

**Item 5.4 - Traffic - 19/03/21**



N O R T H   S Y D N E Y   C O U N C I L

---

**To the General Manager**

**Attach:** 1. CTMP (ECM 8430949)

---

**SUBJECT:** (5.4) North Sydney Olympic Pool (DA 347/19) – Approved Construction Traffic Management Plan

**AUTHOR:** Report of Manager Traffic & Transport Operations, Michaela Kemp

**DESCRIPTION/SUBJECT MATTER:**

Council has received a Construction Traffic Management Plan prepared by KPI Construction Services dated 1/3/21 for development at North Sydney Olympic Pool – 4 Alfred Street South, Milsons Point (Development Consent 347/19).

The development involves the redevelopment of the North Sydney Olympic Pool. North Sydney Council has engaged Icon to complete the works. The works will commence in 2021 and take approximately 23 months to complete.

Condition B1 of the development consent requires concurrence of the CTMP by Council's Traffic Engineer.

The CTMP was reviewed by Council's Manager Traffic & Transport Operations and a letter of concurrence was issued to Icon on 3/3/21. The approved CTMP is provided to the Traffic Committee for information.

Work Zones proposed in the CTMP will require separate approval of the North Sydney Traffic Committee following receipt of the applications.

**RECOMMENDATION:**

**1. THAT** the information concerning the Construction Traffic Management Plan for North Sydney Olympic Pool be received.

## CONSULTATION REQUIREMENTS

Consultation is not required

**Relates to ECM No:** 8430949

**Standard or Guideline Used:** RMS Traffic Control at Work Sites Manual, AS 1742.3

**Signs & Lines Priority:** N/A

**Precinct and Ward:** Lavender Bay, Wollstonecraft

**Impact on Bicycles:** Bicycle access will be maintained. Temporary traffic control may be implemented to manage cycle access past the worksite

**Impact on Pedestrians:** Pedestrian access will be maintained. Temporary pedestrian management may be implemented to manage pedestrian access past the worksite.

**Impact on Parking:** 22.8m of 2 Hour Metered Parking and 22.6m of Disabled Parking on the western side of Alfred Street South will be temporarily removed for a Work Zone. 45m of 2 Hour Metered Parking on the eastern side of Alfred Street South will be temporarily removed for placement of site sheds.

## DETAIL

Council has received a Construction Traffic Management Plan prepared by KPI Construction Services dated 1/3/21 for development at North Sydney Olympic Pool – 4 Alfred Street South, Milsons Point (Development Consent 347/19).

The development involves the redevelopment of the North Sydney Olympic Pool. North Sydney Council has engaged ICON Constructions to complete the works. The works will commence in 2021 and take approximately 18 months to complete.

Condition B1 of the development consent states:

### **Construction and Traffic Management Plan - (Major DAs & sites with difficult access)**

B1. Prior to issue of any Construction Certificate, a Construction and Traffic Management Plan must be prepared. The following matters must be specifically addressed in this Plan:

- a) A plan view (min 1:100 scale) of the entire site and frontage roadways indicating:
  - i. Dedicated construction site entrances and exits, controlled by a certified traffic controller, to safely manage pedestrians and construction related vehicles in the frontage roadways;
  - ii. RMS signage type and location to manage pedestrians in the vicinity;
  - iii. The locations of any proposed Work Zones in the frontage roadways;
  - iv. Locations and type of any hoardings proposed;
  - v. Area of site sheds and the like;
  - vi. Location of any proposed crane standing areas;
  - vii. A dedicated unloading and loading point within the site for all construction vehicles, plant and deliveries;
  - viii. Material, plant and spoil bin storage areas within the site, where all materials are to be dropped off and collected; and
  - ix. The provision of an on-site parking area for employees, tradesperson and construction vehicles as far as possible.

- 
- b) A Traffic Control Plan(s) for the site incorporating the following: -
- i. Traffic control measures proposed in the road reserve that are in accordance with the RMS publication “Traffic Control Worksite Manual” and designed by a person licensed to do so (minimum RMS ‘red card’ qualification).
  - ii. The main stages of the development requiring specific construction management measures are to be identified and specific traffic control measures identified for each.
- c) A detailed description and map of the proposed route for vehicles involved in spoil removal, material delivery and machine floatage must be provided detailing light traffic roads and those subject to a load or height limit must be avoided at all time.  
A copy of this route is to be made available to all contractors and must be clearly depicted at a location within the site.
- A Waste Management Plan in accordance with the provisions of Part B Section 19 of the North Sydney DCP 2013 must be provided. The Waste Management Plan must include, but not be limited to, the estimated volume of waste and method of disposal for the construction and operation phases of the development, design of on-site waste storage and recycling area and administrative arrangements for waste and recycling management during the construction process;
- Evidence of RMS concurrence where construction access is provided directly or within 20m of an Arterial and/or Classified Road;
- d) A schedule of site inductions to be held on regular occasions and as determined necessary to ensure all new employees are aware of the construction management obligations. These must specify that construction-related vehicles to comply with the approved requirements; and  
For those construction personnel that drive to the site, the Site Manager shall attempt to provide on-site parking so that their personnel’s vehicles do not impact on the current parking demand in the area.
- e) Luna Park Pty Ltd is to be consulted during the preparation of the Construction and Traffic Management Plan

A suitably qualified and experienced traffic engineer or consultant must prepare the Construction and Traffic Management Plan.

**As this plan has a direct impact on the local road network, it must be submitted to and reviewed by Council prior to the issue of any Construction Certificate. A certificate of compliance with this condition from Council’s Traffic Engineers as to the result of this review must be obtained and must be submitted as part of the supporting documentation lodged with the Certifying Authority for approval of the application for a Construction Certificate.**

The construction management measures contained in the approved Construction and Traffic Management Plan must be implemented prior to the commencement of, and during, works on-site. To obtain the permit, an application must be made to Council on a ‘*Application to satisfy development consent*’ form with payment of the adopted assessment.  
All works must be undertaken in accordance with the approved Construction and Traffic Management Plan.

A copy of the approved Construction and Traffic Management Plan must be kept on the site at all times and be made available to any officer of the Council on request.

### **Construction phases**

The development includes the following construction phases and program:

Stage	Start	Finish	Duration	Daily truck movements
Stage 1 – Demolition and excavation	March 2021	August 2021	6 months	70 per week (12 per day)
Stage 2 – Construction works structure & facade	August 2021	March 2022	8 months	5-20
Stage 3 – Public domain and finishing works	March 2022	November 2022	9 months	Not stated
			23 months	

### **Access and egress**

The CTMP proposes use of semi-trailers, truck and dog trailers, bogey trucks and heavy articulated vehicles throughout Stage 1 and 2.

#### **Access route**

Heavy vehicles will approach the site along the following routes;

##### From Bradfield Highway (from south)

- Left from Bradfield Highway onto Alfred Street South off-ramp
- South along Alfred Street South
- Right turn into construction driveway access Gate 1 or Gate 2

##### From Warringah Freeway (from north)

- Take Alfred Street North off-ramp from Warringah Freeway
- Left turn into High Street
- Right turn at Clark Road
- Continue south along Clark Road and Broughton Street
- Continue along Olympic Drive from Broughton Street
- Turn right from Olympic Drive into Alfred Street South
- Left turn into construction driveway access Gate 1 or 2; or park in Work Zone on Alfred Street South

It should be noted that swept paths for 19m articulated semi-trailers have only been provided along the Clark Road/Broughton Street/ Olympic Drive/Alfred Street South route. Therefore, use of 19m articulated semi-trailers will be restricted to this inbound route, unless swept paths are provided for the alternative route via Alfred Street South (southbound) which verify access is possible for the heavy vehicle. (Note - truck and dog trailers on both inbound routes have been verified).

### **Egress route**

Vehicles will depart the site by turning left into Alfred Street South from the site gates or continuing north along Alfred Street South from the Work Zone. All vehicles will travel north along Alfred Street South, turn right at Lavender Street and left onto Pacific Highway and continue onto the state road network. Swept paths have been provided for egress of all vehicles along this route which demonstrate the vehicles can perform these turns.

### **Through traffic**

Through traffic shall be maintained at all times. Minor stoppages are proposed when trucks are entering/exiting the site gates and work zone. Priority should be given to bus movements on Alfred Street South at all times.

### **Access to neighbouring properties**

Access to neighbouring properties shall be maintained at all times. This will be imposed as a condition of approval.

### **Pedestrian management**

Pedestrian access on Alfred Street South and Olympic Drive will be maintained at all times. Temporary pedestrian management may be implemented during specific activities to safely divert pedestrians around the work area.

An A-class hoarding will be erected around the site from Stage 1 and a B-class hoarding will be erected from Stage 2 on Alfred Street South footpath adjacent to the Work Zone.

### **Neighbour notification**

The applicant has consulted with stakeholders including Luna Park and Sydney Program Alliance in relation to their concurrent works.

The applicant will be required, as a Condition of Approval, to notify all affected residents and businesses of the different stages of construction and the likely traffic impacts.

### **Loading and unloading equipment and materials**

All loading and unloading of equipment and materials will occur from within the site and from a dedicated Work Zone approximately 45 metres long on the western side of Alfred Street South adjacent to the site. The Work Zone will occupy 28.2m of 2 Hour Metered Parking and 22.6m of Disabled Parking. Approval of the Work Zone will be subject to a Work Zone application, payment of fees and separate approval from the North Sydney Traffic Committee.

### **Site crane**

A site crane will be erected during Stage 2 of the works. The site crane will be located wholly within the site near to the Work Zone on Alfred Street South.

### **Storage of equipment and materials**

The applicant proposes to place 7 site sheds on the eastern side of Alfred Street South within the existing angle parking bays occupying approximately 45 metres (16 parking spaces). This will be subject to separate approval under a Work Zone and/or hoarding application.

All other equipment and materials will be stored on site.

### **Works Zone**

A 45-metre work zone is proposed on the western side of Alfred Street South adjacent to the site. The Work Zone will occupy 28.2m of 2 Hour Metered Parking and 22.6m of Disabled Parking. Approval of the Work Zone will be subject to a Work Zone application, payment of fees and separate approval from the North Sydney Traffic Committee.

Storage of the site sheds on the eastern side of Alfred Street south may also be subject to a Work Zone and hoarding application.

The CTMP was reviewed by Council's Manager Traffic & Transport Operations and a letter of concurrence was issued to Icon. Work Zones proposed in the CTMP will require separate approval of the North Sydney Traffic Committee following receipt of the applications.

The CTMP was approved subject to the following conditions:

### **CONDITIONS OF APPROVAL**

The following conditions should be included in the Construction Traffic Management Plan:

1. All works on Alfred Street South, Olympic Drive and any public road are to be undertaken in accordance with AS 1742.3.
2. All 19m articulated semi-trailers (excluding truck and dogs) may only approach the site via the High Street/Clark Road/Broughton Street/Olympic Drive ingress route. These vehicles may not approach the site southbound along Alfred Street South unless swept paths verifying that the trucks can safely approach via this route are submitted to Council's Traffic Engineer and concurrence is obtained from Council's Traffic Engineer.
3. Approval must be obtained from Council for all temporary construction vehicular crossings.
4. If the removal of parking meters and/or in-ground sensors is deemed necessary by Council to protect the infrastructure or for public safety, the sensors must be removed by Council prior to occupation of the road.
5. Installation of a Work Zone for 4 Alfred Street South (North Sydney Olympic Pool) is subject to the applicant paying all appropriate Council advertised fees and charges, including the cost of the signage, and separate approval by the North Sydney Traffic Committee.
6. The residents/occupiers of Alfred Street South, Paul Street, Luna Park and Sydney Program Alliance are to be notified by letter that a Work Zone 7am to 5pm Monday to Friday, 8am to 1pm Saturday is to be installed. The letter should indicate the length of the Work Zone, the existing parking restrictions the Work Zone will replace and the duration of the Work Zone. A copy of the notification is to be provided to Council before the signs are installed. The notification is to have the name and number of the site manager in case of complaints.
7. Placement of site sheds within Alfred Street South is subject to separate approval of a Work Zone application and/or Hoarding application, including approval by the North Sydney Traffic Committee and the applicant paying all appropriate Council advertised fees and charges.

8. The residents/occupiers of Alfred Street South, Paul Street, Luna Park and Sydney Program Alliance are to be notified by letter that site sheds are to be installed on the eastern side of Alfred Street South. The letter should indicate the area to be occupied by the site sheds, the existing parking the site sheds will occupy and the duration. A copy of the notification is to be provided to Council before the site sheds are installed. The notification is to have the name and number of the site manager in case of complaints.
9. Trucks may only enter and leave the construction site in a forwards direction, unless under the direct supervision of two accredited traffic controllers, one to direct heavy vehicle movement in and out of the site and one to ensure no pedestrian enters the path of a heavy vehicle.
10. Accesses to adjoining properties are to be maintained at all times.
11. The adjoining/ affected residents/occupiers, Luna Park and Sydney Program Alliance are to be updated on a monthly basis and at key demolition stages, particularly in relation to construction vehicle movements, and be provided with a phone number to contact the site manager.
12. The applicant shall provide monthly updates and notices at key stages of development particularly in relation to heavy vehicle movements and traffic changes, including monthly updates posted in a prominent position on the site hoarding including contact details of the site manager.
13. At no time shall Alfred Street South, Olympic Drive, Paul Street, Clark Road, Broughton Street or any other road or Council property be blocked by any vehicle or works associated with the construction of the proposed development. Through traffic on Alfred Street South, Olympic Drive, Paul Street, Clark Road, Broughton Street and any other road is to be maintained at all times.
14. Bus access past the site is to be maintained at all times. Where temporary traffic control is required priority must be given to STA buses to avoid delays to bus services.
15. Alfred Street South, Olympic Drive, Paul Street, Clark Road, Broughton Street or any other road are not to be used as a waiting area for trucks delivering to or awaiting pick up of materials etc. from the proposed development.
16. Construction vehicles are not to queue on Alfred Street South, Olympic Drive, Paul Street, Clark Road, Broughton Street or any other road.
17. Any approved Work Zone is to be used only to pick up and drop off materials and equipment. Construction vehicles are not to wait or park in the Work Zone.
18. Materials are to be stored on-site. At no time, are materials to be stored on Alfred Street South, Olympic Drive, Paul Street, Clark Road, Broughton Street or any other road or any Council property.
19. Mobile cranes shall be located wholly on-site or with an approved Stand Plant Permit
20. Concrete pumps shall be located wholly on-site or with an approved Stand Plant Permit, unless the pump and trucks can stand wholly within the signposted Work Zone.
21. All pump lines crossing Council footpaths must be ramped over to allow safe pedestrian/ wheelchair traffic at all times.
22. Pedestrian access and the diversion of pedestrians shall be carried out in accordance with Australian Standard 1742.3 and 1742.10.
23. If pedestrians are diverted, pram ramps must be provided in accordance with Australian Standard 1428.1.
24. If a Temporary Road Closure is required, application must be made to NSW Police, North Shore Local Area Command.
25. If a Permit to Stand Plant is required, application must be made to Council a minimum of two business days (3 business days for out of hours) prior to any proposed works.

26. If a Temporary Road Closure is required, application must be made to Council a minimum of four weeks prior to any proposed works.
27. A traffic route map and conditions are to be made available to truck drivers engaged for this development.
28. A list of truck drivers' names with their licences and vehicle plate numbers and conditions are to be kept on-site by the applicant at all times, and be made available for inspection by Council Officers, Police Officers and Council Rangers.
29. Repeated failure to comply with these conditions will result in removal of any Work Zone under notice.
30. All Traffic Management Plans and Traffic Control Plans must be endorsed with the name of the person preparing the plan along with their level of certified qualification and certificate number. Only persons with current "Select/Modify Traffic Control Plans"/ "Design Audit Traffic Control Plans" / "Prepare a Work Zone Traffic Management Plan" tickets are qualified to develop and endorse Traffic Management Plans and Traffic Control Plans.,

Please note the construction management program is a condition that forms part of the development application for the site. Therefore, any non-compliance with these construction management program conditions of approval constitutes a breach of the conditions of approval for the development application.





**Construction Traffic Management Plan  
North Sydney Pool,  
4 Alfred Street, Milsons Point  
ICON Constructions**

***Contact for Further Information  
KPI CONSTRUCTION SERVICES***

**Craig Reeves**

Level 1, 11-13 Bronte Rd,  
Bondi Junction NSW 2022  
**Mobile:** 0491 278 904

**PHONE:** 1800 574 574

**FAX:** 03 9326 5778

**Email:** [craig@kpiconstruction.com.au](mailto:craig@kpiconstruction.com.au)

**Head Office**

Unit 22, 74 Thomsons Road,  
Keilor Park VIC 3042

**PHONE:** 03 9326 7795

**FAX:** 03 9326 5778

**Email:** [finance@kpiconstruction.com.au](mailto:finance@kpiconstruction.com.au)

## *Contents*

<b>1.0 DOCUMENT CONTROL .....</b>	<b>4</b>
<b>2.0 REFERENCES AND PUBLICATIONS .....</b>	<b>4</b>
<b>3.0 LIST OF ACRONYMS USED IN THIS PLAN AND THEIR DEFINITION .....</b>	<b>5</b>
<b>4.0 HOLD POINTS .....</b>	<b>5</b>
<b>5.0 PURPOSE AND SCOPE .....</b>	<b>6</b>
<b>6.0 RISK MANAGEMENT .....</b>	<b>7</b>
<b>7.0 TRAFFIC CONTROL PRINCIPLES .....</b>	<b>7</b>
<b>8.0 DESCRIPTION OF WORKS .....</b>	<b>8</b>
<b>9.0 LOCATION OF WORKS .....</b>	<b>8</b>
<b>10. DELIVERY OF PLANT AND MACHINERY AND GENERAL GOODS .....</b>	<b>8</b>
<b>11.0 STAGING OF WORKS .....</b>	<b>9</b>
<b>12.0 TRAFFIC MANAGEMENT PLAN ARRANGEMENTS.....</b>	<b>10</b>
<b>12.1 STAGE 1 .....</b>	<b>10</b>
<b>12.2 STAGE 2.....</b>	<b>10</b>
<b>12.3 ALFRED ST .....</b>	<b>12</b>
<b>12.4 WORKSITE HOURS.....</b>	<b>12</b>
<b>12.5 WORK ZONE.....</b>	<b>12</b>
<b>12.6 RUBBISH COLLECTION .....</b>	<b>12</b>
<b>12.7 ROAD OWNERSHIP RESTRICTIONS.....</b>	<b>12</b>
<b>12.8 BUS SERVICES .....</b>	<b>13</b>
<b>12.9 TRAIN SERVICES .....</b>	<b>14</b>
<b>12.10 TAXI SERVICES.....</b>	<b>14</b>
<b>12.11 SPECIFIC COMMUNITY GROUPS/PLACES OF WORSHIP .....</b>	<b>14</b>
<b>12.12 HOSPITALS / EMERGENCY SERVICES.....</b>	<b>14</b>
<b>12.13 SCHOOLS, UNIVERSITIES IN THE AREA.....</b>	<b>14</b>
<b>12.14 LOCAL BUSINESSES / RESIDENTS.....</b>	<b>14</b>
<b>13.0 AFFECTED AUTHORITIES.....</b>	<b>14</b>
<b>14.0 ROLES AND RESPONSIBILITIES .....</b>	<b>14</b>
<b>14.1 THE PROJECT DIRECTOR.....</b>	<b>14</b>
<b>14.2 TRAFFIC MANAGEMENT CONSULTANT.....</b>	<b>15</b>
<b>14.3 ROAD USERS.....</b>	<b>15</b>
<b>14.4 TRAFFIC MANAGEMENT COMPANY .....</b>	<b>15</b>
<b>14.5 SITE PERSONNEL.....</b>	<b>16</b>
<b>14.6 SITE/TRAFFIC SUPERVISORS AND CONTROLLERS .....</b>	<b>16</b>
<b>14.7 THE TRAFFIC MANAGER.....</b>	<b>16</b>
<b>14.8 TRAFFIC CONTROL.....</b>	<b>16</b>
<b>15.0 PROJECT HIERARCHY.....</b>	<b>16</b>
<b>16.0 INCIDENT OR ACCIDENT PROCEDURES.....</b>	<b>17</b>
<b>16.1 ACCIDENTS OR INCIDENTS .....</b>	<b>17</b>
<b>16.2 DELAYS IN QUEUING .....</b>	<b>17</b>

163	NEW SOUTH WALES POLICE SERVICE .....	17
164	REMEDIES.....	17
165	DAMAGE TO SERVICES.....	17
<b>17.0</b>	<b>WORKPLACE HEALTH AND SAFETY .....</b>	<b>17</b>
17.1	SAFE WORK METHOD STATEMENT .....	18
<b>18.0</b>	<b>WORKS ON ROADS .....</b>	<b>18</b>
<b>19.0</b>	<b>SITE PERSONNEL VEHICLE MANAGEMENT PLANT.....</b>	<b>18</b>
19.1	PARKING.....	18
19.2	TRAFFIC DOCUMENTATION .....	18
19.3	TRAFFIC CONTROL DEVICES .....	18
19.4	TRAFFIC CONTROLLERS.....	19
19.5	IMPLEMENTING TRAFFIC GUIDANCE SCHEMES.....	19
19.5.1	TEMPORARY SIGNAGE.....	19
19.5.5	SPEEDS.....	19
19.5.6	PROHIBITION NOTICE .....	19
19.5.7	ACCEPTABLE TRAFFIC IMPACTS L.O.S. ....	19
19.5.8	TRAFFIC LANE AVAILABILITY AND CONFIGURATION.....	20
19.5.9	CHANGED ROAD CONFIGURATION.....	20
19.5.10	TIMES OF OPERATIONS .....	20
19.5.11	SPEED CHOICES .....	20
19.5.12	PROVISION FOR POLICE CONTROL.....	20
19.5.13	BARRIERS.....	20
19.5.14	ANTI- GAWKING SCREENS.....	20
19.5.15	PROTECTION AND DELINEATION AT EXCAVATIONS .....	20
19.5.16	DETOURS .....	20
19.5.17	SIDE TRACKS.....	20
<b>20.0</b>	<b>OTHER WORKS IN THE AREA .....</b>	<b>20</b>
20.1	ADJACENT WORKS.....	20
<b>21.0</b>	<b>COMMUNITY.....</b>	<b>21</b>
21.1	PUBLIC CONSULTATION.....	21
21.2	COMPLAINTS.....	21
21.3	VARIABLE MESSAGE SIGNS .....	21
21.4	PEDESTRIAN AND BICYCLE AND ACCESS .....	21
21.5	ENTRY INTO PRIVATE PROPERTIES.....	21
21.6	PUBLIC TRANSPORT .....	21
21.7	EMERGENCY VEHICLE ACCESS.....	21
21.8	NIGHT WORKS.....	21
21.9	DATES.....	21
21.10	TIMES.....	21
<b>22.0</b>	<b>VERSION 6 AMENDMENTS .....</b>	<b>21</b>
<b>23.0</b>	<b>STANDARDS, RULES &amp; POLICIES COMMUNITY.....</b>	<b>22</b>
<b>APPENDIX A.....</b>	<b>.....</b>	<b>23</b>
<b>APPENDIX B TGS.....</b>	<b>.....</b>	<b>24</b>
<b>APPENDIX C SWEEP PATHS... ..</b>	<b>.....</b>	<b>36</b>
<b>APPENDIX D POLICE ACKNOWLEDGEMENT FORM... ..</b>	<b>.....</b>	<b>51</b>
<b>APPENDIX E CONSTRUCTION STAGING DIAGRAMS... ..</b>	<b>.....</b>	<b>52</b>

### 1.0 Document Control

Version	Approved	Qualification Number	Signature	Date
Tender Submission	Alex Reid	0043630869	Alex Reid	9/4/2020
1.0	Craig Reeves	TCT0015996	Craig Reeves	03/02/2021
2.0	Craig Reeves	TCT0015996	Craig Reeves	22/02/2021
3.0	Craig Reeves	TCT0015996	Craig Reeves	25/02/2021
4.0	Craig Reeves	TCT0015996	Craig Reeves	01/03/2021
Issued to Client				
Version No	Date	Position	Client	Person
1.0	04/02/2021	Estimating Manager	ICON Constructions	Kon Bakafoukas
1.0	04/02/2021	Project Manager	ICON Constructions	Lucas Harry
1.0	04/02/2021	Traffic Planner	KPI Constructions	Lisa Reddan

### 2.0 References and Publications

AS/NZS ISO 31000 2009	Risk Management – Principles and Guidelines
AS/NZS 1158	Lighting for roads and public spaces
AS1742.3	Manual of Uniform Traffic Control Devices Part 3: Traffic Control works on Roads
Aust roads AP-R403-12	Aust roads Report – Implementation of National best practice for traffic control at road sites
TC@WS v5	Traffic Control At Work Sites Version 5. July 2018 & Version 6, November 2020 – Roads and Maritime Services
	Traffic engineering and management – Monash University 2018
	Austrroads report - Austrroads Design Vehicles and Turning Paths 2013
	CTMP – Standard requirements – The Hills Council - Appendix A

### 3.0 List of Acronyms used in this plan and their definition

Anti-gawking screen	An opaque screen attached to TRSB to shield the construction worker from the view of passing motorists
Dynamic deflection	The largest transverse deflection of a TRSB system recorded during an actual crash or during a full-scale impact test
End Treatment	The collective term for devices and features at the leading and trailing ends of TRSB systems, which are selected on the basis of traffic speed and composition, the type of TRSB system and the particular site constraints
Nominated Traffic Officer	A person responsible in accordance with clause 5.1 for preparation and implementation of the TMP and TGS
On-Site Traffic Coordinator	A person responsible in accordance with clause 5.1 for the implementation of the prepared TMP and TGS
Traffic Controller	A person authorised in accordance with Clause 6.2.2 to control traffic at roadwork's
Traffic Guidance Scheme (TGS) / Traffic Control Plan (TCP)	A Traffic Guidance Scheme or Traffic Control Plan prepared by the Contractor in accordance with the requirements of the Contract as a means of planning and communicating individual traffic changes. The Traffic Guidance Scheme shows all proposed traffic control devices and their layouts on a plan
Traffic Management Plan (TMP)	The Traffic Management Plan prepared by the Contractor in accordance with the requirements of the Contract. It outlines how the works are integrated into the operation of the road network.
TRSB	Temporary Road Safety Barrier
RMS	Roads and Maritime Services NSW
TMP	Traffic Management Plan
TGS	Traffic Guidance Scheme
TMC	Transport Management Centre
TC@WS	Traffic Control at Work Sites V5 2018 & Traffic Control at Work Sites V6 2020
The Code	Traffic Management for Construction or Maintenance Work Code of Practice 2008
SWMS	Safe Work Method Statements
TCAS	Traffic Control Accreditation Scheme
VMS	Variable Message Signs

### 4.0 Hold Points

The Hold Points applicable to this TMP are as follows:

- 4.1** Approval of Traffic Management Plan
- 4.2** Approval of Traffic Guidance Scheme

## 5.0 Purpose and Scope

This Construction Traffic Management Plan (CTMP) specifies the traffic control measures and devices to be used to warn, instruct and guide road users in the safe negotiation of work sites on roads, and the methodology of managing the following around the construction sites including footpaths, shared paths and bicycle paths adjacent to the roadway.

