Moriah College Redevelopment - Stage 1 – Enabling Works

Construction Traffic and Pedestrian Management Sub-Plan

Prepared for:

Buildcorp

14 January 2026

The Transport Planning Partnership

Moriah College Redevelopment - Stage 1 – Enabling Works

Construction Traffic and Pedestrian Management Sub-Plan

Client: Buildcorp

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Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	21/11/2025	Andrew Liu	Paul Cai	Dora Choi	-
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V03	14/01/2026	Andrew Liu	Paul Cai	Dora Choi	

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1 Introduction

1.1 Overview

Buildcorp has engaged The Transport Planning Partnership (TTPP) to prepare this Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) for the Moriah College Redevelopment – Stage 1 – Enabling Works. This CTPMSP is to satisfy Condition E14 of the consolidated consent of the State Significant Development (SSD-10352-Mod-1). The requirements of Consent Condition E14 are reproduced below:

> *E14. The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:*
>
> *(a) Be prepared by a suitably qualified and experienced person(s);*
>
> *(b) Be prepared in consultation with Waverley Council, Randwick City Council and TfNSW;*
>
> *(c) Detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services; and*
>
> *(d) Detail heavy vehicle routes, access and parking arrangements.*

The Stage 1 – Enabling Works of Moriah College Redevelopment involve demolition of existing buildings and hardstand areas, construction the car parking area and a new vehicle access within the Stage 1 development of the site.

1.2 Development Consent Conditions

This CTPMSP is prepared in accordance with Consent Condition E14 of SSD-10352-Mod-1.

Table 1.1 describes each of the specific requirement of Condition E14 and provides reference to the specific section of this document that addresses each requirement.

Table 1.1: Consent Condition E14 of SSD-10352-Mod-1

Condition E14	Report Reference
E14. The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:	
(a) *Be prepared by a suitably qualified and experienced person(s);*	Refer to Section 1.3
(b) *Be prepared in consultation with Waverley Council, Randwick City Council and TfNSW;*	Noted – this CTPMSP will be issued to Waverley Council, Randwick City Council and TfNSW for review/comment.

(c) *Detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services; and*	Refer to Sections 3 and 5
(d) *Detail heavy vehicle routes, access and parking arrangements.*	Refer to Sections 3.5, 3.6 and 3.7

1.3 Purpose of this CTPMSP

The purpose of this CTPMSP is to assess the traffic and pedestrian implications and outline how vehicular, cyclist, and pedestrian travel and access, as well as the operation of the existing school, will be managed during the proposed construction works. This CTPMSP provides a structured approach to managing traffic and access during construction, ensuring a safe road environment, minimising impacts on the surrounding road network, while maintaining access for all road users and the local community.

This CTPMSP has been prepared by personnel who hold a SafeWork NSW Work Health & Safety Traffic Control Work card, accredited for the 'Prepare a Work Zone Traffic Management Plan'. Details of the accredited personnel are provided below:

- Paul Cai Ticket No. TCT0056802

This CTPMSP has been reviewed by personnel who hold a SafeWork NSW Work Health & Safety Traffic Control Work card, accredited for the 'Prepare a Work Zone Traffic Management Plan'. Details of the accredited personnel are provided below:

- Dora Choi Ticket No. TCT0021456

This CTPMSP report will be issued to Waverley Council, Randwick Council and Transport for NSW (TfNSW) to seek their feedback and for consultation with both councils and TfNSW in accordance with the requirement of the consent condition E14.

2 Existing Conditions

2.1 Site Location

The subject site is located in Queens Park, within the Waverley Council Local Government Area (LGA). The site is situated between Centennial Park to the west and Queens Park to the east with frontages to Queens Park Road to the north, Baronga Avenue to the east and York Street to the west and south.

Figure 2.1: Site Location

Source: OpenStreetMap

2.2 Surrounding Road Network

Key roads located near the site are described in Table 2.1.

Table 2.1: Surrounding Road Network

Road Name	Classification	Speed Limit	Kerbside Parking	Description
Darley Road	Regional Road	50 km/h	Yes	An east-west arterial road corridor that connects between Alison Road and Carrington Road
York Road	Regional Road	40 km/h	Not permitted in front of the site	A local north-south collector road that connects the local residential catchment and delivers traffic to Syd Einfield Drive and Darley Road. 40 km/h School Zone 30 m north of Queens Park Road, covering the subject site frontage.
Queens Park Road	Local Road	40 km/h	Yes	Local road that provides access for the local residential catchment and the school. 40 km/h School Zone that covers the subject site frontage.

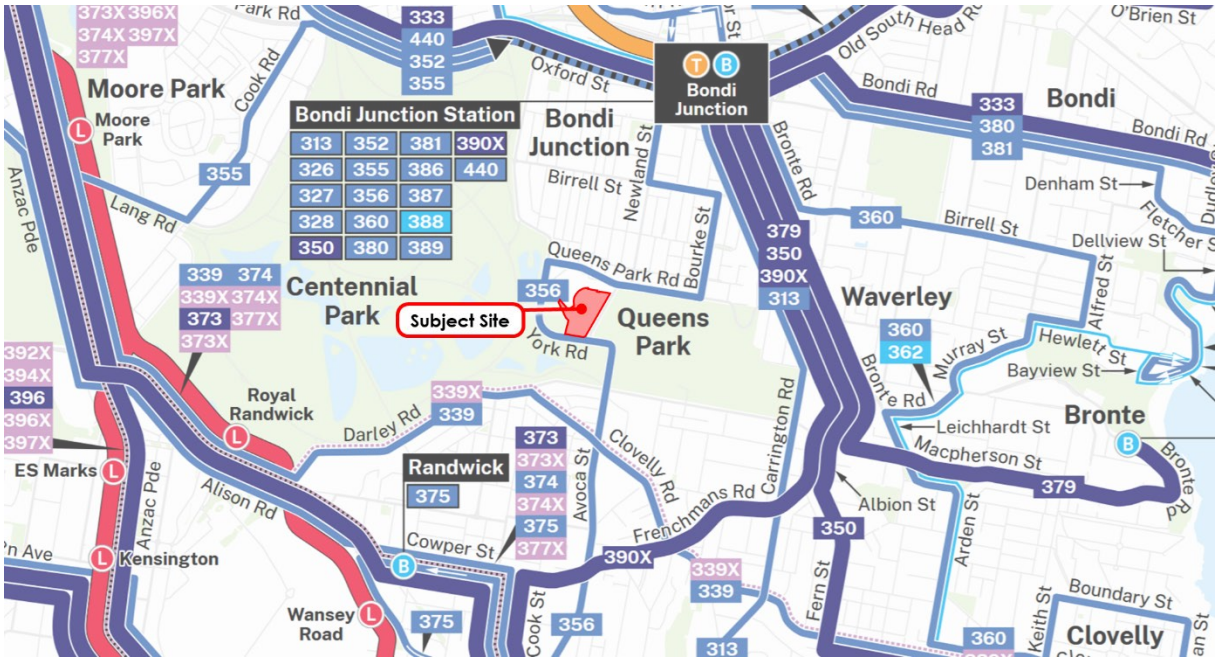
Baronga Avenue	Local Road	40 km/h	Yes	Local road that provides access for the school and pedestrian access to Queens Park. 40 km/h School Zone that covers the subject site frontage.

2.3 Public Transport Facilities

The site is located within the vicinity of several bus stops along Queens Park Road, Bronte Road, and Darley Road. These bus stops serve bus routes 313, 339, 339X, 350, 356, 379, and 390X. Moreover, these bus stop provides connection to the L2 Randwick Line that provides access to the Eastern and Inner Sydney CBD, and the T4 Eastern Suburbs & Illawarra Line that provides access to the entire NSW rail network.

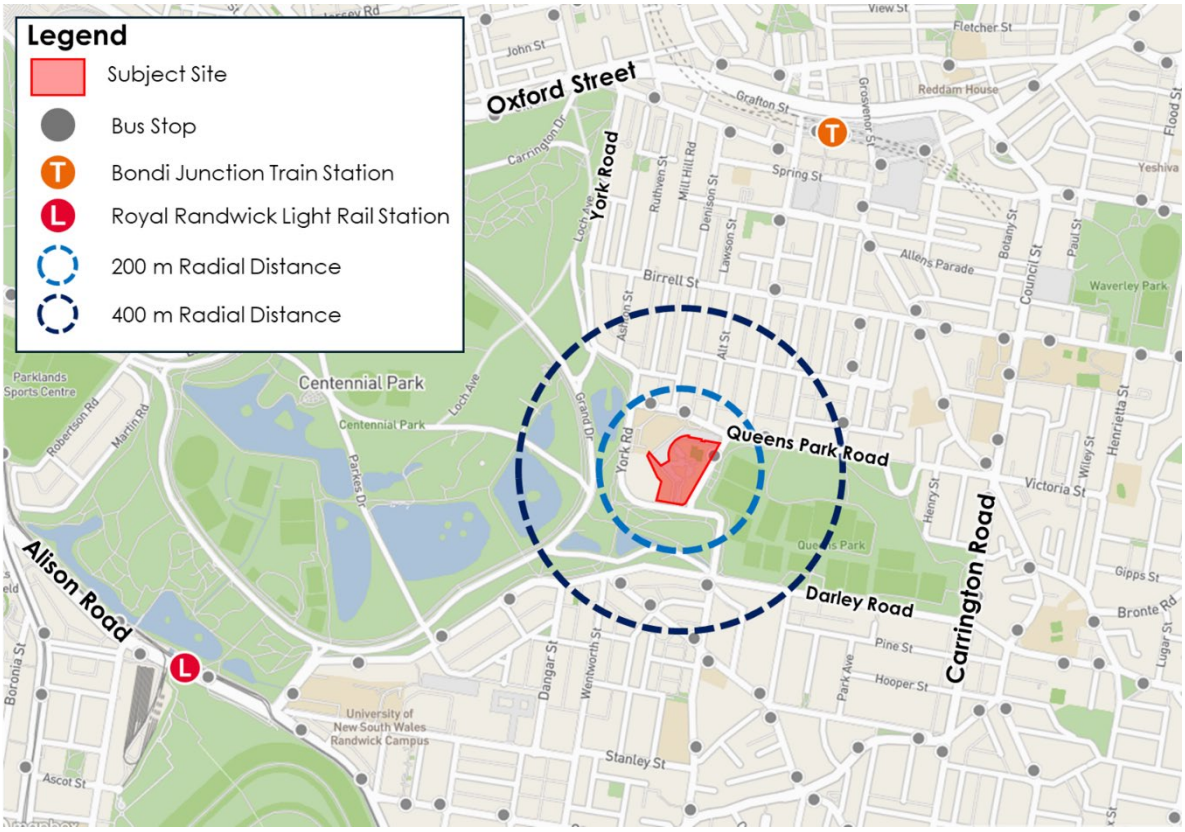
The public transport network map and infrastructure map within the site vicinity are shown in Figure 2.2 and Figure 2.3, respectively, and the frequency of the services is outlined in Table 2.2.

Figure 2.2: Public Transport Network Map



Source: TfNSW – Sydney CBD, Inner West and Eastern Suburbs Public Transport Network

Figure 2.3: Public Transport Infrastructure Map



Source: TfNSW – Trip Planner

Table 2.2: Public Transport Services

Route	Route Description	Frequency (Peak)	Frequency (Off-Peak)
313	Coogee to Bondi Junction via Carrington Rd	10 minutes	30 minutes
339	Clovelly to Central Foveaux St (Loop Service)	10 Minutes	20 minutes
339X	Clovelly to City Museum (Express Service)	10 minutes	30 minutes
350	Sydney Airport Domestic to Bondi Junction	10 minutes	20 minutes
356	Eastgardens to Bondi Junction	20 minutes	30 minutes
379	North Bondi to Bronte	10 minutes	20 minutes
390X	La Perouse to Bondi Junction (Express Service)	10 minutes	10 minutes
L2	Randwick Line	8 minutes	15 minutes
T4	Eastern Suburbs & Illawarra Line	5 minutes	15 minutes

Source: TfNSW, last accessed on 30/09/2025

2.4 Pedestrian and Cyclist Infrastructure

Paved pedestrian footpaths are provided along the site frontage on Queens Park Road, along the school frontage on the western side of Baronga Avenue between Queens Park Road and the southern end of the kerb side parking lane, and on the eastern side of Baronga Avenue between Queens Park Road and the raised pedestrian crossing.

