



Construction  
Traffic Management Plan  
(CTMP)

37 to 43 Hay Street, Collaroy



**The Traffic Controllers Pty Ltd**

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<https://ttcnsw.com.au/>

TTC CJS3551 (CTMP)

# Construction Traffic Management Plan

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# Construction Traffic Management Plan

## Document & Version Control

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**PROJECT NAME:** 37 TO 43 HAY STREET, COLLAROY

<b>CLIENT:</b>	Built Projects
<b>FILE REFERENCE:</b>	CJS3551

Version	Date	Author	Approved by
Draft v1.0	12/08/2024	C.Joleski	Ali Kerde
Draft v1.1	30/10/2024	C.Joleski	Ali Kerde

<b>Safe Work NSW: Prepare Work zone accreditation</b>
Christopher Joleski - Prepare a Work Zone Traffic Management Plan Card No: TCT0013932

The Traffic Controllers (TTC) Planning Division are qualified personal, with the relevant "Prepare a Work Zone Traffic Management Plan" accreditations.

This CTMP has been prepared for the client and for the specific purpose of seeking approval for their works, as stated in the document.

TTC does not accept any responsibility for any amendments of the content of this report by a third party.

This document has been prepared based on the Client's descriptions, their requirements and other information provided by the Client and other third parties who are associated with the works involved verified by the requester of this (CTMP).

This (CTMP) shall be subject to ongoing reviews and will be updated accordingly and will require prior council approval. The TMP shall be reviewed on a monthly basis as well as after any incident that is related to Traffic Management.

This (CTMP) shall be subject to ongoing reviews and will be updated accordingly. The (CTMP) shall be reviewed on a monthly basis as well as after any incident that is related to the construction site. The installed signage will be checked before the commencement of each shift to ensure compliance with the Traffic Guidance schemes.

**(Traffic Guidance schemes will be listed in Appendix A)**

# Construction Traffic Management Plan

## 1. Introduction

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TTC is commissioned by Built Projects to prepare a Construction Traffic Management Plan (CTMP) for the proposed Management of Pedestrians, Public Vehicles & Heavy Vehicles while undertaking the request of Northern Beaches Council who have implemented a series of conditions to be met as part of the approval process to complete as part of the Approval process regarding the D.A Consent - DA2023/0868.

Works will involve demolition of structures and construction of housing development. The design of the Construction Traffic Management Plan (CTMP) consists of local traffic & pedestrian management and walkways, vehicle movements around the construction site amongst other organised activities throughout the duration of works. While preparing this CTMP, the subject site and its environs have been inspected, plans of the works examined, and all relevant council requirements met with all documentation collected and analysed.

The (CTMP) and Traffic guidance schemes (TGS's) have been prepared in accordance with:

- Australian Standards 1742.3 2009
- Transport for NSW "Traffic Control at Work Sites Technical Manual" V6.1 2023
- Austroads "Temporary Traffic Management Manual" 2021
- Safe Work NSW

This (CTMP) is a Site-specific, fit for purpose management plan that will service the current situation and stages of the Traffic mitigation methods that have been put in place in order to apply safe practice during construction. TTC is responsible for the preparation of this (CTMP) and the Traffic Guidance Schemes (TGS's) only and not for their implementation unless requested to do so otherwise by the client. If the client wishes to implement traffic management on their own behalf TTC will take no responsibility for implementations or any amendments of the documents and plans by a third party.

## 2. Key Stakeholders

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The table below shows the Key Stakeholders of the project.

Company	Contact Name	Position	Contact Details
Built Projects	Cheyne James	Director	0408 327 066
	-	-	-

Table 1 - Key Stakeholder

## 3. Purpose/Scope of Works

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The purpose of this report is to detail the Traffic Management during the development which comprises of a Seniors living community consisting of 5 residences with a common basement the details of construction will involve Demolition of x3 existing dwelling houses and construction of seniors housing development containing x10 units, x1 level of basement carparking and associated landscaping and civil works.

The placement of any barriers, traffic cones, obstructions, or other device in the road shoulder or kerbside lane is prohibited without the prior written consent of council. Services such as deliveries and removal of debris from building and road, as trucks will be entering and exiting site in a forward motion. Deliveries of materials and equipment. All works must be relevant to Australian standards and to the satisfaction of council's director environment and planning subject to Transport requirements. This CTMP will outline how the works in the surrounding area effect how the construction work and road network will be managed throughout the duration of the project and that works do not largely disrupt public traffic movements and ensure safety/project efficiency for workers, pedestrians, and road users alike. All traffic control must be designed and implemented in accordance with AS1742.3

❖ Documentation which may be included:

1. Traffic Guidance Schemes
  - a. Stop Slow
  - b. Lane Closures
  - c. Road Closures
  - d. Contra Flows
  - e. Pedestrian management
2. Road Occupancy Licenses (ROL's)
3. Section 138 Council Permits
4. Emergency Service Approval Permits
5. Vehicle movement Schemes
6. Crane footprint plan

The above will in term be used to manage and satisfy the requirements of governing bodies to manage and act safely through the project. It makes provisions for all road users and construction related operations including the following:

- General motorists
- Public Transport
- Emergency Vehicles
- Heavy vehicles such as semi-trailers
- Pedestrians, including people with disabilities.
- Cyclists
- Local businesses
- Emergency access and egress requirements

This document uses a risk-based methodology to develop these temporary traffic control measures with full consideration of all site constraints. It details both the management and operational processes to ensure that the construction activities can be achieved while satisfying the needs of the client. The methodology to develop the "best" options for staging and (TGS) designs, including identification and management of risks is fully detailed. The supporting processes and personnel are described. The requirements for notification and reporting are listed. Contingency planning for the works both in advance and during operations is described.