This CTMP formulates the basis of the Traffic Guidance Schemes (TGS) required for this project which cause interference or obstruction to the normal use of a road by any road user. The CTMP also provides guidance for the planning design, installation and operation of the applicable traffic guidance schemes together with requirements for maintaining a safe workplace for both the general public and workers on site.

This CTMP also provides organizations carrying out works on roads with a set of uniform practices for the signage locations and delineation devices of construction which will promote the safety of both workers and road users at the construction site. The CTMP has been prepared in accordance with the TC@WS Manual V5, 2018 and TC@WS Manual V6, 2020 specifies the traffic control measures and devices to be used to warn, instruct and guide road users around the work site or in the vicinity of the construction site. This includes safely guiding pedestrians and cyclists and motorists around the road works.

Operating under this CTMP it is deemed necessary to implement the use of site specific Traffic Guidance Scheme (TGS) for all the road works/stages applicable to this construction site. Any recommendations outside the TC@WS will have a Local Government approval (Permit) to undertake works. Any works being performed in the vicinity of this construction site that are not related to the construction site are not covered under this site-specific CTMP.

Preparation of this detailed CTMP and proper implementation of measures identified in the approved plan is essential to ensuring the safety of all road users as well as the workers on site. The primary objective of this TGP is to ensure all works performed from, near or on the road are executed in accordance with the TC@WS / AS1742.3 safely, and not without a risk assessment deeming the proposed work safe.

While the secondary objective is to balance:

- (a) The Safe and convenient movement of traffic with minimal disruption; and
- (b) Construction and traffic management costs
- (c) In selection of the appropriate traffic control modes, consideration has been given to:
  - Minimising the hazards and risks to the community and personnel on site.
  - Minimising interaction between the community and personnel on site.
  - Minimising the opportunity of vehicular and plant collision.
  - Optimizing traffic flow entering and exiting the site without impeding the general public.

## 6.0 Risk Management

Risk management on this construction site entails the identification and analysis of all safety risks likely to arise during works on around the road including the setting up, operating, changing and ultimate dismantling of a traffic guidance scheme, followed by the determination of appropriate measures to mitigate those risks.

The process is appropriate at all levels of planning and operation including the following:

- (a) When preparing the required site-specific traffic guidance schemes and safe work method statements for the road works.
- (b) When preparing traffic guidance schemes for more extensive or complex works where site specific risks will assume importance.
- (c) The use of Qualified Traffic Controllers, AS1742.3 approved signage / traffic control devices

In each case the process should be carried out by first identifying all the hazards likely to arise, evaluating them in terms of likelihood of occurrence and adverse consequences using historical data, experience or other means. The proposed procedural statement or traffic guidance scheme should then be checked in detail to ensure that adequate means of controlling or reducing those risks found to be significant, are in place.

Icon Construction and any sub-contractors on site must comply with the relevant legislation, government Approval or authority to work (permits) and provisions in accordance with the following legislation:

- Manual of Uniforms Traffic Control Devices – Part 3 Works on Roads, AS 1742.3
- New South Wales Workplace Health and Safety Act and Regulation 2011.
- Traffic Control at Worksites V.5 2018 & Traffic Control on Worksite V.6 2020 (TC@WS)
- Code of Practice 2008 Manual Tasks – Code of Practice 2000 – Traffic Management for Construction or Maintenance Work.
- RMS Transport Management Centre (TMC *if applicable*)
- North Sydney Council
- Department of Roads and Maritime Services
- New South Wales Police Force
- Austroads Design Vehicles and Turning Path 2013
- North Sydney Council – CTMP Standard Requirements – Appendix A

## 7.0 Traffic Control Principles

- 6.1 The purpose of traffic control at roadworks is to clearly communicate to all road users, including pedestrians and cyclists, the path and speed at which they should travel through, past, or around the roadwork site. The TC@WS provides detailed guidance on the most appropriate forms of traffic control for roadwork sites and should be applied as the optimal treatment at most sites.
- 6.2 The credibility and effectiveness of these TGSs will be reduced when the scheme and its relevance/relation to the roadwork site is not clear. This can lead to situations where drivers disregard traffic control devices, most notably speed limit signs. It is in both the Contractor's and Principal's interest that speed limit choices in the TGS are realistic, and enforceable.
- 6.3 Roadwork signage must be in accordance with the TGS and installed and maintained to the required standards.
- 6.4 Reduced speed zones must be kept to minimum lengths. This requires 'END ROADWORK' and speed signs to be in place as close to the end of the works as practicable.

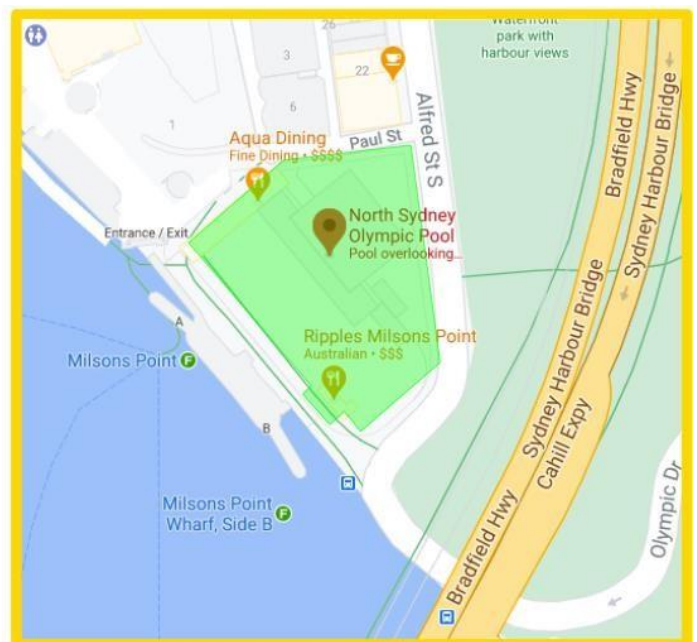
- 6.5 Reduced speed zones must be adept to minimum durations. This requires speed signs to be changed as soon as they are no longer appropriate.
- 6.6 If a speed zone is in place for road worker safety, then there must be road workers present.
- 6.7 A reduced speed zone in place for road safety (as a result of changes to the road environment) must be justified and the danger must be evident or made evident to the road user.
- 6.8 A reduced speed zone in place to protect works must be justified and the reason must be evident or made evident to the road user.
- 6.9 Speed zones should be implemented just prior to the commencement of works requiring the speed zone and should be removed immediately following the completion of the works requiring the speed zone.
- 6.10 All Long Term Signage erected must be covered up on termination of each shift, or removed from The roadway when no longer required.

### 8.0 Description of Works

ICON Constructions have contracted for the re-development of the North Sydney Pool, The works are anticipated to commence in 2021 with construction time of approximately 18 months.

### 9.0 Location of works

North Sydney Pools, 4 Alfred St, Milsons Point NSW 2061



### 10.0 Delivery of Plant and Machinery and General Goods

Initial Pre –Demolition deliveries of plant and equipment will Ingress Site into Gate 1 (Alfred St). Site vehicles will be required to the Bradfield / Warringah Freeway (northbound) and take the Lavender St Exit (Northbound). Upon Exit site vehicles will remain in the left hand merge lane and merge onto Alfred St. site vehicles will then follow Alfred St for approximately 1200m where the Vehicle will turn Right into Gate 1 to gain access to the site. (Refer to TGS- KPI 769). To egress successfully from site, trucks will exit Via Gate 1 in a forward motion, turn left back onto Alfred St, and will follow Alfred St Northbound for approximately 1200m, where the vehicle will then turn Right at the Lavender St Roundabout and merge successfully into the Pacific Hwy Slip lane where the vehicle will disperse onto the road network . Once the



construction has commenced all loading and unloading of plant is to be conducted from inside the site via Gate 1 (refer to TGS – KPI 0033/21).

For vehicles over 8 meters, To insure clear site ingress access, a temporary intermittent traffic stop may be required for delivery drivers, or for works undertaken during adverse weather to insure Roads, Building and Safely standards are maintained (RMS- TC@WS 9.1.2 Intermittent work) (AS1742.3 Cl 4.3.2 and 4.4.6). It is foreseen that assisted entry and exit will only be for a minimal percentage of the total vehicles accessing the site. However, under safety regulations should these stops need to occur they will be done so in suitable gaps in traffic, before or after peak traffic times. So other road users remain unaffected by the sites vehicular movements. (Refer to TGS- KPI 0033/21). AS1742.3, CL 4.3.2 and 4.4.6 and Councils regulations are to be complied with at all times during these works. It is the responsibility of the project manager to also compile onsite toolboxes with all site personnel and complete risk assessments for all vehicular movements for this site.

Traffic control may be utilised to assist vehicular movements in and around the site, during Loading and un-loading of materials, or while Vehicular Ingress or Egress to the site, Traffic Control will intermittently hold any Pedestrians until the vehicle safely passes and enters the roadway or site, once the vehicle is no longer a hazard, or has cleared the footpath area pedestrians will be allowed to continue.

On exit, all egress movements onto the roadway are to be undertaken in suitable gaps in traffic, to insure traffic congestion is kept to a minimum, vehicles currently on the roadway have right- of- way. All delivery drivers are to have a CB radio fitted to insure seamless ingress and egress of site and to prevent site loading area overcrowding.

Icon Construction and KPI Services are also conscious of the moderate traffic and pedestrian volumes in the vicinity of their construction site and intend to ensure equipment, material loading and unloading are conducted inside the site and do not cause an unnecessary impact on the area. (Refer to TGS- KPI 0033/21)

**Vehicle Access Plans:**

A vehicle access plan has been designed for site vehicles and deliveries to successfully ingress and egress from site and the surrounding road network with minimal disruption to other road users. (Refer to Site access plan ingress / egress TGS – KPI 768 + 769) Any oversize or over mass vehicle required for site will have informed all governing bodies (RMS, Police and Council) and will have all approvals prior to arrival on site. Due to site constraints no queuing or marshalling will be undertaken on local roads anytime during this project. At no time site vehicles are to reverse in or out of the site.

At all times, Site vehicles are to follow NSW road rules (where applicable) while entering and exiting site and adjust driving attitude to road conditions (i.e inclement / adverse weather)

**11.0 Staging of Works**

Building Re-Development	Start	Finish
Stage 1 – Demolition Works and Excavation Works	March 2021	August 2021
Stage 2 – Construction works Structure and Façade	August 2021	March 2022
Stage 3 – Public Domain and Finishing Works	March 2022	November 2022

## 12.0 Traffic Management Plan Arrangements

### 12.1 Stage 1 – Early works

This stage involves the preparation of the site in order to commence construction, including establishing the site compound (staff offices and employee’s amenities), Site Establishment including installation of concrete pathways, sediment and erosion controls, Disconnection of existing services, Site remediation, Demolition of existing buildings and hardstands, Tree removal.

It is foreseen that, Semi-Trailers, Truck and Dogs tippers, Bogey Trucks or heavy articulated vehicles will be required for a portion of the Day to Day operations of this site. While Stage 1 comprises of mainly civil works and Pre -construction demolition works. Early works are anticipated to commence and run for approximately 6 months, with approximately up to 70 Truck and Dog loads per week to remove initial spoil.

Vehicular traffic management options considered:

Option		Features	Comment
Traffic past the worksite	Past site (Unaffected)	As the site has made arrangements where the works can be conducted along the Kerbside parking lane or internally allowing passing traffic to remain unaffected on Alfred St.	Preferable
	Lane	A Lane Closure May be required in the instance an oversize or over mass vehicle is required for the Site,	Occasionally By Council Approval

**Pedestrian traffic management options considered:**

Pedestrian access will remain unhindered during the construction, for Pedestrian site awareness, “pedestrian watch your step” signage will be installed where footpaths meet the site boundary. All footpaths are to remain clear of construction materials at all times. (Refer to TGS – KPI 0034/21) Pedestrians may be temporary held while site vehicles are entering and exiting site to insure safety standards are maintained.

Option		Features	Comment
Traffic through the worksite		The works at times may impact on the footpath. Traffic control will be on site to escort pedestrians through work area.	Occasionally
Traffic past the worksite	Intermittent stoppages	Pedestrian footpath will remain clear and open at all times, Pedestrian intermittent stoppages may be required to assist with clear safe vehicular ingress / egress.	Preferred

Property access options considered:

- No property access is impacted by these works.

### 12.2 Stage 2 - Construction

Deliveries will be required enter and egress either from Gate 1 or 2, or via the Alfred St work zone. Trucks will leave site in a forward motion only, All ingress / egress movements are to be undertaken in suitable gaps in traffic flow to minimize impact to other road users during the day to day operations during this stage, pedestrians may be temporary held during this movement to allow clear access for all site deliveries. For Site Vehicles are to be loaded / unloaded outside the site perimeter in the Alfred St Work zone, Ingress will be maintained through High St (North Sydney) where the vehicle will be required to turn right onto Clark Rd /

Broughton St and will follow Broughton St for approximately 1800 meters to Copes Lookout where the roadway transitions into Alfred St, the site vehicle will continue along Alfred St for approximately 300meters were it will arrive into the Alfred St Work zone (Refer to TGS – KPI 768 Work zone Ingress) It is anticipated that approximately 5- 20 vehicle movements will occur on an average day while site is in operation, various sized trucks will be required to deliver and remove building material and Construction spoils until Completion.

Stage 2 comprises of, Structural Construction, Façade works, installation of Tower Crane, delivery of materials and concrete pours and mobile crane works. It is anticipated stage 2 works will take approximately 8 months to complete.

Vehicular traffic management options considered:

Option		Features	Comment
Traffic around the worksite	Stop Slow	Would allow partial closure of the roadway in one direction. Practicable as alternative as traffic diversion can be implemented with minimal disruption to the road network and residents. Stop Slow closure under council approval may be required for portions of Stage 2 during Tower Crane lifts.	By council Approval
Traffic past the worksite	Past site (Unaffected)	As the site has made arrangements with an internal loading zone and an external work zone majority of the works can be conducted away from travel lanes allowing passing traffic to remain unaffected on Local Roads	Preferable

**Pedestrian traffic management options considered:**

Pedestrian access will remain unhindered during the construction, for Pedestrian site awareness “pedestrian watch your step” signage will be installed where footpaths meet the site boundary. All footpaths are to remain clear of construction materials at all times. Pedestrians may be temporary held while site vehicles are entering and exiting site to insure safety standards are maintained.

Option		Features	Comment
Traffic around the worksite	Detour	Would allow closure of the entire footpath along Alfred St. Practicable pedestrians can utilize the opposite footpath temporarily.	By council approval on selected dates and times
Traffic through the worksite		The works at times may impact on the footpath. Traffic control will be on site to escort pedestrians through work area.	Occasionally
Traffic past the worksite	Intermittent stoppages	Pedestrians will be controlled by intermittent stoppages while Construction Vehicles Ingress / Egress site. Pedestrians are to be escorted past works if required	Preferable

- Property access options considered
  - No property access is impacted by these works

### 12.3 **Alfred St, Milsons Point**

Alfred St is currently a Council owned and maintained roadway, the Roadway is currently configured as a One Lane - Two Way undivided road with a Shared footpath and dedicated parallel parking on the Eastern side of the roadway. Alfred St is deemed a Minor used roadway with an ADT of approximately >5000 vehicles per day. In the instance of conflicting roadwork or civil works that interfere with the Project, All parties are required to discuss work scopes, site safety and hazards, and to mitigate a solution to minimize disruption to both developments once an agreement has been made, Permit applications will be applied to the relevant Government Departments for work approvals. Site Work Zone applications will be applied separately to The North Sydney Council for street loading and unloading of material (*if applicable*), All entry and exiting is to be undertaken in suitable gaps in traffic flow, at no time reversing in or out of site will be permitted at any time.

It has been noted Buses operate regularly along Alfred St any works that compromise bus services will need Transit Systems Approval (*Formally STA Buses*). Sydney Harbour Bridge works depot is located opposite North Sydney Pools in Bradfield park, with work expected to be completed by 2023. Consultation between Icon and Sydney Program Alliance has been ongoing with construction logistics and programming being discussed. Communication with and all other relevant Stakeholders will be maintained throughout the duration of this Project.

#### **Paul St, Milsons Point**

Paul St, Milsons Point is currently a Council owned and maintained roadway, the Roadway is currently configured as a Two Way – single lane Roadway, with NO Kerb side parking. Paul St is deemed a minor used thoroughfare with an ADT of approximately >5000 vehicles per day. Paul St acts as a service roadway for adjacent and neighboring properties inducing access into the Luna Park – Parking Station. In the instance of conflicting roadwork or civil works that interfere with the project, All parties are required to discuss work scopes, site safety and hazards, and to mitigate a solution to minimize disruption to both developments once an agreement has been made, Permit applications will be applied to the relevant Government Departments for work approvals.

### 12.4 **Worksite Hours**

Works to be undertaken between the hours of 7am to 5pm Monday – Friday and 8am – 1pm Saturday. Night works are envisaged for intricate works and a Council application, RMS application, bus approval and police permissions will be submitted for approval for any night works on selected dates. Back up dates will also be provided all stakeholders in the instance of inclement weather or unforeseen events.

### 12.5 **Work Zone**

The builder ICON propose to have a 45MTR work zone along the frontage of Alfred Street, for the parking of multiple trucks for delivery of materials to site, and for concrete pours. The proposed work zones will take in approximately 28MTRS of the existing metered parking along Alfred Street including approximately 22MTRS of disable parking. Depending on the usage of the disable parking council may need to retain or relocate some of this parking. There will be no further work zones required for this work.  
(REFER to TGS KPI0035/21 in Appendix B)

### 12.6 **Rubbish collection**

There are no bin collection services within the site location. All Site waste will be collected in a centralized location on site and removed by Private waste collection Contractors.

### 12.7 **Road Ownership Restrictions**

The North Sydney Council is the local government authority that has jurisdiction over the inner portion of the metropolitan area of Milsons Point, both Alfred St and Paul St are Council owned roadways. RMS will be notified

for any changes to the road network if works impact the road network on the Lavender St or the Bradfield Freeway

**12.8 Bus Services**

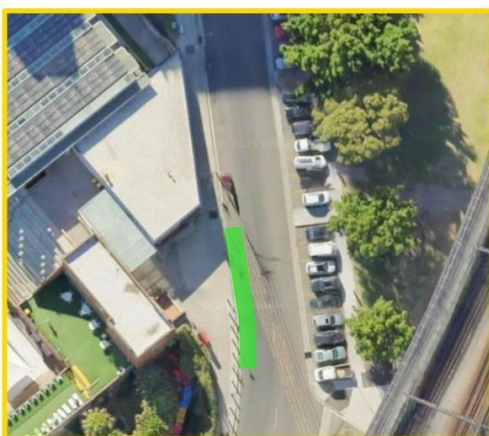
There are bus zone approximately 70MTRS from Olympic Drive on the Western side of Alfred Street South in front of the pool entrance, this bus zone will impact ingress and egress into gate 2. The bus zone will need to be moved further North along Alfred Street South or closed for the duration of the work. Discussion with STA will have to be done prior to work commencing so the builder and STA can come to an agreement about how best to resolve this problem. There is also a bus zone located at the end of Alfred Street South as shown below. This bus zone is a major bus zone that will need to remain in place as it services the Milson Point ferry. Discussion with STA will have to be done prior to work commencing so the builder and STA can come to an agreement about how best to deal with this issue the bus zone during construction and demolition. When intricate works are undertaken, bus diversion / notification approvals will be submitted to affected Bus Providers prior to commencement any works.



Bus Zone on Alfred Street used by 150X, 154X, 203, 209 and 228



Bus Zone on Alfred Street used by 150X, 154X, 203, 209 and 228.



Bus Zone on Alfred Street this bus zone will need to be moved due to location of Gate 2.

**12.9 Train Services**

Milsons Point train station is approximately 400MTRS from these works. At any time where the site impact commuter or Train Services, applications will be provided to Sydney Trains for approval, it is highly recommended that site personnel utilize the Train Service and disembark at Milsons Point, as this will lessen the impact for other road users and residents.

**12.10 Taxi Services**

There are no taxi ranks within the vicinity of these works.

**12.11 Specific Community Groups/Places of Worship**

No Specific Community groups / places of worship will be affected by these works.

**12.12 Hospitals / Emergency Services**

No hospitals or Police Stations, or Fire Stations within in the vicinity of these works. When intricate works are undertaken, work applications will be submitted to NSW Police Force the North Shore PAC, Sergeant Edwards for approval.

**12.13 Schools, Universities in the area**

There are no Schools or Universities in the vicinity if these works.

**12.14 Local Businesses / Residents**

All Local Business and residents are to remain unaffected by these works. If works are to impact local businesses notification letters will be delivered to affected businesses prior to works undertaking. A meeting was held with Icon, Lipmans and Luna Park on Tuesday 9<sup>th</sup> of February 2021 to discuss construction methodology, programme, logistics and any potential impacts of the construction works. Further coordination and consultation meetings will be held throughout the course of the project to mitigate any potential impacts to the operations of Luna Park.

## **13.0 Affected Authorities**

The project will be conducted along Alfred St and Olympic Drive. Traffic impacts are not expected to affect any other authority's area of responsibility. In addition, if the site requires a Council Permit or road authority notification for any works outside the initial Scope all permit application will be sourced prior to work commencing. This notification is required for each different traffic arrangement for each stage of the project.

## **14.0 Roles and Responsibilities**

**14.1 The Project Director**

Has the primary duty under the Work Health & Safety Act to ensure, as far as reasonably practicable, that workers and other persons are not exposed to health and safety risks arising from the business or undertaking. Planning and Defining Scope, Activity Planning and Sequencing, Resource Planning, Developing Schedules, Time Estimating, Cost Estimating and developing a budget. The Project Director will liaise with the contracted traffic company to monitor and review the traffic management plan. This is likely to be in consultation with the nominated traffic officer. The project manager will ensure the CTMP is accordance with the Australian standard or the TC@WS, contract specifications and authority stipulations.

