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Construction Traffic Management Plan

Proposed Warehouse and Office Developments

Lots 201 and 204, Horsley Park

11/06/2021

AG1717r01v3

Document Control

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1 Introduction

1.1 Introduction

Ason Group have been engaged by Hansen Yuncken Pty Ltd to prepare a Construction Traffic Management Plan (CTMP) for the construction of a warehouse and office development at Lots 201 and 204, Horsley Park (the Site).

This CTMP details the measures and strategies to be undertaken during construction to minimise the effects of work on the surrounding road network, and to ensure the safety and efficiency of the community, all workers, and all road users.

A Construction Environmental Management Plan (CEMP) has been prepared by Hansen Yuncken Pty Ltd.

This report has been prepared by a consultant who holds a Transport for NSW (formerly Roads and Maritime Services) Prepare a Work Zone Traffic Management Plan certification. Details of the accredited consultant is provided below:

- Dora Choi Ticket No. 0051848825

1.2 Project Details

The project involves the construction of warehouses, offices and car parking spaces at Lots 201 and 204 within the ESR Horsley Park Estate (located at 8 Johnston Crescent and 10 Johnston Crescent, respectively). The breakdown for the constructions works at the respective lots is as follows:

- **Lot 201**
 - A 42,233 m² warehouse facility consisting of a double storey office, flush and recessed docks, amenities, a pump room, a café and a total of 232 car parking spaces.
- **Lot 204**
 - A 16,513 m² facility consisting of 4 subdivided warehouse tenancies (warehouses A, B, C and D) that each have their own double storey offices, flush and recessed docks, amenities and a total of 118 car parking spaces.

The Site is located on the southern and eastern part of the Johnston Crescent (which connects to Burley Road and Old Wallgrove Road). The overall site area is approximately 117,500 m².

The Site is currently undeveloped.

1.3 State Significant Development Application – SSD-10436

The proposed development received a Development Consent for Application No. SSD-10436 from Minister for Planning and Public Spaces (NSW Government – Department of Planning, Industry and Environment) on 31 March 2021.

Condition B23 of the SSD-10436 required the preparation and submission of a Construction Traffic Management Plan (CTMP) prior to commencement of construction. The condition specified the following:

“Prior to the commencement of construction of each warehouse building, the Applicant must prepare a Construction Traffic Management Plan (CTMP) 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);*
- (b) be prepared in consultation with Council;*
- (c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction;*
- (d) detail heavy vehicle routes, access and parking arrangements;*
- (e) include a Driver Code of Conduct to:
 - (i) minimise the impacts of earthworks and construction on the local and regional road network;*
 - (ii) minimise conflicts with other road users;*
 - (iii) minimise road traffic noise; and*
 - (iv) ensure truck drivers use specified routes;**
- (f) include a program to monitor the effectiveness of these measures; and*
- (g) if necessary, detail procedures for notifying residents and the community (including local schools), of any potential disruptions to routes.”*

This CTMP forms part of the CEMP and outlines the proposed construction traffic management arrangements associated with the construction phases for the development.

1.4 Stakeholder Engagement

The following table outlines the comments received from Fairfield Council and DPIE, with corresponding response and relevant report reference to each of the comments received.

No.	Stakeholder Comment	Ason Group Response
Fairfield Council Comment Issued 26 May 2021		
1	1. Traffic – No issues are raised with the Construction Traffic Management Plan subject to the following conditions being complied with.	Details relating to vehicle access are provided in Section 2.3.1

