

# **Distillery Development**

# 39 Sydenham Road, Brookvale

**Construction Traffic Management Plan** 

September 2023

Reference: 772 ctmp 230919 final

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**Construction Traffic Management Plan** 

Prepared for: Noble Craft Distillery

Status: Final report

Date: 19 September 2023

Reference: 772 ctmp 230919 final

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#### Appendix A

Swept Path Assessment



# 1. Project Information

# 1.1 Summary

Location	39 Sydenham Road, Brookvale
Road Type(s)	Local Road
Speed Limit(s)	Sydenham Road: 50km/hr
Proposed Speed Limit(s)	-
Duration	28 weeks
Operational Hours	Monday to Friday: 7:00am to 6:00pm Saturday: 9:00am to 1:00pm Sunday: No works
Expected Delay	Less than 5 minutes
Traffic Management Measures / Strategy	This document outlines the proposed traffic management strategies to be implemented during construction.

	Organisation	Name	Contact Number	Email
Road Authority(s)	ТВС			
Local Government(s)	Northern Beaches Council			
Client	Noble Craft Distillery			
Project Manager	Linked PM	Oliver Smith	0422 072 564	Oliver.smith@linkedpm.com.au
Contractor	JDV Projects			
Traffic Management	ТВС			

# 1.2 Description of Works

The works to be undertaken involve the alteration and addition of an existing industrial site. The project will be undertaken in the following stages:

- Stage 1: Site establishment and access (2 weeks);
- Stage 2: Demolition, civil, and structural steel installation (10 weeks);
- Stage 3: Building envelope (façade and roofing) (8 weeks);
- Stage 4: Internal fitout (7 weeks); and
- Stage 5: Practical completion (1 week).



# 2. Introduction

# 2.1 Background

Amber has been engaged by Linked Project Management on behalf of Noble Craft Distillery to prepare a Construction Traffic Management Plan (CTMP) to detail the proposed temporary traffic management measures to be implemented during the construction works for the transformation of an existing industrial site into an artisan food and drink (distillery) development located at 39 Sydenham Road, Brookvale.

It is anticipated that the works will run for a period of approximately 28 weeks between September 2023 and March 2024. The construction process is largely confined on-site, with no construction operations requiring the closure of, or limitation to, vehicle access along Sydenham Road.

The primary traffic impacts relate to the traffic generation associated with the transport of materials and staff to and from the site, with these effects able to be managed with minimal impact to the road network.

The CTMP has been prepared based on the available construction information at this time however, it cannot be guaranteed that the specific methodology described will be that employed at the time of construction.

# 2.2 Objectives

The key objective of this CTMP is to ensure safe and efficient movement of vehicles and pedestrians to/from and around the site, whilst minimising disruptions/impacts and maintaining a safe environment for both vehicular and pedestrian traffic external to the site. More specifically, the objectives of the CTMP are to:

- Provide a safe environment for the travelling public and construction personnel;
- Cater for the needs of all traffic, including pedestrians;
- Communicate the purpose of the proposed traffic event; and
- Communicate the arrangements and impacts of any event affecting traffic.

To assist in meeting these objectives the CTMP provides information on:

- The Scope of Works;
- Site conditions;
- Permissible working times; and
- Procedures and responsibilities

The appointed contractor shall ensure that the requirements of the document and other relevant information will be monitored and the CTMP adjusted to meet changing requirements where necessary. The CTMP must be implemented and complied with at all times to the satisfaction of the Responsible Authority.



# 3. Site Environment and Surrounds

#### Site Location 3.1

The subject site is located at 39 Sydenham Road, Brookvale, approximately 420 metres east of Pittwater Road. Figure 1 shows the location of the site in relation to the surrounding transport network.

#### **Figure 1: Site Location** FEDERAL PARADI MAN LY WARRINGAH RUGBY LEAGUE CLUB BROOKVALE BRO OKVALI PARK GULLIVER STREE ROAD PITTWATER WEST ROOKVALE STREE HARD ROAD Subject Site SYDENHAM ROAD ORCHARD ROAD ROOKVAL POWELLS ROAD MILES STREET



The land surrounding the site is primarily zoned E4 - General Industrial, with some small areas scattered nearby zoned RE1 – Public Recreation. Land further to the east and north adjacent to Pittwater Road is zoned E3 - Productivity Support, which provides a range of commercial uses.

