



Construction Traffic Management Plan

6 Grand Ave, Rosehill, NSW, 2142
State Significant Development SSD-55522478

Vaughan Constructions Pty Ltd

9A Commercial Road
Kingsgrove, NSW 2208

Prepared by:

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SLR Project No.: 630.031417.00001

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Basis of Report

This report has been prepared by SLR Consulting Australia Pty Ltd (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Vaughan Constructions Pty Ltd (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of the Client. No warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the Client and others in respect of any matters outside the agreed scope of the work.



Table of Contents

Basis of Report	i
1.0 Introduction	1
1.1 Context.....	1
1.2 Conditions of Consent.....	1
1.3 Reference Documents and Stakeholder Consultation	3
2.0 Development Overview	5
2.1 Site Location	5
2.2 Surrounding Road Network	5
2.3 Approved Development.....	6
3.0 Construction Phase Overview.....	8
3.1 Construction Activities and Staging	8
3.2 Construction Hours.....	8
3.3 Site Contact Details.....	9
3.4 Site Access	9
3.4.1 Construction Access Arrangements.....	9
3.4.2 Construction Vehicle Routes	9
3.5 Internal Circulation Roads, Car Parking and Loading / Unloading Areas	10
3.6 Construction Phase Traffic Demands	11
4.0 Safety Assessment	12
4.1 Site Access	12
4.2 Emergency Vehicles.....	12
4.3 Closest Hospital / Medical Centre.....	12
5.0 Construction Phase Traffic Management Measures.....	13
5.1 Drivers Code of Conduct	13
5.2 Traffic Guidance Scheme.....	13
5.3 Site Management	13
5.4 Heavy Vehicle Management.....	13
5.4.1 General Requirements	13
5.4.2 Noise Management	14
5.4.3 Dust Management	14
5.5 Mitigation Measures	14
5.6 Risk Assessment.....	15
6.0 CTMP Monitoring / Review & Improvement Process	16
6.1 Implementation.....	16
6.2 Monitoring and Review.....	16



6.3	Work Site Inspections, Recording and Reporting.....	18
6.3.1	Incident Management.....	18
6.4	Contingency Plan	19
6.5	Communications Strategy	22

Tables in Text

Table 1	Consolidated Consent: CTMP Requirements.....	1
Table 2	TfNSW Endorsement Conditions	4
Table 3	Key Roads.....	5
Table 4	Planned Construction Programme	8
Table 5	Construction Vehicle Movement Volumes.....	11
Table 6	Mitigation Measures – Responsibility and Timing.....	14
Table 7	CTMP Monitoring and Review - Triggers	17
Table 8	Review of Activities – Example Template	18
Table 9	Contingency Plan.....	20
Table 10	Response Strategy	22
Table 11	Communications Strategy.....	23

Figures in Text

Figure 1	Site Location.....	5
Figure 2	Approved Estate Layout and External Access Arrangements	7
Figure 3	Construction Access Arrangements.....	9
Figure 4	Construction Vehicle Routes.....	10

Appendices

Appendix A	Curriculum Vitae – Brendyn Rheinberger
Appendix B	Site Plans
Appendix C	Drivers Code of Conduct
Appendix D	Traffic Guidance Scheme
Appendix E	Risk Assessment
Appendix F	Correspondence with Parramatta Light Rail Stage 2 Project Team
Appendix G	Correspondence with Sydney Metro West Project Team
Appendix H	Endorsement Conditions from Transport for New South Wales
Appendix I	City of Parramatta Concurrence and Consultation



1.0 Introduction

1.1 Context

SLR Consulting Australia Pty Ltd (**SLR**) has been engaged by Vaughan Constructions Pty Ltd (**VC**) to prepare a Construction Traffic Management Plan (**CTMP**) for the construction of a multi-level warehouse facility located at 6 Grand Avenue, Rosehill, NSW.

This CTMP is required to satisfy Conditions B1 and B2 of the Development Consent issued by NSW Government's Department of Planning, Housing and Infrastructure (**DPHI**). It is understood that DPHI requires the preparation of a CTMP prior to the commencement of construction works to be in compliance with the general development controls.

This CTMP has been prepared under the supervision of Brendyn Rheinberger, who is a suitably qualified and experienced person. Brendyn holds the following accreditation:

- Engineers Australia, Chartered Professional Engineer (**CPEng**).
- SafeWork NSW Traffic Control Work, Prepare A Work Zone Traffic Management Plan, Number: TCT1044529.
- Queensland Department of Transport and Main Roads, Traffic Management Design (**TMD**), Number: OP 951.

Brendyn's CV is provided at **Appendix A** for further details.

1.2 Conditions of Consent

The CTMP has been prepared to satisfy the requirements of the Development Consent in relation to application number SSD-55522478 and to manage the potential impacts of the traffic demands associated with the construction phase of the Development on the surrounding road network. The specific requirements of the Consolidated Consent relevant to this CTMP are produced in **Table 1** along with a response as to how each requirement has been addressed herein.

Table 1 Consolidated Consent: CTMP Requirements

Item No.	Condition Requirement	CTMP Section
A8	Where conditions of this consent require consultation with an identified party, the Applicant must:	-
(a)	consult with the relevant party prior to submitting the subject document to the Planning Secretary for approval; and	Section 1.3
(b)	provide details of the consultation undertaken including: (i) the outcome of that consultation, matters resolved and unresolved; and (ii) details of any disagreement remaining between the party consulted and the Applicant and how the Applicant has addressed the matters not resolved.	Section 1.3
B1	Prior to the commencement of construction of the development, the Applicant must prepare a Construction Traffic Management Plan for the development to the satisfaction of the Planning Secretary. The plan must form part of the CEMP required by condition C2 and must:	-
(a)	be Prepared by a suitably qualified and experienced person(s);	Section 1.1



Item No.	Condition Requirement	CTMP Section
(b)	be prepared in consultation with Council and TfNSW (including Sydney Metro West and Parramatta Light Rail Stage 2 project teams);	Section 1.3
(c)	detail the measures that are to be implemented to ensure road safety and network efficiency during construction;	Section 5, Section 6.4
(d)	consider other projects within or around the development site, including Parramatta Light Rail Stage 2, Sydney West Metro and private development and identify measures to minimise the cumulative impacts on the surrounding road network;	Section 1.3, Appendix F and G.
(e)	detail measures to minimise potential impacts to general traffic, cyclists, pedestrians, bus services and any light rail within the vicinity of the site from construction vehicles;	Section 3.4
(f)	detail: (i) heavy vehicle routes, access and parking arrangements (ii) methods for minimising construction vehicle movements during peak periods; (iii) crane arrangements including location and crane movement plan; (iv) plan of any hoarding or scaffolding;	Section 3.4, 3.5 and Appendix B
(g)	include a Driver Code of Conduct to: (i). minimise the impacts of earthworks and construction on the local and regional road network; (ii). minimise conflicts with other road users; (iii). minimise road traffic noise; (iv). ensure truck drivers use specified routes;	Section 5.1 and Appendix C
(h)	include a program to monitor the effectiveness of these measures; and	Section 6.0
(i)	detail procedures for consulting with surrounding businesses during construction and notifying residents and the community (including local schools), of any potential disruptions to routes.	Section 6.5
B2	The Applicant must:	-
(a)	not commence construction until the Construction Traffic Management Plan required by condition B1 is approved by the Planning Secretary; and	Noted and reiterated within Section 6.1
(b)	implement the most recent version of the Construction Traffic Management Plan approved by the Planning Secretary for the duration of construction.	Noted and reiterated within Section 6.1
B26	During construction of the development, the Applicant must ensure that:	
(b)	all trucks entering or leaving the site with loads have their loads covered;	Section 5
(c)	trucks associated with the development do not track dirt onto the public road network	Section 5
(d)	public roads used by these trucks are kept clean	Section 5
C1	Management plans required under this consent must be prepared in accordance with relevant guidelines, and include:	Section 6
(b)	detailed baseline data, where required;	Section 1.3 and 3.6



Item No.	Condition Requirement	CTMP Section
(c)	details of: (i) the relevant statutory requirements (including any relevant approval, licence or lease conditions); (ii) any relevant limits or performance measures and criteria; and (iii) the specific performance indicators that are proposed to be used to judge the performance of, or guide the implementation of, the development or any management measures;	Sections 1.2 and 5.4
(d)	a description of the measures to be implemented to comply with the relevant statutory requirements, limits, or performance measures and criteria;	Sections 4, 5 and 6
(e)	a program to monitor and report on the: (i) impacts and environmental performance of the development; and (ii) effectiveness of the management measures set out pursuant to paragraph (c) above;	Section 6
(f)	a contingency plan to manage any unpredicted impacts and their consequences and to ensure that ongoing impacts reduce to levels below relevant impact assessment criteria as quickly as possible;	Section 6.4
(g)	a program to investigate and implement ways to improve the environmental performance of the development over time;	Section 6
(h)	a protocol for managing and reporting any: (i). incident and any non-compliance (specifically including any exceedance of the impact assessment criteria and performance criteria); (ii). complaint; (iii). failure to comply with statutory requirements;	Sections 6.3.1 and 6.5
(i)	a protocol for periodic review of the plan	Section 6.2

1.3 Reference Documents and Stakeholder Consultation

Reference is made to the following documents which have been previously prepared in relation to the development as part of the State Significant Development Application:

- *Transport Management and Accessibility Plan*, dated 29 November 2023 prepared by Ason Group.

The above traffic and construction-related report is referred to herein where necessary.

Further to the above, this CTMP has been prepared to meet the requirements outlined in Appendix A and Appendix E, Section E.2 of the Transport for NSW (**TfNSW**) *Traffic Control at Work Sites Technical Manual* (Issue No. 6.1, Feb 2022).

In regard to authority consultation, the previous version of this document, being the SLR CTMP Version 1.0, has been issued to the Parramatta Light Rail Stage 2 and Sydney Metro West project teams for review, with evidence of this consultation provided at **Appendix F** and **G**.

The previous Version 1.0 was also issued to TfNSW and City of Parramatta Council (CPC or Council) representatives, as the key stakeholders, for their review and comment as part of the development of this CTMP. The comments received have been included in this revised version of this CTMP. Where a comment required an amendment to this CTMP, this has been actioned and incorporated. Where an amendment to a condition has been sought, this correspondence is documented and is provided at **Appendix I**. Now that all stakeholder comments have been



addressed and incorporated into this CTMP, this version, being Version 1.1 will be issued to DPHI for approval by the Planning Secretary.

Table 2 has been updated following receipt of TfNSW endorsement conditions via email on 16 September 2024 as shown in **Appendix H**.

Table 2 TfNSW Endorsement Conditions

No.	Condition
1	Any Traffic guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
2	Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals.
3	Access to be maintained for residents, businesses, public transport services and emergency vehicles at all times.
4	Under no circumstances are vehicles to drive directly onto the Light Rail corridor nor park and/or lay up on any part of the corridor.
5	No marshalling or queueing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to sue parking bay/work zone must continue to a holding point until space becomes available.
6	When heavy vehicles are entering or leaving the site a spotter is to be provided to manage any conflicts between pedestrians and heavy vehicles.
7	No infrastructure, including bins, tanks or traffic control equipment should be left on the road at any time, inclusive of any approved Work Zone. All non-vehicular items must be contained with the work area and not on the carriageway.
8	Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742.
9	Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic, Light Rail and pedestrian movements in this area.



2.0 Development Overview

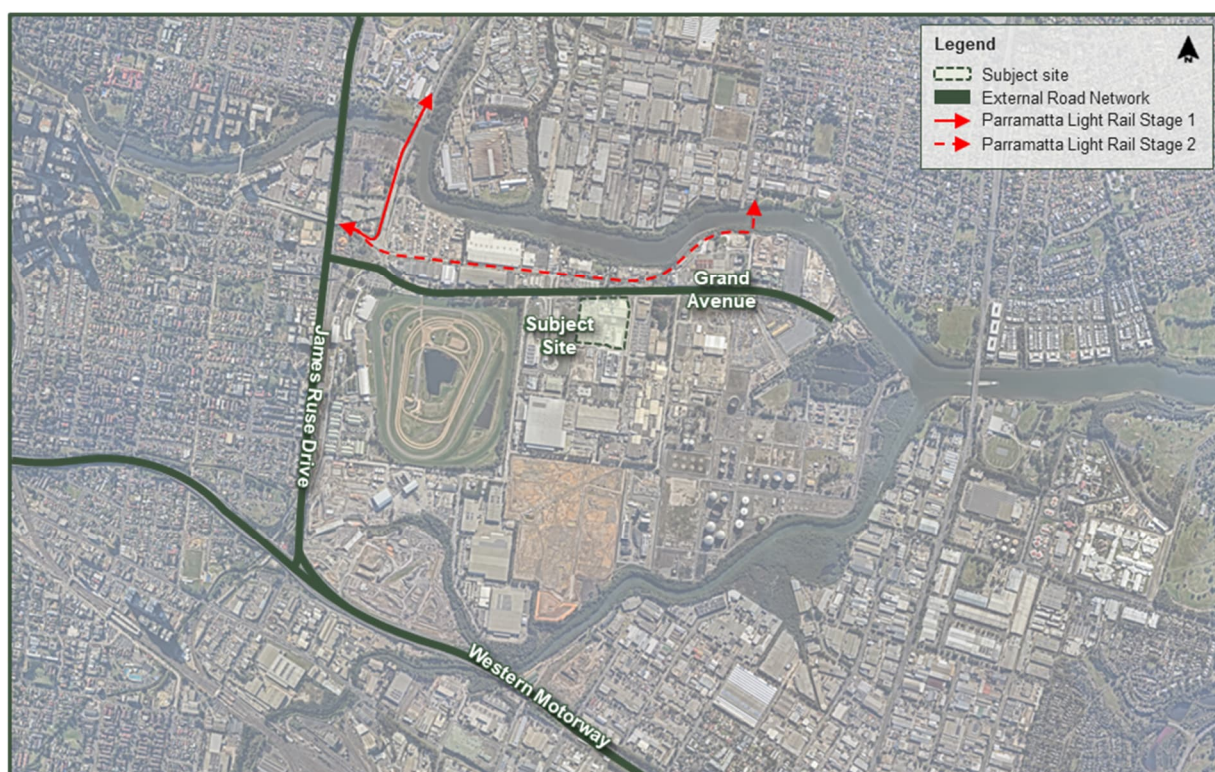
2.1 Site Location

The site is 6 Grand Avenue, Rosehill, formally identified as DP 1258587. It is located approximately 2.5km east of Parramatta Central Business District (**CBD**) and approximately 17km west of the Sydney CBD. The project is located within the City of Parramatta Local Government Area (**LGA**), within the Camellia-Rosehill Precinct. The site is strategically located in proximity to key transport corridors including Parramatta Light Rail Stage 1 and the future Stage 2.

