



# Construction Traffic Management Plan

**45-57 Moxon Road, Punchbowl, NSW**  
**State Significant Development SSD-55266460**

## **Vaughan Constructions Pty Ltd**

9A Commercial Road  
Kingsgrove, NSW 2208

Prepared by:

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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.



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## 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 and distribution centre located at 45-57 Moxon Road, Punchbowl 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 by 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-55266460 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;	Section 1.3 and Appendix F
(c)	detail the measures that are to be implemented to ensure road safety and network efficiency during construction;	Section 5, Section 6.4
(d)	detail heavy vehicle routes, access and parking arrangements;	Section 3.5, Section 3.6
(e)	include a Driver Code of Conduct to: <ul style="list-style-type: none"> <li>(i). minimise the impacts of earthworks and construction on the local and regional road network;</li> <li>(ii). minimise conflicts with other road users;</li> <li>(iii). minimise road traffic noise; and</li> <li>(iv). ensure truck drivers use specified routes;</li> </ul>	Section 5.1, 5.4.2 and Appendix C
(f)	include a program to monitor the effectiveness of these measures; and	Section 6.2
(g)	if necessary, detail procedures for 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
B3	The Applicant must provide sufficient parking facilities on-site, including for heavy vehicles and for site personnel, to ensure that traffic associated with the development does not utilise public and residential streets or public parking facilities.	Section 3.5

### 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 02 June 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, this document, being the SLR CTMP Version 1.4, has been issued to Canterbury Bankstown City Council (CBCC or Council), as the key stakeholder noted under SSD Condition B1(b), for their review and comment as part of the referral process. This revision incorporates updates in response to Council's comments which are provided at **Appendix F** for reference. Where a comment required an amendment to this CTMP, this has been incorporated within this version.



## 2.0 Development Overview

### 2.1 Site Location

The work site is described as Lot B DP 390488, Lot 1 DP 618465, Lots 221 and 222 DP 840328 and Lot 23 DP 552521 with direct frontage along the Moxon Road corridor in Punchbowl, NSW. The site is currently zoned IN2 Light Industrial under the Canterbury LEP 2012. The site is surrounded by other IN2 zoning to the north and west, R3 Medium Density Residential to the east and RE1 Public Recreation Zoning to the south of the site.

Access to the existing site is currently provided through five driveway crossovers along Moxon Road and is functioning and occupied by various tenants from a variety of industries. 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 2**.

**Table 2 Key Roads**

Road Name	Classification	Authority	Existing Form	Posted Speed
Moxon Road	Local Road	Council	Two lane, two-way single carriageway.	50km/h
Wiggs Road	Local Road	Council	Two lane, two-way single carriageway.	50km/h
Belmore Road	Local Road	Council	Four lane, two-way carriageway.	50km/h



Road Name	Classification	Authority	Existing Form	Posted Speed
Canterbury Road	State Road	TfNSW	Four lane, two-way carriageway with central median in parts.	60km/h
Fairford Road	State Road	TfNSW	Four lane, two-way carriageway with central median.	70km/hr
South-Western Motorway	State Road	TfNSW	Three lane, two way motorway. Toll Road.	100km/h

### 2.3 Approved Development

The Project comprises an SSD Approved (SSD-55266460) two-storey warehouse and distribution centre comprising 32,839m<sup>2</sup> warehouse area with 4,169m<sup>2</sup> ancillary office, landscaping, bicycle and car parking. 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: 34,499m<sup>2</sup>;
- Warehouse buildings: 32,839m<sup>2</sup>;
- Total Office & amenities Area: 3,744m<sup>2</sup>;
- Three vehicular crossovers to Moxon Road;
- On site parking: 178 car parking spaces, 20 motorcycle spaces and 20 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 all existing buildings and structures;
- Site preparation works, including in ground services and foundations;
- Earthworks and retaining walls;
- Three vehicular crossovers to Moxon Road;
- Construction of two warehouse buildings, consisting of two storeys;
- On-site parking; and
- External pavements, complementary landscaping and offset planting.

**Table 3** 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 3 Planned Construction Programme**

Construction Activity	Estimated Duration	Date for Works
Stage 1: Site Establishment, Demolition, and Piling Works.	Up to 5 months	14/10/24 to 28/02/25
Stage 2: Civil Works, Retaining Walls, Services, Structures and Slabs.	Up to 16 months	28/02/25 to 06/06/26
Stage 3: External pavements, Landscaping, Commissioning and Handover.	Up to 3 months	06/06/26 to 29/08/26
<b>Total Construction Period</b>	<b>Up to 22 months</b>	<b>From Oct 2024 to Aug 2026</b>

### 3.2 Construction Hours

All works for 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 2.2 of the Construction Environmental Management Plan (**CEMP**).



### 3.3 Site Contact Details

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

- Gary Budin, Site Manager:
  - Mobile No.: 0426 262 166
  - Email: [gary.budin@vaughhans.com.au](mailto:gary.budin@vaughhans.com.au)
- David Upton, Project Manager:
  - Mobile No.: 0412 719 623
  - Email: [david.upton@vaughhans.com.au](mailto:david.upton@vaughhans.com.au)

The key contacts for the site during construction are provided within Section 2.4 of the CEMP.

### 3.4 Site Access

#### 3.4.1 Approved Location

During construction, the site will be accessed via two locations initially, with a third provisioned for use later on in the construction programme. Further details of the site access arrangements are provided below.

##### **Northern HV Access**

This access will facilitate all movements in and out for heavy vehicles and will function as the primary access. It is situated adjacent to the northern site boundary in proximity to Joyce Street. The construction access will be formed with a width of approximately 17 metres to facilitate HV turning manoeuvres. Refer to **Appendix G** for swept path sketches demonstrating these movements can be accommodated.

##### **Central LV Access**

This access will facilitate LV access to the site. It is situated opposite Craig Street and will permit all movements in and out, as demonstrated by the swept path sketches provided at **Appendix G**. This access will be approximately 6m in width.

##### **Southern HV Access**

Construction vehicles will not immediately utilise this access. However, it is likely that as construction staging progresses, the need will arise for HVs to utilise this access point. As such, a swept path assessment has been undertaken for this location for the largest anticipated HV: a truck and dog. Refer to **Appendix G** for these swept path sketches. This access will be approximately 12m in width and will facilitate all movements in and out of the site.

#### 3.4.2 Construction Vehicle Routes

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:

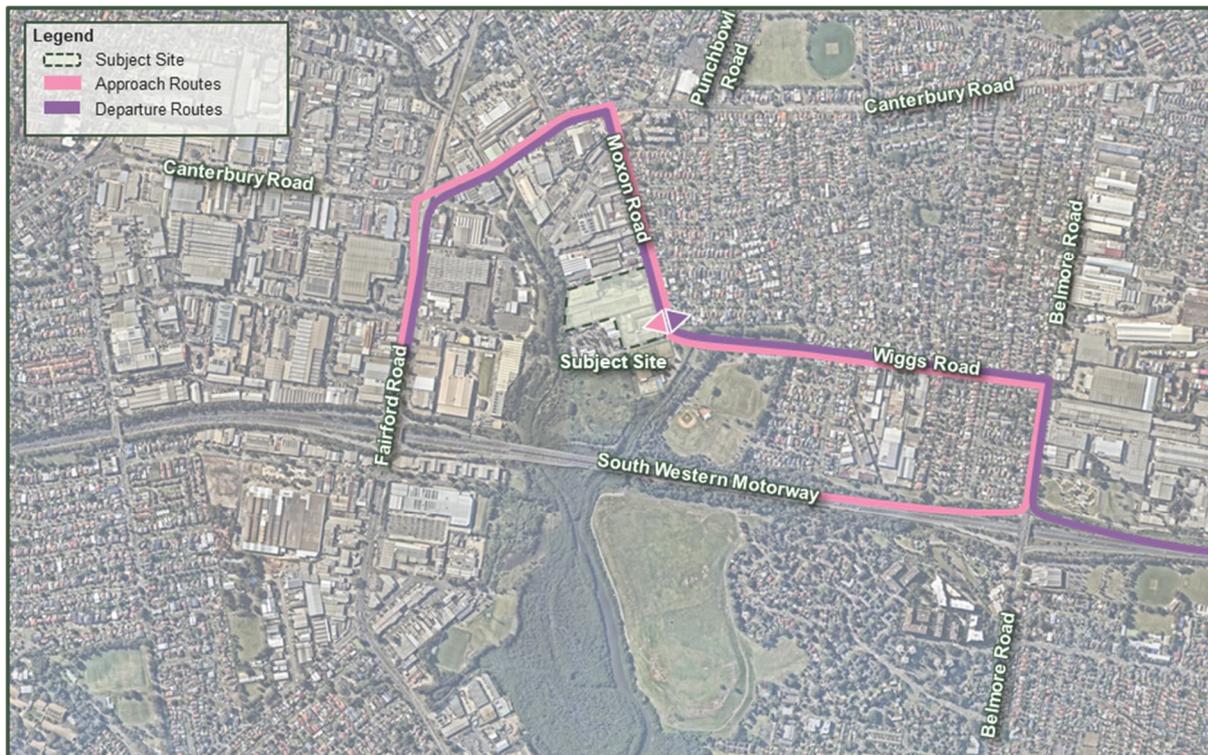
- Approach routes:
  - Fairford Rd, Canterbury Rd, Moxon Road;
  - South Western Mwy, Belmore Rd, Wiggs Rd, Moxon Rd;
- Departure routes:



- Moxon Rd, Canterbury Rd, Fairford Rd;
- Moxon Rd, Wiggs Rd, Belmore Rd, South-Western Mwy.

Refer to **Figure 3** for construction vehicle access arrangements for the site.

**Figure 3 Construction Vehicle Routes**



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

During the construction period, the following areas will be designated within the site boundary:

- 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.

Parking for light construction vehicles will be provided within the Moxon Sports Club site. VC and the Sports Club have an agreement in place to facilitate this arrangement during construction. Heavy vehicle parking will be provided within the site as required. Parking on Moxon Road or any surrounding streets will be strictly prohibited at all times for construction vehicles.

### 3.6 Construction Phase Traffic Demands

The following construction movement volumes have been provided by VC as described in **Table 4**.

**Table 4 Construction Vehicle Movement Volumes**

Description	General Construction
Worker Numbers	80 - 100
Peak Daily Heavy Vehicle Movements	190 (95 in/95 out)



Description	General Construction
Peak Daily Light Vehicle Movements	200 (100 in/100 out)
Peak Hour Heavy Vehicle Movements	20 (10 in/10 out)
Peak Hour Light Vehicle Movements	100 (100 in or 100 out)
Largest Vehicle Size	19m AV and 20m truck and dog

**Table 5** describes the maximum number of light vehicles to be generated by construction activities as 100 vehicles during construction. This would equate to a peak daily volume of 200 vpd or 100 vph during the peak hour period due to shift work. Heavy vehicles consisting of no larger than 19m AV and 20m truck and dogs would reach a maximum of 190 movements per day or 20 per hour. Therefore, the anticipated maximum number of construction vehicles generated is:

- Peak Daily Heavy Vehicle Movements = 190;
- Peak Daily Light Vehicle Movements = 200;
- **Maximum Daily Construction Vehicle Movements = 390 movements per day;**
- Peak Hour Heavy Vehicle Movements = 20;
- Peak Hour Light Vehicle Movements = 100;
- **Maximum Peak Hour Construction Vehicle Movements = 120 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 Moxon Road.