An aerial photo view of the site in relation to the local road network is shown in

Figure 2. The figure demonstrates the industrial nature of the surrounding area.



#### Figure 2: Aerial Photograph



Source: SixMaps

# 3.2 Road Network

**Sydenham Road** is classified as a municipal local road and runs in an east-west alignment between Pittwater Road and its court bowl termination 80 metres east of the site. It has a sealed carriageway width of approximately 12.5 metres and accommodates two-way vehicle movement and unrestricted kerbside parallel parking on both sides of the road. Concrete footpaths are provided on both sides of the road and it has a speed limit of 50km/hr.

**Mitchell Road** is also a municipal local road and runs in a north-south alignment between Pittwater Road and Wattle Road in the south. In the vicinity of the site, it has a carriageway width of approximately 12.5 metres and accommodates two lanes of traffic in each direction. The outer lanes also permit kerbside parallel parking. Concrete footpaths are provided on both sides of the road, and it has a speed limit of 50 km/hr.

The **intersection of Sydenham and Mitchell Road** is a priority controlled roundabout accommodating one lane of movement.

**Pittwater Road** is a State road and runs in a general north-south alignment between Church Point and Manly, although in the vicinity of the site, it runs in a northeast-southwest alignment. It has a typical carriageway width of approximately 23.0 metres which accommodates 2 through lanes of traffic in each direction, a central median, and auxiliary turning lanes. Restricted kerbside parallel



parking is also generally permitted. Concrete footpaths are provided on both sides of the road. A 60 km/hr speed limit typically applies in the vicinity of the site, which is reduced to 40km/hr within the school zone near the Brookvale Public School.

The **intersections of Pittwater Road with Sydenham Road and Mitchell Road** are both signalised and allow both left turn and right turn movements on to Pittwater Road.

# 3.3 Heavy Vehicles

Figure 3 shows the location of the site in relation to the Heavy Vehicle rated road network. The routes highlighted in green are rated for 19 metre-long B-double (over 50 tonnes) vehicles.



Figure 3: Heavy Vehicle Network

Source: TfNSW Heavy Vehicle Map

# 3.4 Public Transport

The site has access to the public transport network primarily via bus services, which are summarised in Table 1.

Service	Pouto	Bus Stop	Distance	Operating Times (Frequency)		
Service	Route	Location	from Site	Weekday	Saturday	Sunday
176X	Dee Why to City Wynyard via North Curl Curl (Express Service)	Winbourne Rd after Mitchell Rd	450 metres	6:00am to 9:00am (20 minutes)	-	-
	City Wynyard to Dee Why via North Curl Curl (Express Service)	Sydenham Rd at Pittwater Rd	400 metres	4:00pm to 7:00pm (20 minutes)	-	-
177	Dee Why to Warringah Mall	Winbourne Rd after Mitchell Rd	450 metres	9:00am to 5:00pm (60 minutes)	8:00am to 6:00pm (60 minutes)	8:00am to 6:00pm (60 minutes)
	Warringah Mall to Dee Why	Sydenham Rd at Pittwater Rd	400 metres	9:00am to 5:00pm (60 minutes)	8:00am to 6:00pm (60 minutes)	8:00am to 6:00pm (60 minutes)
	Dee Why to City Wynyard via Wingala (Express Service)	Winbourne Rd after Mitchell Rd	450 metres	6:00am to 9:00am (20 minutes)	-	-
177X	City Wynyard to Dee Why via Wingala (Express Service)	Sydenham Rd at Pittwater Rd	400 metres	4:00pm to 7:00pm (20 minutes)	-	-
167	Warringah Mall to Manly via South Curl Curl	Pittwater Rd after Chard Rd	500 metres	5:00am to 12:00am (20 minutes)	7:00am to 12:00am (20 minutes)	7:00am to 11:00pm (20 minutes)
	Manly to Warringah Mall via South Curl Curl	Pittwater Rd at Old Pittwater Rd	650 metres	6:00am to 1:00am (20 minutes)	7:00am to 1:00am (20 minutes)	7:00am to 12:00am (20 minutes)
178	Cromer Heights to Warringah Mall	Pittwater Rd after Chard Rd	500 metres	5:00am to 12:00am (20 minutes)	5:00am to 12:00am (20 minutes)	6:00am to 12:00am (20 minutes)
	Warringah Mall to Cromer Heights	Pittwater Rd at Old Pittwater Rd	650 metres	6:00am to 12:00am (20 minutes)	6:00am to 12:00am (20 minutes)	6:00am to 12:00am (20 minutes)
179	Wheeler Heights to Warringah Mall	Pittwater Rd after Chard Rd	500 metres	6:00am to 11:00pm (30 minutes)	6:00am to 11:00pm (30 minutes)	6:00am to 11:00pm (30 minutes)

