

# Construction Traffic Management Plan

## Site Location:

St Augustine College, Brookvale

## Client:

Built Complete Pty Ltd

## Document Number:

11895

## Development application number:

DA2021/2567

## RMS Prepare a Work Zone Traffic Management Plan Certificate#:

TCT1028312

## Date:

05/10/2023

## Prepared by:

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**ACCREDITED**  
**AFFORDABLE**  
**ASSURANCE**

ACCREDITED BY:



**Transport for NSW**



[WWW.JAS-ANZ.ORG/REGISTER](http://WWW.JAS-ANZ.ORG/REGISTER)



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# 1. Introduction

AAA Traffic Control Pty Ltd has been engaged by Built Complete Pty Ltd T/A Build Complete to design and implement a Construction Traffic Management Plan at the subject site. This document is prepared to provide a safe work procedure regarding local traffic, pedestrian, and neighbouring residents or business which might be affected by this project.

## 1.1 Site Description

The site locations are 60 Federal Parade and 2 Gulliver St. The site is located within the jurisdiction of the Northern Beaches Council and Northern Beaches Police Area Command.







## 1.2 Road(s) Conditions

Alfred Rd and Federal Parade are both local roads located within the suburb of Brookvale. The road consists of 2 lanes (1 lane in each direction). Parking is available within both streets (kerbside parking). It is to be advised that work vehicles park within the property, or in the kerbside parking within the roadside.

Pittwater Rd is the closest state road to the site, and it is governed by Transport for NSW. Pittwater Rd consists of 4 lanes (2 in each direction) and there is parking available within some areas of the shoulder.

## 1.3 Major Features of the Area

The site is located within a residential area with some businesses and public facilities in the greater vicinity. There are residential properties and driveways that may be impacted by construction vehicles, trucks, or the use of construction equipment. Delivery and work vehicles are to follow the guidelines in this document to minimize the impact on local communities and the required permits are to be obtained from all involved authorities for the use of anything relating to the site.

## 1.4 Public Transport Facilities

Public transport will be minorly affected by these works. Delivery trucks are to be scheduled to minimize traffic throughout the surrounding roads. All relevant bus companies are to be advised of any works that will affect buses.

Prior to the commencing of any works that will affect bus routes in any way, onsite workers are to call the Bus Operations Control Centre so they can alert all drivers affected by those works.

All bus Routes that are affected by the works.

- 167

All bus companies affected are to be notified prior to work commencing.

## 2. Project Details

### 2.1 Project Summary

<b>Project:</b>	Renovations	
<b>Hours of Operations:</b>	Monday – Friday	7:00 am – 5:00 pm
	Saturday	8:00 am – 1:00 pm
	Sunday & Public Holiday	no work.
<b>Demolition &amp; Excavation works</b>	Monday – Friday	8:00 am – 5:00 pm
<b>Scope of works:</b>	Demolition of existing dwelling and construction of new car pack.	

### 2.2 Revisions

Rev	Date	Description
0	08.05.2023	Initial Submission
1		
2		



## 2.3 Development process

This traffic management plan covers the stage(s) Listed below, subsequent stages (if any) may require amendments and additional plans to be prepared.

Include Stages/phases.

Stage/Phase	Duration (Approx.)
Demolition	1 Weeks
Excavation	2 Weeks
Construction	3 Months
Fit Out	N/A

### A. Demolition Phase

Largest Truck size: 10 Tonnes, 9 Meters in Length  
Peak Average Daily Vehicle Movements: Up to 4-6

### B. Excavation Phase

Largest Truck size: 10 Tonnes, 9 Meters in Length  
Peak Average Daily Vehicle Movements: Up to 4-6

### C. Construction Phase

Largest Truck size: 10 Tonnes, 9 Meters in Length  
Peak Average Daily Vehicle Movements: Up to 4-6

### D. Fit Out Phase

N/A



## 3. Proposed Traffic Management

### 3.1 General

#### A. Site Vehicles

- Site vehicles are to enter and exit the site in a forward-facing direction where possible.
- All drivers will be made aware of the approved routes prior to commencing work at the site as part of the site induction.
- All reverse movements are to be avoided and if necessary reverse movements are to be supervised by traffic controllers.
- Vehicles will be scheduled in such a manner as to minimize queuing on the road network surrounding the site.
- Standing/queuing on council roads and council land within the vicinity of the site is not permitted unless approved by the council prior.
- Drivers to follow the driver's code of conduct.
- There are to be no heavy vehicle movements or construction activities affecting vehicle and pedestrian traffic are permitted in school zone hours (8:00 am - 9:30 am and 2:30 pm – 4:00pm on Weekdays)
- Vehicle wash bays are to be erected to prevent mud traffic over council roads and footpaths.