### **14.2 Traffic Management Consultant**

KPI Services (NSW) Pty Ltd is responsible for the following documentation:

Construction Traffic Management Plan: Design of an effective and compliant traffic management plan that outlines how the works are integrated into the operation of the road network, identifies and considers all foreseeable risks, and assesses the impact on all road users. Preparation of this Construction Traffic Management Plan (CTMP) requires a procedure to be followed whereby all essential aspects of the plan are considered in an ordered way.

Additional Traffic Guidance Schemes detail how the traffic control signs, devices and measures are to be applied at work sites to warn traffic and guide it through, or past, a work area or temporary hazard. Specific traffic guidance schemes are required for each separate element of the works.

Risk Assessments for implementation of the CTMP and TGS: Entails the identification and analysis of all safety risks likely to arise during works on road including the setting up, operating, changing and ultimate dismantling of a traffic guidance scheme, followed by the determination of appropriate measures to mitigate those risks. (See Appendix C for KPI Services (NSW) Pty Ltd Risk Assessment)

### **14.3 Road Users**

Alfred St is a key road corridors that connects the Bradfield Freeway to Luna Park- Amusement Park. Any works along the adjacent roadways to site, should be regarded as a hazard and tool boxed to all personnel and delivery Drivers arriving to site.

- Monday to Fridays' inbound peak periods are predicted to be from 08:00 to 09:30hrs and outbound from 15:30 to 18:30hrs.
- Construction worker on-street parking is strictly prohibited.

ICON Constructions and KPI Services are to be mindful to provide safety in all of the following road users with traffic controllers meeting all regulations when working on or adjacent to major road corridors.

- Heavy Vehicles
- Cyclists
- Pedestrians
- Elderly & Disabled
- Emergency Vehicles.
- Adjacent worksites
- Transport Services
- School Children

### **14.4 Traffic Management Company**

Icon will appoint a registered traffic management company to implement and manage the traffic management component of this project. To ensure the safety of the worksite, on site workers and the general public. Traffic management is also required to ensure there are no traffic delays resulting from the work site on the road. Conflicting signage is removed or covered up and work in conjunction with existing or already programmed road works.

On site management, shall ensure everyone on site is well aware of any accidents and complaints. Providing only duly accredited traffic controllers that hold a current certificate of competency: RIIWHS205D, RIIWHS302D Ensure that the appropriate traffic control devices are in place on a daily basis prior to the commencement of work; and

Ensure that any Traffic Guidance Schemes have been submitted to the administrator for approval 21 days prior to the implementation and ensuring that the traffic arrangements conform to the approved Traffic Guidance Scheme, as per Council or RMS requirements.

Responsible for completing an on-site documentation and record keeping – risk assessment, SWMS, traffic related incidents and Signage Checklist.

**14.5 Site Personnel**

All personnel engaged in the field activities will adhere to the correct work practices as required by the TC@WS manual and The Code. The approving authority shall be notified should a situation arise that is not covered by this CTMP or the TC@WS. Further consideration for construction staff parking see clause 17. Worker access in and out of site is managed through Alfred St.

- All Personnel to be tool boxed on traffic conditions and TGS / TCP prior to commencing work.
- Construction Personnel of between 85 - 100 staff for approximately 18 months.
- Construction worker on-street parking is strictly prohibited.

**14.6 Site/Traffic Supervisors and Controllers**

The nominated registered traffic management company will appoint a Site Supervisor/Traffic Supervisor who shall undertake a review of the erected signage to ensure compliance with the approved TGS and shall maintain detailed daily records. This person shall be qualified in RIIWHS302D or equivalent Implement Traffic Management Plans, or Traffic Guidance Scheme record keeping will be undertaken.

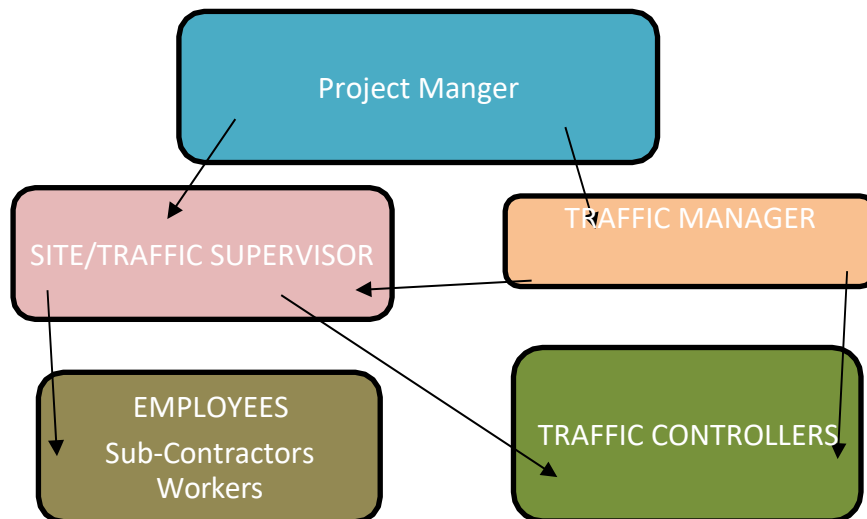
**14.7 The Traffic Manager**

For the duration of the project there will be a registered traffic management company who will appoint a Traffic Manager for the duration of the project.

**14.8 Traffic Control**

Icon Constructions will engage a registered traffic management company to undertake any traffic control duties for this site. As an example the registration details of KPI Services Pty Ltd are contained in Appendix A.

**15.0 Project Hierarchy**





## **16.0 Incident or Accident Procedures**

Emergency Services are ultimately responsible for the control and management of responses to all incidents that occur on the road network. Notwithstanding, The Project recognizes the importance of cooperation between all agencies involved in the road occupation to clear incidents quickly. Near miss reports, toolbox talks, Site meetings will be completed and actioned for any instance where safety may be compromised.

### **16.1 Accidents or Incidents**

In the event of an incident or accident, including immediately adjacent to or passing through the road occupation, the Site Supervisor or Traffic Supervisor will inform NSW Police, TMC and the local authorities and the Traffic Manager of the event. Where possible, the TGS will be removed from the road. The Project commits the available traffic guidance resources to assist the respective agencies in the speedy clearance of the incident. In the event of an incident or accident, whether or not involving traffic or road users, all work shall cease and traffic shall be stopped, as necessary, to avoid further deterioration of the situation. Any traffic crash resulting in non-life-threatening injury shall immediately be reported to the NSW Police Force or NSW ambulance Service.

### **16.2 Delays in Queuing**

In the unlikely event of delays queuing in greater than 100m of length, the Site Supervisor will remove the traffic implementation until traffic has returned to acceptable levels. The Site Supervisor will also notify the Council / Traffic Management Centre (TMC) and Icon Constructions if required. Traffic Controllers are to monitor congestion at all times when onsite. Hold & Release shall not be undertaken during high traffic volumes. Icon constructions should be mindful when scheduling the type of deliveries at specific times will be effective and minimize the impact to the public.

### **16.3 New South Wales Police Service**

NSW Police Service enforces any speed restrictions approved by TMC or Council and have the authority to control the traffic flow on site. If a speed reduction is required then, an ROL or Council permit will be applied for and available on site to present to any officers requesting to sight the permit. ROL -OPLINC Submissions be made by a KPI Services (NSW) and will be kept current with project requirements.

### **16.4 Remedies**

All non-conformances will be remedied within 48 hours of receipt of a written notice of the non-conformance.

### **16.5 Damage to Services**

In the event that services are damaged, all work shall cease immediately, machinery and vehicles stopped and the area cleared of personnel as soon as possible. Traffic Controllers (and other personnel if necessary) shall be deployed immediately to ensure no traffic or other road users approach the area. The relevant road authority and relevant supply authority shall be called immediately. Damage to any other services shall be treated in a similar manner, except machinery may remain operational and access may be maintained where it is safe to do so. All site personnel shall be briefed on evacuation and control procedures.

## **17.0 Workplace Health and Safety**

Icon Constructions employers and personas in control of workplaces have a statutory duty of care to provide a safe workplace for all personnel working at the site, accessing the site or impacted by the construction activity including employees, contractors, sub-contractors, visitors to the site and the general public.

This TMP forms part of the overall project Construction Traffic Management Plan (CTMP) and provides details on how all road users (considered likely to travel through, past or around the worksite and those impacted by the works) will be safely and efficiently managed for the full duration of the site occupancy and works.

### **17.1 Safe Work Method Statement**

Prior to the commencement of this activity, KPI Services will compile a Safe Work Method Statement (SWMS) for this project. KPI Services, traffic management practices require that the Traffic Controller's evaluate all traffic arrangements before they are open to traffic, immediately following the opening to traffic and periodically throughout the activity. Adjustments are recorded in the SWMS, and are documented on the TCP including reasons for the changes and are lodged with the Principal Contractor. New hazards that arise throughout the work will be subject to risk assessment and incorporated into the SWMS.

## **18.0 Works on Roads**

The Traffic Guidance Schemes (TGS) for each stage have been designed by KPI Services Pty Ltd. The devices shall be inspected periodically throughout the day in accordance with Appendix A of the TC@WS and aftercare considerations will be implemented including the covering or the removal of Workers Symbolic Signs, where they are not necessary. Traffic shall be controlled at all times, during construction, in accordance with the TC@WS v5 2018, AS 1742.3 and RMS regulations. Regular toolboxes and site meeting will be undertaken during the duration of this project to maximize traffic flow and efficiency while these works are undertaken. TCP / TGS plans will be continuously reviewed and revised to insure worker, motorist and pedestrian flows are maximized without impeding on safety.

## **19.0 Site Personnel Vehicle Management Plant**

### **19.1 Parking**

An average of 20+ construction personnel are expected to work on the site per day with peak of 60 for the major stages of construction, lasting approximately 18 months.

KPI Services encourages the following to be adhered to:

- The site has made provisions internally and Externally for Delivery vehicles
- Icon encourages workers to utilize public transport and will lessen the impact the site has on the public.
- Worker access in and out of site is maintained through Gate 1 + 2

### **19.2 Traffic Documentation**

Traffic Management and Control documentation will be issued, collected and saved in accordance with Icon's quality system. Documents will conform to The Code, TC@WS and Workcover and will consist of at least the following:

- 19.2.1** Daily Tool Box Minutes/induction notes or diary entries.
- 19.2.2** Daily sign on of SWMS.
- 19.2.3** Daily signage checks or Form M994m and
- 19.2.4** Incident Report forms as required.

### **19.3 Traffic Control Devices**

Traffic control devices and their use shall conform to the requirements of the TC@WS and AS1742.3 and shall also be in compliance with Australian Standards. All traffic control devices shall be securely fixed in the correct position and maintained in an effective and clean condition suitable for day and night operations, whilst employed on the work under the Contract. Devices which are damaged or worn, or which do not conform to the above requirements shall not be used. It is highly recommended to utilize Extension Crown Control Barriers (ECCB) to assist with delineation of site vehicles and pedestrians at all site entrance points.

## **19.4 Traffic Controllers**

Traffic control shall be undertaken in accordance with the Traffic Controller Accreditation Scheme. Approved Traffic Controllers issued by New South Wales Authorized Training Providers (ATO). The Traffic controller shall have a copy of their Qualification certificate available on the Site at all times during which traffic control operations are being undertaken.

Where Traffic Controllers are used to control or to stop and direct traffic, Traffic Controller shall:

- 19.4.1** Operate in accordance with the TC@WS and The Code
- 19.4.2** Hold a current Construction Industry White and Traffic Control Blue card
- 19.4.3** Hold a current Traffic Controller's accreditation in New South Wales
- 19.4.4** Take appropriate breaks as required by the legislation and The Code
- 19.4.5** Traffic Controllers will be relieved from duty whilst actively guiding traffic every two hours for at least 15 minutes or undertake a change of Position on the worksite
- 19.4.6** Traffic controllers, when utilized, shall be in constant communications with the Site Supervisor and Project Directors / Site Foreman via two-way radios.

## **19.5 Implementing Traffic Guidance Schemes**

As detailed by the TC@WS and The Code, all personnel who install or dismantle TGS (Refer to TC@WS Section 3.4 or AS1742.3 CL2.5.3), shall hold a current implement Traffic Control Plan qualification (yellow ticket).

### **19.5.1 Temporary Signage**

All traffic will comply with the AS1742.3 and will be installed. Temporary signage will be erected at the Beginning of all works commencing and removed at end of shift where traffic will return to normal conditions

### **19.5.2 Long Term**

Long term signage associated with the TCP will be installed in accordance with TC@WS Section 3.1.3 or AS 1742.3 CL 1.4.15 and 1.4. It is foreseen that signage will be not required to be kept long term on this project.

### **19.5.3 Short Term**

Mountings for short-term operations should be arranged so that the signs are prominently displayed to traffic and will command attention. The sign should be mounted so that it is clear of the ground and free of obstruction.

### **19.5.4 Personnel Symbolic Signs**

Personnel symbolic signs (workman and Flagman Symbolic) shall be removed or covered when those specific personnel are not visible to road users.

### **19.5.5 Speeds**

No temporary speed reduction will be applicable to these works. If an unforeseen event occurs that requires a speed reduction for the site a Speed Zone Authorization (SZA) will be obtained from RMS -TMC or Local Council.

### **19.5.6 Prohibition Notice**

The principal is subject to a Prohibition Notice which restricts personnel from crossing high speed multilane divided roads with posted speed limit of 100kph or greater. The Contractor is to conform to the requirements of this Prohibition Notice and at all times refrain from crossing these roads without the use of lane closures or speed reduction.

### **19.5.7 Acceptable Traffic Impacts L.O.S.**

This is not a RMS roadway therefore an Acceptance Traffic Impact L.O.S. is not required.

**19.5.8 Traffic Lane Availability and Configuration**

Traffic Patterns are Monday to Friday inbound peak periods predicted are 08:00-09:30hrs along Alfred St and outbound from 15:30-16:30hrs.

Road Lane	Configuration	Speed
Alfred St	One lane- Two way Roadway	50km/h regulatory speed
Paul St	One lane- Two way Roadway	50km/h regulatory speed

**19.5.9 Changed Road Configuration**

No Changed Road Configurations form a part of this TMP.

**19.5.10 Times of Operations**

The site will operate between 7:00am to 5:00pm Monday – Friday and 8:00am – 1.00pm Saturday as per the Development Approval. Any works outside this scope, an out of hours application will be submitted to North Sydney Council prior to work commencing.

**19.5.11 Speed Choices**

The regulatory speed on all adjacent Streets is 50km/h and shall be.

**19.5.12 Provision for Police Control**

It is not envisioned that Police assistance will be utilized.

**19.5.13 Barriers**

It is envisaged that safety barrier systems (Concrete / Water filled) will be required for early works, RMS approval will required before installation

**19.5.14 Anti- Gawking Screens**

Anti-Gawking Screens will not be applicable on this work site

**19.5.15 Protection and Delineation at Excavations**

Icon Constructions will undertake a protection and delineation risk assessment during the commencement of Any Demolition or Excavation works, and will install and dismantle protection screens when required under the Construction Management Plan

**19.5.16 Detours**

It is envisaged that Detours will not be required for this project

**19.5.17 Side Tracks**

It is not envisaged that side tracks or road closures will not be required on this project.

**20.0 Other Works in the Area**

**20.1 Adjacent Works**

Sydney Harbour Bridge works depot is located opposite North Sydney Pools in Bradfield park, with work expected to be completed by 2023. Consultation between Icon and Sydney Program Alliance has been ongoing with construction logistics and programming being discussed. Communication with and all other relevant Stakeholders will be maintained throughout the duration of this project.

## 21.0 Community

### 21.1 **Public Consultation**

A meeting was held with Icon, Lipmans and Luna Park on Tuesday 9<sup>th</sup> of February 2021 to discuss construction methodology, programme, logistics and any potential impacts of the construction works. Further coordination and consultation meetings will be held throughout the course of the project to mitigate any potential impacts to the operations of Luna Park.

### 21.2 **Complaints**

Icon constructions shall keep a register of all complaints received and actions taken to address each complaint. The complaints register shall be forwarded to the Administrator on a weekly basis. Icon constructions shall similarly keep a register of requests for information from the public. This public information request register shall also be forwarded to the Administrator on a weekly basis.

### 21.3 **Variable Message Signs**

It is envisioned that variable message signs will be required in two (2) weeks in advance of any scheduled long term roadwork Traffic Changes. When used they shall be compliant with AS 4852.2-2009, positioned and programmed such that they do not create a distraction to drivers, do not obstruct line of sight and only display information that is relevant to current or forthcoming conditions.

### 21.4 **Pedestrian and Bicycle and Access**

Pedestrian and bicycle traffic will be managed in accordance with the TC@WS v5 2018 & TC@WS V6 2020. At all times pedestrians shall be separated from the worksite for the duration this project.

### 21.5 **Entry into Private Properties**

It is not envisaged that entry into private properties will be required on this project.

### 21.6 **Public Transport**

Public transport routes will not be affected. At any time if bus stops or Bus Routes are affected by these works all Relevant stakeholders will be notified and works are to be approved prior to commencement.

### 21.7 **Emergency Vehicle Access**

Emergency vehicles will have continuous access throughout the duration of the project.

### 21.8 **Night Works**

Night works will be undertaken with the appropriate work approvals and permits on selected Dates when required.

### 21.9 **Dates**

Start Date: March 2021

Project Completion: November 2022

### 21.10 **Times**

Monday – Friday	0700 – 1700
Saturday	0800 – 1300
Sunday	N/A

## 22. Version 6 Amendments

KPI Services Pty Ltd has considered the implications for traffic controllers’ duties (Refer p23 Clause 17.3.1.) operating within the regulatory requirements of T@WS approved procedures Clause 4.3.17 documentation. After considering all options (including safety and cost effectiveness) and having presented the prevailing circumstances (refer TGS’s pages 28-42) of this site and the TC’s control station locations and method of traffic control.

### *23. Standards, Rules & Policies Community*

KPI Services Pty Ltd has strong emphasis on zero harm and its working relationship with its client and strives to achieve this through communication, certification and relevant documentation

<b>POSITION</b>	<b>NAME</b>	<b>Email</b>	<b>CONTACT</b>
Construction Manager	<b>Nelson Le</b>	<b>Nelson.le@icon.com</b>	<b>0432 816 587</b>
Project Manager	<b>Aaron Morris</b>	<b>Aaron.morris@icon.com</b>	<b>0401 019 045</b>
OHS Safety Rep.	<b>Martin Warner</b>	<b>Martin.warner@icon.com</b>	<b>0450 066 301</b>
Community Relations Officer	TBA		
Environment Officer	TBA		
Site Manager	<b>Michael Stewart</b>	<b>Michael.stewart@icon.com</b>	<b>0419 542 407</b>
Early works supervisor	TBA		
Community Liaisons Officer	TBA		

**KPI Services (NSW) Pty Ltd**

After Hours Contact / 24 HR emergencies 0491 278 904  
 9-13 Bronte Rd, Bondi Junction NSW 2022  
 NSW + ACT Operations Manager: Alex Reid - 0491 278 904  
 Site Traffic Supervisor: TBA  
 Traffic Management Design: Craig Reeves Orange Ticket:  
 TCT0015996

**ICON Constructions Pty Ltd.**

ICON Sydney Office - 02 8456 6500  
 179 New South Head Road Edgecliff NSW 2027  
 infonsw@icon.co  
 After Hours Contact: TBA

## Appendix A

Tuan Tran  
Tel: (02) 9482 6567  
SF2017081427



KPI Services Pty Ltd  
22/74 Thomsons Road  
Keilor Park VIC 3042

Attn: Angela Jarvis      Tel: (03) 9326 7795      Fax: (03) 9326 5778  
Financial Controller      Mob: 0433 699 324      Email: [finance@kpiconstruction.com.au](mailto:finance@kpiconstruction.com.au)

**REGISTRATION OF CONTRACTORS**

Dear Madam,

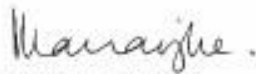
I refer to your application for category G under the RMS Registration Scheme.

After the assessment, I would like to advise that your company has been registered for:

Category G    Provision of Traffic Control

The registration is valid for 3 years from the date of this letter and it will expire on 14 May 2020.

Yours faithfully,



Shalendra Ranasinghe  
General Manager Commercial Services  
Technical & Project Services Division  
15 May 2017

**Roads and Maritime Services**

20-44 Ennis Road, Milsons Point NSW 2061 | Locked Bag 908 North Sydney NSW 2059 DX10616 | [www.rms.nsw.gov.au](http://www.rms.nsw.gov.au) | 131 762

## Appendix B: Traffic Guidance Schemes

See P24-36 for Traffic Control Plans / Traffic Guidance Schemes, and site documents

### *Location of works*

4 Alfred St, Milsons Point NSW 2061





**SITE INGRESS / EGRESS PLAN –GATE 1+2**



**PLEASE ENLARGE OR PRINT TO A3 PAPER**

**SITE INGRESS / EGRESS PLAN – WORKZONE**



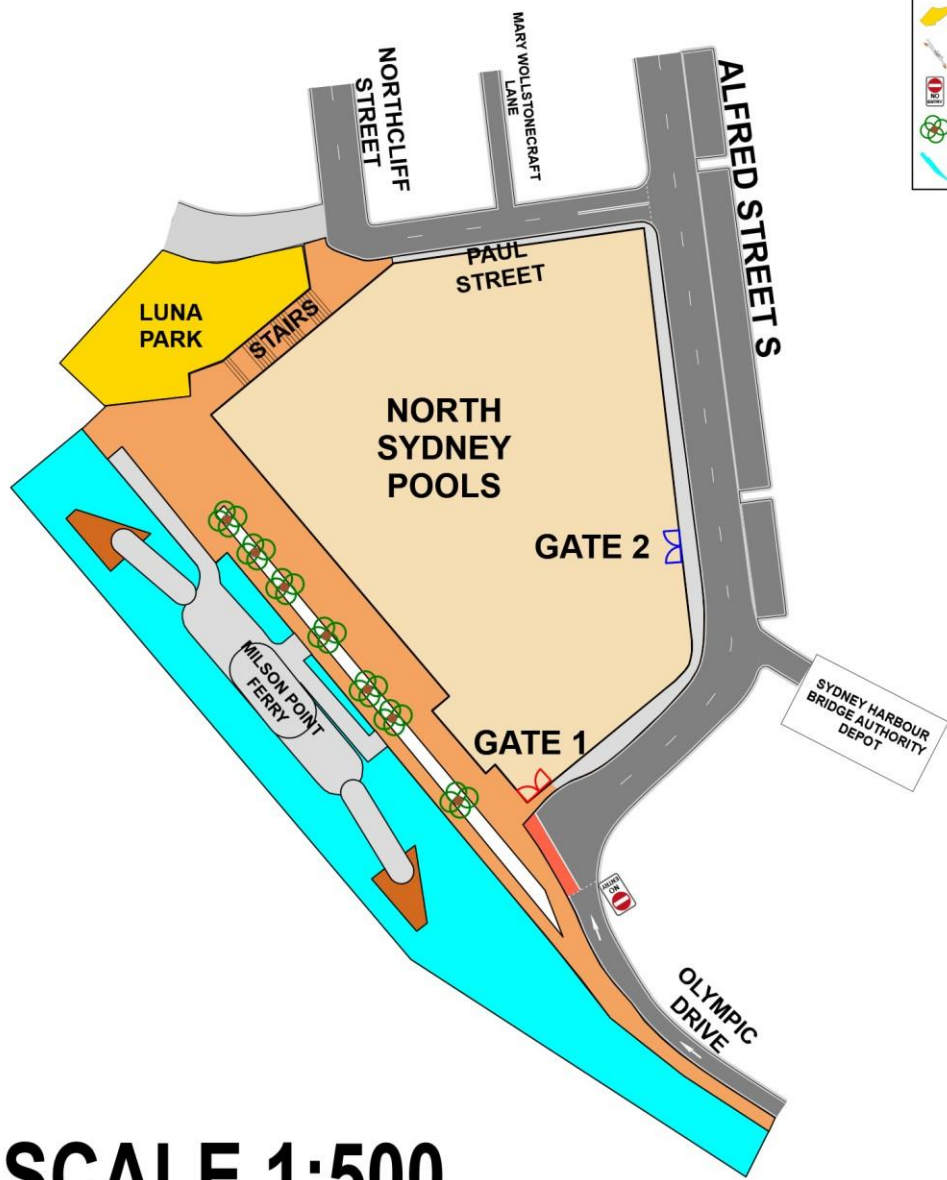
**PLEASE ENLARGE OR PRINT TO A3 PAPER**

**TGS 0032/21 – SITE OVERVIEW**

<p><b>KPI CONSTRUCTION SERVICES</b> &lt;&lt;&lt;&lt;</p> <p>LEVEL 1, 9-13 BRONTE RD BONDI JUNCTION, NSW 2022 PH: 1800 574 574 www.kpiconstruction.com.au</p>	<p>CLIENT: ICON CONSTRUCTIONS</p>	<p><b>NOTES:</b></p> <p>This site specific TCP is based on RMS TCAWS Manual V6 2020, and AS1742.3 and it is to be set up by qualified KPI traffic controllers with a current Implement Traffic Control Plans Ticket (Yellow Card) any modifications made to this site specific TCP should be made by a qualified personnel with a Select and Modify Ticket (Red Card) or a Prepare Work Zone TMP (Orange Card) all modifications are to be signed off on this TCP along with certification number.</p> <p>This plan remains the property of KPI construction services (NSW) and must be installed and removed by KPI personnel only. All measurements on this TGP are estimates and may change on day of work.</p>
	<p>SITE ADDRESS: NORTH SYDNEY POOLS ALFRED STREET S, NORTH SYDNEY</p>	
	<p>DATE: 08/02/2021</p>	
	<p>BASED ON TCP: TCP#KPI 0032/21</p>	
<p>DESIGNED BY: CRAIG REEVES</p>	<p>TICKET NUMBER: PREPARE WORK ZONE TMP- TCT0015996</p>	<p>▲</p>

