

CONSTRUCTION TRAFFIC MANAGEMENT PLAN for LEICHHARDT PARK CHILDCARE CENTRE

1. LOCATION

The project address is located in Leichhardt Park, Mary Street Lilyfield.

The site is bounded by Mary Street to the east, Public Carpark to the north the park boundary to the south. (refer to the location plan Appendix 1)

2. DESCRIPTION OF WORKS TO BE UNDERTAKEN

Works to be undertaken as part of the approved development includes;

- o Site Remediation
- o Foundation piling and retaining walls.
- o Raised concrete slab on fill
- o Construction of a new single storey light timber frame building with metal roof, exterior brick and cladding, aluminium windows and doors and internal fit-out.
- o Construction of an on-site storm water retention and detention tank.
- o Construction of the external hardstand and soft landscaped areas.
- o Service Utility connections.

3. COUNCIL DA CONSENT CONDITIONS

Reference to Development Consent D/2014 /366.

4. DESCRIPTION OF SURROUNDING ROADS

The site is built inside the Leichhardt Park adjacent to Mary Street. The site is surrounded by a public carpark to the north, Mary Street to the east and an existing caretakers cottage to the south.

5. SITE VEHICLE ACCESS POINTS

The site currently has one existing vehicle entry point off Mary Street between the caretakers cottage and childrens playground. This access point (Access Gate 1) will be maintained for employees and contractors to access site by foot and will be utilized for the direct access to the Site Office for signing in. This access gate will not be used for vehicular access for the purpose of accessing the workface and/or materials drop off.

A second vehicle entry (Access Gate 2) will be located in the existing public carpark as the main entrance point to the builders compound for material drop off, materials storage, waste bins and designated contractor parking for up to 9 cars.

A third vehicle access gate (Access gate 3) will be located at the rear of the builders storage compound. These gates will remain closed and restricted to for emergency use only if unable to egress Gate 2 for any reason.

Refer to site plan Appendix 1 for location of Access gates.

6. ACCESS TO AND FROM SITE DURING CONSTRUCTION

Construction of the new approved development will involve the movement of workers on foot, in cars, vans and utilities. The project will entail materials delivery, pick-up and floating of work machinery. The trucks and machinery will vary in both size and quantity and subsequently the size of trucks will range from small trucks, semi-trailers, concrete trucks and the like.

Vehicles making deliveries during the day will enter the site in a forward direction via Access Gate 2 only. All vehicles will be unloading within the confines of the site compound before exiting in a forward direction via Access Gate 2. An all-weather gravel access crossing will be constructed at the edge of carpark to provide vehicle access into the site work area as required and also provide as a turning bay for vehicles to turn and leave site in a forward direction.

All construction vehicles and deliveries will be directed to enter the site from Mary Street in a northbound direction.

Cars and light trucks will be asked to use the exit closest to the Aquatic Centre and large vehicles including trucks and semi-trailers will exit the site immediately on to Mary Street. Given this exit point on to Mary Street is a no exit passageway, a traffic controller will direct and manage the traffic. Vehicles that require reversing will be instructed to do so under strict guidance of the traffic controller.

All vehicles will be directed to use Maliyawul Street and Lilyfield Road. No vehicles will be permitted to use Glover Street.

The Truck movements will vary each day depending on what stage of the project. It is estimated that approximately on average 1-2 truck movements per day will occur during the construction phase with the exception of concrete supply to site which can increase to 5-10 trucks per day. Specific traffic management plans will be developed and implemented prior to commencement of such works with the relevant subcontractor.

7. LOADING AND UNLOADING OF TRUCKS AND DELIVERY VEHICLES

The loading and unloading of all trucks and delivery vehicles will take place within the boundaries of the site. At no time will trucks be permitted to load or unload on public roads.

8. PARKING ARRANGEMENTS FOR EMPLOYEES AND CONTRACTORS

On site parking for both employees and contractors will be available at any time during the project.

Provision of 9 car spaces is allocated in the builder's compound and further carparking for light vehicles will be made available via access gate 1 to park adjacent to shedding should the need arise.

If in the event where on site parking is restricted or unavailable, off-site car parking demand will be met in part or in full by directing employees and contractors (as part of the Projectcorp site induction process) to use parking in the public streets away from the site and to not use the adjacent public carpark.

If and when on-site parking becomes congested, only then parking off site will be permitted. This process will be managed by a representative of Projectcorp.

9. CONSTRUCTION ZONES

Given the layout of the proposed development and its location with respect to surrounding roads and adjoining properties, no Construction Zones or Road Closures will be utilized during the project.

All vehicles will be loaded and unloaded within the boundaries of the site.

10. CRANE AND CONCRETE PUMPS

Mobile cranes and concrete pumps will be used to service the construction of the approved development. The concrete pumps will be positioned on the hardstand surface shown in Appendix 1. Mobile cranes proposed for this project will be small all-terrain 15-20t franna type cranes. They will be setup within the confines of the site and best positioned for proper and safe access of materials and such that the crane can safely slew around without danger of striking adjacent building structures and public areas. Given the use of mobile cranes, no crane permits will be required.

11. STORAGE OF MATERIALS / BINS / PLANT AND EQUIPMENT

All materials and equipment delivered to site will be contained / stored within the boundaries of the site. At no time will materials be permitted to be stored on the street.

Refer to Appendix 1 for proposed storage locations.