# Construction Traffic Management Plan

## 4. Construction Site Location and Land Use



Figure 1\*Satellite Image

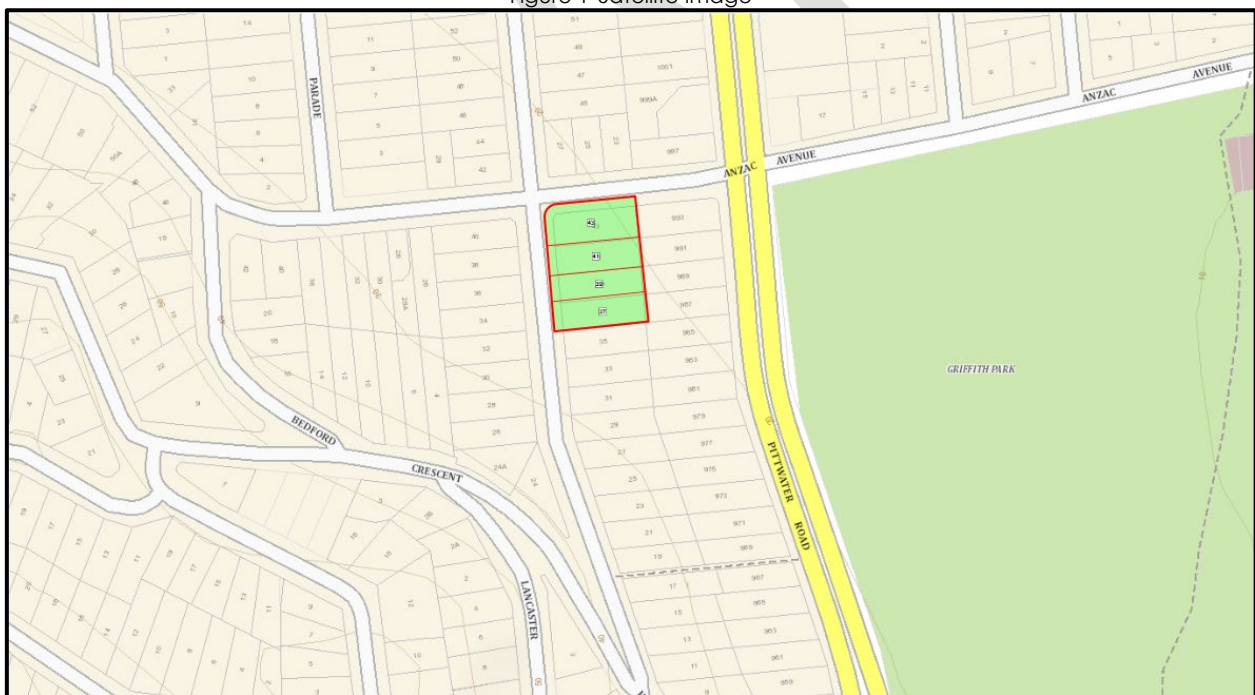


Figure 2\* labelled map

# Construction Traffic Management Plan

## 4.2 Location Information

Location information Table	
Relevant Road Speed Limits	37 to 43 Hay Street, Collaroy – 50KMPH
Impacted Intersections	N/A
Traffic Volumes - ADT	Estimated below 1000 ADT
Peak Traffic Times (AM)	No data – Estimated – 7-8:30 am
Peak Traffic Times (PM)	No data – Estimated – 4-5 pm
Heavy Vehicle Traffic - ADT	The majority (95%-98%) of the traffic generation in the weekday AM and PM peak hours are anticipated to be light vehicles (i.e. Austroads Class 1 cars) associated with residents. 1%-2% heavy vehicles (Austroads Class 1-2 vehicles).
Crash history	No Data
Road Attributes	2 lane 2 way – Local residential road
Nearby community assets	No Community assets may be affected – minor parking area in front of the premises may be affected during daylight working hours – most movements will occur in the rear of the property.
Road Restrictions	- No parking/No Stopping
Location Impacts	Entry and exit via Hay St
Hours of operation	7:00 AM to 5:00 PM, Monday to Friday. Work will occur on Saturdays from 8:00 AM to 1:00 PM – No works Sunday and public holidays.
Cyclists affected	No cycle lanes will be affected
Traffic lanes affected	Anzac Ave will include trucks movements and Excavator drop off into the property.
Property access affected	Property access will be managed via traffic control and will have priority access at all times.
Pedestrians affected	Pedestrian access will be managed via traffic control and will have priority access at all times.
Traffic signals be affected	No traffic signals will be affected.
Overhead powerlines	Yes
Infrastructure within the worksite	N/A
Shops/schools affected	N/A
Safe clearances between workers, pedestrians, and traffic	Remain a minimum of 1.5m from live traffic.
Bus stops/taxi ranks or loading zones	N/A
Public parking affected	No parking will be affected.
Adequate sight distance	Yes -100m in each direction
Hoarding requirements	Hoarding required - See Section 14.7
Work zone requirement	Work is required long Anzac and Hay St.



# Construction Traffic Management Plan

## 5. Road Hierarchy

**Anzac Ave (Council Road)**: 2 lane 2-way local road Running East and West to the North of the property of interest. Provides access to Pittwater Rd.

**Distance from Site** – (North) – 0m

**Speed** – 50Kmph

**Hay St (Council Road)** 2 lane 2-way local road Running North and South, fronting the property of interest.

**Distance from Site** – (West) – 0m

**Speed** – 50Kmph

**Bedford Cres (Council Road)** 2 lane 2-way local road Running East and West local connects to Hat street to the south.

**Distance from Site** – (South)-244m

**Speed** – 50Kmph

**Pittwater Rd (State Road)** Major Road asset - Multi lane road including bus lanes. Will not experience any disruptions.

**Distance from Site** – (East) 105m

**Speed** – 50Kmph



Figure 5\*NSW road Classification chart

# Construction Traffic Management Plan

## 6. Bus Operation Routes

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Buses will not be affected during the operation and do not traverse through the area.

## 7. Council/Transport Documents & Road Occupancy Licenses

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### 7.1 Council/Transport Documents

The primary works proponent must ensure that all required governing authority approvals have been applied for and approved before commencing works.

### 7.2 Road Occupancy Licenses (ROL's)

Road Occupancy Licenses will not be required as no Transport for NSW assets will be affected during operations.

### 7.3 Relevant Services Contacts

- Dial Before You Dig 1 100 [dialbeforeyoudig.com.au](http://dialbeforeyoudig.com.au)
- Information asbestos and safe work practices  
<https://www.health.nsw.gov.au/environment/diy/Pages/default.aspx>  
<https://www.health.nsw.gov.au/environment/diy/Pages/building-hazards.aspx>
- NSW Office of Environment and Heritage: [environment.nsw.gov.au](http://environment.nsw.gov.au) - 131 566
- Ausgrid <https://www.ausgrid.com.au/Contact-Us> – 13 13 88
- Sydney Water [sydneywater.com.au](http://sydneywater.com.au) - 13 20 80
- Transport Management Centre -
  - Southwest [road.access@rms.nsw.gov.au](mailto:road.access@rms.nsw.gov.au) - 1300 656 371
  - Sydney [tmc\\_piu@tmc.transport.nsw.gov.au](mailto:tmc_piu@tmc.transport.nsw.gov.au) - 02 8396 1513
- Local Council – Northern Beaches Council - 1300 434 434
- Safe Work NSW – 13 10 50

Mindful that some of these contactable services may not be available after hours and can only be contacted during business hours.



northern  
beaches  
council



SafeWork NSW



# Construction Traffic Management Plan

## 8. Construction Details and Phases

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### 8.1 Construction Stages Table: Dates & Work Hours

Stages of work	Duration	Work Hours
Demolition, structure, façade and fit out.	18 Months	7.00am - 5.00pm Mon- Fri and 8.00am-3.00pm Sat
Stage 1	Basement Works incl demolition, excavation, piling	3 Months
Stage 2	Structure works incl formwork, reinforcement fixing, & concrete pouring	4 Months
Stage 3	Rough-In for electrical, mechanical, & hydraulic services	4 Months
Stage 4	Finishes & Fixtures incl tiling, benchtop, painting	3 Months
Stage 5	Public domain, External works, Defects Rectification	1 Month

Table 3 – dates and time

## 9. Traffic controller and Project Device Management

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### 9.1 Traffic Controller Requirements

All Traffic Controllers (TC's) who attend the construction site must hold the following accreditation in order to perform their Traffic Control duties:

- Traffic Controller Card
- Implement Traffic Control Plans Card
- Construction Induction Card

All Traffic Controllers must also wear the appropriate PPE for the time of day & weather.

Before commencing work all Traffic Controllers are required to attend inductions for the project if mandatory and attend toolbox talks prior to each shift.

- All Traffic Controllers need to have suitable (TGS's) and SWMS for the project on site, any modifications to the (TGS's) must be signed off by a Traffic Controller who holds a current "Prepare A Work Zone Card."

# Construction Traffic Management Plan

Traffic control devices such as signage and delineations must be in place before the Traffic Controllers commence work.

## 10. Hours of Operation

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Works and the delivery of materials shall be conducted between the following hours:

**Demolition and excavation works are restricted to:**

- **8.00am to 5.00pm Monday to Friday only.**

**Building Construction and delivery of materials hours are restricted to:**

- **7.00 am to 5.00 pm Monday to Friday inclusive.**
- **8.00am to 1.00pm inclusive on Saturday,**
- **No work on Sundays and Public Holidays.**

Trucks will be in and out of site anytime within these hours. Roughly 20-40 trucks per day for stage 1

Excavation work includes the use of any excavation machinery and the use of jackhammers, rock breakers, excavators, loaders and the like, regardless of whether the activities disturb or alter the natural state of the existing ground stratum or are breaking up/removing materials from the site).

Sundays and Public Holidays: No activities permitted

Site work is not to be carried out outside of these times except where there is an emergency, or for urgent work directed by a police officer or a public authority - No works are to be undertaken outside the approved working hours.

## 11. Pedestrians

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Pedestrians will be unaffected – if footpath works or disruptions occur, traffic management will be established to mitigate any works that will involve disruptions to footpaths. Footpath advanced warning signage will be implemented regardless of works type.

## 12. Public Transport & Emergency Services

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Emergency Services & Public transport and must not be affected.

Emergency services must always be given absolute priority during an emergency Situation and must not be obstructed or delayed.

## 13. Public Safety Measures

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The following safety measures will be put into place to always ensure the safety of the public.

- Identified roadwork to be planned approved by Council, Police and Transport for NSW

# Construction Traffic Management Plan

- Community/council consultation advising any effected members of the public of all works associated with the work being undertaken in the area.
- Clearly delineated & secured construction exclusion zones excluding unauthorized personnel.
- Planned meeting with the stakeholders and consultation with residents about the progression of work. This will be done with verbal contact and letter format if required.

## 14. Construction Site Management

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### 14.2 Public Safety

All machinery and equipment will be incased within the site – Risk assessment to public safety is minimal. – Risk assessment (Section 16).

### 14.2 Construction works

All Formwork, steel, etc. will be offloaded via from the rear lane. Machines will be offloaded at Kerb side and tracked into site from the rear lane.