#### B. Road Occupancy

- Approval from Transport NSW is not required.
- All Traffic Control Plans (TCP) associated with this TMP will comply with relevant Australian Standards and Transport for NSW Traffic Control at Worksites Manual.
- If kerbside parking of working vehicles is required for material delivery, then a council permit is required.

#### C. Parking for site workers

- There is no available parking within the site.
- There is parking available for site workers and contractors within the parking lanes of Francis St.
- Site workers and contractors are advised not to park in surrounding roads unless necessary, public transport and carpooling are recommended for site workers.

#### D. Surrounding Roads

- Site vehicles are to use approved routes only for access to and from the site.
- Standing/queueing locations on council road or land in the vicinity is strictly not permitted unless approved by the council prior.
- Construction traffic to be scheduled where possible outside of peak times to minimize the impact on existing traffic increases.
- All vehicular movements associated with this work to avoid school hours.



## 3.2 Construction Vehicle Routes

Access to the site will take place at one location, this will be via Pitt Water Rd. Vehicles will approach the site using state roads unless otherwise stated in this document.

During Construction vehicle movements, all council structures including footpaths, curbs, power poles, trees, and gutters are to be protected. Damages to any council structures are to be rectified at no cost to the council.

Temporary truck standing and truck queueing on council roads or council land within the vicinity of the site is strictly not permitted unless approved by the council prior.

### A. Vehicle Entry / Exit Routes

Pittwater Rd is the closest State/main road to the site. Vehicles will be entering the site via Alfred Rd.

It is advised that all vehicles follow the routes within this document. All drivers going to the site are to follow the driver's code of conduct (see page No.18).

#### **Pitt Water Rd to Federal Pde entry/exit.**

##### **Entry Routes:**

- Vehicles traveling Northbound on Pittwater Rd are to turn left onto Alfred St now heading Northbound. Vehicles traveling southbound on Pittwater Rd are to turn right onto Alfred St now heading Northbound.
- Vehicles to then turn left onto Federal Parade now heading Westbound.
- Vehicles to continue Westbound on Federal Parade until the site is reached on the right-hand side.