The Grand Avenue site is approximately 4.28 hectares in area, relatively flat and is currently cleared of most vegetation with some mature trees along the front boundary at Grand Avenue. The site is currently occupied by several industrial buildings and is used for the manufacturing, storage and distribution of building products such as roof tiles.

The site is shown in the context of the surrounding area on **Figure 1**.

Figure 1 Site Location



2.2 Surrounding Road Network

Details of the key roads surrounding the subject site are provided in **Table 3**.

Table 3 Key Roads

Road Name	Classification	Description	Posted Speed
James Ruse Drive	State Road	Three lanes in each direction with a north-south orientation. Localised widening provided at key intersections to facilitate turning lanes.	70km/h



Road Name	Classification	Description	Posted Speed
Hassall Street	Regional Road	Two lanes in each direction with an east-west orientation. Intersects with James Ruse Drive.	60km/h
Grand Avenue	Local Road	8m one-way in each direction, separated by 15m verge median. On-street parking provided.	60km/h
Colquhoun Street	Local Road	One lane in each direction plus on-street parking. Travels in a north-south orientation and links with Grand Avenue at the northern end, west of the site.	50km/h
Durham Street	Local Road	One lane in each direction plus on-street parking. Travels in a north-south orientation and links with Grand Avenue at the northern end, east of the site	50km/h

2.3 Approved Development

The Project comprises an SSD-approved (SSD-55522478) two-storey warehouse and distribution centre comprising 40,566m² warehouse area in which 10 tenancies and ancillary office spaces will be provided. There is 6,307m² of landscaping proposed, alongside bicycle, motorcycle and car parking provisions. The overall site plan for the approval is provided at **Appendix B**. At a high level, the broader estate comprises the following:

- Total Site Area: 42,388m²;
- Warehouse buildings: 36,877m²;
- Total Office & amenities Area: 3,721m²;
- Two Pedestrian access paths from Grand Avenue;
- Relocation of the existing four vehicular crossovers to Grand Avenue;
- On site parking: 214 car parking spaces, 21 motorcycle spaces and 41 bicycle parking spaces.

The approved estate layout and external access arrangements are indicatively illustrated in **Figure 2**.



Figure 2 Approved Estate Layout and External Access Arrangements



3.0 Construction Phase Overview

3.1 Construction Activities and Staging

Planned construction activities consist of the following works:

- Site establishment
- Demolition of the existing buildings and Tree removal;
- Site preparation works, including in ground services and foundations;
- Bulk earthworks, import of fill;
- Relocation of four vehicular crossovers to Grand Avenue;
- Construction works associated with the development of the proposed warehouse facility
- On-site parking; and
- External pavements, complementary landscaping and offset planting.

Table 4 details the proposed construction programme as it currently stands at the time of writing. This may slightly change due to approval timeframes or inclement weather conditions.

Table 4 Planned Construction Programme

Construction Activity	Estimated Duration	Date for Works
Stage 1: Site Establishment, Demolition, and Piling Works.	121 Days	09/2024 – 01/2025
Stage 2: Civil Works, Retaining Walls, Services, Structures and Slabs.	222 Days	12/2024 – 11/2025
Stage 3: External pavements, Landscaping, Commissioning and Handover.	132 Days	10/2025 – 05/2026
Total Construction Period	Up to 19 months	From 09/24 to 05/26

3.2 Construction Hours

All construction works will be undertaken within the following hours:

- Monday to Friday: 7AM to 6PM;
- Saturday: 8AM to 1PM.

It is acknowledged that no work will be undertaken on Sundays and public holidays. Works outside of these hours may be undertaken in the following circumstances:

- works that are inaudible at the nearest sensitive receivers;
- works agreed to in writing by the Planning Secretary;
- for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or
- where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.

Construction hours are also described within Section 2.4 of the Construction Environmental Management Plan (**CEMP**).



3.3 Site Contact Details

The nominated contact person during the construction activities is as follows:

- Ali Mourad, Senior Site Manager:
 - o Mobile No.: 0416 317 404
 - o Email: ali.mourad@vaughhans.com.au

The key contacts for the site during construction are provided within Section 2.5 of the CEMP.

3.4 Site Access

3.4.1 Construction Access Arrangements

Access is proposed to be provided to all construction vehicles via two existing crossover locations on Grand Avenue. Both crossovers will be used for entry and exit.

Figure 3 Construction Access Arrangements



3.4.2 Construction Vehicle Routes

The routes to be utilised by all construction vehicles travelling to and from site are represented below in **Figure 4**.

Truck movements to and from the site on the surrounding road network will be restricted to designated truck routes and will be confined to the main road network through the area. The designated routes are as follows:

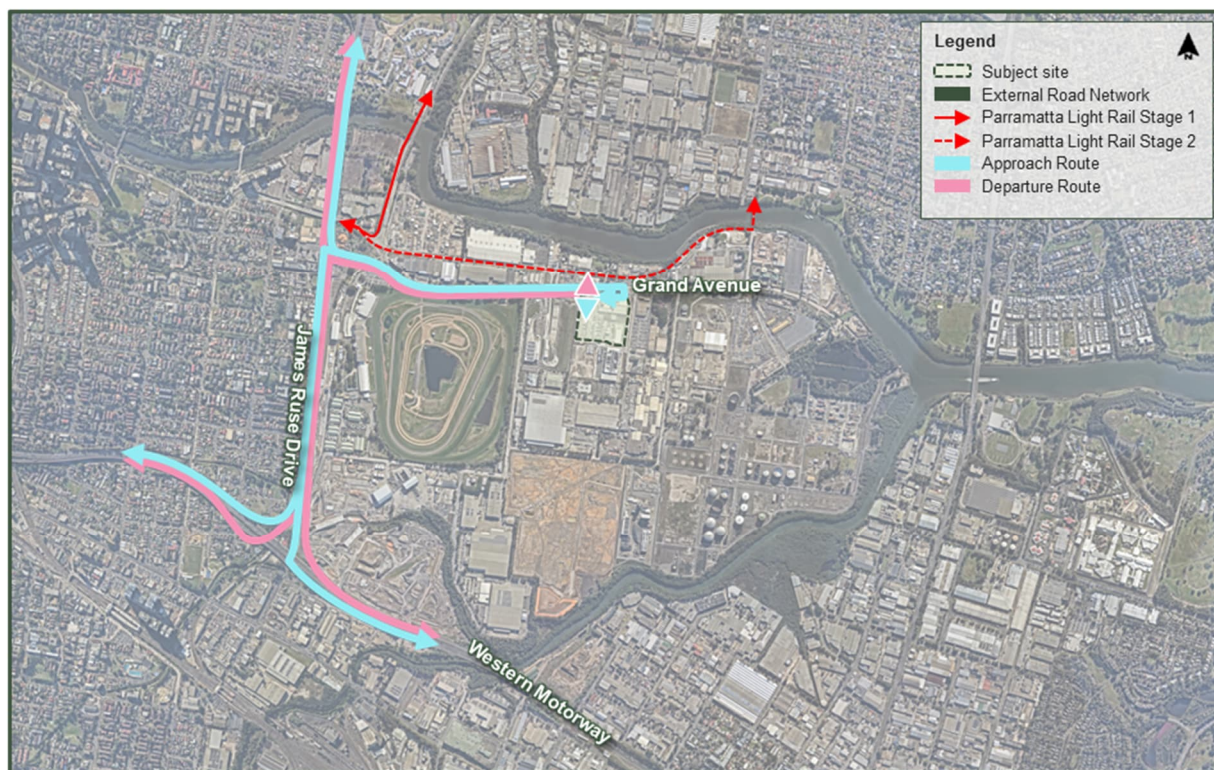
- Approach routes:
 - o Western Motorway, James Ruse Drive, Grand Avenue;
- Departure routes:



- o Grand Avenue, James Ruse Drive, Western Motorway;

Refer to **Figure 4** for construction vehicle access arrangements for the site.

Figure 4 Construction Vehicle Routes



3.5 Internal Circulation Roads, Car Parking and Loading / Unloading Areas

During construction, the following areas will be designated within the site boundary. The location will vary depending on the build sequence and phase of works:

- An area for laydown shall be provided to facilitate loading/unloading of heavy vehicles;
- An area for material stockpiling/storage shall be provided within the site.
- All crane mobile locations from within the site will vary but will be contained within the site boundary;
- There are no plans for hoarding or scaffolding along the street frontage. Scaffolding will be required; however, it will be contained internally within the site and will be associated with constructing the warehouse building.

An on-site turning area will be provided within the future car park area so that movements to/from the site are undertaken in a forward direction at all times.

Parking on Grand Avenue will be required at specific times during construction involving high risk activities. This is required to mitigate any safety risks associated with lifting steel, precast panels, and other high-risk activities within the site. In these cases, Council have requested that a Works Zone (WZ) is to be approved and installed by Council prior to any on-street parking occurring. All costs will be borne by the applicant. Parking on the remaining surrounding streets will be strictly prohibited for construction vehicles at all times.



3.6 Construction Phase Traffic Demands

The following construction movement volumes have been provided by VC as described in **Table 5**.

Table 5 Construction Vehicle Movement Volumes

Description	General Construction
Worker Numbers	40 - 120
Peak Daily Heavy Vehicle Movements	122 (61 in/61 out)
Peak Daily Light Vehicle Movements	240 (120 in/120 out)
Peak Hour Heavy Vehicle Movements	40 (20 in/20 out)
Peak Hour Light Vehicle Movements	120 (120 in or 120 out)
Largest Vehicle Size (daytime hours)	19m AV and 20m truck and dog
Largest Vehicle Size (nighttime and outside of peak periods)	Up to 25m B-double

Table 5 describes the maximum number of light vehicles to be generated by construction activities as 120 vehicles during construction. This would equate to a peak daily volume of 240 vpd or 120 vph during the peak hour period due to shift work. It should be noted that light vehicles would include construction worker utes predominantly, and these movements would typically occur outside of traditional peak hour periods.

Heavy vehicles consisting of no larger than 19m AVs and 20m truck and dogs would reach a maximum of 122 movements per day. Therefore, the anticipated maximum number of construction vehicles generated is:

- Peak Daily Heavy Vehicle Movements = 122;
- Peak Daily Light Vehicle Movements = 240;
- **Maximum Daily Construction Vehicle Movements = 362 movements per day;**
- Peak Hour Heavy Vehicle Movements = 40;
- Peak Hour Light Vehicle Movements = 120;
- **Maximum Peak Hour Construction Vehicle Movements = 162 movements per peak hour.**

The AM and PM peak hour periods relating to this assessment are for time periods as follows:

- AM Peak Hour = 7am to 8am.
- PM Peak Hour = 5pm to 6pm.



4.0 Safety Assessment

4.1 Site Access

The construction activities associated with this project do not propose amending the existing road condition arrangements on Grand Avenue.

Construction vehicle access to the site will be via two access points, as detailed in **Section 3.4** and depicted in **Figure 3**. At times, site access locations may be required to move temporarily to facilitate public domain works which are to be delivered by others. The safety of vehicle and pedestrian movements will be managed at both access points by implementing site-specific traffic guidance schemes (TGSs). This is further discussed in **Section 5.0**.

4.2 Emergency Vehicles

Emergency vehicle access to and from the site will be available at all times while the site is occupied by construction workers. There will be no disruption to emergency vehicles on any roads.

4.3 Closest Hospital / Medical Centre

There are several Medical Centres located in proximity to the site. Perhaps the most accessible is the Newington Medical Centre at 15/6 Avenue of Europe, Newington. The closest Public Hospital is the Westmead Hospital, located at the corner of Hawkesbury Road and Darcy Road, Westmead. It is approximately 10 km from the subject site.



5.0 Construction Phase Traffic Management Measures

5.1 Drivers Code of Conduct

A Drivers Code of Conduct was prepared by VC. This has been reproduced at **Appendix C** and is suitable to be applied for the Proposed Site.

5.2 Traffic Guidance Scheme

A TGS will be required to manage construction site accesses located along Grand Avenue. Refer to **Appendix D** which contains a generic TGS for implementation associated with the management of construction site access from TCAWS 6.1. This CTMP requires a site-specific TGS, based on the generic TGS D.4.7, be prepared by a suitably qualified Traffic Control Work Training licence holder. Following the implementation of this TGS, monthly inspections of the temporary traffic management (TTM) on-site shall be conducted as per **Section 6.3** herein.

5.3 Site Management

The following procedures are to be observed by all vehicle drivers accessing the subject site:

- The construction site has a drug and alcohol policy which includes random testing;
- Drivers are to obey all site signage and the directions of site personnel;
- Vehicles are to use designated circulation roads within the site where possible;
- All heavy vehicles are to park and load/unload within the site using designated parking and loading areas where possible. Vehicles are not to park or load/unload within the public road reserve; and
- All drivers are required to operate vehicles in a safe and courteous manner, within and external to the subject site.

5.4 Heavy Vehicle Management

5.4.1 General Requirements

All heavy vehicle drivers accessing the subject site must abide by the following:

- Undertake a site induction carried out by authorised site personnel or suitably qualified person under the direction of the site manager;
- All drivers must hold a valid driver's licence which is appropriate for the class of vehicle under their operation;
- All drivers are to ensure their load is legal, covered and secure before entering or exiting the site;
- All drivers must comply with Chain of Responsibility legislation;
- Vehicles entering the subject site are to be registered, roadworthy, and of sound mechanical condition. Site management may request to inspect any vehicle or request maintenance records for any vehicle and reserves the right to prohibit any vehicle from entering the subject site should there be any indication that the vehicle is not roadworthy or safe to operate;
- Any accidents, incidents, complaints, hazards, spillages or near misses must be reported immediately to the site manager. This includes incidents on the external road network.