### 14.3 site storage areas and sheds

All site storage areas and sheds are to be determined onsite once earthworks are completed. 2m from the boundary line within the site will be used for general storage and waste collection.

### 14.4 Waste Management & Portable Toilets

Waste Bins with Tight fitment hinged lids will be available and emptied weekly or on a needed basis.

Portable Toilets will be issued once site has been established.

### 14.5 Noise Vibration and Dust Management.

Clause 56 of the WHS Regulation 2017 states the acceptable level of noise that any worker can be exposed to in the workplace is 85 decibels (dB) averaged over an eight-hour period (referred to as dB A). All noise above this level is considered hazardous noise.

The client should include their workplace noise control requirements in a client specification list in the tender document to help avoid unexpected costs during the construction phase. It also allows tenderers to plan how to overcome noise problems in advance.

The client's specifications may include:

- specified noise exposure levels during the construction phase, meeting the exposure standard as a minimum
- using quiet/silenced equipment
- adopting quieter, alternative techniques
- using noise control measures like silencers, barriers, enclosures
- erecting warning signs to identify hazardous noise areas
- using time restrictions, and
- providing personal hearing protection and training.
- Construction Shad Cloth
- Noise Reduction Shad Cloth

# Construction Traffic Management Plan

- Reduced Construction Large Machinery Hours.

## 14.6 Parking Arrangements

All construction staff will park along local roads without disrupting residential parking. Work vehicles parked on streets close to the work site, should be in accordance with the signposted parking restrictions and NSW Road Rules. Vehicles parked on street should not obstruct local resident's access.

## 14.7 Site Hoarding

A suitable temporary hoarding and or scaffolding ("hoarding") is erected within the road reserve to protect the public from the hazards of building construction, alteration or demolition as such, across the Northern Beaches Local Government Area.

Council's Hoarding Guidelines that prescribe the design, installation and maintenance criteria which are used by Council in assessing hoarding applications. Council's Hoarding Guidelines serve to ensure minimal impact to pedestrians, vehicles and street trees in addition to ensuring the public is protected from the hazards of construction.

A Hoarding Permit Application must be lodged to seek approval to erect a hoarding on the road reserve, as required by the Local Government Act 1993 and s138 of the Roads Act 1993. An appropriate fee is to be paid with the application in accordance with the Council's Annual Fees and Charges.

Council may require the relevant documents and supporting information demonstrating compliance with Council's Hoarding Guidelines to be submitted with the application as prescribed on the Hoarding Permit Application form.

An approval to erect a temporary hoarding may be granted under s94 of the Local Government Act 1993 and s138 and s139 of the Roads Act 1993. The approval must be read in conjunction with any conditions of an approved development consent if applicable.

In addition to the Hoarding Guidelines requirements, all hoardings must be erected and installed in accordance with relevant Codes of Practice, including but not necessarily limited to the Code of Practice – Overhead Protective Structures from SafeWork NSW, Construction Work – Code of Practice from Safe Work Australia and the specifications of Council.



# Construction Traffic Management Plan

*A Class hoarding recommended for Site.*

## 15. Vehicle and Plant Movements and practices

Site access will be self-managed, due to the low amount of construction traffic and low impact to the area, left in left out policy will not be utilised.

1. Details of routes to and from site and entry and exit points from site – site specific.
2. Details of roads that may be excluded from use by construction traffic i.e. roads with load limits, quiet residential streets or access/turn restricted streets – site specific.

All vehicles must have a spotter no reversing in and around location.

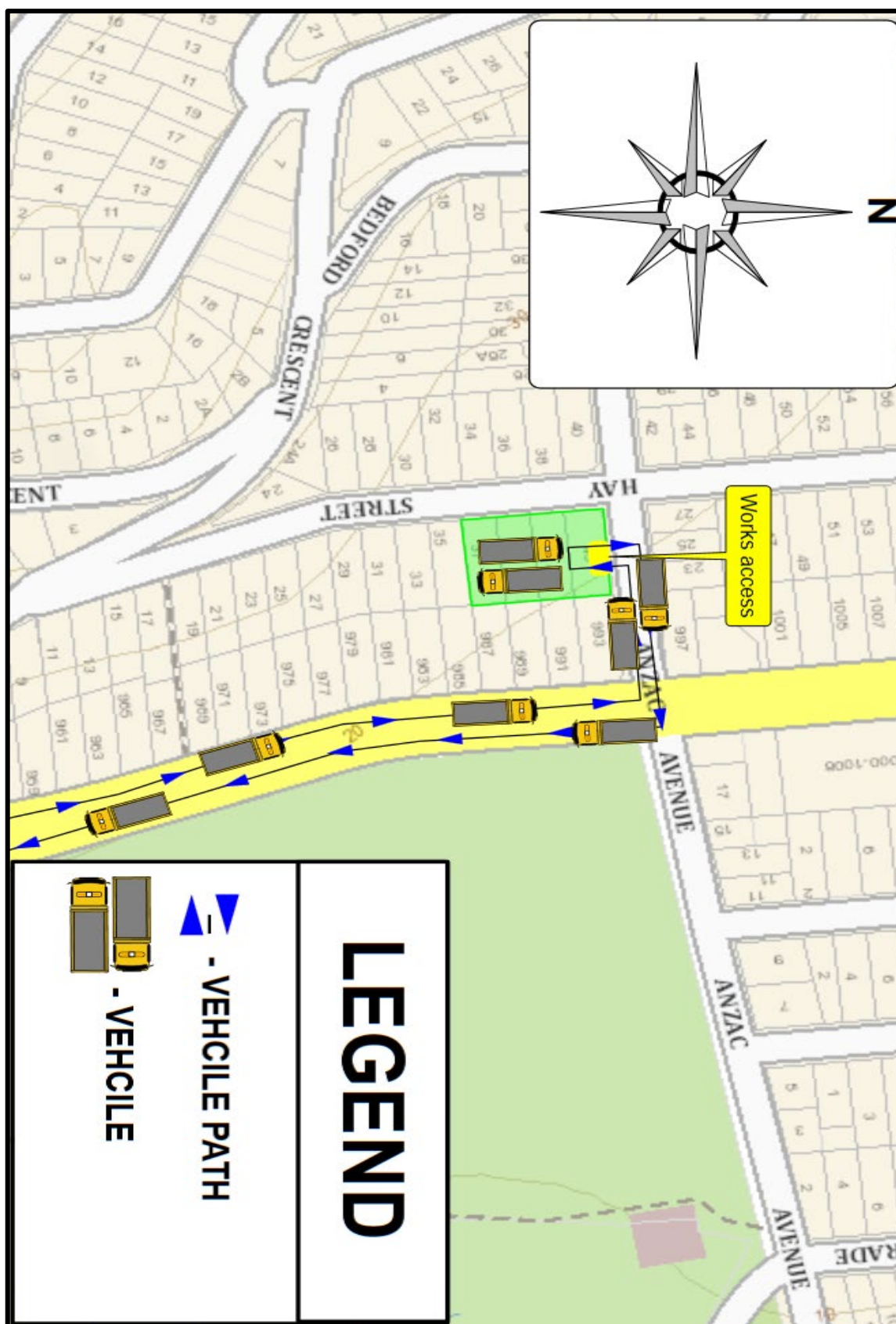
All Drivers on Site must:

- be responsible and accountable for their own actions while operating a company vehicle,
  - must have a current Driver License for the class of vehicle they are operating,
  - comply with all traffic and road legislations,
  - undertake daily pre-start checks of oil, tyre pressures, radiator, and battery levels of company vehicles that they regularly use,
  - drive within the legal speed limit incl. driving to the environmental conditions,
  - not drive outside the approved Heavy Vehicle Routes,
  - not queue on public roads unless an approval has been sought,
  - never drive under the influence of alcohol and other drugs, incl prescriptions and over the counter medication that cause drowsiness, influences brain functions, neural activities, and various vital functions of the body
    - report to their supervisor if they have been prescribed medication prior to the start of the work.
  - avoid distraction when driving.
    - adjust car stereos/mirrors etc. before setting off or pull over to safely do so.
    - not play with their mobile phone while operating the vehicle
  - report ALL near-misses, crashes, and scrapes to their manager,
  - report vehicle defects to a manager prior to the next use of the vehicle,
  - keep loads always covered.
- The largest vehicle that will be used throughout the construction/demolition activity is a 19m long articulated vehicle. – truck and dog vehicles and possible a crane to lift off equipment.
  - Up to 15 vehicle movements a day at peak.
  - Cattle grid, misting hoses for dust suppression, wash out bay for trucks to ensure wheels can be cleaned prior to them being driven on Transport Road.