Table 1: Summary of Brookvale Bus Services



Construction Traffic Management Plan

Sonvice	Bouto	Bus Stop	Distance	Operating Times (Frequency)		
Service	Route	Location	from Site	Weekday	Saturday	Sunday
	Warringah Mall to Wheeler Heights	Pittwater Rd at Old Pittwater Rd	650 metres	6:00am to 12:00am (30 minutes)	6:00am to 12:00am (30 minutes)	7:00am to 12:00am (30 minutes)
180	Collaroy Plateau to Warringah Mall	Pittwater Rd after Chard Rd	500 metres	9:00am to 1:00am (20 minutes)	6:00am to 1:00am (20 minutes)	6:00am to 1:00am (20 minutes)
	Warringah Mall to Collaroy Plateau	Pittwater Rd at Old Pittwater Rd	650 metres	6:00am to 1:00am (20 minutes)	6:00am to 1:00am (20 minutes)	6:00am to 1:00am (20 minutes)
193	Austlink to Warringah Mall via Frenchs Forest	Pittwater Rd after Chard Rd	500 metres	5:00am to 11:00pm (30 minutes)	5:00am to 11:00pm (30 minutes)	5:00am to 11:00pm (30 minutes)
	Warringah Mall to Austlink via Frenchs Forest	Pittwater Rd at Old Pittwater Rd	650 metres	5:00am to 11:00pm (30 minutes)	6:00am (11:00pm (30 minutes)	6:00am to 11:00pm (30 minutes)
199	Palm Beach to Manly via Mona Vale & Dee Why	Pittwater Rd after Chard Rd	500 metres	4:00am to 4:00am (10 minutes)	4:00am to 4:00am (10 minutes)	4:00am to 4:00am (10 minutes)
	Manly to Palm Beach via Dee Why & Mona Vale	Pittwater Rd at Old Pittwater Rd	650 metres	4:00am to 4:00am (10 minutes)	4:00am to 4:00am (10 minutes)	4:00am to 4:00am (10 minutes)

Figure 4 shows the location of several nearby bus stops that users of the site can utilise.





Figure 4: Public Transport Services

Source: Google MyMaps

# 3.5 Walking and Cycling

The site has limited access to cyclist facilities with some shared and some on-road facilities provided within the vicinity of the site as illustrated within Figure 5, which shows the cycle facilities within the vicinity of the site.



Figure 5: TfNSW Cycle Network Map



Source: TfNSW Cycleway Finder

Pedestrian footpaths are established on both sides of all roads within the vicinity of the site.

# 3.6 Road Safety

A search of the TfNSW crash database has been undertaken for the most recent five-year period from 2017 to 2021 inclusive. The search included any crashes recorded within the following area:

- The full length of Sydenham Road;
- Mitchell Road between Sydenham Road and Pittwater Road; and
- The respective intersections.