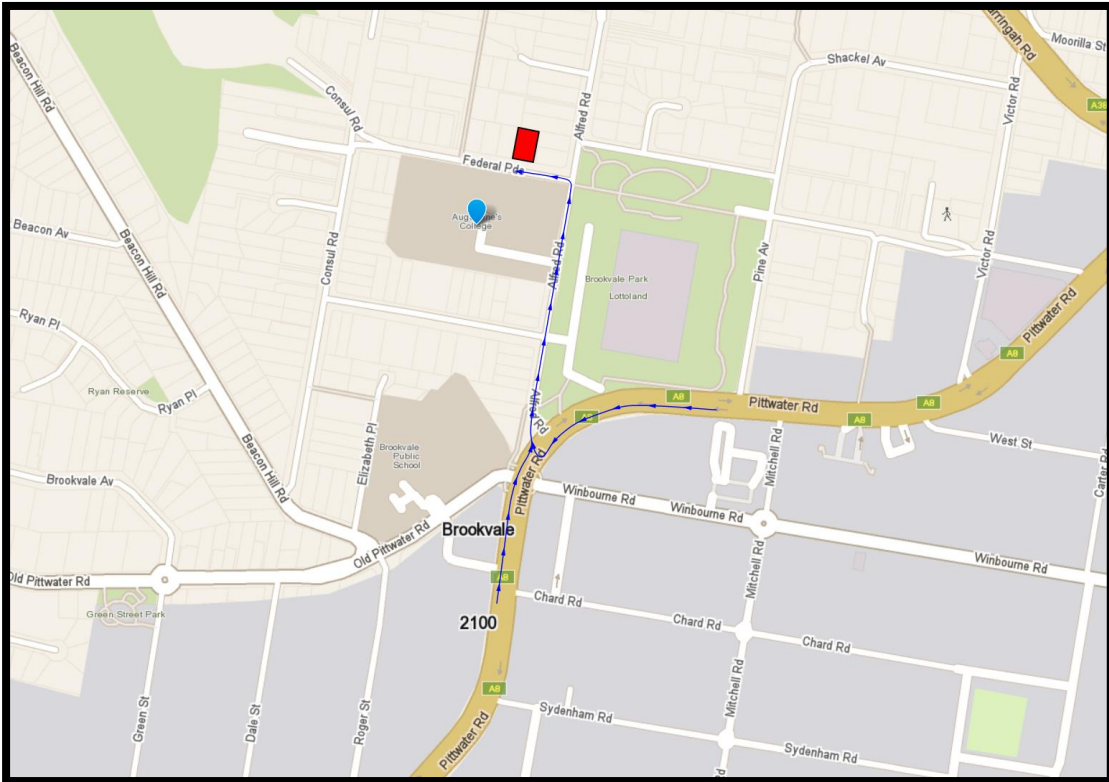
##### **Exit Route from Federal Pde:**

- Vehicles to turn Left out of the site onto Federal Parade, now heading Eastbound.
- Vehicles are to then turn right onto Alfred Rd now heading Southbound.
- Vehicles to then turn either left or right off Alfred St onto Pittwater Rd now heading either Northbound or Southbound.