Work Phase	Vehicle	Vehicle Length (m)	Size (tonnes)	Frequency (Per day)
To Completion	Light Ute	3	2	Onsite Duration
To Completion	Excavator	5	3	Onsite Duration
To Completion	Delivery vehicles - SRV	6	4.5	Onsite Duration
To Completion	Truck and Dog	19	12	Onsite Duration
To Completion	Concrete pump	11.3	9	Onsite Duration
To Completion	Concrete agitator	8	15	Onsite Duration

# Construction Traffic Management Plan

## 15.1 Construction routes to Site.



ENTRY AND EXIT TO SITE

- Site Access will be via Anzac Avenue. Hay street will be partitioned with hoarding and will have 2 driveways.



# Construction Traffic Management Plan

## 16. Risk Assessment of Potential Hazards

It is noted that as per NSW Workplace Health & Safety (WHS) law that the work organiser from the parties involved with the construction accept responsibility for the management of the individual & shared risks & potential hazards associated with non-transferable WHS statute - Posted obligations and common law duty of care provisions. In this situation the parties involved with the construction should continually actively consult and take all reasonable measures to practically excursive their duty of care & legal obligations. Please refer to risk assessment below for specific hazards. Site inductions will be carried out in accordance with the site safety plan documentation for all personnel to comply with.

SWMS	Version Number					
<b>Site Specific Desktop Risk Assessment to develop Site Specific TGS</b>						
Location Of Works:		Description Of Works:		Designer & PCB undertaking RA: PWZTMP Qual #: Date:		
#	TASK	HAZARD	RISK RATING	CONTROL MEASURES	RESIDUE RISK RATING	STAFF RESPONSIBLE FOR CONTROL MEASURES
1	Implementation of approved traffic devices	Struck by vehicle Manual Handling Slips, Trips & Falls Cuts & Abrasions		<ul style="list-style-type: none"> <li>- Follow safe work methods outlined in SWMS and Risk report</li> <li>- Ensure all Traffic Controllers have all accreditations</li> <li>- Clear communication with spotter/driver with potential oncoming motorists</li> <li>- Implement devices in a clear safe position</li> </ul>		All Site Staff
2	Working on foot implementing delineation as per TGS	Struck by vehicle Manual Handling Slips, Trips & Falls Cuts & Abrasions		<ul style="list-style-type: none"> <li>- Follow safe work methods outlined in SWMS and Risk report</li> <li>- Set up off drop deck, use cover vehicle &amp; or TMA at all times</li> <li>- Clear communication with spotter/driver with potential oncoming motorists</li> </ul>		All Site Staff
3	Stopping traffic at stoppage or cross over point	Struck by vehicle Slips, Trips & Falls		<ul style="list-style-type: none"> <li>- Only stop traffic with approved PCTD</li> <li>- Select safe stopping distance</li> <li>- Ensure correct amount of TC's are onsite to safely &amp; effectively manage traffic flow as per TGS</li> <li>- TC'S MUST HAVE ESCAPE ROUTE</li> </ul>		All Site Staff
4	Dealing with irate MOP / Motorist	Struck by vehicle Verbal, Physical, Mental Abuse		<ul style="list-style-type: none"> <li>- Do not engage with irate MOP/ Motorist</li> <li>- Report incident to TL Immediately</li> <li>- Deescalate the situation by continuing with your duties, until TL or representative is available to handle the situation</li> <li>- TC'S MUST HAVE ESCAPE ROUTE</li> </ul>		All Site Staff
5	Pedestrian interaction with works zones / exclusion zones	Struck by vehicle Verbal, Physical, Mental Abuse Slips, Trips & Falls		<ul style="list-style-type: none"> <li>- Set up clear exclusion zones for MOP &amp; WOF, around works zones</li> <li>- Where practical us physical barrier or delineation to guide MOP / WOF safely around exclusion zone</li> <li>- Ensure the correct amount of TC's are onsite to effectively manage the work site</li> </ul>		All Site Staff
6	Performing Dynamic Works (Mobile Works) Including set up & Pack down	Vehicle collision Vehicle Interaction with WOF / MOP		<ul style="list-style-type: none"> <li>- Abide by safe distances outlined in TCAWS V 8.1 between vehicles</li> <li>- Use Covertail/shadow vehicle &amp; Or TMA where possible</li> <li>- Avoid WOF if possible</li> <li>- Follow Safe Work Methods outlined in SWMS</li> </ul>		All Site Staff
1. RISK RATING TABLE (USE FOR INITIAL AND RESIDUAL RISK ASSESSMENTS).						
		CONSEQUENCE				
		1. Insignificant	2. Minor	3. Major	4. Severe	5. Catastrophic
LIKELIHOOD	A. Almost Certain	Medium (1A)	High (2A)	Extreme (3A)	Extreme (4A)	Extreme (5A)
	B. Likely	Medium (1B)	High (2B)	High (3B)	Extreme (4B)	Extreme (5B)
	C. Possible	Low (1C)	Medium (2C)	High (3C)	High (4C)	Extreme (5C)
	D. Unlikely	Low (1D)	Low (2D)	Medium (3D)	High (4D)	Extreme (5D)
	E. Rare	Low (1E)	Low (2E)	Low (3E)	Medium (4E)	High (5E)
<b>4 Extreme</b>		<b>URGENT - Stop work immediately, the risk requires immediate attention</b>				
<b>3 High</b>		<b>Continue with supervision and control measures in SWMS or site risk assessment</b>				
<b>2 Medium</b>		<b>Use control measures to ensure risk is low as reasonably possible</b>				
<b>1 Low</b>		<b>Manage by routine procedures and safe practices</b>				

# Construction Traffic Management Plan

WHS Risk Assessment Form

<b>Area / Activity Assessed</b>		<b>Assessment date:</b>	
<b>Signature:</b>			1.
			2.

<b>Activity / Task</b>	<b>Hazards</b> <i>Identify the hazard and describe how it could cause harm</i>	<b>Raw Risk Level</b>	<b>Current Controls</b> <i>List the current controls in place to reduce risk</i>	<b>Current Risk Level</b>	<b>Possible Further Controls</b> <i>Determine additional suggested controls using the hierarchy of controls</i>
Adverse weather	<ul style="list-style-type: none"> <li>• Heat related illness</li> <li>• Excessive wind</li> <li>• Rain</li> </ul>		<ul style="list-style-type: none"> <li>• Secure marquees</li> <li>• Secure umbrellas</li> <li>• Ensure event staff have access to sunscreen, shade and water throughout the day</li> </ul>		
Traffic Control	<ul style="list-style-type: none"> <li>• Interaction between vehicles and pedestrians causing injury</li> </ul>		<ul style="list-style-type: none"> <li>• Traffic Management Plan, SWMS, RA's provided to MSC by Guardian Traffic Services</li> <li>• Hard barricading (water filled or concrete) to be used</li> <li>• Designated parking areas managed by RFS</li> <li>• Emergency services to be made aware of TMP and parking at the football oval</li> </ul>		
Erection of temporary marquees	<ul style="list-style-type: none"> <li>• Manual handling</li> <li>• Slips, trips, falls</li> <li>• Collapse of marquees</li> </ul>		<ul style="list-style-type: none"> <li>• Hire company to ensure all procedures are followed.</li> </ul>		

# Construction Traffic Management Plan

Activity / Task	Hazards <i>Identify the hazard and describe how it could cause harm</i>	Raw Risk Level	Current Controls <i>List the current controls in place to reduce risk</i>	Current Risk Level	Possible Further Controls <i>Determine additional suggested controls using the hierarchy of controls</i>
			<ul style="list-style-type: none"> <li>• Copies of SWMS provided to MSC prior to event for approval</li> </ul>		
Set out of tables and chairs	<ul style="list-style-type: none"> <li>• Manual handling</li> <li>• Slips, trips, falls</li> </ul>		<ul style="list-style-type: none"> <li>• 2 person lifts when necessary</li> <li>• Use correct manual handling techniques.</li> </ul>		
Stall holders set up	<ul style="list-style-type: none"> <li>• Interaction with moving vehicles</li> <li>• Congestion</li> </ul>		<ul style="list-style-type: none"> <li>• Stall holders to minimise vehicle movements in restricted areas during setup.</li> <li>• Adhere to TMP</li> </ul>		
Evacuation	<ul style="list-style-type: none"> <li>• Crowd crush</li> <li>• Panic</li> <li>• Slips, trips, falls</li> </ul>		<ul style="list-style-type: none"> <li>• Evacuation tool to be used to ensure correct procedure is followed</li> <li>• Emergency Evacuation Points to be established</li> <li>• Intersection of Paxton and Ogilvie Street to remain clear at all times</li> <li>• Water cart at top end of Ogilvie Street and soft barricading to be removed in the event of an emergency or evacuation.</li> <li>• Appropriate number of identifiable marshals on site</li> </ul>		