	A. All vehicles must enter and exit the site in a forward direction. Any reversing movements at the site must be managed by the Transport for NSW (TfNSW) Accredited Traffic Controller(s);	
2	B. TfNSW Accredited Traffic Controllers must be present on-site to manage any potential conflicts between road users as required;	Details relating to traffic controllers are provided in Section 1.13
3	C. A dilapidation report associated with the impacts of the construction works on the adjoining road network shall be submitted to Council's City Assets Branch for assessment;	Refer to Lots 201 and 204, Horsley Park Dilapidation Report
4	D. The largest construction vehicle travelling to and from the site shall be restricted to 20m long truck;	Details relating to vehicle size are provided in Section 2.2.1
5	E. Implementation of any temporary traffic control measures on public road/road related area requires the applicant to obtain a Road Occupancy Permit (ROP) from Council. Excavation and/or road opening works on a public road also requires to obtain a Road Opening Permit. Please find attached a copy of the relevant permit application forms for your information;	Details relating to TTM permits are provided in Section 1.11
6	F. The applicant shall contact National Heavy Vehicle Regulator for heavy vehicle permits should any vehicles which exceed the approved dimension and mass limits require to travel to and from the site;	Details relating to vehicle size are provided in Section 2.2.1
7	G. Truck movements shall be spread out throughout the day to minimise vehicles queuing on the adjoining road network and to improve traffic and road safety. Deliveries shall be planned to ensure a consistent and minimum number of trucks arriving the site at any one time;	Heavy vehicle arrival and departure timing and coordination details are provided in Section 1.6
8	H. In the event that the permitted heavy vehicle damages Council assets or infrastructure, contact must be made with Council's Traffic & Transport or Council's City Assets Branch;	Details relating to monitoring and notification are provided in Section 2.4
9	I. All parking and loading/unloading activities associated with construction must be accommodated on-site;	Details relating to parking are provided in Section 2.3.3.
10	J. Safe access to adjoining properties shall be maintained at all times. Adequate pedestrian access at/near the site to be maintained at all times;	Details relating to safe access and pedestrian management are provided in Section 1.14.
11	K. The applicant shall comply with the reasonable directives of Council's Regulatory Services Branch; and	Refer to Lots 201 and 204, Horsley Park CEMP
12	L. Council shall be notified of any future disruptions to roadways and footpaths as a result of the construction works	Details relating to monitoring and notification are provided in Section 2.4
Department of Planning, Industry and Environment Comment Issued 9 June 2021		
13	A response should be included to all comments arising from consultation with Fairfield City Council dated 26 May 2021. This may be done in a response table.	See response table in Section 1.4
14	The CTMP should include a program to monitor the effectiveness of these measures required by Condition B23(f), Schedule 2 of SSD-10436 development consent.	Details relating to monitoring and notification are provided in Section 2.4
15	The CTMP should detail procedures for notifying residents and the community of any potential disruptions to routes.	Details relating to monitoring and notification are provided in Section 2.4

1.5 Road Network

The surrounding road network near the vicinity of the site is shown in **Figure 1**.

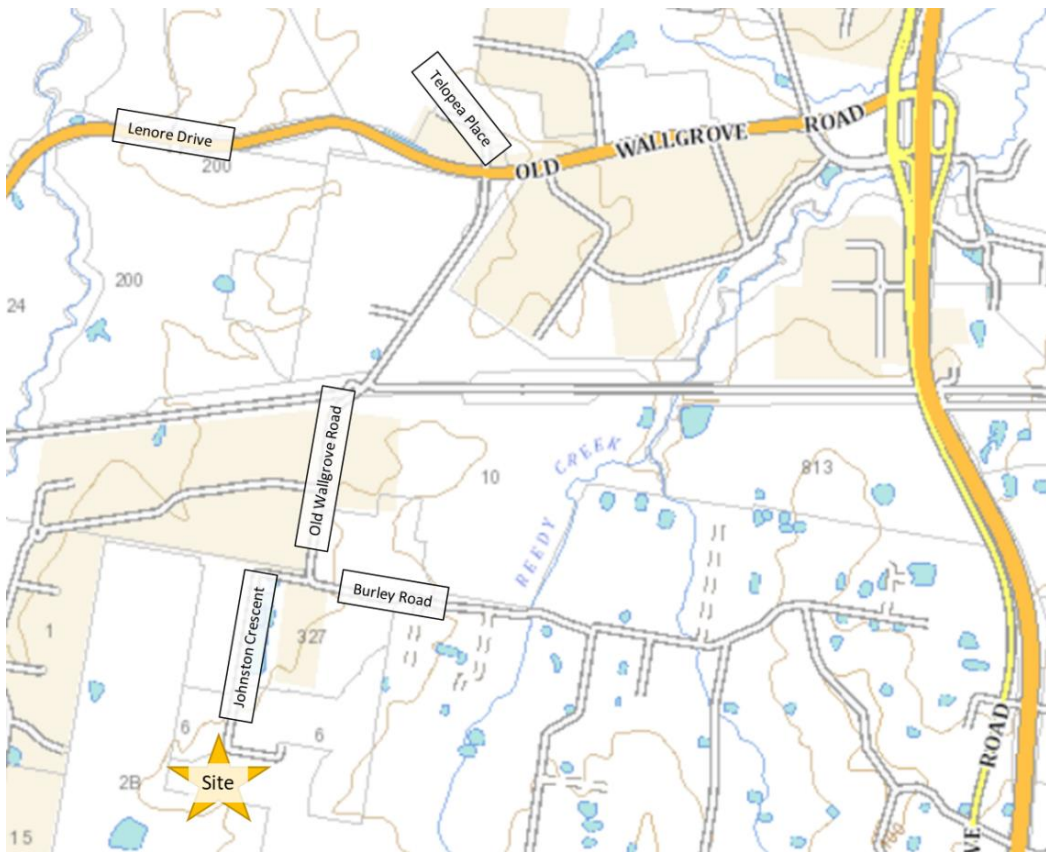


Figure 1: Surrounding Road Network (near the vicinity of the Site).

1.5.1 Johnston Crescent

Johnston Crescent is a road that runs in a north-south and east-west direction, starting from Old Wallgrove Road. It is important to note that this road is partially completed. Currently, Johnston Crescent is classified as a Local Road.