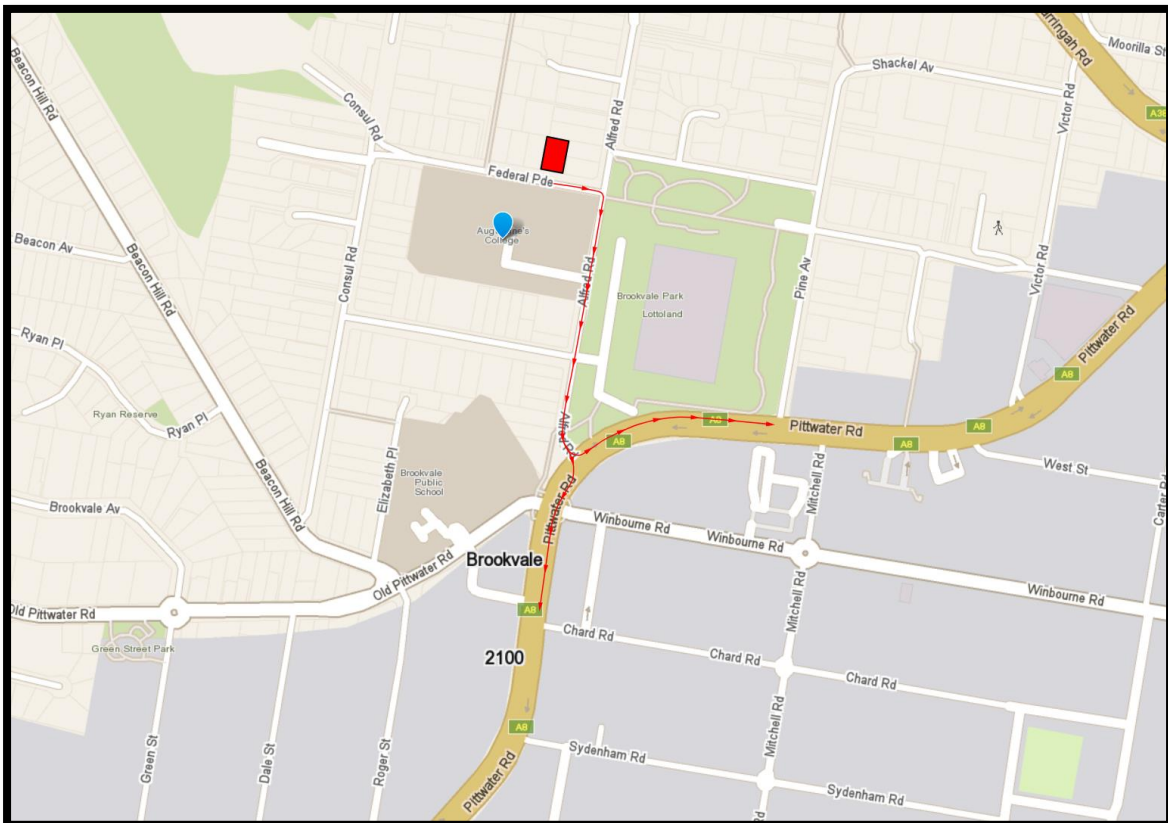


B. Vehicle Entry/Exit Routes Map, Federal Parade

Vehicle Entry:



Vehicle Exit:



## C. Vehicle Entry / Exit Routes

### **Pitt Water Rd to Federal Pde entry/exit.**

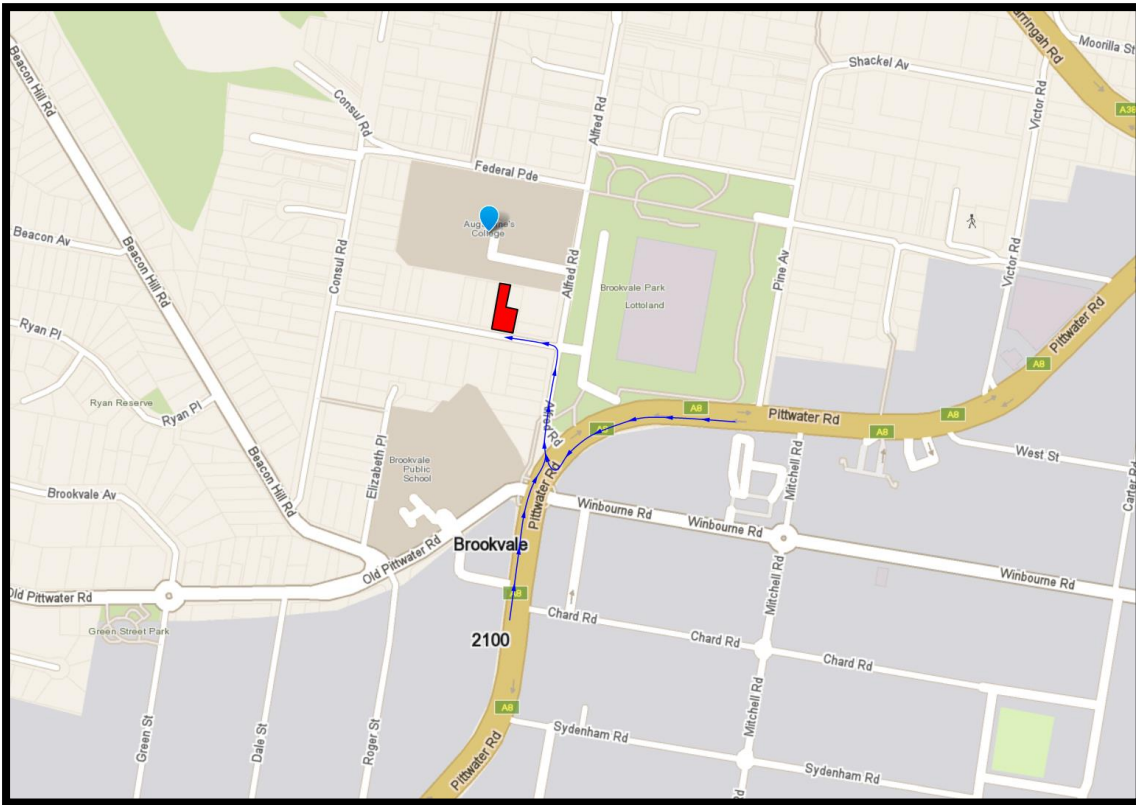
#### **Entry Routes:**

- Vehicles traveling Northbound on Pittwater Rd are to turn left onto Alfred St now heading Northbound. Vehicles traveling southbound on Pittwater Rd are to turn right onto Alfred St now heading Northbound.
- Vehicles to then turn left onto Gulliver St now heading Westbound.
- Vehicles to continue Westbound on Gulliver St until the site is reached on the right-hand side.