The search identified a total of five injury crashes which are outlined below:

- 1 minor/other injury crash at the intersection of Sydenham Road and Pittwater Road resulting from a 'right through' movement;
- 1 minor/other injury crash at the intersection of Mitchell Road and Winbourne Road resulting from an 'on road-out of cont.' movement;



- 1 moderate injury crash on Mitchell Road near Pittwater Road resulting from a 'left turn sideswipe' movement;
- 1 serious injury crash at the intersection of Mitchell Road and Pittwater Road resulting from a 'right through' movement; and
- 1 minor/other injury at the intersection of Mitchell Road and Pittwater Road resulting from a 'left rear' movement.

Given the extent of the search area, the road classifications and the associated traffic volumes, and there are no discernible crash trends, it is concluded that the road network is currently operating in a relatively safe manner.



# 4. Responsibilities

### 4.1 Project Site Manager

The Project Site Manager shall:

- Ensure all traffic control measures for this CTMP are placed and maintained in accordance with this plan and the relevant Acts, Codes, Standards and Guidelines;
- Ensure suitable communication and consultation with the affected stakeholders is maintained at all times;
- Ensure inspections of the Traffic Controls are undertaken in accordance with the CTMP, and results recorded. Any variations shall be detailed together with reasons;
- Review feedback from field inspections, worksite personnel and members of the public, and take action to amend the traffic control measures as appropriate following approval from the Responsible Authority; and
- Arrange and/or undertake any necessary audits and incident investigations.

# 4.2 Supervisor

The Supervisor is responsible for overseeing the day-to-day activities, and is therefore responsible for the practical application of the CTMP, and shall:

- Instruct workers on the relevant safety standards, including the correct wearing of high visibility safety vests, safety boots and other equipment, as required;
- Ensure traffic control measures are implemented and maintained in accordance with the CTMP;
- Undertake and submit the required inspection and evaluation reports to the Project Site Manager;
- Render assistance to road users and stakeholders when incidents arising out of the works affect the network performance or the safety of road users and workers; and
- Take appropriate action to correct unsafe conditions, including any necessary modifications to the CTMP.

# 4.3 Traffic Controllers

Traffic Controllers shall be used to control road users to avoid conflict with plant, workers, traffic and pedestrians, and to stop and direct traffic in emergency situations. Traffic Controllers shall:

- Hold a current Traffic Controller's competency to control traffic with stop-slow bat.
- Take appropriate breaks as required by AS 1742.3 and/or OHS Regulations.
- Undertake works in accordance with this CTMP and relevant SWMS.

# 4.4 Workers and Subcontractors

Workers and Subcontractors shall:



- Correctly wear high visibility vests, in addition to other protective equipment required (e.g. footwear, eye protection, helmet, sun protection, etc) at all times whilst on the worksite;
- Comply with the requirements of the CTMP and ensure no activity is undertaken that will endanger the safety of other workers or the general public; and
- Enter and leave the site by approved routes and in accordance with safe work practice.



# 5. Traffic Management Strategy

### 5.1 Duration of Construction Works and Schedule

It is anticipated that the works will run for a period of approximately 28 weeks between September 2023 and March 2024. The works to be undertaken involve the alteration and addition of an existing industrial site. The project will be undertaken in the following stages:

- Stage 1: Site establishment and access (2 weeks);
- Stage 2: Demolition, civil, and structural steel installation (10 weeks);
- Stage 3: Building envelope (façade and roofing) (8 weeks);
- Stage 4: Internal fitout (7 weeks); and
- Stage 5: Practical completion (1 week).

Traffic management measures are expected to be required intermittently throughout the construction period associated with larger vehicles accessing the on-site loading bay.

It is estimated there will be a maximum of 10 truck movements generated per day during construction works.

There will be up to 30 personnel on-site at any one time.

### 5.2 Construction Work Permits

#### 5.2.1 Works Zone

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An application for a works zone fronting the subject site on Sydenham Road during the construction phase will be submitted to Council for approval. This would be a separate application to the Construction Traffic Management Plan. The works zone is to prevent vehicles from parking along the northern side of Sydenham Road at the site frontage in order to allow larger vehicles to access the site and is illustrated within Figure 6.