**NORTH SYDNEY POOL  
SITE OVERVIEW**

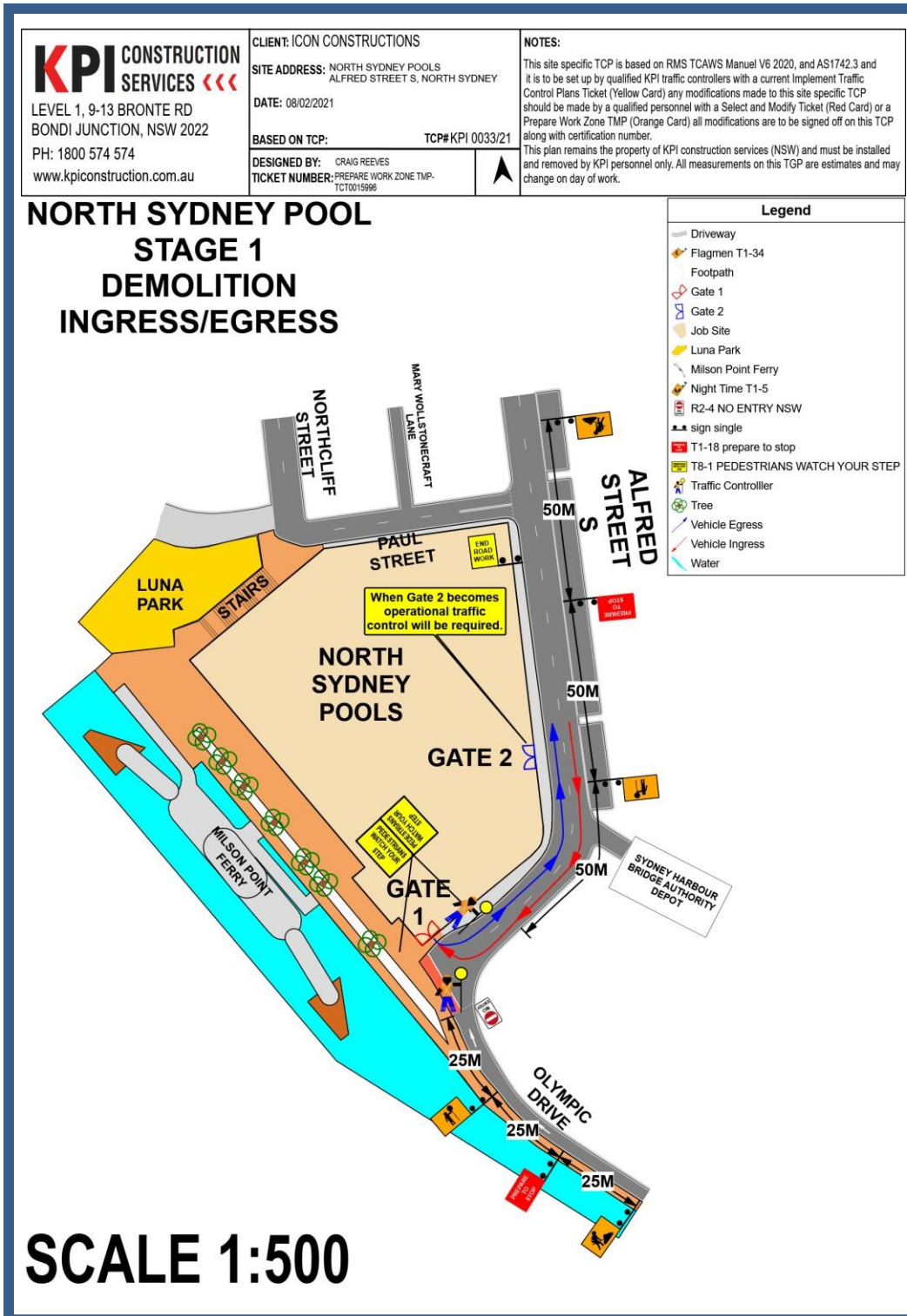
Legend	
	Driveway
	Footpath
	Gate 1
	Gate 2
	Job Site
	Luna Park
	Milson Point Ferry
	R2-4 NO ENTRY NSW
	Tree
	Water



**SCALE 1:500**

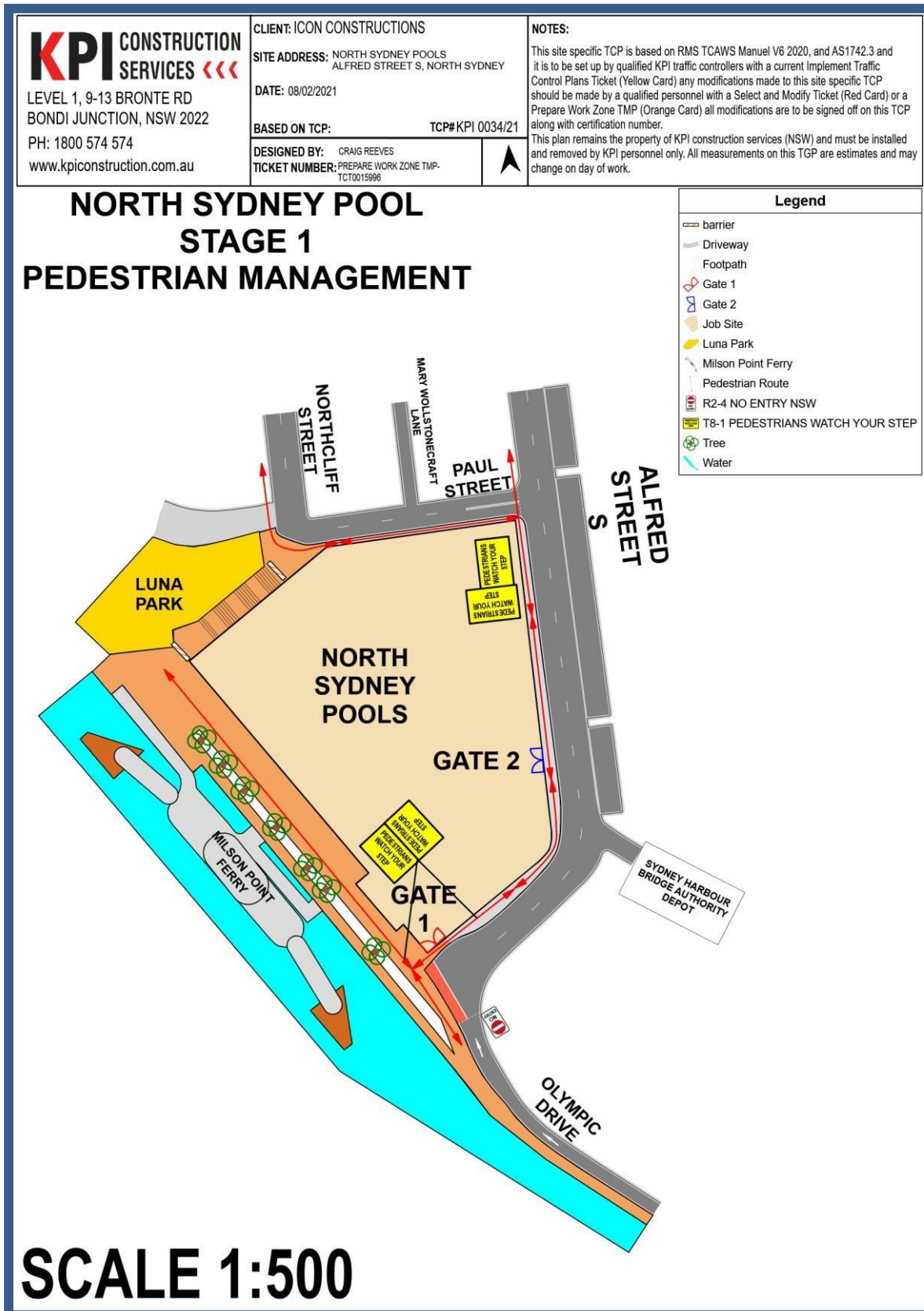
**PLEASE ENLARGE OR PRINT TO A3 PAPER**

**TGS 0033/21 – DEMOLITION INGRESS / EGRESS – STAGE 1**



**PLEASE ENLARGE OR PRINT TO A3 PAPER**

**TGS 0034/21 – STAGE 1 -PEDESTRIAN MANAGEMENT**



PLEASE ENLARGE OR PRINT TO A3 PAPER

**TGS 0035/21 – WORKZONE SIGNAGE – ALFRED ST**

**KPI CONSTRUCTION SERVICES**

LEVEL 1, 9-13 BRONTE RD  
BONDI JUNCTION, NSW 2022  
PH: 1800 574 574  
www.kpiconstruction.com.au

CLIENT: ICON CONSTRUCTIONS

SITE ADDRESS: NORTH SYDNEY POOLS  
ALFRED STREET S, NORTH SYDNEY

DATE: 08/02/2021

BASED ON TCP: TCP# KPI 0035/21

DESIGNED BY: CRAIG REEVES  
TICKET NUMBER: PREPARE WORK ZONE TMP.  
TCT0015996

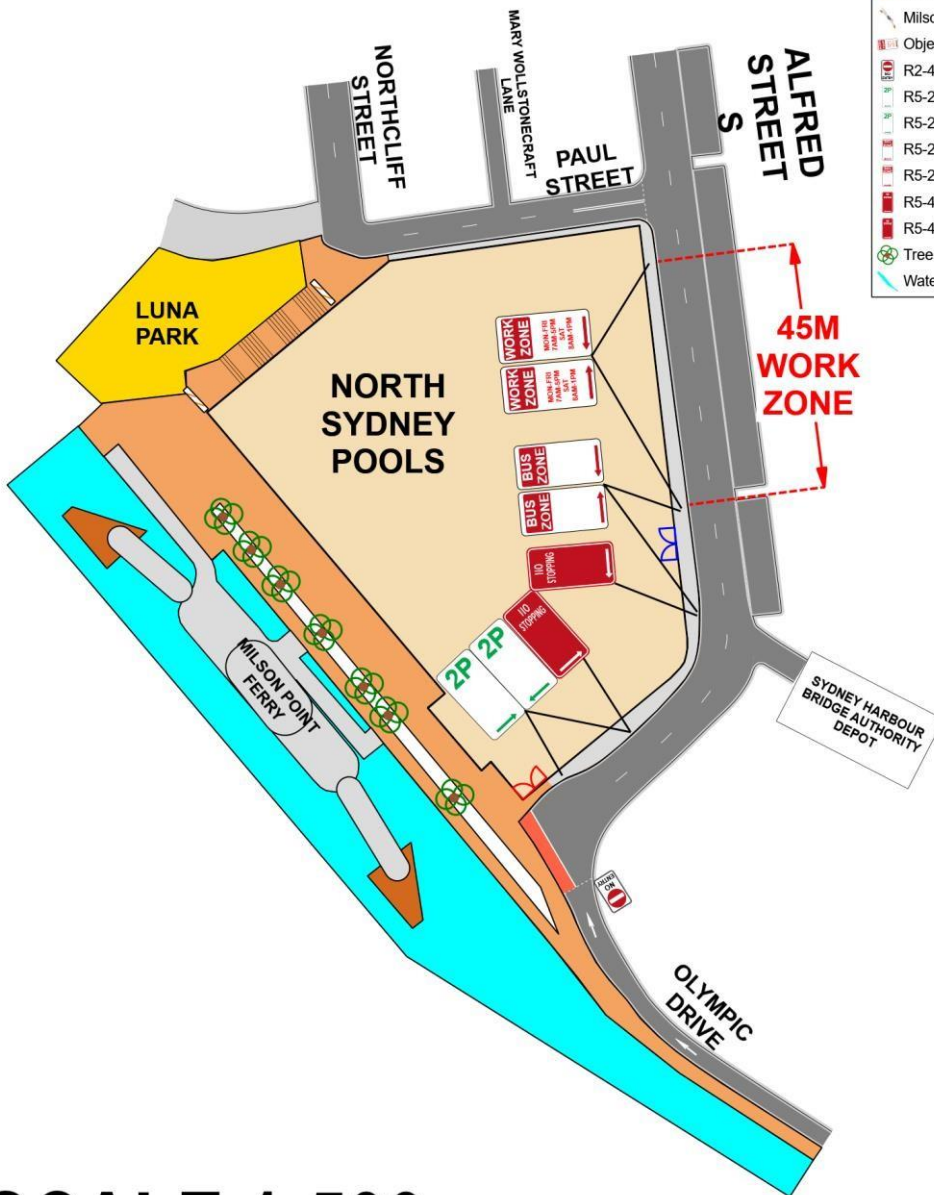
**NOTES:**

This site specific TCP is based on RMS TCAWS Manual V6 2020, and AS1742.3 and it is to be set up by qualified KPI traffic controllers with a current Implement Traffic Control Plans Ticket (Yellow Card) any modifications made to this site specific TCP should be made by a qualified personnel with a Select and Modify Ticket (Red Card) or a Prepare Work Zone TMP (Orange Card) all modifications are to be signed off on this TCP along with certification number.

This plan remains the property of KPI construction services (NSW) and must be installed and removed by KPI personnel only. All measurements on this TGP are estimates and may change on day of work.

**NORTH SYDNEY POOL  
STAGE 2  
WORK ZONE SIGNAGE**

Legend	
	barrier
	Driveway
	Footpath
	Gate 1
	Gate 2
	Job Site
	Luna Park
	Milson Point Ferry
	Object Group
	R2-4 NO ENTRY NSW
	R5-2 (L) PARKING 2 HOURS LEFT
	R5-2 (R) PARKING 2 HOURS RIGHT
	R5-20 (L) BUS ZONE LEFT
	R5-20 (R) BUS ZONE RIGHT
	R5-400 (L) NO STOPPING LEFT NSW
	R5-400 (R) NO STOPPING RIGHT NSW
	Tree
	Water



**SCALE 1:500**

**PLEASE ENLARGE OR PRINT TO A3 PAPER**

**TGS 0036/21 – DAILY DELIVERIES / WORKZONE TRAFFIC MANAGEMENT**

**KPI CONSTRUCTION SERVICES**

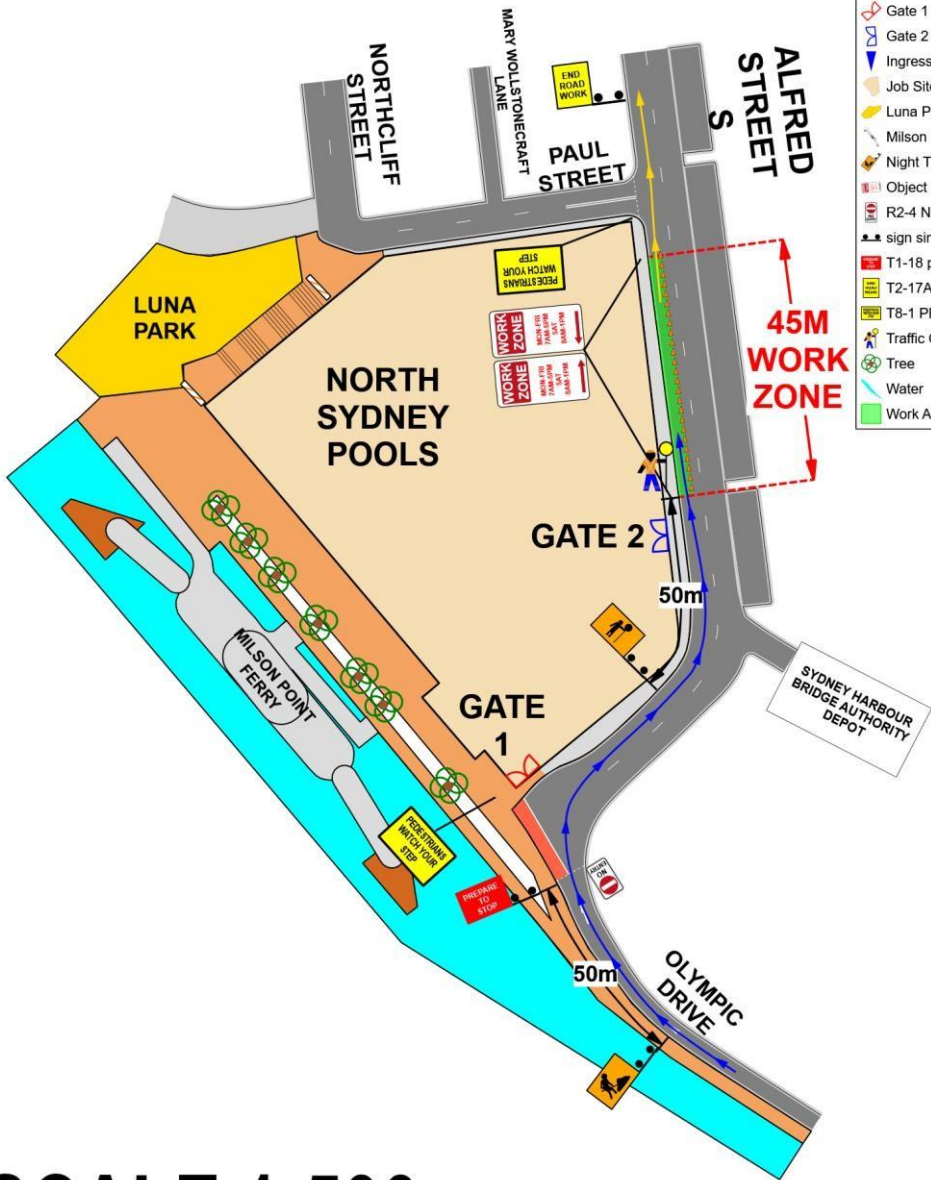
LEVEL 1, 9-13 BRONTE RD  
BONDI JUNCTION, NSW 2022  
PH: 1800 574 574  
www.kpicconstruction.com.au

CLIENT: ICON CONSTRUCTIONS  
SITE ADDRESS: NORTH SYDNEY POOLS  
ALFRED STREET S, NORTH SYDNEY  
DATE: 08/02/2021  
BASED ON TCP: TCP# KPI 0036/21  
DESIGNED BY: CRAIG REEVES  
TICKET NUMBER: PREPARE WORK ZONE TMP.  
TCT0015996

**NOTES:**  
This site specific TCP is based on RMS TCAWS Manual V6 2020, and AS1742.3 and it is to be set up by qualified KPI traffic controllers with a current Implement Traffic Control Plans Ticket (Yellow Card) any modifications made to this site specific TCP should be made by a qualified personnel with a Select and Modify Ticket (Red Card) or a Prepare Work Zone TMP (Orange Card) all modifications are to be signed off on this TCP along with certification number.  
This plan remains the property of KPI construction services (NSW) and must be installed and removed by KPI personnel only. All measurements on this TGP are estimates and may change on day of work.

**NORTH SYDNEY POOL  
STAGE 2  
DAILY DELIVERIES**

- Legend**
- barrier
  - ▲ Cone
  - Driveway
  - Egress Route
  - End of Roadwork T2 17A
  - ▲ Flagmen T1-34
  - Footpath
  - Gate 1
  - Gate 2
  - Ingress Route
  - Job Site
  - Luna Park
  - Milson Point Ferry
  - ▲ Night Time T1-5
  - Object Group
  - R2-4 NO ENTRY NSW
  - ▲ sign single
  - T1-18 prepare to stop
  - T2-17A end road work
  - T8-1 PEDESTRIANS WATCH YOUR STEP
  - ▲ Traffic Controller
  - Tree
  - Water
  - Work Area



**SCALE 1:500**

**PLEASE ENLARGE OR PRINT TO A3 PAPER**

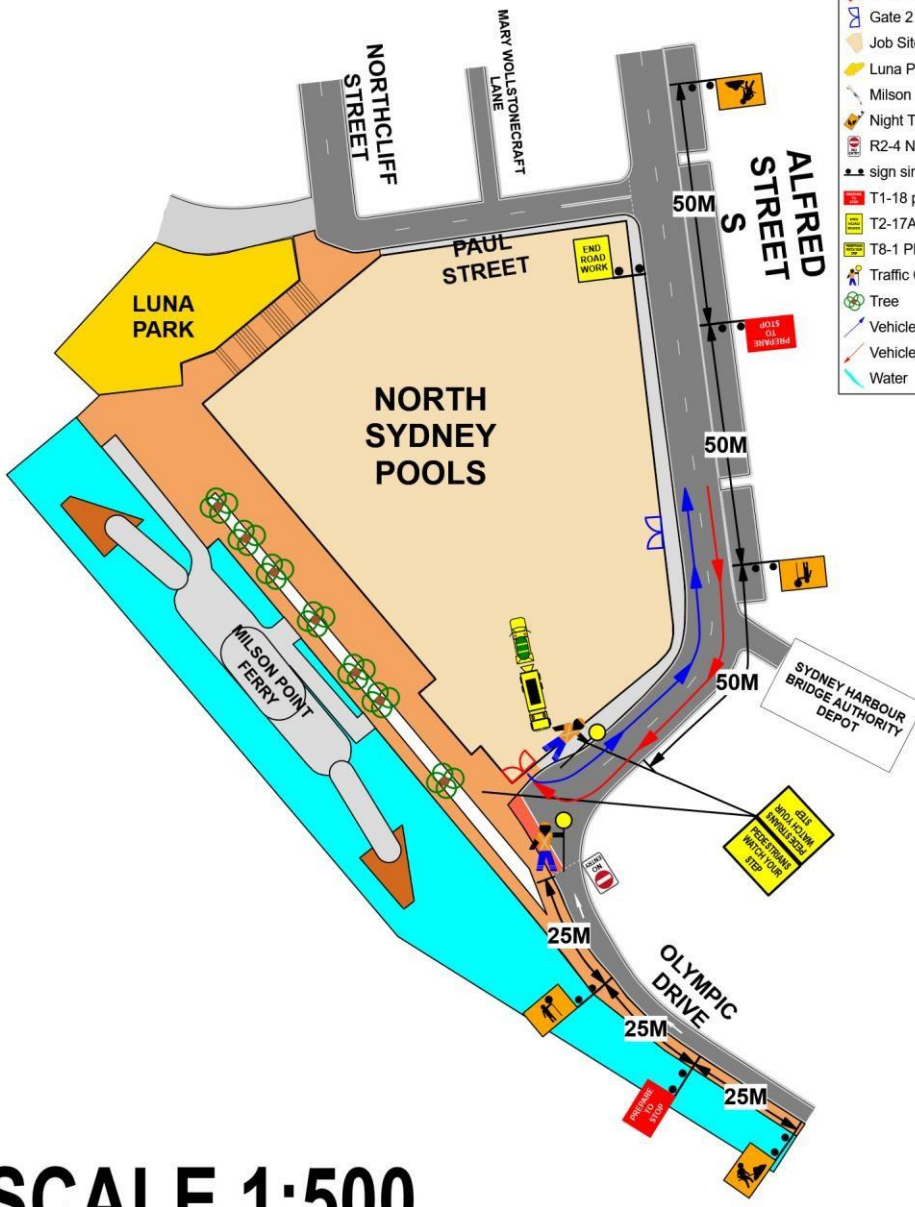
**TGS 0037/21 – CONCRETE POUR – INTERNAL GATE 1**

