Construction Traffic Management Plan

Industrial Warehouse Development

2-8 Lanceley Place, Artarmon
4/09/2024
P1948r04

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Document Control

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Client	Goodman Property Services (Aust) Pty. Limited
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Revision History

Revision No.	Date	Details	Author	Reviewed by	Approved by
-	10/07/2024	Draft	J. Lam	J. Laidler	J. Laidler
I	23/07/2024	Issue I	J. Lam	J. Lam	J. Lam
II	21/08/2024	Issue II	J. Lam	J. Laidler	J. Laidler
III	23/08/2024	Issue III	J. Lam	J. Lam	J. Lam
IV	30/08/2024	Issue IV	J. Lam	J. Laidler	J. Laidler
V	04/09/2024	Issue V	J. Lam	J. Laidler	J. Laidler

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Glossary

Acronym	Description
AGRD	Austroads Guide to Road Design
AGTM	Austroads Guide to Traffic Management
CC	Construction Certificate
Council	Willoughby Council
DA	Development Application
DCP	Development Control Plan
DoS	Degree of Saturation
DPE	Department of Planning and Environment
FSR	Floor space ratio
GFA	Gross Floor Area
HRV	Heavy Rigid Vehicle (as defined by AS2890.2:2018)
LEP	Local Environmental Plan
LGA	Local Government Area
LoS	Level of Service
MOD	Section 4.55 Modification (also referred as a S4.55)
MRV	Medium Rigid Vehicle (as defined by AS2890.2:2018)
NHVR	National Heavy Vehicle Regulator
OC	Occupation Certificate
RMS Guide	Transport for NSW (formerly Roads and Traffic Authority), Guide to Traffic Generating Developments, 2002
S4.55	Section 4.55 Modification (also referenced as MOD)
S96	Section 96 Modification (former process terminology for an S4.55)
SRV	Small Rigid Vehicle (as defined by AS2890.2:2018)
TDT 2013/04a	TfNSW Technical Direction, Guide to Traffic Generating Developments – Updated traffic surveys, August 2013
TfNSW	Transport for New South Wales
TGS	Traffic Guidance Scheme
TIA	Transport Impact Assessment
TIS	Transport Impact Statement
veh/hr	Vehicle movements per hour (1 vehicle in & out = 2 movements)

1 Introduction

1.1 Overview

Ason Group has been engaged by Goodman Property Services (Goodman) to prepare a Construction Traffic Management Plan (CTMP) for the CC1 demolition works relating to an industrial warehouse development (SSD-48478458) at 2-8 Lanceley Place, Artarmon (the Site). The proposed development is a 3-storey warehouse and distribution centre comprising 12 tenancies with ancillary offices and an ancillary café. The Site is located within the Willoughby Council (Council) Local Government Area (LGA). A site plan is provided in **Figure 1**.

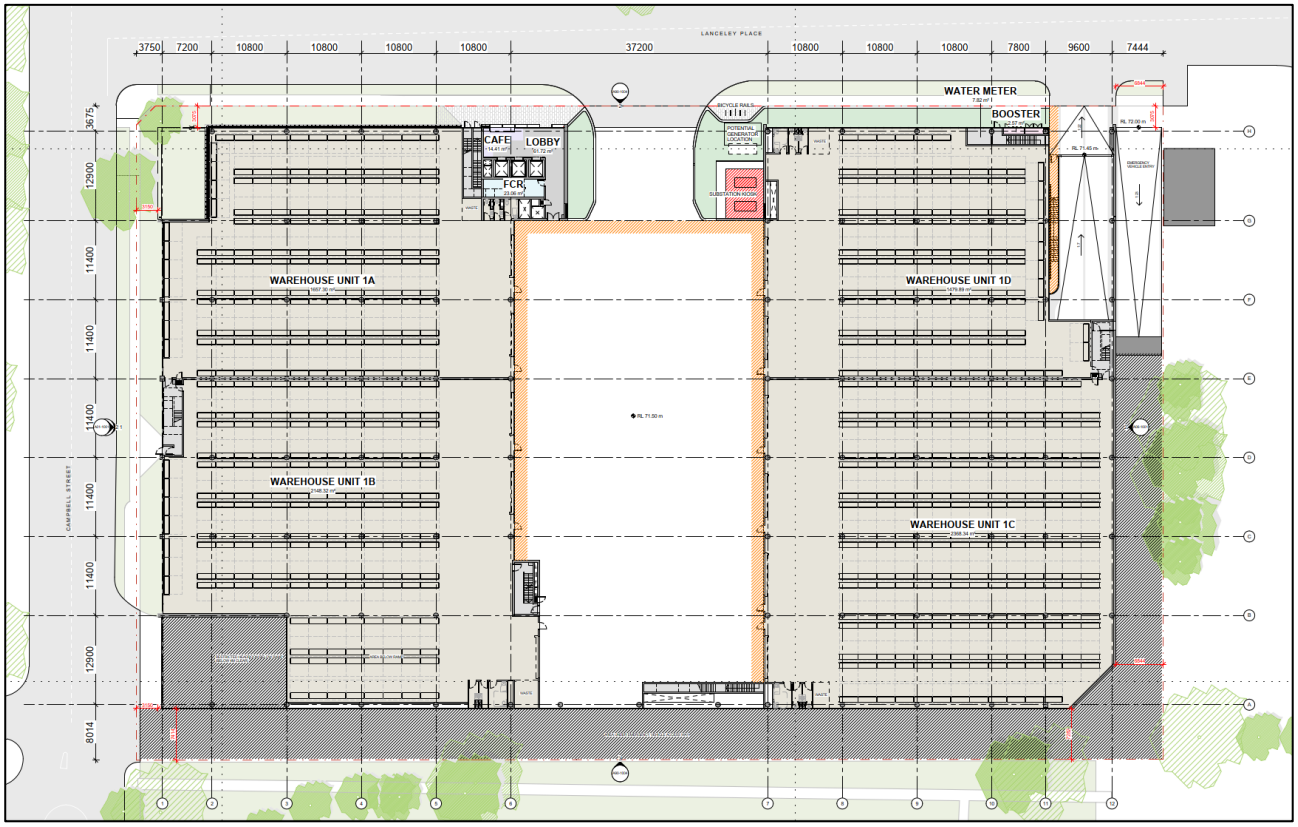


Figure 1: Site Plan

1.2 Report Purpose

The purpose of this report is to detail a traffic management plan for demolition works that seeks:

- To minimise traffic impacts on the surrounding road network and adjacent landowners / occupiers,
- Ensure safety of workers, pedestrians, road users and any site-specific considerations (including schools and neighbours to the west),
- Provide appropriate warnings of changes in road / traffic conditions, and of personnel / workers and plant engaged in the works on or adjacent to roads accessible to the general public.
- Provide information regarding the vehicle access routes and any changed road conditions (if applicable); and

- Communicate the arrangements for and impacts of any activities affecting traffic.

It is expected that this plan will be updated should any necessary changes to the currently proposed arrangements arise in the future. Any special events (if required) would be subject to a separate request for a specific permit not covered by this report. Ason Group is responsible for the preparation of this Plan only and not for its implementation, which is the responsibility of the Contractor.

This report has been prepared by consultants who hold the SafeWork NSW Prepare Work Zone (formally TfNSW Prepare a Work Zone Traffic Management Plan) certification. Details of the accredited personnel are provided below:

- James Laidler: Ticket No. TCT0031686
- Jayden Lam: Ticket No. TCT1050253

1.3 Key References

In preparing this CTMP, the following documents have been referenced:

- Ason Group, *Transport Management & Accessibility Plan, 2-8 Lanceley Place, Artarmon*, P1948r02v02 SSDA TMAP_Campbell Street, Artarmon, Revision 02, dated 09 March 2023.

1.4 Site Context

This CTMP has been prepared to cover the proposed demolition activities for the Site at 2-8 Lanceley Place, Artarmon, legally described as Lots 11-15 in DP233037.

The cumulative GFA of the proposed development was envisaged to be 25,538m^2 across the entire Site. For context, with reference to the previously approved Transport Management & Accessibility Plan (TMAP) (ref. P1948r02v02), the approved development is expected to have the following operational traffic volumes:

- AM peak: 79 trips per hour (movements, in & out combined)
- PM peak: 74 trips per hour (movements, in & out combined)

Additionally, as part of the previously approved TMAP, a Preliminary Construction Traffic Management Plan was prepared for which the following daily construction traffic volumes were anticipated for the CC1 demolition works:

- Heavy vehicles: 34 movements per day
- Light vehicles: 138 movements per day
- Total: 172 movements per day

1.5 Proposed Construction Activity / Works

The proposed construction activities involve the demolition works only. As such, this CTMP shall outline the traffic management measures applicable to this stage of works only.

It is expected that works associated with the remaining construction stages will be considered under a separate CTMP at a later date.

1.6 Authority Requirements

The relevant SSD-48478458 conditions that have been imposed with respect to construction traffic management. Responses to these conditions have been provided in **Table 1** below.

TABLE 1: RESPONSES TO SSD CONDITIONS OF CONSENT

Ref	Condition	Response
B1	**Construction Traffic Management Plan** Prior to the commencement of construction of the development, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must:	
	(a) be prepared by a suitably qualified and experienced person(s);	Refer to **Section 1.2**.
	(b) be prepared in consultation with Council and Ausgrid;	Details of key stakeholder engagement has been provided in **Section 1.7**.
	(c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction;	Refer to **Appendix C** for the TGS plans.
	(d) include details of: (i) heavy vehicle routes, access and parking arrangements; (ii) strategies that would be implemented to minimise the number of construction workers who will drive to the site; (iii) and potential overflow construction worker parking area(s) to be utilised;	(i) Refer to **Section 2.3** and **Section 3.1** for the site access routes and arrangements. Refer to **Section 4.2.3** for details on the contractor parking arrangements. (ii) Refer to **Section 2.1**. Local public transport services will be utilised to minimise the number of light vehicle movements. (iii) Due to limited on-street parking availability, all contractor parking will remain on site.
	(e) include a Driver Code of Conduct to: (i) minimise the impacts of earthworks and construction on the local and regional road network; (ii) minimise conflicts with other road users; (iii) minimise road traffic noise; and	Refer to **Appendix D** for the Driver Code of Conduct.

	(iv) ensure truck drivers use specified routes;	
	(f) include a program to monitor the effectiveness of these measures; and	Refer to **Section 6.1** for the monitoring program of this CTMP.
	(g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.	Refer to **Section 6.4** for the communications strategy for key stakeholders, residents and the local community.

1.7 Stakeholder Engagement

Goodman will consult with the required stakeholders regarding schedules and trucks routes and will raise any further conflicts with stakeholders at the earliest time. Goodman is to consult with key stakeholders, and provides a platform to discuss programmes, impacts and any outcomes from previous engagements.

TABLE 2: STAKEHOLDER CONSULTATION ACTIONS

Stakeholder	Action
TfNSW	Goodman to submit CTMP to stakeholder. Goodman to liaise with stakeholder to address comments and re-submit final CTMP.
Willoughby Council	The CTMP has been submitted to the stakeholder. A summary of the comments received from Willoughby Council have been provided in **Table 3**.
Transport Management Centre (TMC)	Tied to consultation with TfNSW. Any consultation will be undertaken in tandem with TfNSW.
Ausgrid	The CTMP has been submitted to the stakeholder. Ausgrid have responded noting there does not seem to be any significant impacts on their depot operations. A record of the correspondence with Ausgrid has been provided in **Appendix F**.

1.7.1 Consultation with Willoughby Council

TABLE 3: COMMENTS RECEIVED FROM WILLOUGHBY COUNCIL – 20/08/2024

Comment	Responses
Parking Arrangement Throughout all construction stages, on-site parking must be provided for staff and contractors to minimize parking impacts on the surrounding area. Ideally, all contractor and staff parking should be contained within the site boundaries. The Construction Traffic Management Plan (CTMP) must further provide detailed parking arrangements, specifying the number of spaces to be provided. This information is crucial for Council to assess potential parking spillover into nearby streets. It is imperative that the approved parking plan is adhered to during all construction periods. Section 6.3 of the CTMP should outline a contingency plan for managing any parking spillover. Additionally, Appendix A - Risk Assessment must document the risks associated with potential parking spillover and detail appropriate control actions.	On-site parking is to be provided for staff and contractors as outlined in **Section 4.2.3** with access to the parking areas provided via an existing driveway on Campbell Street. The nominated parking arrangements have been illustrated in **Appendix E**. It should be noted that the on-site parking for construction vehicles will be changing as construction progresses, however to reiterate, there shall be no parking for construction vehicles on public roads. A contingency plan for overflow parking has been provided in **Section 6.3**. A risk assessment for potential overflow parking has been provided in **Appendix A**.
Pedestrian Movement Given the absence of existing pedestrian infrastructure along Lanceley Place, enhanced safety measures are necessary. A Traffic Controller must be stationed near the crossing point at the intersection of Campbell Street and Lanceley Place during truck arrivals and departures via Campbell Street. This measure is essential to ensure the safety of pedestrian activities in the area. The Traffic Controller will be responsible for guiding pedestrians and managing traffic flow to prevent conflicts between construction vehicles and foot traffic.	The site access crossover on Campbell Street is existing and will be utilised by light vehicles only for contractors driving to the site. It should be noted that both access crossovers on Lanceley Place are also existing, however the appropriate personnel will be stationed at both site gates during truck arrivals and departures to ensure pedestrian safety by managing traffic flow and guiding pedestrians. Refer to the Traffic Guidance Schemes provided in **Appendix C**.