The works zone is also intended to accommodate the personnel parking demand not accommodated on-site.



Site boundary Work Zone

Figure 6: Proposed Work Zone Location

Source: NearMap

#### 5.2.2 Road Occupancy License

A Road Occupancy Licence 'ROL' will be submitted to the relevant authorities when works are within the road carriageway. A ROL is required for any activity likely to impact on traffic flow, even if that activity takes place off-road. TfNSW or Council are the assessing authority depending on the responsibility.

#### 5.3 **Construction Vehicles and Equipment**

The maximum sized design vehicle for the project is an 8.8 metre long Medium Rigid Vehicle (as defined within AS 2890.2:2018), although various types of trucks will visit the site. At most, typical construction vehicles are expected to generate up to 10 trips per day.

The types of vehicles used on the project may include, but not be limited to:

- Crane;
- Excavator;





- Dump truck;
- Watercarts;
- Concrete trucks; and
- Heavy vehicles.

# 5.4 Traffic Movements

### 5.4.1 Access Route

All vehicles that access the site will do so via Sydenham Road. Vehicles traveling to/from the south will utilise Pittwater Road and Sydenham Road to access the site. Vehicles traveling to/from the north will utilise Pittwater Road, Mitchell Road and Sydenham Road to access the site. The access routes are shown in Figure 7.





A swept path assessment has been prepared for the largest truck expected to access the site and is provided within Appendix A. The swept path assessment shows the 8.8 metre long vehicle is able to access the site via both Sydenham Road and Mitchell Road.



#### 5.4.2 Provision for Deliveries

A loading area is proposed to be created on-site adjacent to Sydenham Road. Smaller vehicles will be able to enter and exit the site in a forward direction with larger vehicle movements required to reverse from Sydenham Road in order to access the site and will then exit in a forward direction.

During any reverse manoeuvres Traffic Controllers are required to guide the vehicle and maintain a safe road environment. During truck access to and from the site, effort should be made by Traffic Controllers to limit traffic flow obstructions for no more than 2 minutes at a time.

### 5.5 Traffic Assessment

#### 5.5.1 Traffic Impacts

A maximum workforce of 30 personnel is expected on-site during peak times. Assuming a typical vehicle occupancy of 1.5 people per vehicle and the entire workforce arrives and departs at the same time, the construction activities are expected to generate up to 20 light vehicle movements at the start and end of the construction activities. The peak times are outside of the peak hour of the road network and are expected to have a negligible impact to traffic operations in the surrounding area.

Based on the number of heavy vehicles expected on-site, the estimated maximum traffic generation during the day is approximately 4 heavy vehicle movements per hour (one vehicle every fifteen minutes). Therefore, the traffic generated by the construction of the site is relatively minor and not of a level normally associated with unacceptable traffic implications in terms of road network capacity or traffic related environmental effects.

### 5.5.2 Existing Parking Facilities

It is anticipated that the works would generate a maximum parking demand of 20 vehicles. On-site areas will be provided to accommodate the parking demand generated by the construction works.

It is proposed to provide a Works Zone on the northern side of Sydenham Road adjacent to the site as shown within Figure 6 in order to accommodate any off-site parking demand. The area may need to be used to accommodate truck access or egress movements with the area to be managed by the Site Supervisor.

#### 5.5.3 Public Transport

The bus stops described in Section 3.4 will not be impacted by the proposed works. All bus stops are located outside of the works zone.

#### 5.5.4 Special Events and Other Works

Northern Beaches Council has not reported any special events that will be affected by the proposed works at the specified contract time.



# 5.6 Non-Motorised Road Users

The worksite and its immediate surroundings shall be suitably protected and free of hazards, which could result in tripping by non-motorised road users. Hazards, which cannot be removed, shall be suitably protected to prevent injury to road users, including those with sight impairment.

### 5.6.1 Cyclists

No bicycle facilities will be impacted by the proposed works.