Construction vehicle access to the site will be via three access points, as detailed in **Section 3.4.1**. 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 / Medial Centre

There are several Medical Centres located in proximity to the site. Perhaps the most accessible is the Punchbowl Medical Centre at 747 Punchbowl Road, Punchbowl. The closest Public Hospital is the Bankstown-Lidcombe Hospital, located at Eldridge Road, Bankstown. It is approximately 3 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

TGSs have been prepared by iGroup to manage construction site accesses located along Moxon Road. Refer to **Appendix D**, which contains these TGSs for implementation associated with the management of construction site accesses. They also consider the provision of advance warning truck symbolic signage on Joyce Street, Craig Street, Wiggs Road and Moxon Road to alert residents and general traffic of the presence of heavy vehicles in the area.

Pedestrians walking along the frontage of the site on Moxon Road will be alerted to the likelihood that construction vehicles are entering/exiting the site accesses by advance warning signage associated with the implemented TGS. When VC is aware of construction activities requiring a high volume of construction traffic, a spotter will be situated at the relevant gate access point to assist in managing construction vehicle and pedestrian conflicts during this activity.

Following the implementation of this TGS, weekly inspections of the 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 Moxon Road 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 10km/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 10km/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.

### 5.5 Mitigation Measures

The impacts of construction traffic and the mitigating measures to be implemented are outlined in **Table 5**.

**Table 5 Mitigation Measures – Responsibility and Timing**

Mitigation Measures	Responsibility	Timing
<b>Construction Traffic in Moxon Road:</b> 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 Manager	Weekly.
<b>Management of deliveries:</b> The site manager will manage deliveries to ensure that construction vehicle movements will remain low.	Site Manager	As required.
<b>Managing dirt on the public road network:</b> The use of rumble grids positioned at the site's access points to Moxon Road, as well as the use of water trucks and sweeper trucks for Moxon Road, shall ensure the existing network is free of dirt from the site. Finally, a visual inspection by the gate	Site Manager	Daily.



Mitigation Measures	Responsibility	Timing
operator shall be conducted to confirm that no dirt/mud is tracked onto Moxon Road when trucks exit.		
<b>Safety during construction:</b> 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 risks. The TGS shall be monitored and updated accordingly throughout the project.	Project Manager	Reviewed at the inception of construction.
<b>Reporting:</b> 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.
<b>Induction to Drivers Code of Conduct:</b> All vehicle operators accessing the construction site must be inducted onto the Drivers Code of Conduct ( <b>Appendix C</b> ) 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 C15.

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 8** 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 6 CTMP Monitoring and Review - Triggers**

Type of Review	Frequency	Considerations
<b>Scheduled</b>	The scheduled CTMP review must be undertaken monthly or as specified otherwise.	The scheduled CTMP review must consider the following: <ul style="list-style-type: none"> <li>• CTMP and TGS are approved;</li> <li>• Identify required variations to the TGS and ensure that they are updated, recorded, and approved;</li> <li>• Review any departures or variations of the CTMP and/or TGS to ensure they have been documented and approved;</li> <li>• Speed control effectiveness;</li> <li>• Construction vehicle entry/egress suitability, with no queuing on the public road network at any time;</li> <li>• Construction vehicle daily/peak hour movements are compliant with approved volumes, with monthly reviews of the contractor's daily logbook of vehicles required;</li> <li>• Periodic checks to ensure that heavy vehicles are using the correct access route;</li> <li>• Periodic checks of noise-generating items to ensure they are less than the prescribed noise limits.</li> </ul>
<b>Change Generated Review</b>	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: <ul style="list-style-type: none"> <li>• The work site is operating safely;</li> <li>• Delineation is effective with appropriate signage installed for changed conditions;</li> <li>• Safe passage is provided for all road users;</li> <li>• Road Safety Audits are arranged or confirmed as required;</li> <li>• Accountability for approval and inspection is well understood and documented.</li> </ul>
<b>Non-Compliance, Post Incident or Near Miss Review</b>	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 <b>Table 9</b> . 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 if applicable. The post-incident or near miss CTMP review must consider: <ul style="list-style-type: none"> <li>• Causal factors;</li> <li>• Contributory factors or changes required; and</li> <li>• 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.</li> </ul>

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 7** are to be undertaken by suitably qualified personnel in accordance with TCAWS 6.1 requirements during all phases of construction.

**Table 7 Review of Activities – Example Template**

Activity			Frequency or Details
Shift Inspections	<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Regular Inspections	<input type="checkbox"/> YES	<input type="checkbox"/> NO	
TMP Review	<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Road Safety Audit	<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Other	<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Comments			

Given the duration of construction (21 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 Moxon Road, 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(e). Notwithstanding, **Table 8** 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 8 Contingency Plan**

Risk		Condition Green	Condition Amber	Condition Red
<b>Construction Movements</b>	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 (200 LV & 190 HV movements per day / 100 LV & 20 HV movements in peak hour periods).	Construction traffic volumes exceeds programmed peak hour volumes but is within permissible daily volume constraints (200 LV & 190 HV movements per day / 100 LV & 20 HV movements in peak hour periods).	Construction traffic volumes exceeds permissible volume and time constraints (200 LV & 190 HV movements per day / 100 LV & 20 HV movements in peak hour periods).
	Response	No response required.	Review and investigate construction activities, and where appropriate, implement additional remediation measures such as: <ul style="list-style-type: none"> <li>Review CTMP and update where necessary;</li> <li>Provide additional training.</li> </ul>	As per Condition Amber, plus: <ul style="list-style-type: none"> <li>If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies.</li> <li>Stop all transportation into and out of the site.</li> </ul>
<b>Queuing</b>	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: <ul style="list-style-type: none"> <li>Review and investigate construction activities.</li> <li>If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies.</li> <li>Temporary halting of activities and resuming when conditions have improved.</li> <li>Stop all transportation into and out of the site.</li> <li>Review CTMP and update where</li> </ul>



Risk		Condition Green	Condition Amber	Condition Red
				necessary, provide additional training.
<b>Noise</b>	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.
<b>Traffic Guidance Scheme</b>	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.
<b>Dust</b>	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: <ul style="list-style-type: none"> <li>• Deployment of additional water sprays.</li> <li>• Relocation or modification of dust-generating sources.</li> <li>• Check condition of vibrating grids to ensure they are</li> </ul>	As per Condition Amber, plus: <ul style="list-style-type: none"> <li>• If it is concluded that construction activities were directly responsible for the exceedance, submit an incident report to government agencies.</li> <li>• Implement relevant responses and undertake immediate review to avoid such occurrences in future.</li> </ul>



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 Shoemith 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 9** will be followed.

**Table 9 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 8**. Notwithstanding, **Table 10** outlines an indicative communication strategy to ensure that adequate communication with key stakeholders has been met.

**Table 10 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)\*\***

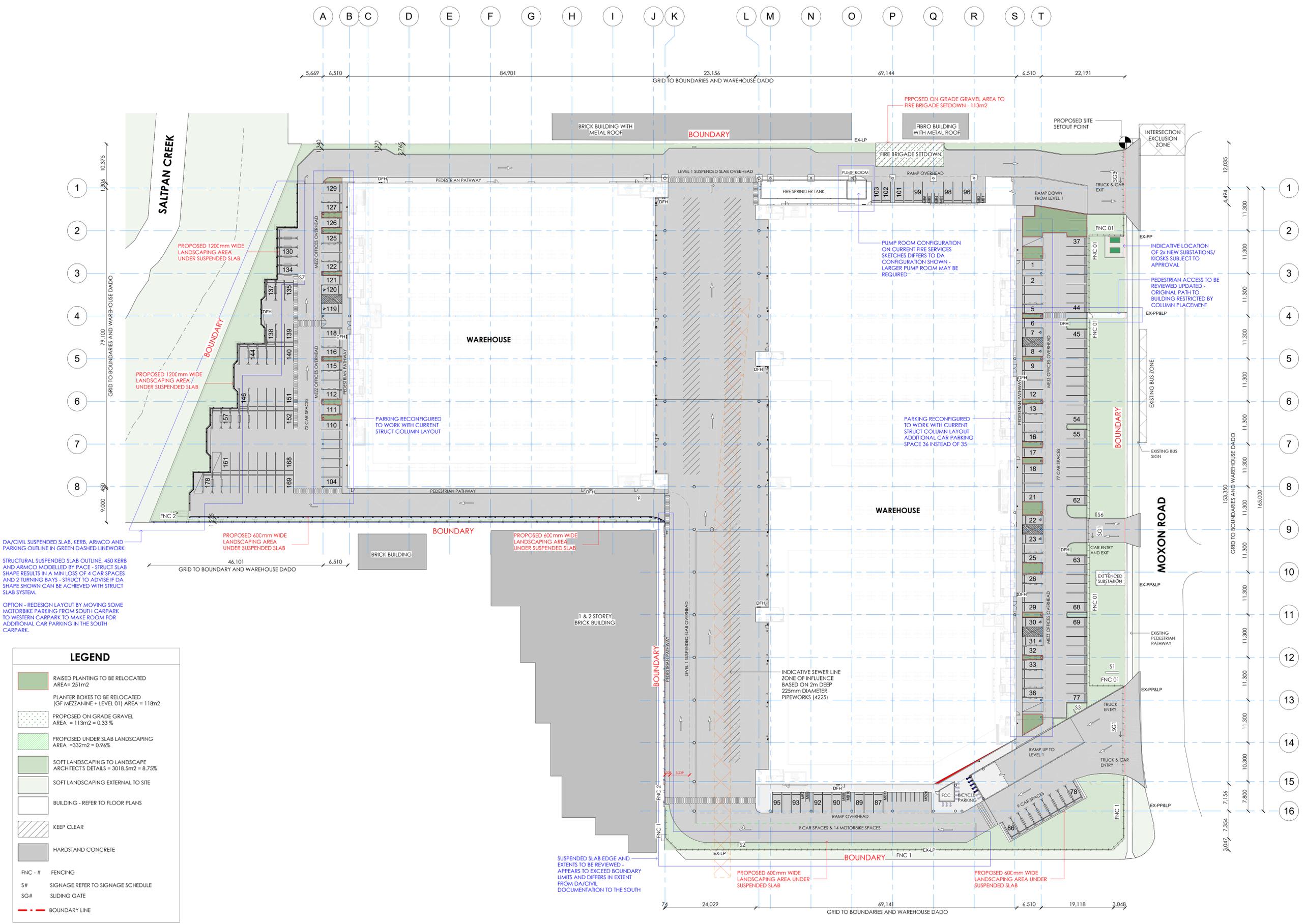
Brendyn provided support to the Gold Coast Suns AFL club in regard to the operation of traffic signals as part of the Metricon Stadium transport planning for AFL game days. Liaising with the Gold Coast Suns, Queensland Police, QLD Ambulance, QLD Fire and Emergency, City of Gold Coast and the Traffic 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





DA/CIVIL SUSPENDED SLAB, KERB, ARMCO AND PARKING OUTLINE IN GREEN DASHED LINework

STRUCTURAL SUSPENDED SLAB OUTLINE, 450 KERB AND ARMCO, MODELLED BY PACE. STRUCT SLAB SHAPE RESULTS IN A MIN LOSS OF 4 CAR SPACES AND 2 TURNING BAYS - STRUCT TO ADVISE IF DA SHAPE SHOWN CAN BE ACHIEVED WITH STRUCT SLAB SYSTEM.