# Construction Traffic Management Plan

Liquor supply	<ul style="list-style-type: none"> <li>• Inebriated patrons</li> <li>• Underage drinking</li> </ul>		<ul style="list-style-type: none"> <li>• Alcohol vendors are to provide evidence of RSA certification</li> <li>• Patrons are restricted to 4 drinks per vendor</li> <li>• Security and police will monitor</li> </ul>		
Amenities block	<ul style="list-style-type: none"> <li>• Lack of cleanliness</li> </ul>		<ul style="list-style-type: none"> <li>• Cleaning crew to monitor amenities and ensure cleanliness</li> </ul>		
Waste Management	<ul style="list-style-type: none"> <li>• Bins overflowing</li> <li>• Environmental hazards</li> <li>• Manual Handling</li> <li>• Complaints from members of the public</li> </ul>		<ul style="list-style-type: none"> <li>• Cleaning crew to monitor waste management</li> <li>• Small bins to be used to reduce manual handling hazards.</li> <li>• Appropriate PPE to be provided and used</li> </ul>		
High risk areas such as woodchop event, generators, etc	<ul style="list-style-type: none"> <li>• Member of public injured by accessing restricted areas causing personal injury</li> </ul>		<ul style="list-style-type: none"> <li>• Ensure appropriate barricades are used to ensure access to hazardous areas are restricted</li> </ul>		
Carnival rides	<ul style="list-style-type: none"> <li>• Personal injury</li> </ul>		<ul style="list-style-type: none"> <li>• Ensure that contractors provide the required documents, certificates, WWCC and insurances.</li> <li>• Ensure area is well managed and not overcrowded</li> <li>• Ensure inflatables are secured correctly. Anchoring equipment to comply with AS/NZS ISO 8124.1:2023</li> </ul>		
First Aid / emergency response	<ul style="list-style-type: none"> <li>• Person receives and injury</li> </ul>		<ul style="list-style-type: none"> <li>• Beneficial First Aid to be set up in a central location under a</li> </ul>		

# Construction Traffic Management Plan

			<p>marquess that is easily identifiable</p> <ul style="list-style-type: none"> <li>• Emergency vehicle access path is available via Paxton Street and the top end of Ogilvie Street</li> <li>• Emergency services to be made aware of TMP and parking at the football oval</li> </ul>		
Food preparation	<ul style="list-style-type: none"> <li>• Fire</li> <li>• Food poisoning</li> </ul>		<ul style="list-style-type: none"> <li>• Ensure food vendors have appropriate firefighting equipment on site</li> <li>• Emergency vehicle access path is available via Paxton Street and the top end of Ogilvie Street</li> <li>• Ensure that food vendors have completed Councils Temporary Food Stall registration process, possess the necessary current registrations and insurance, and have received approval from the Public Health Officer to trade at the event.</li> </ul>		
People becoming lost	<ul style="list-style-type: none"> <li>• Child, dependent or aged person is separated from their guardian or carer</li> </ul>		<ul style="list-style-type: none"> <li>• Have a plan on what to do should a person be reported missing, or a person is found to be separated from guardian or carer.</li> <li>• Appropriate number of identifiable marshals on site</li> </ul>		
Onboarding	<ul style="list-style-type: none"> <li>• Contractors unaware of MSC WHS expectations</li> </ul>		<ul style="list-style-type: none"> <li>• All major contractors will undertake the MSC onboarding process</li> </ul>		

# Construction Traffic Management Plan

Overcrowding?	•		•		
	•		•		
	•		•		

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# Construction Traffic Management Plan

Further Controls to be Actioned (These three columns must be copied onto Corrective Action Register)			
Corrective Action	Allocated To (Person)	Due By (Date)	
	•		
	•		
	•		
	•		
	•		
	•		
	•		
	•		
<b>Management Agreement to Corrective Actions</b>			
<b>Name:</b>		<b>Date:</b>	
<b>Follow up and Review</b>			
<b>Reviewed Date:</b>		<b>Review Completed by:</b>	<b>Date:</b>
<b>Amendment Record</b>			
Version	Date Reviewed	Description of Amendment	Processed By

# Construction Traffic Management Plan

Risk Matrix		Consequences				
		Negligible No injuries or not requiring first aid	Minor First aid needed	Moderate Medical treatment	Major Serious injury	Severe Death or permanent disability
Likelihood	<b>Certain to occur</b> Expected to occur in most circumstances	Medium	High	High	Extreme	Extreme
	<b>Very Likely</b> Will probably occur in most circumstances	Medium	Medium	High	Extreme	Extreme
	<b>Possible</b> May occur occasionally	Low	Medium	Medium	High	Extreme
	<b>Unlikely</b> Could happen at some time	Low	Low	Medium	Medium	High
	<b>Rare</b> May happen only in exceptional circumstances	Low	Low	Low	Medium	High

To use the Risk Matrix to estimate a Risk Rating:

1. Estimate the most likely potential severity of the consequences
2. Estimate the likelihood that the hazard could cause that consequence
3. Find the cell of the matrix where the row corresponding with the likelihood intersects with the column corresponding to the consequence, read the risk level written in that cell, and record it in the Risk Rating column.
4. Ensure all risks are controlled as per the below Risk Tolerance table.



# Construction Traffic Management Plan

Current Risk Level	Risk Tolerance	Risk Review Period
Extreme	Immediate action required – Activity must not proceed until steps are taken to reduce risk to as low as reasonably practicable, using level 1 or 2 controls	N/A
High	Activity may proceed if a SWMS or SWI/ SOP is in place, however further risk control measures must be considered for future work, in order to reduce risks to as low as reasonably practicable	1 year
Medium	Further risk control measures should be considered, in order to reduce risk to as low as reasonably practicable	2 years
Low	Maintain effectiveness of current controls	2 years

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# Construction Traffic Management Plan

## 17. Traffic Management Conditions

Term	Definition
<b>Competency – Implement Traffic Control Plans (ITCP)</b>	This course provides training for personnel required to select a Hunter Water-approved Traffic Control Plan (TCP) and set up and work with Traffic Control Guidance Schemes/Traffic Control Plans at a work site. Implementers can make minor adjustments per A.S 4.1.6 and Traffic Control at Worksites manual section 3.5.8 'Tolerances on positioning signs and devices. This course does not qualify a participant to control traffic with a Stop/Slow bat or modify existing TCP.
<b>Competency – Prepare Work Zone Traffic Management Plans (PWZTMP)</b>	This course provides training for personnel required to design new traffic management plans and TCGS/TCPs for road works, produce major upgrades of standard plans and inspect TCPs on any road construction site. This course does not qualify a participant to control traffic with a Stop/Slow bat or set up work with TCPs. This program is suited to experienced traffic control/management operators.
<b>Competency – Traffic Controller (TC)</b>	This level of training is intended for personnel who are required to control traffic with a Stop/Slow bat. This course does not qualify a participant to set up or work with TCP.
<b>Risk Observation</b>	A Risk Observation is an observation checklist written for each Risk Standard. The FRO process has leaders complete scheduled observations and reinforce the critical elements of the RS. The process provides positive reinforcement and correct feedback to the observed and builds the leader's capability to conduct the observation.
<b>Risk Standard (RS)</b>	The Risk Standards are a Water Services Association Australia (WSAA) initiative to collectively identify the industry fatality potential topics and identify the critical controls (i.e. "must do's, golden rules, critical elements") to provide clarity to workers and leaders on the controls that will prevent fatality.
<b>Hazard</b>	A situation that can harm a person and the environment and damage property.
<b>Line Leader</b>	A Line Leader is a person with day-to-day supervisory responsibilities for workers within a functional area of the business. A Line Leader includes, but is not limited to, Gangers, Area Coordinators, and Work Group Leaders.
<b>Manager</b>	A person is responsible for managing a functional area of the business, including the workers within the relevant functional area. This includes, but is not limited to, Group Managers, Business Unit Managers, department managers, and Project Managers. A manager is also considered a worker. However, managers may have additional responsibilities for implementing the WHS Management System and any other duties as an officer of the business.
<b>PCBU</b>	A 'person conducting a business or undertaking' (PCBU) is a legal term under WHS laws for individuals, businesses or organisations conducting business. A person who performs work for a PCBU is considered a worker.
<b>Plan – Pedestrian Movement Plan (PMP)</b>	A diagram showing the allocated travel paths for workers and pedestrians around or through a work site. A PMP may be superimposed or combined with a TCP.