#### 5.6.2 Pedestrians

During the construction activities, pedestrian movements around the site will be maintained as much as possible. If a footpath will need to be temporarily closed or partially obstructed during the construction works, an 'Application for Works on Council Property' will be submitted to Council. A suitable alternative footpath route will also be provided.

Traffic Controllers will be on-site at all times to manage pedestrian movements when heavy vehicles are accessing the site to provide a safe environment and limit delays. Pedestrians are to be physically separated from the Work Compound by bollards and appropriate barriers.

#### 5.6.3 People with Disabilities

Traffic Controllers will be on-site in the unlikely event they are required to assist any impaired pedestrians needing to cross the site.

### 5.6.4 School Crossings / Zones

No school crossings or zones will be affected by the proposed works. Notwithstanding this, truck movements in and out of the site are proposed to be conducted outside of school pick-up and drop-off times (8:30am to 9:00am, and 2:30pm to 4:00pm).

# 5.7 Site Assessment

### 5.7.1 Access to Adjoining Properties

The existing driveways located on Sydenham Road will not be impacted by the construction activities and access to the properties will be maintained at all times. Residents and businesses will be notified of the intended works via the form of a letter box drop. Pedestrian access will be maintained at all times and is not expected to be impacted as part of the works. A Traffic Controller to be available on-site at all times to guide vehicles and pedestrians.

### 5.7.2 Road Geometry / Terrain

The road network described within Section 3.2 indicates that the road network within the surrounding area is straight and flat with limited vegetation. Accordingly, the surrounding area has excellent sight distances in all travel directions.



# 5.7.3 Existing Signage

There are no signs located within the work zone that will need to be temporarily relocated.

### 5.7.4 Utilities

A power pole exists at the site frontage between the existing crossovers. Any access/egress on site by heavy vehicles will maintain a suitable separation to the asset at all times and a spotter is to be used as required.

# 5.8 Site Fencing / Hoarding

The construction site will be enclosed by fencing / hoarding to prevent access to the property and to protect the public from construction activities. An application will be submitted to Council for approval.

# 5.9 Plant Parking/Storage

Plant is to be parked within the Work Compound provided which will include fencing and a site office.

# 5.10 Driver Protocols

Management of vehicular access to and from the site is essential in order to maintain the safety of the general public as well as the labour force. Exemplar driver protocols are to be implementation and a driver code of conduct established, including the following as a measure to maintain safety within the site:

- Utilisation of only the designated transport routes;
- Drivers to maintain a sufficient distance from any temporary barriers that may be implemented around trees that form part of the endangered plant community; and
- Construction vehicle movements are to abide by finalised schedules as agreed by the relevant authorities.

# 5.11 Traffic Environment Management

The environmental measures and controls that may be imposed as part of other construction operations should be detailed in the reporting appropriate to those construction aspects. As a minimum, it is proposed to install or impose the following operational environmental measures as part of the proposed traffic operations:

- A wheel-wash is to be installed at the site egress points for truck cleaning prior to departure when there is exposed ground on the site;
- All excavated material is to be covered prior to leaving the site to prevent aerial dispersal onto the road network; and



# 5.12 Community Consultation

Local residents and building managements will be informed of the construction works and dates by letter box drops. The letter drop is to include, but not be limited to, all residents abutting the truck access route (i.e. Sydenham Road and Mitchell Road) and the Site Supervisor's details must be provided in the written correspondence so that residents can contact them directly with any concerns. The notifications will occur 2 weeks in advance of the commencement date.



# 6. Implementation

### 6.1 Hazard Identification, Risk Assessment and Control

In establishing adequate controls for the hazards, a structured approach shall be adopted via the use of the hierarchy of control as outlined below:

- Elimination
- Substitution
- Engineering
- Administration
- Personal Protection Equipment

Traffic management practices require that the Supervisor evaluate all traffic arrangements before they are open to traffic and immediately following the opening to traffic. Adjustments are to be made as required and recorded, including reasons for the changes. The Supervisor is also required to evaluate the traffic arrangements when site conditions change, and new hazards that arise throughout the works will be subject to a risk assessment and incorporated onto the Risk Register.