OPTION - REDESIGN LAYOUT BY MOVING SOME MOTORBIKE PARKING FROM SOUTH CARPARK TO WESTERN CARPARK TO MAKE ROOM FOR ADDITIONAL CAR PARKING IN THE SOUTH CARPARK.

**LEGEND**

- RAISED PLANTING TO BE RELOCATED  
AREA= 251m<sup>2</sup>
- PLANTER BOXES TO BE RELOCATED  
(GF-MEZZANINE + LEVEL 01) AREA = 118m<sup>2</sup>
- PROPOSED ON GRADE GRAVEL  
AREA = 113m<sup>2</sup> = 0.33 %
- PROPOSED UNDER SLAB LANDSCAPING  
AREA = 332m<sup>2</sup> = 0.96%
- SOFT LANDSCAPING TO LANDSCAPE  
ARCHITECT'S DETAILS = 3018.5m<sup>2</sup> = 8.75%
- SOFT LANDSCAPING EXTERNAL TO SITE
- BUILDING - REFER TO FLOOR PLANS
- KEEP CLEAR
- HARDSTAND CONCRETE

FNC - # FENCING  
 S# SIGNAGE REFER TO SIGNAGE SCHEDULE  
 SG# SLIDING GATE  
 --- BOUNDARY LINE

**1 SITE PLAN**  
 1:400

DO NOT SCALE THIS DRAWING. VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK. COPYRIGHT © THIS DRAWING REMAINS THE PROPERTY OF FACEARCHITECTS. REPRODUCTION IN WHOLE OR PART IS FORBIDDEN.

NOTE: THE LOCATION OF PROPERTY ALIGNMENTS IS DETERMINED FROM SURVEY INFORMATION PROVIDED BY SURVEYOR.

**PRELIMINARY**

CLIENT  
**Hale**

BUILDER / PROJECT MANAGER  
**VAUGHAN CONSTRUCTIONS**

ARCHITECT  
**PACE ARCHITECTS**

PROJECT  
 MULTI-LEVEL WAREHOUSES

ADDRESS  
 45 - 57 MOXON ROAD, PUNCBOWL

DRAWING TITLE  
 SITE PLAN

PURPOSE  
 PRELIMINARY

SCALE As indicated **B1**

PROJECT NO 23408

DATE 12.04.24

DWN DWG NO 23408 - A-100

RF

ISSUE  
**P2**

# Appendix C Drivers Code of Conduct



## Drivers Code of Conduct

Safe Driving Policy for the Lot B DP 390488, Lot 1 DP 614465, Lots 221 and 222 DP 840328 and Lot 23 DP 552521 located at 45-57 Moxon Road, Punchbowl, NSW.

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

Drivers Code of Conduct (Conditions of entry):

- All drivers shall follow instruction of Vaughan Constructions staff at all times;
- All drivers are to adhere to all signposted directions;
- Primary access and egress is from Moxon Rd via the designated construction gates;
- Vehicles shall not queue onto Moxon Road from the site access;
- Vehicles shall enter and exit the site in a safe and orderly manner;
- Movements within the site are restricted to 10km/h;
- Vehicles shall follow the designated construction vehicle routes at all times. These routes have been reproduced overleaf in **Figure 1** for reference;
- Drivers must maintain a safe 'buffer' distance from any person/ or plant being operated by a person whilst moving on/ around the site;
- 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;
- All parking shall be within designated areas unless approved by the Site Supervisor; and
- 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.
- Drivers are to operate their vehicles in a safe and professional manner, with consideration for all other road users.
- Drivers are to minimise vehicle noise where possible by limiting the use of engine or compression braking systems, turning off vehicles when not in use and travelling at posted speed limits.



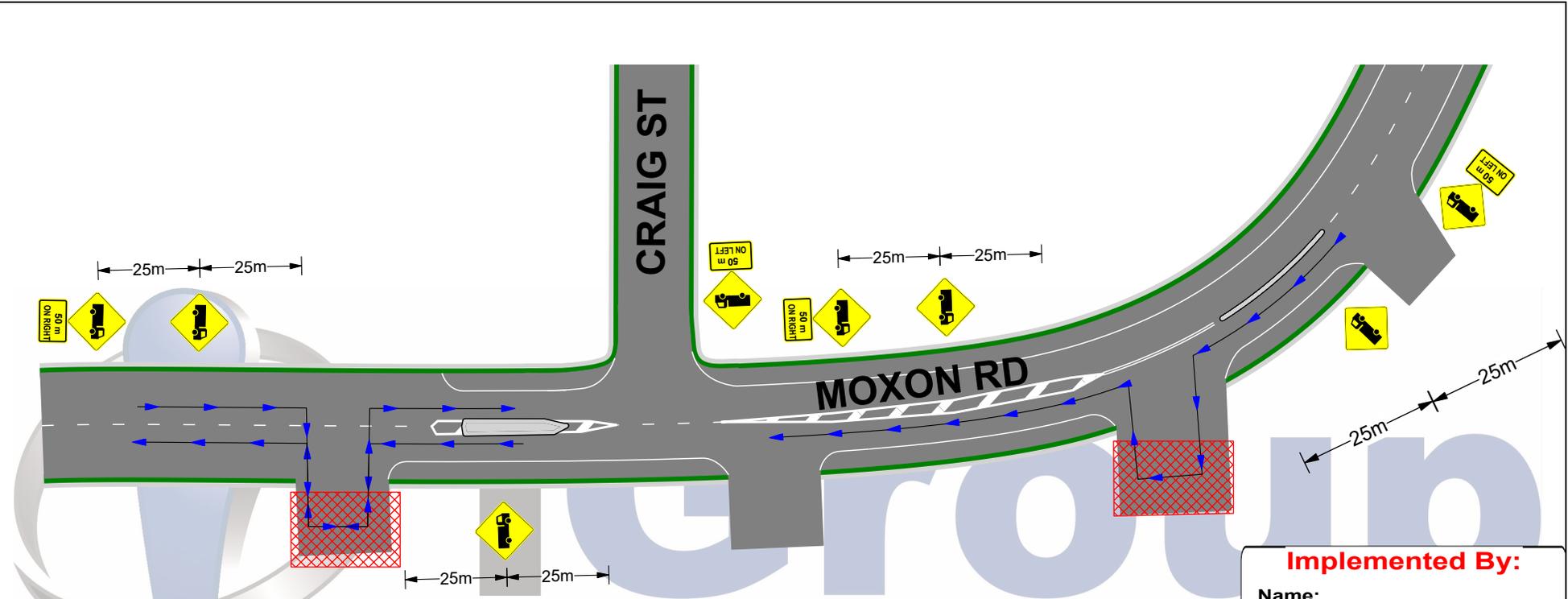
**Figure 1 Designated Construction Vehicle Routes**





# **Appendix D    Site-Specific Traffic Guidance Schemes**





**ALL TRUCKS ENTERING AND EXITING SITE MUST GIVE WAY TO PEDESTRIANS AND TRAFFIC**

**Implemented By:**  
 Name:  
 Signature:  
 SITE SPECIFIC DOES NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TGS IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENT.



**Client:** Vaughan Constructions      **Date:**  
**Location:** Moxon Rd, Punchbowl NSW  
**Scope:** Truck movement

**TGS NOT TO SCALE**

**TGS0127.JS Vaughan-Moxon Rd**

- Notes:**
- \*Local constraints may not allow signage and devices to be placed in accordance with this TGS. Signs and devices are to be positioned in accordance with the tolerances shown in Section 7.10.3 of the TCAWS Version 6.1 2022.
  - \*This TGS is suitable for short term works.
  - \*This is a site specific designed TGS.
  - \*Traffic Controllers must maintain 1.5M from live traffic unless a risk assessment has been conducted.
  - \*Ensure all approval requirements have been met prior to setup.
  - \*Cover all conflicting signage where required.
  - \*This site **MUST** comply with the TCAWS Version 6.1 2022 and AS 1742.3 (MUTCD) 2019
  - \*B Size signage must be used for all permanent sites & 85km+ roads

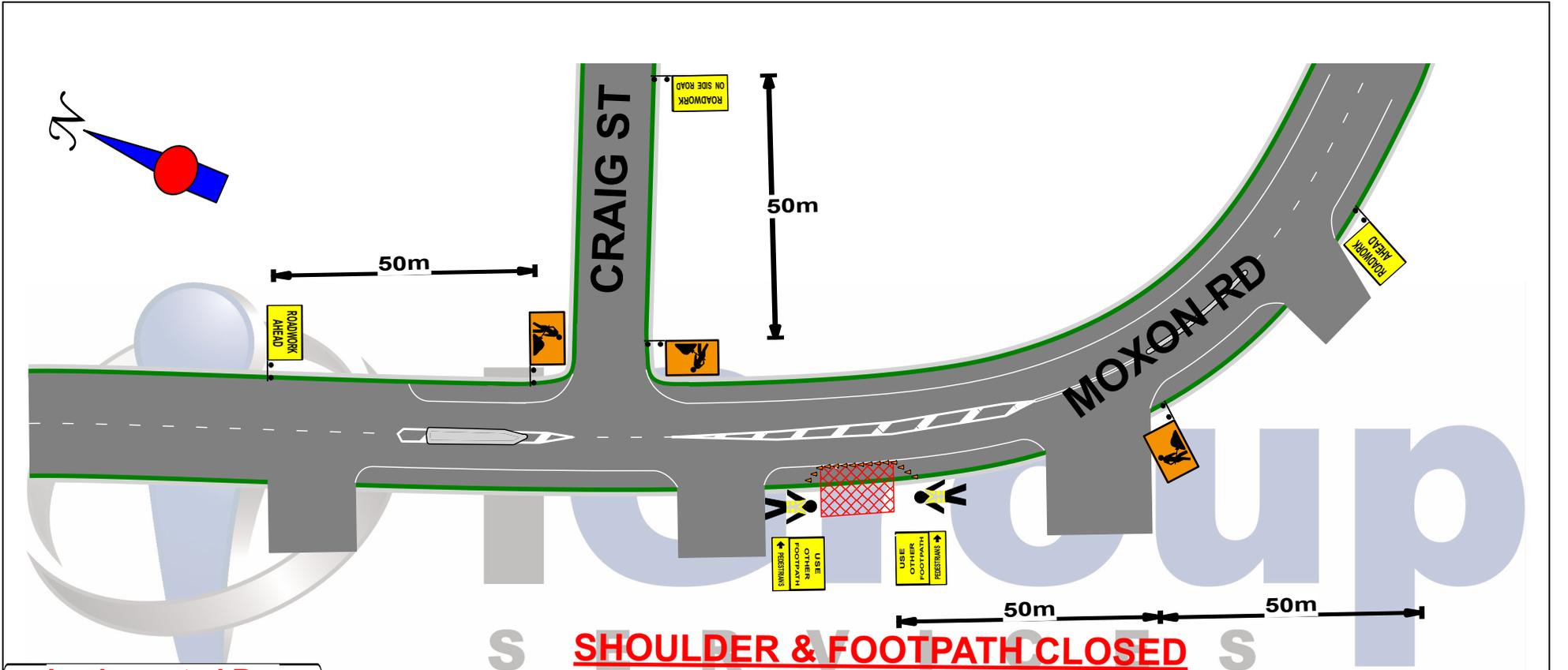
**LEDGEND**

CONES =

WORK AREA =

TRUCK MOVMENT PATH =

Jacob Sentance  
 TCT1012840



**SHOULDER & FOOTPATH CLOSED  
TO REINSTATE KERB & FOOTPATH**

**Implemented By:**  
 Name:  
 Signature:  
 SITE SPECIFIC DOES NOT  
 ACCEPT LIABILITY FOR  
 IMPLEMENTATION OF THIS TGS  
 IF NOT DIRECTLY INVOLVED IN  
 ITS IMPLEMENT.