<p><b>KPI CONSTRUCTION SERVICES</b></p> <p>LEVEL 1, 9-13 BRONTE RD BONDI JUNCTION, NSW 2022 PH: 1800 574 574 www.kpiconstruction.com.au</p>	<p>CLIENT: ICON CONSTRUCTIONS</p>	<p><b>NOTES:</b></p> <p>This site specific TCP is based on RMS TCAWS Manual V6 2020, and AS1742.3 and it is to be set up by qualified KPI traffic controllers with a current Implement Traffic Control Plans Ticket (Yellow Card) any modifications made to this site specific TCP should be made by a qualified personnel with a Select and Modify Ticket (Red Card) or a Prepare Work Zone TMP (Orange Card) all modifications are to be signed off on this TCP along with certification number.</p> <p>This plan remains the property of KPI construction services (NSW) and must be installed and removed by KPI personnel only. All measurements on this TGP are estimates and may change on day of work.</p>
	<p>SITE ADDRESS: NORTH SYDNEY POOLS ALFRED STREET S, NORTH SYDNEY</p>	
	<p>DATE: 08/02/2021</p>	
	<p>BASED ON TCP: TCP#KPI 0037/21</p>	
<p>DESIGNED BY: CRAIG REEVES</p>	<p>TICKET NUMBER: PREPARE WORK ZONE TMP- TCT0015996</p>	

**NORTH SYDNEY POOL  
STAGE 2  
CONCRETE POUR  
INTERNAL**

**Legend**

- Concrete Agitator
- Concrete Line Pump
- Driveway
- End of Roadwork T2 17A
- Flagmen T1-34
- Footpath
- Gate 1
- Gate 2
- Job Site
- Luna Park
- Milson Point Ferry
- Night Time T1-5
- R2-4 NO ENTRY NSW
- sign single
- T1-18 prepare to stop
- T2-17A end road work
- T8-1 PEDESTRIANS WATCH YOUR STEP
- Traffic Controller
- Tree
- Vehicle Egress
- Vehicle Ingress
- Water



**SCALE 1:500**

**PLEASE ENLARGE OR PRINT TO A3 PAPER**



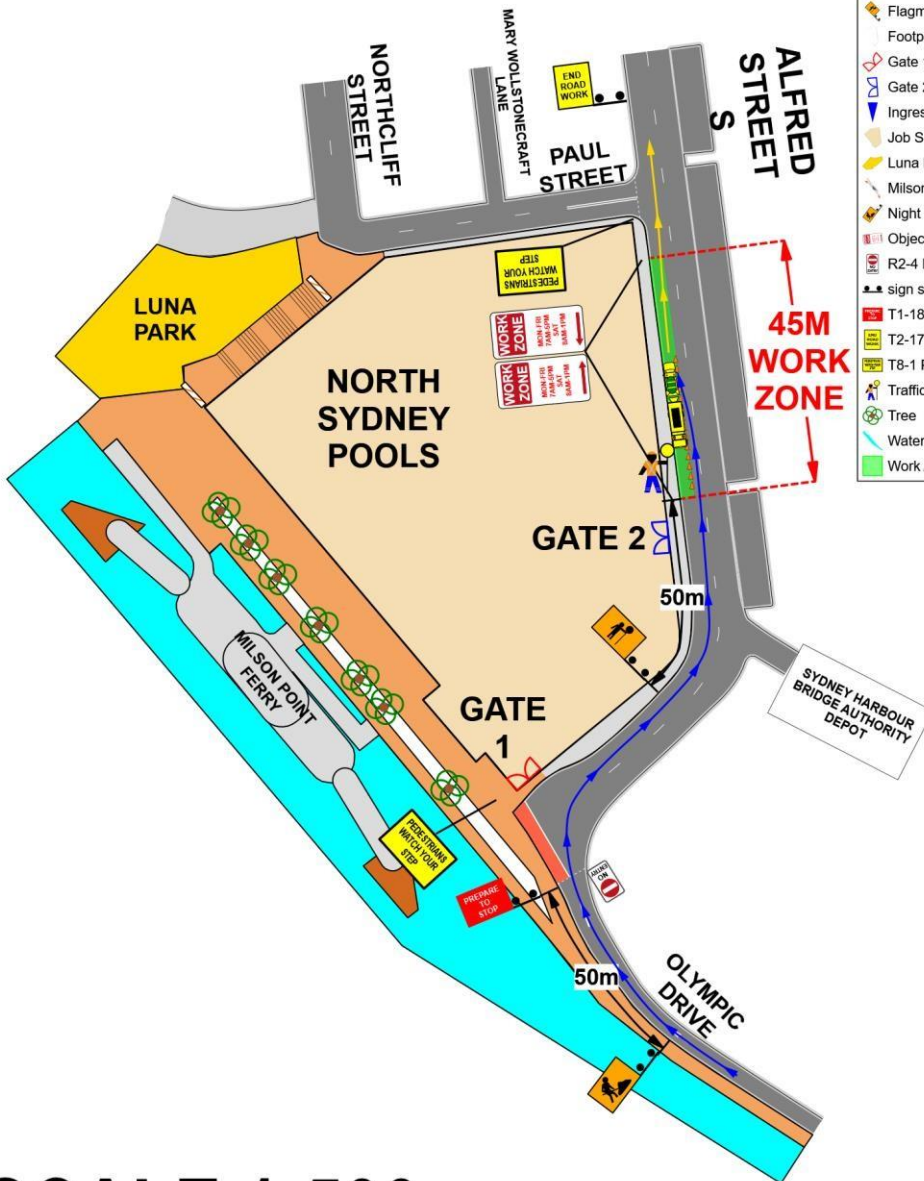
**TGS 0038/21 – CONCRETE POUR – EXTERNAL WORKZONE**

<p><b>KPI CONSTRUCTION SERVICES</b></p> <p>LEVEL 1, 9-13 BRONTE RD BONDI JUNCTION, NSW 2022 PH: 1800 574 574 www.kpiconstruction.com.au</p>	<p>CLIENT: ICON CONSTRUCTIONS</p>	<p><b>NOTES:</b></p> <p>This site specific TCP is based on RMS TCAWS Manual V6 2020, and AS1742.3 and it is to be set up by qualified KPI traffic controllers with a current Implement Traffic Control Plans Ticket (Yellow Card) any modifications made to this site specific TCP should be made by a qualified personnel with a Select and Modify Ticket (Red Card) or a Prepare Work Zone TMP (Orange Card) all modifications are to be signed off on this TCP along with certification number.</p> <p>This plan remains the property of KPI construction services (NSW) and must be installed and removed by KPI personnel only. All measurements on this TGP are estimates and may change on day of work.</p>
	<p>SITE ADDRESS: NORTH SYDNEY POOLS ALFRED STREET S, NORTH SYDNEY</p>	
	<p>DATE: 08/02/2021</p>	
	<p>BASED ON TCP: TCP# KPI 0038/21</p>	
<p>DESIGNED BY: CRAIG REEVES</p>	<p>TICKET NUMBER: PREPARE WORK ZONE TMP- TCT0015996</p>	

**NORTH SYDNEY POOL  
STAGE 2  
CONCRETE POUR  
EXTERNAL**

**Legend**

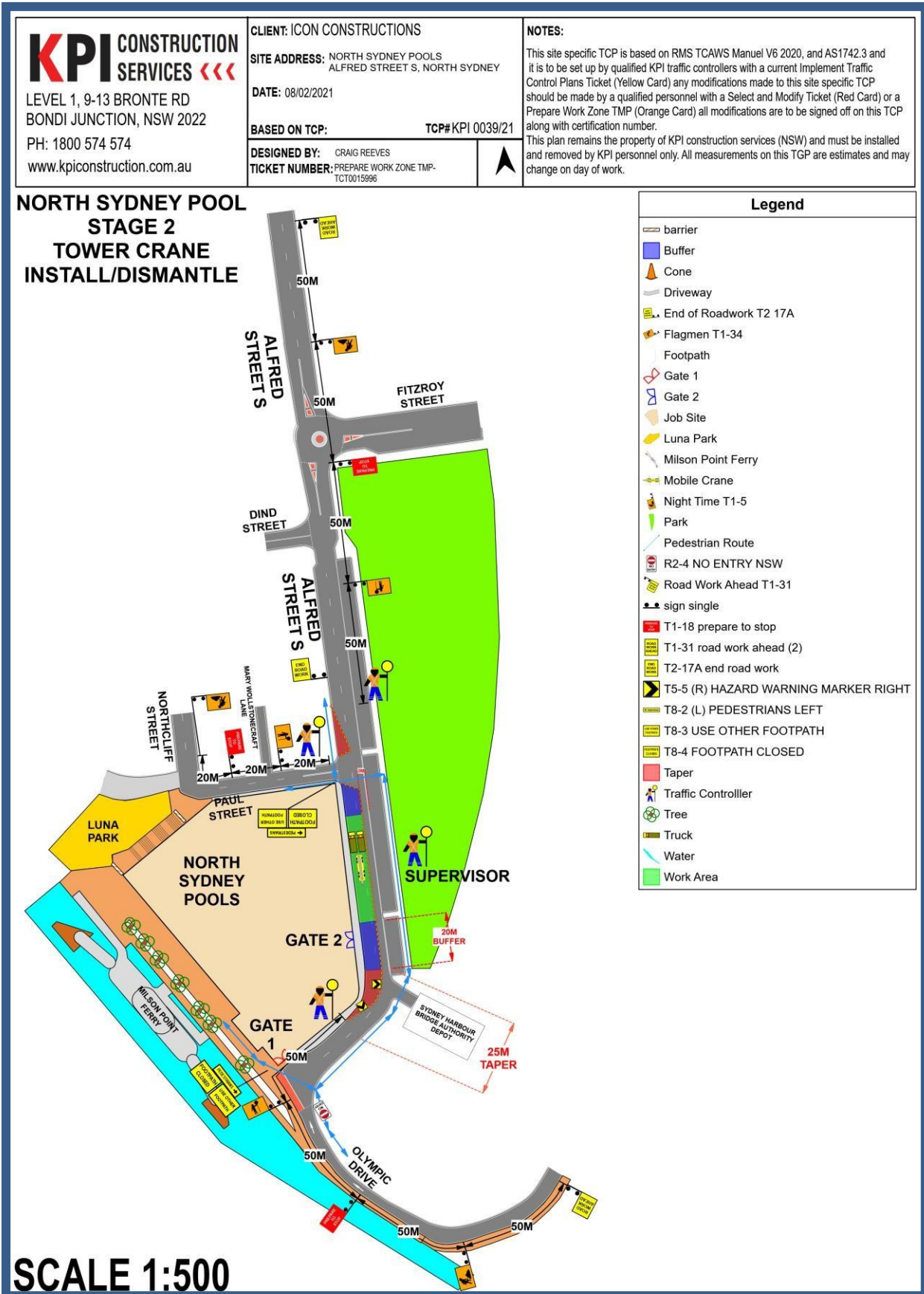
- barrier
- Concrete Agitator
- Concrete Line Pump
- Cone
- Driveway
- Egress Route
- End of Roadwork T2 17A
- Flagmen T1-34
- Footpath
- Gate 1
- Gate 2
- Ingress Route
- Job Site
- Luna Park
- Milson Point Ferry
- Night Time T1-5
- Object Group
- R2-4 NO ENTRY NSW
- sign single
- T1-18 prepare to stop
- T2-17A end road work
- T8-1 PEDESTRIANS WATCH YOUR STEP
- Traffic Controller
- Tree
- Water
- Work Area



**SCALE 1:500**

**PLEASE ENLARGE OR PRINT TO A3 PAPER**

**TGS 0039/21 – TOWER CRANE INSTALLATION / REMOVAL**

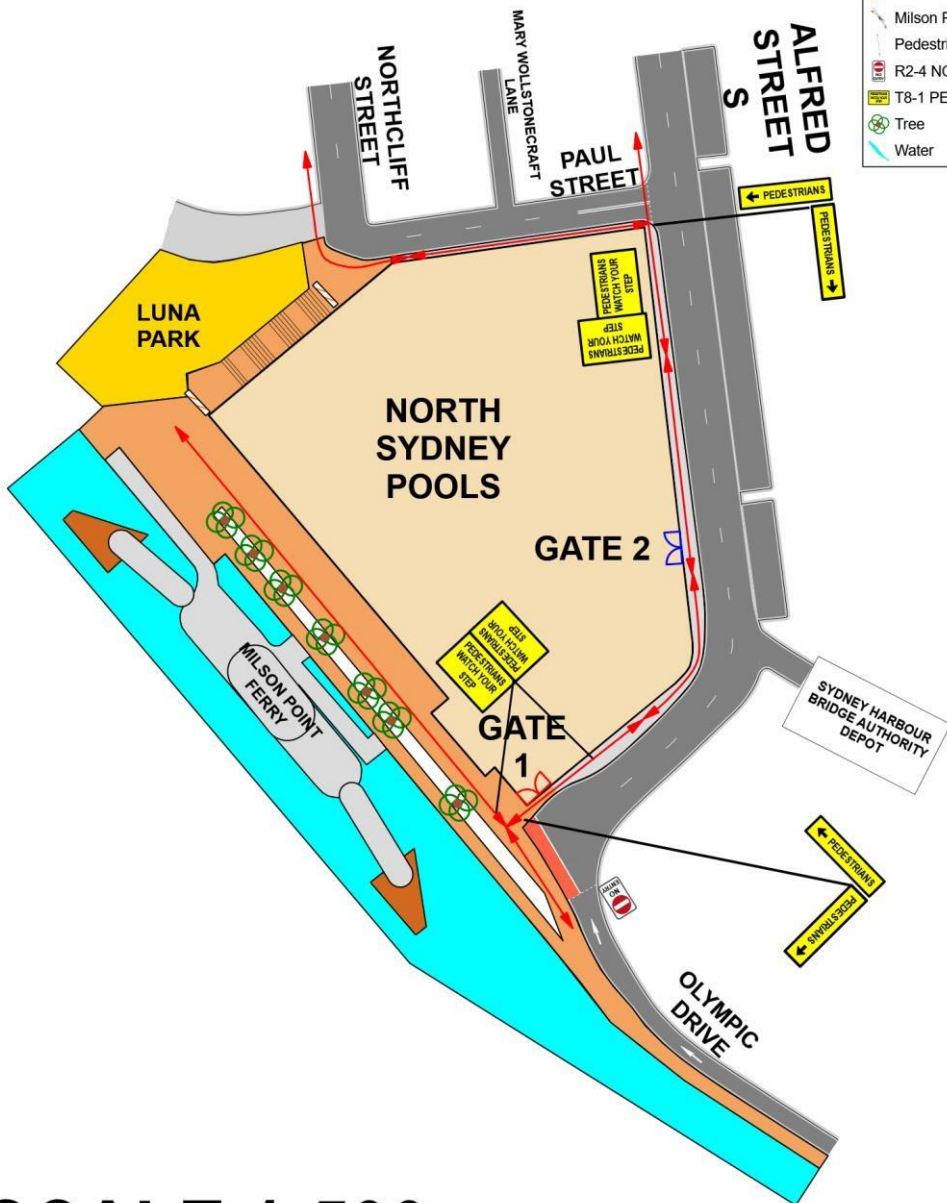


**TGS 0040/21 – PAUL ST, STAICASE REBUILD**

<p><b>KPI CONSTRUCTION SERVICES</b></p> <p>LEVEL 1, 9-13 BRONTE RD BONDI JUNCTION, NSW 2022 PH: 1800 574 574 www.kpicconstruction.com.au</p>	<p>CLIENT: ICON CONSTRUCTIONS</p>	<p><b>NOTES:</b></p> <p>This site specific TCP is based on RMS TCAWS Manual V6 2020, and AS1742.3 and it is to be set up by qualified KPI traffic controllers with a current Implement Traffic Control Plans Ticket (Yellow Card) any modifications made to this site specific TCP should be made by a qualified personnel with a Select and Modify Ticket (Red Card) or a Prepare Work Zone TMP (Orange Card) all modifications are to be signed off on this TCP along with certification number.</p> <p>This plan remains the property of KPI construction services (NSW) and must be installed and removed by KPI personnel only. All measurements on this TGP are estimates and may change on day of work.</p>
	<p>SITE ADDRESS: NORTH SYDNEY POOLS ALFRED STREET S, NORTH SYDNEY</p>	
	<p>DATE: 08/02/2021</p>	
	<p>BASED ON TCP: TCP#KPI 0040/21</p>	
<p>DESIGNED BY: CRAIG REEVES</p>	<p>TICKET NUMBER: PREPARE WORK ZONE TMP- TCT0015996</p>	

**NORTH SYDNEY POOL  
STAGE 2  
PEDESTRIAN  
STAIRCASE REBUILD**

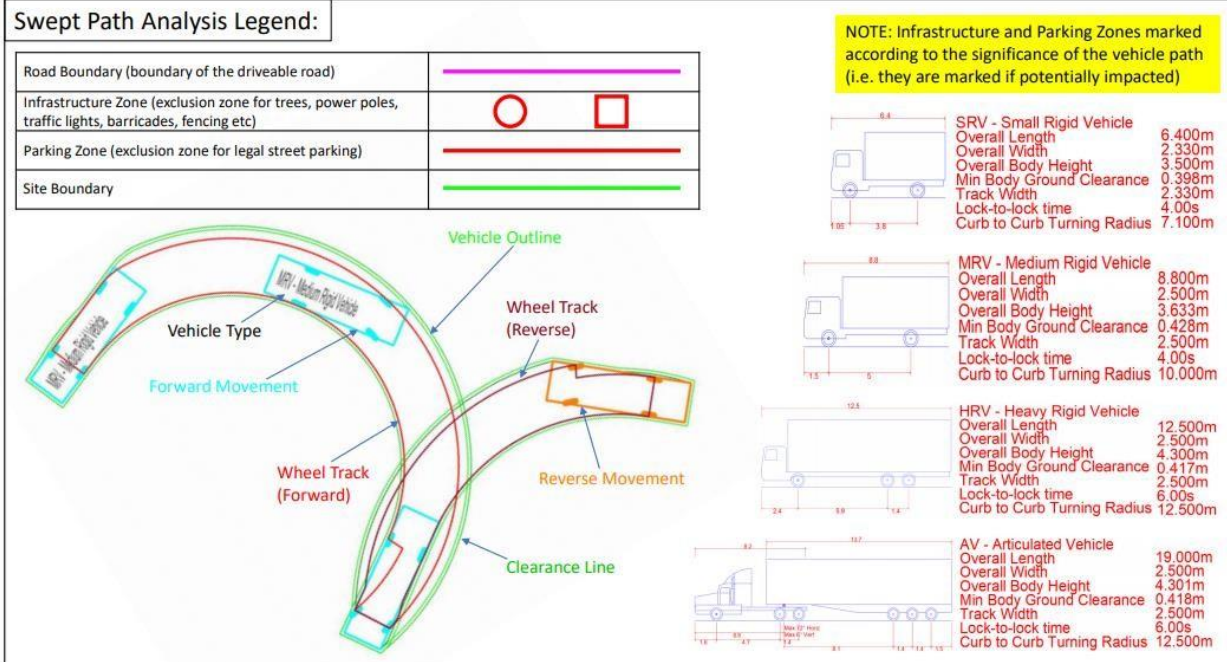
Legend	
	Barrier
	Driveway
	Footpath
	Gate 1
	Gate 2
	Job Site
	Luna Park
	Milson Point Ferry
	Pedestrian Route
	R2-4 NO ENTRY NSW
	T8-1 PEDESTRIANS WATCH YOUR STEP
	Tree
	Water



**SCALE 1:500**

**PLEASE ENLARGE OR PRINT TO A3 PAPER**

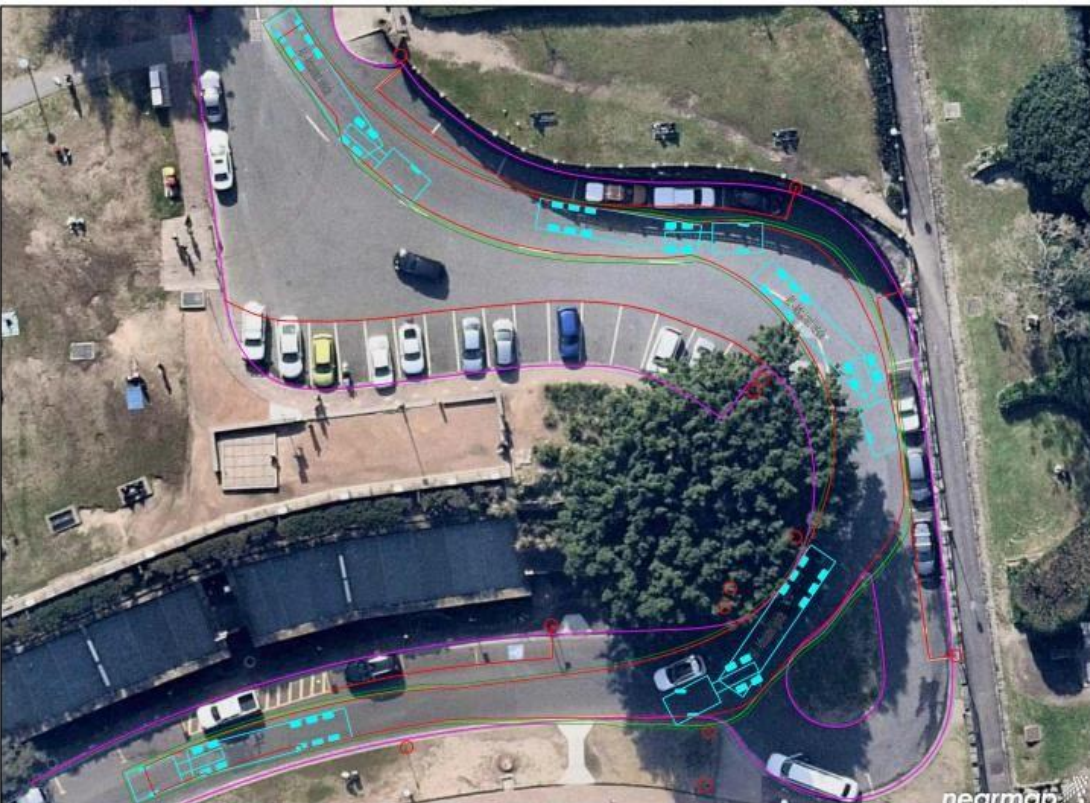
**Appendix C: Swept Paths**





<p>4 Alfred Street, Milsons Point Swept Path Diagram Clark Road, Continue onto Broughton Street 19 x 2.5m Articulated Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 13/02/2021</p>
--	--

Sheet 02



<p>4 Alfred Street, Milsons Point Swept Path Diagram Broughton Street, Turn Right onto Olympic Drive 19 x 2.5m Articulated Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 13/02/2021</p>
---	--

Sheet 03



<p>4 Alfred Street, Milsons Point Swept Path Diagram Olympic Drive, Turn Right into Site (Gate 1) 19 x 2.5m Articulated Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 13/02/2021</p> <p style="text-align: right;">Sheet 04</p>
--	---