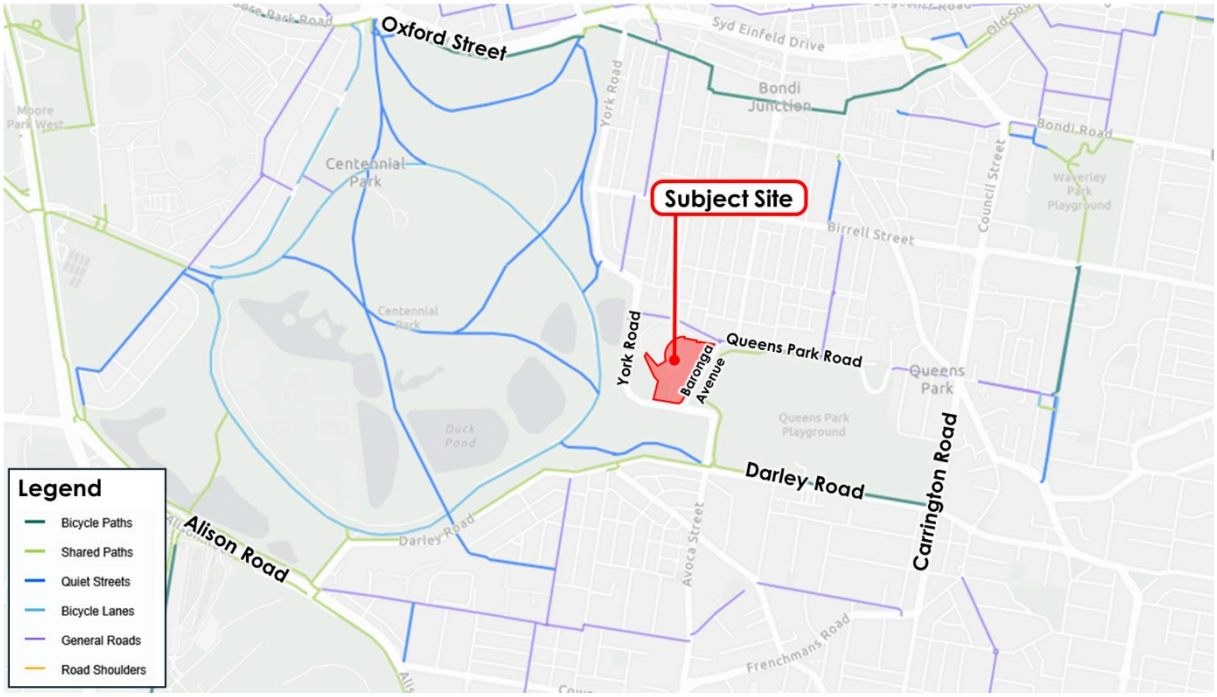
Paved pedestrian footpaths are also provided along the school western frontage on York Road between Queens Park Road and the car park access, and along the school southern frontage on York Road.

Crossing facilities are provided within the vicinity of the site, including:

- Marked pedestrian crossing on Queens Park Road, west of Alt Street
- Pedestrian refuge on Queens Park Road, east of Newland Street
- Pedestrian refuge on York Road on the western side of the school, south of Queens Park Road
- Raised pedestrian crossing on Baronga Avenue

Several existing cycleway networks are provided in the surrounding area, which are shown in Figure 2.4.

Figure 2.4: Existing Cycleway Network



Source: TfNSW Cycleway Finder

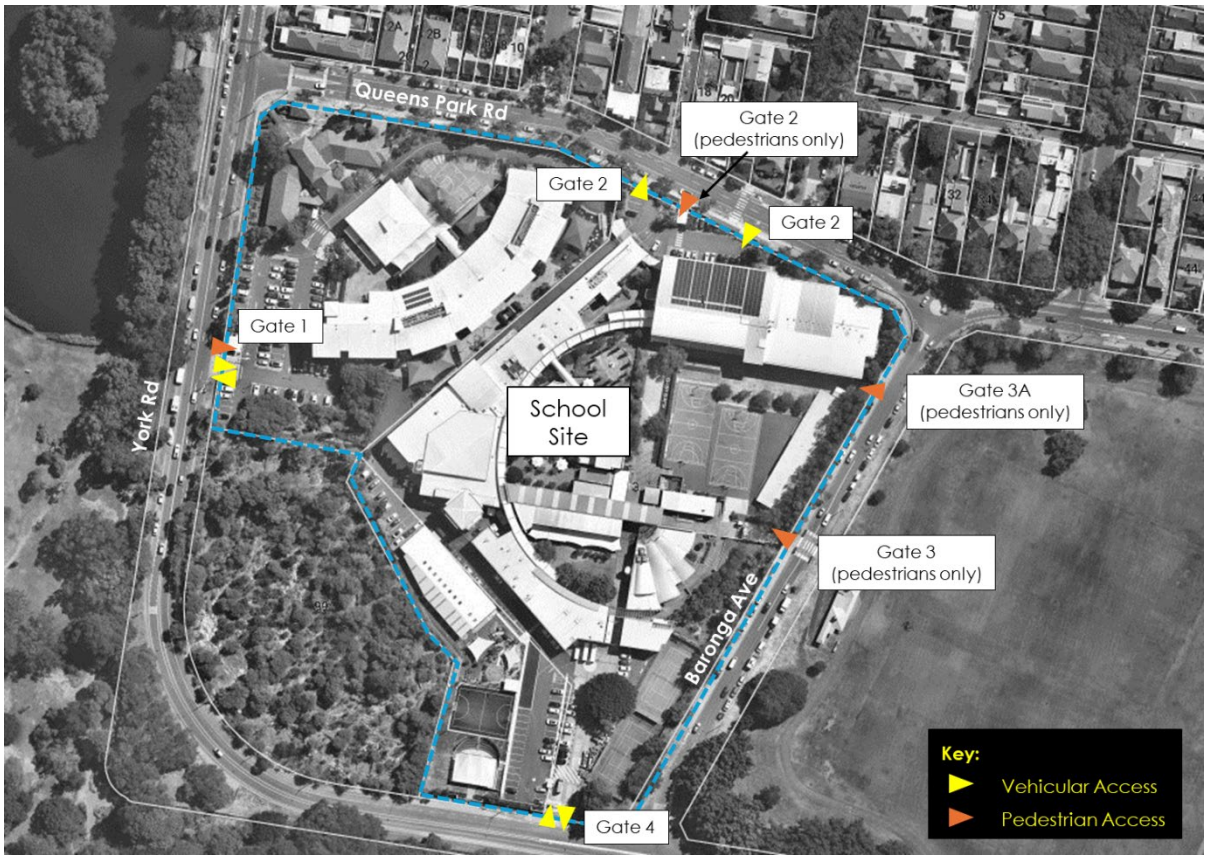
2.5 Existing Access Arrangements

The existing school provides three vehicle access gates along York Road and Queens Park Road. No existing vehicle access gates are provided off Baronga Avenue.

The existing vehicle access gates are referred to as Gate 1, 2 and 4 and provide vehicle access to the existing three school car parks along York Road (west), Queens Park Road (north) and York Road (south) site frontages respectively, as shown in Figure 2.5.

Pedestrian access gates are provided on Baronga Avenue, Queens Park Road and York Road (west) as shown in Figure 2.5.

Figure 2.5: Existing School Access Gates



Base Map Source: Nearmap

3 Proposed Construction Activities

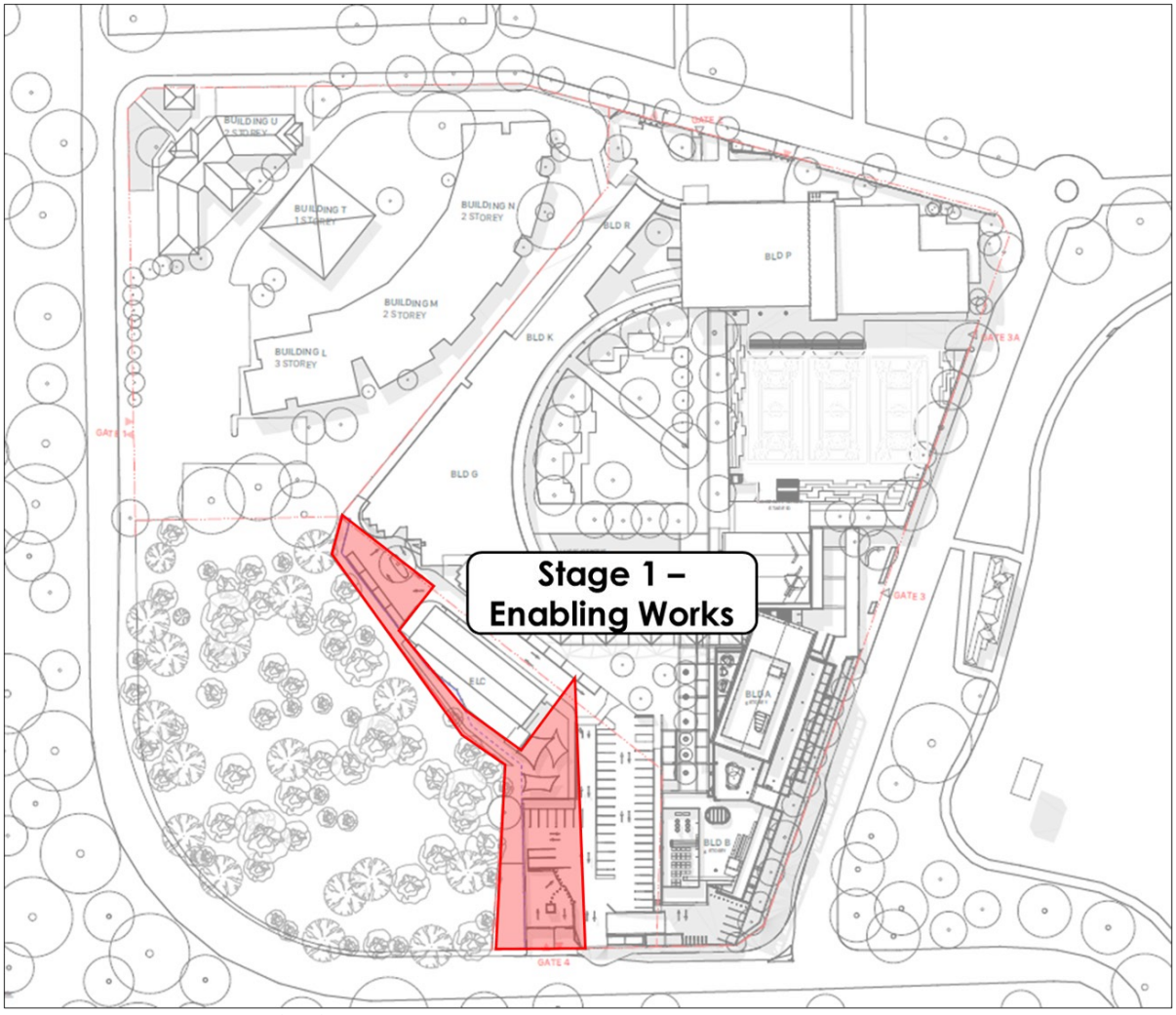
3.1 Description of Construction Activities

The proposed Stage 1 – Enabling Works involves:

- Staged demolition of existing buildings, demountable structures and hardstand areas
- Removal of trees and bulk earthworks
- Construction of a new car parking area and a new on-site drop-off/pick-up area
- Construction of new vehicular and pedestrian access

The construction site area is outlined in red in Figure 3.1.

