



Willoughby City Council

AGENDA

TRAFFIC COMMITTEE No. 4

10 September 2024

Notice of Traffic Committee Meeting
to be held in the Banksia Room
Willoughby City Council
Level 6, 31 Victor Street, Chatswood
AND Microsoft Teams
commencing 10:00 AM



WILLOUGHBY CITY COUNCIL TRAFFIC COMMITTEE

The following information is provided so that you may be aware of the structure and operation of the Willoughby City Traffic Committee.

The Willoughby Traffic Committee is a Technical Committee of Willoughby City Council mandated by Transport for NSW.

Council has been delegated certain powers, from Transport for NSW, with regard to traffic matters upon its Regional and Local roads. A condition of this delegation is that Council must take into account the Traffic Committee recommendations.

There are four permanent members of the Traffic Committee, *each of whom has a single vote only*.

- The members are the **NSW Police Service, Transport for NSW (TfNSW), the Local State Member of Parliament (for the location of the issue to be voted upon), and Willoughby City Council.**
- Willoughby City Council operates its Traffic Committee such that the single Council vote, upon any issue is held by the Chair of the Meeting.
- Generally the Traffic Committee meetings are chaired by a staff member of Council's Traffic and Transport Team.
- Willoughby City Council allows the public to attend and speak at its Traffic Committee on issues of concern for a maximum of five minutes.
- If either the NSW Police or TfNSW representative on the Traffic Committee disagrees with any Traffic Committee recommendation, or Council resolution on any Traffic Committee recommendation, that member may lodge an appeal with the Sydney Regional Traffic Committee for determination. The appeal must be lodged in writing within 14 days of Council's resolution. Any action relative to any issue under appeal must cease until the matter is determined.
- The Sydney Regional Traffic Committee is chaired by an independent chairperson and submissions and representations are welcomed from all interested parties.
- Information is available on Council's website use the below link:
[Traffic Committee | Willoughby City Council \(nsw.gov.au\)](https://www.willoughby.nsw.gov.au/traffic-committee)

ACKNOWLEDGEMENT OF COUNTRY

On behalf of Willoughby City Council, I wish to acknowledge the traditional inhabitants of the land on which we stand, the Aboriginal people, their spirits and ancestors. We acknowledge the vital contribution that indigenous people and cultures have made and still make to the nation we share, Australia.

MEETING PROTOCOLS

MOBILE TELEPHONES

Please ensure all mobile phones are turned off.

RECORDING OF THE MEETING

Mobile phones or any other recording device are not to be used to record any part of a meeting.

GUIDELINES FOR SPEAKERS

When addressing the committee, please remember to be courteous.

Comments made by participants in any Council meeting, which are derogatory or damaging to any person's character or reputation, including any Councillor, employee of the Council, or member of the public, may be defamatory and may subject the participant to an action for defamation and expulsion from the meeting.

Comments made during the course of a meeting are not protected by the defence of absolute privilege under the *Defamation Act 2005*, and may not attract any other defences available under that Act of the common law.

- 1 PRESENT**
- 2 APOLOGIES**
- 3 DISCLOSURE OF INTEREST**
- 4 MATTERS ARISING FROM THE MINUTES OR FROM COUNCIL RESOLUTION**
 - 4.1 COUNCIL ADOPTION OF THE LOCAL TRAFFIC COMMITTEE MINUTES
- 5 FORMAL ITEMS FOR CONSIDERATION**
 - 5.1 ARTARMON ROAD AND COONEY STREET, ARTARMON - PROPOSED INTERSECTION SAFETY IMPROVEMENTS
 - 5.2 MELNOTTE AVENUE, ROSEVILLE – NO PARKING RESTRICTION (TRIAL)
 - 5.3 CHALEYER ST, NORTH WILLOUGHBY – PARKING RESTRICTION CHANGES
 - 5.4 DELEGATED ITEMS - REGULATORY SIGNPOSTING AND LINE MARKING
- 6 LATE ITEMS**
- 7 INFORMAL ITEMS**
- 8 GENERAL BUSINESS**

4.1 COUNCIL ADOPTION OF THE LOCAL TRAFFIC COMMITTEE MINUTES**1. PURPOSE OF REPORT**

That the Resolution of the Ordinary Meeting of Council held 24 June 2024 (tabled at meeting), be noted.

2. TRAFFIC COMMITTEE RECOMMENDATION

That the information be received and noted.

12.13 FINAL MINUTES - TRAFFIC COMMITTEE MEETING - 2 JULY 2024**RESOLUTION**

That Council receive and adopt the recommendations arising from the Traffic Committee Meeting held on 2 July 2024.