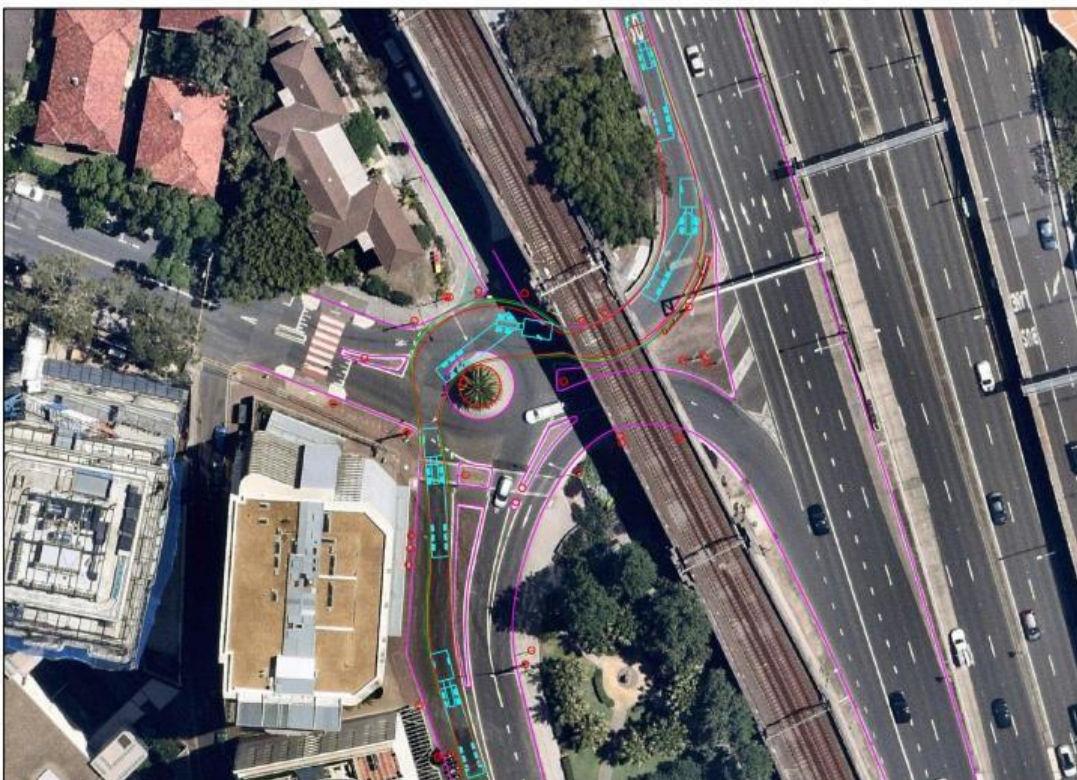
<p>4 Alfred Street, Milsons Point Swept Path Diagram Site (Gate 1), Turn Left onto Alfred Street South 19 x 2.5m Articulated Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 13/02/2021</p> <p style="text-align: right;">Sheet 05</p>
---	---





<p>4 Alfred Street, Milsons Point Swept Path Diagram Alfred Street South, Continue onto Alfred Street South (Northbound) 19 x 2.5m Articulated Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 13/02/2021</p>
---	--

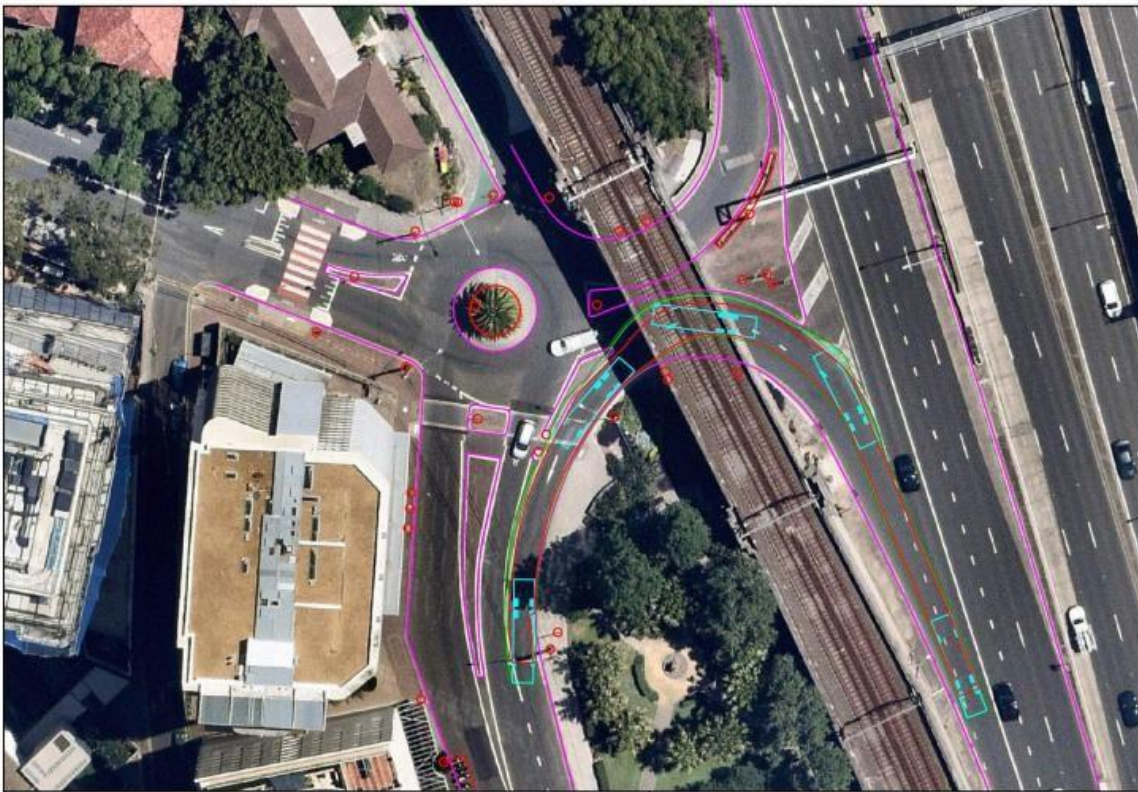
Sheet 08



<p>4 Alfred Street, Milsons Point Swept Path Diagram Alfred Street South, Turn Right onto Warringah Freeway 19 x 2.5m Articulated Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 13/02/2021</p>
--	--

Sheet 09





<p>4 Alfred Street, Milsons Point Swept Path Diagram Warringah Freeway, Turn Left onto Alfred Street South 12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021</p>
---	--

Sheet 10

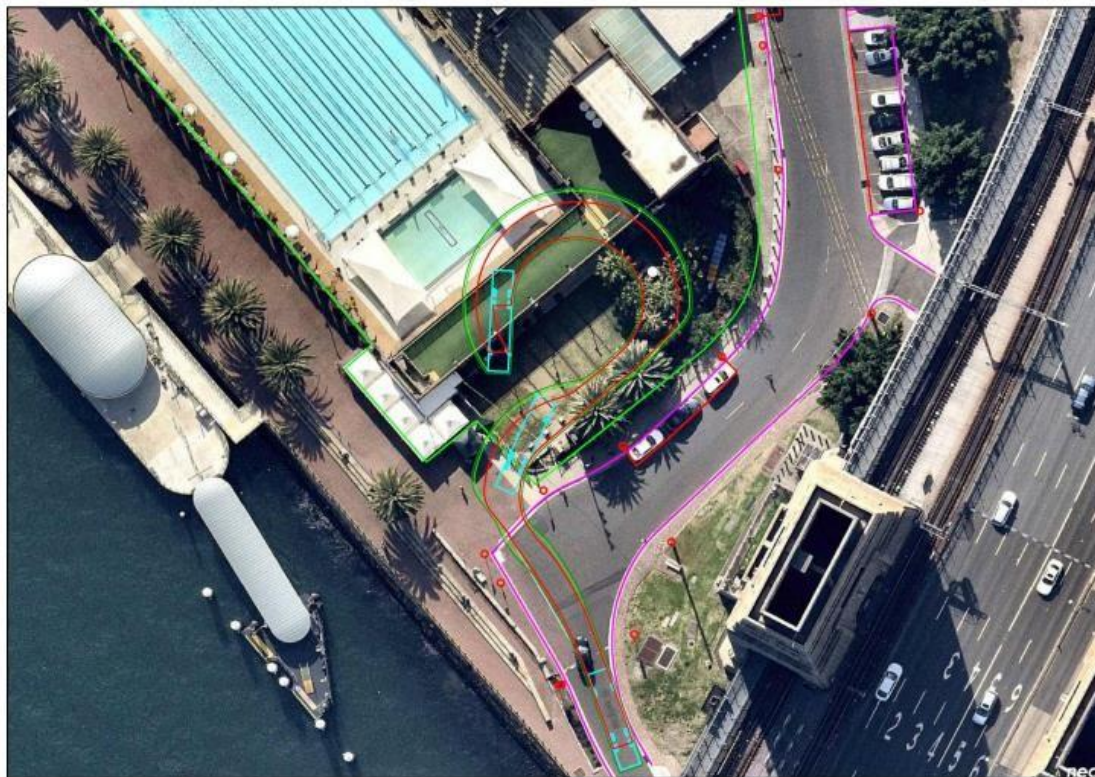


<p>4 Alfred Street, Milsons Point Swept Path Diagram Alfred Street South, Continue onto Alfred Street South (Southbound) 12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021</p>
---	--

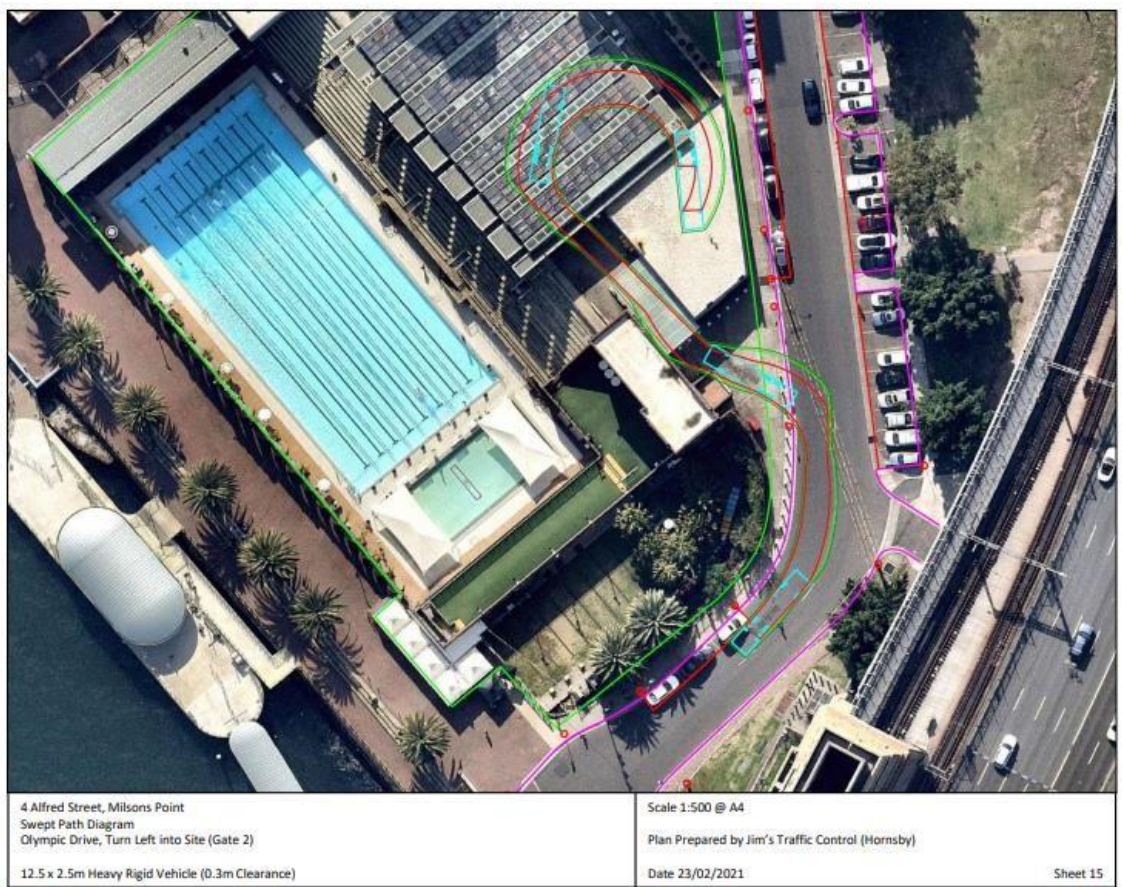
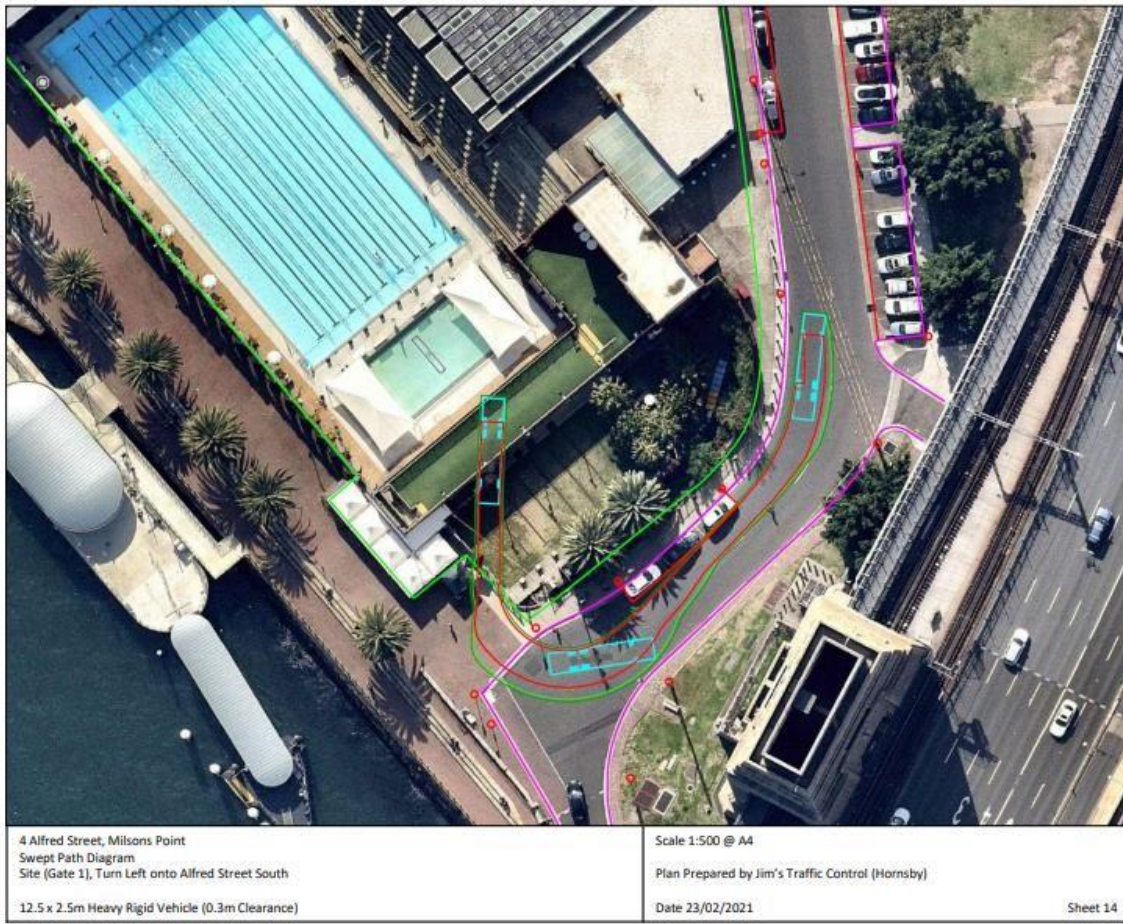
Sheet 11



<p>4 Alfred Street, Milsons Point Swept Path Diagram Clark Road, Continue onto Broughton Street  12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021 Sheet 12</p>
---	---



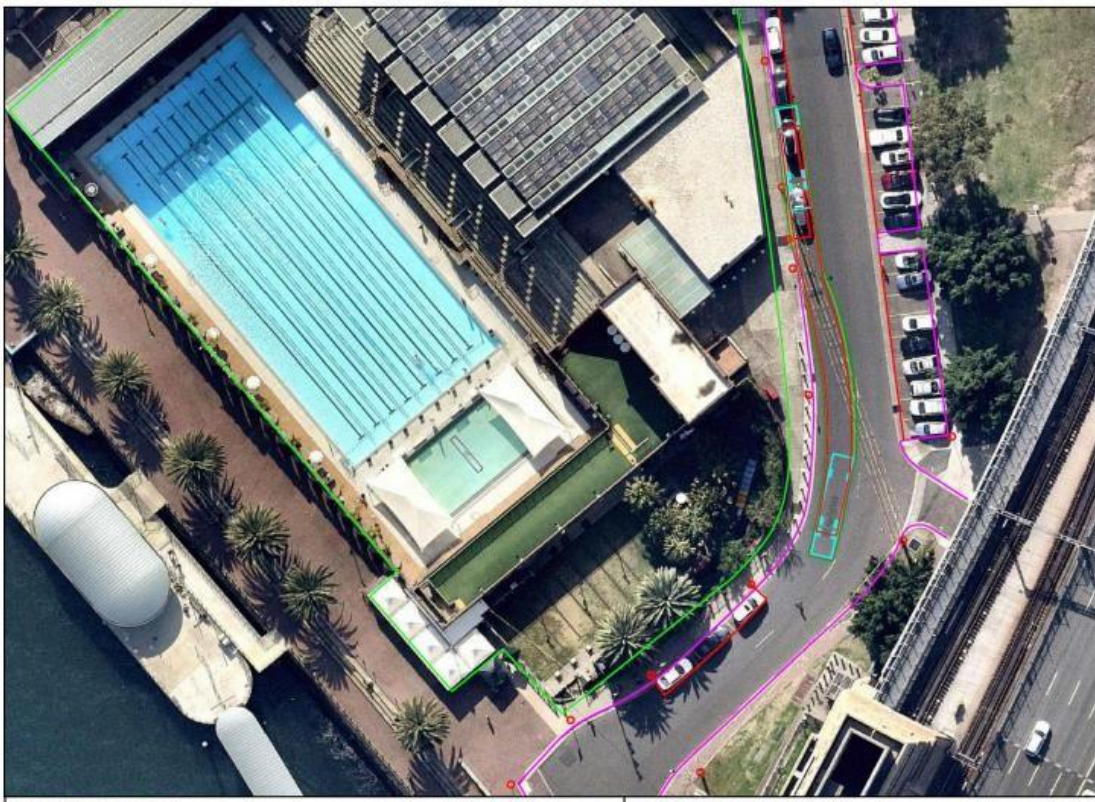
<p>4 Alfred Street, Milsons Point Swept Path Diagram Olympic Drive, Turn Right into Site (Gate 1)  12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021 Sheet 13</p>
---	---





<p>4 Alfred Street, Milsons Point Swept Path Diagram Site (Gate 2), Turn Left onto Alfred Street South 12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021</p>
---	--

Sheet 16



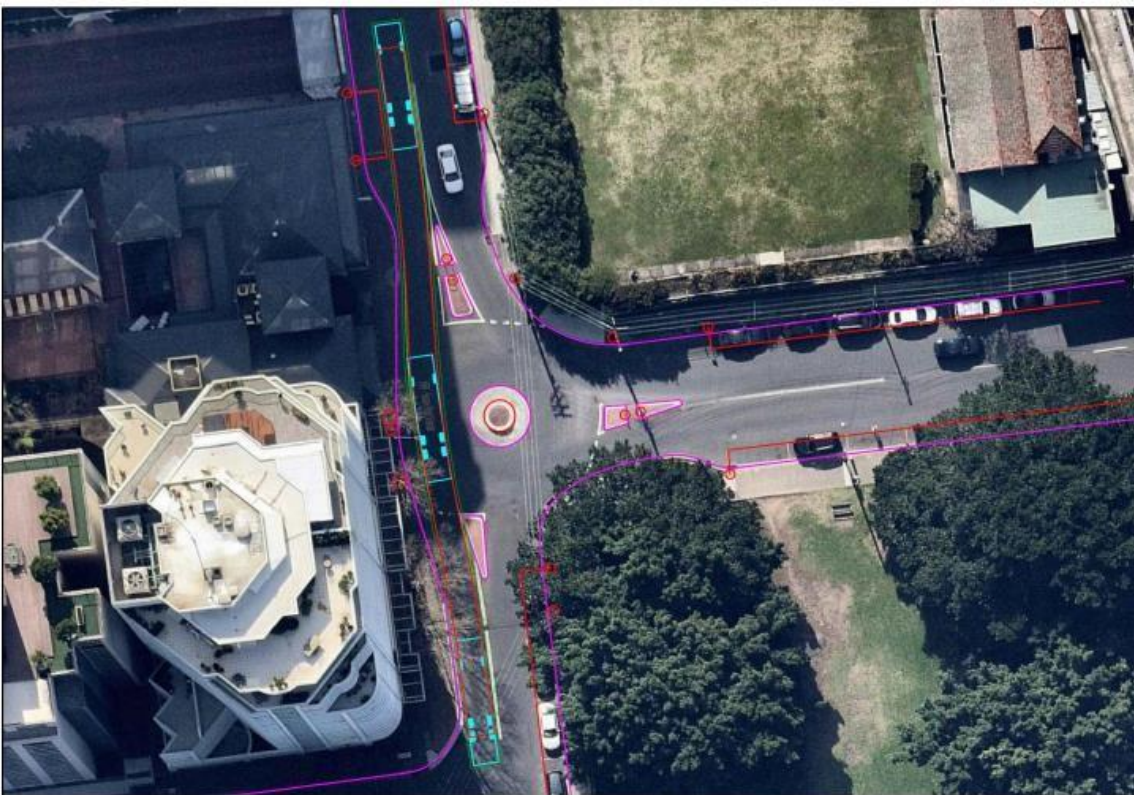
<p>4 Alfred Street, Milsons Point Swept Path Diagram Alfred Street South, Turn Left into Work Zone 12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021</p>
---	--

Sheet 17



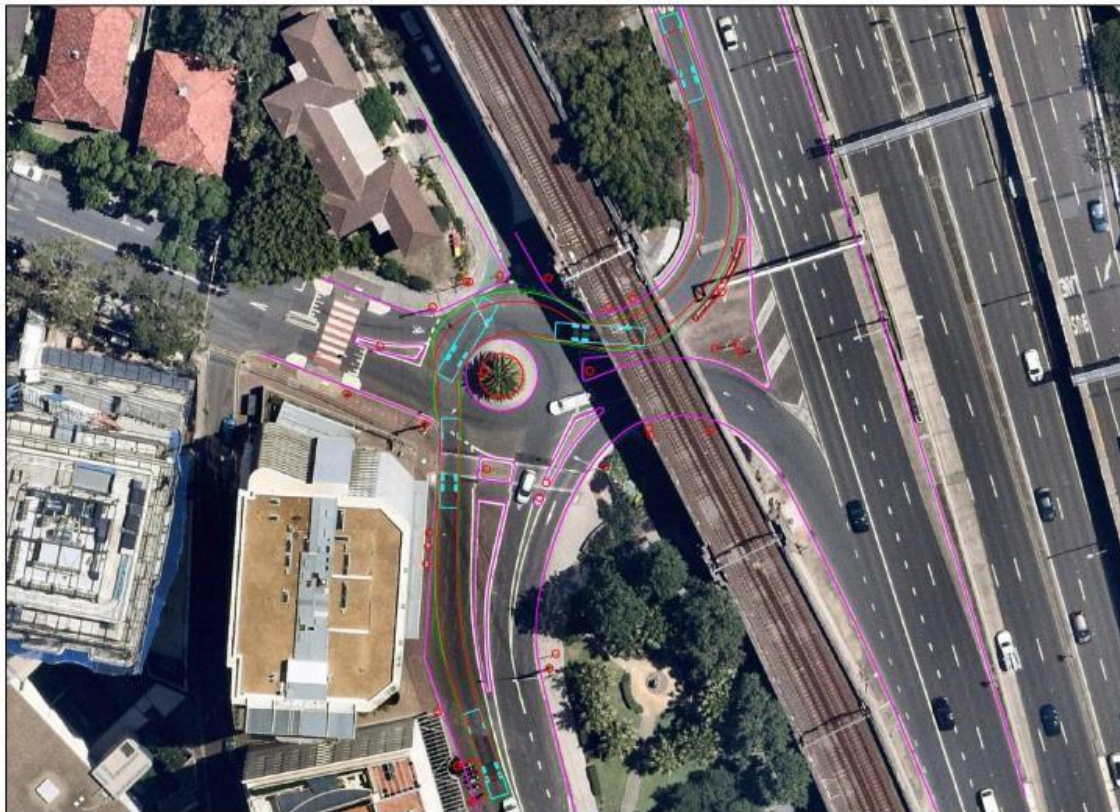
<p>4 Alfred Street, Milsons Point Swept Path Diagram Work Zone, Turn Right onto Alfred Street South 12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021</p>
--	--

Sheet 18



<p>4 Alfred Street, Milsons Point Swept Path Diagram Alfred Street South, Continue onto Alfred Street South (Northbound) 12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021</p>
---	--