TABLE 4: COMMENTS RECEIVED FROM WILLOUGHBY COUNCIL – 29/08/2024

Comment	Responses
Parking Arrangement This requirement has been fulfilled as per update in the CTMP report.	Noted.
Pedestrian Movement The previous response regarding the management of potential conflicts between truck movements and pedestrian crossings at Lanceley Place was incomplete. While it addressed the stationing of Traffic Controllers at both site gates during truck arrivals and departures, it has not addressed Council's concerns about the conflict point at the Campbell Street and Lanceley Place intersection. The response acknowledged the existing lack of pedestrian amenities at the Campbell Street/Lanceley Place intersection. However, it's important to note that current truck movements in this area are minimal. During the construction phase, there will be increased truck movements, especially during weekday AM/PM peak hours. This increase raises concerns about potential conflicts between trucks and pedestrians at this intersection. There are two potential approaches to address these concerns: **Option 1: Flexible Traffic Controller Deployment** • Traffic Controllers could move flexibly between the site gates and the Campbell Street/Lanceley Place intersection during truck arrivals and departures. • This approach would provide additional safety measures at the critical conflict point without requiring significant infrastructure changes. The number of traffic controller could remain similar numbers as planned. **Option 2: Pedestrian Crossing Facility** • Install a pedestrian crossing facility, such as a marked pedestrian crossing or a refuge island, subject to constructability assessment. • This option would provide a more permanent solution but has more significant implications in terms of cost, time, and potential disruption.	The TGS has been amended such that authorised personnel will be stationed flexibly at the Campbell Street/Lanceley Place intersection and site gates to ensure pedestrian safety as necessary (Option 1) and only where impact to these intersections and crossings take place. The Traffic Guidance Schemes have been provided in **Appendix C**.

1.7.1 Stakeholder Notification

In the event that any disruptions (unexpected or in advance) to roadways / footpath occur as a result of the demolition 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 VMS.
- In the event that heavy vehicle damage to Council / TfNSW assets / infrastructure, contractors will notify Willoughby Council's Traffic & Transport team and / or Assets Branch.

1.8 Site Related Data

1.8.1 Road Details

A summary of the key roads in the vicinity of the Site are shown in **Table 5** below. Additionally, the road hierarchy in the locality is presented in **Figure 2**.

TABLE 5: ROAD HIERARCHY

Road Name	Road Classification	Posted Speed Limit (km/h)	On-street Parking Opportunities	Notes
Lanceley Place	Local Road	50	Unrestricted on-street parking is permitted	Undivided 2 lane road along the site frontage (1 in each direction)
Campbell Street	Local Road	50	Unrestricted on-street parking is permitted	Undivided 2 lane road along the site frontage (1 in each direction)
Pacific Highway	Regional Road	60	No on-street parking is permitted	3 traffic lanes in each direction separated by a median in the vicinity of the site
Reserve Road	Local Road	50	On-street parking with 2P or 4P restrictions in place	1-2 traffic lanes in each direction in the vicinity of the site

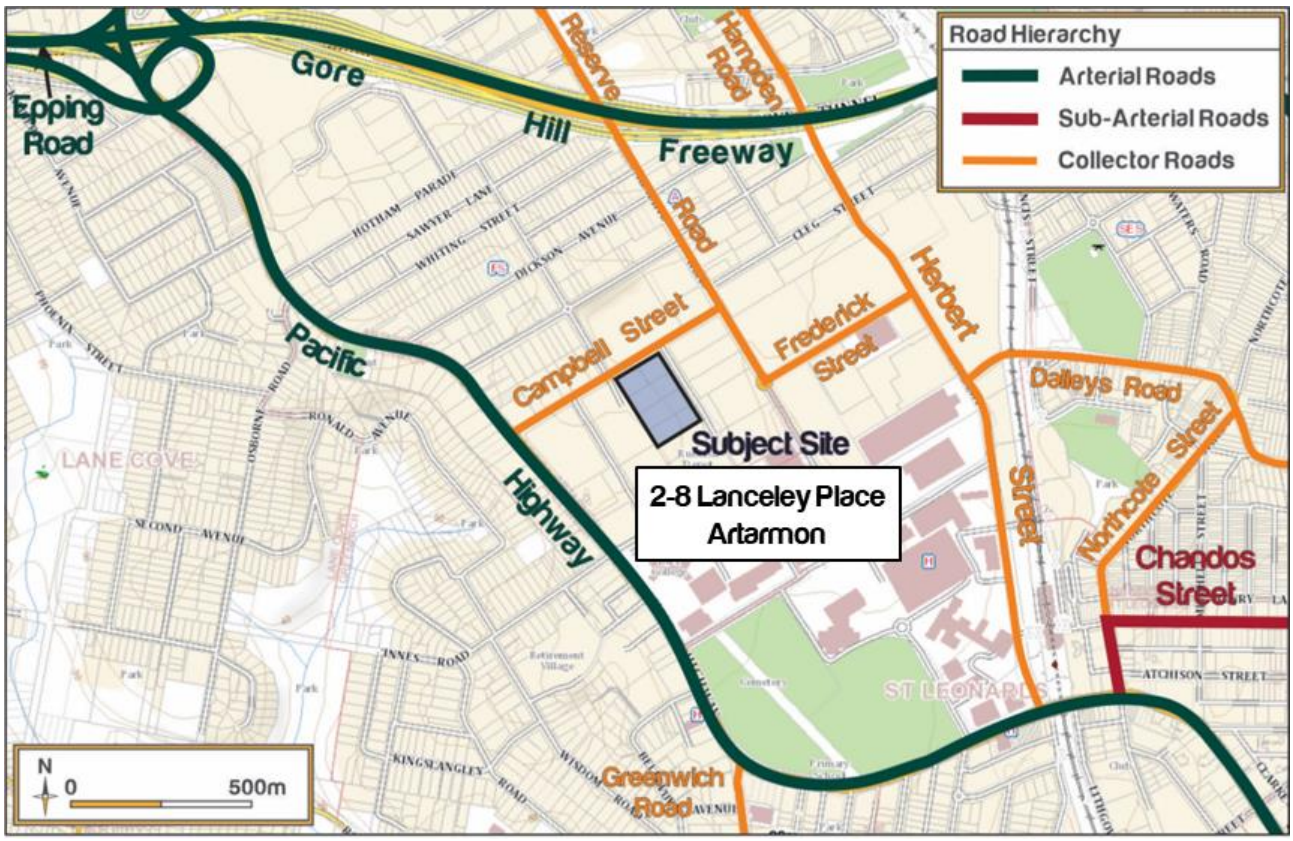


Figure 2: Road Hierarchy

1.8.2 Crash History

A review of the TfNSW crash database has been undertaken to establish the crash history in the vicinity of the Site; the crash history for the 5-year period 2018 to 2022 (inclusive) is outlined below in **Table 6**. The crash locations are shown in **Figure 3**.

TABLE 6: CRASH HISTORY

Year	Location	RUM Code	RUM Description	Injury/Death
2019	2-way undivided	1	Ped emerging	Minor/Other Injury
2020	T-junction	11	Right far	Minor/Other Injury

Source: TfNSW Crash Statistics Website

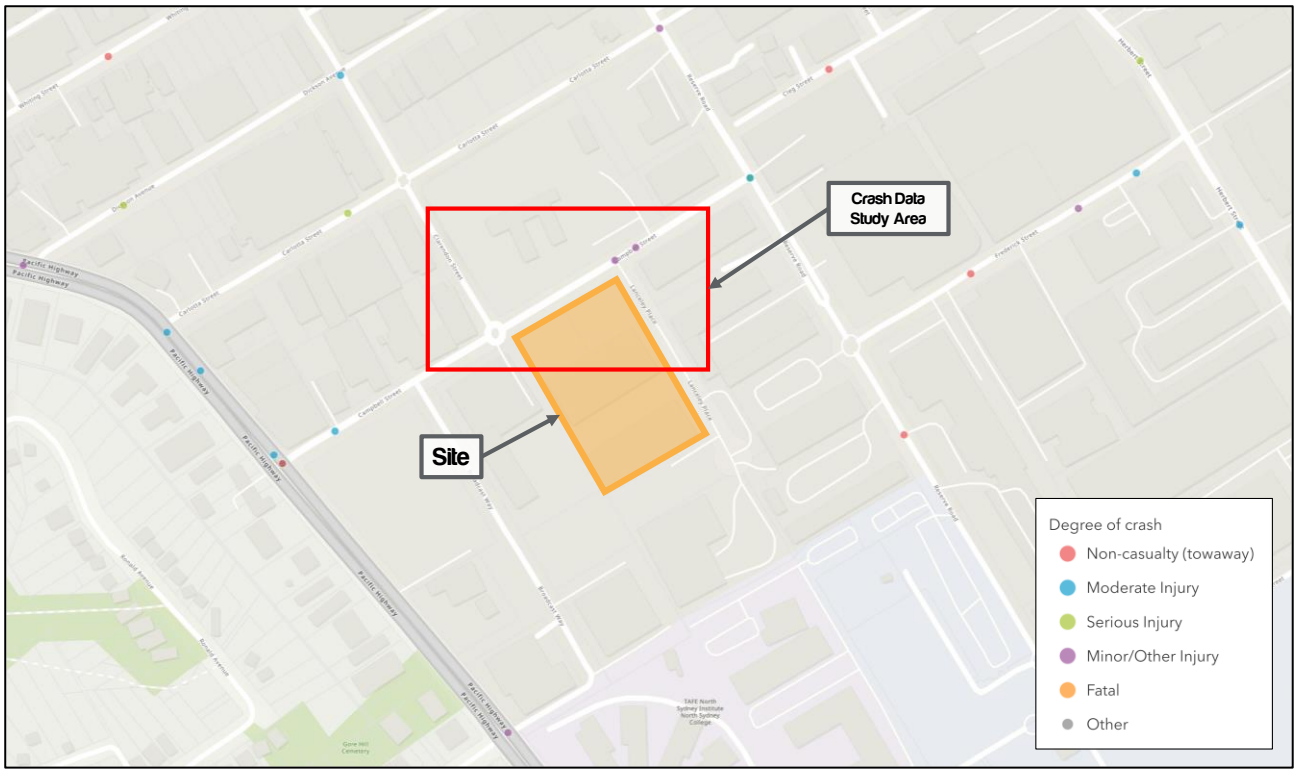


Figure 3: Crash Locations

The crash data shows that there was only two incidents that occurred in the vicinity of the Site over a 5-year period, suggesting that there are no inherent road safety issues in the vicinity of the Site.

1.8.3 Vulnerable Road Users

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

TABLE 7: PUBLIC AND ACTIVE TRANSPORT

Road Name	Pedestrian Footpath	Cycling	Public Transport
Lanceley Place	Yes	No	No
Campbell Street	Yes	No	Yes
Pacific Highway	Yes	No	Yes
Reserve Road	Yes	Yes	Yes

1.9 Project Representatives and Stakeholders

Through the preparation of this CTMP, the project representatives and stakeholders for this project are as follows.

TABLE 8: PROJECT REPRESENTATIVES AND STAKEHOLDERS

Name	Personnel	Role	Emails
Goodman	James Crouch	Head of Project Delivery	james.crouch@goodman.com
	Kero Shnuda	Project Administrator	kerolous.shnuda@goodman.com
Ason Group	Ali Rasouli	Principal Lead	ali.rasouli@asongroup.com.au
	James Laidler	Senior Traffic Engineer	james.laidler@asongroup.com.au
	Jayden Lam	Traffic Engineer	jayden.lam@asongroup.com.au
Willoughby Council	Craig O'Brien	Acting Strategic Planning Team Leader	Craig.Obrien@Willoughby.nsw.gov.au
Ausgrid	Royce Cox	Field Supervisor	rcox@ausgrid.com.au

2 Overview of Works

2.1 Works Stages

For the purposes of this CTMP, heavy vehicles will utilise Lanceley Place. The access and traffic management required is outlined later within this report. Recognising the purpose of this CTMP, it is estimated that the total duration of the construction works will be approximately 14 weeks from the commencement date. The following summarises key aspects of the construction stage.