Within vicinity of the Site, it has a carriageway width of approximately 13 metres (as measured on NearMap), comprising a travel lane and a parking lane in each direction. On-street car parking is unrestricted.

Johnston Crescent (within the vicinity of the Site) has a posted speed limit of 60 km/h.

Footpaths are available on both sides of the carriageway. In general, footpaths along the west and south side of Johnston Crescent are 1.2 metres wide (as measured on NearMap). Footpath along the east side of Johnston Crescent are 2.5 metres wide (as measured on NearMap). As construction is taking place at the time of preparation of this report, sections of footpath along the east side of Johnston Crescent are being completed.

1.5.2 Old Wallgrove Road

Old Wallgrove Road is a road that runs in a north-south direction between Burley Road and Telopea Place and in an east-west direction between Telopea Place and Wallgrove Road. It is classified as Collector Road between Burley Road and Telopea Place and an Arterial Road between Telopea Place and Wallgrove Road.

Within vicinity of the Site, it has a carriageway width of approximately 18 metres (as measured on NearMap), comprising two travel lanes in each direction.

Old Wallgrove Road (between Milner Avenue and Burley Road) is restricted to a posted speed limit of 60 km/h. Old Wallgrove Road (between Milner Avenue and Telopea Place and Telopea Place and Wallgrove Road) is restricted to a posted speed limit of 80 km/h.

Footpaths are available on both sides of the carriageway.

1.5.3 Burley Road

Burley Road is a road that runs in an east-west direction between Old Wallgrove Road and Walworth Road. It is classified as a Local Road.

Burley Road has a carriageway width of approximately 7 metres (as measured on NearMap), comprising one travel lane in each direction. There is currently no on-street parking opportunities along this road.

Burley Road operates under a posted speed limit of 60 km/h in the general vicinity of the site.

There are no footpaths on both sides of the carriageway.

1.6 Truck Routes

It is proposed that construction vehicles enter and exit the Site via the routes shown in **Figure 2**. A copy of the truck route maps shall be provided to all drivers prior to attending the Site.

All construction vehicles are to access the site from the Old Wallgrove Road to the east or Lenore Drive and Mamre Road to the west. Both routes are currently identified as heavy vehicle routes by TfNSW.

The access and egress routes are to be utilized by all construction vehicles associated with the Site and represents the shortest route between the local and arterial road network – hence minimising the impacts of the civil and construction phases. No trucks are to be queued on local roads. Mobile phones, two-way radios or application-based solutions should be used to coordinate truck arrivals.



Figure 2: Construction Vehicle Route Map

1.7 Construction Hours

Construction hours shall be in accordance with the Development Consent (SSD-10436) condition B7 and B8. Conditions B7 and B8 specify the following:

“B7. The Applicant must comply with the hours detailed in Table 3, unless otherwise agreed in writing by the Planning Secretary.

Table 3 Hours of Work

Activity	Day	Time
Earthworks and construction	Monday – Friday	7 am to 6 pm
	Saturday	8 am to 1 pm
Operation	Monday – Sunday	24 hours

B8. Works outside of the hours identified in condition B7 may be undertaken in the following circumstances:

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

It is anticipated that construction works will not be conducted outside of the hours outlined above. Should out of work hours be required, Hansen Yuncken Pty Ltd will lodge an application for an Out of Work Hours Permit with Fairfield City Council to seek approval for these works.

1.8 Site Contact

Refer to Section 4 of the Construction Environmental Plan (prepared by Hansen Yuncken Pty Ltd) for further details.

1.9 Driver Code of Conduct

All drivers shall adhere to the Driver Code of Conduct, outlined in **Appendix A**.

1.10 Site Access

Access to the site will be via temporary driveways from Johnston Crescent located at the north-western and north-eastern boundary of the site.

A swept path assessment has been undertaken at the temporary driveways (from Johnston Crescent) which indicated that the site can accommodate the necessary vehicle movements, with the largest vehicles being 20 m Articulated Vehicles (AV), 19 m truck and dog trailers and 12.5 m Heavy Rigid Vehicles (HRVs). Refer to **Appendix B** for further details.

It is proposed to use the whole site (Lots 201 and 204) for construction. Mobile cranes will set up within the site when required. Refer to **Figure 3** for the site plan, showing the location of fencing, access points and site accommodation and parking for site personnel.