Figure 3.1: Stage 1 – Enabling Works Construction Area



Base Map Source: FJC Studio, Site Plan – Stage 1, Rev 001, dated 4/11/2024

3.2 Estimated Duration

The total duration of Stage 1 – Enabling Works is expected to be approximately 5 months.

3.3 Construction Work Hours

Construction activities will be carried out in accordance with Consent Conditions F7, F8 and F10 of SSD-10352-Mod-1, which is outlined below.

F7. Construction, including the delivery of materials to and from the site, may only be carried out between the following hours:

(a) between 7am and 6pm, Mondays to Fridays inclusive; and
(b) between 8am and 5pm, Saturdays.

No work may be carried out on Sundays or public holidays.

F8. Construction activities may be undertaken outside of the hours in condition F7 if required:

(a) by the Police or a public authority for the delivery of vehicles, plant or materials; or
(b) in an emergency to avoid the loss of life, damage to property or to prevent environmental harm; or
(c) where the works are inaudible at the nearest sensitive receivers; or
(d) where a variation is approved in advance in writing by the Planning Secretary or his nominee if appropriate justification is provided for the works.

F10. Rock breaking, rock hammering, sheet piling, pile driving and similar activities may only be carried out between the following hours:

(a) 9am to 12pm, Monday to Friday
(b) 2pm to 5pm, Monday to Friday; and
(c) 9am to 12pm, Saturday.

3.4 Construction Vehicle Type

It is expected that various types of construction vehicles will visit the site, including rigid trucks, concrete mixer trucks, and Utes/Vans.

It is anticipated that the largest typical construction vehicle that will visit the site on a daily basis is a 12.5m long standard Heavy Rigid Vehicle (HRV) except during excavation. It is proposed that a 19m long truck and dog trailer will be used during excavation, which would reduce the number of heavy vehicle trips and shorten the duration of excavation works, thereby minimising the impacts of the excavation works.

As detailed in Section 3.6, construction trucks will travel to the site via Oxford Street and York Road and depart from the site via York Road and Darly Road. Therefore, the use of truck and dog trailers and HRVs would have minimal impacts on local residential streets.

Swept path analysis of a standard 12.5m long HRV and a 19m truck and dog trailer has been undertaken, demonstrating the vehicle entering/exiting the site via York Road and Baronga Avenue. The swept path analysis is provided in Appendix B.

It may be necessary that, on one-off occasions, a larger vehicle that fall outside the definition of a General Access Vehicles (i.e. a vehicle where the dimension requirements for the eligible vehicle or combination, or exceed the mass limits of the eligible vehicle or combination) is required to transport construction plant or machinery (e.g., components of a tower crane, piling rig). A separate application may be required and will be submitted to the National Heavy Vehicle Regulator (NHVR) for approval, which will be date and time specific.

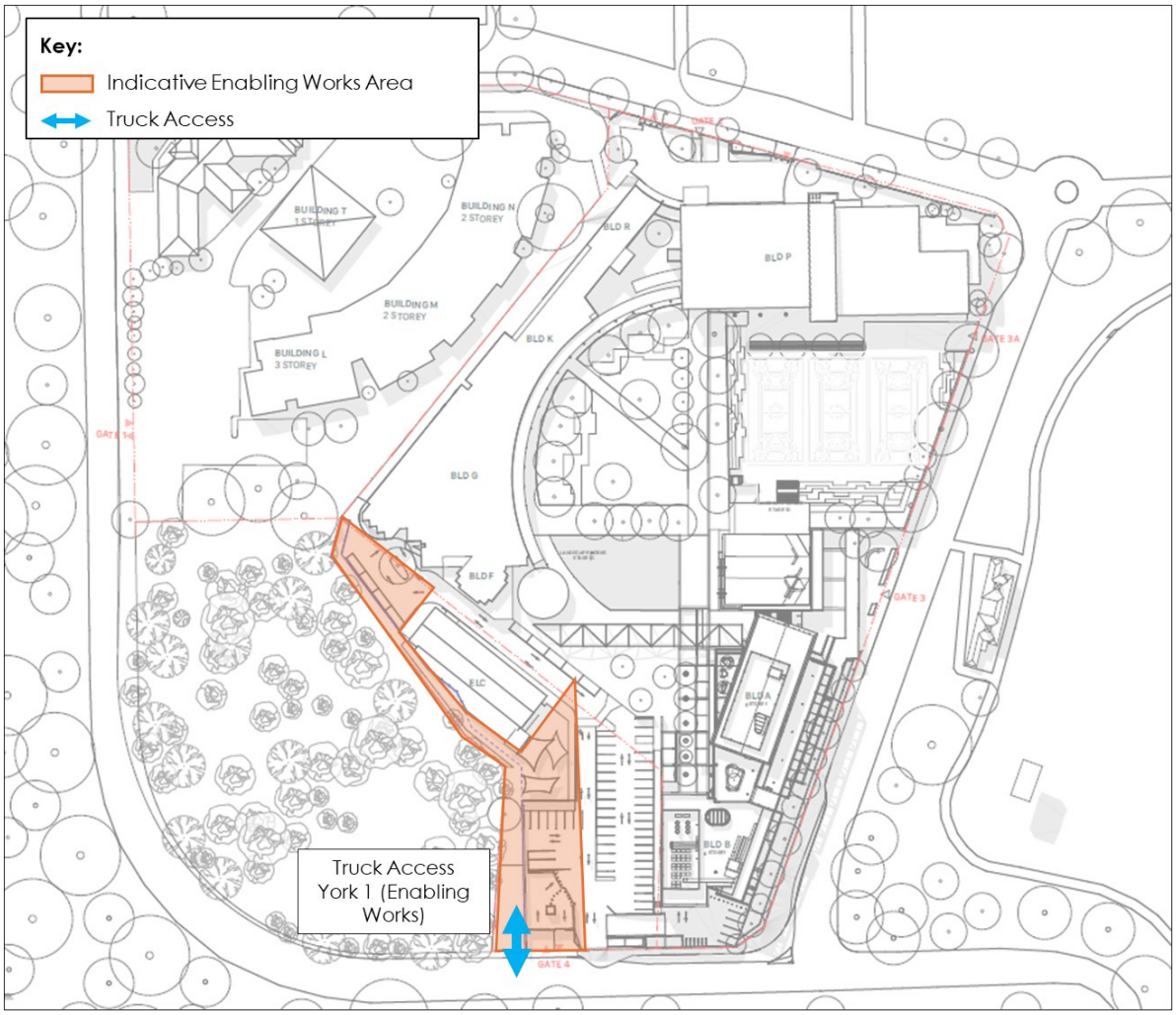
3.5 Construction Site Access Arrangements

The proposed construction access point for Stage 1 – Enabling Works requires trucks to access the site via a temporary driveway (York 1) on York Road, near the western boundary of the site, as shown in Figure 3.2.

Notwithstanding the approved construction hours, truck movements in and out of the site should be scheduled to occur outside the school peak pick-up/drop-off hours (i.e. 7:30am – 8:30am and 3:00pm – 4:00pm) when possible to minimise the impacts on school traffic and pedestrians.

All construction vehicles shall enter and exit the site in a forward direction when possible. If reversing movement is required, traffic controller(s) will be assigned to temporarily stop and hold traffic on the road when a truck is reversing into the site.

Figure 3.2: Proposed Construction Vehicle Access Points



Base Map Source: FJC Studio, Site Plan – Stage 1, Rev 001, dated 4/11/2024

3.6 Proposed Construction Truck Routes

To/From Truck Access Points on York Road (York 1)

It is proposed that construction trucks will travel to the site via Oxford Street and York Road, and exit the site via York Road, Darley Road and Alison Road (state road).

The proposed truck haulage routes are shown in Figure 3.3.

Figure 3.3: Proposed Truck Routes

Source: Google Maps

3.7 Construction Zone Requirements

It is expected that a construction zone on York Road (within the indented bay) along the site frontage will be required to accommodate temporary holding of construction vehicles in front of the site when required. No loading/unloading will occur in the construction zone.

An application via Waverley Council's online portal will be submitted for a construction zone permit where required. The length, location and duration of the construction zone will be subject to the construction needs and Council's approval.

3.8 Hoarding and other Permits

Appropriate fencing/hoarding will be provided around the construction area to create separation between the construction works and pedestrians/other road users/operation of the school. The contractor would be responsible for obtaining relevant permits for the proposed hoarding arrangement, prior to commencement of works.

3.9 Proposed Footpath/Road Closure

Any temporary footpath or road closure permit will be obtained from Waverley Council and/or other relevant authorities prior to commencement of the works when required. The permit applications would be managed under separate applications to this CTPMSP, when specific public domain works are confirmed.

Notwithstanding that, it is anticipated that the following footpath/road closure would be required as part of the Stage 1 – Enabling Works.

3.9.1 Enabling Works – Stormwater Works

It is expected that during the enabling works phase, stormwater works will be undertaken along the footpath fronting the site on York Road, and on the landscape verge along the site frontage on Baronga Avenue, as shown in Figure 3.4. It is proposed that the stormwater works will be constructed in sections with approximately 6m increments starting from the western side on York Road.

Figure 3.4: Indicative Stormwater Works Area

Base Map Source: Nearmap

The works would require the closure of the footpath in front of the school on York Road and closure of the left-turn lane when works are undertaken around the corner of the school at the intersection.

It is noted that paved footpath is only provided along the site frontage on the northern side of York Road for pedestrian access to/from the school. Since the pedestrian access from York Road (south) to the operational part of the school will not be available during construction, it is expected that the number of pedestrians walking along the site's frontage on the northern side of York Road will be minimal during construction. Notwithstanding that, a traffic controller will be assigned at the stormwater work area and guide pedestrians walking around the construction area by stopping and holding traffic on York Road (eastbound) when required.

It is proposed that the stormwater works around the northwest corner of the intersection of York Road and Baronga Avenue is to be undertaken after hours (expected to be between 7pm– 5:30am) to minimise impacts on traffic. The left-turn slip lane will be closed to accommodate the construction works and ensure safety of workers on-site and other road users. Swept path analysis has been undertaken demonstrating that vehicles up to a 6.4m long SRV are able to turn left from the existing through lane into Barong Avenue, as shown in Appendix B. Trucks longer than 6.4m will be detoured to continue on York Road, then travel through Darley Road and Carington Road to Queens Park Road. However, it is expected that the number of trucks needing to turn left from York Road into Baronga Avenue is negligible after hours. Therefore, the proposed closure of the left-turn lane will not have a material impact on the road network.

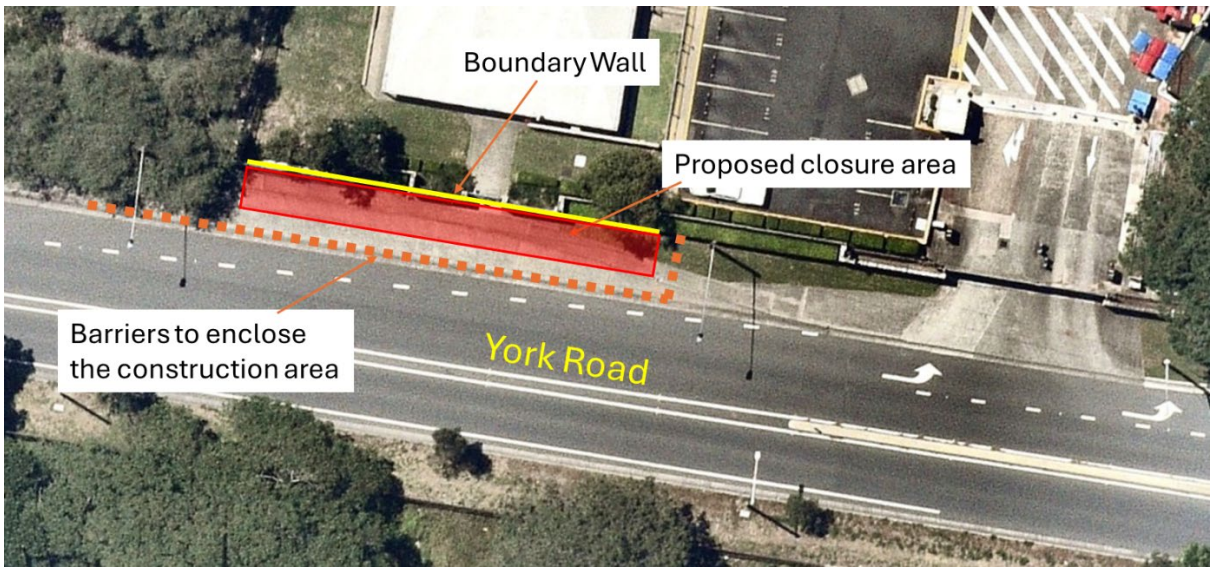
A Traffic Guidance Scheme (TGS) has been developed for the proposed stormwater works, which is provided in Appendix A.