2.1.1 Demolition

TABLE 9: STAGE SUMMARY – DEMOLITION

Criteria	Response
Description of Key Activities	Demolition
Stage Length	16/09/2024 – 23/12/2024 (~14 weeks)
Max. Vehicle Size	Combination of medium and heavy trucks Flat Bed Trucks, Bin Trucks, Truck and Dog, Semi-Trailer
Vehicle Movement Frequency	Approximately 20 light vehicle movements / day + Approximately 56 heavy vehicle movements / day
Truck Access Requirements	Access shall be on Lanceley Place
Vehicle access / egress in a forward direction (Y / N)	Y
Out of Hours Deliveries (Y/N)	N
Contractor Parking	To be provided on site. Public transport will also be used to travel to site to limit contractor parking demands.
Pedestrian Control	Existing site boundary fencing to be utilised as delineation from construction site to pedestrian/public. Gateman to accept deliveries and vehicles as required.
Public Transport Services Affected	N
Road Occupancy Requirements (If yes, provide further details)	N
Lane or Footpath Closures (If yes, provide further details)	Yes, along Campbell St. Required to close site with new chain wire fencing post demolition of structure. Duration of works – 2 days (Refer to **Appendix C**)
Traffic Guidance Scheme	Y – Refer to **Appendix C**

2.2 Hours of Work

The permitted hours of work have been outlined in Condition B22 of the SSD-48478458 CoC.

TABLE 10: PERMITTED HOURS OF WORK

Activity	Day	Time
Construction works	Monday – Friday Saturday	7 am to 6 pm 8 am to 1 pm

No work Sundays or Public Holidays.

Should out of work hours be required, Goodman will lodge an application for an Out of Work Hours Permit with Council to seek approval for these works. The type of works that might be undertaken outside the recommended standard hours are:

- The delivery of oversized plant or structures that police or other authorities determine require special arrangements to transport along public roads,
- Emergency work to avoid the loss of life or damage to property, or to prevent environmental harm,
- Maintenance and repair of public infrastructure where disruption to essential services and/or considerations of worker safety do not allow work within standard hours (community agreement with the affected receivers should be obtained),
- Public infrastructure works that shorten the length of the project and are supported by the affected community (community agreement with the affected receivers should be obtained),
- Works where a proponent demonstrates and justifies a need to operate outside the recommended standard hours.

2.3 Access Arrangements

Emergency vehicle access to and from the Site will be available at all times while the site is occupied by construction activities. This process would be implemented through emergency protocols on the site which will be developed by the Contractor and shall be documented within the Contractor's Construction Management Plan.

Any oversized plant or structure that require special arrangements to transport along public roads will require approval from the National Heavy Vehicle Regulator (NHVR) and Council. This is discussed in further detail below. All vehicles are to access the site via Lanceley Place.

The proposed construction site access route is shown in **Figure 4** below. In particular, heavy construction vehicles are to avoid school zones wherever possible. In the case that school zones cannot be avoided, no heavy construction vehicle movements are to arrive or depart the site during signposted school zone periods on school days:

- 8:00 am – 9:30 am
- 2:30 pm – 4:00 pm

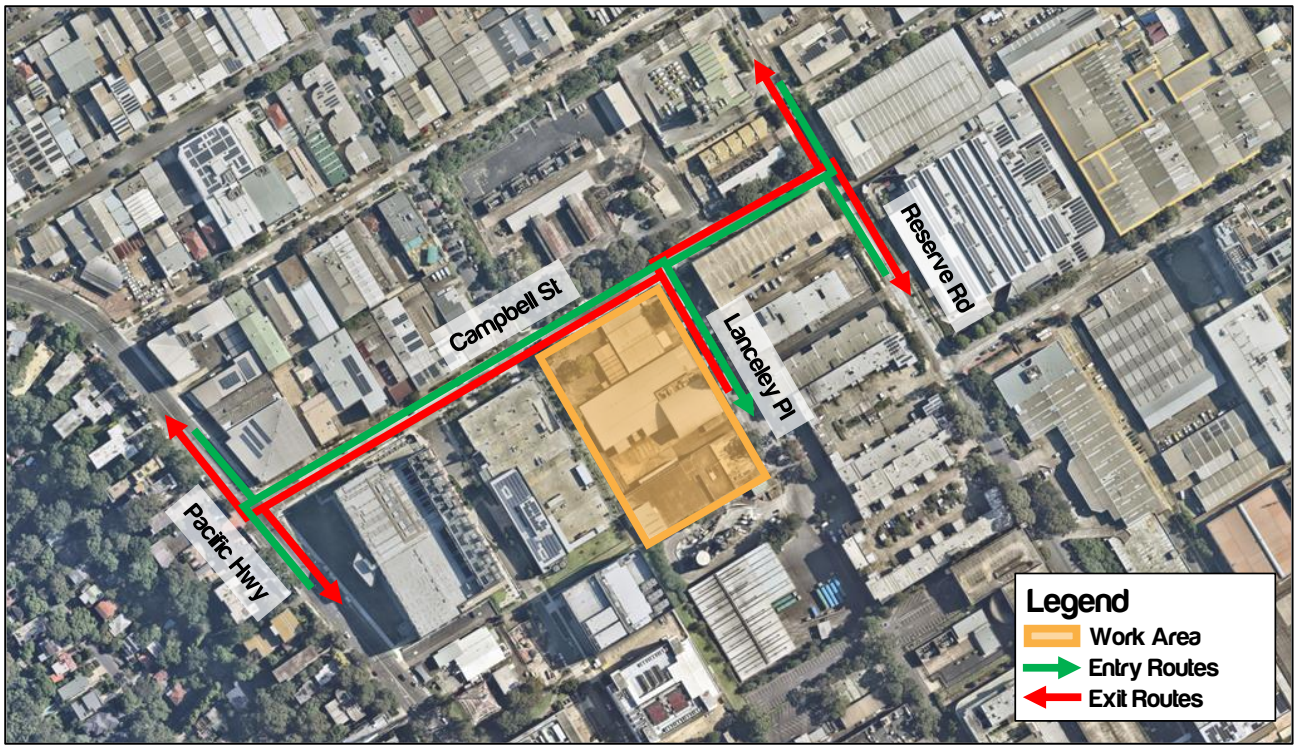


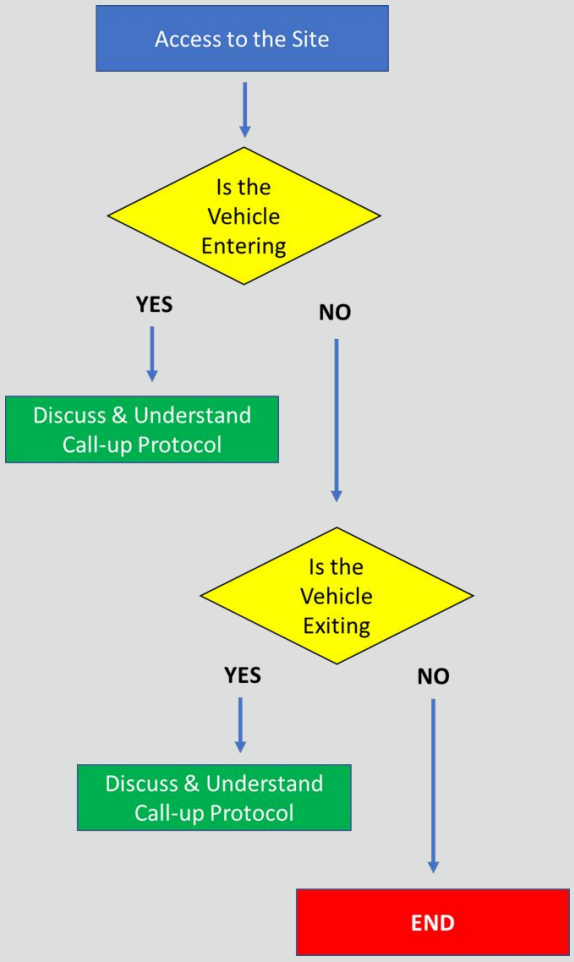
Figure 4: Proposed Construction Access Route (Vehicles up to and including 19m AVs)

Figure 5: Proposed Construction Access Route (19m B-Doubles and above)

2.4 Temporary Traffic Management Method

Traffic management shall be undertaken in accordance with the methodology outlined within the TGS, **Table 11** and attached within **Appendix C**. All road users are expected to be directed around the worksite in order to physically separate the road user from any hazards within the worksite.

TABLE 11: ACCESS PROTOCOLS & METHODOLGY

Procedure	Responsibility	Notes
	Site Manager / Foreman / Traffic Controller	**ENTRY PROTOCOL:** Via UHF radio, channel agreed at pre-start 1. Vehicle to advise gate controller when 200m from gate via UHF — vehicle to ensure flashing lights are on 2. Vehicle advises of metres from gate in 50m lots (i.e., 50 m from gate, 100m from gate). 3. Gate Controller advises safe to enter, vehicle enters site and decelerates behind barriers 4. If not safe to enter, vehicle is to continue driving and not stop / queue on the public roadway 5. Vehicle uses road network to return and make another attempt at entering site
	Site Manager / Foreman / Traffic Controller	**EXIT PROTOCOL:** Via UHF radio, channel agreed at pre-start 1. Vehicle driver to radio Gate Controller to ensure exit is possible – vehicle to ensure flashing lights are on 2. If no issues driver to accelerate to exit gate and merge with traffic. 3. If driver cannot exit, Gate Controller to order vehicle to hold until gate is clear. Gate Controller is not to stop traffic on the public road network

2.5 Risk Assessment

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

3 Existing Conditions

3.1 Site Access

Access to the site shall be available on Campbell Street for light vehicles and Lanceley Place for heavy vehicles, as shown in **Figure 6**.

Figure 6: Access Arrangements

3.2 Works Zone

A Road Occupancy Permit (ROP) from Council would be required for any works undertaken on Lanceley Place or Campbell Street. It is the responsibility of the contactor to obtain the ROP.

4 Management Plan

4.1 Traffic Movements

4.1.1 Background

The previously approved transport assessment (Ason Group ref. P1948r02v02) in support of the development outlined the following relevant figures with regards to future operation traffic volumes associated with the Site.

- AM peak: 79 trips per hour (movements, in & out combined)
- PM peak: 74 trips per hour (movements, in & out combined)

Additionally, a Preliminary Construction Traffic Management Plan was prepared for which the following daily construction traffic volumes were anticipated for the CC1 demolition works:

- Heavy vehicles: 34 trips per day
- Light vehicles: 138 trips per day
- Total: 172 trips per day

4.1.2 Current Traffic Estimates

The anticipated vehicle movements generated by demolition works for the Site have been estimated having consideration of the likely requirements for construction staff, plant, equipment and haulage. The anticipated construction schedule has been provided by the contractor with the estimated traffic volumes are as follows:

- Demolition Works – A total of 20 light vehicle movements per day and a total of 56 heavy vehicle movements per day. Hence the estimated maximum daily construction vehicle generation is up to 76 movements per day.

For reference, the definitions of light and heavy vehicles are as follows:

- Light Vehicles: For the purpose of this report a light vehicle is a car, ute, or four-wheel drive that relates to the construction works of the site.
- Heavy Vehicle: For the purpose of this report, a heavy vehicle ranges from (but is not limited to) a 12.5m Heavy Rigid Vehicle (HRV) up to a 26.0m B-Double that relates to the construction works of the site.

For reference, a construction vehicle would relate to all contracted parties involved in day-to-day construction activities on site. This would include.

- All Vehicles making material deliveries to and from the Site.
- All Contractors and their sub-contractor's construction site vehicles
- All construction staff working on the projects arriving / departing the Site in private cars.

In turn, the following are exempt from the requirements of the CTMP (as they are not part of construction works within the Site).

- Design / management consultants arriving to Site for meetings.
- Food vans / food deliveries by non-contracted parties.

- Relevant Authorities / Agencies (including DPE or Willoughby Council, and other stakeholders who have assets on the site)
- Members of the public who may drive in ad hoc.

4.1.3 Truck Movements & Contractor Parking

The construction access is from Lanceley Place. Relevant truck routes are outlined in **Figure 6**. The implementation of the access route shall be done so in accordance with any and all conditions of consent received from Council and/or TfNSW.

It is expected that a schedule for deliveries of materials and goods will be established prior to that day, with authorised personnel (for the purposes of this report "Traffic Controllers") maintaining radio contact with construction vehicles at all times. Thus, at no stage shall queueing occur on the public road network. I

It is expected that future contractors shall prepare Vehicle Movement Plans (VMP) for on-site circulation. In preparing relevant VMPs, the contractor should:

- Minimise interaction with other work areas, as far as possible.
- Where possible, separate truck movements from contractor car parking areas
- Prepare Traffic Control Plans where necessary to provide additional management of on-site vehicle movements.