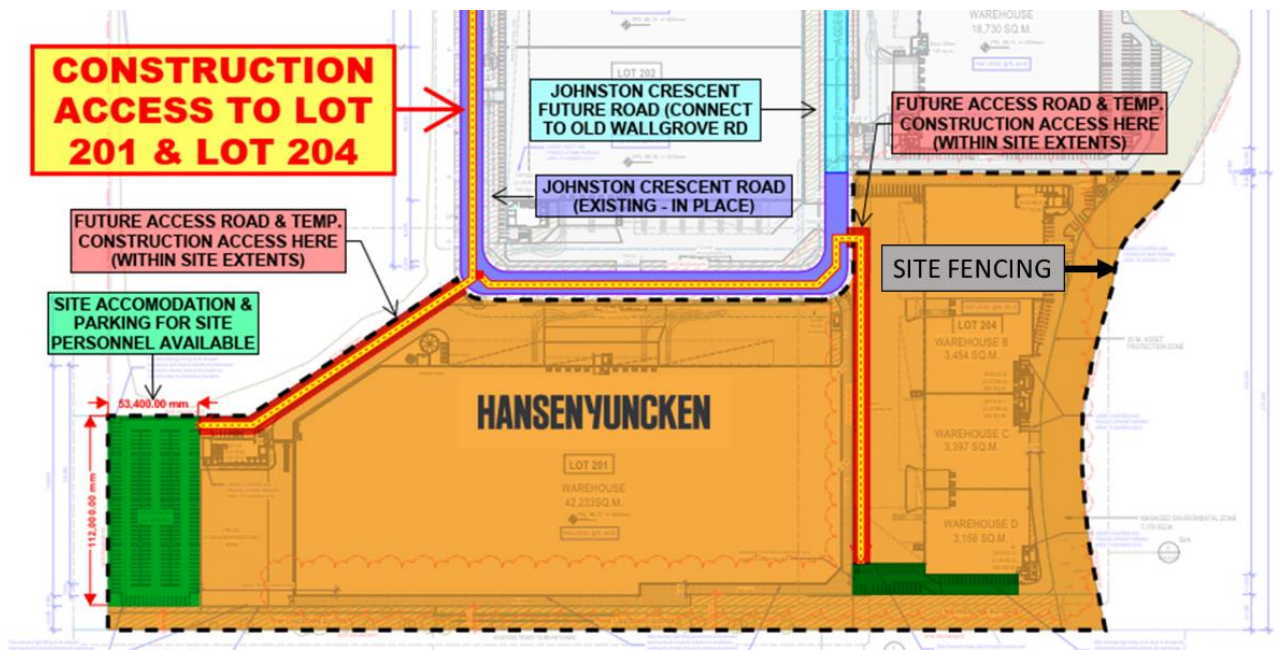


Figure 3: Site Plan (Source: Hansen Yuncken Pty Ltd)

1.11 Works Zone

No Works Zones along Johnston Crescent are proposed. All Civil and Construction Works will take place within the work site.

In the event that the implementation of any temporary traffic control measures on public road/road related area the contractor will obtain a Road Occupancy Permit (ROP) from Fairfield City Council. If excavation and/or road opening works on a public road is required the contractor will obtain a Road Opening Permit.

1.12 Worker Induction

All workers and subcontractors engaged on-site would be required to complete a site induction. The induction should include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work, health and safety (WHS), driver protocols and emergency procedures.

Any workers required to undertake works or traffic control within the public domain would be suitably trained and covered by adequate and appropriate insurances.

1.13 Authorised Traffic Controller

There is a requirement for an authorised traffic controllers to be present throughout the bulk earthworks, and construction stages of the project. The responsibilities include:

- Implementation of the Traffic Control Plan.
- Pedestrian and cyclist management, to ensure that adverse conflicts between vehicle movements and pedestrians do not occur.
- Supervision of all vehicle movements across pedestrian footpaths at all times, and

- Supervision of all loading and unloading of construction materials during the deliveries in the construction phase of the project.

Refer to **Appendix C** for the Traffic Guidance Scheme for details of the proposed work zone, location of traffic controllers and associated traffic management measures.

1.14 Pedestrian and Cyclist Management

During construction, pedestrian movements will be maintained along the Johnston Crescent frontage of the site. It is expected that site fencing is to be located as close as possible to the property boundary, maintaining maximum footpath width along the Johnston Crescent frontage of the site to minimise impact on pedestrian amenity.

Specifically, there will be no anticipated footpath closure along Johnston Crescent.

Construction hoarding / fencing arrangement shall be as per the arrangement documented in the Project's CEMP.

Traffic controller(s) will be present at the site accesses to manage pedestrian and vehicular traffic to ensure public safety while construction vehicles enter and exit the site. Pedestrians will not be directed to use the other footpath by use of signage alone. Also, traffic controls would need to be in accordance with AS1742.3 and TfNSW 'Traffic Control at Worksites' manual at all times.

Should any unforeseen activities require the temporary closure of any pedestrian access, a TCP should be developed and implemented by the contractor to ensure a safe alternative for pedestrians traversing these routes in the vicinity of the site.