**Client:** Vaughan Constructions      **Date:**  
**Location:** Moxon Rd, Punchbowl NSW  
**Scope:** Reinstatement of old crossovers and  
 re-do council kerb, footpath and landscaping

**TGS NOT TO SCALE**

**TGS0128.JS Vaughan-Moxon Rd**

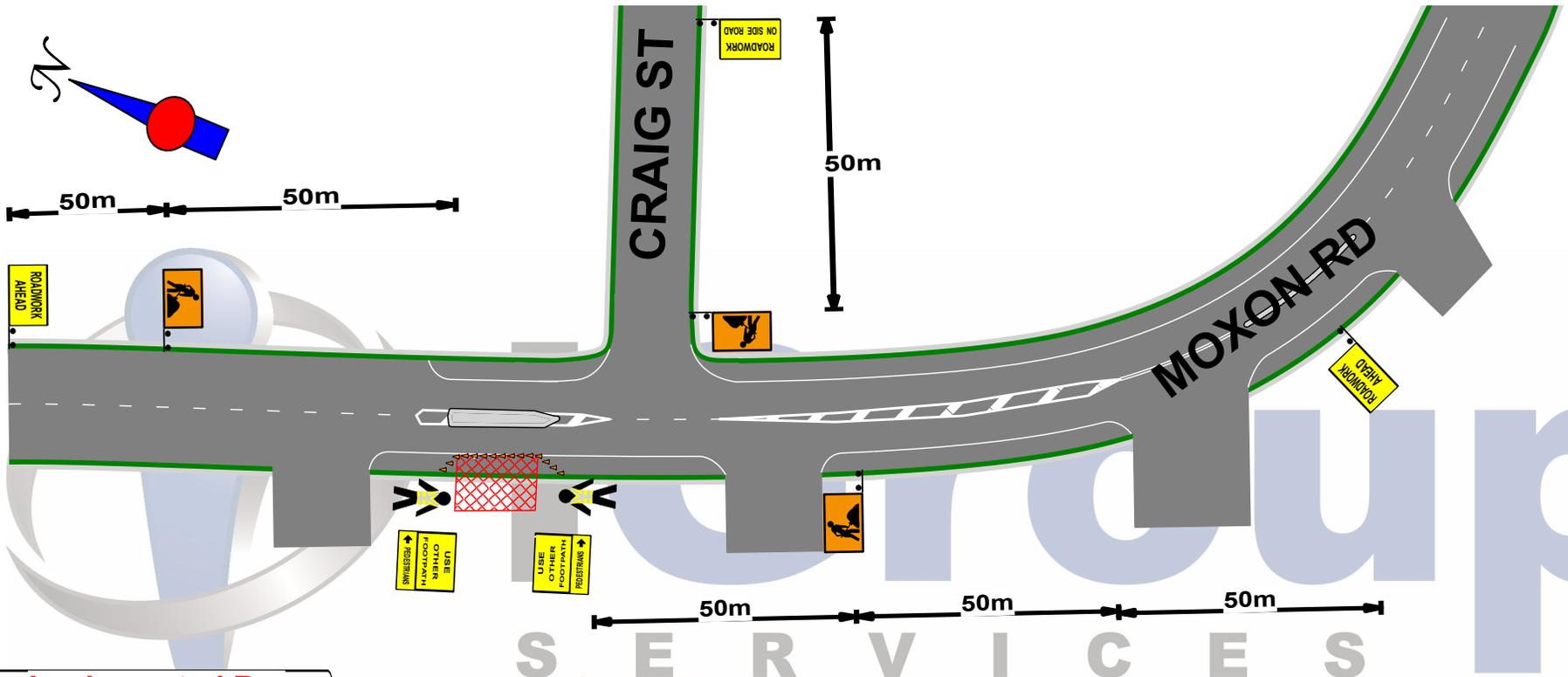
- Notes:**
- \*Local constraints may not allow signage and devices to be placed in accordance with this TGS. Signs and devices are to be positioned in accordance with the tolerances shown in Section 7.10.3 of the TCAWS Version 6.1 2022.
  - \*This TGS is suitable for short term works.
  - \*This is a site specific designed TGS.
  - \*Traffic Controllers must maintain 1.5M from live traffic unless a risk assessment has been conducted.
  - \*Ensure all approval requirements have been met prior to setup.
  - \*Cover all conflicting signage where required.
  - \*This site MUST comply with the TCAWS Version 6.1 2022 and AS 1742.3 (MUTCD) 2019
  - \*B Size signage must be used for all permanent sites & 85km+ roads

**LEDGEND**

CONES =

WORK AREA =

Jacob Sentance  
TCT1012840



**SHOULDER & FOOTPATH CLOSED  
TO REINSTATE KERB & FOOTPATH**

**TGS NOT TO SCALE**

**Implemented By:**  
 Name:  
 Signature:  
 SITE SPECIFIC DOES NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TGS IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENT.



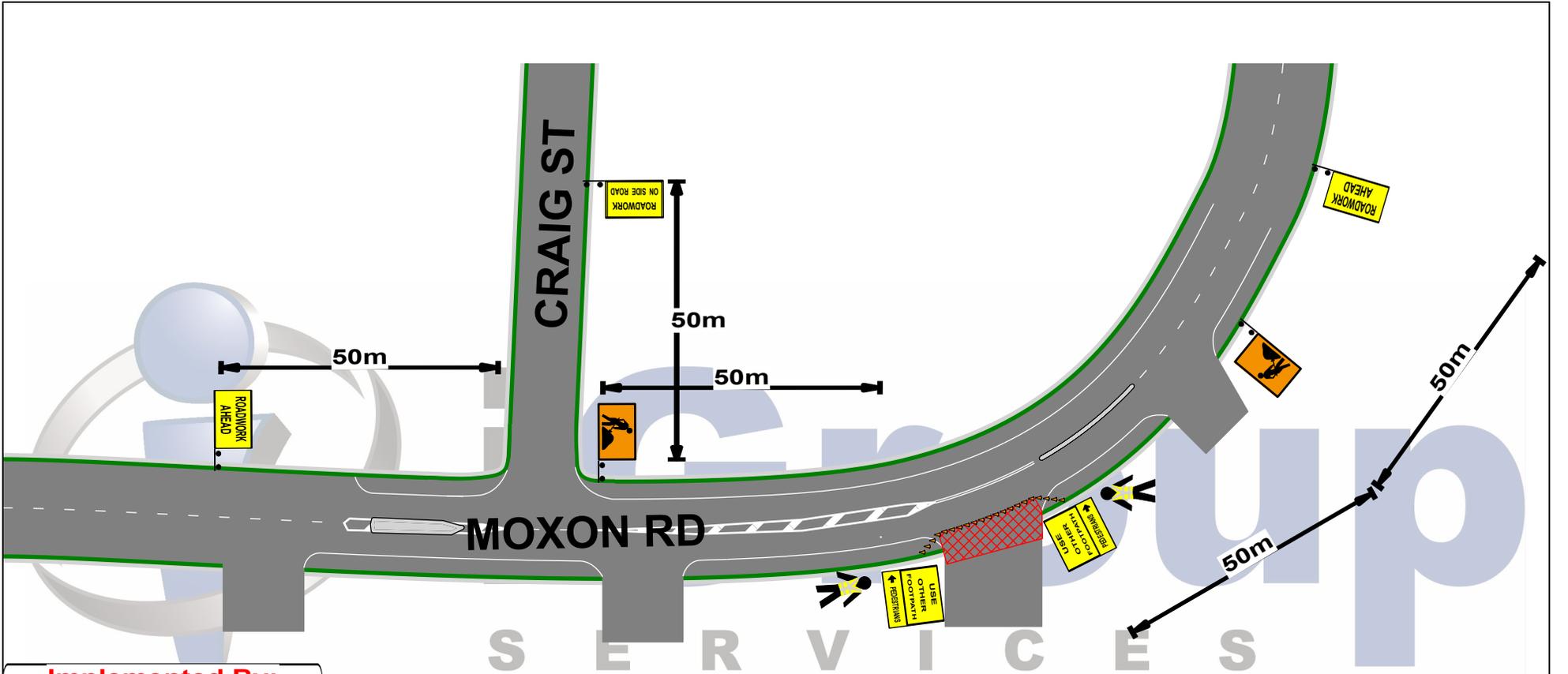
**Client:** Vaughan Constructions      **Date:**  
**Location:** Moxon Rd, Punchbowl NSW  
**Scope:** Reinstatement of old crossovers and re-do council kerb, footpath and landscaping

**TGS0129.JS Vaughan-Moxon Rd**

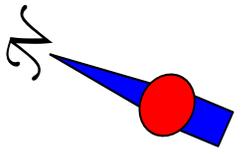
**Notes:**  
 \*Local constraints may not allow signage and devices to be placed in accordance with this TGS. Signs and devices are to be positioned in accordance with the tolerances shown in Section 7.10.3 of the TCAWS Version 6.1 2022.  
 \*This TGS is suitable for short term works.  
 \*This is a site specific designed TGS.  
 \*Traffic Controllers must maintain 1.5M from live traffic unless a risk assessment has been conducted.  
 \*Ensure all approval requirements have been met prior to setup.  
 \*Cover all conflicting signage where required.  
 \*This site MUST comply with the TCAWS Version 6.1 2022 and AS 1742.3 (MUTCD) 2019  
 \*B Size signage must be used for all permanent sites & 85km+ roads

**LEDGEND**  
 CONES =   
 WORK AREA =

Jacob Sentance  
 TCT1012840



**Implemented By:**  
 Name:  
 Signature:  
 SITE SPECIFIC DOES NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TGS IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENT.