4.2 Other General Requirements

4.2.1 Driver Code of Conduct

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

4.2.2 Worker Induction

All workers and subcontractors engaged on-site would be required to complete a site induction. The induction will 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 must be suitably trained and covered by adequate and appropriate insurances.

4.2.3 Contractor Parking

Contractors shall nominate the parking zones without obstructing any vehicle manoeuvre routes. The location of Contractor parking areas is expected to change as works continue and encompasses various portions of the Site. Notwithstanding, based on information provided by the contractors, a provision of 10-15 parking spaces would be sufficient to accommodate the contractor parking demands. Notwithstanding, should any additional parking be required, they will also be accommodated on-site as necessary. The

potential parking arrangements have been nominated in **Appendix E** whereby the parking demand of 10-15 vehicles can be sufficiently accommodated.

4.2.4 Access Road Management

Vehicles shall be tracked upon entry and exit of the Site's access to ensure that vehicles are abiding by both the timed restrictions and construction volume constraints.

4.2.5 Loading & Materials Handling

Handling of all materials shall adhere to the following.

- It is proposed that all material loading and unloading will occur within the construction site boundary.
- No loading is proposed to occur outside of the provisioned areas.
- Equipment, materials, and waste will be kept within the construction site boundary.

All materials handling shall be undertaken off the public roadway, however in the event materials handling are required from the roadway, then prior approval shall be sought and obtained from the relevant Authorities.

4.2.6 Work Zone Requirements

Any on-street works proposed by the Contractor such as hydrant fill points would be subject to approval by Council prior to any filling.

A separate application would therefore be submitted to Council in the event that any special or discreet work activities are undertaken that will require the use of kerbside parking for the purposes of a Works Zone.

4.2.7 Fencing Requirements

The existing site boundary fencing will be utilised where possible and temporary exclusion fencing will be erected along the boundary of the site where necessary and is to be maintained for the duration of the construction program. The fencing is to ensure unauthorised persons are kept out of the Site. Site access gates would be provided along Lanceley Place. They are to be closed at all times outside of the permitted construction hours.

Careful consideration for pedestrian protection shall be included within relevant TGS's, as outlined below.

4.2.8 Pedestrian and Cyclist Management

Existing site boundary fencing will be utilised where possible and temporary exclusion fencing will be erected along all site frontages accessible by the public to prevent unwanted pedestrian and/or cyclist access.

Construction Vehicles entering or exiting the site will be halted by a Traffic Controller to allow pedestrians or cyclists to traverse in front of the site's access. Once the pedestrian or cyclist are clear from the area, the traffic controller can allow the construction vehicles to enter or exit the site. One traffic controller will be allocated to each site gate, which will remain closed when not in use and shall only be opened when required.

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

Traffic Controllers are required to maintain radio communication with construction vehicle drivers at all times.

4.2.9 Engineering Construction Specifications

Any signage and/or line marking to be installed as a result of these works shall be installed as per Council's Engineering Construction Specification for Civil Works document (October 2017).

4.2.10 Traffic Guidance Scheme's

Any Traffic Guidance Schemes (TGSs) shall be prepared and updated by an accredited person who holds a "Prepare a Work Zone Traffic Management Plan" card, in accordance with the TfNSW Traffic Control at Worksites Manual (Issue 6.1) and AS1742.3:2019.

All TGSs involving signage or impacts to public roads shall be approved by the Traffic Management Centre (TMC), prior to the works for which they relate. These TGSs shall be updated to respond to any changes to prevailing traffic conditions throughout the life of the works.

Further, temporary traffic control measures on public road/road related area under the care and control of Willoughby Council will require obtaining Road Occupancy Permit (ROP) from the Council. Any excavation and/or road opening works on public road/road related area will require obtaining a Road Opening Permit from Council.

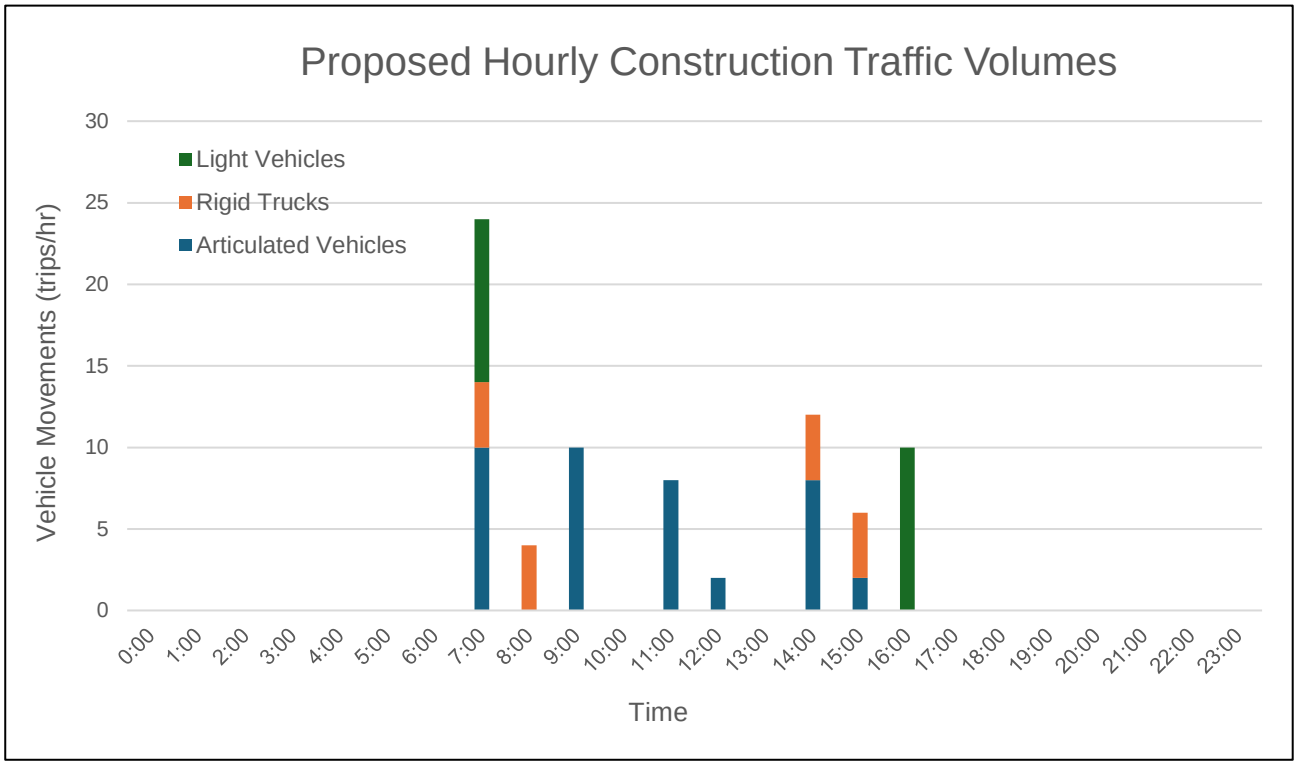
5 Transport Impact Assessment

5.1 Construction Traffic Generation

As discussed above, the demolition works are expected to generate up to 76 vehicles movements per day.

This does not exceed the expected operational traffic volumes outlined in **Section 4.1.1** as well as the estimated daily volumes that were outlined in the Preliminary Construction Traffic Management Plan (PCTMP) as part of the original traffic assessment (P1948r02v02). Additionally, vehicle movements will generally be spread throughout the day.

Therefore, the broader network should be sufficient to cater for any impacts as a result of the demolition works volumes. The below figure outlines the cumulative hourly totals during the demolition stage.



5.2 Impacts on Surrounding Network

In general, the impacts of construction traffic and the mitigating measures to be implemented are outlined below.

- **Construction traffic throughout the surrounding road network**: Construction traffic is substantially less than the approved future operational traffic volumes and will therefore not create any unacceptable impacts on the future road network.
- **Safety During Demoltion**: Safety to motorists and pedestrians throughout the area will be maintained during demolition through the preparation and execution of Traffic Guidance Schemes Plans (TGS's). A range of TGS's will be prepared for each access throughout demolition, to identify all reasonably foreseeable hazards, assess the hazards, and manage the hazards as best as possible by either eliminating or minimising the risks. TGS's shall be monitored and updated accordingly throughout the project.

- **Reporting**: Reporting and monitoring of movements is to be undertaken to ensure that drivers are adhering to approved construction hours, and to ensure that the approved traffic generation, and subsequent impacts on the road network, are in line with those approved.

5.3 Vehicle Management

In accordance with TfNSW requirements and the Conditions of Consent, 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 D.

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. Public roads used by construction vehicles are to be kept clean at all times. All vehicles enter and exit the Site in a forward direction.

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 the 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, access points and internal parking areas will not be obstructed by any materials, unapproved vehicles, refuse skips or the like, under any circumstances.

At no time shall heavy vehicles and bins associated with the development park on local roads or footpaths in the vicinity of the Site.

6 Monitoring and Review

6.1 Monitoring Program

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

- Tracking deliveries against the volumes outlined within report. Deliveries will be tracked against approved volumes and will keep a vehicle log - including rego & time of entry - for the purpose of assessing the effectiveness of these monitoring programs.
- Reporting and monitoring of movements to ensure drivers are adhering to the approved construction hours, and to ensure that the approved traffic generation, and subsequent impacts on the road network, are in line with those approved. This should be undertaken fortnightly during demolition.
- To identify any shortfalls and develop an updated action plan to address issues that may arise during demolition (Parking and access issues)
- To ensure TGSs 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 undertaken to ensure all loads are entering and leaving site covered as outlined within this CTMP.

As such the table below provides triggers to monitor and review this CTMP.

TABLE 12: MONITORING & REVIEWS OF CTMP

Type of Review	Frequency	Considerations
Scheduled	The scheduled CTMP review must be undertaken monthly or as specified otherwise.	The scheduled CTMP review must consider the following: • CTMP and TGS are approved; • Identify required variations to the TGS, and ensure that they are updated, recorded, and approved; • Review any departures or variations of the CTMP and/or TGS to ensure they have been documented and approved; • Speed control effectiveness; and • Construction vehicle entry/egress suitability, with no queuing on the public road network at any time. • Construction vehicle daily / peak hour movements are compliant with approved volumes, with monthly reviews of the contractor's daily logbook of vehicles required. • Periodic checks to ensure that heavy vehicles are using the correct access route. • Periodic checks of noise generating items to ensure they are less than the prescribed 45 dBA.
Change Generated Review	The change generated review must be undertaken when implementing new traffic stages, switches, or other	The change generated CTMP review must consider the following: • The work site is operating safely; • Delineation is effective with appropriate signage installed for changed conditions;

	construction-based activities.	• Safe passage is provided for all road users; • Road Safety Audits are arranged or confirmed as required • Accountability for approval and inspection is well understood and documented
Non-Compliance, Post Incident or Near Miss Review	The Non-Compliance, post-incident or near miss review must be undertaken following an incident or near miss.	Any non-compliance must be reported immediately to the supervisor. A non-compliance is anything other than 'Condition Green' as outlined within **Table 14**. All workplace incidents must be reported immediately to the supervisor, who is to determine responsibility for investigating the incident. The incident and investigation must also be recorded in the incident reporting system of Transport The post incident or near miss CTMP review must consider: • Causal factors; • Contributory factors or changes required; and • Identified changes to TGS are completed, approved, recorded, and communicated. For any incidents or near miss (where required) a safety alert must also be prepared and distributed by the Transport project manager to share learnings with other work sites.

This monitoring process is expected to form part of the monitoring plan required to be included as part of the overarching CEMP of which this CTMP forms a part. The roadway (including footpath) must be kept in a serviceable condition for the duration of demolition/construction. At the direction of Council, undertake remedial treatments such as patching at no cost to Council where damage is caused by construction traffic associated with the demolition works.

6.2 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 requirement during all phases of construction, being:

TABLE 13: EXAMPLE REVIEW OF ACTIVITIES

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

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

6.2.1 Incident Management

For the purposes of this CTMP, an 'incident' is an occurrence or set of circumstances that causes or threatens to cause material harm and which may or may not be or cause a non-compliance. Furthermore, a 'non-compliance' is an occurrence, set of circumstances or development that is a breach of the consent.

All incidents related to traffic, including those of the Principal Contractor, subcontractors, and/or visitors that occur during demolition works will be managed in conjunction with the requirements outlined in Goodman Incident and Non-compliance Response and Handling Procedure.

Goodman will be responsible for ensuring that systems and processes satisfy the requirements of the CEMP and relevant sub-plans, including the incident management components. The Contractor will be responsible for providing all necessary documentation with regards to the incident investigation and close-out actions where required. The timing of the provision of this documentation is to align with Goodman requirements.