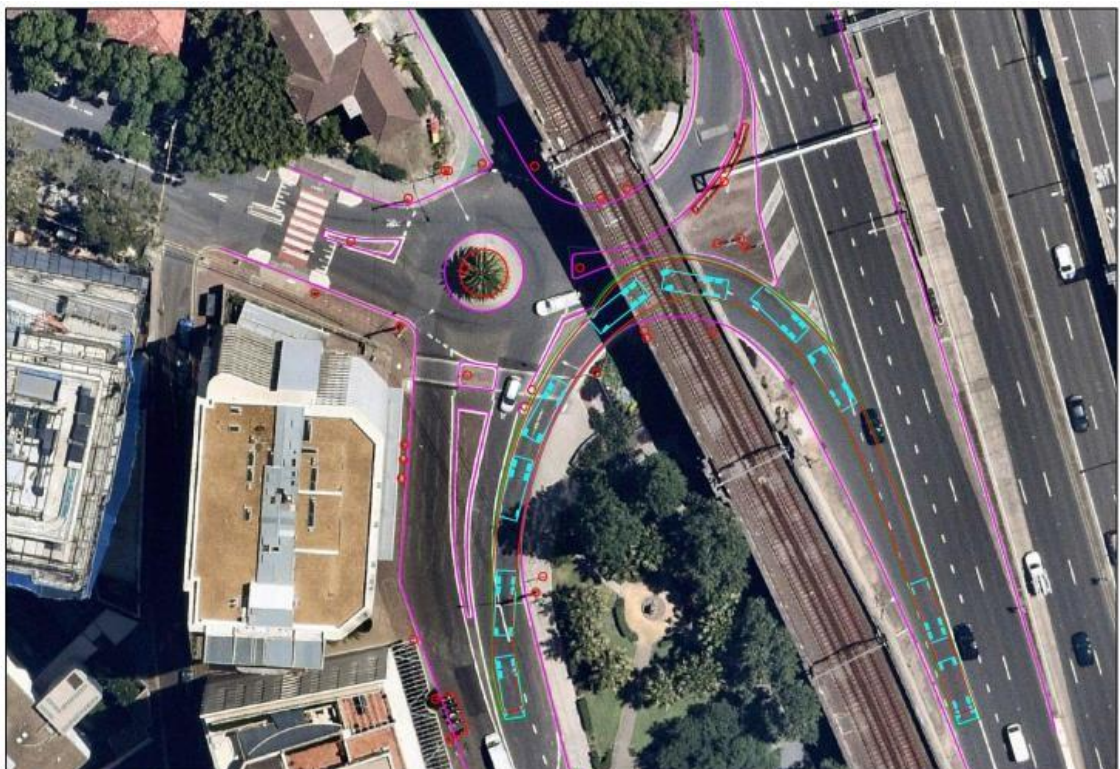
Sheet 19



4 Alfred Street, Milsons Point  
Swept Path Diagram  
Alfred Street South, Turn Right onto Warringah Freeway  
12.5 x 2.5m Heavy Rigid Vehicle (0.3m Clearance)

Scale 1:500 @ A4  
Plan Prepared by Jim's Traffic Control (Hornsby)  
Date 23/02/2021

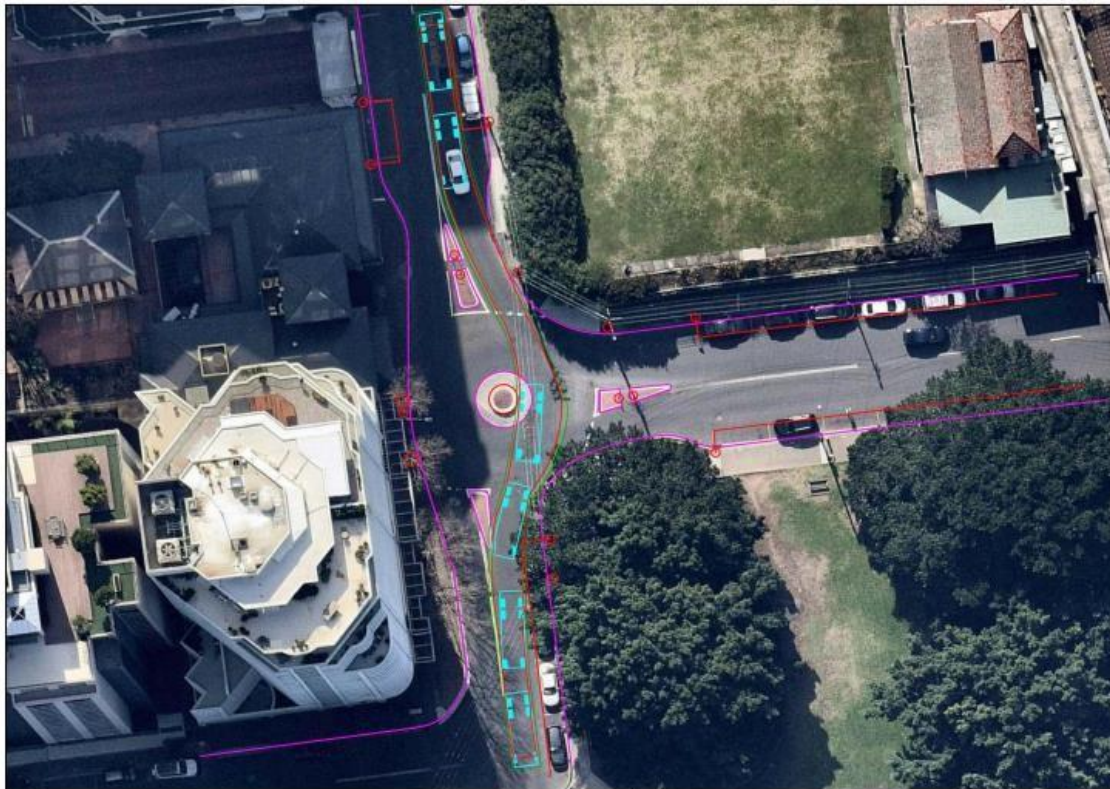
Sheet 20



4 Alfred Street, Milsons Point  
Swept Path Diagram  
Warringah Freeway, Turn Left onto Alfred Street South  
19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)

Scale 1:500 @ A4  
Plan Prepared by Jim's Traffic Control (Hornsby)  
Date 23/02/2021

Sheet 21



<p>4 Alfred Street, Milsons Point Swept Path Diagram Alfred Street South, Continue onto Alfred Street South (Southbound) 19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021</p>
--	--

Sheet 22



<p>4 Alfred Street, Milsons Point Swept Path Diagram Clark Road, Continue onto Broughton Street 19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021</p>
---	--

Sheet 23



4 Alfred Street, Milsons Point  
Swept Path Diagram  
Olympic Drive, Turn Right into Site (Gate 1)

19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)

Scale 1:500 @ A4

Plan Prepared by Jim's Traffic Control (Hornsby)

Date 23/02/2021

Sheet 24



4 Alfred Street, Milsons Point  
Swept Path Diagram  
Site (Gate 1), Turn Left onto Alfred Street South

19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)

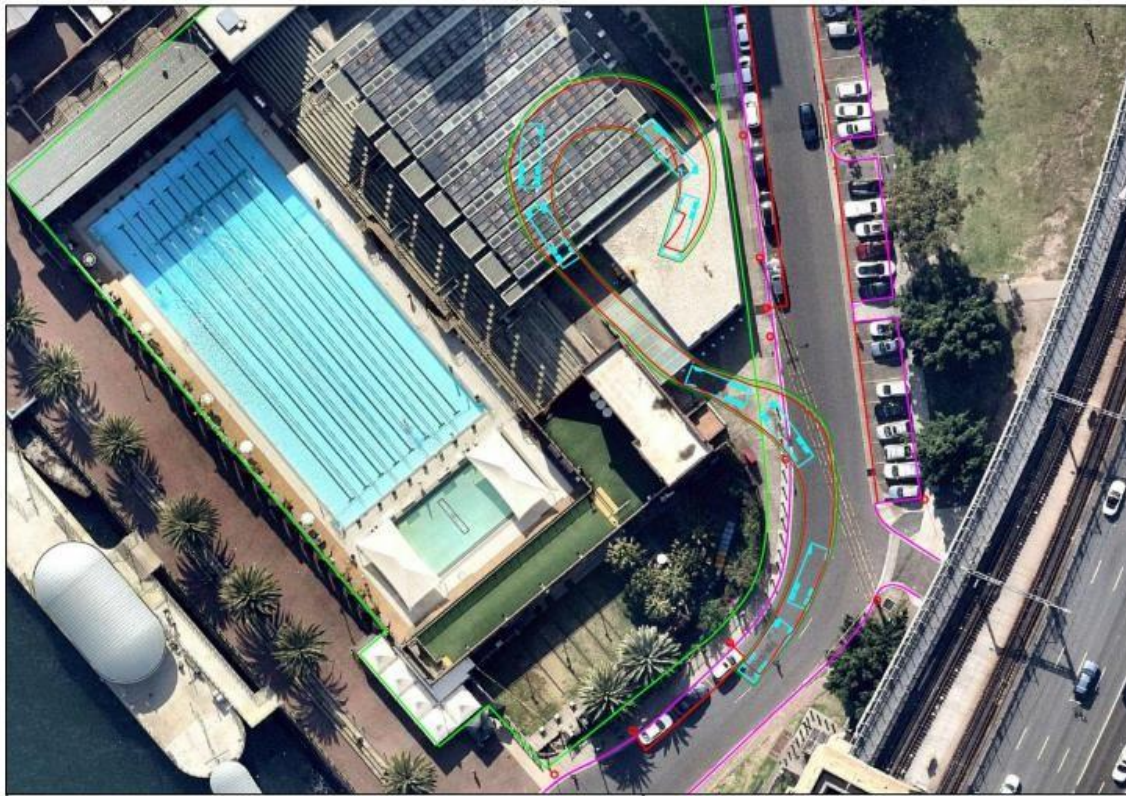
Scale 1:500 @ A4

Plan Prepared by Jim's Traffic Control (Hornsby)

Date 23/02/2021

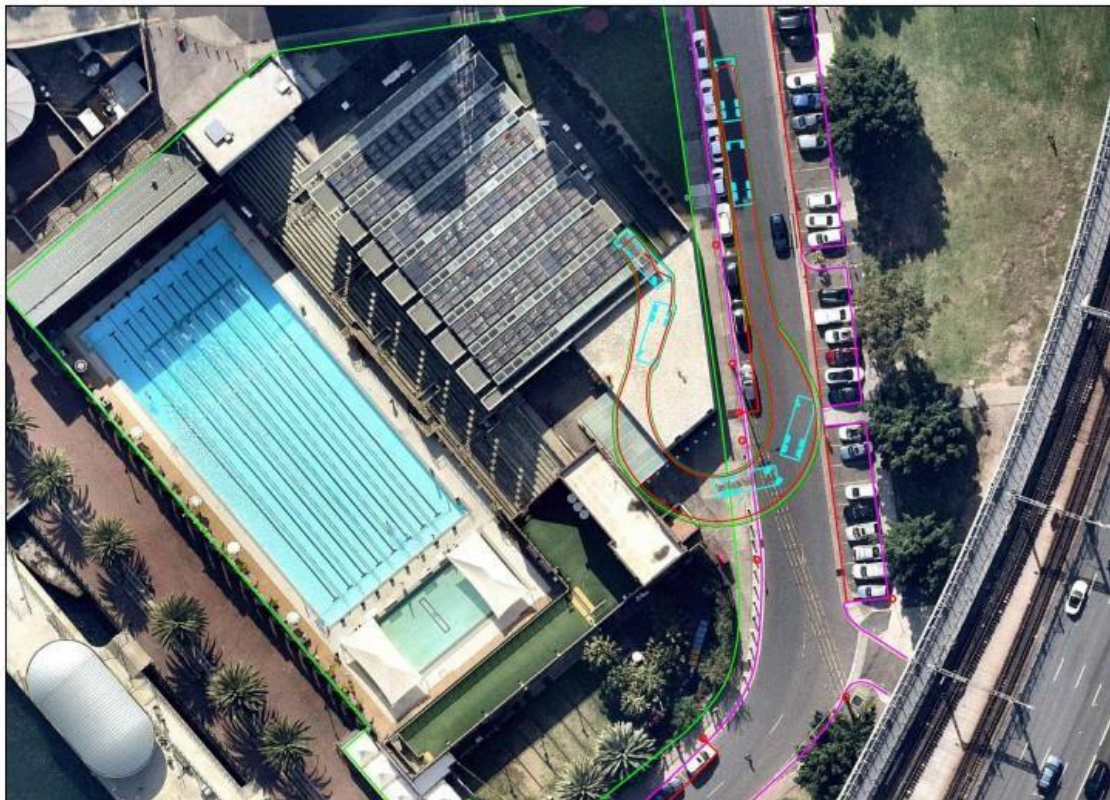
Sheet 25





<p>4 Alfred Street, Milsons Point Swept Path Diagram Olympic Drive, Turn Left into Site (Gate 2) 19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021</p>
--	--

Sheet 26



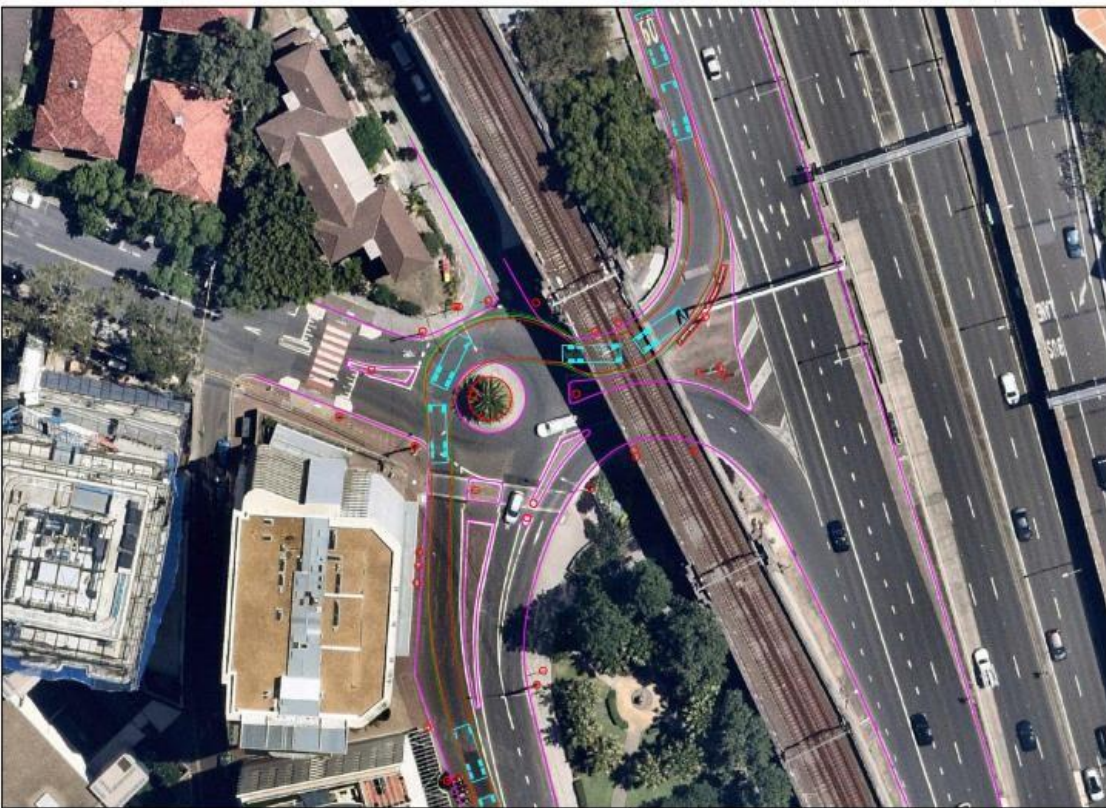
<p>4 Alfred Street, Milsons Point Swept Path Diagram Site (Gate 2), Turn Left onto Alfred Street South 19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021</p>
--	--

Sheet 27



<p>4 Alfred Street, Milsons Point Swept Path Diagram Alfred Street South, Continue onto Alfred Street South (Northbound) 19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021</p>
--	--

Sheet 28



<p>4 Alfred Street, Milsons Point Swept Path Diagram Alfred Street South, Turn Right onto Warringah Freeway 19m x 2.5m Truck and Dog (Trailer Combination) Centre Articulation (0.3m Clearance)</p>	<p>Scale 1:500 @ A4 Plan Prepared by Jim's Traffic Control (Hornsby) Date 23/02/2021</p>
---	--

Sheet 29

**Appendix D: Police Acknowledgement Form**



**NOTICE OF TEMPORARY LANE/ROAD CLOSURE - PERMIT NO. \_\_\_\_\_**  
**Conditions imposed by the NSW Police Force relative to Roads & Maritime Services**  
**Or Council Permit to Stand and Operate Equipment.**

To \_\_\_\_\_ of \_\_\_\_\_  
Company / business contact name Company / business contact address

**PARTICULARS OF CLOSURE AND CONDITIONS**

(1) A temporary lane / road closure is imposed in the location described below during the nominated times due to the obstruction / danger posed to traffic by the excavation of footpath / roadway / standing and operation of a mobile crane / travel tower / mobile concrete pump with \_\_\_\_\_ metres of jib / mast on the

\_\_\_\_\_ side of \_\_\_\_\_, between  
North South East West name of street / road / lane / etc suburb  
 \_\_\_\_\_ and \_\_\_\_\_, occupying \_\_\_\_\_ metres of roadway,  
cross street next cross street  
 between the hours of \_\_\_\_\_ and \_\_\_\_\_ on \_\_\_\_\_ / \_\_\_\_\_ / 20\_\_\_\_\_.  
start time end time day or days of week date or dates

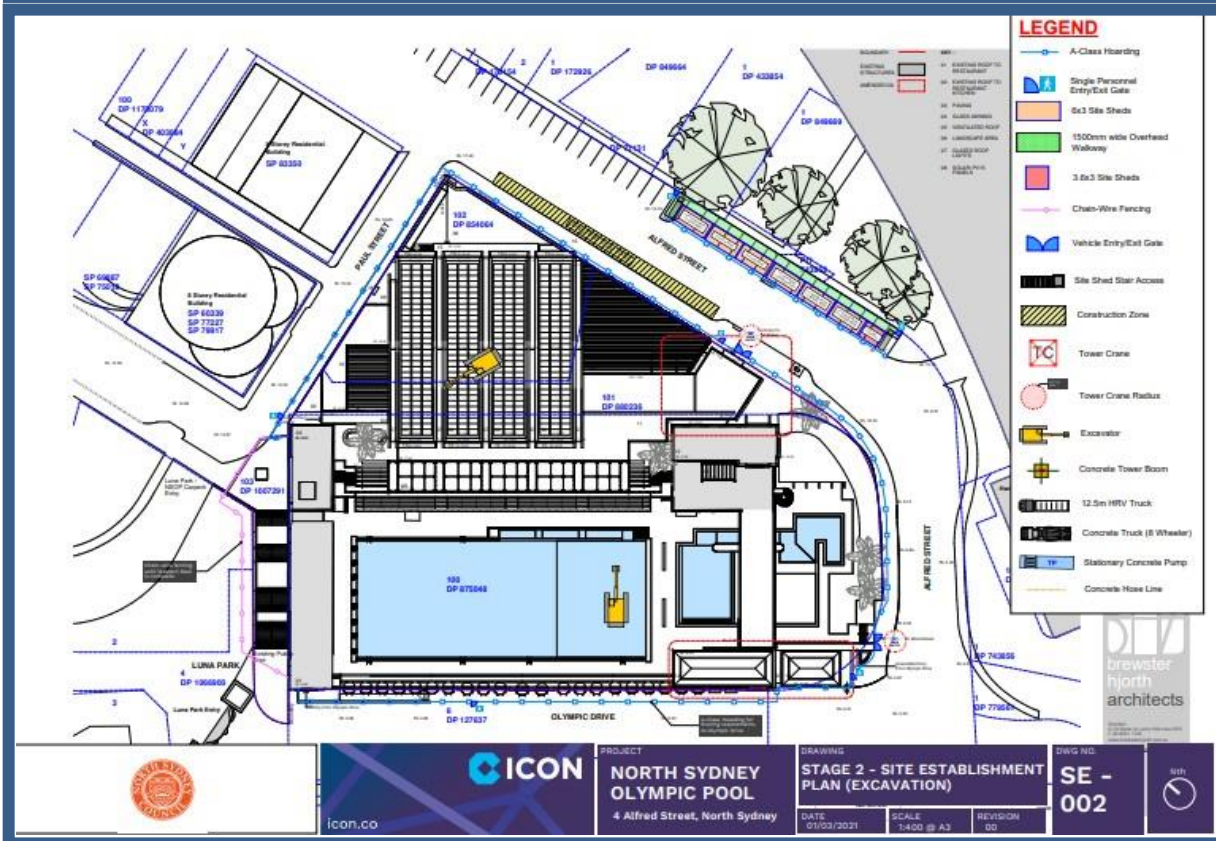
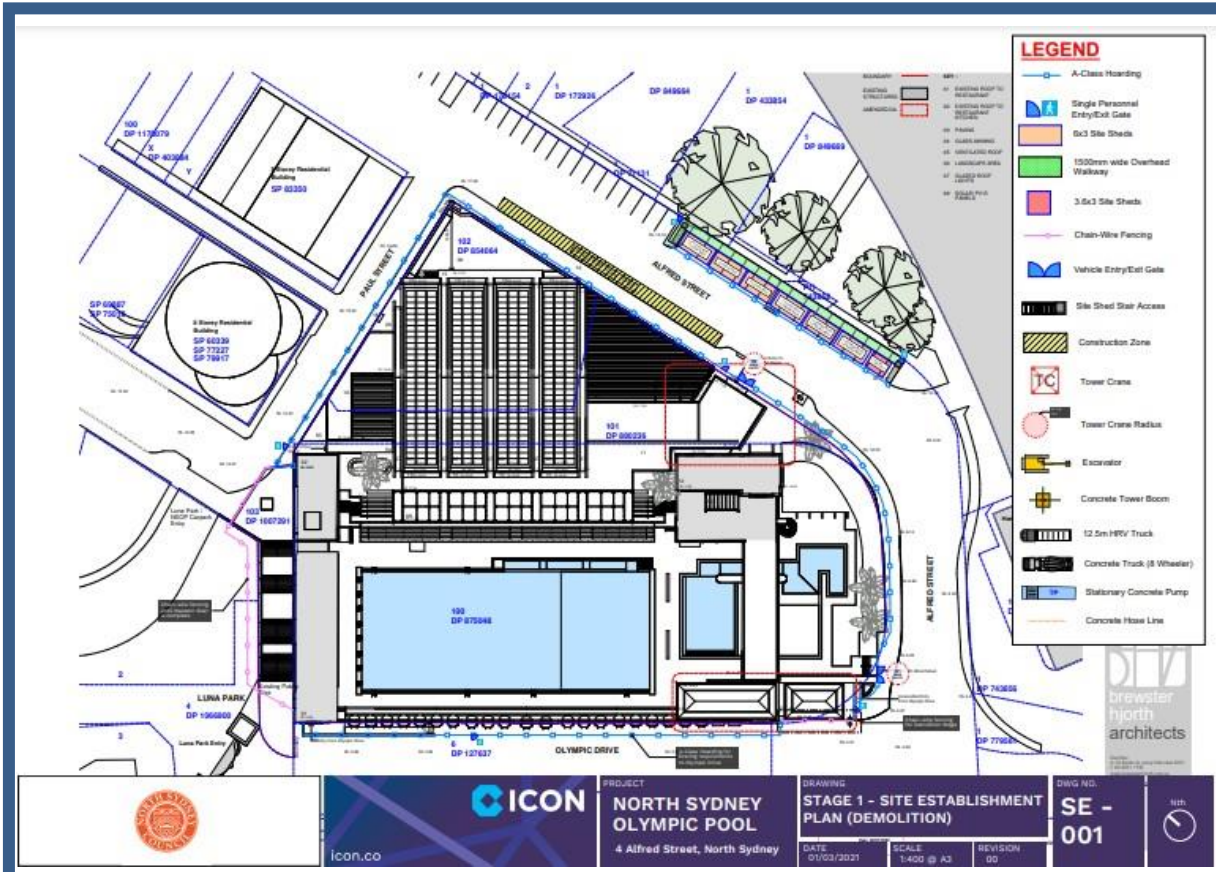
- (2) This notice or an exact copy is to be carried by the operator of the unit and produced if required. It is subject to cancellation at any time, and upon expiry the notice must be destroyed.
- (3) Suitable warning signs and barricades are to be erected in the area that the unit is being operated.
- (4) The roadway is to be properly marked with an adequate number of traffic lane markers to safely control the flow of traffic.
- (5) Flagmen to be in attendance to control traffic.
- (6) The unit suitably illuminated with adequate warning lamps when standing during the hours of darkness.
- (7) Approval to be obtained from the local Council Engineer for local or regional roads.
- (8) If this road is a state road you must provide police with a copy of the Road Occupancy Licence (ROL) otherwise you are not permitted to occupy the roadway.
- (9) Ambulance and Fire Brigade to be informed. (Where whole of road closure)
- (10) Relevant bus authorities to be informed. (Where closure interferes with a bus service)
- (11) RMS Traffic Control Centre to be informed. (Where closure interferes with any traffic lights)
- (12) Police conditions imposed for this operation has been obtained from \_\_\_\_\_ - Castle Hill Police Station.
- (13) Other. ( Traffic Management Plan and Traffic Control Plan required )
- (14) In addition to the foregoing conditions the operator will comply with any direction of a member of the NSW Police Force.