**FOOTPATH CLOSED FOR EXCAVATION & CONCRETE PLACEMENT**

**Client:** Vaughan Constructions      **Date:**  
**Location:** Moxon Rd, Punchbowl NSW  
**Scope:** . Excavation and concrete placement of new crossovers and kerbing

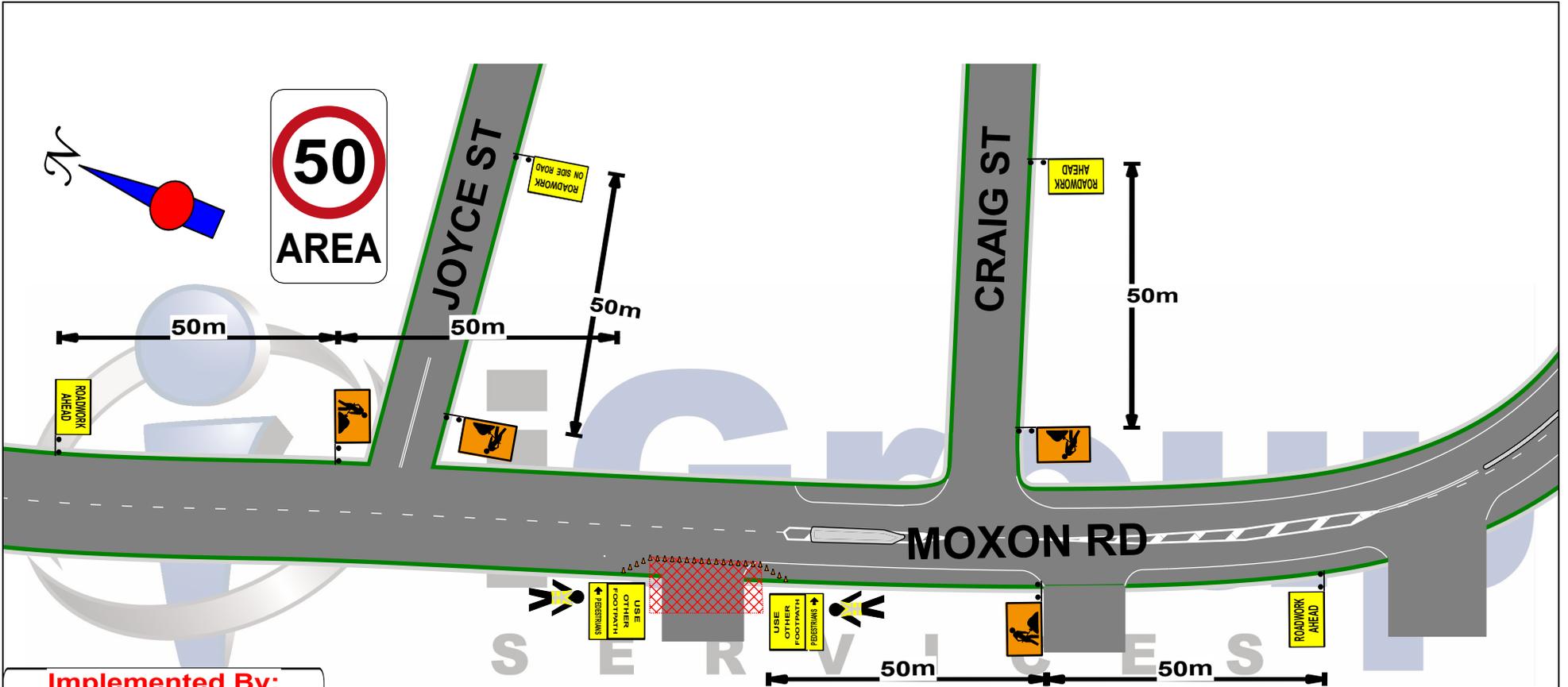
**TGS NOT TO SCALE**

**TGS0130.JS Vaughan-Moxon Rd**

**Notes:**  
 \*Local constraints may not allow signage and devices to be placed in accordance with this TGS. Signs and devices are to be positioned in accordance with the tolerances shown in Section 7.10.3 of the TCAWS Version 6.1 2022.  
 \*This TGS is suitable for short term works.  
 \*This is a site specific designed TGS.  
 \*Traffic Controllers must maintain 1.5M from live traffic unless a risk assessment has been conducted.  
 \*Ensure all approval requirements have been met prior to setup.  
 \*Cover all conflicting signage where required.  
 \*This site MUST comply with the TCAWS Version 6.1 2022 and AS 1742.3 (MUTCD) 2019  
 \*B Size signage must be used for all permanent sites & 85km+ roads

**LEDGEND**  
 CONES =   
 WORK AREA =

Jacob Sentance  
 TCT1012840



**Implemented By:**  
 Name:  
 Signature:  
 SITE SPECIFIC DOES NOT ACCEPT LIABILITY FOR IMPLEMENTATION OF THIS TGS IF NOT DIRECTLY INVOLVED IN ITS IMPLEMENT.

**FOOTPATH CLOSED FOR EXCAVATION & CONCRETE PLACEMENT**

**Client:** Vaughan Constructions      **Date:**  
**Location:** Moxon Rd, Punchbowl NSW  
**Scope:** . Excavation and concrete placement of new crossovers and kerbing

**TGS NOT TO SCALE**

**TGS0131.JS Vaughan-Moxon Rd**

**Notes:**  
 \*Local constraints may not allow signage and devices to be placed in accordance with this TGS. Signs and devices are to be positioned in accordance with the tolerances shown in Section 7.10.3 of the TCAWS Version 6.1 2022.  
 \*This TGS is suitable for short term works.  
 \*This is a site specific designed TGS.  
 \*Traffic Controllers must maintain 1.5M from live traffic unless a risk assessment has been conducted.  
 \*Ensure all approval requirements have been met prior to setup.  
 \*Cover all conflicting signage where required.  
 \*This site MUST comply with the TCAWS Version 6.1 2022 and AS 1742.3 (MUTCD) 2019  
 \*B Size signage must be used for all permanent sites & 85km+ roads

**LEDGEND**  
 CONES =   
 WORK AREA =

Jacob Sentance  
 TCT1012840

# Appendix E Risk Assessment





45-57 Moxon Road CTMP

45-57 Moxon Road, Punchbowl

RISK ASSESSMENT AND COMMUNICATION TOOL

Project Number	630.031503.00001
Project Name	45-57 Moxon Road, CTMP
Site Location	45-57 Moxon Road, Punchbowl, NSW
Date of Assessment	01 May 2024
Revision	Issue 1

Name	Company	Title

Document Control			
Date Issued	Revision	Issued By	Checked By
01 May 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	<ul style="list-style-type: none"> <li>• Illness, first aid or injury not requiring medical treatment.</li> <li>• No lost time.</li> </ul>
Minor	<ul style="list-style-type: none"> <li>• Minor injury or illness requiring medical treatment.</li> <li>• No lost time post medical treatment.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Expected to occur multiple times (10 or more times) during any given year.</li> <li>• Expected to occur at least 1 in every 4 times the event or action occurs (more than 25% chance of occurrence).</li> <li>• This risk is known to occur frequently.</li> </ul>
Very likely	<ul style="list-style-type: none"> <li>• Expected to occur occasionally (1 to 10 times) during any given year.</li> <li>• Expected to occur between 1 in 4 and 1 in 10 times the event or action occurs (10 to 25% chance of occurrence).</li> <li>• This risk is known to occur often.</li> </ul>
Likely	<ul style="list-style-type: none"> <li>• Expected to occur once during any given year.</li> <li>• Expected to occur between 1 in 10 and 1 in 100 times the event or action.</li> <li>• occurs (1 to 10% chance of occurrence).</li> <li>• This risk is known to have occurred on occasions.</li> </ul>
Unlikely	<ul style="list-style-type: none"> <li>• Expected to occur once every 1 to 10 years.</li> <li>• 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).</li> <li>• This risk could occur but not often.</li> </ul>
Very unlikely	<ul style="list-style-type: none"> <li>• Expected to occur once every 10 to 100 years.</li> <li>• 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).</li> <li>• It is unusual that this risk occurs, but it has happened.</li> </ul>
Almost unprecedented	<ul style="list-style-type: none"> <li>• Not expected to occur in the next 100 years (less than once every 100 years).</li> <li>• Expected to occur less than 1 in 10,000 times (if ever) the event or action occurs (less than 0.01% chance of occurrence).</li> <li>• Any risk can occur, but it is very improbable that this risk will occur within a large number of events.</li> </ul>



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 Council Consultation and Review Comments**



03 September 2024

Mike Chi  
Senior Project Manager  
Tactical Group Australia & New Zealand  
Level 15  
124 Walker Street  
North Sydney, NSW 2060

Dear Mike,

**Re:45-57 Moxon Road, Punchbowl - State Significant Development Application (SSD-71454709) Post-Approval Consultation - Canterbury Bankstown City Council**

Canterbury Bankstown Council (Council) has reviewed the Construction Traffic Management Plan submitted for Post-Approval consultation, which was issued to Council on 22 July 2024. Please note that this response should be reviewed in conjunction with Council's submission for the Stormwater Detailed Design Package (PAE-73704215).

Based on this review, the following comments outline Council's considerations regarding the proposal and provide recommendations that should be addressed prior to the commencement of construction.