5.4.2 Noise Management

To limit heavy vehicle noise associated with construction activities, drivers are to abide by the following requirements:

- Heavy vehicles using Grand Avenue should limit the use of engine or compression braking systems where possible;
- Posted speed limits on the external road network are to be observed, and vehicle speeds are to be restricted to 20km/h within the site;
- Vehicles are to be turned off when not in use.

5.4.3 Dust Management

To minimise the potential for dust production within the subject site, drivers are to abide by the following requirements:

- Vehicle speeds are to be restricted to 20km/h within the subject site;
- Vehicles are to use designated circulation roads within the site where possible;
- Drivers are to report excessive dust production from internal circulation roads to the site manager;

Water trucks will be used to wet down internal circulation roads during dry conditions and when excessive dust production is reported to the site manager on an as required basis.

5.5 Mitigation Measures

The impacts of construction traffic and the mitigating measures to be implemented are outlined in **Table 6**.

Table 6 Mitigation Measures – Responsibility and Timing

Mitigation Measures	Responsibility	Timing
Construction Traffic on Grand Avenue: Construction traffic will use the two construction accesses to enter/exit the site for the works. Construction traffic will remain extremely low to ensure the impacts to motorists within the area are kept to a minimum.	Site Engineer	Weekly.
Management of deliveries: The site manager will manage deliveries to ensure that construction vehicle movements will remain low.	Site Manager	As required.
Managing dirt on the public road network: The use of rumble grids positioned at the site's access points to Grand Avenue, as well as the use of water trucks and sweeper trucks for Grand Avenue, shall ensure the existing network is free of dirt from the site.	Site Manager	As required.
Safety during construction: Safety to motorists and the public throughout the area will be maintained during construction through the preparation and execution of a Traffic Guidance Scheme (TGS). One TGS will be implemented, to manage the accesses throughout construction, and identifies all reasonably foreseeable hazards, assesses the hazards, and manages the hazards as best possible by either eliminating or minimising the	Project Manager	Reviewed at each stage of construction.



Mitigation Measures	Responsibility	Timing
risks. The TGS shall be monitored and updated accordingly throughout the project.		
Reporting: Reporting and monitoring of movements during peak periods are to be undertaken to ensure that drivers are adhering to restricted times, and to ensure that the approved traffic generation and subsequent impacts on the road network are in line with those approved.	Site Engineer	Weekly.
Induction to Drivers Code of Conduct: Vehicle operators accessing the construction site shall be inducted onto the Drivers Code of Conduct (Appendix C) on an as required basis, prior to entering the site. The Contractor is to maintain a register of inducted operators with evidence of induction by way of operator signatures being captured.	Site Manager/Project Manager	As required

5.6 Risk Assessment

A risk assessment is intended to identify hazards and risks associated with the construction activities. The purpose is to determine the controls required for the protection of road workers and road users. A Risk Assessment associated with the construction works of this site has been completed and is attached at **Appendix E**.



6.0 CTMP Monitoring / Review & Improvement Process

6.1 Implementation

In accordance with Part B, Condition B2 of the Development Consent:

- Construction should not commence until this CTMP has been approved by the Planning Secretary; and
- The most recent version of this CTMP approved by the Planning Secretary should be implemented for the duration of construction.

6.2 Monitoring and Review

This CTMP shall be subject to a monthly review and will be updated accordingly. Regular reviews will be undertaken by the on-site coordinator during implementation and execution of this CTMP. Monitoring of this CTMP shall also be picked up in the Environmental checklists, with any incidents being reported within the weekly site meeting. The monitoring shall be undertaken in accordance with Condition C1.

All and any reviews undertaken should be documented, however key considerations regarding the review of the CTMP shall be:

- To ensure the implementation of the CTMP and TGS's are consistent with the intent of this report, and that the most recent version of the CTMP and TGS (as approved by the Planning Secretary) is being implemented.
- Tracking deliveries against the volumes outlined within this report. Deliveries will be tracked against approved volumes and a vehicle log will be maintained - including vehicle registration and time of entry - for the purpose of assessing the effectiveness of these monitoring programs.
- It is expected the Contractor will undertake a truck and car count/review to ensure volumes are within Condition Green of **Table 9** and will be undertaken once a month. In addition, the Contractor is required to retain a log of all vehicles accessing the Site on a daily basis.
- To identify any shortfalls and develop an updated action plan to address issues that may arise during construction (parking and access issues).
- To ensure TGS's are updated (if necessary) by "Prepare a Work Zone Traffic Management Plan" cardholders to ensure they remain consistent with the set-up on-site.
- Regular checks to ensure all loads are entering and leaving the site covered as outlined within this CTMP.

As such, **Table 7** provides triggers to monitor and review this CTMP.



Table 7 CTMP Monitoring and Review - Triggers

Type of Review	Frequency	Considerations
Scheduled	The scheduled CTMP review must be undertaken monthly or as specified otherwise.	The scheduled CTMP review must consider the following: • CTMP and TGS are approved; • Identify required variations to the TGS and ensure that they are updated, recorded, and approved; • Review any departures or variations of the CTMP and/or TGS to ensure they have been documented and approved; • Speed control effectiveness; • Construction vehicle entry/egress suitability, with no queuing on the public road network at any time; • Construction vehicle daily/peak hour movements are compliant with approved volumes, with monthly reviews of the contractor's daily logbook of vehicles required; • Periodic checks to ensure that heavy vehicles are using the correct access route; • Periodic checks of noise-generating items to ensure they are less than the prescribed noise limits.
Change Generated Review	The change-generated review must be undertaken when implementing new traffic stages, switches, or other construction-based activities.	The change-generated CTMP review must consider the following: • The work site is operating safely; • Delineation is effective with appropriate signage installed for changed conditions; • Safe passage is provided for all road users; • Road Safety Audits are arranged or confirmed as required; • Accountability for approval and inspection is well understood and documented.
Non-Compliance, Post Incident or Near Miss Review	The non-compliance, post-incident or near miss review must be undertaken following an incident or near miss.	Any non-compliance must be reported immediately to the supervisor. A non-compliance is anything other than 'Condition Green' as outlined in Table 9. All workplace incidents must be reported immediately to the supervisor, who will determine the responsibility for investigating the incident. The incident and investigation must also be recorded in an incident reporting system as applicable. The post-incident or near miss CTMP review must consider: • Causal factors; • Contributory factors or changes required; and • Identified changes to TGS are completed, approved, recorded, and communicated. For any incidents or near misses (where required), a safety alert must also be prepared and distributed by the Site Manager to share learnings with other work sites (as applicable).

This monitoring process is expected to form part of the monitoring plan required to be included as part of the overarching Construction Environmental Management Plan (**CEMP**), of which this CTMP forms a part. The roadway (including footpath) must be kept in a serviceable condition for the duration of construction. At the direction of Council, remedial treatments such as patching shall be undertaken at no cost to Council.



6.3 Work Site Inspections, Recording and Reporting

Recording and reporting of the monitoring programs shall be done in accordance with Section E.3 (Weekly TTM inspection checklist), E.4 (Shift/Daily TTM inspection checklist) and E.5 (Post completion inspection checklist) of the TfNSW *Traffic Control at Work Sites* Technical Manual Issue No. 6.1 (**TCAWS 6.1**). As such, the structure, schedule, and frequency of these activities have been considered and identified.

To inspect, review and audit the temporary traffic management (**TTM**) arrangements implemented on-site, the actions presented in **Table 8** are to be undertaken by suitably qualified personnel in accordance with TCAWS 6.1 requirements during all phases of construction.

Table 8 Review of Activities – Example Template

Activity			Frequency or Details
Shift Inspections	☐ YES	☐ NO	
Regular Inspections	☐ YES	☐ NO	
TMP Review	☐ YES	☐ NO	
Road Safety Audit	☐ YES	☐ NO	
Other	☐ YES	☐ NO	
Comments			

Given the duration of construction (19 months) and that no regular works have been proposed external to the site, monthly TTM inspections are considered to be sufficient.

6.3.1 Incident Management

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

All incidents related to traffic, including those of the Principal Contractor, subcontractors, and/or visitors that occur during construction works will be managed in conjunction with the requirements outlined in VC’s Incident and Non-compliance Response and Handling Procedure (outlined within the CEMP).

Whilst it is noted that key Contractors will be implementing their own environmental management system procedures and processes, VC will be responsible for ensuring that these systems and processes satisfy the requirements of the CEMP, including the incident management components.

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

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



VC's Project Manager will be responsible for all notifiable environmental incidents in line with the regulatory notification requirements (outlined within the CEMP).

All environmental incidents will be reported immediately to DPHI in writing via the Planning Portal after VC and Hale Capital (**Hale**) become aware of the incident, as per Condition C9 of the conditions. Any notification to DPHI must identify the development, including the application number, and set out the location and nature of the incident.

In the event of a notifiable non-compliance incident arising, the Principal Contractor will notify Hale Project Manager immediately, who is then required to notify DPHI in writing (via the Planning Portal) within 7 days, as per Condition C10 of the conditions. In accordance with Condition C11, any notification to DPHI must:

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

The CEMP also outlines procedures for incident and non-compliance response and handling within Section 3.5.

6.4 Contingency Plan

A contingency plan shall be established by the Contractor and is to be included in the overarching CEMP in accordance with Condition C1(f). Notwithstanding, **Table 9** outlines an indicative plan to be undertaken by the Contractor in the event that the monitoring program identifies the management plan as not effective in managing the construction impacts.

A Compliance Report must be submitted to the Department reviewing the environmental performance of the development to:

- identify any trends in the monitoring data over the life of the development;
- identify any discrepancies between the predicted and actual impacts of the development, and analyse the potential cause of any significant discrepancies; and
- describe what measures will be implemented over the next year to improve the environmental performance of the development.



Table 9 Contingency Plan

Risk		Condition Green	Condition Amber	Condition Red
Construction Movements	Trigger	Both peak hour and daily Construction traffic volumes are in accordance with volume and time constraints as outlined within Section 3.2 and Section 3.6 (240 LV & 122 HV movements per day / 120 LV & 40 HV movements in peak hour periods).	Construction traffic volumes exceeds programmed peak hour volumes but is within permissible daily volume constraints (240 LV & 122 HV movements per day / 120 LV & 40 HV movements in peak hour periods).	Construction traffic volumes exceeds permissible volume and time constraints (240 LV & 122 HV movements per day / 120 LV & 40 HV movements in peak hour periods).
	Response	No response required.	Review and investigate construction activities, and where appropriate, implement additional remediation measures such as: - Review CTMP and update where necessary; - Provide additional training.	As per Condition Amber, plus: - If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies. - Stop all transportation into and out of the site.
Queuing	Trigger	No queuing identified.	Queuing identified within site, but not on to public road.	Queuing identified on the public road.
	Response	No response required. Continue monitoring program.	Review the delivery schedule prepared by the builder. If drivers are not following the correct schedule, then they should be provided with additional training and an extra copy of the Driver Code of Conduct.	As per Condition, plus: - Review and investigate construction activities. - If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies. - Temporary halting of activities and resuming when conditions have improved. - Stop all transportation into and out of the site. - Review CTMP and update where



Risk		Condition Green	Condition Amber	Condition Red
				necessary, provide additional training.
Noise	Trigger	Noise levels do not exceed imposed noise limits, as outlined within the approved CNVMP nor has there been a traffic noise related complaint.	Noise levels in minor excess (<10dBA) of imposed noise limits per the approved CNVMP, or receipt of a single noise complaint.	Noise levels greatly in excess (>10dBA) of imposed noise limits per approved CNVMP, or consistent noise complaints.
	Response	No response required.	Undertake all feasible and reasonable mitigation and management measures to minimise noise impacts.	As with Condition Amber if noise levels cannot be kept below applicable limits, then a different construction method or equipment must be utilised.
Traffic Guidance Scheme	Trigger	No observable issues (TGS implemented according to plan).	Minor inconsistencies with TGS to onsite operations (such as covered signs, missing signs, fallen cones, etc.).	Near miss or incident occurring regardless of / as a result of the TGS being implemented.
	Response	No response required.	Traffic Controller to amend TGS on site and to keep a log of all changes.	Stop work until an investigation has been undertaken into the incident. There are to be changes made to the TGS to ensure that the safety of all workers, students and civilians are catered for.
Dust	Trigger	No observable dust.	Minor quantities of dust in the air and tracking onto the road.	Large quantities of dust in the air and tracking onto the road.
	Response	No response required.	Review and investigate construction activities and respective control measures, where appropriate. Implement additional remedial measures, such as: • Deployment of additional water sprays. • Relocation or modification of dust-generating sources. • Check condition of vibrating grids to ensure they are	As per Condition Amber, plus: • If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies. • Implement relevant responses and undertake immediate review to avoid such occurrences in future.



Risk		Condition Green	Condition Amber	Condition Red
			functioning correctly. Temporary halting of activities and resuming when conditions have improved.	

6.5 Communications Strategy

A communications strategy shall be established by the Contractor and is included in the overarching CEMP Section 1.7 (refer to the community consultation strategy prepared separately).

A Communications and Community Liaison Representative (**CCLR**) has been nominated as Stephen Shoesmith of SLR Consulting and shall be responsible for ensuring that the appropriate management response and handling procedures are instigated and carried through in the event of an environmental complaint.

All employees who are made aware of a complaint, either verbal or written, are to immediately notify the Contractor's Project Manager, who will then contact the CCLR. Upon becoming aware of a complaint, the protocol outlined in **Table 10** will be followed.