2 Construction Activities, Site Access and Parking Arrangements

2.1 Staging and Duration of Works

It is anticipated that the total duration of works will be approximately 25 weeks (6 months) from the commencement date (18 May 2021) and includes the following Stages:

Stage 1 – Civil Works: approximately 7-8 weeks (2 months)

Stage 2 – Construction Works: approximately 16-17 weeks (4 months)

2.2 Stage 1 – Civil Works

Civil Works will take place during Stage 1, which is expected to comprise the following:

1. Site establishment
 - (a) Temporary accommodation will be established; and
 - (b) Sediment and erosion controls will be undertaken.
2. Earthworks
 - (a) Setting up retaining walls;
 - (b) Bulk excavation will take place; and
 - (c) Formwork, reinforcement and concrete pouring will occur.

The traffic arrangement proposed include:

- The provision of a temporary driveway into Lots 201 and 204;
 - Footpath closures are not proposed as this footpath is not connected to any completed buildings and rarely used by pedestrians. Footpath activity will be monitored by the Traffic Controllers when required.
- The provision of a temporary construction access into Lots 201 and 204; and
- Display of associated traffic management signage at Johnston Crescent.

2.2.1 Traffic

During the bulk excavation phase, it is estimated that there would be a peak of 300 truck movements a day, which is equivalent to approximately 14 trucks per hour.

As this development is located within a greenfield industrial development area, that currently have very low traffic volumes, the increased traffic associated with construction activities will have minor impacts on the existing road network.

It is important to note that trucks removing spoil from the site and delivering materials will access the site via Johnston Crescent (as shown in **Figure 3**).

During the bulk earthworks stage, truck and dog trailers approximately 19 m in length (for bulk earthworks) and 20 m AVs (for deliveries) will enter and leave the site in a forward direction (without reversing) via the proposed site access points. Smaller deliveries (for plants such as excavators) will be made by vehicles up to 12.5 m HRVs, where it will enter and leave the site in a forward direction (without reversing).

In the event that vehicles larger than 20m AVs are required for deliveries to site, the contractor will contact National Heavy Vehicle Regulator for heavy vehicle permits.

On days where concrete delivery is scheduled, a mobile concrete pump will be located within the site receiving concrete from concrete mixer trucks parked within the site as well.

Refer to **Appendix C** for the Traffic Control Plan which outlines the traffic management arrangement that will be implemented to facilitate construction access arrangements.

2.3 Stage 2 – Construction Works

Construction Works will take place during Stage 2, which is expected to comprise the following:

1. Structural Items
 - (a) Pour slabs on the excavated trenches (on the ground);
 - (b) Install structural steel; and
 - (c) Set up suspended slabs.
2. Façade wrap
 - (a) Set up the roof (including safety meshes, cladding, gutters and down-pipes);
 - (b) Install wall cladding; and
 - (c) Complete the office façade (including glazing).
3. Fit-out and finishes
 - (a) Complete the services fit-off;
 - (b) Set up partitions;
 - (c) Procurement and set up of the Fixtures, Furniture and Equipment; and
 - (d) Paint the floor coverings.
4. Externals
 - (a) Complete works on the Concrete Hardstands;
 - (b) Complete works on the car park, asphalt and associated line marking (with the required accessories);

(c) Complete landscaping works; and

(d) Set up fit-out items (such as bollards, boom gates, crash barriers, chain wire fencing and handrails).

The proposed traffic management arrangement for the Site consists of:

- Provision of a temporary driveway into Lots 201 and 204;
 - Footpath closures are not proposed as this footpath is not connected to any completed buildings and rarely used by pedestrians. Footpath activity will be monitored by the Traffic Controllers when required.
- Provision of a temporary construction access route into Lots 201 and 204; and
- Display of associated traffic management signage at Johnston Crescent.

Refer to **Appendix B** for the swept path analysis and **Appendix C** for Traffic Control Plan for further details.

2.3.1 Traffic

The peak period for construction would be during the concrete pour phases, where it is estimated that there would be a peak of 60 truck movements a day, which is equivalent to approximately 2-3 trucks per hour.

As this development is located within a greenfield industrial development area, that currently have very low traffic volumes, the increased traffic associated with construction activities will have minor impacts on the existing road network.

During this Stage, a mobile crane (weighing between 40 Tonne to 60 Tonne) will be used to lift and set up the precast panels. The mobile cranes will access the site from the proposed driveway (established in Stage 1) and be located within the site.

Larger deliveries (such as structural steel deliveries and precast panels) will be made by vehicles up to 20 m AVs where it will enter and exit the site in a forward direction. Vehicles up to 12.5 m HRVs will deliver plants (including booms, excavators and cladding materials) and will also enter and exit the site in a forward direction.

2.3.2 After Care Works

After the completion of activities, an aftercare arrangement will be implemented removing all implemented traffic management signage and treatments from the Site's frontage to Johnston Crescent.