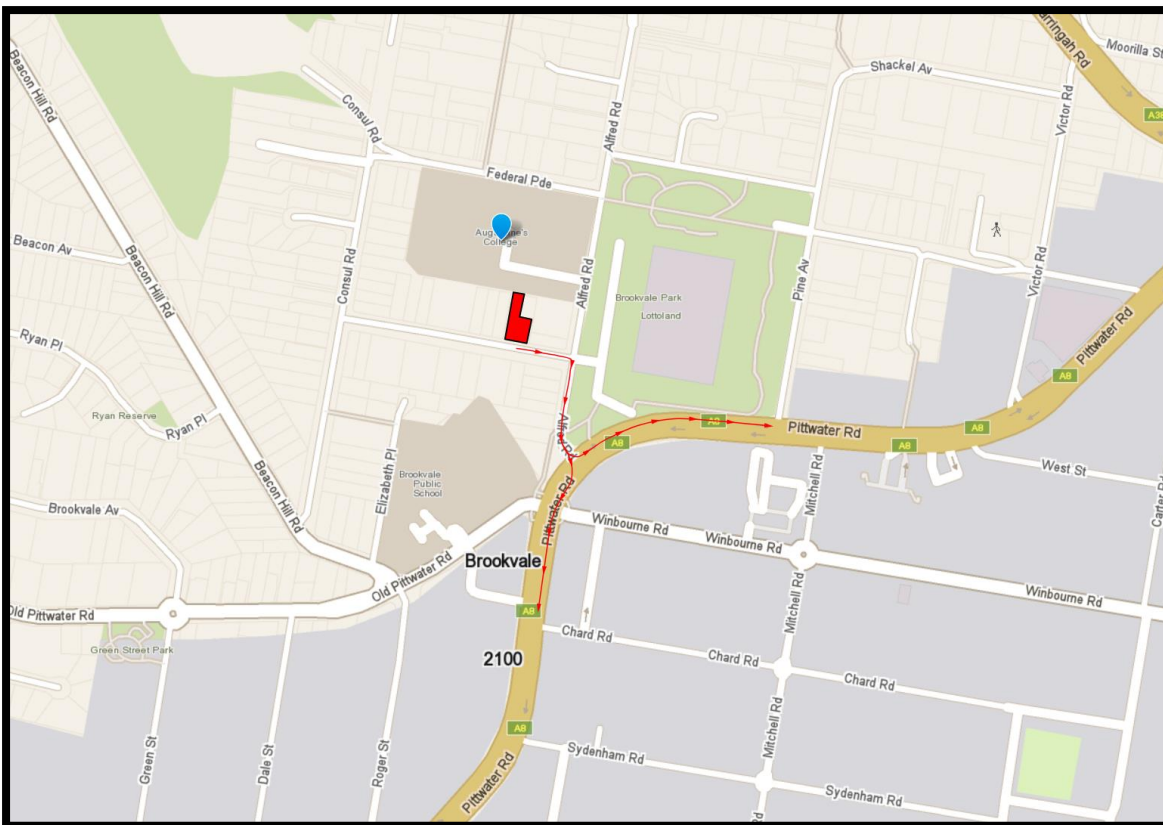
#### **Exit Route from Federal Pde:**

- Vehicles to turn Left out of the site onto Gulliver St, now heading Eastbound.
- Vehicles are to then turn right onto Alfred Rd now heading Southbound.
- Vehicles to then turn either left or right off Alfred St onto Pittwater Rd now heading either Northbound or Southbound.

D. Vehicle Entry/Exit Routes Map, Federal Parade  
Vehicle Entry:



Vehicle Exit:



### 3.3 Waste Management

- All Waste materials are to be stored and maintained within the site compound.
- All trucks leaving the site are to be monitored and A vehicle wash bay is to be erected directly before the vehicle entry/exit point of the site. The vehicle wash bay will be used to remove loose material and mud from the truck before the truck enters the road reserve.
- Any run-off from the washing down of the vehicles shall cause no pollution and be directed to the sediment control system within the site.