# 6.2 Traffic Guidance Scheme

A Traffic Guidance Scheme (TGS) will be prepared specifically for the major construction activities, if required. The TGS will be designed in accordance with the Australian Standards and the TfNSW Traffic Control at Work Sites Guidelines.



# 7. Communicating CTMP Requirements

# 7.1 Site induction

All personnel entering the site are to go through a Site Induction that details the requirements of the CTMP, PPE, OHS, and risk management procedures. All personnel wishing to enter the works zone are to be properly inducted before access is allowed.

The requirements of the CTMP will be communicated to all personnel entering the site through the site induction program.

# 7.2 Toolbox Meetings

A prestart meeting is to be conducted at the start of works, on a daily basis, and if unforeseen changes are required. Progress, hazard assessment and any new issues, information or changes are to be discussed. SWMS documentation is to be read and signed during prestart meetings.

# 7.3 Safe Work Method Statements

A site-specific SWMS is to be produced for the set up and shutdown of control of traffic on-site and is to be read through, discussed, and signed by all personnel working on site.



# 8. Conclusion

Amber has prepared this CTMP to detail the proposed temporary traffic management measures to be employed during the construction works of the artisan food and drink development at 39 Sydenham Road, Brookvale.

The construction process is largely confined on-site, with no construction operations requiring the closure of, or limitation to, vehicle access along Sydenham Road.

The primary traffic effects relate to the traffic generation associated with the transport of materials and staff to and from the site. It is noted that these effects can be managed with minimal effect to the road network.

It is concluded that the traffic management measures identified in this CTMP will ensure that the site works necessary for the construction of the proposed development can occur with minimum disruption to neighbouring residents and the road network.



# Appendix A

Swept Path Assessment





#### Southern Entry Manoeuvre

Vehicle Envelope 8800 Width: 2500Track: 2500Lock to Lock: 6.0sSteering Angle: 34.0 300mm Clearance MRV Reverse Manoevure ହ 1500 5000 Min. Design Speed 5km/h



Southern Entry Manoeuvre



39 Sydenham Road, Brookvale Swept Path Assessment

DRAWN: RK DATE: 19/09/2023 DWG NO: 772 S01B SCALE at A3: 1:400m

Artisan Food And Drink Development







Southern Exit Manoeuvre



Artisan Food And Drink Development 39 Sydenham Road, Brookvale Swept Path Assessment

DRAWN: RK DATE: 19/09/2023 DWG NO: 772 S01B SCALE at A3: 1:400m

### Southern Exit Manoeuvre

Vehicle Envelope 8800 300mm Clearance MRV Reverse Manoevure ହ Min. Design Speed 5km/h



Width: 2500Track: 2500Lock to Lock: 6.0sSteering Angle: 34.0







#### Northern Entry Manoeuvre

Vehicle Envelope 300mm Clearance

Reverse Manoevure



Width: 2500Track: 2500Lock to Lock: 6.0sSteering Angle: 34.0

Min. Design Speed 5km/h

5000



Northern Entry Manoeuvre



DRAWN: RK DATE: 19/09/2023 DWG NO: 772 S01B SCALE at A3: 1:400m

Artisan Food And Drink Development 39 Sydenham Road, Brookvale Swept Path Assessment





#### Northern Exit Manoeuvre



Northern Exit Manoeuvre



DRAWN: RK DATE: 19/09/2023 DWG NO: 772 S01B SCALE at A3: 1:400m

Artisan Food And Drink Development 39 Sydenham Road, Brookvale Swept Path Assessment







Site Exit Manoeuvre



Artisan Food And Drink Development 39 Sydenham Road, Brookvale Swept Path Assessment

DRAWN: RK DATE: 19/09/2023 DWG NO: 772 S01B SCALE at A3: 1:250m

#### Site Entry Manoeuvre

8800 Width: 2500Track: 2500Lock to Lock: 6.0sSteering Angle: 34.0 300mm Clearance MRV Reverse Manoevure  $\odot$ 

Vehicle Envelope

Min. Design Speed 5km/h

1500 5000