12. ENVIRONMENTAL CONTROLS

The main environmental issues relevant to the site are:

- Erosion and sediment control
- Dust suppression.
- Waste management for construction phases.
- Protection of Council Roads

Erosion and Sedimentations measures will be installed in accordance with Hydraulic Engineers drawing H05A before construction commences. Additional sediment controls will be established around stockpiles and batters.

Water spray will be used on exposed areas to prevent dust lift off.

All waste will be minimized. Accurate ordering of materials to avoid unnecessary waste and re-use off-cuts where possible. On site waste bins will be utilized for the collection and removal of construction waste. On site separation for recycling will be implemented if possible into five main categories. Metal, Concrete, Timber, Plasterboard and Cardboard. It is proposed all excavated material on site will be re-used for back fill or landscaping preventing disposal at landfill.

Protect public roads of construction dirt by ensuring all vehicles are inspected before leaving the site. Projectcorp will encourage all delivery trucks and vehicles to remain on the bitumen hardstand. The access crossing to the site will be constructed with gravel and a water hose will be made available to wash down any trucks that do carry dirt or mud from site.

13. TRAFFIC CONTROLLERS

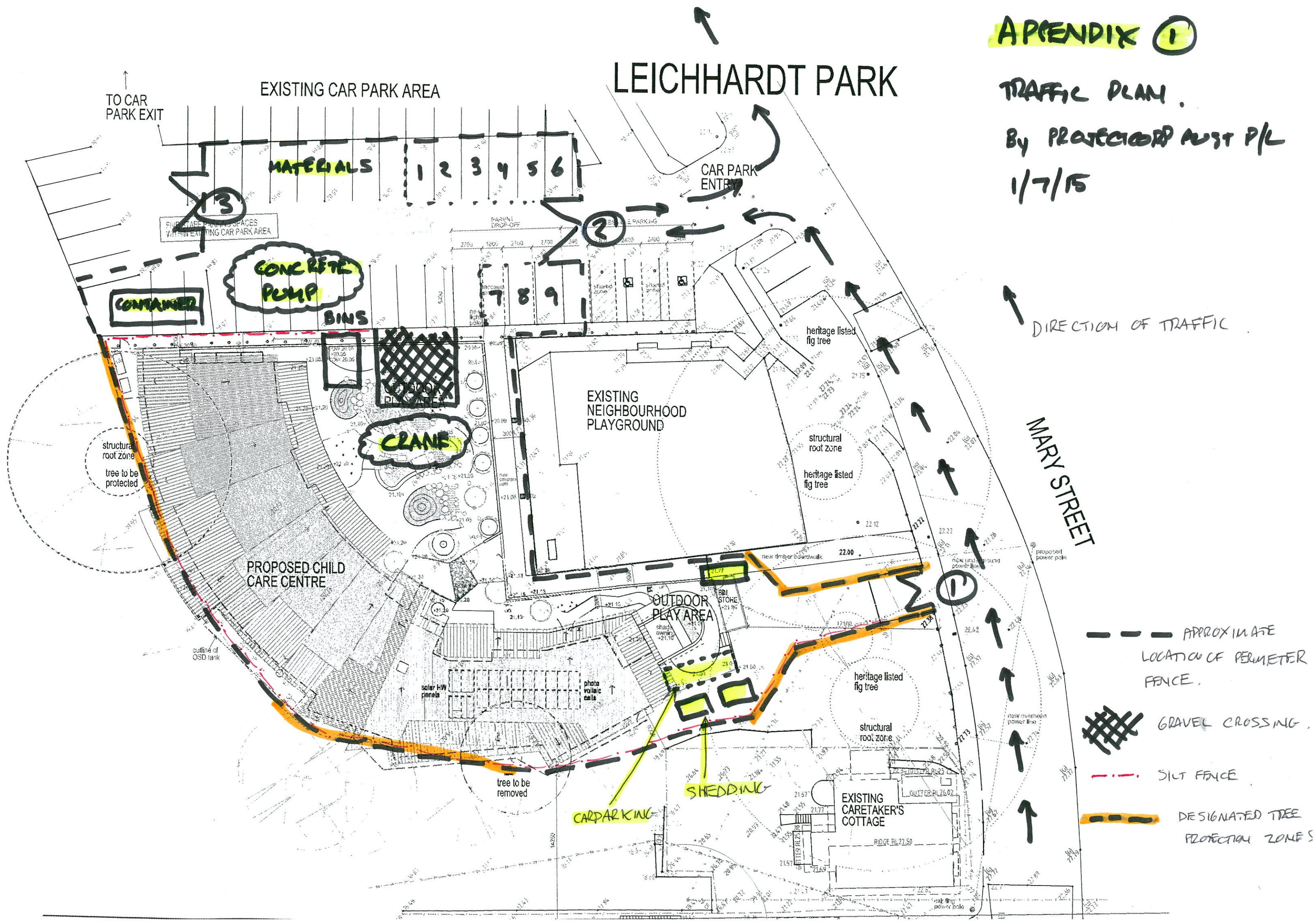
All traffic controllers used by Projectcorp have completed the RMS accredited Traffic Controller training course.

APPENDIX 1

Site Traffic management Plan

APPENDIX ①

TRAFFIC PLAN
By PROTECTOR Aust P/L
1/7/15



- APPROXIMATE LOCATION OF PERIMETER FENCE.
- ▨ GRAVEL CROSSING.
- - - SILT FENCE
- █ DESIGNATED TREE PROTECTION ZONES