**Table 1** below includes Council's comments in relation to the Construction Traffic Management Plan.

*Table 1. Key Considerations in relation to the Applicant's Construction Traffic Management Plan*

Key Considerations	Council's Comments
General	<ul style="list-style-type: none"><li>Council notes that the Construction Traffic Management Plan does not address any public domain infrastructure improvements or upgrade works. The scope of these works, which will be required from the proponent, remains undetermined at this stage.</li></ul>

<b>Vehicular Access</b>	<ul style="list-style-type: none"> <li>• Council notes that details regarding vehicular access have not been provided, and the previously raised comments concerning access have not been adequately addressed: <ul style="list-style-type: none"> <li>○ <i>“Council notes that the southern truck and car entry vehicular crossing has 2 lanes and is excessively wide for pedestrians to cross. Council request that this entry is reconditioned with a central splitter island/pedestrian refuge. The splitter island will also serve to separate vehicles entering from the north and south. This entry needs to be rotated towards 90deg to Moxon Rd to reduce the width of the VC. (as taken from Council’s Comments dated 15/12/2023)”</i></li> <li>○ <i>“Similarly, Council notes the northern exit vehicular crossing has 2 lanes. It is about 16m wide. Accordingly, Council requests that this entry is reconditioned with a splitter island/ pedestrian refuge. 8-10m is probably the limit for pedestrians to cross safely and is the preferred maximum width of a vehicular crossing (as taken from Council’s Comments dated 15/12/2023).”</i></li> </ul> </li> <li>• Accordingly, Council requests that additional details regarding vehicular access be provided and that the following comments from its submission dated 15 December 2023 are sufficiently addressed.</li> <li>• Council requests that traffic movements along Moxon Road be assessed to determine the need for turn lanes into the site.</li> </ul>
<b>Traffic Guidance Scheme</b>	<ul style="list-style-type: none"> <li>• Council requests that a site-specific Traffic Guidance Scheme (TGS) be provided to detail the safe management of vehicle and pedestrian movements on Moxon Road, Wiggs Road, and Craig Street. Currently, only a generic/template TGS has been provided in Appendix D.</li> </ul>
<b>Construction Access Driveways</b>	<ul style="list-style-type: none"> <li>• Council requests that the location and dimensions of the proposed construction access driveways be detailed. According to the site plan in Appendix B, vehicle movements at the access point opposite Craig Street may be affected by the existing median island.</li> </ul>
<b>Swept Paths</b>	<ul style="list-style-type: none"> <li>• Council requests that swept path analyses be provided for the largest vehicles at both proposed construction access driveways and at key intersections, including Canterbury Road &amp; Moxon Road and Wiggs Road &amp; Belmore Road. This is to ensure there is no impact on parked vehicles and assets within the road reserve. Consequently, restrictions on vehicle size may need to be applied.</li> </ul>

**CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP) REVIEW**

ITEM	COUNCIL RESPONSE DATED 3.09.2024	SLR/VC RESPONSE
1	<p><b>Key Considerations</b></p> <p><b>Council's Comments</b></p> <p><b>General</b></p> <ul style="list-style-type: none"> <li>Council notes that the Construction Traffic Management Plan does not address any public domain infrastructure improvements or upgrade works. The scope of these works, which will be required from the proponent, remains undetermined at this stage.</li> </ul>	<p>Please find attached site specific TGS addressing the crossover works.</p> <p>In addition to the TGS provided, a separate Council Work Permit will still be completed by VC for the crossover works.</p>
2	<p><b>Vehicular Access</b></p> <ul style="list-style-type: none"> <li>Council notes that details regarding vehicular access have not been provided, and the previously raised comments concerning access have not been adequately addressed: <ul style="list-style-type: none"> <li>"Council notes that the southern truck and car entry vehicular crossing has 2 lanes and is excessively wide for pedestrians to cross. Council request that this entry is reconditioned with a central splitter island/ pedestrian refuge. The splitter island will also serve to separate vehicles entering from the north and south. This entry needs to be rotated towards 90deg to Moxon Rd to reduce the width of the VC. (as taken from Council's Comments dated 15/12/2023)"</li> <li>"Similarly, Council notes the northern exit vehicular crossing has 2 lanes. It is about 16m wide. Accordingly, Council requests that this entry is reconditioned with a splitter island/ pedestrian refuge. 8-10m is probably the limit for pedestrians to cross safely and is the preferred maximum width of a vehicular crossing (as taken from Council's Comments dated 15/12/2023)."</li> </ul> </li> <li>Accordingly, Council requests that additional details regarding vehicular access be provided and that the following comments from its submission dated 15 December 2023 are sufficiently addressed.</li> <li>Council requests that traffic movements along Moxon Road be assessed to determine the need for turn lanes into the site.</li> </ul>	<p>We note these comments relate to the operations of the final development and is out of scope for the CTMP.</p>
3	<p><b>Traffic Guidance Scheme</b></p> <ul style="list-style-type: none"> <li>Council requests that a site-specific Traffic Guidance Scheme (TGS) be provided to detail the safe management of vehicle and pedestrian movements on Moxon Road, Wiggs Road, and Craig Street. Currently, only a generic/template TGS has been provided in Appendix D.</li> </ul>	<p>Please find attached site specific TGS for safe management of vehicle and pedestrian movements.</p> <p>Once the CTMP is approved, Vaughans must ensure that they comply with the approved CTMP and the requirements in it.</p> <p>The CTMP states that site-specific TGS plans should be provided by a traffic control company.</p> <p>Also note additional information has been provided under Section 5.</p>
4	<p><b>Construction Access Driveways</b></p> <ul style="list-style-type: none"> <li>Council requests that the location and dimensions of the proposed construction access driveways be detailed. According to the site plan in Appendix B, vehicle movements at the access point opposite Craig Street may be affected by the existing median island.</li> </ul>	<p>Please refer to the attached swept paths plans</p>
5	<p><b>Swept Paths</b></p> <ul style="list-style-type: none"> <li>Council requests that swept path analyses be provided for the largest vehicles at both proposed construction access driveways and at key intersections, including Canterbury Road &amp; Moxon Road and Wiggs Road &amp; Belmore Road. This is to ensure there is no impact on parked vehicles and assets within the road reserve. Consequently, restrictions on vehicle size may need to be applied.</li> </ul>	<p>Please refer attached additional swept paths for the following movements:</p> <ol style="list-style-type: none"> <li>B99 movements at Southern Site Access</li> <li>HV movements at Northern Site Access</li> <li>HV movements at Belmore Rd/Wiggs Rd Intersection</li> <li>HV movements at Canterbury Rd/Moxon Rd Intersection</li> <li>HV Movements at Southern Site Access</li> </ol>

25 September 2024

Mike Chi  
Senior Project Manager  
Tactical Group Australia & New Zealand  
Level 15  
124 Walker Street  
North Sydney, NSW 2060

Dear Mike,

**Re:45-57 Moxon Road, Punchbowl - State Significant Development Application (SSD-71454709) Post-Approval Consultation - Canterbury Bankstown City Council**

Canterbury Bankstown Council (Council) has reviewed the Construction Traffic Management Plan prepared by SLR, dated 12 September 2024, in response to Council's submission of the Plan on 3 September 2024.

Following a review of Hale's responses, several matters have been identified that require further clarification. These should be addressed prior to the further discussion with Council regarding operational documentation.

**Table 1** below outlines Council's comments regarding the Construction Traffic Management Plan.

*Table 1. Key Considerations in relation to the Applicant's Revised Construction Traffic Management Plan*

Key Considerations	Council's Comments
<b>Largest Vehicle Size</b>	<ul style="list-style-type: none"> <li>Council is concerned that the 20m Truck and Dog proposed for construction exceeds the dimensions of a 19m rigid truck and trailer combination General Access Vehicle (GAV) and may not be permitted to use Moxon Road and Wiggs Road for site access. Please refer to the following for more information: <a href="https://www.nhvr.gov.au/road-access/mass-dimension-and-loading/general-access-vehicle">https://www.nhvr.gov.au/road-access/mass-dimension-and-loading/general-access-vehicle</a>.</li> <li>Consequently, Council requests that the applicant addresses the issue regarding the use of 20m Truck and Dog vehicles to ensure compliance with access restrictions and confirm that trucks can enter the site via Moxon Road and Wiggs Road.</li> </ul>
<b>Wiggs Road and Belmore Road - Swept Paths</b>	<ul style="list-style-type: none"> <li>Council notes that the current signal phasing allows for both a simultaneous right turn from Wiggs Road onto Belmore Road and a left turn from Belmore Road onto Wiggs Road.</li> <li>As the submitted swept paths indicate a conflict, Council requests that the maximum vehicle size utilising this intersection be reduced from a 20m Truck and Dog. Updated swept path diagrams for the revised vehicle size should be provided accordingly.</li> </ul>
<b>Northern Access - Swept Paths</b>	<ul style="list-style-type: none"> <li>Council notes that the swept paths at the northern access point show encroachment onto parked vehicles on both sides of Moxon Road, as well as encroachment onto the footpath, kerb, and gutter in front of the adjacent property.</li> <li>Accordingly, Council requests that the applicant revise the swept paths to ensure there is no impact on parked vehicles or assets within the road reserve. While vehicles may cross the road centreline into the opposing traffic lane, this must be managed under the supervision of traffic control.</li> </ul>

- Additionally, Council requests that the Construction Traffic Management Plan (CTMP) be updated to reflect these proposed changes.

---

**Traffic Guidance System (TGS)** • Council requests that the applicant update the Construction Traffic Management Plan (CTMP) to include the site-specific Traffic Guidance Schemes (TGS) in the appropriate appendix. This will ensure that all relevant documents are consolidated within a single report.

If you have any further questions or concerns, please feel free to contact me.

Kind regards,



Jackson Caires  
Senior Strategic Planner  
Canterbury Bankstown Council

CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP) REVIEW		
ITEM	COUNCIL RESPONSE DATED 25.09.2024	SLR/VC RESPONSE
1	<p><b>Largest Vehicle Size</b></p> <ul style="list-style-type: none"> <li>Council is concerned that the 20m Truck and Dog proposed for construction exceeds the dimensions of a 19m rigid truck and trailer combination General Access Vehicle (GAV) and may not be permitted to use Moxon Road and Wiggs Road for site access. Please refer to the following for more information: <a href="https://www.nhvr.gov.au/road-access/mass-dimension-and-loading/general-access-vehicle">https://www.nhvr.gov.au/road-access/mass-dimension-and-loading/general-access-vehicle</a>.</li> <li>Consequently, Council requests that the applicant addresses the issue regarding the use of 20m Truck and Dog vehicles to ensure compliance with access restrictions and confirm that trucks can enter the site via Moxon Road and Wiggs Road.</li> </ul>	<p>The vehicles used for site will comply the PBS Level 1 approved combinations and therefore are General Access Vehicles.</p> <p>General Access Vehicles (GAV) don't require a permit or notice to access Wiggs Road and Moxon Road; these vehicles have as-of-right access to the network as there is no signpost mentioning otherwise.</p> <p>The 20m Truck and Dog heavy vehicle also has applicable PBS Level 1 approved combinations, provided they do not exceed the mass limits under GML and continue to comply with all Level 1 conditions of the PBS vehicle approvals. Refer to the attached two NHVR documents which provide the following information:</p> <ol style="list-style-type: none"> <li>Provides an information summary on general access for PBS Level 1 heavy vehicles operating at General Mass Limits.</li> <li>Provides a list of common PBS vehicle configurations, including PBS Level 1 truck and dog trailer combinations with a length of 20m.</li> </ol> <p>VC will have fleets that are suitable for Moxon Road and Wiggs Road that comply with the PBS Level 1 approved combinations.</p>
2	<p><b>Wiggs Road and Belmore Road - Swept Paths</b></p> <ul style="list-style-type: none"> <li>Council notes that the current signal phasing allows for both a simultaneous right turn from Wiggs Road onto Belmore Road and a left turn from Belmore Road onto Wiggs Road.</li> <li>As the submitted swept paths indicate a conflict, Council requests that the maximum vehicle size utilising this intersection be reduced from a 20m Truck and Dog. Updated swept path diagrams for the revised vehicle size should be provided accordingly.</li> </ul>	<p>The vehicles used are General Access Vehicles (GAV) and are legally allowed to access the road network unless restricted through regulatory signage.</p> <p>In the case of Belmore Road and Wiggs road, there are no signs that restrict 20m truck and dog under GML limits and don't require a permit or notice to access Wiggs Road and Moxon Road. The vehicles used for site comply with the PBS Level 1 approved combinations and therefore are General Access Vehicles.</p>
3	<p><b>Northern Access - Swept Paths</b></p> <ul style="list-style-type: none"> <li>Council notes that the swept paths at the northern access point show encroachment onto parked vehicles on both sides of Moxon Road, as well as encroachment onto the footpath, kerb, and gutter in front of the adjacent property.</li> <li>Accordingly, Council requests that the applicant revise the swept paths to ensure there is no impact on parked vehicles or assets within the road reserve. While vehicles may cross the road centreline into the opposing traffic lane, this must be managed under the supervision of traffic control.</li> <li>Additionally, Council requests that the Construction Traffic Management Plan (CTMP) be updated to reflect these proposed changes.</li> </ul>	<p>This comment is acknowledged. Please refer to attachments #3 and #4 illustrating revised swept paths avoiding on-street parking, and the footpath, kerb and gutter in front of the adjacent property.</p> <p>These revised swept paths utilise the entire width of the site access to ensure the truck &amp; dog vehicles do not cross the Moxon Road centreline.</p>
4	<p><b>Traffic Guidance System (TGS)</b></p> <ul style="list-style-type: none"> <li>Council requests that the applicant update the Construction Traffic Management Plan (CTMP) to include the site-specific Traffic Guidance Schemes (TGS) in the appropriate appendix. This will ensure that all relevant documents are consolidated within a single report.</li> </ul>	<p>This comment is acknowledged. The updated CTMP will incorporate the site-specific TGSs prepared by iGroup.</p>