Table 10 Response Strategy

Ref	Protocol	Action
1	Record and acknowledge	Any employee who takes receipt of a complaint, either verbal or written, are to immediately notify the Contractor's Project Manager who will then contact the CCLR. The Contractor's Project Manager will be available 24 hours a day, seven days a week and have the authority to stop or direct works. In the normal course of events, the first contact or complaints will usually be made in person or by telephone. The complainant's name, address, and contact details, along with the nature of the complaint, will be requested. If the complainant refuses to supply the requested information, a note will be made on the form and complainant advised of this.
2	Assess and prioritise	The CCLR will prioritise all complaints by severity for the risk to health and safety and will attempt to provide an immediate response via phone or email.
3	Investigate	An on-site investigation will be initiated in an attempt to confirm details relevant to the complaint and the cause of the problem. Any monitoring information and/or records at and around the time of the complaint will be reviewed for any abnormality or incident that may have resulted in the complaint.
4	Action or rectify	Once the cause of the complaint has been established, every possible effort will be made to undertake appropriate action to rectify the cause of the complaint and mitigate any further impact. The CCLR will assess whether the complaint is founded or unfounded and delegate the remediation of the issue to the Contractor's Project Manager for action, as required.
5.	Respond to Complainant	The CCLR will oversee the rectification of the issue and respond to the complainant once the issue has been resolved.



Ref	Protocol	Action
		The complainant will be provided with a follow up verbal response on what action is proposed within two hours during night-time works (between the hours of 6:00 pm and 10:00 pm) and 24 hours at other times. Where a complaint cannot be resolved by the initial or follow-up verbal response, a written response will be provided to the complainant within ten days.
6.	Record	It is imperative that an assessment of the situation is carried out and documented to minimise the potential for similar complaints in the future. On this basis, every complaint received is to be recorded in the Community Correspondence Register. A copy of the completed form will be maintained for at least five years
7.	Preventative Action	Once the complaint has been suitably handled, appropriate measures will be identified and implemented to negate the possibility of re-occurrence. The Community Correspondence Register is not finalised until the preventative actions are completed and recorded on the form.

In addition to the above, the CCLR is to notify the community liaison representative when traffic is expected to exceed the parameters set within “Condition Green” of **Table 9**. Notwithstanding, **Table 11** outlines an indicative communication strategy to ensure that adequate communication with key stakeholders has been met.

Table 11 Communications Strategy

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

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



Appendix A Curriculum Vitae – Brendyn Rheinberger



Brendyn is a highly dedicated and driven Traffic and Transport Engineer who thrives on working in a complex, challenging and problem-solving environment. Brendyn has extensive professional experience with over 15 years working in traffic and transport engineering, civil engineering, and project management roles in both public and private contexts throughout Queensland and NSW.

Skilled in integrated transport planning, traffic analysis, construction traffic management, traffic signal design, road network operations, road safety, car park design and project management. Brendyn has a proven ability to develop and foster strong relationships with organisations and authorities, through communication, honesty, and integrity.

Education and Qualifications

- Master of Engineering (Engineering Management), Griffith University (2015)
- Bachelor of Engineering (Civil), Griffith University (2012)
- Chartered Professional Engineer of Australia (CPEng)
- Professional Engineer of Queensland (RPEQ)
- Professional Engineer of Victoria (RPEV)
- Traffic Management Design (TMD) accredited, Department of Transport and Main Roads
- Prepare Traffic Management Plans and Traffic Guidance Schemes (TCT1044529), NSW Government
- Road Safety Auditor (RSA), Department of Transport and Main Roads

Project Experience

Springwood to Browns Plains Passenger Transport Corridor Study, TMR (2020)**

Brendyn and his team were commissioned by the Department of Transport and Main Roads to investigate public transport demands and infrastructure requirements between Springwood and Browns Plains to support future growth and improved multi-modal transport outcomes.

Brendyn was involved in the review of the existing bus network, setting strategic objectives and developed the options analysis framework for assessing proposed corridors.

Lae Drive, Runaway Bay Corridor Master Plan, CoGC (2020)**

Brendyn and his team were engaged by City of Gold Coast (CoGC) to provide a multi-modal corridor master plan for the Lae Drive corridor in Runaway Bay. The corridor includes numerous signalised and unsignalised intersections and roundabouts which were assessed, and intersection upgrades proposed as part of the project. The solutions for the corridor included individual intersection upgrades as well as corridor connections to suit the demographics and user profile of the corridor. The team prepared three briefing notes, a technical summary report and a graphically designed corridor master plan for public issue.

Brendyn oversaw the investigations into both the active and public transport networks for the corridor and provided guidance on intersection analysis using SIDRA intersection performance software.

Brendyn led workshops internally with the project team to determine individual mode-based solutions and derive the most suitable options using a SWOT analysis methodology.

Mackay Waterfront PDA Transport Model Analysis, MRC (2020)**

Brendyn and his team were engaged by Mackay Regional Council (MRC) to undertake an options analysis on the Sydney Street/River Street intersection located near the Pioneer River in the Mackay CBD. MRC and the Department of Transport and Main Roads identified

an issue with connectivity for the Blue Water Trail, an active transport shared path that travels along the Pioneer River coastline predominantly used for recreation. The existing intersection configuration of Sydney Street/River Street forced pedestrians and cyclists travelling along the trail to cross in two stages resulting in significant delays. The project investigated various options to modify the intersection and surrounding Blue Water Trail alignment to improve connectivity for pedestrians and cyclists. The project resulted in providing MRC with three preferred options suited to three differing timeframes for implementation, as well as enabling each option to be built upon one another as a progression of sorts towards an end vision for the Waterfront PDA.

Brendyn managed the project's budgetary and time requirements and was the key contact representing his project team. He oversaw the options development, intersection analysis and provided guidance on concept designs.

Brisbane Metro Program Management, TransLink (2019-2021)**

Brendyn undertook a role in representing Queensland Government for the Brisbane Metro project. He was responsible for coordinating design reviews of all design packages under Brisbane Move's scope. He was also responsible for briefing TransLink's executive team on upcoming bus service disruptions as a result of planned construction activities. Brendyn was a liaison for TransLink within several working groups and interfaced with BCC, the Project Verifiers and Brisbane Move representatives.

Kellyville Station Bus Interchange Concept Design, Sydney Metro (2019)**

Brendyn was the project manager for the concept design of the bus interchange at Kellyville station. This involved developing several options for buses to circulate through the station precinct including providing provisions for bus stop and bus priority infrastructure. Brendyn was in constant communication with Roads and Maritime, Transport for NSW and The Hills Shire Council in regard to road operational impacts, bus route service planning, bus lane enforcement and parking and signage changes. The work Brendyn performed was pivotal to all stakeholders coming to agreement and deciding on a preferred option to be added to the Station Precinct Design Plan.

Sydenham Temporary Bussing Optioneering, Sydney Metro (2019)**

Due to the proposed changes to the surrounding road network of Sydenham station as part of Metro upgrade works, new rail replacement bus routes and stop locations were required as a result of impacts to the existing Sydney Trains bus specifications during rail possessions. Brendyn developed eight different options for bus routes and stop locations and assessed each against a common set of criteria as part of a multi-criteria analysis. Through this process Brendyn was able to determine a preferred option and presented the findings of this optioneering assessment numerous times to Roads and Maritime, Sydney Coordination Office, Transport for NSW, Sydney Trains and Inner West Council. Brendyn ascertained in-principle support and approvals from the relevant stakeholders which was instrumental in implementing the preferred option.

Kellyville Park N Ride Demand Investigation, Sydney Metro (2019)**

Brendyn provided support to the investigation of the Park n Ride facility at Kellyville. This multi-storey car park consists of 1350 spaces and it was Brendyn's responsibility to assist with providing comparative findings of the forecasted demands versus the observed demands of the facility during peak traffic periods. These findings informed the traffic analysis that Brendyn managed for the precinct streets of Kellyville station and the surrounding key intersections. By understanding the demand profile of traffic volumes entering and exiting the Park n Ride facility, Brendyn was able to accurately stress test the local road network to determine its current design life before requiring capacity upgrades.

Sydenham To Bankstown Integrated Transport Planning, Sydney Metro (2019)**

Across the ten future southwest Metro stations, Brendyn's role was to oversee the identification of potential improvement opportunities to pedestrian and cyclist facilities, bus

stops and kiss n ride spaces surrounding the station precincts. Improvements included undertaking pedestrian capacity assessments, surrounding land use investigations, identifying pedestrian desire lines, a walking and cycling strategy, traffic modelling, concept designs and bus stop operational assessments of which Brendyn facilitated. Brendyn organised workshops to further develop concept designs and presented the recommended improvements to relevant stakeholders for in-principle agreement prior to the submission of a technical report for final approval. The improvement opportunities were selected to align with Transport for NSW's Movement and Place Framework.

Bankstown Line Temporary Transport Plan, Sydney Metro (2019)**

This project involved the development of a temporary transport plan designed to be implemented during the possession of the existing Bankstown heavy rail line to facilitate conversion works. Across a three week period, rail replacement bus services are planned to be in operation to transport rail customers inconvenienced by the Bankstown line rail possession. As Traffic Manager, Brendyn was responsible for assessing the road network planned to be utilised by rail replacement buses. The main objective of Brendyn's role was to ensure reliability and to improve bus travel time through a congested road network. Through traffic modelling, Brendyn was able to effectively identify locations suitable for temporary changes to on-street parking, traffic signal phasing modifications and locations for pedestrian management, all to support the temporary bus services. Finally, the list of recommended modifications and the justification behind each was presented as part of a handover by Brendyn to members of the Sydney Coordination Office and Transport Management Centre, who were tasked with operating the TTP.

Traffic Engineer, Sydney Light Rail Project, Acciona Infrastructure (2016-2018)**

This project involved the construction of a light rail network travelling through the Sydney CBD and extending through Surry Hills, Randwick, Kensington and Kingsford suburbs. The project addressed the capacity issues on the south eastern suburbs bus network by providing a high frequency 'turn up and go' service connecting the inner west suburbs with the south eastern suburbs through 12km of light rail network. As a Traffic Engineer on this high profile project, Brendyn's primary role was to prepare site-specific traffic management plans to facilitate construction of various utility and civil components throughout the Randwick, Kensington and Kingsford sections. In designing each TMP, Brendyn had a strong focus on pedestrian and cyclist safety as these facilities were designed in a temporary configuration in the vicinity of construction vehicle movements and activities. Overseeing all aspects of TMP development and obtaining approvals from state and local authorities was Brendyn's ultimate objective and was vital for construction activities to proceed.

Safer Roads Sooner Program, TMR (2016)**

As part of the south coast region for Transport and Main Roads, Brendyn oversaw the determination of potential road improvement projects where deficiencies in safety were evident due to historical accident data and trends being identified. Brendyn was responsible for undertaking cost benefit analysis for each potential project to develop a short list for submission to the Land Transport Safety team within TMR. For each of the short listed road improvement projects, Brendyn prepared a business case which highlighted the justification and benefits the projects would provide to the state controlled road network. These business cases were submitted to the Land Transport Safety team to determine funding allocations for the south coast region under the Safer Roads Sooner program.

M1 Motorway Exit 54 Interchange Upgrade, Traffic Signal Operational Support, TMR (2015-2016)**

As part of the Network Optimisation team within Transport and Main Roads, Brendyn provided traffic signal design and operational support to the contractor during each stage of construction of the Exit 54 interchange upgrade. This involved developing traffic signal plans that dictated the cycle times and phasing for the varying traffic demands throughout each day. Brendyn monitored the live traffic utilising a combination of permanent and temporary

CCTV cameras during the critical AM and PM peak periods to ensure queuing did not exceed the capacity of the on and off-ramps to the M1 motorway. Brendyn attended meetings with the contractor regularly and provided advice on construction staging in regard to traffic signal operations.

Metricon Stadium Venue Transport Planning, TMR (2020)**

Brendyn provided support to the Gold Coast Suns AFL club in regard to the operation of traffic signals as part of the Metricon Stadium transport planning for AFL game days. Liaising with the Gold Coast Suns, Queensland Police, QLD Ambulance, QLD Fire and Emergency, City of Gold Coast and the Traffic Management Centre, Brendyn was able to develop game day specific traffic signal plans for Nerang Broadbeach Road that catered for the needs of each stakeholder. This included the coordination of the corridor to support the major direction of traffic flow, extending pedestrian crossing times at key locations which would be supported by on-site traffic controllers, and providing bus priority signal phasing to assist with transporting spectators to and from games.

Memberships and Associations

- Member of Institution of Engineers Australia (MIEAust)
- Member of Australian Institute of Traffic Planning and Management (AITPM)

Appendix B Site Plans



GENERAL LEGEND:

B1 - BOLLARD TYPE 1
COL-C - CONCRETE COLUMN
COL-S - STEEL COLUMN
RSD - ROLLER SHUTTER DOOR
FCC - FIRE CONTROL CENTRE
FNC-1 - PALISADE
FNC-2 - CHAIN WIRE
DP - DOWNPIPES
RW - RETAINING WALL
GEF - GROUND EXHAUST FAN
SAF - SUPPLY AIR FAN
SEF - SMOKE EXHAUST FAN
SD/FD - SMOKE / FIRE DAMPER
TYP - (TYPICAL)
SG1 - SLIDING GATE
SG2 - SWING GATE
SG3 - SWING GATE - PEDESTRIAN

— SITE BOUNDARY
— LOT BOUNDARY
- - - EASEMENT
--- TO BE DEMOLISHED

S# SIGNAGE - REFER TO SIGNAGE DETAILS

FIRE SERVICES
LANDSCAPE AREA
WASTE AREA

ISSUE FOR DA





- FIRE SERVICES
- LANDSCAPE AR
- WASTE AREA

14	REVISED DA SET FOR TENDER	16.05.2021
13	SSDA REV 2.1	04.03.2021
12	CIVIL COORDINATION	26.02.2021
11	LANDSCAPE AMENDMENT	16.02.2021
10	SSDA COMMENTS REV	06.12.2020
9	ISSUE FOR DA	13.06.2020
8	ISSUE FOR DA	02.06.2020
7	ISSUE FOR COORDINATION	25.05.2020
ISSUE	DESCRIPTION	DATE

REVISION

Appendix C Drivers Code of Conduct



Drivers Code of Conduct

Safe Driving Policy for DP 1258587 located at 6 Grand Avenue, Rosehill, NSW.

FOR ALL DRIVERS OF PLANT, TRUCKS & VEHICLES THAT ACCESS THIS PROJECT SITE.