2.3.3 Contractor Parking

It is estimated that during the peak construction works, there would be a maximum of 60 site personnel. Most of the contractors will be asked to park within the site.

Furthermore, contractors would be actively encouraged to carpool to the Site and actively discouraged from using on-street parking.

2.4 Monitoring and Review

2.4.1 Work Site Inspections, Recording and Reporting

To inspect, review and audit the temporary traffic management (TTM) arrangements implemented on site, the following actions are to be undertaken by suitably qualified personnel in accordance with TCAWS 6.0 requirements during all phases of construction, being:

- Shift TTM inspections to be undertaken twice per shift by site personnel
- Monthly TTM inspection to ensure the TMP and relevant TGS are appropriate and operating in a safe and effective manner.

Given that the length of construction is proposed to be 6 months and no regular works has been proposed outside of the site, monthly TTM inspections is considered to be sufficient.

2.4.2 Stakeholder Notification

In the event that any disruptions to roadways / footpath occur as a result of construction works, the procedure outlined below is to be followed:

- If any future disruptions to roadways / footpaths are required, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers using letter drops and Variable Message Sign (VMS)
- If any unforeseen disruptions to roadways / footpaths occur, Council / TfNSW is to be notified first and depending on the extent of the disruption the contractor is to notify affected property occupiers via traffic controllers and Variable Message Sign (VMS)
- In the event that heavy vehicle damage to Council / TfNSW assets / infrastructure, contractors will notify Fairfield Council's Traffic & Transport team and / or Assets Branch.

Appendix A. Driver Code of Conduct

Drivers Code of Conduct

Safe Driving Policy for Lots 201 and 204 (located at 8 and 10 Johnston Crescent), Horsley Park.

Objectives of the Drivers Code of conduct

- To minimise the impact of earthworks on the local and regional road network;
- To minimise conflict with other road users;
- To minimise road traffic noise; and
- To ensure truck drivers use specified heavy vehicles routes between the Site and the sub-regional road network.

Code of Conduct

All vehicle operators accessing the site must:

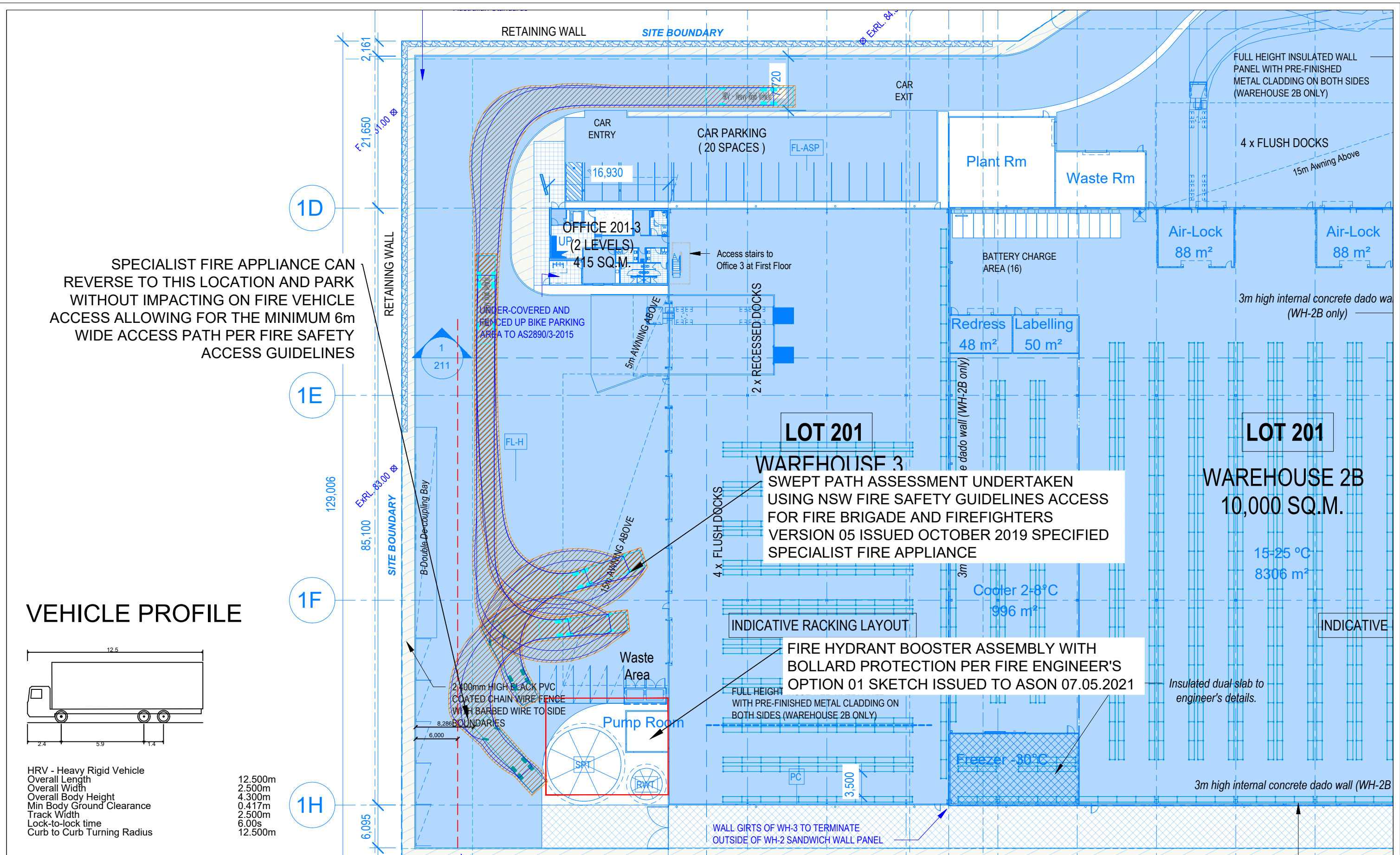
- Take reasonable care for his or her own personal health and safety;
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons;
- Notify their employer if they are not fit for duty prior to commencing their shift;
- Obey all applicable road rules and laws at all times;
- In the event an emergency vehicle behind your vehicle, pull over and allow the emergency vehicle to pass immediately;
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness;
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas;
- Ensure all loads are safely contained / restrained, as necessary;
- Drive over devices – located at the site's access – to vibrate off and wash off any loose material attached to heavy vehicles;
- Operate their vehicles in a safe and professional manner, with consideration for all other road users;
- Hold a current Australian State or Territory issued driver's licence;
- Notify their employer or operator immediately should the status or conditions of their driver's license change in any way;
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs;

- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device;
- Advise management of any situations of which you know, or think, may present a threat to workplace health and safety;
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary; and
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the Site, as necessary, to avoid unnecessary delays to other vehicles.

Crash or incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
- Ensure the following information is noted:
 - Details of the other vehicles and registration numbers;
 - Names and addresses of the other vehicle drivers;
 - Names and addresses of witnesses; and
 - Insurers details.
- Give the following information to the involved parties:
 - Name;
 - Address; and
 - Company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
- Ensure that the police are contacted should the following circumstances occur:
 - If there is a disagreement over the cause of the crash;
 - If there are injuries; and / or
 - If you damage property other than your own.
- As soon as reasonably practical, report all incident details to your manager.

Appendix B. Swept Path Analysis



Notes:
 This drawing is provided for information purposes only and should not be used for construction.
 The plan assessed and fire hydrant booster assembly location was provided by Hansen Yucken on 07.05.2021
 Swept path assessment undertaken at 10km/hr with 300mm clearances on

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 ESR LOT 201 HORSLEY PARK

Drawing Title:
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 SWEPT PATH ASSESSMENT

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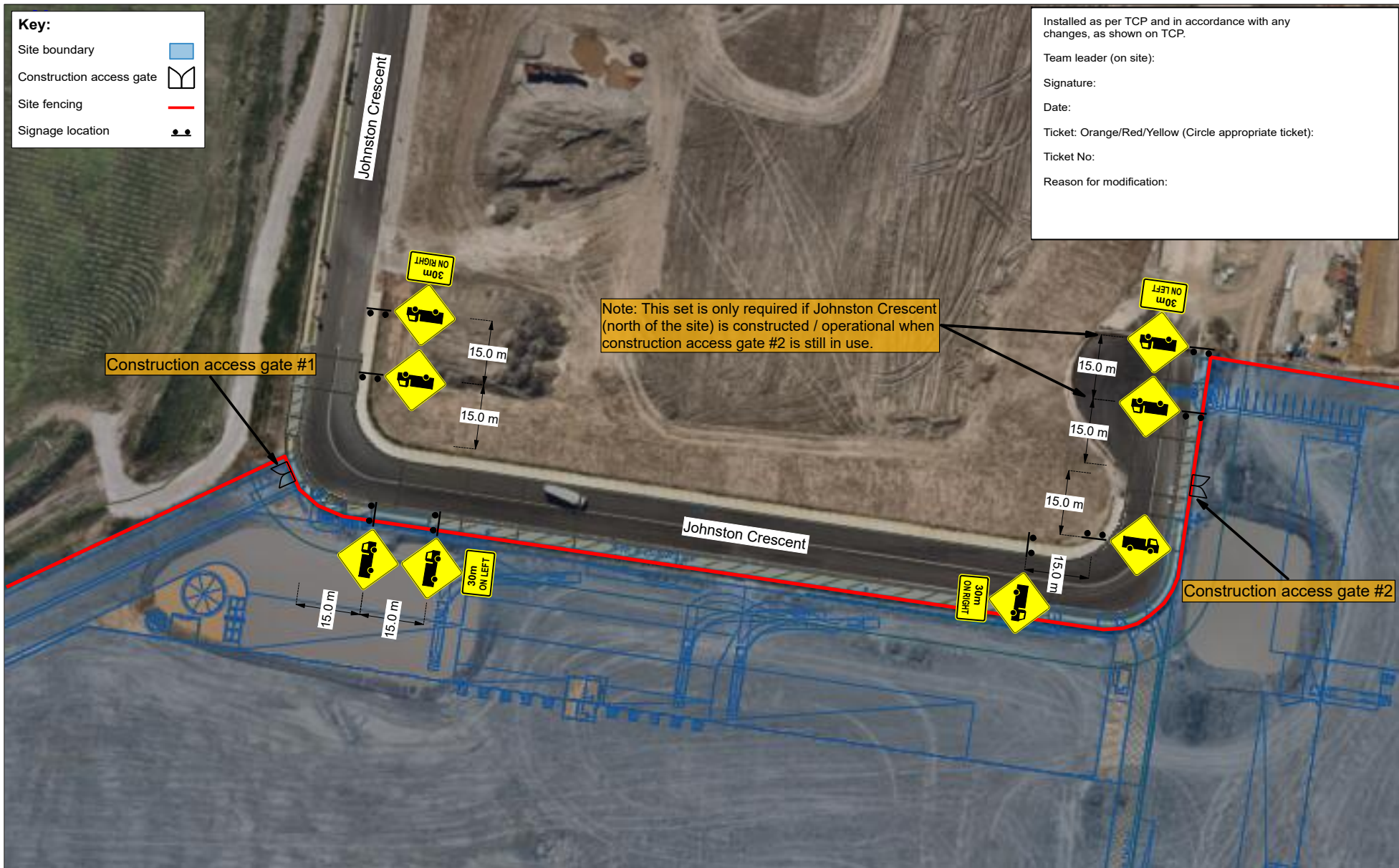
Appendix C. Traffic Control Plans