The Goodman Project Manager must be notified immediately of any environmental incident or near miss related to traffic. Such incidents may include, but not limited to:

- Vehicle crash or injury resulting from construction traffic related to the project.
- Failure to correctly implement required traffic controls for planned activities.
- Queuing onto Lanceley Place, in breach of the requirements set out under this CTMP.
- Spill of any dangerous goods or hazardous substance to ground or water.
- Substantiated complaints received from members of the community or regulatory authorities relating to traffic management.
- Land-based off-site sediment loss to the environment, including sediment tracking onto the roadway.

Goodman's Project Principal will be responsible for all notifiable environmental incidents in line with the regulatory notification requirements as per Table 3-1 of CEMP.

All environmental incidents will be reported to Council immediately after Goodman becomes aware of the incident. Any notification must identify the development, including the application number, and set out the location and nature of the incident.

In the event of a notifiable non-compliance incident arising, the Principal Contractor will notify Goodman's Project Manager immediately, who is then required to notify Council in writing within 7 days. Any notification to Council must

- identify the development, including the application number,
- set out the condition of approval that the development is non-compliant with,
- the way in which it does not comply,
- the reasons for the non- compliance (if known) and
- what actions have been taken, or will be taken, to address the non- compliance.

6.3 Contingency Plan

A contingency plan shall be established by the Contractor and is to be included in the overarching CEMP. Notwithstanding, **Table 14** outlines an indicative plan to be undertaken by the builder in the event that the monitoring program identifies the management plan is not effective in managing the construction impacts.

TABLE 14: CONTINGENCY PLAN

Risk		Condition Green	Condition Amber	Condition Red
Construction Movements	Trigger	Construction traffic volume is in accordance with permissible and programmed volume and time constraints	Construction traffic volumes exceeds programmed volume but is within permissible volume constraints	Construction traffic volumes exceeds permissible volume and time constraints
	Response	No response required	Review and investigate construction activities, and where appropriate, implement additional remediation measures such as: • Review CTMP and update where necessary • Provide additional training.	As with Condition Amber, plus; • If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies.
Queuing	Trigger	No queuing identified	Queuing identified within site	Queuing identified on the public road
	Response	No response required Continue monitoring program	Review the delivery schedule prepared by the builder. If drivers are not following the correct schedule, then they should be provided with additional training and an extra copy of the Driver Code of Conduct	As with Condition Amber, plus • Review and investigate demolition activities. • If it is concluded that demolition activities were directly responsible for the exceedance, submit an incident report to government agencies. • Temporary halting of activities and resuming when conditions have improved. • Review CTMP and update where necessary, provide additional training.
Noise	Trigger	Noise levels do not exceed imposed noise constraints	Noise levels in minor excess of imposed noise constraints	Noise levels greatly more than 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 method or equipment must be utilised.
Vibrations	Trigger	Vibration monitoring confirms compliance with the vibration criteria.	Vibration levels in minor excess of vibration criteria.	Vibration levels greatly exceed the imposed vibration criteria.
	Response	No response required	Review and investigate demolition activities and respective control measures, where appropriate.	As with Condition Amber If vibration levels cannot be kept below applicable limits, then a different method or equipment must be utilised.
Traffic Guidance Scheme	Trigger	No observable issues	Minor inconsistencies with TGS to onsite operations	Near miss or incident occurring regardless of / as a result of the TGS being implemented
	Response	No response required	Traffic Controller to amend TGS on site and to keep a log of all changes	Stop work until an investigation has been undertake into the incident. There are to be changes made to the TGS to ensure that the safety of all workers, students and civilians are catered for.
Dust	Trigger	No observable dust	Minor quantities of dust in the air and tracking on to the road	Large quantities of dust in the air and tracking on to the road
	Response	No response required	Review and investigate demolition activities and respective control measures, where appropriate. Implement additional remedial measures, such as: • Deployment of additional water sprays • Relocation or modification of dust-generating sources • Check condition of vibrating grids to ensure they are functioning correctly. • Temporary halting of activities and resuming when conditions have improved	As with Condition Amber. • If it is concluded that demolition activities were directly responsible for the exceedance, submit an incident report to government agencies. • Implement relevant responses and undertake immediate review to avoid such occurrence in future.

Parking	Trigger	All contractor parking is maintained within the site	Contractor/staff complaints that the on-site parking provisions are insufficient.	Contractor parking occurring on-street, or complaints from the general public regarding on-street contractor parking.
	Response	No response required	Review current parking arrangements • Consider any changes or alternative locations which could resolve the issues. • Review current contractor/staffing numbers.	As with Condition Amber. • Review and investigate demolition activities. • Confirm whether the excessive on-street parking is due to an exceedance in construction traffic volumes. • Implement relevant changes to the construction program to ensure that such an occurrence does not happen in future. • Review CTMP and update where necessary.

It is therefore proposed to incorporate the above items within the communications strategy. The contingency plan outlines the most effective methods to ensure that each item identified within the Monitoring Program is adhered to, resulting in the impacts to the wider community being minimised. It also represents the efforts undertaken to continually improve CTMP and ensure that the process being utilised are indeed best practice.

6.4 Communications Strategy

A communications strategy shall be established by the Contractor and is included in the overarching CEMP (refer to the community consultation strategy prepared separately).

A Communications and Community Liaison Representative (CCLR) shall be elected and shall be responsible for ensuring that the appropriate management response and handling procedures are instigated and carried through in the event of an environmental complaint. All employees who are made aware of a complaint, either verbal or written, are to immediately notify the Contractor's Project Manager, who will then contact the CCLR. Upon becoming aware of a complaint, the protocol outlined below will be followed.

TABLE 15: RESPONSE STRATERGY

Ref	Protocol	Action
1	Record and acknowledge	Any employee who takes receipt of a complaint, either verbal or written, are to immediately notify the Contractor's Project Manager who will then contact the Communications and Community Liaison Representative. The Contractor's Project Manager will be available 24 hours a day, seven days a week and have the authority to stop or direct works. In the normal course of events, the first contact for complaints will usually be made in person or by telephone.

		The complainant's name, address, and contact details, along with the nature of the complaint, will be requested. If the complainant refuses to supply the requested information, a note will be made on the form and complainant advised of this.
2	Assess and prioritise	The CCLR will prioritise all complaints by severity for the risk to health and safety and will attempt to provide an immediate response via phone or email.
3	Investigate	An on-site investigation will be initiated in an attempt to confirm details relevant to the complaint and the cause of the problem. Any monitoring information and/or records at and around the time of the complaint will be reviewed for any abnormality or incident that may have resulted in the complaint.
4	Action or rectify	Once the cause of the complaint has been established, every possible effort will be made to undertake appropriate action to rectify the cause of the complaint and mitigate any further impact. The CCLR will assess whether the complaint is founded or unfounded and delegate the remediation of the issue to the Contractor's Project Manager for action, as required.
5	Respond to Complainant	The CCLR will oversee the rectification of the issue and respond to the complainant once the issue has been resolved. The complainant will be provided with a follow up verbal response on what action is proposed within two hours during night-time works (between the hours of 6:00 pm and 10:00 pm) and 24 hours at other times. Where a complaint cannot be resolved by the initial or follow-up verbal response, a written response will be provided to the complainant within ten days.
6	Record	It is imperative that an assessment of the situation is carried out and documented to minimise the potential for similar complaints in the future. On this basis, every complaint received is to be recorded in the Community Correspondence Register. A copy of the completed form will be maintained for at least five years
7	Preventative Action	Once the complaint has been suitably handled, appropriate measures will be identified and implemented to negate the possibility of re-occurrence. The Community Correspondence Register is not finalised until the preventative actions are completed and recorded on the form.

In addition to the above, the CCLR is to notify the community liaison representative when traffic is expected to exceed the parameters set within "Condition Green" of **Table 14**. Notwithstanding, **Table 16** outlines an indicative communication strategy to ensure that adequate communication with key stakeholders have been met.

TABLE 16: COMMUNICATIONS STRATERGY

Risk	Impact	Comms Channel
Wider Traffic Disruption	Wider community and stakeholders informed through local and wider advertising and notification	Stakeholder Meetings Stakeholder email blast
Construction related traffic	Ensure construction crews use traffic routes identified in the Traffic Management Plan, and Ensure residents in area are notified in advance to any traffic changes that may affect them	

Furthermore, ongoing communication will be undertaken so that all stakeholders are kept up to date of works and potential impacts.

TABLE 17: COMMUNICATION STRATEGY

Risk	Stakeholder	Action
Warehouse Specific Disruption	• TfNSW • Willoughby Council • Transport Management Centre (TMC) • NSW Police • Emergency Services • Goodman Project Management • Construction Crews • Ausgrid	Stakeholder meetings Stakeholder emails
Wider Traffic Specific Disruption	• TfNSW • Willoughby Council • Transport Management Centre (TMC) • NSW Police • Emergency Services • Goodman Project Management • Construction Crews • Surrounding Residents / Tenants • Ausgrid	

Appendix A. Risk Assessment

2-8 Lanceley Place, Artarmon

Risk Assessment and Communication Tool

Project Number	1948
Project Name	P1948r04v05_CC CTMP_2-8 Lanceley Place, Artarmon, Issue V
Site Location	2-8 Lanceley Place, Artarmon
Date of Assessment	4 July 2024
Revision	Issue A

Name	Company	Title
	Goodman Project Management	Project Manager
	Goodman Project Management	Project Manager
	Goodman Project Management	Project Manager
Ali Rasouli	Ason Group	Principal Lead
James Laidler	Ason Group	Senior Traffic Engineer
Jayden Lam	Ason Groups	Traffic Engineer

Document Control

Date Issued	Revision	Issued By	Checked By
27.05.2024	Issue A	J. Laidler	

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

Consequence 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 requirements where restoration activities can be accomplished.
C - Severe	Could result in permanent partial disability, injuries or illness that may result in hospitalisation of persons or environmental damage can be mitigated and is required to be notified under jurisdiction requirements.
D - Critical	Could result in permanent total disability or reversible environmental damage required to be notified under jurisdiction requirements.
E - Catastrophic	Could result in fatality or irreversible severe environmental damage required to be notified under jurisdiction requirements.

Likelihood Description	Design Likelihood
1 - Very unlikely	Industry experience suggests design failure is very unlikely. It can be assumed failure occurrence may not be experienced.
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 design.
4 - Likely	Industry experience suggests design failure is likely to occur during the life of the design.
5 - Almost certain	Industry experience suggests design failure is almost certain to occur during the life of the design.

Risk Assessment and Communication Tool

Example

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

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

Appendix B. TGS Verification Checklist

E.2 TGS verification checklist

TGS Verification must be undertaken after selecting or designing a TGS as a confirmation of appropriateness prior to approval for use. A PWZTMP or TGS qualified person must undertake this verification.

Completed by:			
Name:	James Laidler	Signature:	
Qualification	Principal Traffic Engineer TCT0031686		
TGS details:			
TMP Reference:	P1948r04v05_CC CTMP_2-8 Lanceley Place, Artarmon, Issue V	TGS Reference:	
Date:	10/07/2024	Review type	☐ Site Inspection / ☑ Desktop Review
Sources used for desktop review	Near Map, Dated 20 June 2024		

Site details			
Street name:	Lanceley Place	Confirmed posted speed limits:	50 km/h
Street name:	Campbell Street	Confirmed posted speed limits:	50 km/h
Street name:		Confirmed posted speed limits:	
Street name:		Confirmed posted speed limits:	

List unique site-specific Hazards / Risks identified on site

E.g., utilities, infrastructure, vegetation, schools,

- considerable amount of occupied on-street parking potentially obstructing sight lines