02 October 2024

Dominic Sester  
Development Manager  
Hale Capital  
Suite 605 2 Queen Street  
Melbourne VIC 3000

Attn: Jeffrey Peng, Senior Environmental Assessment Officer, Industry Assessments,  
Department of Planning, Housing and Infrastructure

Dear Hale Capital

**Re: Canterbury Bankstown City Council Submission to the State Significant  
Development Application, SSD - 55266460 – 45-57 Moxon Road Multi Level Warehouse**

Dear Hale,

Canterbury Bankstown Council acknowledges receipt of the revised Construction Traffic Management Plan (CTMP) submitted for consultation in accordance with Condition C1 of SSD-55266460. We confirm that Council considers the consultation process on the CTMP to have been conducted to an acceptable and sufficient standard.

This notice follows the consultation conducted throughout August and September, with particular focus on the engagement carried out during September. The key consultation milestones are outlined below:

- 03/09/2024 – Council submission of review comments on the CTMP.
- 17/09/2024 – Hale's response to Council's review comments with supplementary evidence.
- 25/09/2024 – Council's return comments on Hale's responses issued on 17/09, based on the supplementary evidence provided.
- 30/09/2024 – Hale's responses to Council's return comments of 25/09.

Council also acknowledges that Hale has addressed the feedback provided and updated the CTMP in line with Council's comments.

If you require any clarification or have any enquiries regarding the feedback provided, please feel free to contact Jackson Caires, Senior Strategic Planner on 9707 9411 or [Jackson.Caires@cbc.city.nsw.gov.au](mailto:Jackson.Caires@cbc.city.nsw.gov.au)

Yours sincerely

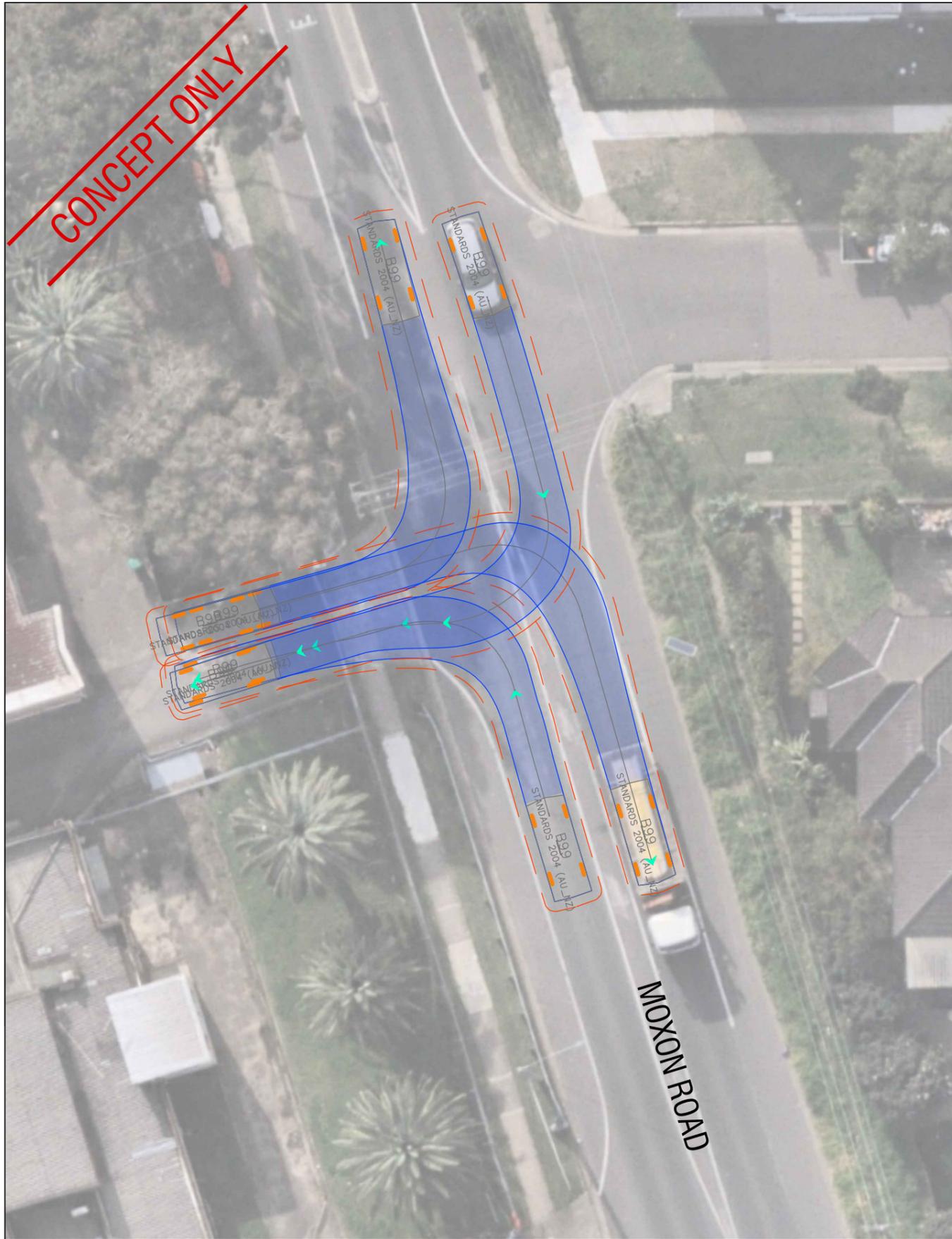


Jackson Caires  
**Senior Strategic Planner/Strategic Planner**  
**Canterbury Bankstown Council**

# Appendix G Construction Vehicle Swept Path Sketches



**CONCEPT ONLY**



**SLR**  
 LEVEL 16, 175 EAGLE ST  
 BRISBANE  
 QUEENSLAND 4000  
 AUSTRALIA  
 T: 61 7 3858 4800  
 www.slrconsulting.com

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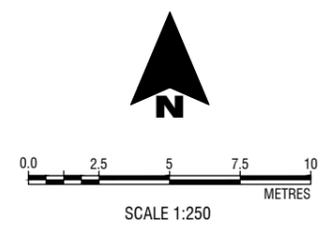
Project No:	620.031503
Date:	12/09/2024
Drawn by:	AM
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Sheet Size:	A3
Projection:	-

**SWEPT PATH LEGEND**

- Vehicle Path
- Vehicle Body
- Body Clearance

**B99**

Width	: 1.94	metres
Track	: 1.84	
Lock to Lock Time	: 6.0	
Steering Angle	: 33.9	



Vaughan Constructions  
 45-57 Moxon Road, Punchbowl CTMP  
**Swept Path Assessment - B99**  
**Central Site Access**  
 FIGURE 01



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Project No:	620.031503
Date:	26/09/2024
Drawn by:	AM
Certified by:	
Sheet Size:	A3
Projection:	-

**SWEPT PATH LEGEND**

	Vehicle Path
	Vehicle Body
	Body Clearance

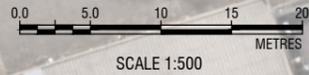


CONCEPT ONLY

VC TO MANAGE ACCESS  
TO RESTRICT IN/OUT  
MOVEMENTS OCCURRING  
CONCURRENTLY

JOYCE STREET

MOXON ROAD



LEVEL 16, 175 EAGLE ST  
BRISBANE  
QUEENSLAND 4000  
AUSTRALIA  
T: 61 7 3858 4800  
www.slrconsulting.com

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Projection:	-

**SWEPT PATH LEGEND**

	Vehicle Path
	Vehicle Body
	Body Clearance



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Vaughan Constructions

45-57 Moxon Road, Punchbowl CTMP

**Swept Path Assessment - Truck & Dog, Northern Site Access**

FIGURE 02-B



LEVEL 16, 175 EAGLE ST  
BRISBANE  
QUEENSLAND 4000  
AUSTRALIA  
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**SWEPT PATH LEGEND**