Drivers Code of Conduct (Conditions of entry):

- All drivers **MUST** call their delivery contact prior to entering site and be supervised by their contact person at all times while on site.
- Your delivery contact will direct you where to park and organise the unloading of your vehicle.
- All drivers are to adhere to all signposted directions.
- Vehicle movements within the site are restricted to 10km/h.
- Vehicles shall follow the designated traffic route at all times.
- Drivers (of deliveries) are not to move their vehicles around site with 'unrestrained loads'. This means, any and all items must be adequately chained or tied down to the vehicle, prior to the vehicle's movement on or around the site.
- All loads being removed from site shall be secured and/ or covered appropriately.
- Appropriate measures will be put in place to ensure that vehicles leaving the site do not deposit dirt or mud on surrounding roadways. Drivers are responsible for notifying the Site Supervisor if excessive dirt or dust can be seen surrounding the site.
- Vehicles shall not queue onto Grand Avenue from the site access.
- Vehicles shall enter and exit the site in a safe and orderly manner.
- Drivers must maintain a safe 'buffer' distance from any person/ or plant being operated by a person whilst moving on/ around the site.



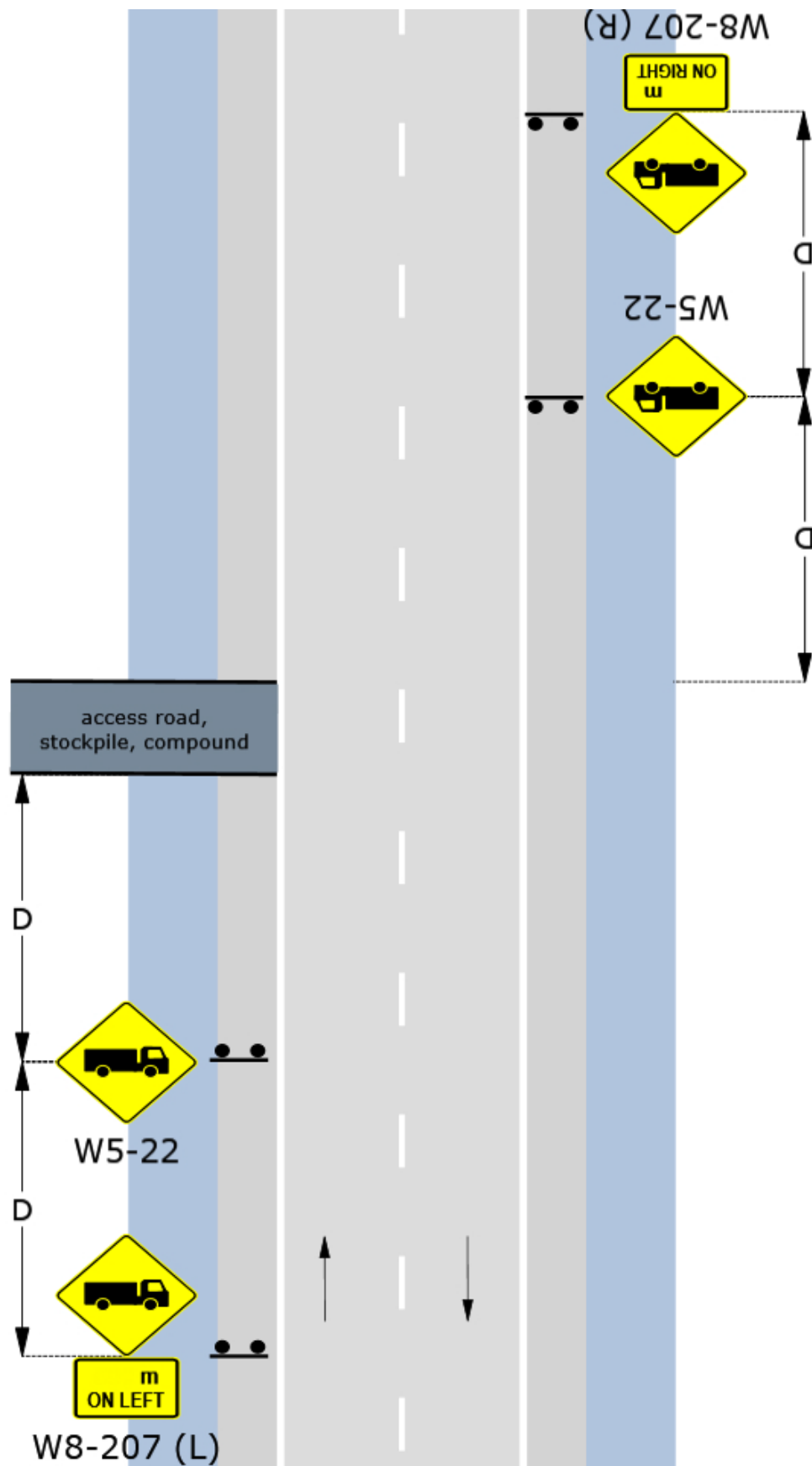
By signing the table below you are confirming that you have read, understood, and agree to the Drivers Code of Conduct for the 6 Grand Avenue, Rosehill Site.

[illegible]

Appendix D Traffic Guidance Scheme



D.4.7 Static: Access to depot, stockpile, quarry, gravel pit etc. all roads (formerly TCP 195)



Appendix E Risk Assessment





6 Grand Avenue CTMP

6 Grand Avenue, Rosehill

RISK ASSESSMENT AND COMMUNICATION TOOL

Project Number	640.031417.00001		
Project Name	6 Grand Avenue, CTMP		
Site Location	6 Grand Avenue, Rosehill, NSW		
Date of Assessment	06 September 2024		
Revision	Issue 1		
Name	Company	Title	
Document Control			
Date Issued	Revision	Issued By	Checked By
06 September 2024	Draft	A.Moxon	B. Rheinberger

Risk Evaluation Matrix		Consequences					
Risk Ratings: Very high = VH; High = H; Medium = M; Low = L		Insignificant	Minor	Moderate	Major	Severe	Catastrophic
		C6	C5	C4	C3	C2	C1
Almost certain	L1	M	H	H	VH	VH	VH
Very likely	L2	M	M	H	H	VH	VH
Likely	L3	L	M	M	H	H	VH
Unlikely	L4	L	L	M	M	H	H
Very unlikely	L5	L	L	L	M	M	H
Almost unprecedented	L6	L	L	L	L	M	M

Consequence Rating	Description
Insignificant	- Illness, first aid or injury not requiring medical treatment. - No lost time.
Minor	- Minor injury or illness requiring medical treatment. - No lost time post medical treatment.
Moderate	Minor injuries or illnesses resulting in lost time.
Major	1 to 10 serious injuries or illnesses* resulting in lost time or potential permanent impairment.
Severe	Single fatality and/or 11 to 20 serious injuries or illnesses* resulting in lost time or potential permanent impairment.
Catastrophic	Multiple fatalities and/or more than 20 serious injuries or illnesses* resulting in lost time or potential permanent impairment.

* Serious injury or illness is defined by the WHS Act section 36

Likelihood Rating	Description
Almost certain	- Expected to occur multiple times (10 or more times) during any given year. - Expected to occur at least 1 in every 4 times the event or action occurs (more than 25% chance of occurrence). - This risk is known to occur frequently.
Very likely	- Expected to occur occasionally (1 to 10 times) during any given year. - Expected to occur between 1 in 4 and 1 in 10 times the event or action occurs (10 to 25% chance of occurrence). - This risk is known to occur often.
Likely	- Expected to occur once during any given year. - Expected to occur between 1 in 10 and 1 in 100 times the event or action. - occurs (1 to 10% chance of occurrence). - This risk is known to have occurred on occasions.
Unlikely	- Expected to occur once every 1 to 10 years. - Expected to occur between 1 in 100 and 1 in 1,000 times the event or action occurs (0.1 to 1.0% chance of occurrence). - This risk could occur but not often.
Very unlikely	- Expected to occur once every 10 to 100 years. - Expected to occur between 1 in 1,000 and 1 in 10,000 times the event or action occurs (0.01 to 0.1% chance of occurrence). - It is unusual that this risk occurs, but it has happened.
Almost unprecedented	- Not expected to occur in the next 100 years (less than once every 100 years). - Expected to occur less than 1 in 10,000 times (if ever) the event or action occurs (less than 0.01% chance of occurrence). - Any risk can occur, but it is very improbable that this risk will occur within a large number of events.



RISK ASSESSMENT AND COMMUNICATION TOOL

ID. Ref	Risk and/or Hazard	Risk Description	Location	Existing Control	Initial Risk Rating			Design Response to risk and/or hazard	Status of Risk	Assignment of risk or hazard	Residual risk rating		
					C	L	RR				C	L	RR
1	Unauthorised access to the site.	Site entry controls fail to prevent unauthorised access.	Entire site.	Nil.	3	3	High	Exclusion barriers will be provided as part of the main works. The design provides a defined separation between construction and work areas.	Design solution.	Main Contractor	5	4	Low
2	Interaction between pedestrians and vehicles.	Uncontrolled vehicle and pedestrian conflict points.	Entire site, car park and access road.	Nil.	2	3	High	Dedicated footpaths, pedestrian crossings and additional signage shall be provided to separate vehicles and pedestrians if required.	Design solution.	Main Contractor	4	4	Medium
3	Potential vehicle conflict points.	Vehicles can crash with each other while manoeuvring through the site.	Entire site, car park and access road.	Nil.	4	3	Medium	Roadways are capable of two-way flow. Nevertheless, Traffic Controllers shall limit movements within disrupted areas to limit any safety issues. Low speeds throughout the site also reduce the potential for crashes.	Design Solution.	Main Contractor	4	5	Low
4	Fatigue.	Injury caused by fatigue.	Entire site.	Nil.	2	3	High	Toolbox meetings and regular breaks (in line with WHS practices) to minimise fatigue.	Design Solution.	Main Contractor	2	5	Medium
5	Fall risks.	Injury due to falls (in general).	Entire site and car park area.	Nil.	1	4	High	Ensuring level changes across the site to be minimised as best possible, with additional black & yellow hazard tape/markings being installed where appropriate. Installation of handrails where level changes/ramp grades are significant.	Design Solution.	Main Contractor	2	5	Medium
6	Misdirected access into neighbouring site.	Vehicle in unsafe locations.	Entire site.	Nil.	4	4	Medium	Ensuring appropriate directional signage has been provided to ensure vehicles do not access the wrong construction site, which could create potential safety breaches and hazards for all parties.	Design Solution.	Main Contractor	4	5	Low
7	Conflicting traffic management.	Coordinating Traffic Controllers could create misleading and wrong advice.	Entire site.	Nil.	2	3	High	Toolbox meetings, regular liaison with all construction teams and review of signage plans on site in order to minimise contradicting signage	Design Solution.	Main Contractor	2	5	Medium



Appendix F Correspondence with Parramatta Light Rail Stage 2 Project Team



From: [ParramattaLightRail](#)
Sent on: Tuesday, 10 September 2024 1:05:08 PM
To: [Alexandra Moxon](#)
CC: [ParramattaLightRail](#)
Subject: RE: 6 Grane Avenue, Rosehill NSW | SSD-55522478

You don't often get email from parramattalightrail@transport.nsw.gov.au. [Learn why this is important](#)

Hi Alex

As mentioned on the phone, there should not be any impacts from PLR Stage 2 for the following reasons:

1. Delivery of PLR2 will be staged starting with a new bridge between Melrose Park and Wentworth Point (the Enabling Works package). While major construction of the Enabling Works is due to commence in 2025, work on the rest of the alignment (the Main Works) is still subject to a detailed procurement process. An indicative construction program for Stage A (Enabling Works) and Stage B (Main Works) was provided in Figure 2.1. of 'Appendix A: Updated project description' of the PLR2 Amendment Report - <https://majorprojects.planningportal.nsw.gov.au/prweb/PRRestService/mp/01/getContent?AttachRef=SSI-10035%2120231004T022036.745%20GMT>
2. Please also note that the approved alignment for PLR2 runs through the existing Sandown Line rail corridor and not directly along Grand Avenue. The approved PLR2 alignment is also shown in Appendix A available via the above link.

I hope this helps.

Thanks
Nick

OFFICIAL

From: Alexandra Moxon <Alexandra.Moxon@slrconsulting.com>
Sent: Tuesday, September 10, 2024 10:29 AM
To: ParramattaLightRail <ParramattaLightRail@transport.nsw.gov.au>
Subject: 6 Grane Avenue, Rosehill NSW | SSD-55522478

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Dear Parramatta Light Rail Team,

My name is Alex Moxon, and I work for SLR Consulting who has been commissioned by Vaughan Constructions to prepare a Construction Traffic Management Plan (CTMP) for the construction of a Multi-level Warehouse Facility located at 6 Grand Avenue, NSW.

We understand the Parramatta Light Rail Stage 2 works may coincide with the construction phasing and access works at 6 Grand Avenue.
Do you have a contact for the Construction Project Team on Stage 2 with whom I can take this forward to discuss in further detail their works and ours.

Thanks in advance.

Thanks
Alex

Alexandra Moxon (*she/her/hers*)
Senior Project Consultant -- Transport Advisory

D [+61 7 3858 4839](tel:+61738584839) **O** [+61 7 3858 4800](tel:+61738584800)
M [+61 426 744 942](tel:+61426744942) **E** Alexandra.Moxon@slrconsulting.com

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Appendix G Correspondence with Sydney Metro West Project Team



Brendyn Rheinberger

From: Brendyn Rheinberger
Sent: Friday, 27 September 2024 11:24 AM
To: Sandra La Rocca
Cc: Alexandra Moxon
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 [Filed 27 Sep 2024 11:23]

Categories: Filed by Mail Manager

Hi Sandra,

Sorry to bother you again regarding this one, but guessing you've yet to hear anything from GLC regarding their review of the SLR CTMP for 6 Grand Ave Warehouse development?

Thanks
Brendyn

From: Sandra La Rocca <Sandra.Larocca@transport.nsw.gov.au>
Sent: Thursday, 26 September 2024 10:47 AM
To: Alexandra Moxon <Alexandra.Moxon@slrconsulting.com>
Cc: Brendyn Rheinberger <brheinberger@slrconsulting.com>
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478

Hi Alexandra

I will chase them up and get a response for you asap.