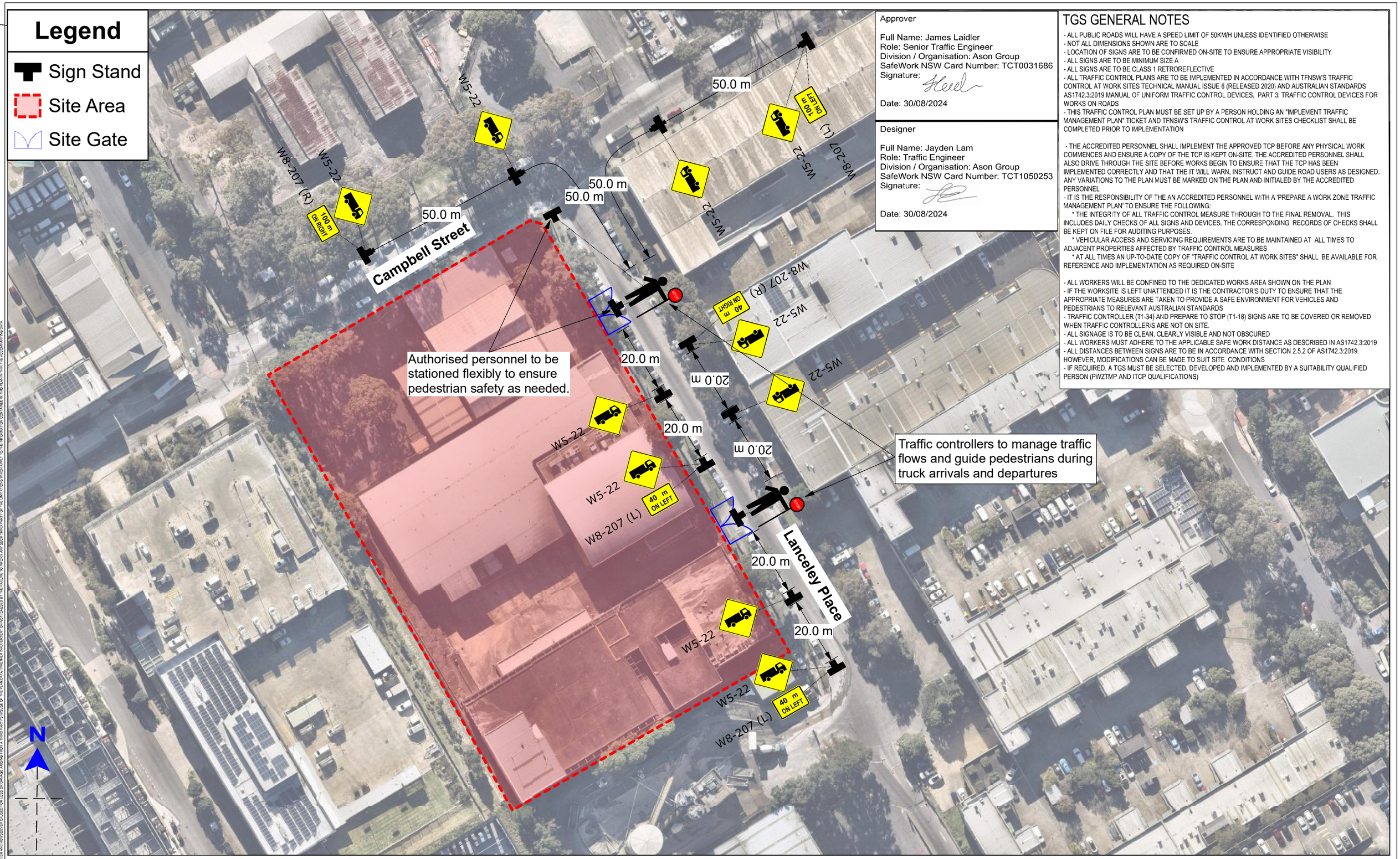
TGS details					
Have the below been addressed on the TGS for this location?					
Traffic volumes	☑ Yes	☐ No	☐ N/A	Details	Volumes have been considered and will not cause an adverse impact.
Predicted queue length	☑ Yes	☐ No	☐ N/A	Details	Noting the low traffic volumes, the predicted queue length within the site will not impact the road network. There is to be no queuing on public roads by construction vehicles.
Shoulder widths	☑ Yes	☐ No	☐ N/A	Details	Both Lanceley Place and Campbell Street have road widths of approximately 12.5m. Therefore, shoulder widths are considered to be sufficient.
Sight distances	☑ Yes	☐ No	☐ N/A	Details	All site access points along Lanceley Place may have minor obstructions to site distance due to on-street parking vehicles.
Existing infrastructure	☑ Yes	☐ No	☐ N/A	Details	Trees and light poles along the nature strip.
Transport services	☑ Yes	☐ No	☐ N/A	Details	Bus routes will not be affected by the works.
Pedestrian generators	☑ Yes	☐ No	☐ N/A	Details	Pedestrian footpaths are provided along both sides of Lanceley Place and Campbell Street. Barriers provided during footway works.
Appropriate site access	☑ Yes	☐ No	☐ N/A	Details	Access for 20m Articulated Vehicles approved under SSD-48478458. Therefore, appropriate site access.
Appropriate escape route for traffic controllers	☑ Yes	☐ No	☐ N/A	Details	An escape route will be provided for traffic controllers.

Confirmation	
Does TGS require adjustments within tolerances? If yes provide details TGS must include these adjustments with justification.	☐ Yes ☒ No
Comments or details of action taken:	
Does TGS require any additional changes or modifications? If yes provide details and return TGS to designer for additional changes or modifications	☐ Yes ☒ No
Comments or details of action taken:	
Is TGS appropriate for use for works required at this location? If no provide details and, return TGS into file and select alternative, if design returned to designer for correction	☑ Yes ☐ No
Comments or details of action taken:	
Have key TTM risks been addressed on site? If no, provide details and return TGS to designer for correction, review, and approval	☑ Yes ☐ No
Comments or details of action taken:	

Additional comments:

Reset forms - pages 269 to 272

Appendix C. Traffic Guidance Scheme



Approver

Full Name: James Laidler
Role: Senior Traffic Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT0031686
Signature:

Date: 30/08/2024

Designer

Full Name: Jayden Lam
Role: Traffic Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1050253
Signature:

Date: 30/08/2024

TGS GENERAL NOTES

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

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

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

AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
5	30/08/24	TGS	JL	JL	JL
4	23/08/24	TGS	JL	JL	JL
3	21/08/24	TGS	JL	JL	JL
2	23/07/24	TGS	JL	JL	JL
1	10/07/24	TGS	JL	JL	JL

GENERAL NOTES

This drawing is provided for information purposes only and should not be used for construction.

Lanceley Place and Campbell Street have a posted speed limit of 50km/hr.

DESIGNED	Jayden Lam
CHECKED BY	James Laidler
APPROVED BY	James Laidler
PAPER SIZE	A3
DATE	30/08/2024
SCALE	1:1000

CLIENT: Goodman Property Services (Aust) Pty. Ltd.

PROJECT: P1948

2-8 Lanceley Place, Artarmon

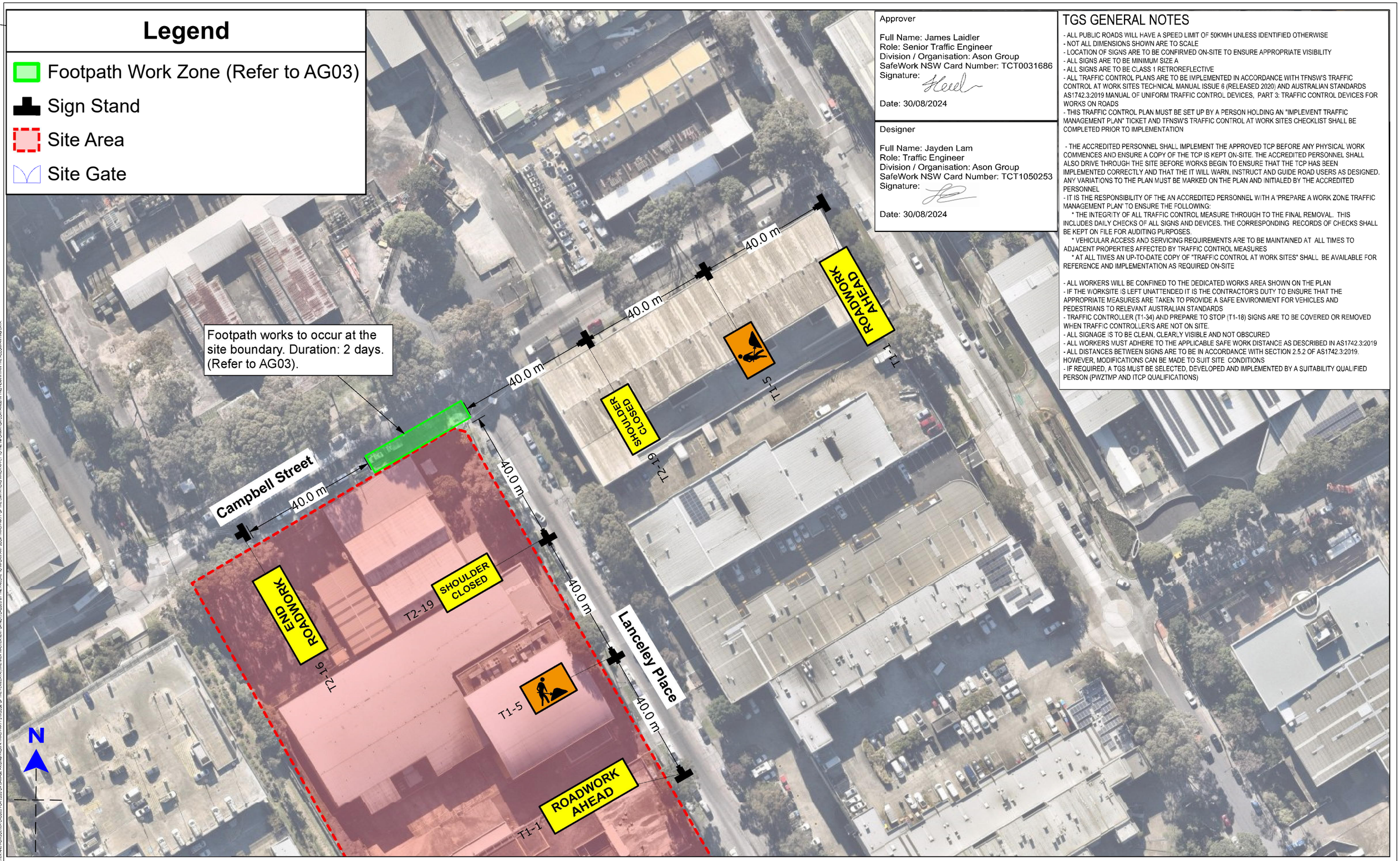
DOCUMENT INFORMATION: Traffic Guidance Scheme

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

DRAWING STATUS	FILE NAME	SHEET
Issue V	AG1948-12v05	AG01

Legend

- Footpath Work Zone (Refer to AG03)
- Sign Stand
- Site Area
- Site Gate



Approver

Full Name: James Laidler
Role: Senior Traffic Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT0031686
Signature:

Date: 30/08/2024

Designer

Full Name: Jayden Lam
Role: Traffic Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1050253
Signature:

Date: 30/08/2024

TGS GENERAL NOTES

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

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

- ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN
- IF THE WORKSITE IS LEFT UNATTENDED IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS
- TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS ARE TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLERS ARE NOT ON SITE.
- ALL SIGNAGE IS TO BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED
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GENERAL NOTES

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DESIGNED: Jayden Lam	PAPER SIZE: A3
CHECKED BY: James Laidler	DATE: 30/08/2024
APPROVED BY: James Laidler	SCALE: 1:1000

CLIENT: Goodman Property Services (Aust) Pty. Ltd.

PROJECT: P1948

2-8 Lanceley Place, Artarmon

DOCUMENT INFORMATION

Traffic Guidance Scheme

Footpath Works

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

DRAWING STATUS	FILE NAME	SHEET
Issue V	AG1948-12v05	AG02

Legend

- Delineator
- Safety Barrier
- Sign Stand
- Site Area
- Work Area

Footpath works to occur for a duration of ~2 days.

7.5 m

7.5 m

2.0 m

2.0 m

2.0 m

T5-5 (R)

TM8-2(R)

PEDESTRIANS

TM8-2(L)

PEDESTRIANS

Campbell Street

N

Approver

Full Name: James Laidler
Role: Senior Traffic Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT0031686
Signature:

Date: 30/08/2024

Designer

Full Name: Jayden Lam
Role: Traffic Engineer
Division / Organisation: Ason Group
SafeWork NSW Card Number: TCT1050253
Signature:

Date: 30/08/2024

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DESIGNED: Jayden Lam	PAPER SIZE: A3
CHECKED BY: James Laidler	DATE: 30/08/2024
APPROVED BY: James Laidler	SCALE: 1:200

CLIENT
Goodman Property Services (Aust) Pty. Ltd.

PROJECT
P1948

2-8 Lanceley Place, Artarmon

DOCUMENT INFORMATION

Traffic Guidance Scheme

Footpath Works

DRAWING STATUS: Issue V

FILE NAME: AG1948-12v05

SHEET: AG03

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

Appendix D. Driver Code of Conduct

Objectives of the Driver Code of conduct

- To minimise the impact of construction/demolition on the local and regional road network.
- Minimise conflict with other road users.
- Minimise road traffic noise; and
- Ensure truck drivers use project approved routes only.

Code of Conduct

The code of conduct applies to users driving any vehicle for work-related purposes. Drivers are to be issued with a copy of the Driver Code of Conduct, and must comply with all the following:

- Demonstrate safe driving and road safety activities.
- Abide by traffic, road, and environmental legislations.
- Follow site signage and instructions.
- Drivers must only enter and exit the site via the approved entry and exit points and travel routes.