Notwithstanding the above, specific duration, stagging arrangements and construction hours will be subject to the construction schedules and Council's approval.

3.9.2 Enabling Works – Construction of Boundary Wall

It is proposed that during the enabling works phase, the concrete boundary wall will be constructed along the site frontage on York Road (south). It will require the closure of the footpath along the construction area on York Road, as shown in Figure 3.5. Associated footpath closure signage will be provided on either side of the construction area.

Figure 3.5: Indicative Enabling Works Boundary Wall Construction Area



Base Map Source: Nearmap

A specific TGS has been developed for the proposed footpath closure, which is provided in Appendix A.

Notwithstanding the above, specific duration, staging arrangements, and construction hours will be subject to the construction schedules and Council's approval.

3.10 Construction Workers and Parking

It is expected that the number of construction workers during the enabling works will be up to 21 workers.

Due to site constraints, no on-site parking will be available for construction workers.

Construction workers will be encouraged to utilise the public transport to travel to/ from the site when possible. The site is located within proximity of several frequent bus routes, as mentioned in Section 2.3 that provides services to/from Bondi Junction Station and Royal Randwick Station. This will be incorporated in the workers' induction program at the beginning of the construction period, to encourage workers to use public transport to travel to/from the site.

All construction workers will be informed not to park on the nearby residential streets and to obey the parking controls on the surrounding roads.

Other measures to discourage construction workers from using private vehicles are further provided in Section 5.3.

3.11 Materials and Handling Area

All materials handling and plant equipment, including waste storage, are expected to be wholly stored within the site. It is not expected that any public road will be required for such purposes. However, if temporary use of any public roads, including verges and footpaths, is required for storage purposes or the like, prior consultation with Council will be undertaken. All relevant permit approvals will also be obtained before the commencement of such activities.

4 Construction Traffic Assessment and Implications

4.1 Construction Vehicle Traffic Generation

The estimated heavy vehicle movements associated with the enabling works are summarised in Table 4.1.

Table 4.1: Summary of Construction Truck Movements

Phase	Number of Trucks (daily)	Daily Two-way Vehicle Trips (1 truck delivery = 2 trips)	Average Two-way Hourly Vehicle Trips (assuming 9-hour period for truck movements on a weekday)
Enabling Works	4	8	1

This level of construction traffic generation is considered low, with up to one trip (two-way) per hour expected during the enabling works. As such, the construction truck movements are not expected to have any adverse impact on the surrounding road network.

In addition, it is proposed that construction deliveries be scheduled to avoid major delivery vehicle movements during the school peak drop-off and pick-up periods (i.e. 7:30am – 8:30am and 3:00pm – 4:00pm) when possible. This will minimise conflicts between truck traffic, high pedestrian activity, and school traffic.

Trips generated by the construction workforce are not expected to have a noticeable impact on the surrounding road network, as the majority of construction workers are expected to use public transport to reach the worksites, with no on-site parking available.

Notwithstanding that, peak worker vehicle trips typically occur at the start of the day, when the majority of the construction workforce arrives on site before 7 am. This is earlier than the commuter morning peak hour and the school AM peak. It is also expected that the majority of the construction workforce will generally leave the site around 4 pm. However, the latest work hour is 6 pm from Monday to Friday, except for some works, such as concrete pours, that occasionally require most workers to stay until 6pm. Therefore, the typical afternoon peak of construction worker trips occurs around 4 pm, after the school PM peak but before the commuter peak.

4.2 Truck Layover Area

Buildcorp proposes to use Veyor, a construction logistics delivery management software/application that can connect site teams, subcontractors, and suppliers in real time to manage delivery schedules, material handling, and track the location of delivery trucks.

The use of the logistic management system would allow site manager to easily communicate with truck drivers and schedule deliveries to ensure trucks only arrive at the site when a vacant loading area is available.

Arriving vehicles that are not able to use the loading area within the site will be held temporarily in the construction zone, or be directed by the site team to continue travelling to a legal parking space remotely and away from residential properties, and enter the street only when the loading area/construction zone is clear for access.

4.3 Pedestrian and Cyclist Access

Pedestrian and cycle access will be maintained around the construction site as per existing conditions, with the only exception being for specific stages of works identified in Section 3 of this CTPMSP. Site personnel/traffic controller will manage pedestrian movements crossing the driveways. During periods when trucks are entering/exiting the site, pedestrians may be held only briefly to ensure their safety. However, pedestrians must not be stopped, detoured or held for an extended period of time in anticipation of a vehicle entering/exiting.

When partial or full footpath closure is required that would impact pedestrian movements in the site's surroundings, appropriate pedestrian detour routes or temporary access paths will be provided to guide pedestrians to walk around the construction areas, as outlined in the corresponding Traffic Guidance Scheme.

All relevant site hoarding and fencing will be installed around the construction area to isolate the construction site from pedestrians, except for construction personnel access. Turnstile gate will be installed at the York Road access gate for construction personnel access.

4.4 Public Transport Facilities

The proposed construction activities are not expected to result in any changes to the existing public transport services. All existing bus facilities and bus stops will be maintained at all times during the works.

4.5 Emergency Vehicles and Heavy Vehicles

Emergency vehicles' access through the construction site area, as well as the operation of the school, will be maintained at all times.

4.6 Adjoining Properties and Local Access

The proposed construction works will not impact existing access to/from the surrounding properties. Access to adjoining properties will be maintained at all times during the works.

As the site is mostly surrounded by Centennial Park to the west and south and Queens Park to the east, and no truck access on Queens Park Road, there will be minor impacts to local residents. Notwithstanding that, notifications to the neighbouring properties on Queens Park opposite the site would be provided via letterbox drop at least 48 hours prior to the construction activities.

The letter would also include the contact details of the site manager to allow relevant stakeholders to provide feedback and file complaints. The contact details of the appointed site manager would also be made available to relevant authorities (including Transport Management Centre), to resolve any issues that residents and businesses may raise about the construction activities. Each feedback and complaint will be dealt with as they occur. The contact details of the site manager would also be made available on the construction site gate 24 hours a day and 7 days a week.

5 Construction Traffic Management Measures

5.1 Traffic Guidance Scheme

The proposed construction truck movements to/from the works site will be accompanied by advisory traffic control signage to minimise the traffic impact on the surrounding road network.

TTPP has prepared site-specific Traffic Guidance Schemes (TGSs) to manage the movement of construction vehicles to/from the site, and the proposed footpath/road occupancy on York Road and Baronga Avenue. The TGSs have been designed in accordance with TfNSW's Traffic Control at Works Sites manual and are enclosed in Appendix A.

Traffic controllers/dedicated site personnel will be assigned at the construction truck access driveways to manage and assist with construction truck movements, as well as to assist pedestrians in crossing the driveway.

Only accredited traffic controllers are allowed to temporarily hold traffic on the public roads to facilitate trucks entering or exiting the site when required. Site personnel will only be allowed to assist, manage and guide construction trucks out of the site under suitable gaps in traffic, and assist traffic controllers in guiding pedestrians crossing the driveway.

All advisory road signage will be installed in accordance with AS1742.3 Manual of uniform traffic control devices - Traffic control devices for works on roads and the TfNSW Traffic Control at Worksites Manual. Signs will be installed and maintained throughout the construction period, as required.

5.2 Vehicle Access and Truck Routes

Veyor construction scheduling app will be utilised to manage the deliveries, to ensure construction trucks only arrive the site when a loading area is available. All loading and unloading activities will be undertaken within approved worksite during the approved work hours. No queuing or marshalling of construction vehicles will be permitted on public roads until such time a construction zone is applied for and approved by Council.

If there are any materials spilt onto the road, site personnel and equipment will rectify the issue accordingly, subject to appropriate WH&S provisions.

The following protocols must be in place to minimise the impacts associated with the nominated construction vehicle routes:

- Site induction shall include procedures for accessing the site.

- Drivers shall adhere to the designated transport routes.
- Drivers shall be aware of pedestrians and cyclists in the vicinity of the site.
- Drivers shall be aware of the posted speed limits and traffic management measures on the surrounding roads.
- Drivers shall be aware of school buses, and reduce vehicle speed to 40km/h or less when passing a bus / school bus with flashing lights, and watch out for children crossing the road.
- Site induction shall promote road safety and obey the NSW road rules at all times.
- Truck drivers must not drive under the influence of drugs and alcohol.

5.3 Construction Worker Parking

It is proposed to implement the following measures to encourage workers to use public transport and reduce the demand for private vehicles.

- Provide an on-site tool drop-off and storage zone to allow tradespeople to drop off and store their specific machinery for the project.
- All personnel and subcontractors will be made aware of parking requirements and restrictions in the surrounding streets through the site induction process, with regular (once a month) reminders issued as needed via Toolbox Talks.
- Instruct construction workers to use public transport to access the site. Public transport location maps and timetable information will be displayed at key locations within the work site and will be easily accessible to all construction workers.
- Construction workers who are required to travel by car are encouraged to use carpooling to travel to/from the site when possible, thus minimising parking requirements.

Additionally, a Community Communication Strategy (CCS) will be implemented in accordance with Consent Condition E9. The CCS will provide procedures and mechanisms to facilitate communication between the Applicant, the relevant Council and the community, and identify people to be consulted during the construction phases.