Thanks
Sandra

OFFICIAL

From: Alexandra Moxon <Alexandra.Moxon@slrconsulting.com>
Sent: Thursday, September 26, 2024 10:42 AM
To: Sandra La Rocca <Sandra.Larocca@transport.nsw.gov.au>
Cc: Brendyn Rheinberger <brheinberger@slrconsulting.com>
Subject: FW: 6 Grand Avenue, Rosehill NSW | SSD-55522478

You don't often get email from alexandra.moxon@slrconsulting.com. [Learn why this is important](#)

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Hi Sandra,

I just wanted to check in if GLC have reviewed the CTMP and have any comments/queries. I'll be on leave for the next week but I've cc'd my colleague Brendyn in, if you could include him in all future correspondence that would be great.

Thanks

Alex

Alexandra Moxon (she/her/hers)

Senior Project Consultant - Transport Advisory

D +61 7 3858 4839 **O** +61 7 3858 4800
M +61 426 744 942 **E** Alexandra.Moxon@slrconsulting.com

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OFFICIAL

From: Alexandra Moxon <Alexandra.Moxon@slrconsulting.com>
Sent: Monday, 23 September 2024 9:36 AM
To: Sandra La Rocca <Sandra.Larocca@transport.nsw.gov.au>
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 [Filed 23 Sep 2024 09:40]

Hi Sandra,

Thank you for getting back to me, I have attached the CTMP here for GLC to review.

Kind regards
Alex

From: Sandra La Rocca <Sandra.Larocca@transport.nsw.gov.au>
Sent: Monday, 23 September 2024 9:05 AM
To: Alexandra Moxon <Alexandra.Moxon@slrconsulting.com>
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478
Importance: High

You don't often get email from sandra.larocca@transport.nsw.gov.au. [Learn why this is important](#)

Hi Alexandra

Thank you for your email and apologies for the delay in getting back to you. Could you please send through the full CTMP for our contractors GLC to review.

There are a number of works going on in this location until mid-late next year. Please see our current works notification for the area covering October and November.

If you can get the CTMP over to me asap that would be great.

Kind regards
Sandra

Sandra La Rocca
Communications Manager
Sydney Metro West

P: 1800 612 173
E: sandra.larocca@transport.nsw.gov.au
Level 43, 680 George Street, SYDNEY 2000
PO Box K659, HAYMARKET, NSW 1240
sydneymetro.info



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

OFFICIAL

OFFICIAL

From: Alexandra Moxon <Alexandra.Moxon@slrconsulting.com>
Sent: Tuesday, September 10, 2024 11:51 AM
To: Alicia Hatton <Alicia.Hatton@transport.nsw.gov.au>; Denise Thornton <Denise.Thornton@transport.nsw.gov.au>
Cc: Brendyn Rheinberger <brheinberger@slrconsulting.com>; Daniel Dalrymple-Hay <Daniel.Dalrymple-Hay@vaughans.com.au>; John Kassaa <John.Kassaa@vaughans.com.au>; Allan Jarimba <Allan.Jarimba@vaughans.com.au>
Subject: 6 Grand Avenue, Rosehill NSW | SSD-55522478

Some people who received this message don't often get email from alexandra.moxon@slrconsulting.com. [Learn why this is important](#)

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Dear Alicia/Denise,

My name is Alex Moxon, and I work for SLR Consulting who has been commissioned by Vaughan Constructions to prepare a Construction Traffic Management Plan (CTMP) for the operation of a Multi-level Warehouse Facility located at 6 Grand Avenue, NSW.

The Project comprises a two-storey warehouse and distribution centre with landscaping and parking provisions. The programme for construction is due to start at the end of September 2024 and run until May 2026 (total 19months).

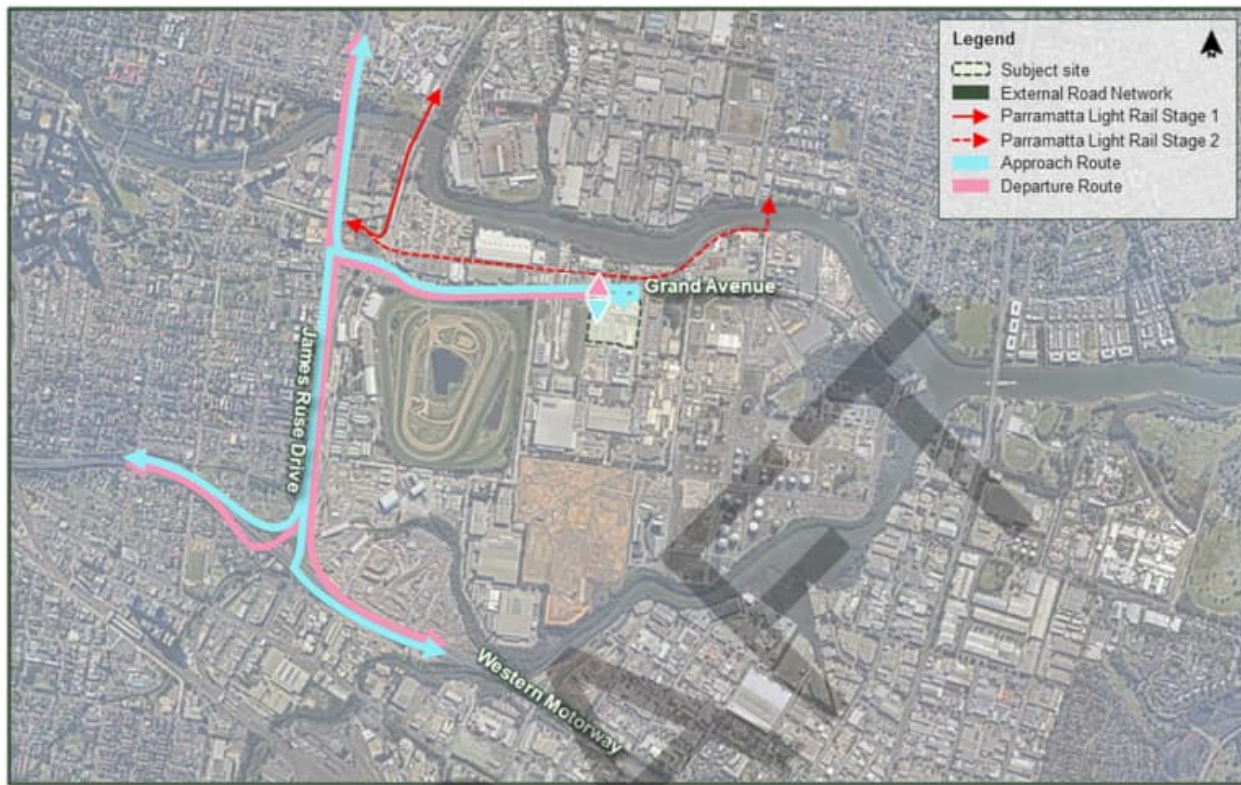
The construction access points will be through two existing crossovers on Grand Avenue, as demonstrated below:



In terms of Construction Traffic Volumes, we have documented them in the table below:

Description	General Construction
Worker Numbers	40 - 120
Peak Daily Heavy Vehicle Movements	122 (61 in/61 out)
Peak Daily Light Vehicle Movements	240 (120 in/120 out)
Peak Hour Heavy Vehicle Movements	40 (20 in/20 out)
Peak Hour Light Vehicle Movements	120 (120 in or 120 out)
Largest Vehicle Size	19m AV and 20m truck and dog

The routes the construction vehicles will take are also shown below:



Could you please confirm if there are any planned or ongoing works by Sydney Metro in the area that we should be aware of? We aim to coordinate our construction activities with any works in your schedule to avoid potential conflicts and ensure a smooth project timeline. Your assistance in sharing any relevant details would be greatly appreciated.

Please don't hesitate to contact me should you have any questions.

Thanks
Alex

Alexandra Moxon (she/her/hers)

Senior Project Consultant - Transport Advisory

D +61 7 3858 4839 **O** +61 7 3858 4800
M +61 426 744 942 **E** Alexandra.Moxon@slrconsulting.com

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Appendix H Endorsement Conditions from Transport for New South Wales



Brendyn Rheinberger

From: Development Applications <Developments.CJP@transport.nsw.gov.au>
Sent: Thursday, 19 September 2024 9:47 AM
To: Brendyn Rheinberger
Cc: john.kassaa@vaughans.com.au; Daniel Dalrymple-Hay; Harry Peter; Sean Wilson; Alexandra Moxon
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission

Brendyn,

In recognition of the low pedestrian volumes in this area, this amendment will be accepted.

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



OFFICIAL

From: Brendyn Rheinberger <brheinberger@slrconsulting.com>
Sent: Thursday, September 19, 2024 9:29 AM
To: Development Applications <Developments.CJP@transport.nsw.gov.au>
Cc: john.kassaa@vaughans.com.au; Daniel Dalrymple-Hay <daniel.dalrymple-hay@vaughans.com.au>; Harry Peter <hpeter@slrconsulting.com>; Sean Wilson <spwilson@slrconsulting.com>; Alexandra Moxon <alexandra.moxon@slrconsulting.com>
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission

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Dear TfNSW,

In response to the endorsed conditions regarding SSD-55522478, I am writing to seek an amendment to the following condition:

“When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles”.

Our proposed amendment to this condition is as follows:

When heavy vehicles are entering or leaving the site ~~a traffic controller~~ a spotter is to be provided to manage any conflicts between pedestrians and heavy vehicles.

Justification for amendment:

To achieve compliance with the condition as it currently stands would require a traffic controller to be present on-site at all times. There is a significant cost associated with this. A spotter, whilst not having the legal ability

to stop traffic on a public road, can still manage the pedestrian-vehicle conflicts at the gate access points through effective communication. The spotter can be a member of the Principal Contractor's employ and can be positioned in proximity to the site access at all times. When heavy vehicles are not entering/exiting the site, they can carry out other tasks to assist in effectively managing the construction site in accordance with the approved CTMP and broader CEMP. This is a cost-effective alternative to providing a traffic controller and one that avoids unnecessary expense.

We seek TfNSW's endorsement of this condition amendment request.

Thanks
Brendyn

Brendyn Rheinberger (*he/him/his*)
Principal Consultant - Transport Advisory

O +61 7 3858 4800
M +61 404 744 118
E brheinberger@slrconsulting.com

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OFFICIAL

From: Development Applications <Developments.CJP@transport.nsw.gov.au>
Sent: Monday, 16 September 2024 1:13 PM
To: Brendyn Rheinberger <brheinberger@slrconsulting.com>; Development Applications <Developments.CJP@transport.nsw.gov.au>
Cc: john.kassaa@vaughans.com.au; Daniel Dalrymple-Hay <daniel.dalrymple-hay@vaughans.com.au>; Harry Peter <hpeter@slrconsulting.com>; Sean Wilson <spwilson@slrconsulting.com>; Alexandra Moxon <alexandra.moxon@slrconsulting.com>
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission

Transport for NSW (TfNSW), Greater Sydney Division has reviewed the CTMP titled, *6 Grand Ave, Rosehill - SSD-55522478 - SLR Project No.: 630.031417.00001* and endorse the proposed temporary construction arrangements, subject to the following conditions:

- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.

- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals.
- Access to be maintained for residents, businesses, public transport services and emergency vehicles at all times.
- Under no circumstances are vehicles to drive directly onto the Light Rail corridor nor park and/or lay up on any part of the corridor.
- No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available.
- When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
- No infrastructure, including bins, tanks or traffic control equipment should be left on the road at any time, inclusive of any approved Work Zone. All non-vehicular items must be contained within the work area and not on the carriageway.
- Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic, Light Rail and pedestrian movements in this area.

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

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

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

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



OFFICIAL

From: Brendyn Rheinberger <brheinberger@slrconsulting.com>
Sent: Wednesday, September 11, 2024 4:26 PM
To: Development Applications <Developments.CJP@transport.nsw.gov.au>
Cc: john.kassaa@vaughans.com.au; Daniel Dalrymple-Hay <daniel.dalrymple-hay@vaughans.com.au>; Harry Peter <hpeter@slrconsulting.com>; Sean Wilson <spwilson@slrconsulting.com>; Alexandra Moxon <alexandra.moxon@slrconsulting.com>
Subject: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission

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Dear TfNSW,

My name is Brendyn Rheinberger, and I work for SLR Consulting who has been commissioned by Vaughan Constructions to prepare a Construction Traffic Management Plan (CTMP) for managing the construction impacts for a multi-level warehouse development, located at 6 Grand Avenue, Rosehill NSW 2142.

Please see the attached CTMP required under the Development Consent for SSD-55522478.

In accordance with Condition B1 and B2 of the Consent, the CTMP is required to be prepared in consultation with TfNSW and is required to be finalised and approved by the Planning Secretary prior to the commencement of construction. We therefore seek TfNSW's comments on the CTMP which will ultimately be incorporated into the Construction Environmental Management Plan (CEMP) required under the consent.

Please don't hesitate to contact me should you have any questions.

Thanks
Brendyn

Brendyn Rheinberger (*he/him/his*)
Principal Consultant - Transport Advisory

O +61 7 3858 4800
M +61 404 744 118
E brheinberger@slrconsulting.com

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Alexandra Moxon

From: Development Applications <Developments.CJP@transport.nsw.gov.au>
Sent: Monday, 16 September 2024 1:13 PM
To: Brendyn Rheinberger; Development Applications
Cc: john.kassaa@vaughans.com.au; Daniel Dalrymple-Hay; Harry Peter; Sean Wilson; Alexandra Moxon
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission
Attachments: 640.031417-R01-v0.2 CTMP 20240911.pdf

Transport for NSW (TfNSW), Greater Sydney Division has reviewed the CTMP titled, **6 Grand Ave, Rosehill - SSD-55522478 - SLR Project No.: 630.031417.00001** and endorse the proposed temporary construction arrangements, subject to the following conditions:

- Any Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification to prepare a TGS.
- Proponent must apply and obtain approval from the Transport Management Centre for a Road Occupancy Licence (ROL) for any required lane closures and/or Speed Zone Authorisations as part of the ROL that may impact the state road network or is within 100m of traffic signals.
- Access to be maintained for residents, businesses, public transport services and emergency vehicles at all times.
- Under no circumstances are vehicles to drive directly onto the Light Rail corridor nor park and/or lay up on any part of the corridor.
- No marshalling or queuing of construction vehicles is to occur on public roads. Arriving vehicles that are not able to use parking bay/work zone must continue to a holding point until space becomes available.
- When heavy vehicles are entering or leaving the site a traffic controller is to be provided to manage any conflicts between pedestrians and heavy vehicles.
- No infrastructure, including bins, tanks or traffic control equipment should be left on the road at any time, inclusive of any approved Work Zone. All non-vehicular items must be contained within the work area and not on the carriageway.
- Any traffic control devices, including signage and line marking, should be installed by the proponent and must conform with Australian Standards 1742.
- Transport for New South Wales reserve the right to alter the CTMP Conditions at any time to maintain safe and efficient traffic, Light Rail and pedestrian movements in this area.