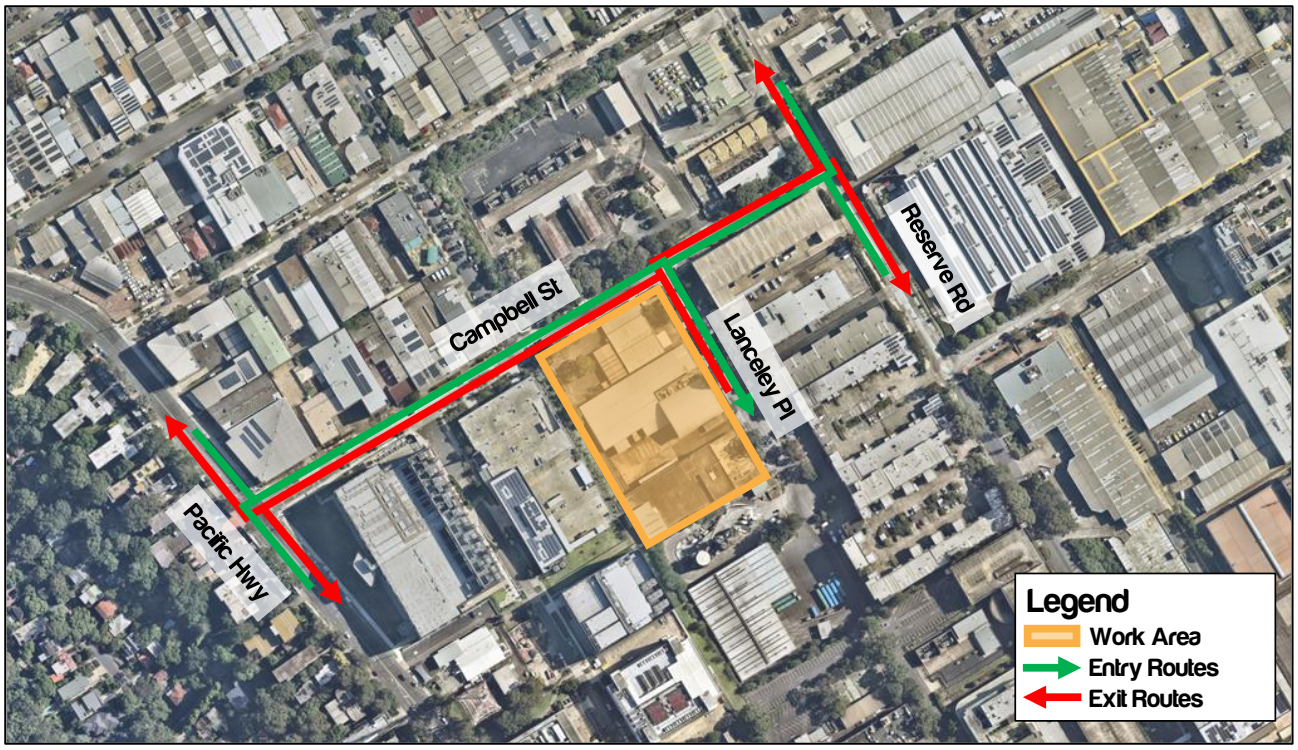
The below activities in any vehicles will be considered as a breach of conduct and will result in removal from site:

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

Driver Responsibilities

All Drivers on site must:

- Abide with the following routes to and from the Site.
  - Light Vehicles up to and including 20m Articulated Vehicles:



– 19m B-Doubles and above:

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

The Site Team Responsibilities

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

This will be achieved by undertaking the following:

- Ensure that all drivers adhere to the designated heavy vehicle routes as required by the route designated above. If a driver accesses the Site contrary to the approved routes, then approval to drive to and from the Site will be revoked by Management.
- Ensuring all vehicles are well maintained and that the equipment enhances driver, operator, and passenger safety by way of:
  - Pre-commencement checks for all new plant arriving on-site and prior to undertaking any work.
  - Daily prestart inspections for all plant, vehicles, and equipment currently on-site.

  - All construction plant must be fitted with a flashing light, fire extinguisher and reverse alarms (or squawkers).
  - Ensure all operators onsite have a current verification of competency (VOC) for their current driver's licence of the appropriate class.
- Ensure maintenance requirements are met and recorded.
- Identify driver training needs and arranging appropriate training or re-training. This may include providing the below:
  - Operator VOC assessment as part of all inductions.
  - Regular Toolbox discussions on safety features, managing fatigue, approved heavy routes, driver responsibility and drink-driving.
- Encouraging Safe Driving behaviour by:
  - Ensuring the subcontractor is informed if their staff become unlicensed.
  - Not covering or reimbursing staff speeding or other infringement notices.
  - Ensuring Legal use of mobile phones in vehicles while driving only
- Encouraging better fuel efficiency by:
  - Use of other transport modes or remote conferencing, whenever practical.
  - Providing training on, and circulating information about, travel planning and efficient driving habits.

Crash or Incident Procedure

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

Environmental Procedures.

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

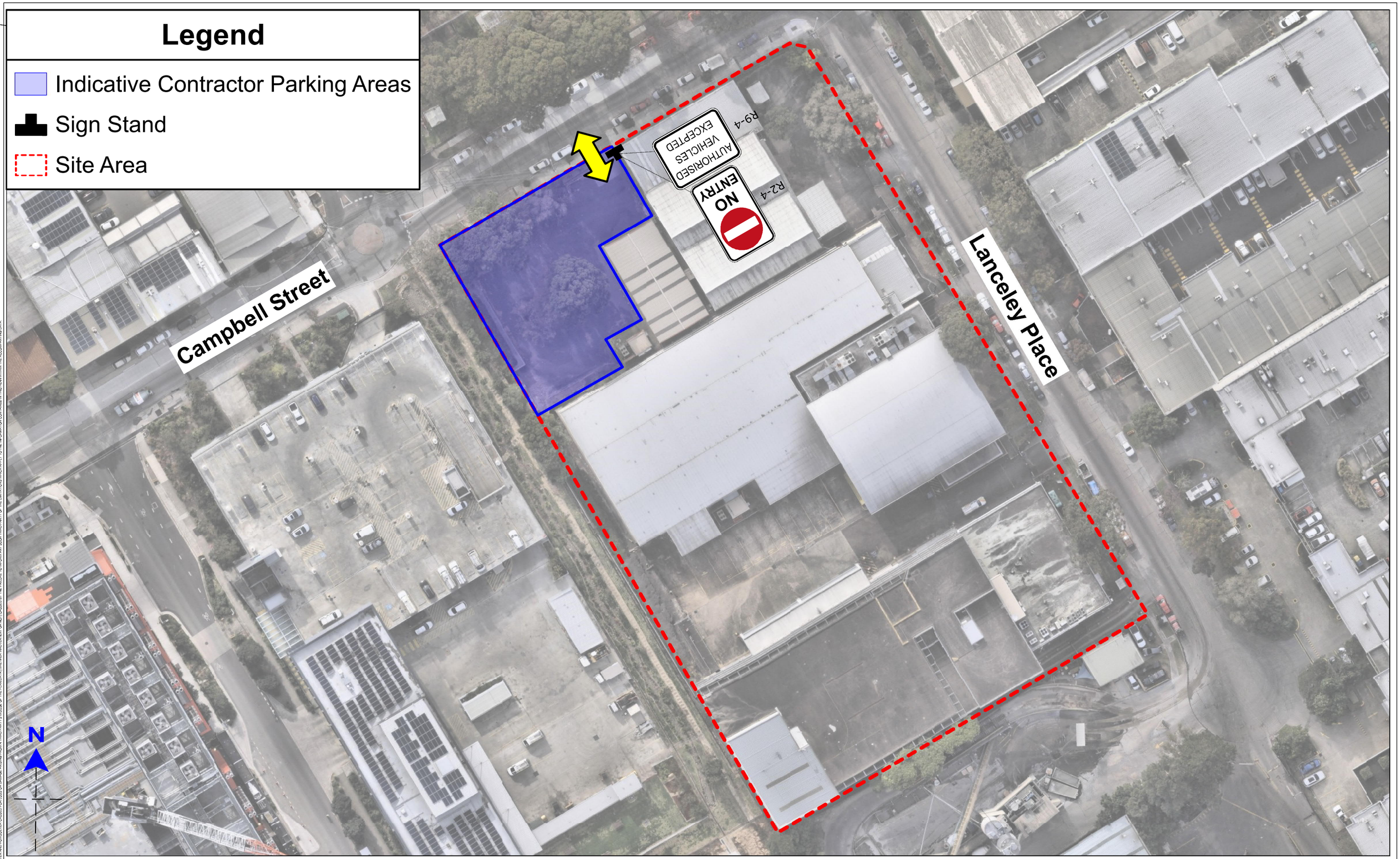
- No dirt or debris from the construction vehicles is tracked on to the public road network.

- Reduce the impacts to sensitive receivers, including, where practicable, starting noisy equipment away from sensitive receivers and implementing respite periods.
- Watering of dusty activities will be undertaken, or activities temporarily halted and then resumed once weather conditions have improved.
- Containment measures for spillages will be provided at appropriate locations and in close proximity to staff car park areas, dangerous goods stores areas and main Project work areas.
- All vibratory compactors must not be used closer than 30 metres from residential buildings unless vibration monitoring confirms compliance with the vibration criteria, and
- Keep an accurate record which includes the range of measures undertaken to reduce environmental impacts.

Appendix E. Indicative Contractor Parking Areas

Legend

- Indicative Contractor Parking Areas
- Sign Stand
- Site Area



AMENDMENTS

REV	DATE	DESCRIPTION	DRW	CHK	APP
2	23/08/24	Contractor and Staff Parking Areas	JL	JL	JL
1	21/08/24	Contractor and Staff Parking Areas	JL	JL	JL

GENERAL NOTES

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DESIGNED	Jayden Lam
CHECKED BY	James Laidler
APPROVED BY	James Laidler
PAPER SIZE	A3
DATE	23/08/2024
SCALE	1:750

CLIENT

Goodman Property Services (Aust) Pty. Ltd.

PROJECT

P1948

2-8 Lanceley Place, Artarmon

DOCUMENT INFORMATION

Contractor and Staff Light Vehicle Parking Areas

DRAWING STATUS: Issue II

FILE NAME: AG1948-13v02

SHEET: AG01

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

Appendix F. Correspondence with Ausgrid

Jayden Lam

From: Royce Cox <rcox@ausgrid.com.au>
Sent: Thursday, 1 August 2024 7:37 PM
To: Domenic Notarnicola; Timothy Dodd; Brendon Jobson; Ali Rasouli
Cc: cheralee_edgewaterconnections.com.au; James Laidler; Jayden Lam; Jae Jeon
Subject: RE: 2-8 Lanceley Place, Artarmon (SSD-48478458) - Construction Traffic Management Plan (CTMP) Consultation

Hello Ali / Domenic

It looks as though there will be know significant impacts on our depot operations.

Thanks for keeping us informed.

Royce Cox
Field Supervisor | Field Services - *the Service Provider of Choice*

Ausgrid Connecting communities, empowering lives

02 94105261 / 0407264177
1 Broadcast Way, Artarmon NSW 2064
rcox@ausgrid.com.au

For Official use only

From: Domenic Notarnicola <dnotarnicola@ausgrid.com.au>
Sent: Thursday, August 1, 2024 10:54 AM
To: Royce Cox <rcox@ausgrid.com.au>; Timothy Dodd <timothy.dodd@ausgrid.com.au>; Brendon Jobson <bjobson@ausgrid.com.au>; Ali Rasouli <ali.rasouli@asongroup.com.au>
Cc: cheralee_edgewaterconnections.com.au <cheralee@edgewaterconnections.com.au>; James Laidler <james.laidler@asongroup.com.au>; Jayden Lam <Jayden.Lam@asongroup.com.au>; Jae Jeon <jae.jeon@asongroup.com.au>
Subject: RE: 2-8 Lanceley Place, Artarmon (SSD-48478458) - Construction Traffic Management Plan (CTMP) Consultation

Hi Royce / Timothy / Brendon,

As discussed with Royce, please find attached Construction Traffic Management Plan for works adjacent to Artarmon Depot (in Lanceley Pl) – for consultation and your input and comment.

Please reply to Ali Rasouli with regards to your comments.

Regards,

Domenic Notarnicola
Large Business & Commercial | Connections | Customer & Partner Experience

Ausgrid Connecting communities, empowering lives

P: 02 9269 4610 (Ext: 34610)

E: dnotarnicola@ausgrid.com.au
Level 12, 24-28 Campbell Street, Sydney NSW 2000

For Official use only

From: Ali Rasouli <ali.rasouli@asongroup.com.au>
Sent: Thursday, August 1, 2024 9:09 AM
To: Domenic Notarnicola <dnotarnicola@ausgrid.com.au>
Cc: cheralee_edgewaterconnections.com.au <cheralee@edgewaterconnections.com.au>; James Laidler <james.laidler@asongroup.com.au>; Jayden Lam <Jayden.Lam@asongroup.com.au>; Jae Jeon <jae.jeon@asongroup.com.au>
Subject: RE: 2-8 Lanceley Place, Artarmon (SSD-48478458) - Construction Traffic Management Plan (CTMP) Consultation

Many thanks for your prompt response, Domenic.