Key:

- Site boundary 
- Construction access gate 
- Site fencing 
- Signage location 


Installed as per TCP and in accordance with any changes, as shown on TCP.

Team leader (on site):
 Signature:
 Date:
 Ticket: Orange/Red/Yellow (Circle appropriate ticket):
 Ticket No:
 Reason for modification:



NOTES

- All public roads (i.e. all roads except for the 'Mews' will have a speed limit of 50km/h
- Not all dimensions shown are to scale
- Location of signs are to be confirmed on-site to ensure appropriate visibility
- All signs are to be minimum size A
- All signs are to be Class 1 retroreflective
- All traffic control plans are to be implemented in accordance with TNSW's Traffic Control at Work Sites Technical Manual Issue 6 (released 2020) and Australian Standard AS1742.3:2019 Manual of Uniform Traffic Control
- This Traffic Control Plan must be set up by a person holding an 'Implement Traffic Management Plan' ticket and TNSW's Traffic Control at Work Sites checklist shall be completed prior to implementation
- The accredited personnel shall implement the approved TCP before any physical work commences and ensure a copy of the TCP is kept on-site. The accredited personnel shall also drive through the site before works begin to ensure that the TCP has been implemented correctly and that it will warn, instruct and guide road users as designed. Any variations to the plan must be marked on the plan and initiated by the accredited personnel
- It is the responsibility of the accredited personnel with a Prepare a Work Zone Traffic Management Plan to ensure the following:
 - The integrity of all traffic control measure through to the final removal. This includes daily checks of all signs and devices. The corresponding records of checks shall be kept on file for auditing purposes.
 - Vehicular access and servicing requirements are to be maintained at all times to adjacent properties affected by traffic control measures
 - At all times an up-to-date copy of 'Traffic Control at Work Sites' shall be available for reference and implementation as required on-site
- All workers will be confined to the dedicated works area shown on the plan
- If the worksite is left unattended it is the contractor's duty to ensure that the appropriate measures are taken to provide a safe environment for vehicles and pedestrians to relevant Australian Standards
- Traffic controller (T1-34) and Prepare to Stop (T1-15) signs are to be covered or removed when traffic controllers are not on site
- All signage is to be clean, clearly visible and not obscured
- All workers must adhere to the applicable safe work distance as described in AS1742.3:2019
- All distances between signs are to be in accordance with Section 2.5.2 of AS1742.3:2019. However, modifications can be made to suit site conditions
- If required, a TGS must be selected, developed and implemented by a suitability qualified person (PWGTMP and TCP qualifications)

Plan Type: N/A	Client: Hansen Yuncken Pty Ltd	Project: Job No: 1717 Address: Lots 201 and 204, Horsley Park	Date: 03/05/2021	
		Drawing Title: P1717-TCP-01-Lots 201 and 204, Horsley Park (Stage 01 and 02, day time TCP)	Scale @ A3: NOT TO SCALE	