## 18. Traffic Incident Management Plan, and Site Inspections

### 18.1 Reporting & Investigation of Incidents:

WH&S system requires that all workplace accidents, injuries, and safety related incidents be reported and investigated.

The purpose of reporting and investigation of such incidents is to determine the causes so that action can be initiated to prevent the recurrence of similar incidents. Through the monitoring of these reports, management may become aware of unsafe trends and take the appropriate preventative measures to minimize the risk of a more serious occurrence. Accident reports and investigation are necessary requirements for both legal and insurance purposes. Safety incidents not resulting in property damage or injury must be treated as matters of importance in that such incidents are indicators of possible future safety problems.

The following procedure must be adopted in the handling of safety incidents: -

- Wherever possible blame must not be directed towards specific personnel so that all personnel without the fear of recrimination will freely report all safety incidents. This open atmosphere must be encouraged in all personnel.
- The safety committee is to review all safety incidents and make.
- Recommendations with respect to any proposed remedial actions.
- The safety committee should review all medical treatment and first aid requirements. This will include a review of all entries in the first aid book since the last safety committee meeting.

### 18.2 Safety Investigations

- An investigation of all safety incidents is to take place irrespective of whether a lost time injury occurs.
- The investigation is to be conducted by the relevant manager with assistance from the safety officer and safety committee members.
- Initial identification of all the factors leading to the incident should be made irrespective of whether they were primary causes or not.
- Using these factors preventative controls should be established to minimize the likelihood of recurrence. As prevention is the main issue in these investigations, blame should not be directed towards personnel, as this often inhibits the flow of information.

# Construction Traffic Management Plan

- Interviews with persons involved in the incident should take place as soon as possible after the occurrence. Signed statements should be taken at the interview. Sketches or photographs should be made of the scene and should be incorporated into the investigation along with any relevant notes.

## 18.3 Post-accident / Incident action

All safety incidents, even though no physical injury or property damage has resulted, should be investigated in the same manner as would occur in that of an incident involving injury or property damage and if necessary to service providers.

### **EMERGENCY PROCEDURE IN THE EVENT OF VEHICLE ACCIDENT**

In the event of an accident involving vehicles, the following steps should be taken by personnel present or as otherwise directed by the Project Manager or Project Supervisor.

#### **Perform a Quick Assessment**

- **Danger to self**
- **Danger to other people**
- **Danger to approaching traffic**
- **Scale of accident**

Depending on assessment, implement combination of the following:

1. Notify the Project Manager or the Project Supervisor or who will advise the Project Manager;
2. If injured person follow procedure for medical emergency;
3. If fire present follow fire emergency procedure for fire events;
4. As Applicable, ring 000 and ask for Police, give the following information to the operator:
  - Your name and contact number;
  - The location of the incident;
  - Description of the incident;
  - Other information for other emergency services as applicable;
5. As applicable warn other traffic and control the flow of traffic to avoid further accidents;
6. At all vehicular accidents it should be determined if there are any fuel leakages and the battery isolated if safe to do so;
7. Accident is to be reported to the Police if anyone is hurt or injured in the accident or more than just minor damage is done due to the accident;
8. Ensure all persons proceed to the nominated Emergency Assembly Point;
9. The Project Manager shall ensure:
  - The Project Supervisor is advised;
  - For significant incidents the Operations Manager and Systems Manager are notified;
  - All incidents are promptly reported to The Traffic Controllers Head Office (Tel: 02:8292 0133) (This is in addition to notifying the Operations Manager and Systems Manager as above)
  - The client is advised as contract requirements.

Note: The incident reporting procedures as in the Project Plan also apply.

**The evacuation point for the work location will be specified at the daily Pre-Work Briefing if different to that displayed at the Site Office.**

# Construction Traffic Management Plan

## 18.4 Safety inspections

Management to identify and control current and potential safety issues carry out safety inspections at random intervals. Inspections may be directed towards specific items of equipment, locations, practices, or procedures.

## 18.5 Inspection personnel

Safety inspections are carried out either by an inspection team or an individual. Persons who may carry out a safety inspection may include -

A member or members of the safety committee, safety officer, manager, operations supervisor. Where specific knowledge or skills are required to evaluate safety within an area, then outside personnel with such skills or technical knowledge may be included in the inspection team or provide an interpretation of the team's findings for management.

## 18.6 Inspections

Safety inspections are to be carried out at a frequency as indicated by management, the safety committee, or the safety officer.

Routine equipment inspections are to be carried out on a daily basis by field crews under the supervision of the crew leading hand.

## 18.7 Checklists

General safety inspections do not follow a pro-forma checklist however management or the safety committee may form inspection checklists as and when required. Routine daily equipment inspections will follow the standard daily equipment checklist.

## 18.8 Follow up inspections.

Where ongoing health and safety issues are identified or where confirmation is required that a specific action has taken place, then a follow up inspection may be required. Any follow up inspection is to refer to the previous inspection records to confirm that appropriate action has taken place.

# Construction Traffic Management Plan

## 18.9 Third party inspections

Third party safety inspections may take place by relevant authorities to verify that company operations are providing a safe workplace in accordance with current legislation. These inspections may occur because of the following actions: -

- A request by management
- A contractual requirement
- A legislative requirement

Particular groups, which may be involved in third party inspections may include -

- Statutory authorities (WorkSafe Australia)
- Insurance companies
- Contracting parties

All feedback emanating from such third-party inspections shall be presented and discussed at the safety committee meeting immediately upon receipt wherever possible.

Worker injury management records and return to event program records are kept in a central location.

## 18.10 Reporting and communication

Reporting and communication of the results of traffic incident investigations, and lessons learned must be completed through an Incident & Investigation report as listed below. The Traffic manager will intend to call a collective meeting with those involved in the incident and provide a breakdown lesson of corrective actions and continue to introduce that across the board for future instances.

# Construction Traffic Management Plan

## INJURY AND INCIDENT REPORT

All incidents and injuries are to be reported to the site / dept manager immediately.

**ALL incidents must be reported within 24 hours to:**

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Name of person injured / involved in the incident:		Date of Incident:	
Rego of Company Vehicle involved in the incident:			
Contact details of Person injured / involved in the incident:		Time of Incident:	
Date of Birth of person injured / involved in incident:		Location / address where incident occurred:	
Site / Company Division: (according to injured worker's pay slip)			
<b>Incident Details (tick one box)</b>			
<input type="checkbox"/> Injury	<input type="checkbox"/> Lost person	<input type="checkbox"/> Complaint	
<input type="checkbox"/> Accident	<input type="checkbox"/> Lost / found property	<input type="checkbox"/> Workplace Grievances	

# Construction Traffic Management Plan

<input type="checkbox"/> Near Miss Incident	<input type="checkbox"/> Property/ plant/ equipment maintenance requirement	<input type="checkbox"/> Security / theft
<input type="checkbox"/> Policy/ procedure / legislation non-compliance	<input type="checkbox"/> Property/ plant/ equipment damage	<input type="checkbox"/> Emergency e.g. fire
<input type="checkbox"/> Evacuation	<input type="checkbox"/> Threats	<input type="checkbox"/> Other:

Name of Person reporting the injury / incident to WHS / Site Manager:

Contact details of Manager:

Who witnessed the injury / incident ?

Contact details of witness:

**Describe how the injury / accident / incident occurred**



# Construction Traffic Management Plan

What were the consequences of the injury / accident / incident?