MOVED COUNCILLOR GRECO / SECONDED COUNCILLOR MCCULLAGH

ADOPTED EN BLOC

5.1 ARTARMON ROAD AND COONEY STREET, ARTARMON - PROPOSED INTERSECTION SAFETY IMPROVEMENTS

ATTACHMENTS:	1. ATTACHMENT - 1 - ARTARMON ROAD AND COONEY STREET, ARTARMON – PROPOSED INTERSECTION SAFETY IMPROVEMENTS
	2. ATTACHMENT - 2 - ARTARMON ROAD AND COONEY STREET, ARTARMON – CRASHDIAGRAM
WARD:	NAREMBURN
RESPONSIBLE OFFICER:	ADELINE SIM, SENIOR TRANSPORT ENGINEER
AUTHOR:	BRIAN DUONG, TRANSPORT ENGINEER
CITY STRATEGY OUTCOME:	2.4 MANAGE PARKING AND REDUCE TRAFFIC CONGESTION.
	2.7 PROMOTE ACCESSIBLE SERVICES AND FACILITIES FOR THE COMMUNITY.
MEETING DATE:	10 SEPTEMBER 2024

1. PURPOSE OF REPORT

To seek approval to construct new pedestrian crossing refuge islands at the west of the intersection of Artarmon Road and Cooney Street, Artarmon. The project also includes intersection safety improvements, as well as the installation of associated regulatory signs and pavement markings.

2. OFFICERS RECOMMENDATION

That Council approves the:

- **Construction of pedestrian refuge islands and associated kerb extensions on Artarmon Road, west of the intersection with Cooney Street.**
- **Installation of a modified Give Way arrangement and associated signage on Cooney Street, south of the intersection Artarmon Road.**
- **Installation of Edge Lines on Artarmon Road, from Property No. 85A to No. 95 Artarmon Road**
- **Removal of five (5) parking spaces in front of properties no. 84, 86, 87 and 89, replaced by two (2) new parking spaces outside property no. 88 Artarmon Road.**

3. BACKGROUND

Artarmon Progress Association (APA) have raised concerns regarding pedestrian safety issues, particularly for vulnerable road users e.g. elderly and children and residents who cross Artarmon Road at the intersection Cooney Street.

From the kerb to kerb, this section of Artarmon Road and Cooney Street is approximately 12.5 metres and 7.2 metres wide correspondingly. Artarmon Road and Cooney Street are

both local roads with signposted 50km/h speed limit.

The intersection currently lacks controls and is regulated by the right of way or yield to vehicles as the intersection is not controlled by traffic lights or signs. Dividing Barrier Lines have been installed of Artarmon Road on the approach to the intersection with Cooney Street

The land use profile in the surrounding area consist of predominantly low-density housing. Although footpaths run along both sides of the road, there are no pedestrian facilities for across Artarmon Road. The nearest pedestrian facilities are located at the intersections with Harden Road (approximately 200 metres west) and Chelmsford Avenue (approximately 450 metres east), leaving no safe or protected pedestrian facility between them. This results in a disadvantage for those that live within then this section of road.

Kerbside parking in this area is generally available on unrestricted sections of the road, except for existing 4P Monday to Friday timed parking zones. Residents who hold a valid parking permit are allowed to park within these timed areas without time restrictions. There are signposted statutory ‘No Stopping’ restrictions at the intersections of Artarmon Road and Cooney Street

5-year Crash data from July 2018 to June 2024 indicates one incident recorded along this section, involving a tow-away incident with impacts to parked vehicle. Notably, no pedestrian-related crashes were documented during this period. Crash Diagram is shown in Attachment 2.

Artarmon Road serves as vital road which provides connections between state road network and the local community and it also serves as a thoroughfare for residents traveling within the Willoughby South area, including to Artarmon and Willoughby. Artarmon Road supports School Bus services, which are essential for students commuting to and from school.

The site location in the surrounding area are shown in Figure 1.



4. DISCUSSION

One of the primary challenges identified is the limited safe crossing opportunities for pedestrians. Due to the high volume and speed of vehicles, pedestrians often find it difficult

to cross the road safely in one attempt. Observations during the survey period revealed that many pedestrians resort to informal crossing practices throughout the day, which increases the risk of accidents.

Latest 7-day Traffic survey taken on Artarmon Road from 19 June 2024 has highlighted key traffic patterns and pedestrian safety concerns. The survey indicates that vehicles on Artarmon Road are traveling at an 85th percentile speed of 54 km/h. Notably, 24.9% of vehicles exceed the speed limit, with some reaching speeds between 60 km/h and 100 km/h throughout the day. This data suggests that a significant proportion of drivers are not adhering to the designated speed limits, which may pose a risk to pedestrian safety.

The survey also recorded an annual average daily traffic (AADT) of 5,213 vehicles along Artarmon Road. This volume places the road within the "Primary Collector" category according to the IPWEA (NSW) Local Government Functional Road Classification. The high traffic volume, especially during peak hours, further complicates safe pedestrian crossing opportunities.

Previously, Council took steps to address this concern by installing 'SLOW' road pavement markings at both approaches and separation kerbs with flexible guide posts along painted median on the nearby road bridge, specifically outside of No. 83 Artarmon Road. These measures aimed to narrow the road, alter drivers' perception, and encourage them to slow down on both approaches to the bridge.