### 3.4 Loading/Unloading Vehicles.

- Unless otherwise specifically approved in writing by the council, all vehicle loading/unloading is to be contained within the site.
- Any unloading/loading that is not contained within the site will require council a council application.

### 3.5 Work Zones

- A work zone will have to be implemented outside 2 Gulliver St and outside 60 Federal Parade.
- Before the work zone can be implemented a permit will have to be lodged with the council prior.

### 3.6 Pedestrian Management

- The Site is located within a residential area with medium pedestrian traffic.
- Traffic controllers will be in place to conduct pedestrian management if necessary.
- Pedestrians will be redirected to the opposite footpath under the supervision of traffic controllers to ensure pedestrian safety.
- Pedestrian access to maintained throughout the works, however, if the works require pedestrian traffic to be obstructed then appropriate site fencing must be erected between the works site and the footpath.

## 4. Project Impact and Conclusion

### 4.1 Residents / Surrounding Property Owners.

- All driveways of surrounding properties are to remain unobstructed during the works.
- Any demolition works are to be scheduled during the day as to not reduce noise pollution (see page 6 for approved demolition times)
- Site workers to avoid parking in ways that will obstruct residential parking.
- A Notification letter and a work schedule is to be delivered via mailbox drop to all surrounding residence prior to the commencing of each stage of works.
- The notification letter is to have the start and ending dates of each developmental process and the letter is to be handed out a minimum of 7 days prior to the work commencing.



## 4.2 Pedestrians & Cyclists

- Existing pedestrian and cyclist access around the site are to be maintained throughout this project. Pedestrian and cyclist access to be maintained via onsite traffic controllers managing activity was required.

## 4.3 Emergency Services

- Access on Francis St will be maintained throughout the works. Priority will be given to emergency vehicles as per normal procedure.

## 4.4 Local Traffic

- Access on The Crescent will remain as per normal conditions. Site vehicles are to exit/enter the site using normally occurring gaps in traffic to reduce the impact on traffic flows.
- Construction traffic to be scheduled outside peak traffic times such as school zone hours. This is done in order to minimize the impact on existing traffic.

## 4.5 Impact on Community & Businesses

- There will be minimal impact on the community and business due to minimal business and community facilities in the area.

## 4.6 Impact surrounding works

- Consideration must be taken regarding any simultaneous works taking place within a 250-meter radius of the site.
- The developers undertaking major work within the vicinity need to be contacted to prevent the combined impact of construction activities on the community.
- Council has advised us that there are no major works taking place simultaneously within a 250-meter radius of the site so no correspondence between developers is necessary.