Where did the injury / accident / incident occur:

- At work – working in usual work place
- At work – working away from normal work place
- At work – during a break time
- At work – while driving (road traffic accident)
- At work – during normal working hours
- At work – outside of normal working hours

# Construction Traffic Management Plan

Commuting to / from the work place

Away from the work place

Other –

**Task being performed at the time of injury / incident ?**

**Industry in which the injury / incident occurred? (E.g. Poultry / Transport / Workshop etc.)**

**Has a SWMS of Safety Induction relating to the incident been signed off by the worker involved in the incident ?**

Attach SWMS & highlight the area of training

Attach the signed training register

**Signature of Person Injured / Involved with Incident**

**Date Incident Reported:**

**Name & Signature of WHS Officer:**

**Date Incident Report Received:**

**Name & Signature Manager / Coordinator/ Supervisor**

**Date Incident Reported**

# Construction Traffic Management Plan

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## Statement from Person directly involved with the incident or injury

These questions are to be answered by the person involved with the injury/ incident.

How many hours had you been working prior to the injury / incident?

.....

How many hours had you been working on the task where the injury / incident happened?

.....

Is this task part of your normal duties?    YES    NO

What do you think caused or contributed to the injury / incident?

.....

What do you think could be done to prevent the injury / incident happening again?

.....

### FOR HEAD OFFICE USE:

To be completed by WHS Officer

# Construction Traffic Management Plan

RISK CONTROL OPTIONS	EXPLANATION		COMMENTS
Elimination	Is it possible to get rid of the hazard altogether? Do we have to do the task at all?		
Substitution	Is it possible to redesign the job? Can we replace one hazardous part of the problem with something less hazardous?		
Isolation	Can we separate the hazard from the person at risk e.g. can we put up a banner or enclose the job so that less people are exposed?		
Engineering means	Can we create something that lessens the risk? Can we get mechanical aids, like lifting equipment, safety guards?		
Administration means	Do we need to create or change our current work practices? Do we need to provide training? Do we need to reinforce company rules?		
Personal Protective Equipment	Is the PPE currently in use sufficient? Was the PPE being used correctly? Does the PPE need to be replaced?		
WHSO REPORTED THE INJURY TO THE SCHEME AGENT WITHIN 48 HOURS:		DATE:	INSURER:

# Construction Traffic Management Plan

		CLAIM NO:
WORKCOVER MEDICAL PRACTITIONER'S:	DATE:	CONTACT NO:
NOTE RECEIVED AND ATTACHED:		DOCTOR:
<b>ACCIDENT REPORTED TO:</b>	<b>DATE:</b>	<b>CASE NO:</b>
<b>ACCIDENT REPORTED TO INSURANCE:</b>	<b>DATE:</b>	<b>CLAIM NO:</b>

## FOR INJURY MANAGEMENT AND RETURN TO WORK

WORKER CEASED DUTIES	DATE:	TIME:	COMMENTS OR RECOMMENDATIONS (IF ANY)
WORKER RESUMED NORMAL DUTIES	DATE:	TIME:	
WORKER ON SUITABLE DUTIES	FROM DATE:	TO DATE:	
EMPLOYEE RATE OF PAY			

# Construction Traffic Management Plan

## INVESTIGATION REPORT

<b>Date:</b>	
<b>Investigation Team:</b>	

### INCIDENT DESCRIPTION

<b>LOCATION:</b>	
<b>TIME:</b>	
<b>DATE:</b>	
<b>TYPE:</b>	

### DETAILS OF PERSON INVOLVED

<b>NAME:</b>	
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# Construction Traffic Management Plan

<b>COMPANY:</b>	
<b>DATE OF BIRTH:</b>	

<b>DETAILS OF EQUIPMENT INVOLVED</b>

<b>WITNESS STATEMENT</b>	
<b>Name:</b>	
<b>Contact Number:</b>	

# Construction Traffic Management Plan

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## BRIEF DESCRIPTION OF INCIDENT

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## TIMELINE OF EVENTS

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# Construction Traffic Management Plan

<b>IMMEDIATE ACTIONS TAKEN</b>
<b>EVIDENCE COLLECTED</b>
<b>CORRECTIVE ACTIONS</b>

## 18. Public Notification

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*Public notification letters will be issued 1 week prior to commencement on-site.*

*Adjoining property owners will be kept advised of the timeframes for completion of each phase of development/construction process.*

*Consultation with developers undertaking major development works within a 250m radius of the subject site to ensure that appropriate measures are in place to prevent the combined impact of construction activities, such as (but not limited to) concrete pours, crane lifts and dump truck routes. These communications must be documented and submitted to Council prior to work commencing on site."*

## 19. Environmental Compliance

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The building work, or demolition work, must not be commenced until:

- A Construction Certificate has been obtained from Council or an Accredited Certifier in accordance with the Environmental Planning and Assessment Act 1979;
- (b) A Principal Certifying Authority has been appointed and Council has been notified of the appointment in accordance with the Environmental Planning and Assessment Act 1979 and Environmental Planning and Assessment Regulation 2000; and
- (c) Council is given at least two days' notice in writing of the intention to commence the building works.

Containment and removal of any hazardous materials in accordance with EPA regulations;  
Regular cleaning of street.

Noise pollution will be minimized through a range of measures such as: o Control of noise at source where practicable (e.g., using screenings, shielding);

Use of noise suppression covers when plant and machinery is operational;

Use of electrically powered plant where possible; Where possible, noisy plant equipment will be kept away from sensitive noise boundaries or alternatively within enclosures.

Noise from construction activities shall comply with the Protection of the Environmental Operations (Noise Control) Regulation 2017.

Refer to Horticultural Management - AIA - 24 Rocher Ave, Hunters Hill v3 – Below.



# Construction Traffic Management Plan

## Appendix B (Permits) & (Council Conditions)

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Road opening approval is also required for works within the public road reserve including connections to existing services.

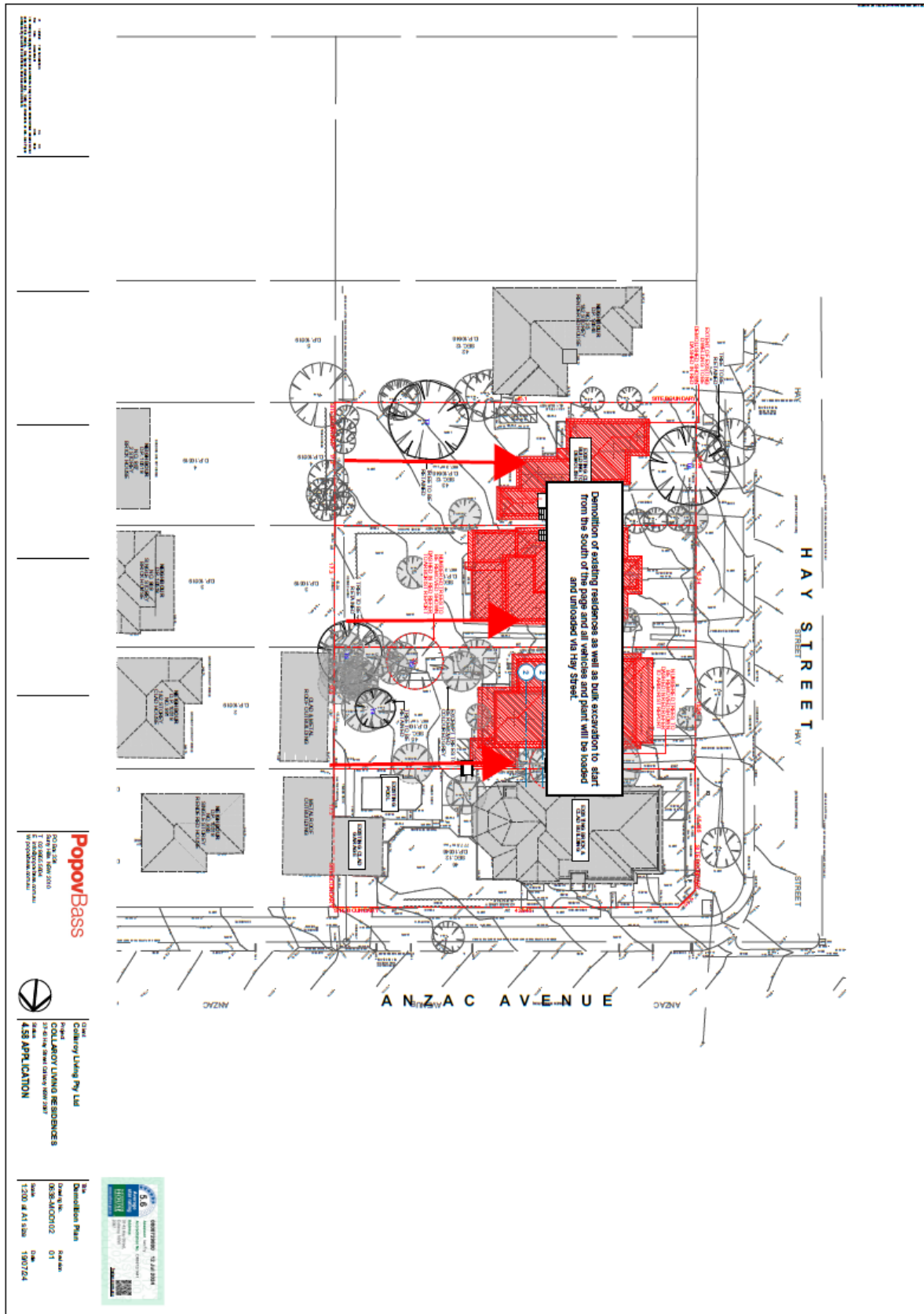
Application forms for road occupancy and road opening permits as well as works zone are available on Council's website. The applications are to include worksite specific traffic control plans. All application forms are to be submitted online to Council Transport Management Unit for approval.