- Vehicle Path
- Vehicle Body
- Body Clearance

HRV

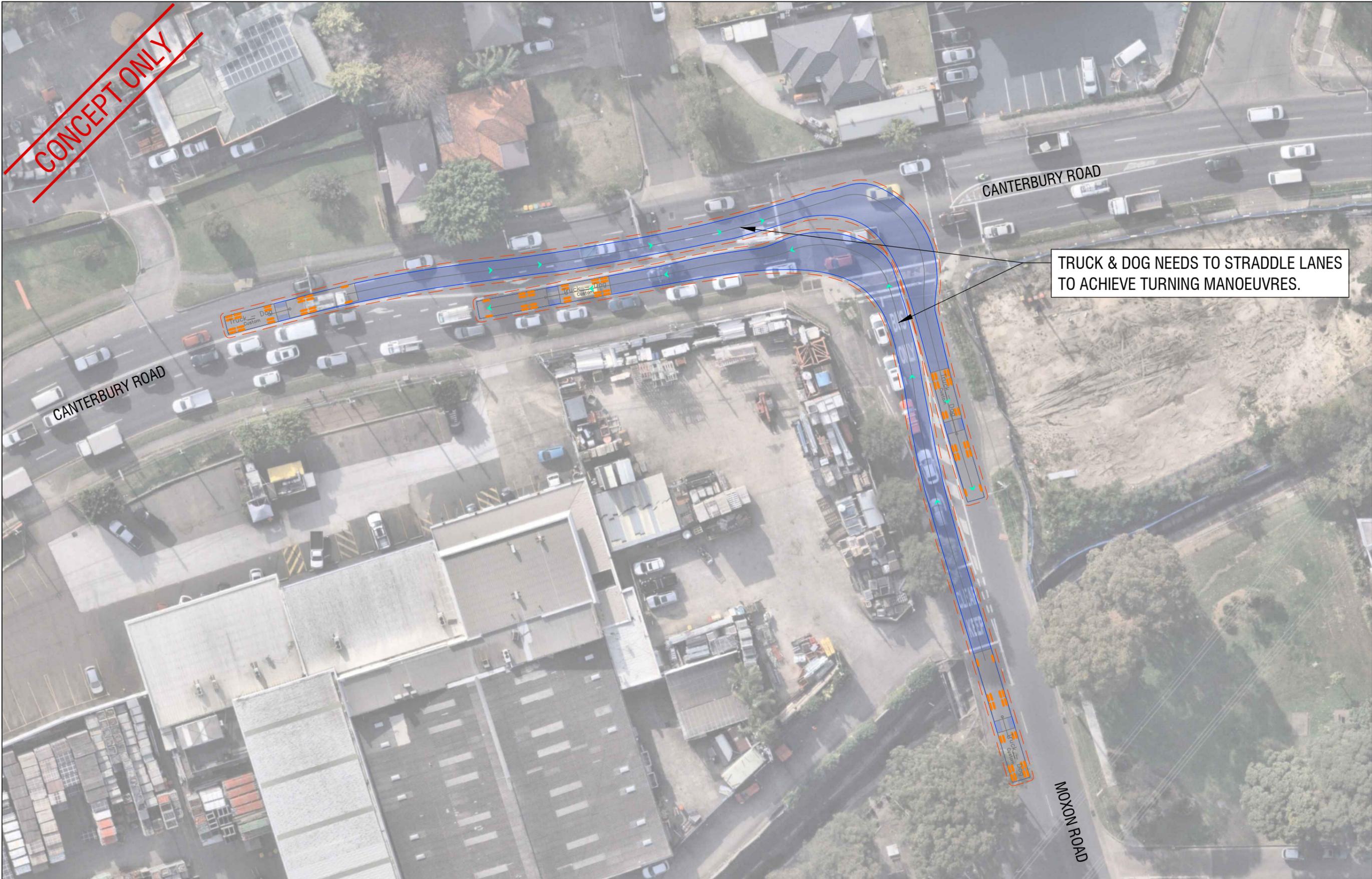
Width	: 2.50	meters
Track	: 2.50	
Lock to Lock Time	: 6.0	
Steering Angle	: 36.7	

SCALE 1:500

Vaughan Constructions  
45-57 Moxon Road, Punchbowl CTMP

**Swept Path Assessment -  
Wiggs Rd / Belmore Rd**

FIGURE 03



**CONCEPT ONLY**

TRUCK & DOG NEEDS TO STRADDLE LANES TO ACHIEVE TURNING MANOEUVRES.

**SLR**  
 LEVEL 16, 175 EAGLE ST  
 BRISBANE  
 QUEENSLAND 4000  
 AUSTRALIA  
 T: 61 7 3858 4800  
 www.slrconsulting.com

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**SWEPT PATH LEGEND**

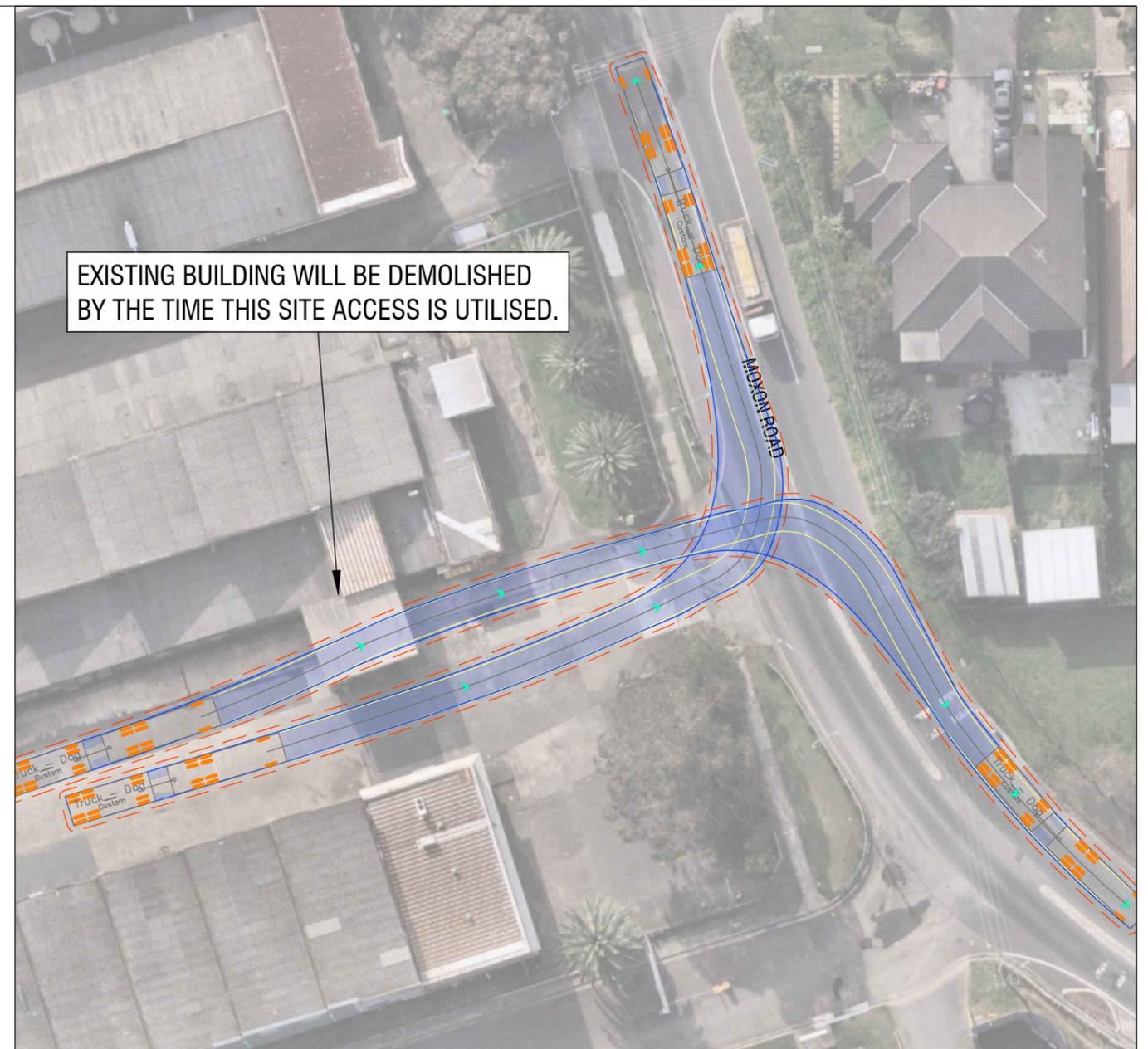
- Vehicle Path
- Vehicle Body
- Body Clearance

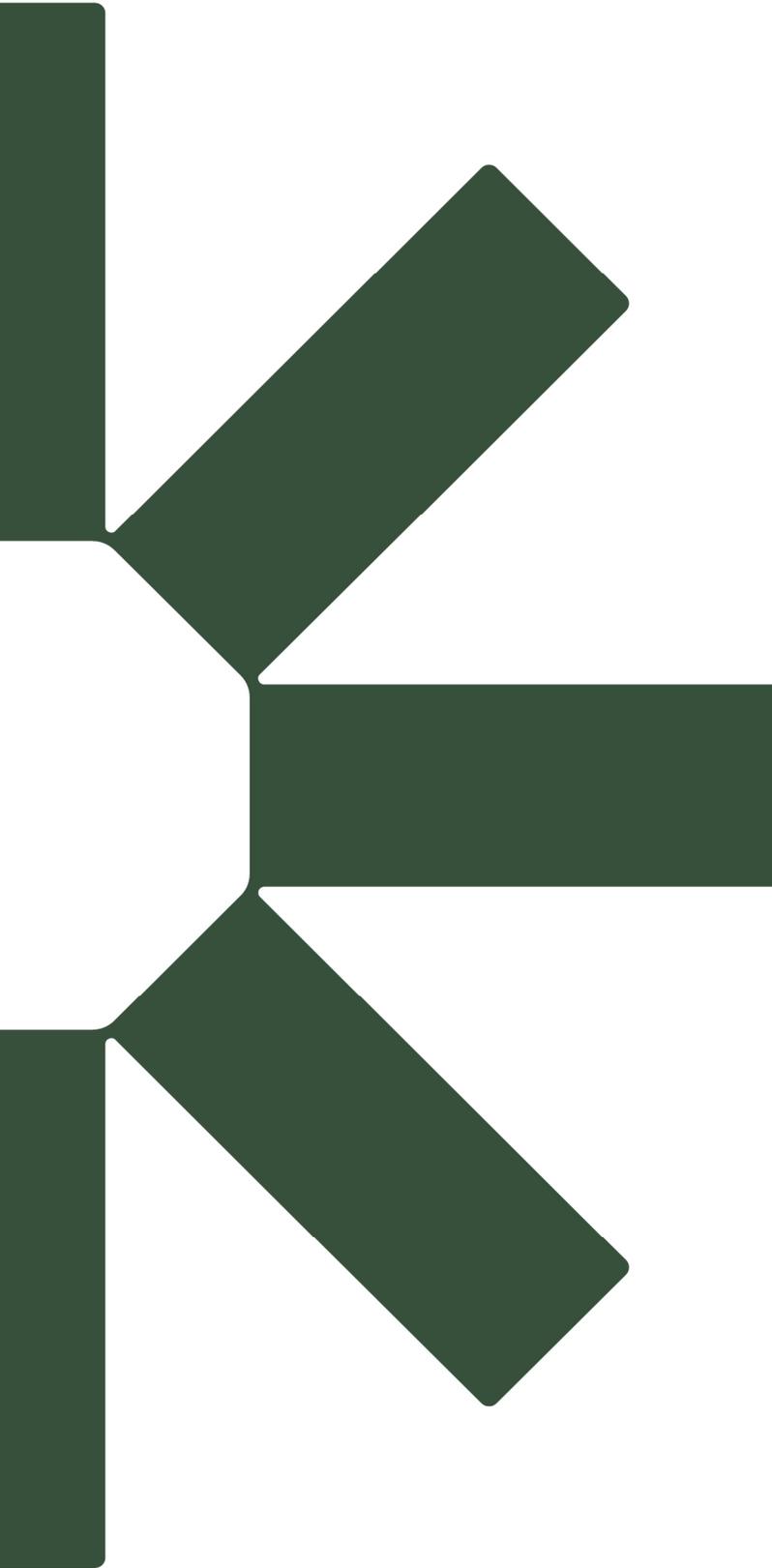
North arrow pointing up with 'N' below it.

Scale bar: 0.0, 5.0, 10, 15, 20 METRES  
 SCALE 1:500

Vaughan Constructions  
 45-57 Moxon Road, Punchbowl CTMP  
**Swept Path Assessment - Truck & Dog, Canterbury Rd/Moxon Rd**  
 FIGURE 04

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Making Sustainability Happen