: Steve Grady <sgrady@busways.com.au>; Janine Crawford <janinecrawford@busways.com.au>; Jason Roberts <jasonroberts@busways.com.au>
Cc: Dora Choi <dora.choi@asongroup.com.au>; Michael Ettrick <michaele@taylorau.com.au>
Subject: RE: North Sydney Demonstration School, Bay Road (Stop ID 206077) Relocation

Hi Steve

Thank you for the call.

As discussed, North Sydney Demonstration School Upgrade is due to commence construction soon which will involve the utilization of Bay Road as a work zone between Bay Road and Pacific Highway.

The proposed work zone for the most part will not affect the existing bus zone on Bay Road in front of the school but during heavy delivery times North Sydney Council will allow additional construction vehicles under a Stand Plant Permit which will intrude into the bus zone.

It would be safer for all involved if the bus stop can be temporarily relocated during the construction period preferably on the east side of the pedestrian crossing from where it is now.

Please let us know where the preferred relocated location is for the bus stop and the length, we're happy to work with Council and Busways for an outcome that would work for all involved.

If you have any questions feel free to call me.

Regards,
Wendy Zheng
Senior Traffic Design Engineer | Ason Group

T: +61 2 9083 6601 | **M:** +61 401 969 768 | **E:** wendy.zheng@asongroup.com.au
A: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000

From: Steve Grady <sgrady@busways.com.au>
Sent: Thursday, 24 February 2022 1:45 PM
To: Janine Crawford <janinecrawford@busways.com.au>; Jason Roberts <jasonroberts@busways.com.au>
Cc: Wendy Zheng <wendy.zheng@asongroup.com.au>; Dora Choi <dora.choi@asongroup.com.au>
Subject: RE: North Sydney Demonstration School, Bay Road (Stop ID 206077) Relocation

Hi Janine,

I have left a voice mail for Wendy to call me back in relation to this matter.

Cheers,

Steve Grady

Network Infrastructure Supervisor – Sydney

Busways Penrith
47-53 Mullins Road
Penrith NSW 2750

T (02) 4721-8871 | M 0438 537 903 | W busways.com.au



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From: Janine Crawford <janinecrawford@busways.com.au>
Sent: Thursday, 24 February 2022 12:40 PM
To: Jason Roberts <jasonroberts@busways.com.au>; Steve Grady <sgrady@busways.com.au>
Cc: wendy.zheng@asongroup.com.au; dora.choi@asongroup.com.au
Subject: FW: North Sydney Demonstration School, Bay Road (Stop ID 206077) Relocation

Hi Jason – please see Wendy’s email below re planning a temporary relocation of a bus stop to accommodate improvement works are done on North Sydney Public School.

Could you please facilitate introduction to the appropriate person on the infrastructure team.

Thanks

Janine Crawford
Marketing Manager

National Support Office
5 Bridge Street, Pymble 2073
M +61 447 470 112 | W busways.com.au



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From: Wendy Zheng <wendy.zheng@asongroup.com.au>
Sent: Thursday, 24 February 2022 12:30 PM
To: Janine Crawford <janinecrawford@busways.com.au>
Cc: [Dora Choi <dora.choi@asongroup.com.au>](mailto:dora.choi@asongroup.com.au)
Subject: North Sydney Demonstration School, Bay Road (Stop ID 206077) Relocation

Hi Janine

Thank you for answering my call, as discussed we are looking into the temporary relocation of the bus stop on Bay Road in front of North Sydney Demonstration School for construction works.

Please forward my details through to your planning department and we can pick up the conversation from there.

Regards,
Wendy Zheng
Senior Traffic Design Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 401 969 768 | E: wendy.zheng@asongroup.com.au
A: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000



North Sydney
Demonstration School

KU Dem S
Kids

No Stopping

20 Metre Bus Zone

Bay Rd

Bay Rd

Bay Rd

Edward St

Vinnies

Bay Pizza
Pizza Takeout

Bay Rd

Edward S

Appendix I. Author CV

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)
- 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)

PROFESSIONAL BACKGROUND

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,

Principal Lead – Traffic Management & Operations

Email: dora.choi@asongroup.com.au

Phone: 0450 923 889

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

Principal Lead – Traffic Management & Operations

Email: dora.choi@asongroup.com.au

Phone: 0450 923 889

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 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.

North Sydney PS Upgrade

Bay Rd,
Waverton
NSW 2060 Australia

**MAIL TYPE**

General Correspondence

MAIL NUMBER

Taylor-GCOR-000351

REFERENCE NUMBER

Taylor-RFI-000060

Fwd: SSDA Requirements / Modification 4.55 / CDVC Requirements Deliverables

From Mr Thomas Udovcic - Taylor Construction Group

To Tarini Pathak - Turner & Townsend Pty Limited

Cc (4) Mr Alfred Jury - NSW Department of Education
Mrs Cassandra Zughbi - Taylor Construction Group
Michael Ettrick - Taylor Construction Group
Ms Stephanie Leaper - Turner & Townsend Pty Limited

Sent Monday, 11 April 2022

MESSAGE

Hi Tarini,

As requested, please see below confirmation of receipt of the CEMP (Condition B14) & CTPMSP (Condition B21) from Phillip Chun.

Any questions please let me know.

Thanks.

Regards,

Thomas Udovcic

Taylor Construction Group

From: E Jones Coles

Sent: 11/04/2022 3:31:50 PM AEST (GMT +10:00)

To: Thomas Udovcic

Cc: Frank de Pasquale, Michael Ettrick, Cassandra Zughbi

Mail Number: PCHUN-GCOR-000124

Subject: Re: SSDA Requirements / Modification 4.55 / CDVC Requirements Deliverables

Hi Tom,

Confirming receipt of the Construction Environmental Management Plan (CEMP) and the Construction Worker Transportation Strategy to address conditions B14 and B21.

Please note these documents need to be submitted to the Planning Secretary for information, please provide evidence of this submission in due course.

Regards,

Emrys Jones Coles

Building Code Consultant

Philip Chun

T +61 2 9412 2322 M +61 420 310 454

emrys.jonescoles@philipchun.com www.philipchun.com

Suite 404, 44 Hampden Road, Artarmon, NSW 2064

From: T Udovcic

Sent: 11/04/2022 6:43:18 AM AEST (GMT +10:00)

To: Emrys Jones Coles

Cc: Michael Ettrick, Cassandra Zughbi

Mail Number: Taylor-RFI-000150

Subject: Re: SSDA Requirements / Modification 4.55 / CDVC Requirements Deliverables

Hi Emrys,

Notwithstanding the below, can you please also provide a statement confirming the attached CTPMSP satisfactorily closes out Condition B21 of the SSDA?

To make your life easier, I have reattached the CEMP (Condition B14) to assist in completion of my correspondence below.

Any questions please let me know.

Thanks.

Regards,

Thomas Udovcic

Taylor Construction Group

From: T Udovcic

Sent: 11/04/2022 6:38:51 AM AEST (GMT +10:00)

To: Emrys Jones Coles

Cc: Michael Ettrick, Cassandra Zughbi

Mail Number: Taylor-RFI-000149

Subject: Fwd: SSDA Requirements / Modification 4.55 / CDVC Requirements Deliverables

Hi Emrys,

Please see attached.