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

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

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

OFFICIAL

From: Brendyn Rheinberger <brheinberger@slrconsulting.com>
Sent: Wednesday, September 11, 2024 4:26 PM
To: Development Applications <Developments.CJP@transport.nsw.gov.au>
Cc: john.kassaa@vaughans.com.au; Daniel Dalrymple-Hay <daniel.dalrymple-hay@vaughans.com.au>; Harry Peter <hpeter@slrconsulting.com>; Sean Wilson <spwilson@slrconsulting.com>; Alexandra Moxon <alexandra.moxon@slrconsulting.com>
Subject: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission

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Dear TfNSW,

My name is Brendyn Rheinberger, and I work for SLR Consulting who has been commissioned by Vaughan Constructions to prepare a Construction Traffic Management Plan (CTMP) for managing the construction impacts for a multi-level warehouse development, located at 6 Grand Avenue, Rosehill NSW 2142.

Please see the attached CTMP required under the Development Consent for SSD-55522478.

In accordance with Condition B1 and B2 of the Consent, the CTMP is required to be prepared in consultation with TfNSW and is required to be finalised and approved by the Planning Secretary prior to the commencement of construction. We therefore seek TfNSW's comments on the CTMP which will ultimately be incorporated into the Construction Environmental Management Plan (CEMP) required under the consent.

Please don't hesitate to contact me should you have any questions.

Thanks
Brendyn

Brendyn Rheinberger *(he/him/his)*
Principal Consultant - Transport Advisory

O +61 7 3858 4800
M +61 404 744 118
E brheinberger@slrconsulting.com

SLR Consulting Australia Pty Ltd
Level 16, 175 Eagle Street, Brisbane, QLD, Australia 4000

Appendix I City of Parramatta Concurrence and Consultation



Brendyn Rheinberger

From: Brendyn Rheinberger
Sent: Friday, 27 September 2024 3:38 PM
To: Harry Muker
Cc: Behzad Saleh; Paul Sartor; John Kassaa; Daniel Dalrymple-Hay; Allan Jarimba; David Upton; Sean Wilson; Harry Peter; Alexandra Moxon
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission NCA/6/2023 [Filed 27 Sep 2024 15:37]

Categories: Filed by Mail Manager

Hi Harry,

It is clear that we are not getting anywhere with this debate, but I would just like to correct your inference of my comment regarding traffic controller costs compared to spotters. My intent with making this point is to highlight that VC will be required to have a traffic controller sit at the site access all day during construction hours. Considering the low pedestrian demands on the southern verge of Grand Avenue, traffic controllers won't be utilised much at all and so the costs outweigh the benefit. This will drive up construction costs generally which is not ideal for the developer, the contractor, Council or the community. Arguably, there will be zero pedestrian movements along the southern verge of Grand Avenue due to:

- There is no footpath infrastructure.
- It is not clear where pedestrians would come from.
- It is not clear where pedestrians would walk to; i.e. there are no pedestrian attractors in this industrial area and so desire lines appear to be non-existent.

I digress – I am clearly frustrated.

Regarding the BTCR, I have received two quotes for camera surveys to obtain the requested queuing and traffic volume data. I will send you a separate email relating to this.

Thanks
Brendyn

From: Harry Muker <hmuker@cityofparramatta.nsw.gov.au>
Sent: Friday, 27 September 2024 2:43 PM
To: Brendyn Rheinberger <brheinberger@slrconsulting.com>
Cc: Behzad Saleh <BSaleh@cityofparramatta.nsw.gov.au>; Paul Sartor <PSartor@cityofparramatta.nsw.gov.au>; John Kassaa <John.Kassaa@vaughans.com.au>; Daniel Dalrymple-Hay <Daniel.Dalrymple-Hay@vaughans.com.au>; Allan Jarimba <Allan.Jarimba@vaughans.com.au>; David Upton <David.Upton@vaughans.com.au>; Sean Wilson <spwilson@slrconsulting.com>; Harry Peter <hpeter@slrconsulting.com>; Alexandra Moxon <alexandra.moxon@slrconsulting.com>
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission NCA/6/2023

Hi Brendyn,

I remember that you mentioned that the client did not want to pay for traffic controllers as they were expensive as compared to "spotters".

I feel we are losing the intent of why traffic controllers have been specified. To manage the interaction between pedestrians and vehicles at the property boundary.

In that regard, I am not reconsidering my position.

The approval authority can review and make final determination on this issue.

Regards,

Harry Muker | Traffic and Transport Executive Engineer

Development and Traffic Services

City of Parramatta

PO Box 32, Parramatta NSW 2124

☎ (02) 9806 8108

✉ hmuker@cityofparramatta.nsw.gov.au

Links | www.cityofparramatta.nsw.gov.au

From: Brendyn Rheinberger <brheinberger@slrconsulting.com>

Sent: Friday, 27 September 2024 1:35 PM

To: Harry Muker <hmuker@cityofparramatta.nsw.gov.au>

Cc: Behzad Saleh <BSaleh@cityofparramatta.nsw.gov.au>; Paul Sartor <PSartor@cityofparramatta.nsw.gov.au>; John Kassaa <John.Kassaa@vaughans.com.au>; Daniel Dalrymple-Hay <Daniel.Dalrymple-Hay@vaughans.com.au>; Allan Jarimba <Allan.Jarimba@vaughans.com.au>; David Upton <David.Upton@vaughans.com.au>; Sean Wilson <spwilson@slrconsulting.com>; Harry Peter <hpeter@slrconsulting.com>; Alexandra Moxon <alexandra.moxon@slrconsulting.com>

Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission NCA/6/2023

*****[EXTERNAL EMAIL]** Stop and think before opening attachments, clicking on links or responding. *******

****Harry – resending and copying in the wider group regarding my response.****

Hi Harry,

My recollection was that you were to discuss the on-street parking condition with your colleague. You were accepting of undertaking a Risk Assessment for replacing Traffic Controllers with Spotters. With respect, I think this is an unreasonable request and a waste of money for all. The engaged Traffic Control company will need to be directed by Vaughans to prepare specific TGSs involving traffic controllers when there is a need to stop traffic on Grand Avenue. I propose to you that this can be done on an as needed basis. For the majority of construction vehicle movements into/out of the site, there will not be a need to stop traffic. We have demonstrated this through our swept path assessment. Therefore, why is there a need to pay for qualified traffic controllers when the persons situated at the gates are to manage the pedestrian/vehicle interaction off the roadway?

I urge you to please reconsider Council's position on this matter.

Thanks

Brendyn

Brendyn Rheinberger (he/him/his)

Principal Consultant - Transport Advisory

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If you have received this e-mail in error, please notify the author and delete this message immediately.

From: Harry Muker <hmuker@cityofparramatta.nsw.gov.au>
Sent: Friday, 27 September 2024 12:53 PM
To: Brendyn Rheinberger <brheinberger@slrconsulting.com>
Cc: Behzad Saleh <BSaleh@cityofparramatta.nsw.gov.au>; Paul Sartor <PSartor@cityofparramatta.nsw.gov.au>; John Kassaa <John.Kassaa@vaughans.com.au>; Daniel Dalrymple-Hay <Daniel.Dalrymple-Hay@vaughans.com.au>; Allan Jarimba <Allan.Jarimba@vaughans.com.au>; David Upton <David.Upton@vaughans.com.au>; Sean Wilson <spwilson@slrconsulting.com>; Harry Peter <hpeter@slrconsulting.com>; Alexandra Moxon <alexandra.moxon@slrconsulting.com>
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission NCA/6/2023

Hi Brendyn,

As mentioned in our conversation, I was to discuss this with my colleague, which was done. Our position is that the site boundary is to utilise the services of Traffic Controllers. No change to the condition as updated previously.

Regards,

Harry Muker | Traffic and Transport Executive Engineer

Development and Traffic Services

City of Parramatta

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From: Brendyn Rheinberger <brheinberger@slrconsulting.com>

Sent: Friday, 27 September 2024 12:45 PM

To: Harry Muker <hmuker@cityofparramatta.nsw.gov.au>

Cc: Behzad Saleh <BSaleh@cityofparramatta.nsw.gov.au>; Paul Sartor <PSartor@cityofparramatta.nsw.gov.au>; John Kassaa <John.Kassaa@vaughans.com.au>; Daniel Dalrymple-Hay <Daniel.Dalrymple-Hay@vaughans.com.au>;

Allan Jarimba <Allan.Jarimba@vaughans.com.au>; David Upton <David.Upton@vaughans.com.au>; Sean Wilson <spwilson@slrconsulting.com>; Harry Peter <hpeter@slrconsulting.com>; Alexandra Moxon <alexandra.moxon@slrconsulting.com>

Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission NCA/6/2023

***[EXTERNAL EMAIL] Stop and think before opening attachments, clicking on links or responding. ***

Hi Harry,

Thank you for that. With regard to the below condition, can you please confirm Council's acceptance of the following addition shown in RED:

City of Parramatta Response (Updated Condition):

"All Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification. In that regard, the Principal Contractor must engage a Traffic Control company to develop site-specific TGSs for specific stages within the construction program (and not limited to):

- internal operations (martialling of trucks/light vehicles, trucks/light vehicles staging areas within the site, especially during periods of peak truck movement activity, noting that up to 40 truck movements per hour is envisaged)*
- traffic controllers (managing the entry/exit movements from site including the interactions with pedestrians)"*

Reason:

Support the amendment noting "the Principal Contractor must engage a Traffic Control company to develop site-specific TGSs". Persons that manage vehicle movements at the boundary between public/private including pedestrians, must be traffic controllers, unless approved by Council through submission of a Risk Assessment.

This addition is reflective of my recollection of our phone conversation. Feel free to adjust the wording to suit your intent from this request.

Thanks
Brendyn

Brendyn Rheinberger *(he/him/his)*
Principal Consultant - Transport Advisory

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If you have received this e-mail in error, please notify the author and delete this message immediately.

From: Harry Muker <hmuker@cityofparramatta.nsw.gov.au>
Sent: Friday, 27 September 2024 12:34 PM
To: Brendyn Rheinberger <brheinberger@slrconsulting.com>
Cc: Behzad Saleh <BSaleh@cityofparramatta.nsw.gov.au>; Paul Sartor <PSartor@cityofparramatta.nsw.gov.au>; John Kassaa <John.Kassaa@vaughans.com.au>; Daniel Dalrymple-Hay <Daniel.Dalrymple-Hay@vaughans.com.au>; Allan Jarimba <Allan.Jarimba@vaughans.com.au>; David Upton <David.Upton@vaughans.com.au>; Sean Wilson <spwilson@slrconsulting.com>; Harry Peter <hpeter@slrconsulting.com>; Alexandra Moxon <alexandra.moxon@slrconsulting.com>
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission NCA/6/2023

Hi Brendyn,

In reference to our phone conversation on Thursday 26 September, please find below the following comments and updated conditions (where relevant) in [BLUE](#).

Regards,

Harry Muker | Traffic and Transport Executive Engineer

Development and Traffic Services

City of Parramatta

PO Box 32, Parramatta NSW 2124

☎ (02) 9806 8108

✉ hmuker@cityofparramatta.nsw.gov.au

Links | www.cityofparramatta.nsw.gov.au

From: Brendyn Rheinberger <brheinberger@slrconsulting.com>
Sent: Tuesday, 24 September 2024 5:34 PM
To: Harry Muker <hmuker@cityofparramatta.nsw.gov.au>
Cc: Behzad Saleh <BSaleh@cityofparramatta.nsw.gov.au>; Paul Sartor <PSartor@cityofparramatta.nsw.gov.au>; John Kassaa <John.Kassaa@vaughans.com.au>; Daniel Dalrymple-Hay <Daniel.Dalrymple-Hay@vaughans.com.au>; Allan Jarimba <Allan.Jarimba@vaughans.com.au>; David Upton <David.Upton@vaughans.com.au>; Sean Wilson <spwilson@slrconsulting.com>; Harry Peter <hpeter@slrconsulting.com>; Alexandra Moxon <alexandra.moxon@slrconsulting.com>
Subject: RE: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission NCA/6/2023

*****[EXTERNAL EMAIL]** Stop and think before opening attachments, clicking on links or responding. *******

Hi Harry,

Thank you for your review. I have consulted with Vaughan's (VC) and they are accepting of most of these conditions. There are, however, some *Specific Conditions* that we are seeking amendment/further clarification on. Please see below.

We seek amendments to the following *Specific Condition*:

- *"All Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification. In that regard, Appendix D must be updated to reflect TGS for specific stages within the construction program (and not limited to):*
 - o *internal operations (martialling of trucks/light vehicles, trucks/light vehicles staging areas within the site, especially during periods of peak truck movement activity, noting that up to 40 truck movements per hour is envisaged)*
 - o *traffic controllers (managing the entry/exit movements from site including the interactions with pedestrians)"*

Our response:

The CTMP has been prepared as a framework document to establish controls to manage/minimise construction traffic impacts and safety. These controls, once approved by the Planning Secretary, shall be adhered to by the Principal Contractor, and if not they will be issued with an NCR. Because this document functions in this way, it is not appropriate for SLR to prepare site-specific TGSs. The reasons for this are:

- SLR are not and will not be working on-site. We do not have an appreciation of the site-specific characteristics, and we don't need to have this to develop a framework-level CTMP.
- The SLR CTMP prescribes requirements for VC to engage a traffic control company. This company shall be responsible for designing and implementing any and all TGSs required by construction activities. Should VC fail to do this, they risk receiving an NCR and potential penalties.
- Engaging a traffic control company to design and implement site-specific TGSs provides the following benefits:
 - o It is safer, as the TGSs are designed with detailed knowledge of site characteristics.
 - o The TGSs are informed with up-to-date construction methodologies by VC, as they arise.
 - o The traffic control company engaged to implement TGSs takes on ownership of their own designed TGSs.