## 4.7 Impact on Council

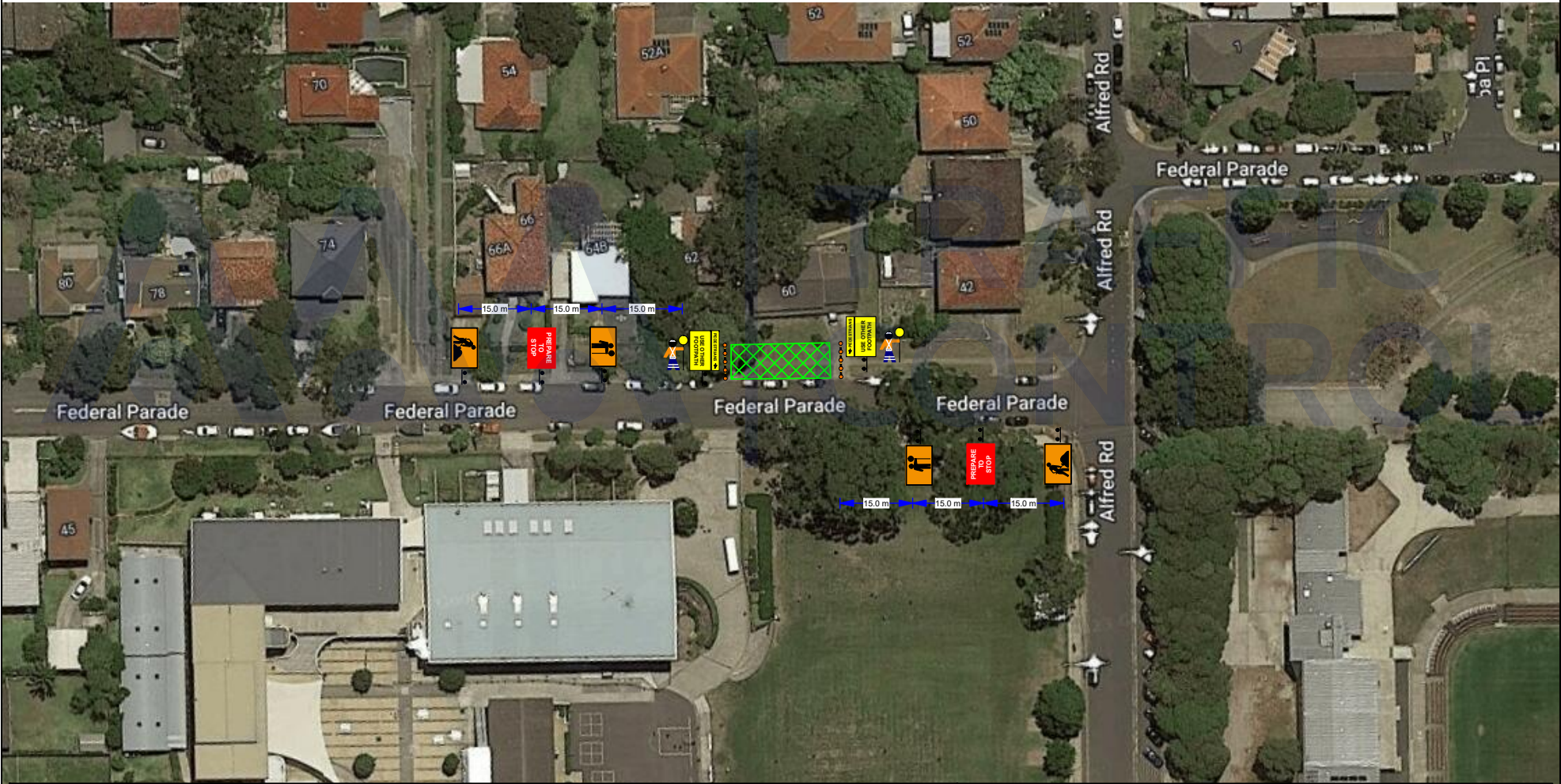
- During Construction vehicle movements all council structures including footpaths, curbs, power poles, trees, nature strips, and gutters are to be protected.
- Remedial treatments are to be undertaken on council structures if necessary.
- Any remedial treatments to damages of council properties are to be rectified at no cost to the council. All Liability falls on the relevant subcontractor.



# Appendix A – Traffic Control Plans

## TCPs

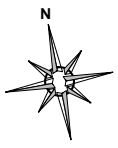




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- NOTES:**
- All Traffic Control works; signs and devices to comply with Australian Standard AS 1742.3.
  - Adjustments to TCP may be only made by persons holding a TfNSW "Prepare a Work Zone TMP" certification.
  - All traffic control devices may only be set out by persons holding an TfNSW "Implement Traffic Control Plans" ticket or higher.
  - Traffic control personnel must hold an TfNSW "Traffic Controller" ticket or higher.
  - Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
  - Traffic controllers to escort pedestrians past the work area.
  - Traffic Controllers who are on constant Stop-Go, must be relieved for a minimum period of 15 minutes every two hours. As per the Australian Standards and the WH&S Act.
  - Site ganger is to conduct a 'tool box talk' and complete the adequate paperwork to support the discussion.
  - A 'risk assessment' to be conducted on site, prior setup to determine the queue length and site distance to the active TGS.
  - If an incident occurs on site, an 'Incident report form' MUST be completed immediately. Upon completion of the incident report form, site Ganger is to notify AAA head office.

This TCP has been prepared as a guide for Traffic Management purposes only and is not to scale. The positions of the signs, traffic controllers and equipment are only suggested locations. Amendments to the locations may be required on site. AAA Traffic Control Pty Ltd accepts no liability for the implementation or execution of this TGS unless undertaken by authorized AAA Traffic Control personnel.