5.4 Existing School Operation

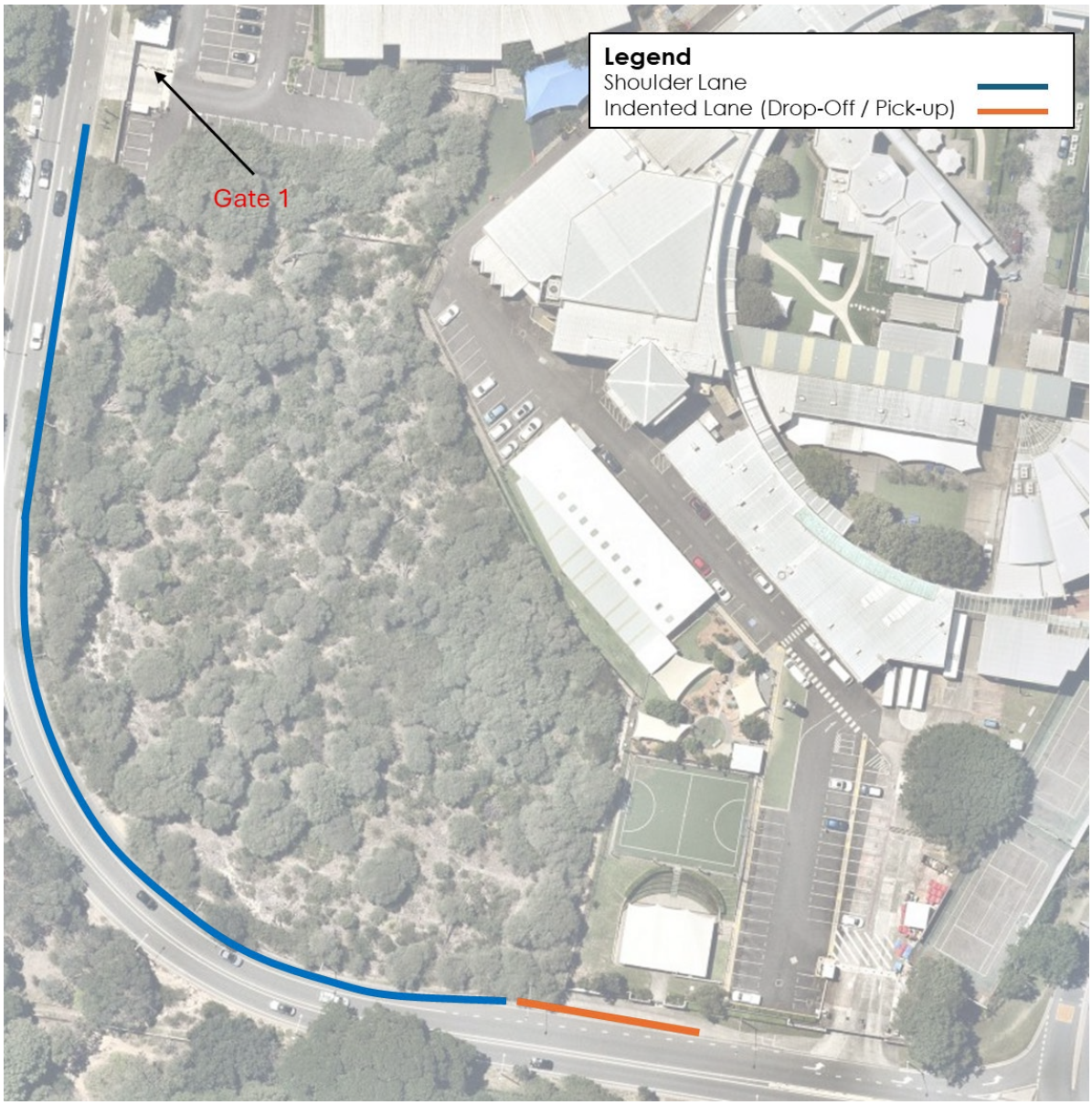
The construction work site will be enclosed by appropriate hoarding to isolate the construction activities from the school.

It is noted that the school provides a designated drop-off/pick-up area within the site to cater for the drop-off/pick-up activities associated with the primary school. Access to the designated drop-off/pick-up area is provided directly off the existing school car park on York Road (west) via Gate 1. It is expected that the construction activities will have no impact on this site access and the primary school drop-off/pick-up arrangements within the site.

It is also noted that the existing morning drop-off activities associated with the High School are undertaken in Baronga Avenue fronting the school and within the indented parking lane on York Road (south) along the south boundary of the school. The afternoon pick-up activities of the High School will occur along York Road only. The drop-off/pick-up point on York Road is shown in Figure 5.1.

There is an established drop-off/pick-up arrangement, where all parents' vehicles utilising the drop-off/pick-up facilities on York Road and Baronga Avenue must be registered with the school and display an identification number issued by the school to use the drop-off/pick-up area. The drop-off/pick-up area is supervised by traffic wardens and reinforced by security personnel engaged by the school.

Figure 5.1: Existing High School Drop-off/Pick-up Location



It is understood that the drop-off/pick-up point at York Road in front of the south boundary of the site will be closed during the Stage 1 Enabling Works.

It is proposed that the High School morning drop-off activity will occur on Baronga Avenue as per the existing arrangement, however, the High School afternoon pick up will be temporarily relocated to the existing drop-off/pick-up area used by the Primary School via Gate 1 off York Road (west). As the Primary School and High School have staggered finish times, the High School pick-up time will occur after the main pick-up time of the Primary School.

The existing Early Learning Centre (ELC) pick-up/drop-off arrangements will be maintained as per the existing, within the car park via Gate 4.

Notwithstanding that, it is understood that a new on-site pick-up/drop-off facility with a new roundabout to facilitate traffic turnaround will be provided at the northwest of the existing ELC building. Once these facilities are constructed and the new on-site pick-up/drop-off facility off York Road (south) is available, the High School pick-up/drop-off activities will be accommodated within the new on-site pick-up/drop-off area.

5.5 Heavy Vehicle Loads

All drivers will be required to adhere to the posted vehicle load limits on all roads and not overload vehicles beyond their maximum loading limits and/or relevant approvals.

All trucks entering or leaving the site with loads must have their loads covered and must not track dirt onto any public road. Before leaving the site, covering truck loads is mandatory, and when required, tailgates must be swept clean before leaving the site.

5.6 Site Induction Training

All construction workers employed at the site by the construction contractor must undergo site induction training.

The induction training shall include nominated construction transport routes to and from the construction site for construction vehicles, along with standard environmental, WH&S, driver protocols and emergency protocols. This training would be the responsibility of the construction contractor.

5.7 Driver Code of Conduct

All drivers employed on the project, whether direct employees or not, have a responsibility to drive safely, comply with state road regulations and the Australian Road Rules, and any other directives issued by Buildcorp. A copy of the Driver Code of Conduct has been prepared and is included in Appendix C.

6 Conclusion

The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) has been prepared to document the proposed construction activities and associated construction traffic management measures necessary to facilitate the Stage 1 – Enabling Works of the Moriah College Redevelopment project.

Based on the findings of this CTPMSP, it is concluded that:

- The estimated duration of Stage 1 – Enabling Works is approximately 5 months.
- The proposed construction activities are anticipated to generate up to 8 daily truck movements and 1 hourly truck movement truck movements (two-way) within the proposed truck movement periods (9 hours on weekdays)
- Loading/unloading will occur within the construction site.
- Construction vehicle access will be provided on York Road (southern side of the site) during the Stage 1 – Enabling Works
- All construction vehicles shall enter and exit the site in a forward direction when possible. If reversing movement is required, traffic controller(s) will be assigned to temporarily stop and hold traffic when a truck is reversing into the site.
- Truck drivers are to be instructed to use the designated truck routes to/from the site.
- No adverse impacts are expected on cyclist movements, general traffic and public transport services as they will be maintained as per existing conditions for the duration of the construction works.
- Several measures will be implemented to encourage construction workers to use public transport, including on-site tool drop-off and storage facility and carpooling policy.
- The construction works should ensure minimal impacts on the existing school operation and ensure the safety of pedestrians and pick-up/drop-off activities when required.
- A number of driver protocols will be established as part of the site induction procedure for drivers to ensure the safety of motorists, pedestrians and cyclists.

In summary, it is concluded that the proposed traffic control measures will adequately address the potential implications of the construction activities during the enabling works. This CTPMSP fulfils the requirements of Condition E14 of the consolidated consent of the State Significant Development (SSD-10352-Mod-1).

Appendix A

Traffic Guidance Schemes

Legend

- SUBJECT SITE
- ENABLING WORKS
- SITE ACCESS

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	AL	PC	DC	27/10/25
B	PLAN UPDATE	AL	PC	DC	18/11/25
C	ENABLING WORKS	AL	PC	DC	20/11/25
D	PLAN UPDATE	AL	PC	DC	12/12/25

ttpp transport planning

PROJECT

MORIAH WAR MEMORIAL COLLEGE - STEAM BUILDING

TITLE

SITE OVERVIEW

DWG No. 25055CAD012 FIGURE (0)

DATE STAMP 12 December 2025

PROJECT No.	SCALE	REV.
25055	1:1250 @A3	D

Filename: 25055CAD012-251212-TGS Enabling Works

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FOOTPATH CLOSED AHEAD

PROPOSED DRIVEWAY LOCATION

R4-212 ROAD WORKS AHEAD 40

T1-5

T1-18 PREPARE TO STOP

T1-34

T8-4 FOOTPATH CLOSED

T8-4 FOOTPATH CLOSED

R4-1 END ROAD WORK

15m 15m 15m 15m

TRAFFIC CONTROLLER TO MANAGE TRUCKS ENTERING / EXITING THE THE SITE FROM YORK ROAD

BARONGA AVENUE

YORK ROAD

Legend

- SUBJECT SITE
- PROPOSED SITE ACCESS
- TRAFFIC CONTROLLER
- SIGNAGE

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DORA CHOI

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ttpp transport planning

PROJECT
MORIAH WAR MEMORIAL COLLEGE - STEAM BUILDING

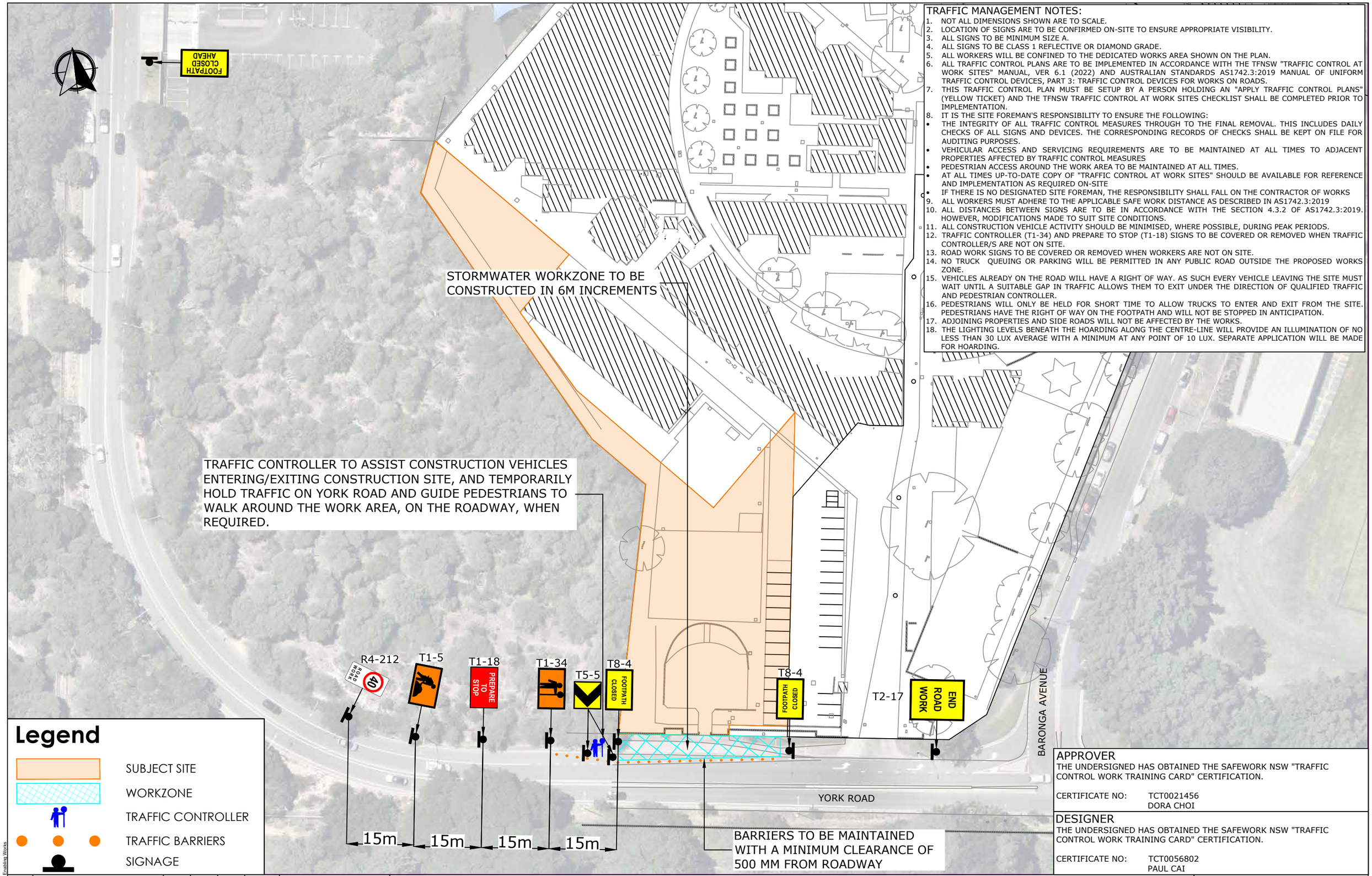
TITLE
TRAFFIC GUIDANCE SCHEME (TGS) - ENABLING WORKS
YORK 1

DWG No. 25055CAD012
FIGURE (1)