Yes, that's correct. We would like our CTMP to be reviewed by the Ausgrid Artarmon Depot since they are in close proximity to the proposed works for construction at the proposal.

It would be greatly appreciated if you can forward this CTMP to them and CC us in too so we can communicate as necessary.

Regards,

Ali Rasouli
PhD. MIEAust CPEng NER. MTAS. MAITPM. MIPWEA. VIC BLA. MRPEQ.
Principal Lead | Ason Group

T: +61 2 9083 6601 | M: +61 481 350 932 | E: ali.rasouli@asongroup.com.au
A: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000

For Official use only

From: Domenic Notarnicola <dnotarnicola@ausgrid.com.au>
Sent: Thursday, August 1, 2024 8:13 AM
To: Ali Rasouli <ali.rasouli@asongroup.com.au>
Cc: cheralee_edgewaterconnections.com.au <cheralee@edgewaterconnections.com.au>; James Laidler <james.laidler@asongroup.com.au>; Jayden Lam <Jayden.Lam@asongroup.com.au>; Jae Jeon <jae.jeon@asongroup.com.au>
Subject: RE: 2-8 Lanceley Place, Artarmon (SSD-48478458) - Construction Traffic Management Plan (CTMP) Consultation

Hi Ali,

Does this relate to Ausgrid owning an adjacent lot that may be affected by traffic control?
If so, I will re-direct this email to the Property manager of the Ausgrid Artarmon Depot on the corner of Campbell St & Broadcast Way for their input.

Regards,

Domenic Notarnicola

P: 02 9269 4610 (Ext: 34610)
E: dnotarnicola@ausgrid.com.au
Level 12, 24-28 Campbell Street, Sydney NSW 2000

For Official use only

From: Ali Rasouli <ali.rasouli@asongroup.com.au>
Sent: Wednesday, July 31, 2024 4:51 PM
To: Domenic Notarnicola <dnotarnicola@ausgrid.com.au>
Cc: cheralee_edgewaterconnections.com.au <cheralee@edgewaterconnections.com.au>; James Laidler <james.laidler@asongroup.com.au>; Jayden Lam <Jayden.Lam@asongroup.com.au>; Jae Jeon <jae.jeon@asongroup.com.au>
Subject: 2-8 Lanceley Place, Artarmon (SSD-48478458) - Construction Traffic Management Plan (CTMP) Consultation

Dear Domenic,

I trust this email finds you in good health. I have received your contact details from Cheralee (in CC) from Edge Water Connections.

For context – Reference has been made to Condition B1 of the above-mentioned State Significant Development (SSD) in relation with the approved multi-level warehouse facility at 2-8 Lanceley Place in Artarmon.

Condition B1 requires our Construction Traffic Management Plan (CTMP) to be prepared in consultation with Ausgrid. Therefore, and on behalf of Goodman, I have attached a copy of our CTMP for your consideration and feedback.

May I please kindly ask you to forward this email to the correct contact person at Ausgrid and provide us with confirmation of receipt of this email and Ausgrid's likely ETA, for consolidated response?

Thanks in advance, and look forward to hearing from you.

Regards,

Ali Rasouli
PhD. MIEAust CPEng NER. MTAS. MAITPM. MIPWEA. VIC BLA. MRPEQ.
Principal Lead | Ason Group

T: +61 2 9083 6601 | M: +61 481 350 932 | E: ali.rasouli@asongroup.com.au
A: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000

Appendix G. Correspondence with Willoughby Council

Kero Shnuda

From: O'Brien, Craig <Craig.Obrien@Willoughby.nsw.gov.au>
Sent: Thursday, 29 August 2024 11:01 AM
To: Jayden Lam
Cc: Sim, Adeline; Sui, Daniel; James Laidler; Jae Jeon; ali.rasouli; Govender, Dyalan
Subject: Council response 29 / 8/ 2024 - 2-8 Lanceley Place, Artarmon (SSD-48478458) – Revised Construction Traffic Management Plan (CTMP)
Attachments: wccsig_edm_c1c135cc-f451-4f6c-b3f5-6aeca5327e92.jpg

Subject: Council response - 2-8 Lanceley Place, Artarmon (SSD-48478458) – Revised Construction Traffic Management Plan (CTMP)

Hi Jayden,

Following on from our recent discussion, Council's Transport section have reviewed the revised CTMP report, with additional comments below:

Parking Arrangement
This requirement has been fulfilled as per update in the CTMP report.

Pedestrian Movement
The previous response regarding the management of potential conflicts between truck movements and pedestrian crossings at Lanceley Place was incomplete. While it addressed the stationing of Traffic Controllers at both site gates during truck arrivals and departures, it has not addressed Council's concerns about the conflict point at the Campbell Street and Lanceley Place intersection. The response acknowledged the existing lack of pedestrian amenities at the Campbell Street/Lanceley Place intersection. However, it's important to note that current truck movements in this area are minimal. During the construction phase, there will be increased truck movements, especially during weekday AM/PM peak hours. This increase raises concerns about potential conflicts between trucks and pedestrians at this intersection.

There are two potential approaches to address these concerns:

Option 1: Flexible Traffic Controller Deployment

- Traffic Controllers could move flexibly between the site gates and the Campbell Street/Lanceley Place intersection during truck arrivals and departures.
- This approach would provide additional safety measures at the critical conflict point without requiring significant infrastructure changes. The number of traffic controller could remain similar numbers as planned.
-

Option 2: Pedestrian Crossing Facility

- Install a pedestrian crossing facility, such as a marked pedestrian crossing or a refuge island, subject to constructability assessment.
- This option would provide a more permanent solution but has more significant implications in terms of cost, time, and potential disruption.

Request for Confirmation in a further revised CTMP
We kindly request that the applicant confirm which approach is preferred:

1. If the flexible Traffic Controller deployment is chosen, please update the Traffic Guidance Scheme (TGS) to reflect this arrangement.
2. If considering the pedestrian crossing facility option, please provide further details on feasibility and implementation plans.

Any questions please call Adeline Sim on 9777 7705

Yours faithfully

Craig O'Brien
Acting Strategic Planning Team leader
Willoughby Council
9777 7647

From: Jayden Lam <Jayden.Lam@asongroup.com.au>
Sent: Monday, August 26, 2024 9:32 AM
To: O'Brien, Craig <Craig.Obrien@Willoughby.nsw.gov.au>
Cc: Sui, Daniel <Daniel.Sui@Willoughby.nsw.gov.au>; Sim, Adeline <Adeline.Sim@Willoughby.nsw.gov.au>; James Laidler <james.laidler@asongroup.com.au>; Jae Jeon <jae.jeon@asongroup.com.au>; Govender, Dyalan <Dyalan.Govender@Willoughby.nsw.gov.au>; Ali Rasouli <ali.rasouli@asongroup.com.au>
Subject: RE: Council response - 2-8 Lanceley Place, Artarmon (SSD-48478458) - Construction Traffic Management Plan (CTMP) Consultation

Hi Craig,

Please find attached the revised CTMP report including our responses to Council's comments in Table 3.

If you have any questions, please feel free to let us know.

Kind regards,

Jayden Lam
Traffic Engineer | Ason Group

T: +61 2 9083 6601 | M: +61 435 998 685 | E: jayden.lam@asongroup.com.au
A: Suite 17.02, Level 17, 1 Castlereagh Street, Sydney NSW 2000

From: O'Brien, Craig <Craig.Obrien@Willoughby.nsw.gov.au>
Sent: Wednesday, August 21, 2024 9:43 AM
To: Jayden Lam <Jayden.Lam@asongroup.com.au>
Cc: Sui, Daniel <Daniel.Sui@Willoughby.nsw.gov.au>; Sim, Adeline <Adeline.Sim@Willoughby.nsw.gov.au>; James Laidler <james.laidler@asongroup.com.au>; Jae Jeon <jae.jeon@asongroup.com.au>; Govender, Dyalan <Dyalan.Govender@Willoughby.nsw.gov.au>; Ali Rasouli <ali.rasouli@asongroup.com.au>
Subject: RE: Council response - 2-8 Lanceley Place, Artarmon (SSD-48478458) - Construction Traffic Management Plan (CTMP) Consultation

Hi Jayden
Thanks for the call this morning.
I have tried to call you back and left a message.

To be clear an amended CTMP is requested based on Council's comments from 20 August.

Yours faithfully

Craig O'Brien
Acting Strategic Planning Team leader
Willoughby Council
9777 7647

From: O'Brien, Craig <Craig.Obrien@Willoughby.nsw.gov.au>
Sent: Tuesday, August 20, 2024 9:14 AM
To: ali.rasouli@asongroup.com.au
Cc: Sui, Daniel <Daniel.Sui@Willoughby.nsw.gov.au>; Sim, Adeline <Adeline.Sim@Willoughby.nsw.gov.au>; james.laidler@asongroup.com.au; jae.jeon@asongroup.com.au; Jayden.Lam@asongroup.com.au; Govender, Dyalan <Dyalan.Govender@Willoughby.nsw.gov.au>
Subject: Council response - 2-8 Lanceley Place, Artarmon (SSD-48478458) - Construction Traffic Management Plan (CTMP) Consultation

Re: 2-8 Lanceley Place, Artarmon (SSD-48478458) - Construction Traffic Management Plan (CTMP) Consultation

Hello Ali

The following Council traffic comments on the CTMP are provided:

Parking Arrangement
Throughout all construction stages, on-site parking must be provided for staff and contractors to minimize parking impacts on the surrounding area. Ideally, all contractor and staff parking should be contained within the site boundaries. The Construction Traffic Management Plan (CTMP) must further provide detailed parking arrangements, specifying the number of spaces to be provided. This information is crucial for Council to assess potential parking spillover into nearby streets. It is imperative that the approved parking plan is adhered to during all construction periods. Section 6.3 of the CTMP should outline a contingency plan for managing any parking spillover. Additionally, Appendix A - Risk Assessment must document the risks associated with potential parking spillover and detail appropriate control actions.

Pedestrian Movement
Given the absence of existing pedestrian infrastructure along Lanceley Place, enhanced safety measures are necessary. A Traffic Controller must be stationed near the crossing point at the intersection of Campbell Street and Lanceley Place during truck arrivals and departures via Campbell Street. This measure is essential to ensure the safety of pedestrian activities in the area. The Traffic Controller will be responsible for guiding pedestrians and managing traffic flow to prevent conflicts between construction vehicles and foot traffic.

Your response in regards the above points would be appreciated.

Yours faithfully

Craig O'Brien
Acting Strategic Planning Team leader
Willoughby Council
9777 7647

Craig O'Brien - *Strategic Planning Team Leader*
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P +61 2 9777 7647 | M +61460010733
E Craig.Obrien@Willoughby.nsw.gov.au
willoughby.nsw.gov.au | visitchatswood.com.au | theconcourse.com.au

Council acknowledges the Gamaragal People as the Traditional Owners of these lands. We pay our respects to their Elders past and present.

From: Ali Rasouli <ali.rasouli@asongroup.com.au>
Sent: Wednesday, 31 July 2024 11:36 AM
To: Liang, Jane <Jane.Liang@Willoughby.nsw.gov.au>; Council's Email <email@willoughby.nsw.gov.au>
Cc: James Laidler <james.laidler@asongroup.com.au>; Jae Jeon <jae.jeon@asongroup.com.au>; Jayden Lam <Jayden.Lam@asongroup.com.au>
Subject: 2-8 Lanceley Place, Artarmon (SSD-48478458) - Construction Traffic Management Plan (CTMP) Consultation

Dear Jane,

I trust this email finds you in good health.

Reference has been made to Condition B1 of the above-mentioned State Significant Development (SSD) in relation with the approved multi-level warehouse facility at 2-8 Lanceley Place in Artarmon.

Condition B1 requires our Construction Traffic Management Plan (CTMP) to be prepared in consultation with the Council. Therefore, and on behalf of Goodman, I have attached a copy of our CTMP for your consideration and feedback.

May I please kindly ask you to forward this email to the correct contact person at Council and provide us with confirmation of receipt of this email and Council's likely ETA, for consolidated response?

Thanks in advance, and look forward to hearing from you.

Regards,

Ali Rasouli
PhD. MIEAust CPEng NER. MTAS. MAITPM. MIPWEA. VIC BLA. MRPEQ.
Principal Lead | Ason Group

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