CLIENT: BUILT COMPLETE PTY LTD T/A BUILT COMPLETE  
 CONTACT: XAVIER PH: 0466 312 299  
 PROJECT: PIT MAINTENANCE  
 LOCATION: ST AUGUSTINE COLLEGE, BROOKVALE  
 PO: PAI INV 8322 - PAID

**MANAGEMENT**

- STOP / SLOW
- LANE MERGE
- CONTRA FLOW
- DETOUR
- ROAD CLOSURE
- SHOULDER WORKS
- PEDESTRIAN MGMT.
- INTERMITTENT

**ROAD CLASSIFICATION**

- STATE (TfNSW)
- REGIONAL (COUNCIL & RTA/RMS)
- LOCAL (COUNCIL)

JOB NO. 11895  
 PLAN NO: TJ1074  
 AUTHOR: TRENT JAEGGI  
 CERT: TCT1028312  
 DATE: 05/10/2023  
 SIGN: *T. Jaegi*  
 REV DATE: \_\_\_\_\_  
 SCALE N.T.S

PURPOSE OF USAGE	RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS		RECOMMENDED TAPER LENGTHS			
	APPROACH SPEED (km/h)	MAX SPACING (m)	APPROACH SPEED (km/h)	TRAFFIC CONTROL AT START	LATERAL SHIFT TAPER	MERGE TAPER
All purposes on residential or commercial streets	<= 50	4	< 45	15	15	15
Center-line on approach to Traffic Controller position	All cases	4	46 - 55	15	15	30
Outer edge of traffic line - i.e. working on shoulder	55</55-75/>75	4/12/18	56 - 65	30	30	60
Separating opposing traffic on 2 lane 2 way road	55</55-75/>75	4/12/18	66 - 75	N/A	70	115
Separating opposing traffic on multilane undivided road	55</55-75/>75	4/12/18	66 - 75	N/A	80	130
Adjacent to a closed lane on a multilane road	55</55-75/>75	4/12/18	66 - 75	N/A	90	145
Merge tapers	55-75/ > 75	9 / 12	76 - 85	N/A	100	145
Lateral shift tapers	55-75/ > 75	12 / 18	86 - 95	N/A	100	145
Protecting freshly painted lines	55-75/ > 75	24 / 60	96 - 105	N/A	100	160
			> 105	N/A	110	180

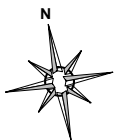
FIGURES EXTRACTED FROM RTA TCWS MANUAL v6.1 (TABLE 6 - 2). REFER TO MANUAL FOR FURTHER INFO.



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**MANAGEMENT**  
 STOP / SLOW  
 LANE MERGE  
 CONTRA FLOW  
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 ROAD CLOSURE  
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PEDESTRIAN MGMT.  
 INTERMITTENT

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JOB NO. 11895  
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 AUTHOR: TRENT JAEGLI  
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Separating opposing traffic on 2 lane 2 way road	55</55-75/>75	4/12/18	66 - 75	N/A	70	115	130
Separating opposing traffic on multilane undivided road	55</55-75/>75	4/12/18	76 - 85	N/A	80	130	145
Adjacent to a closed lane on a multilane road	55</55-75/>75	4/12/18	86 - 95	N/A	90	145	160
Merge tapers	55-75/ > 75	9 / 12	96 - 105	N/A	100	160	180
Lateral shift tapers	55-75/ > 75	12 / 18	> 105	N/A	110	180	
Protecting freshly painted lines	55-75/ > 75	24 / 60					

FIGURES EXTRACTED FROM RTA TCWS MANUAL v6.1 (TABLE 6 - 2). REFER TO MANUAL FOR FURTHER INFO.

# Appendix B – Driver’s Code of Conduct

## - Driver Code of Conduct -

### Objectives of the Drivers Code of conduct

- To minimise the impact of the construction on the local and regional road network;
- Minimise conflict with other road users;
- Minimise road traffic noise; and
- Ensure truck drivers use specified routes

### Code of Conduct

#### All vehicle drivers must:

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

## 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.