DATE STAMP 12 December 2025

PROJECT No. 25055 | SCALE 1:750 @A3 | REV. D

Filename: 25055CAD012-251212-TGS Enabling Works



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Legend

- SUBJECT SITE
- WORKZONE
- TRAFFIC CONTROLLER
- TRAFFIC BARRIERS
- SIGNAGE

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ttpp transport planning

PROJECT
MORIAH WAR MEMORIAL COLLEGE - STEAM BUILDING

TITLE
TRAFFIC GUIDANCE SCHEME (TGS) - ENABLING WORKS
STORMWATER WORKS - PHASE 1

DWG No. 25055CAD012 FIGURE (2)
DATE STAMP 12 December 2025
PROJECT No. 25055 | SCALE 1:750 @A3 | REV. D

Filename: 25055CAD012-251212-TGS Enabling Works

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PAUL CAI

Legend

- SUBJECT SITE
- WORKZONE
- LANE CLOSURE
- EXISTING ROUTE
- DETOUR ROUTE (VEHICLES LARGER THAN 6.4M SRV)

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ttpp transport planning

PROJECT
MORIAH WAR MEMORIAL COLLEGE - STEAM BUILDING

TITLE
TRAFFIC GUIDANCE SCHEME (TGS) - ENABLING WORKS - DETOUR ROUTE
STORMWATER WORKS - PHASE 2

DWG No. 25055CAD012
FIGURE (3)

DATE STAMP 12 December 2025

PROJECT No. 25055

SCALE 1:3000 @A3

REV. D

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YORK ROAD

DETOUR AHEAD
T1-6

QUEENS PARK ROAD

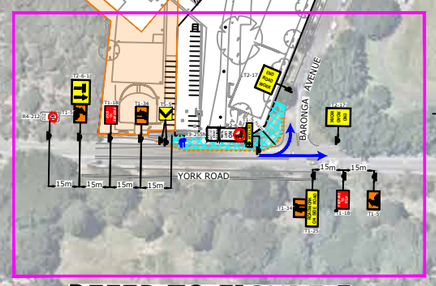
END DETOUR
T2-23

DETOUR
T5-1

VICTORIA STREET

DETOUR

CARRINGTON ROAD



REFER TO FIGURE 5

DETOUR T5-1

DARLEY ROAD

T5-1
DETOUR

Legend

SUBJECT SITE

SIGNAGE

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	AL	PC	DC	27/10/25
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ttpp transport planning

PROJECT
MORIAH WAR MEMORIAL COLLEGE - STEAM BUILDING

TITLE
TRAFFIC GUIDANCE SCHEME (TGS) - ENABLING WORKS - DETOUR ROUTE
STORMWATER WORKS - PHASE 2

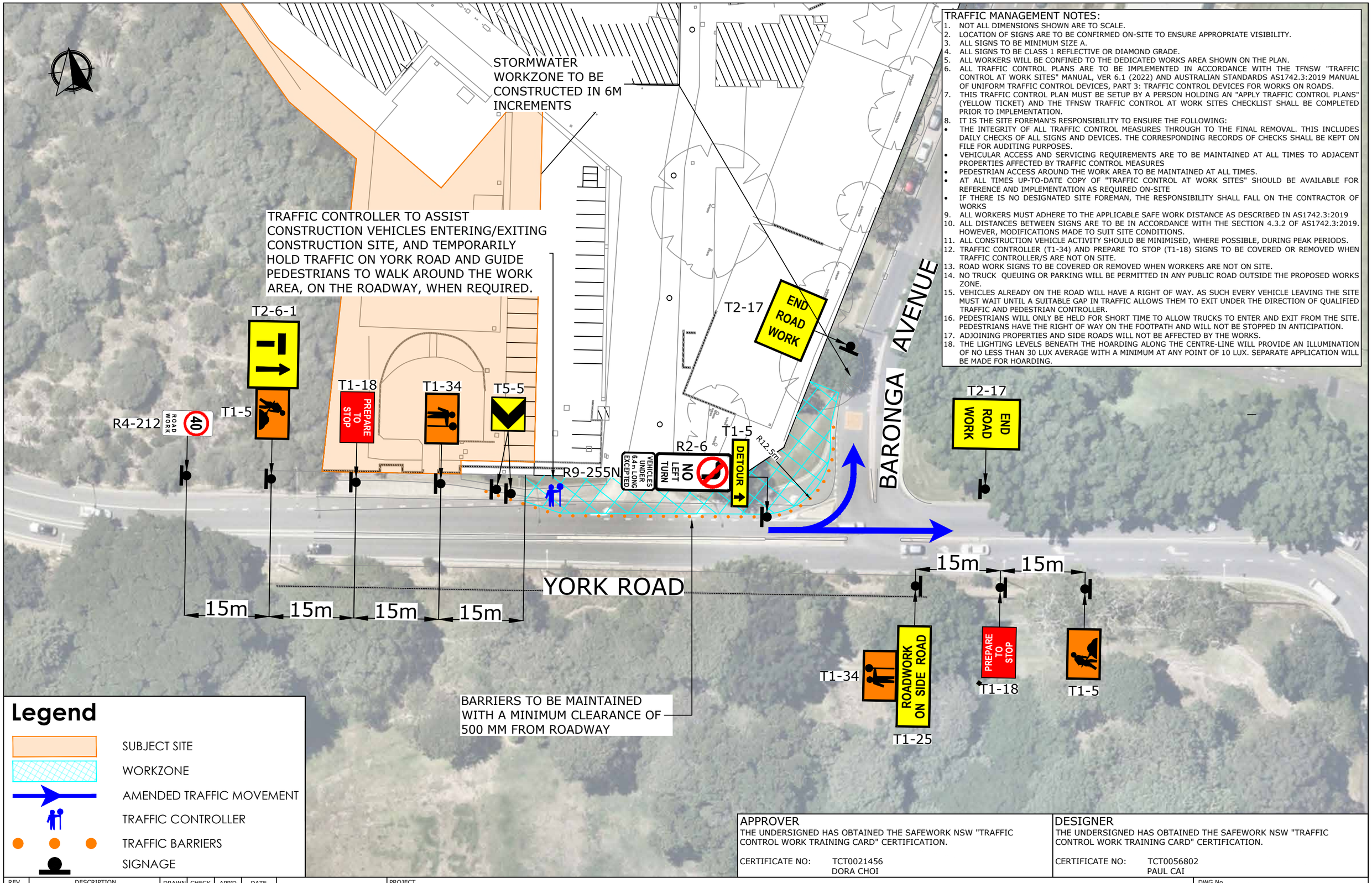
DWG No. 25055CAD012
FIGURE (4)

DATE STAMP 12 December 2025

PROJECT No. 25055

SCALE 1:3000 @A3

REV. D



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   - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
   - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2019
10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 4.3.2 OF AS1742.3:2019. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
12. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
13. ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD OUTSIDE THE PROPOSED WORKS ZONE.
15. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
16. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.
17. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.
18. THE LIGHTING LEVELS BENEATH THE HOARDING ALONG THE CENTRE-LINE WILL PROVIDE AN ILLUMINATION OF NO LESS THAN 30 LUX AVERAGE WITH A MINIMUM AT ANY POINT OF 10 LUX. SEPARATE APPLICATION WILL BE MADE FOR HOARDING.

Legend

- SUBJECT SITE
- WORKZONE
- AMENDED TRAFFIC MOVEMENT
- TRAFFIC CONTROLLER
- TRAFFIC BARRIERS
- SIGNAGE

APPROVER
THE UNDERSIGNED HAS OBTAINED THE SAFEWORK NSW "TRAFFIC CONTROL WORK TRAINING CARD" CERTIFICATION.

CERTIFICATE NO: TCT0021456
DORA CHOI

DESIGNER
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CERTIFICATE NO: TCT0056802
PAUL CAI

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	AL	PC	DC	27/10/25
B	PLAN UPDATE	AL	PC	DC	18/11/25
C	ENABLING WORKS	AL	PC	DC	20/11/25
D	PLAN UPDATE	AL	PC	DC	12/12/25

ttpp transport planning

PROJECT
MORIAH WAR MEMORIAL COLLEGE - STEAM BUILDING

TITLE
TRAFFIC GUIDANCE SCHEME (TGS) - ENABLING WORKS
STORMWATER WORKS - PHASE 2

DWG No. 25055CAD012
FIGURE (5)

DATE STAMP 12 December 2025

PROJECT No. 25055 | SCALE 1:600 @A3 | REV. D

Legend

- SUBJECT SITE
- WORKZONE
- TRAFFIC CONTROLLER
- TRAFFIC BARRIERS
- SIGNAGE

TRAFFIC CONTROLLER TO ASSIST CONSTRUCTION VEHICLES ENTERING/EXITING CONSTRUCTION SITE, AND TEMPORARILY HOLD TRAFFIC ON BARONGA AVENUE AND GUIDE PEDESTRIANS TO WALK AROUND THE WORK AREA, ON THE ROADWAY, WHEN REQUIRED.

STORMWATER WORKZONE TO BE CONSTRUCTED IN 6M INCREMENTS

PARKING TO BE REMOVED TO ACCOMMODATE WORKZONE

YORK ROAD

22m

15m

T1-5

T1-18 PREPARE TO STOP

T1-25 ROADWORK ON SIDE ROAD

T1-34

T1-34 ROADWORK ON SIDE ROAD

T1-25

15m

15m

T1-18 PREPARE TO STOP

T1-5

T8-4 FOOTPATH CLOSED

T8-4 FOOTPATH CLOSED

T2-27 END ROAD WORK

FOOTPATH CLOSED AHEAD

BARONGA AVENUE

T2-27 END ROAD WORK

BARRIERS TO BE MAINTAINED WITH A MINIMUM CLEARANCE OF 500 MM FROM ROADWAY

T1-34

T1-18 PREPARE TO STOP

T1-5

15m 15m 15m

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TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6.1 (2022) AND AUSTRALIAN STANDARDS AS1742.3:2019 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TFNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
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ttpp transport planning