Road occupancy approval is required for closures/works within the existing public road, road reserve and footpath, including but not limited to placing construction plants such as concrete pumps, mobile crane etc.

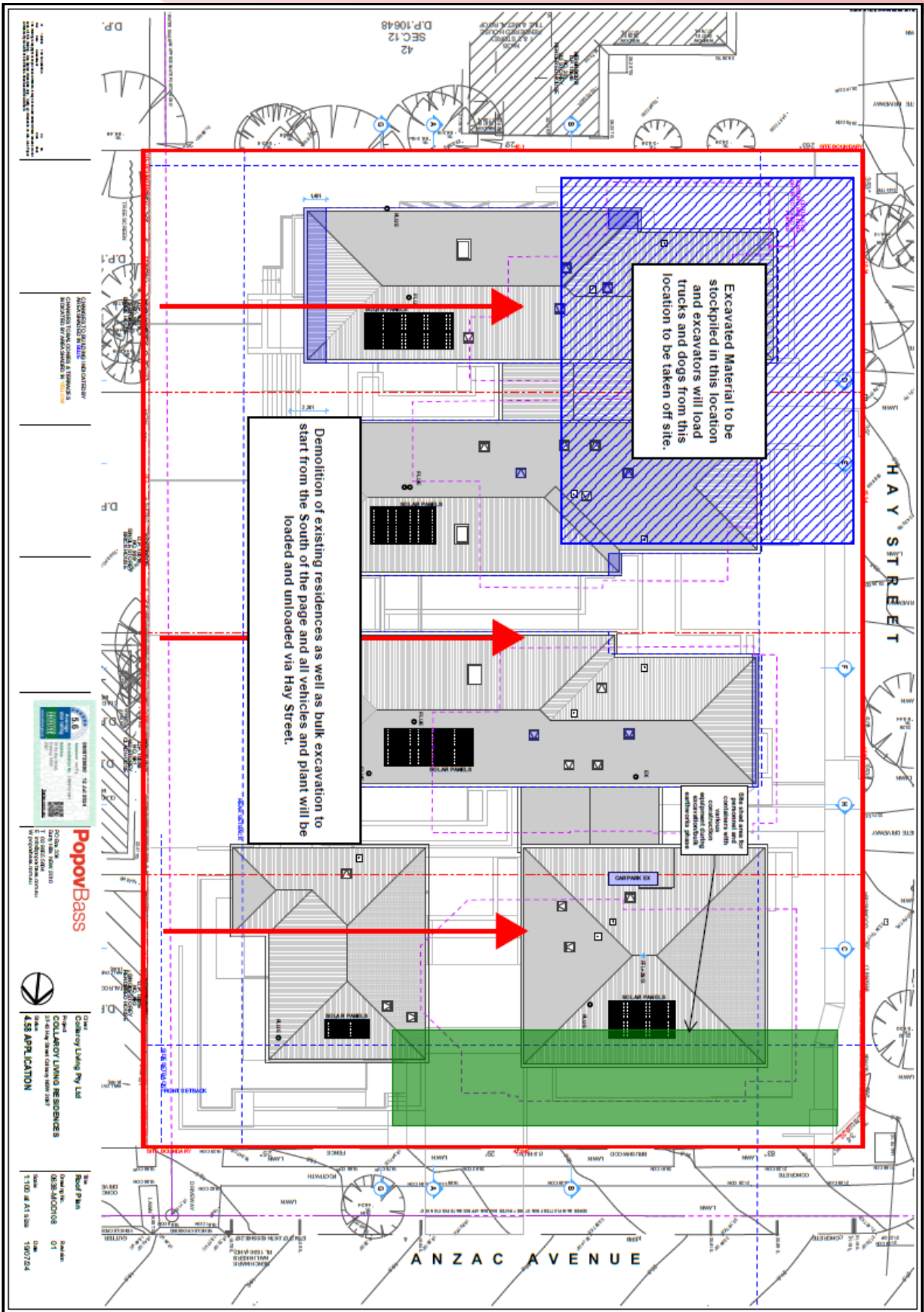
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# Construction Traffic Management Plan

## Appendix C (Construction documents & Site Plans)



# Construction Traffic Management Plan





### CERTIFICATE OF CURRENCY

In our capacity as Insurance Brokers, we hereby certify that the undermentioned Insurance Contracts are current as at 1 August 2024.

This certificate is issued as a matter of information only and confers no rights upon the certificate holder. This certificate does not amend, extend or alter the coverage afforded by the policy below.

**CLASS:** Public & Products Liability

**INSURED:** The Traffic Controllers Pty Ltd, The Traffic Controllers Australia Pty Ltd

**INSURER:** The Barn Underwriting Agency – Certain Underwriters at Lloyd's under Agreement No. B0429BA2206804

**POLICY NUMBER:** BARNPPL210510

**POLICY WORDING:** General Liability Insurance Policy 2021.10

**EXPIRY DATE:** 4:00pm on 5 August 2025

**LIMIT OF LIABILITY:** \$20,000,000 any one occurrence  
\$20,000,000 in the aggregate in relation to **Products Liability**

**GEOGRAPHICAL LIMITS:** Worldwide excluding North America, North Korea, Iran and Cuba

**INTERESTED PARTY:** Nil Advised

Yours faithfully,  


**Brett Clark**  
Portfolio Manager

**NOTICE TO OUR VALUED CLIENTS**

We are dedicated to delivering the best possible service to you.

You can view our FSG, Privacy Policy, feedback and complaints process here - <https://www.gsaib.com.au/notice-to-our-valued-clients>

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GSA Insurance Brokers Pty Ltd (GSA)  
ABN: 34 084 437 196 AFSL: 238477

Only to be used with TTC Traffic Management – not to be used for construction or anything else regarding the project.



# Construction Traffic Management Plan

## Appendix E Arborists Report

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**Not Required**

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# Construction Traffic Management Plan

## Disclaimer:

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TTC is committed to providing a safe working environment to all employees, contractors visitors and general public. Managing traffic at a construction workplace is an important part of ensuring the workplace is without risks to health and safety. We will manage all traffic including vehicles moving around the workplace.

Traffic includes cars, trucks and powered mobile plant, pedestrians, employees, cyclists, visitors, and contractors.

TTC policies and procedures will ensure as far as is reasonably practicable, workers and others are not exposed to health and safety risks arising from any works to be undertaken. We are committed to implementing control measures to prevent any injuries by moving vehicles at the workplace.

Our key objectives include.

- Demonstrate compliance with all applicable Work Health and Safety and Traffic Management Legislations, Regulations, Guidelines, Manuals and Australian Standards.
- Develop and maintain zero harm culture.
- Provide the highest practicable level of protection to road workers and any personnel that might be affected by the works for the duration of the project.
- Provide assistance to all traffic during the construction phase.
- Minimise vehicles movements or minimise the related risks.
- Develop Specific Traffic Management and Traffic Control plans.

TTC is committed to providing continuous update of all our procedures and plans to all relevant employees and stakeholders through regular trainings and inspections.

Ali Kerde- Prepare a Work Zone Traffic Management Plan Card No: TCT0003044 Approved by Chris Joleski Prepare a Work Zone Traffic Management Plan Card No: TCT00139332

(TTC) does not hold any responsibility for the incorrect or unlawful use of this Construction Traffic Management Plan, any amendments that are to be made to this document may only be done by (TTC) or authorised representative. All Amendments required to this document in future will incur a charge for the service per amendment relative to what information was originally provided.