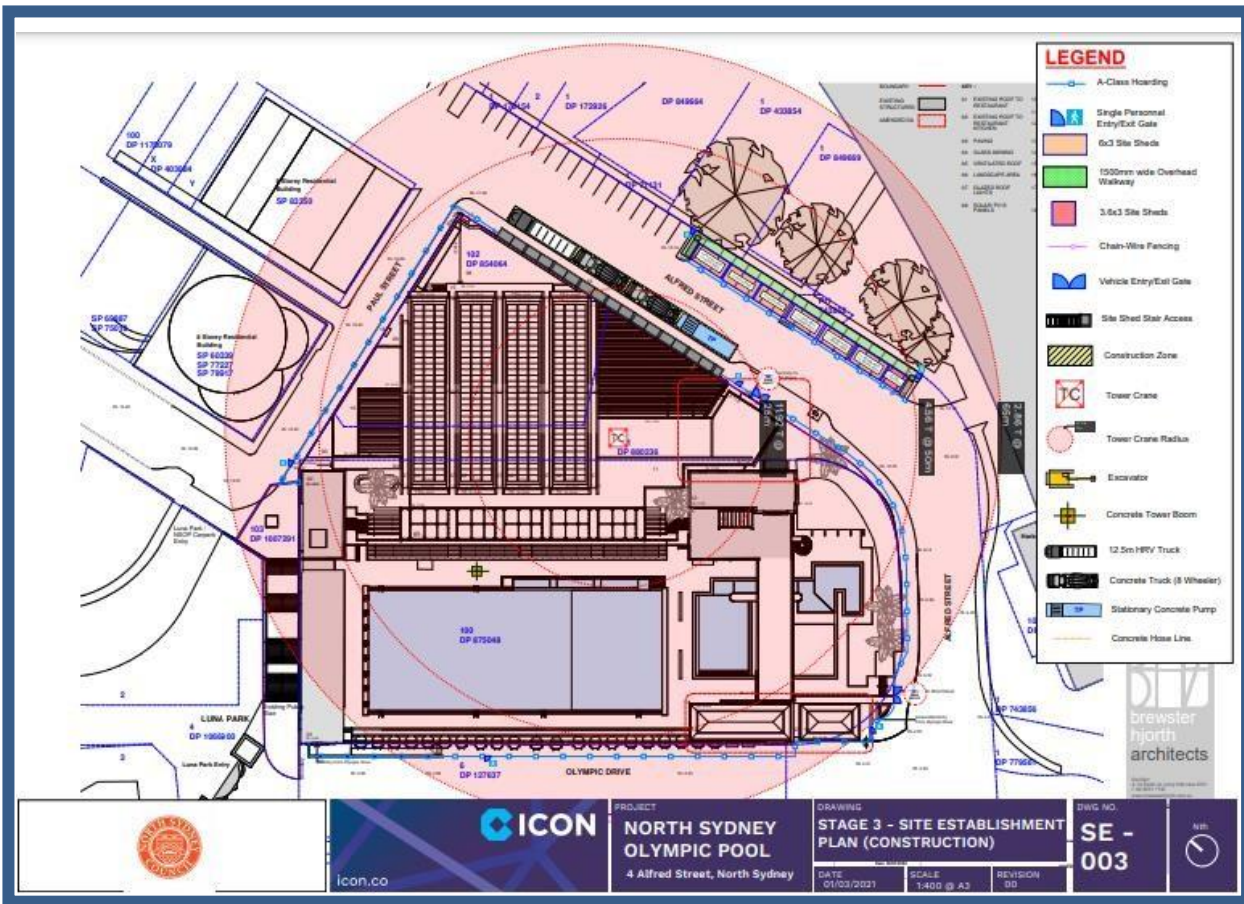
**N.B. THESE WORKS MUST COMPLY WITH AUSTRALIAN STANDARD AS 1742.3 – 1996. (TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS) – ENQUIRES MAY BE DIRECTED TO WORKCOVER NSW.**

Issued / / 20\_\_\_\_\_ at \_\_\_\_\_ am / pm

\_\_\_\_\_  
 Signature & print name of applicant/  
 employee/ agent

Appendix E: Construction Staging Diagrams





**NEW SOUTH WALES**Level 1, 11-13 Bronte Road,  
Bondi Junction, NSW 2022

T: 1800 574 574

F: 03 9326 5778

[craig@kpiconstruction.com.au](mailto:craig@kpiconstruction.com.au)**VICTORIA**Unit 22, 74 Thomsons Road  
Keilor Park, Victoria 3042

T: 03 9326 7795

F: 03 9326 5778

[finance@kpiconstruction.com.au](mailto:finance@kpiconstruction.com.au)**QUEENSLAND**Unit 17, 15 Industrial Ave,  
Molendinar, QLD 4214

T: 1800 574 574









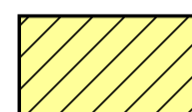

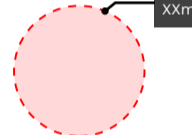
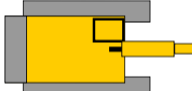


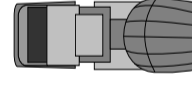
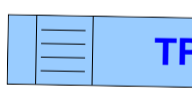

M: 0499 224 771

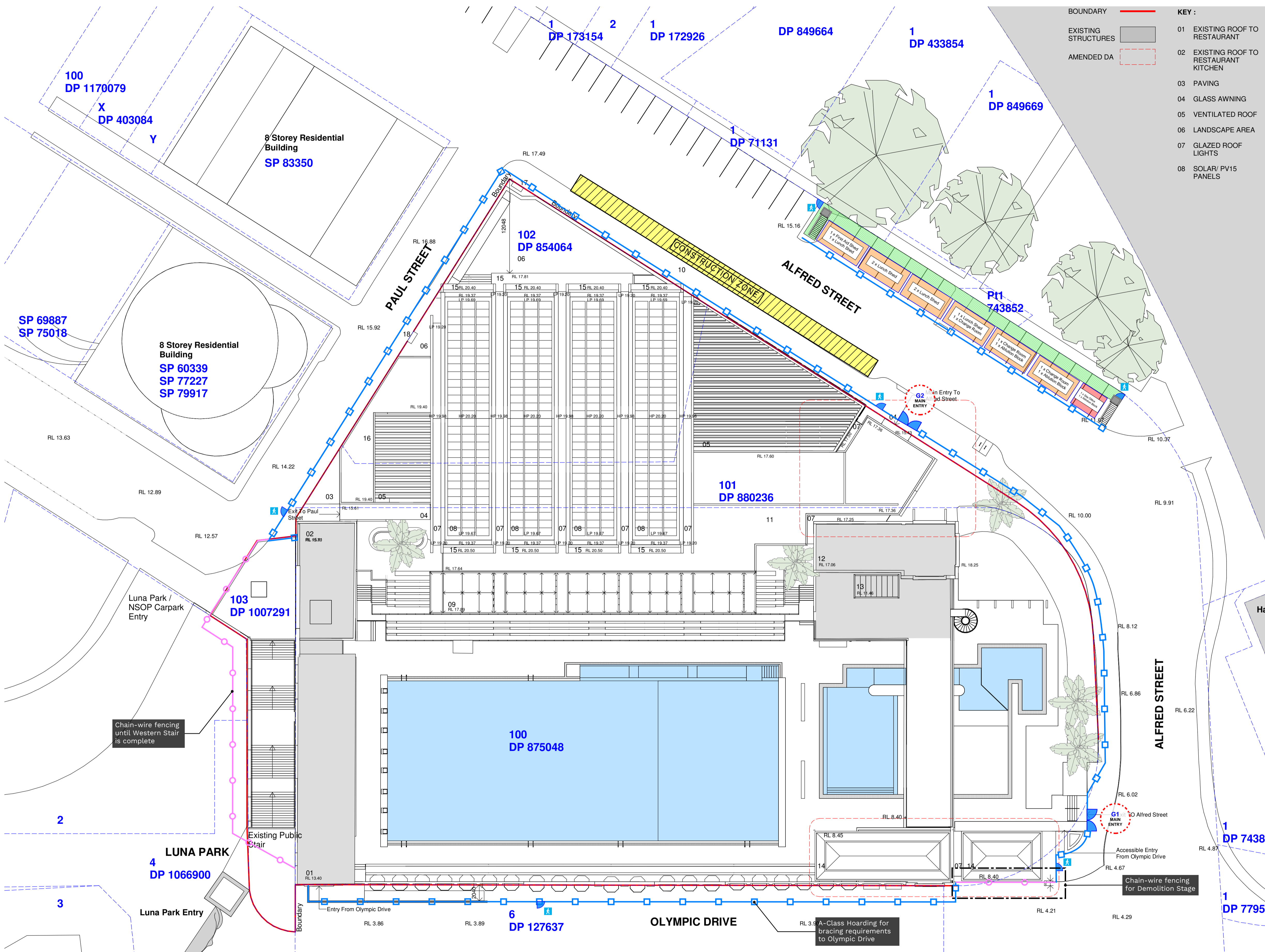
[terry@kpiconstruction.com.au](mailto:terry@kpiconstruction.com.au)**WESTERN AUSTRALIA**39 Dellamarta Road Wangara,  
Western Australia 6065

T: 1800 574 574

[finance@kpiconstruction.com.au](mailto:finance@kpiconstruction.com.au)*2019 -2020 Association Member of:*

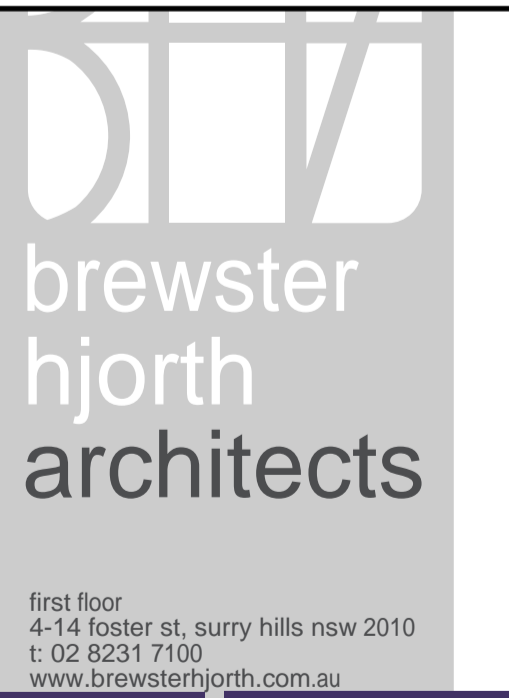
# LEGEND

-  A-Class Hoarding
-  Single Personnel Entry/Exit Gate
-  6x3 Site Sheds
-  1500mm wide Overhead Walkway
-  3.6x3 Site Sheds
-  Chain-Wire Fencing
-  Vehicle Entry/Exit Gate
-  Site Shed Stair Access
-  Construction Zone
-  Tower Crane
-  Tower Crane Radius
-  Excavator
-  Concrete Tower Boom
-  12.5m HRV Truck
-  Concrete Truck (8 Wheeler)
-  Stationary Concrete Pump
-  Concrete Hose Line




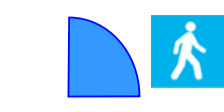


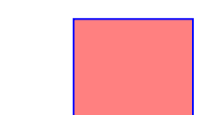


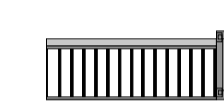


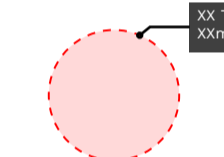
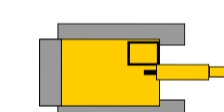
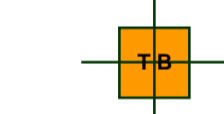
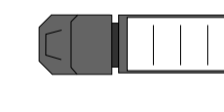
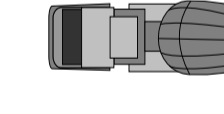
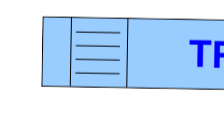

**KEY :**

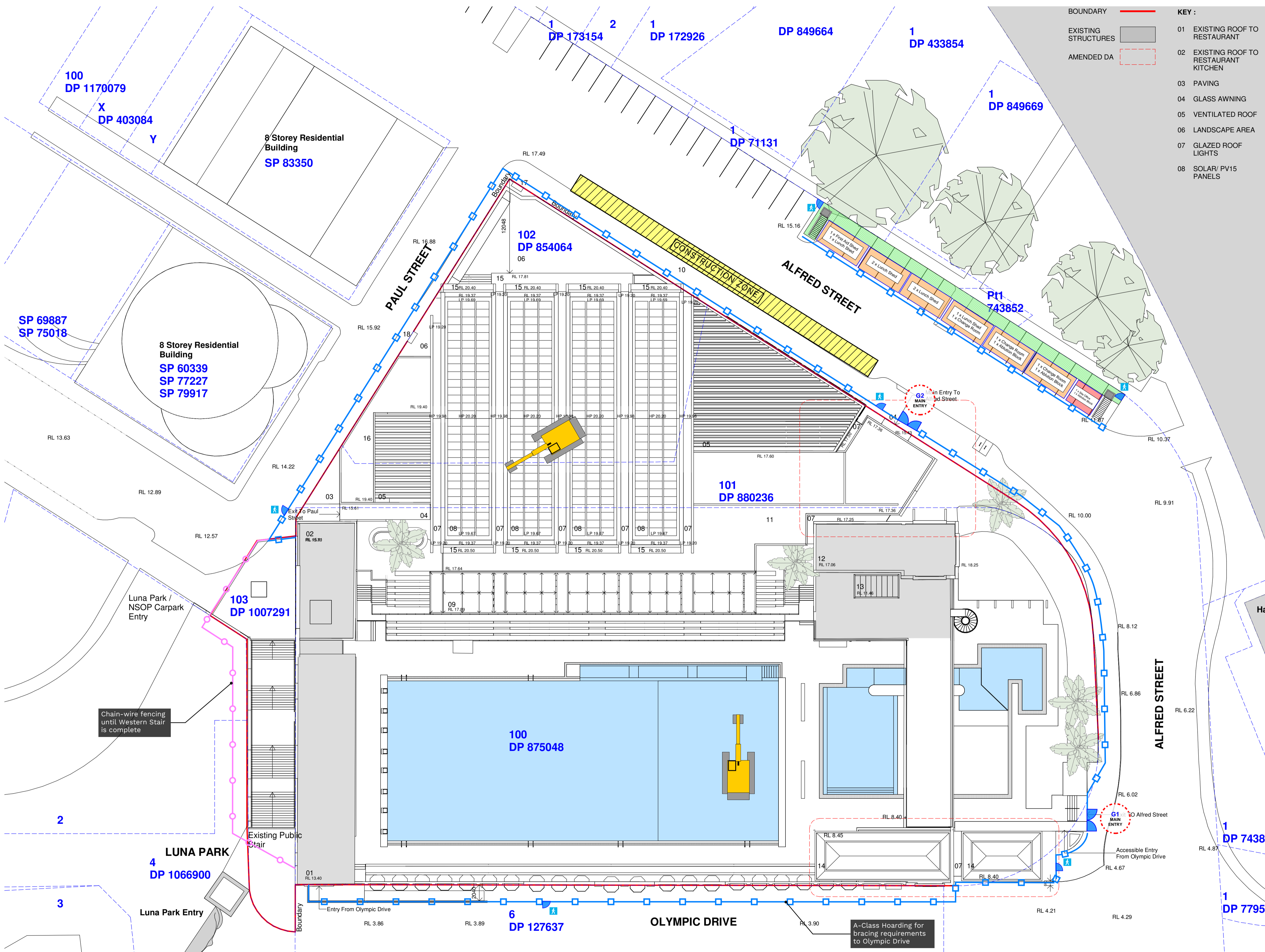
BOUNDARY	
EXISTING STRUCTURES	
AMENDED DA	



 <b>ICON</b> icon.co	PROJECT <b>NORTH SYDNEY OLYMPIC POOL</b> 4 Alfred Street, North Sydney	DRAWING <b>STAGE 1 - SITE ESTABLISHMENT PLAN (DEMOLITION)</b>	DWG NO. <b>SE - 001</b>	Nth 
	DATE 01/03/2021	SCALE 1:400 @ A3	REVISION 00	

# LEGEND

-  A-Class Hoarding
-  Single Personnel Entry/Exit Gate
-  6x3 Site Sheds
-  1500mm wide Overhead Walkway
-  3.6x3 Site Sheds
-  Chain-Wire Fencing
-  Vehicle Entry/Exit Gate
-  Site Shed Stair Access
-  Construction Zone
-  Tower Crane
-  Tower Crane Radius
-  Excavator
-  Concrete Tower Boom
-  12.5m HRV Truck
-  Concrete Truck (8 Wheeler)
-  Stationary Concrete Pump
-  Concrete Hose Line



**KEY :**

BOUNDARY	
EXISTING STRUCTURES	
AMENDED DA	



**ICON**  
 icon.co

PROJECT  
**NORTH SYDNEY OLYMPIC POOL**  
 4 Alfred Street, North Sydney



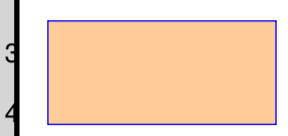

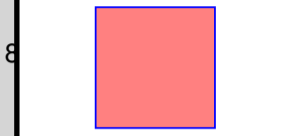


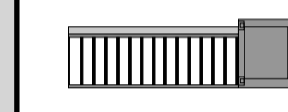
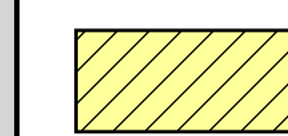
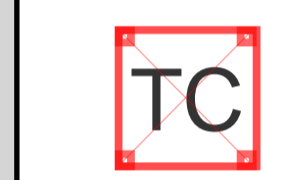
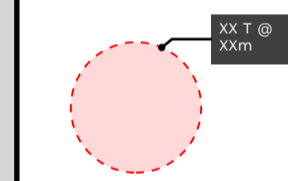
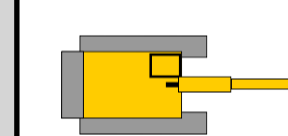
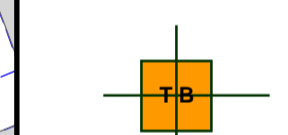
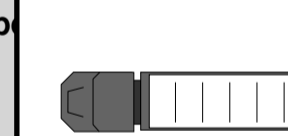
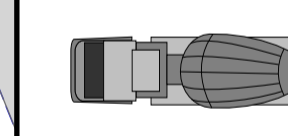
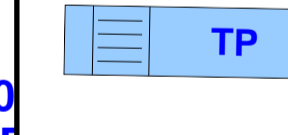

DRAWING  
**STAGE 2 - SITE ESTABLISHMENT PLAN (EXCAVATION)**  
 DATE 01/03/2021  
 SCALE 1:400 @ A3

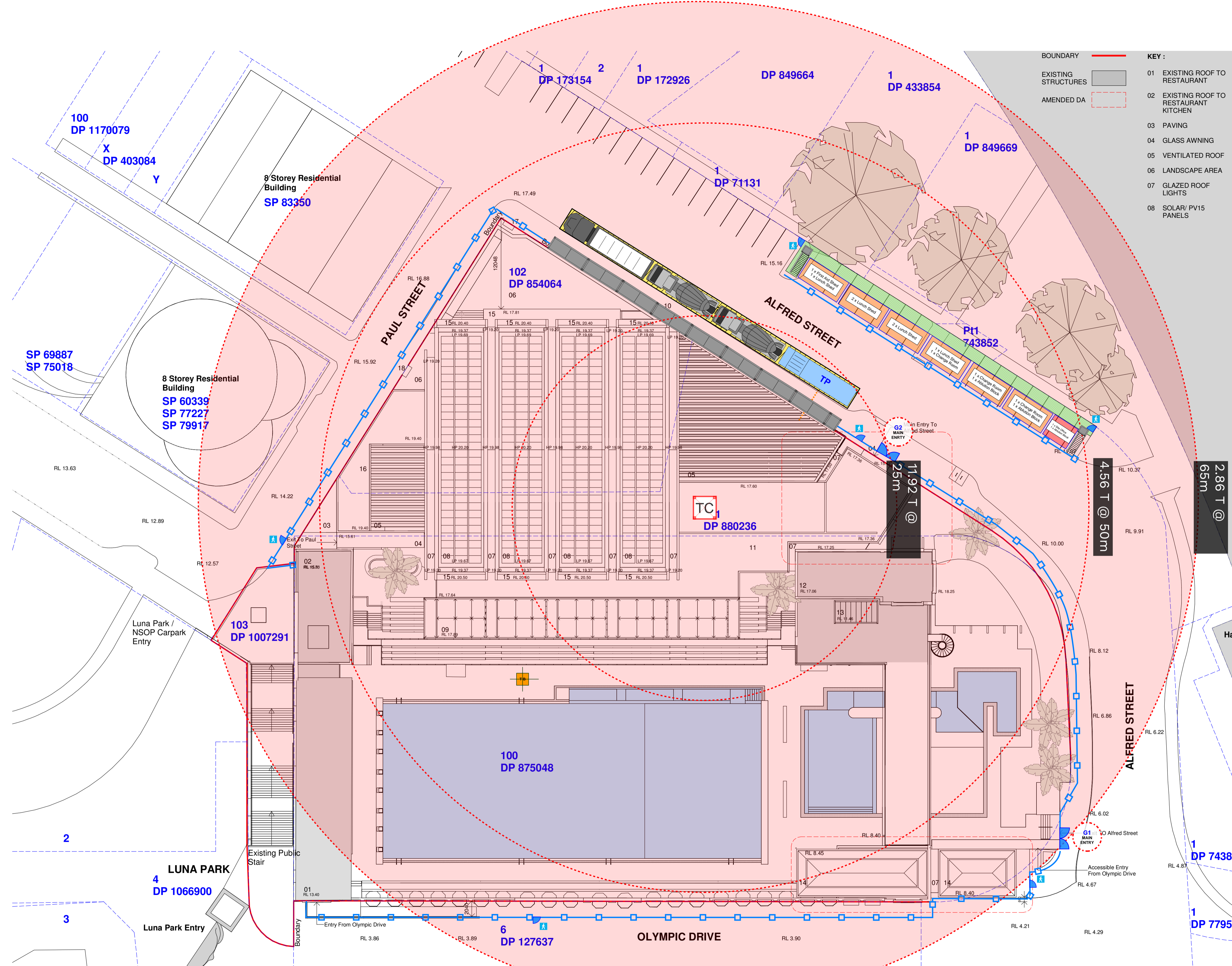
DWG NO.  
**SE - 002**  
 REVISION 00

**brewster hjorth architects**  
 first floor  
 4-14 foster st, surry hills nsw 2010  
 t: 02 9231 7100  
 www.brewsterhjorth.com.au



# LEGEND

-  A-Class Hoarding
-  Single Personnel Entry/Exit Gate
-  6x3 Site Sheds
-  1500mm wide Overhead Walkway
-  3.6x3 Site Sheds
-  Chain-Wire Fencing
-  Vehicle Entry/Exit Gate
-  Site Shed Stair Access
-  Construction Zone
-  Tower Crane
-  Tower Crane Radius
-  Excavator
-  Concrete Tower Boom
-  12.5m HRV Truck
-  Concrete Truck (8 Wheeler)
-  Stationary Concrete Pump
-  Concrete Hose Line



**ICON**  
 icon.co

PROJECT  
**NORTH SYDNEY OLYMPIC POOL**  
 4 Alfred Street, North Sydney

DRAWING  
**STAGE 3 - SITE ESTABLISHMENT PLAN (CONSTRUCTION)**  
 DATE 01/03/2021  
 SCALE 1:400 @ A3

DWG NO.  
**SE - 003**  
 REVISION 00

brewster hjorth architects  
 first floor  
 4-14 foster st, surry hills nsw 2010  
 t: 02 9231 7100  
 www.brewsterhjorth.com.au