PROJECT: MORIAH WAR MEMORIAL COLLEGE - STEAM BUILDING

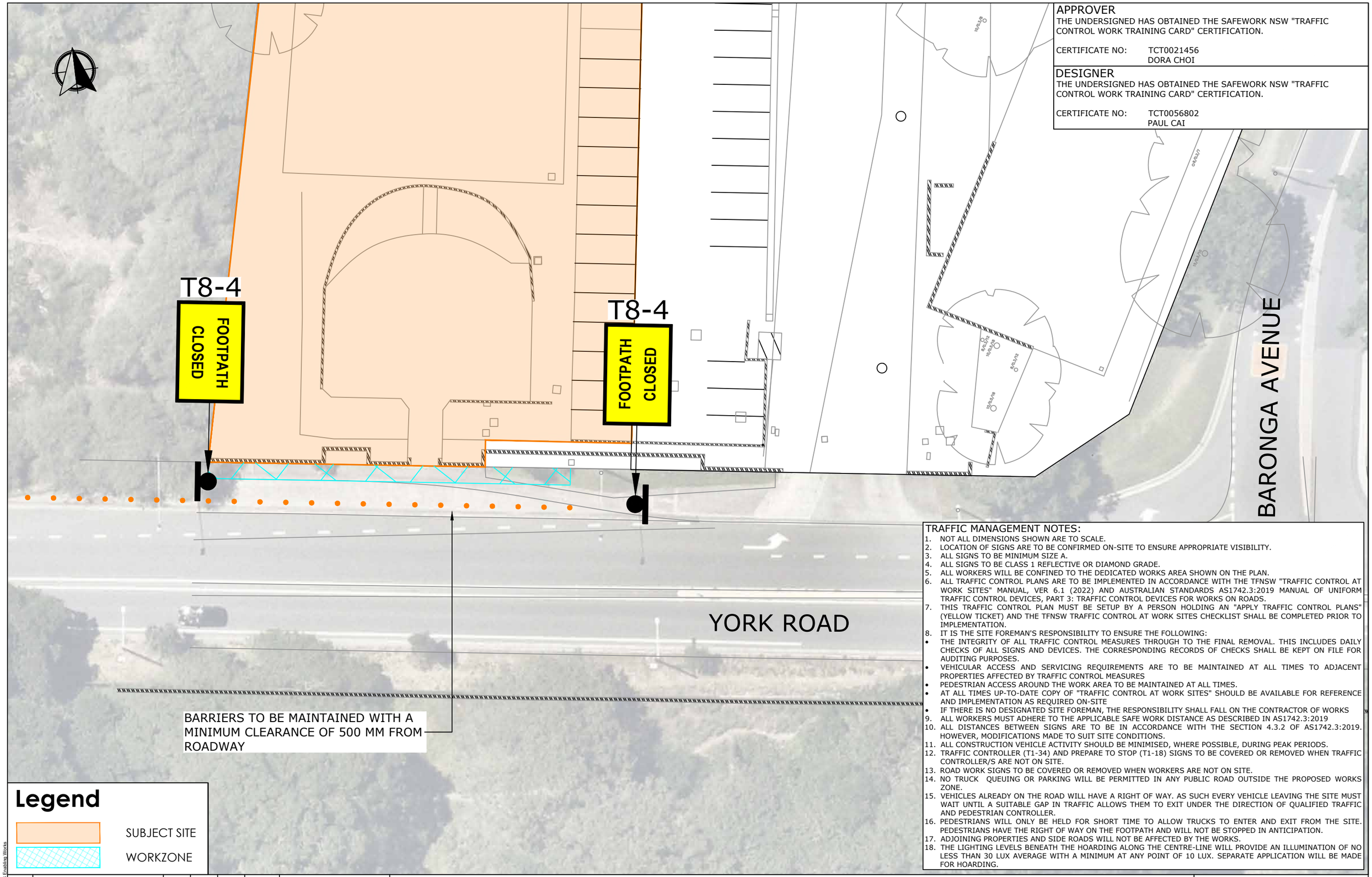
TITLE: TRAFFIC GUIDANCE SCHEME (TGS) - ENABLING WORKS
STORMWATER WORKS - PHASE 3

DWG No. 25055CAD012
FIGURE (6)

DATE STAMP 12 December 2025

PROJECT No. 25055 | SCALE 1:600 @A3 | REV. D

Filename: 25055CAD012-251212-TGS Enabling Works



APPROVER
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DORA CHOI

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Legend

SUBJECT SITE

WORKZONE

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	AL	PC	DC	27/10/25
B	PLAN UPDATE	AL	PC	DC	18/11/25
C	ENABLING WORKS	AL	PC	DC	20/11/25
D	PLAN UPDATE	AL	PC	DC	12/12/25

ttpp transport planning

PROJECT
MORIAH WAR MEMORIAL COLLEGE - STEAM BUILDING

TITLE
TRAFFIC GUIDANCE SCHEME (TGS) - ENABLING WORKS
BOUNDARY CONCRETE WALL

DWG No. 25055CAD012
FIGURE (7)

DATE STAMP
12 December 2025

PROJECT No.	SCALE	REV.
25055	1:300 @A3	D

Filename: 25055CAD012-251212-TGS Enabling Works

Appendix B

Swept Path Analysis

VEHICLE ENTERING

7100mm

HRV - Heavy Rigid Vehicle

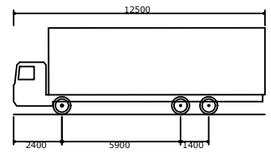
VEHICLE EXITING

7100mm

HRV - Heavy Rigid Vehicle

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		



HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	AL	PC	DC	29/09/25
B	PLAN UPDATE	AL	PC	DC	18/11/25
C	ENABLING WORKS	AL	PC	DC	20/11/25

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PROJECT

MORIAH WAR MEMORIAL COLLEGE - STEAM BUILDING

TITLE

SWEPT PATH ANALYSIS - ENABLING WORKS - YORK 1
12.5M HEAVY RIGID VEHICLE - FORWARD-IN & FORWARD-OUT

DWG No. 25055CAD009 FIGURE (1)

DATE STAMP 20 November 2025

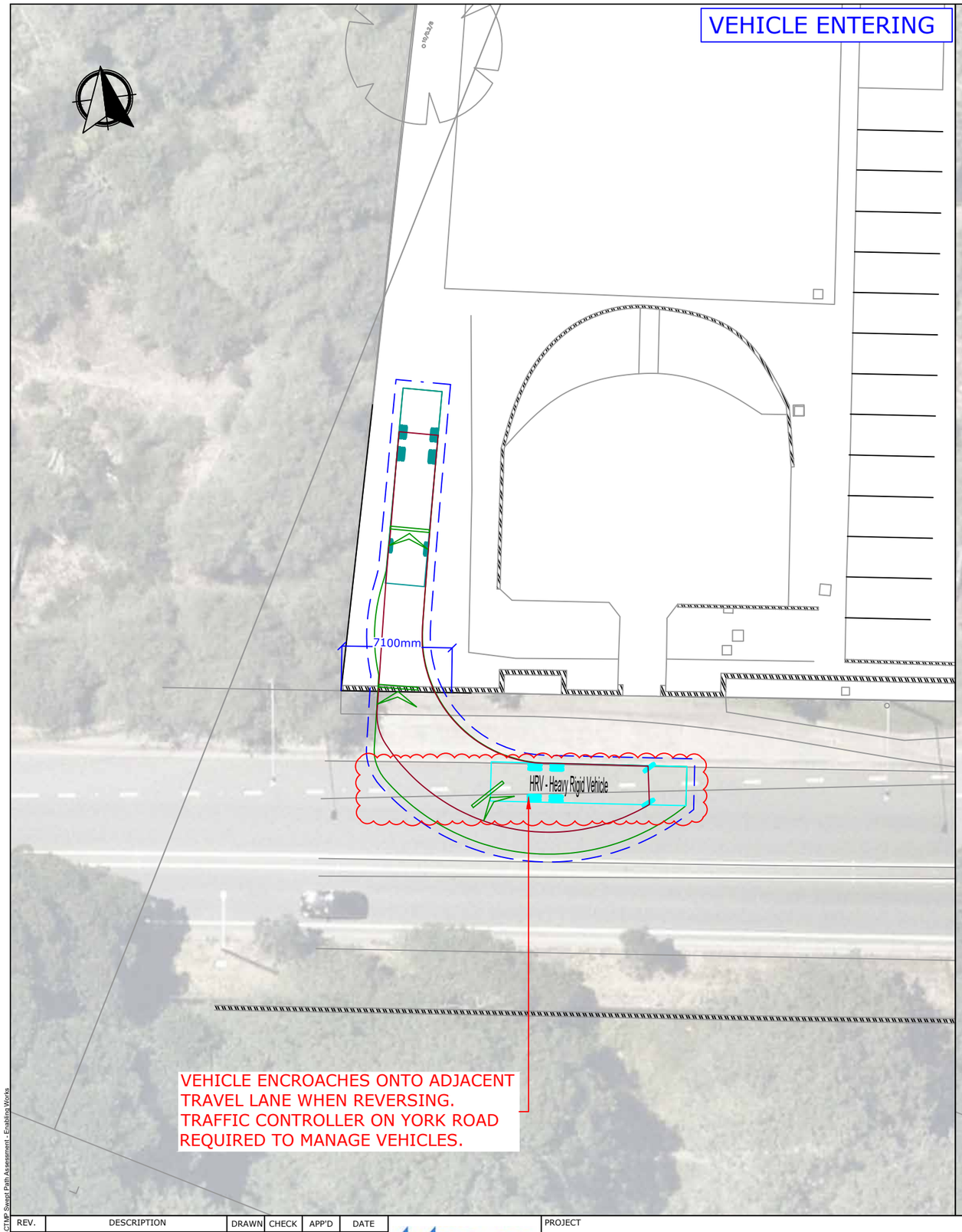
PROJECT No. 25055

SCALE 1:300 @A3

REV. C

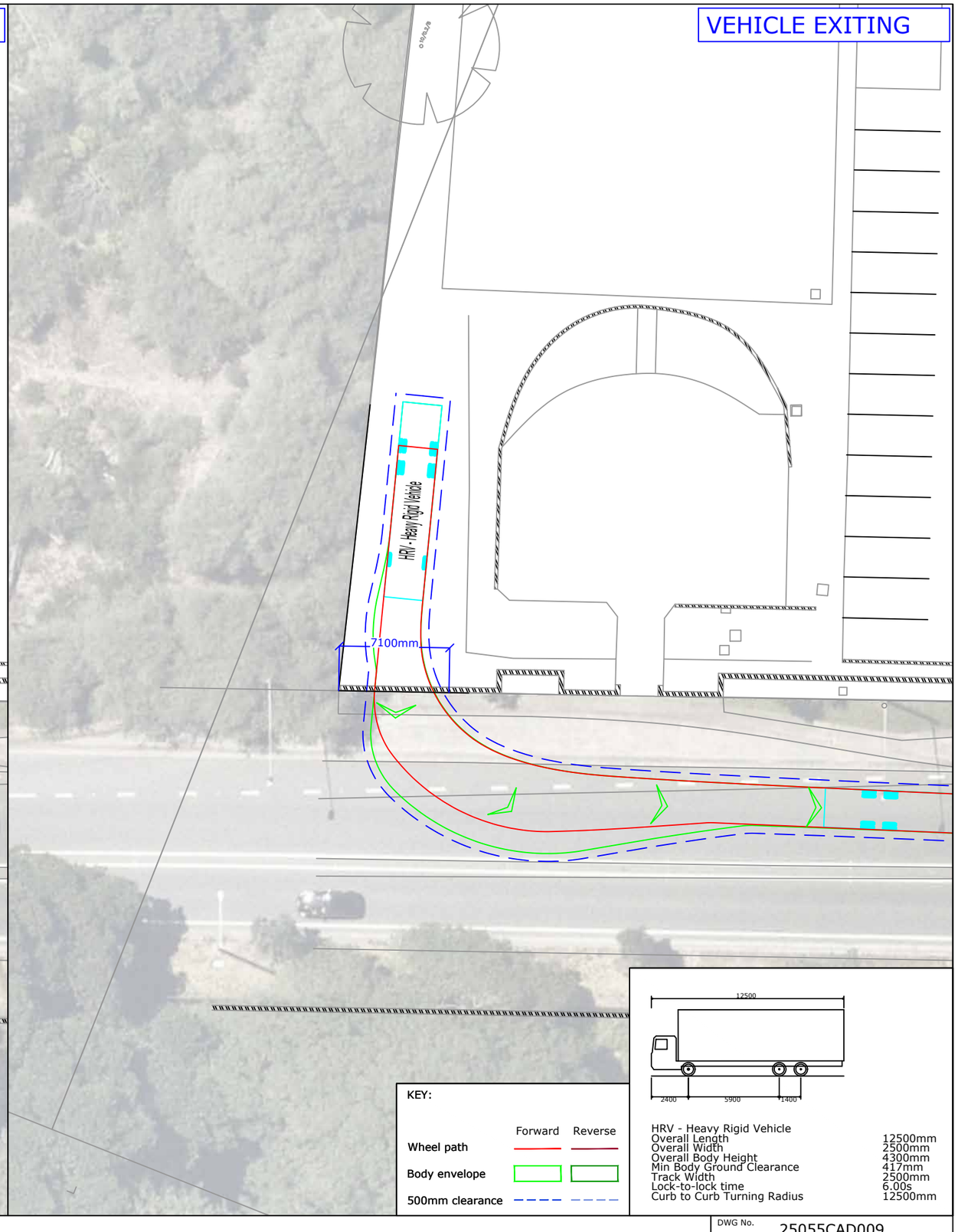
Filename: 25055CAD009-251120-CTMP-Swept Path Assessment - Enabling Works

VEHICLE ENTERING



VEHICLE ENCROACHES ONTO ADJACENT TRAVEL LANE WHEN REVERSING. TRAFFIC CONTROLLER ON YORK ROAD REQUIRED TO MANAGE VEHICLES.