Regarding the requirement to situate traffic controllers at the construction access points to manage entry/exit movements and interactions with pedestrians, please refer to the attached. We sought an amendment to this condition from TfNSW and the attached correspondence provides the reasons for this, as well as TfNSW's acceptance of an amendment from "*traffic controllers*" to "*spotters*".

Reflective of the above, we request Council to amend this *Specific Condition* to state: "*All Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification. In that regard, ~~Appendix D must be updated to reflect TGS the Principal Contractor must engage a Traffic Control company to develop site-specific TGSs for specific stages within the construction program (and not limited to):~~*

- *internal operations (martialling of trucks/light vehicles, trucks/light vehicles staging areas within the site, especially during periods of peak truck movement activity, noting that up to 40 truck movements per hour is envisaged)*
- ~~*traffic controllers*~~ *spotters* *(managing the entry/exit movements from site including the interactions with pedestrians)"*

City of Parramatta Response (Updated Condition):

“All Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW’s “Traffic Control at Worksites” manual and be signed by a person with TfNSW certification. In that regard, the Principal Contractor must engage a Traffic Control company to develop site-specific TGSs for specific stages within the construction program (and not limited to):

- internal operations (martialling of trucks/light vehicles, trucks/light vehicles staging areas within the site, especially during periods of peak truck movement activity, noting that up to 40 truck movements per hour is envisaged)*
- traffic controllers (managing the entry/exit movements from site including the interactions with pedestrians)”*

Reason:

Support the amendment noting “the Principal Contractor must engage a Traffic Control company to develop site-specific TGSs”. Persons that manage vehicle movements at the boundary between public/private including pedestrians, must be traffic controllers.

We seek amendments to the following *Specific Condition*:

- “Overflow parking onto Council roads is not supported. Alternative parking arrangement are to be in place, when required.”*

Our response:

During high-risk activities, such as when the warehouse structure, and potentially when Level 1 external works are being built, VC request the opportunity to utilise the southern kerbside on Grand Avenue, adjacent to site frontage, for light vehicle on-street parking. This will allow VC to manage the safety of their workers. As there are no residential land uses in proximity to the site, this on-street parking area is not in high demand and appears, from NearMap imagery between January and September, to not be utilised much at all. The lane widths are also sufficient to accommodate on-street parking while maintaining a generous travel lane.

We request that Council reconsider the wording of this condition, and perhaps designates the extent for where on-street parking on Grand Ave is approved for, and also for which construction activities. VC can provide Council with advance notice of upcoming high-risk activities and the need for light vehicles to park on-street. Please advise if this is acceptable.

City of Parramatta Response (Updated Condition):

“Prior to any work vehicles parking along Grand Parade for high-risk activities. A Works Zone (WZ) is to be approved and installed by Council, with all costs borne by the applicant (refer to Council’s WZ application: [Works Zone Application](#))”.

Reason:

To manage construction related parking within the public roadway.

Regarding the *Specific Condition* below, can I request an MS Teams meeting with you to discuss what Council’s expectations are regarding the content and methodology of this BPCR. Further, will the preparation of this BPCR hold up the endorsement of CEMP/CTMP with the Planning Secretary? We are conscious that the preparation, including collation of prevailing traffic conditions, could take several weeks which is a significant delay to VC. Please advise if you are amenable to a meeting and if so, what times would suit.

- Prior to commencement of construction works, a Background Traffic Conditions Report (BPCR) to be prepared by the traffic consultant that records the prevailing traffic conditions (traffic volumes and traffic*

queues) on key roads that will service the development site and surrounds between the period 7am to 6pm (Mon to Fri):

- o Local Roads to be included in the BTCR (and not limited to):
 - Grand Avenue
 - Colquhoun Street
 - Durham Street; and
 - Devon Street

Reason: Need to understand background traffic conditions to assist with vehicle movement management to and from the development site.

City of Parramatta Response:

As discussed, noting the importance of understanding the surrounding traffic conditions in particular traffic queues along roads that surround and provide access to the development site, to then assist with heavy and light vehicle management to and from the development site.

Feel free to call me at any time to discuss the above.

Thanks
Brendyn

Brendyn Rheinberger (he/him/his)
Principal Consultant - Transport Advisory

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E brheinberger@slrconsulting.com

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From: Harry Muker <hmuker@cityofparramatta.nsw.gov.au>

Sent: Wednesday, 18 September 2024 4:37 PM

To: Brendyn Rheinberger <brheinberger@slrconsulting.com>

Cc: Behzad Saleh <BSaleh@cityofparramatta.nsw.gov.au>; Paul Sartor <PSartor@cityofparramatta.nsw.gov.au>

Subject: 6 Grand Avenue, Rosehill NSW | SSD-55522478 | CTMP Submission NCA/6/2023

You don't often get email from hmuker@cityofparramatta.nsw.gov.au. [Learn why this is important](#)

Hi Brendyn,

Council has reviewed the Construction Traffic Management Plan (CTMP) titled, 6 Grand Ave, Rosehill - SSD-55522478 – NCA/6/2023 and provide concurrence, subject to the following conditions:

Standard Conditions:

- Materials are to be delivered and spoil removed during standard construction hours. Deliveries are to be planned to ensure a consistent and minimal number of trucks arriving at site at any one time.
- Any forklift that is operating on street to load and/or unload building materials must have a conditional registration.
- SafeWork NSW accredited traffic controllers are to be used to manage vehicular and pedestrian traffic to ensure public safety whilst vehicles are entering or exiting the site. Traffic Control Plans (TCPs) are to be in accordance with AS1742.3 and TfNSW 'Traffic Control at Worksites' manual at all times and be signed by a person with SafeWork certification to prepare TCP's. A copy of the TCPs is to be held on site at all times by the responsible traffic controllers.
- Installation of a 'Works Zone' on public road shall require an approval through Parramatta Traffic Committee process. The applicant is to submit an application for a Works Zone to Council's Traffic and Transport Services, at least 12 weeks prior to the commencement of the restriction. The 'Works Zone' application form can be accessed via Council's Development and Building Form section of the website ([Development and building forms | City of Parramatta \(nsw.gov.au\)](#)).
- Occupation of any part of the footpath or road (locating mobile crane or skip bin, carrying out work, erecting/dismantling hoarding, reconstruction of footpath and the like) during construction works of the development shall require a Road Occupancy Permit from Council. A Temporary Road Occupancy Permit is to be obtained through Council's Traffic and Transport Services, prior to occupying any part of the footpath or road. The application is to be lodged online via Council's website at www.cityofparramatta.nsw.gov.au → Submit a Request → Submit a request → Lodge an Application → Road and Road Related Infrastructure → Temporary road/Footpath Occupancy.
- Waste Container Permit is to be obtained from Council's Traffic and Transport Services, prior to for locating a skip bin on road and road related area. The application is to be lodged online via Council's website at www.cityofparramatta.nsw.gov.au → Submit a Request → Submit a request → Lodge an Application → Road and Road Related Infrastructure → Waste Container Permit.
- Oversize vehicles using local roads require approval from the National Heavy Vehicle Regulator (NHVR). The applicant shall submit an application for an Oversize Vehicle Access Permit through NHVR's portal (www.nhvr.gov.au/about-us/nhvr-portal), prior to driving through local roads within the City of Parramatta LGA.
- Hoarding/Tower Crane permit is to be obtained from Council prior to erecting any Hoarding/Tower Crane on Council road/footpath/construction site. The application can be accessed via Council's Development and Building Form section of the website ([Development and building forms | City of Parramatta \(nsw.gov.au\)](#)).
- The roadway (including footpath) is to be kept in a serviceable state for the duration of the project. Road pavement/footpath damaged as a result of truck movements/ construction activity is to be maintained and restored during and after the duration of development by developer at no cost to Council to satisfaction of Council's Supervisor Civil Assets, contact 9806 8250.

- Affected residents and businesses must be notified in writing fourteen (14) days prior to the start of the various phases of construction. A copy of the notification shall be submitted to City of Parramatta Council. Access to these residents and businesses must be maintained unless otherwise agreed. Any comments are to be recorded and taken into consideration when planning construction activities.
- The contractor/builder is to provide a sign that provides a phone number and email address for members of the local community to make enquires or complaints regarding traffic control for the site. The Contractor is to provide a representative for meetings that may occur and may include representatives of the local community and Council staff to discuss traffic control at the site.
- Additional conditions may be applied to the Construction Traffic Management Plan in future should public amenity be detrimentally affected.
- City of Parramatta Council is to be notified of any future disruption to roadways and footpaths and any changes to the CTMP.

Specific Conditions:

- All Traffic Guidance Schemes (TGS) prepared are to comply with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual and be signed by a person with TfNSW certification. In that regard, Appendix D must be updated to reflect TGS for specific stages within the construction program (and not limited to):
 - o internal operations (marshalling of trucks/light vehicles, trucks/light vehicles staging areas within the site, especially during periods of peak truck movement activity, noting that up to 40 truck movements per hour is envisaged)
 - o traffic controllers (managing the entry/exit movements from site including the interactions with pedestrians)
- Overflow parking onto Council roads is not supported. Alternative parking arrangements are to be in place, when required.
- Under Section 5.4.2 first dot point to be adjusted to read "Heavy Vehicles using Grand Avenue must limit the use of engine or compression braking"
- Prior to commencement of construction works, a Background Traffic Conditions Report (BTCR) to be prepared by the traffic consultant that records the prevailing traffic conditions (traffic volumes and traffic queues) on key roads that will service the development site and surrounds between the period 7am to 6pm (Mon to Fri):
 - o Local Roads to be included in the BTCR (and not limited to):
 - Grand Avenue
 - Colquhoun Street
 - Durham Street; and
 - Devon Street

Reason: Need to understand background traffic conditions to assist with vehicle movement management to and from the development site.

Happy to discuss.

Regards,

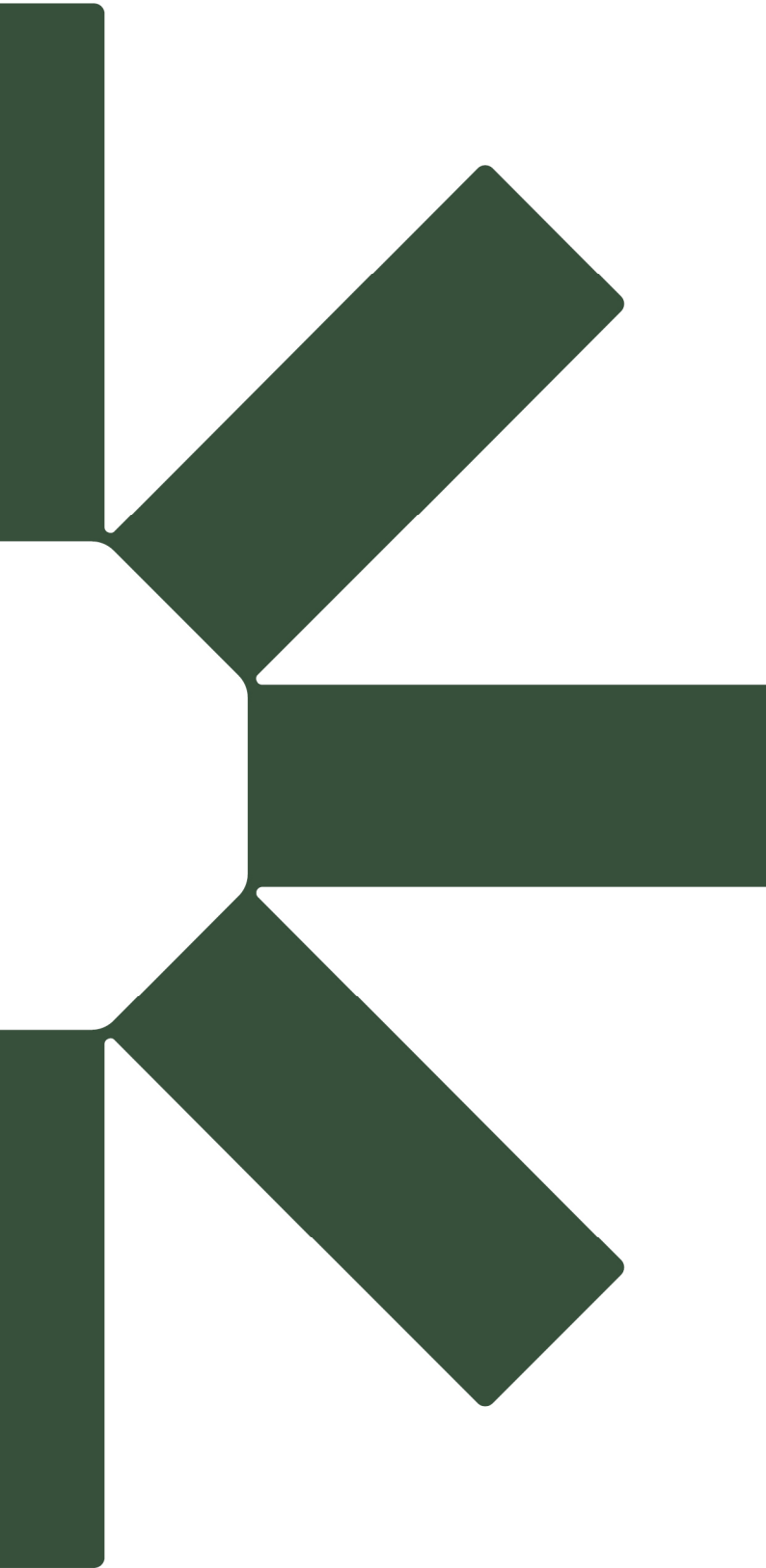
Harry Muker | Traffic and Transport Executive Engineer

Development and Traffic Services

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