VEHICLE EXITING



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		

HRV - Heavy Rigid Vehicle

Overall Length	12500mm
Overall Width	2500mm
Overall Body Height	4300mm
Min Body Ground Clearance	417mm
Track Width	2500mm
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	AL	PC	DC	29/09/25
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ttpp transport planning

PROJECT

MORIAH WAR MEMORIAL COLLEGE - STEAM BUILDING

TITLE

SWEPT PATH ANALYSIS - ENABLING WORKS - YORK 1
12.5M HEAVY RIGID VEHICLE - REVERSE-IN & FORWARD-OUT

DWG No. 25055CAD009 FIGURE (2)

DATE STAMP 20 November 2025

PROJECT No. 25055 | SCALE 1:300 @A3 | REV. C

Filename: 25055CAD009-251126-CTMP Swept Path Assessment - Enabling Works

VEHICLE ENTERING

7100mm

Truck and Dog Trailer 19m

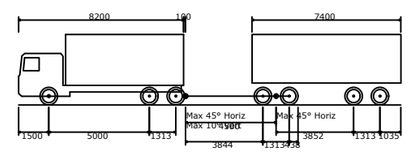
VEHICLE EXITING

7100mm

Truck and Dog Trailer 19m

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		



Truck and Dog Trailer 19m

Overall Length	19000mm
Overall Width	2500mm
Overall Body Height	3500mm
Min Body Ground Clearance	427mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	AL	PC	DC	29/09/25
B	PLAN UPDATE	AL	PC	DC	18/11/25
C	ENABLING WORKS	AL	PC	DC	20/11/25

ttpp transport planning

PROJECT

MORIAH WAR MEMORIAL COLLEGE - STEAM BUILDING

TITLE

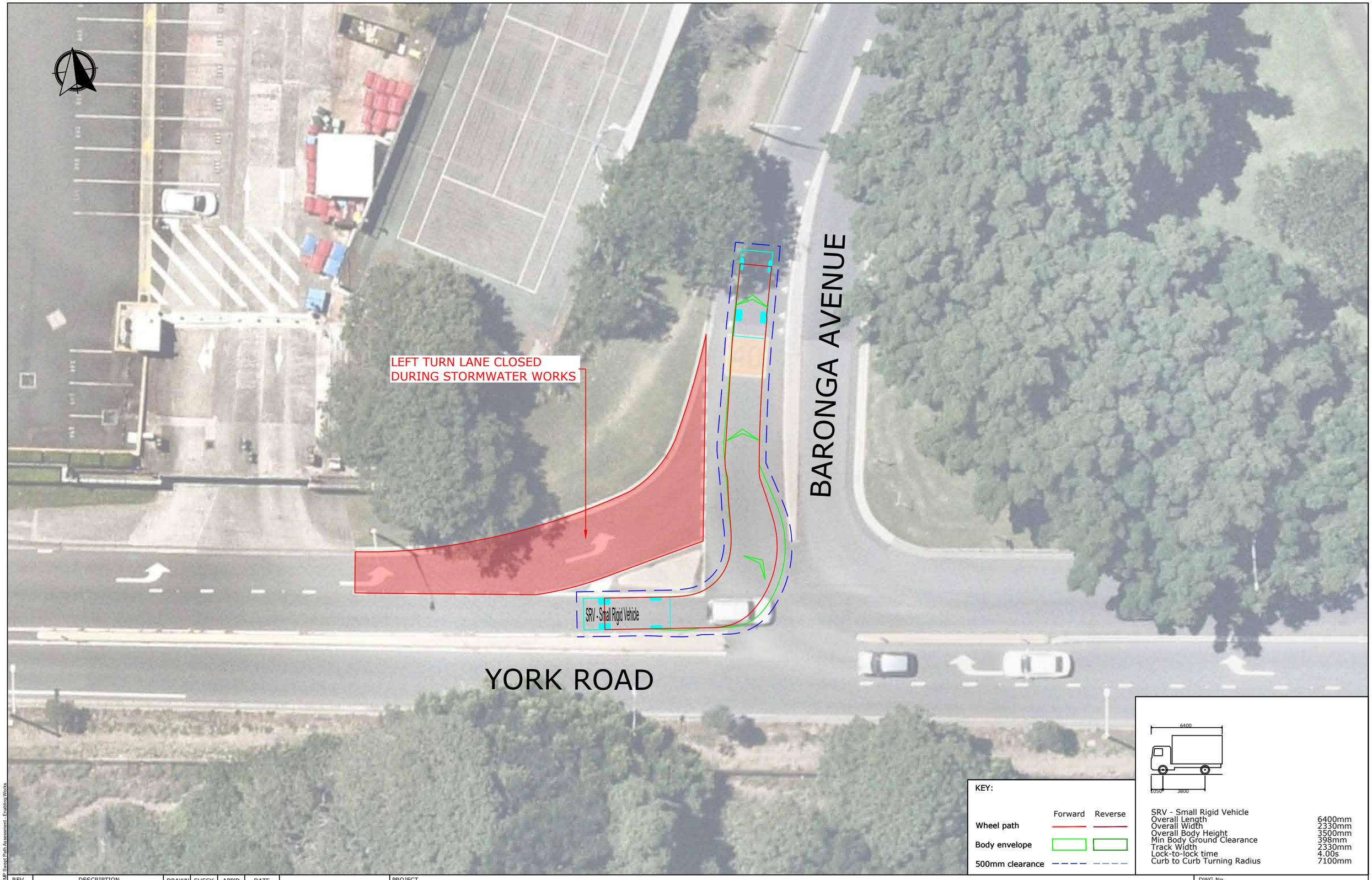
SWEPT PATH ANALYSIS - ENABLING WORKS - YORK 1
19M TRUCK & DOG TRAILER - FORWARD-IN & FORWARD-OUT

DWG No. 25055CAD009
FIGURE (3)

DATE STAMP 20 November 2025

PROJECT No.	SCALE	REV.
25055	1:300 @A3	C

Filename: 25055CAD009-251120-CTMP Swept Path Assessment - Enabling Works



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
500mm clearance		

SRV - Small Rigid Vehicle

Overall Length	6400mm
Overall Width	2330mm
Overall Body Height	3500mm
Min Body Ground Clearance	398mm
Track Width	2330mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	7100mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	AL	PC	DC	29/09/25
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ttpp transport planning

PROJECT

MORIAH WAR MEMORIAL COLLEGE - STEAM BUILDING

TITLE

SWEPT PATH ANALYSIS - ENABLING WORKS
6.4M SMALL RIGID VEHICLE - YORK ROAD / BARONGA AVENUE

DWG No. 25055CAD009 FIGURE (4)

DATE STAMP 20 November 2025

PROJECT No.	SCALE	REV.
25055	1:250 @A3	C

Filename: 25055CAD009-251126-CTMP Swept Path Assessment - Enabling Works

Appendix C

Driver Code of Conduct

Driver Code of Conduct

This document sets out the requirements and measures for all employees and contractors working at the site, to:

- minimise the impacts of earthworks and construction on the local and regional road network;
- minimise conflicts with other road users;
- minimise road traffic noise; and
- ensure truck drivers use specified routes.

DECLARATION

I, the undersigned, hereby agree to abide by the Driver Code of Conduct for the transportation of construction materials to/ from the site in a safe manner.

I have read and understand the requirements outlined in the Code and will, to the best of my ability, comply and assist with their implementation, requirements and ongoing administration.

Driver

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

General Requirements

The Driver Code of Conduct will be distributed to all sub-contractors with fleet accessing the site prior to the commencement of works. The Code will be provided to each driver to read and sign to confirm they have understood and pledge to follow the haulage instructions. Once completed, a copy of the signed Code will be supplied to the contractor for record keeping.

All drivers travelling to and from the subject site must:

- have read and signed the Driver Code of Conduct (this document) prior to entry to the site;
- be registered and hold a valid driver's license for the class of vehicle that it being operated;
- operate the vehicle in a safe manner while on site and public road network. This includes obeying all New South Wales state road rules;
- comply with the direction of authorised site personnel when onsite;
- adhere to the designated heavy vehicle routes as far as practical;
- use seat belts when driving; and
- drive to the sign posted speed limit, both on public roads and within the site.

Site Access

During the Stage 1 – Enabling Works phase, construction vehicles are to enter the construction site via a temporary driveway on York Road, near the western boundary of the site. Drivers are to follow the instruction of site personnels to park at the appropriate location within the site. Construction vehicles are to exit the site via the same driveway on York Road.

Heavy Vehicle Haul Routes

All truck drivers must adhere to the designated truck routes to and from the site, which includes Oxford Street, York Road, Darley Road and Alison Road.

The designated truck routes for the Enabling Works are shown in Figure 1. All construction vehicles shall enter and exit the site in a forward direction when possible. If reversing movement is required, it can only be conducted under the management of traffic controller(s) who will temporarily stop and hold traffic on the road to allow a truck to reverse into the site.

Figure 1: Proposed Construction Vehicle Routes

Construction Delivery Hours

Construction, including the delivery of materials to and from the site, may only be carried out between the following hours:

- Monday to Friday 7am to 6pm
- Saturday 8am to 5pm
- Sunday and Public Holiday No work.

In addition, delivery should be scheduled to avoid having truck movements to and from the site during the following school peak times unless permitted by the contractor:

- Monday to Friday between 7:30am and 8:30am; and
- Monday to Friday between 3:00pm and 4:00pm

Vehicle Speed

Truck drivers must comply with the Australian Road Rules with travelling along public roads. Drivers are to observe the posted speed limits, and adjust speed appropriately to suit the road and weather conditions at the time, especially the 40km/h school zone restrictions near the site.

The maximum speed that a vehicle must travel is the signposted speed. Warning signs indicating a reduction in speed ahead must also be obeyed.

NSW Road Speed Limit Signs

Speed Reduction Ahead Warning Sign

Drivers shall be aware of school buses, and reduce vehicle speed to 40km/h or less when passing a bus / school bus with flashing lights, and watch out for children crossing the road.

Heavy Vehicles Driver Fatigue

The heavy vehicle driver fatigues law commenced in NSW in 2008 and applies to trucks and truck combinations over 12 tonnes GVM (however, Ministerial Exemption Notices may apply).

Under the law, industry has the choice of operating under three fatigue management schemes, namely:

- Standard Hours of Operation
- Basic Fatigue Management (BFM)
- Advanced Fatigue management (AFM).

All heavy vehicle drivers associated with the construction works at the subject site must be aware of their adopted fatigue management scheme and operate within its requirements.

Noise Control

Where possible, heavy vehicle operators should not use engine brakes near residential areas and built-up areas.

All heavy vehicles must be fitted with audible reversing alarms. However, to minimise disturbance to neighbouring residents, reversing should be minimised on-site where possible.

Load Covering

All loaded trucks arriving at and departing from the construction site are required to have an effective cover over their load for the duration of the journey. The load cover may be removed only upon arrival at the destination (i.e., at the site).

Care must be taken to ensure that all loose debris from vehicles and wheels is removed prior to exiting the site.

Site management is to monitor loose material along the designated haul route and take appropriate action regularly, as required.

Other Safety Considerations Along the Haul Route

Heavy vehicle drivers should be aware of the following:

- Concealed driveways – drivers are to drive with caution around any signed concealed driveways
- Wet weather safety – drivers should adjust their driving speed to suit weather condition at the time.
- Other motorists – drivers should stay alert to other drivers, motorcyclists and cyclists on whilst driving to/ from the site.
- Pedestrians – drivers shall be aware of pedestrians in the vicinity of the site.
- Safe driving practices – apply minimum distance between vehicles, minimise distractions within the vehicle, ensure checks for vehicles and equipment quality prior to journey, observe dispatch and product transportation schedule.

Parking

Truck drivers are not permitted to park on the surrounding local roads at any time, unless a designated construction zone has been permitted by Council.

The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

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