To further improve the overall road safety in the area, Council proposes the installation of a pedestrian refuge islands and kerb blisters on Artarmon Road, west of the intersection with Cooney Street, including the modified Give Way arrangement for vehicles exiting Cooney Street. The proposal includes the installation of Edge Lines on Artarmon Road to serve as a visual guide and delineate a safe parking area, ensuring parked vehicles are adequately separated from moving traffic. Edge Lines aids to define the boundaries between moving and parking lanes

The location was selected due to its proximity to key community facilities on the southern side of Artarmon Road, including playgrounds for young children near Burra Road, Artarmon Reserve, Wickham Walk trail, exercise facilities, and the soon-to-be-completed Artarmon Parklands community building (Artarmon Pavilion). The Council has positioned the refuge island as close as safely possible to the natural pedestrian desire lines that people use to access these areas. By aligning the facility with these pedestrian desire lines, it will seamlessly integrate with local community trips, promoting safe walking routes and providing a new, safe pedestrian crossing that connects effectively with the adjacent footpath networks.

It is important to note that several site constraints, such as stormwater pits, trees, and underground services, influenced the design outcome and proposed location. These factors were carefully considered during the concept design development process to ensure the most effective and safe placement of the pedestrian refuge islands.

Council has considered the impact on parking and has worked to minimise the loss of parking spaces wherever possible. The proposal will result in the removal of approximately five (5) parking spaces, Council is introducing two new parking spaces outside No. 88 Artarmon Road within the delineation of the edge line, resulting in a net loss of three (3) parking spaces. The proposed location utilises existing No Stopping restrictions and additional restrictions proposed only where necessary to maintain clear sight lines for pedestrian crossing the road.

Affected properties on Artarmon Road and neighbouring residents and occupants of and

Cooney Street received a letter seeking their comments on the proposed changes. Consultation Letters were sent to 34 properties within a 100-metre radius of the proposed changes. Additionally, correspondence was extended to the Artarmon Progress Association (APA) and Bus services for their input.

During the consultation period, Council received a total of 8 formal submissions regarding the proposed changes. The feedback was varied, reflecting a range of opinions from the community.

Out of the 8 submissions, 3 expressed clear support for the proposal. These supporters highlighted various benefits they believe the changes will bring. On the other hand four (4) submissions opposed the changes, primarily due to concerns about the removal of kerbside parking and doubts regarding the necessity of a pedestrian refuge island, given the perceived low pedestrian traffic. Additionally, 1 submission remained undecided, seeking further information before forming a definitive opinion.

The Artarmon Progress Association (APA) strongly supports the proposal, emphasising the importance of pedestrian safe access and traffic calming improvements in the area. The Council's proposal has received broad support approval from the Association members.

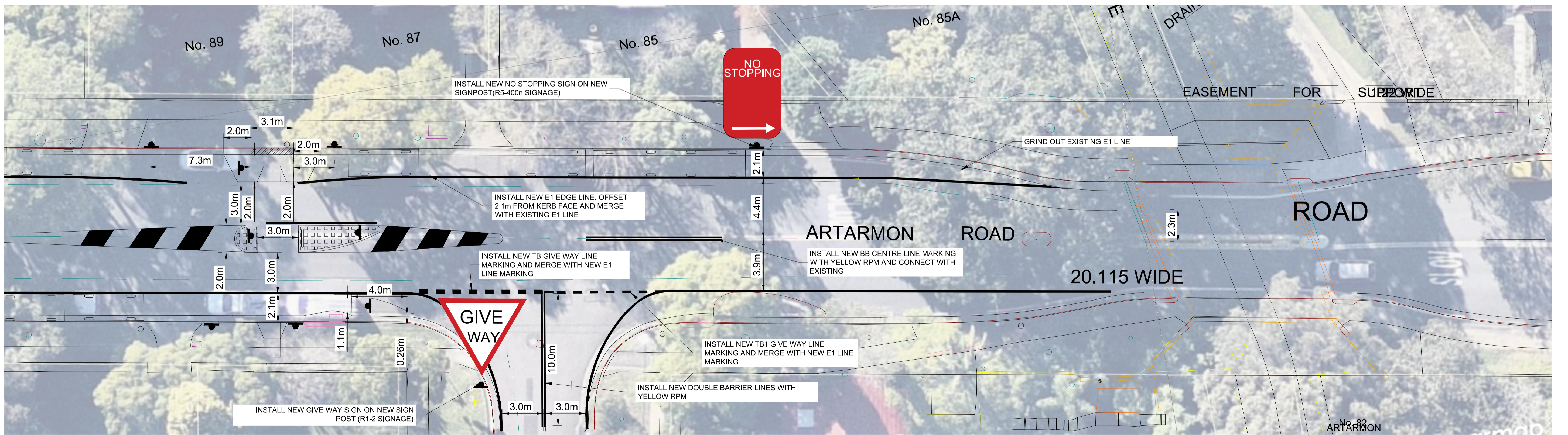
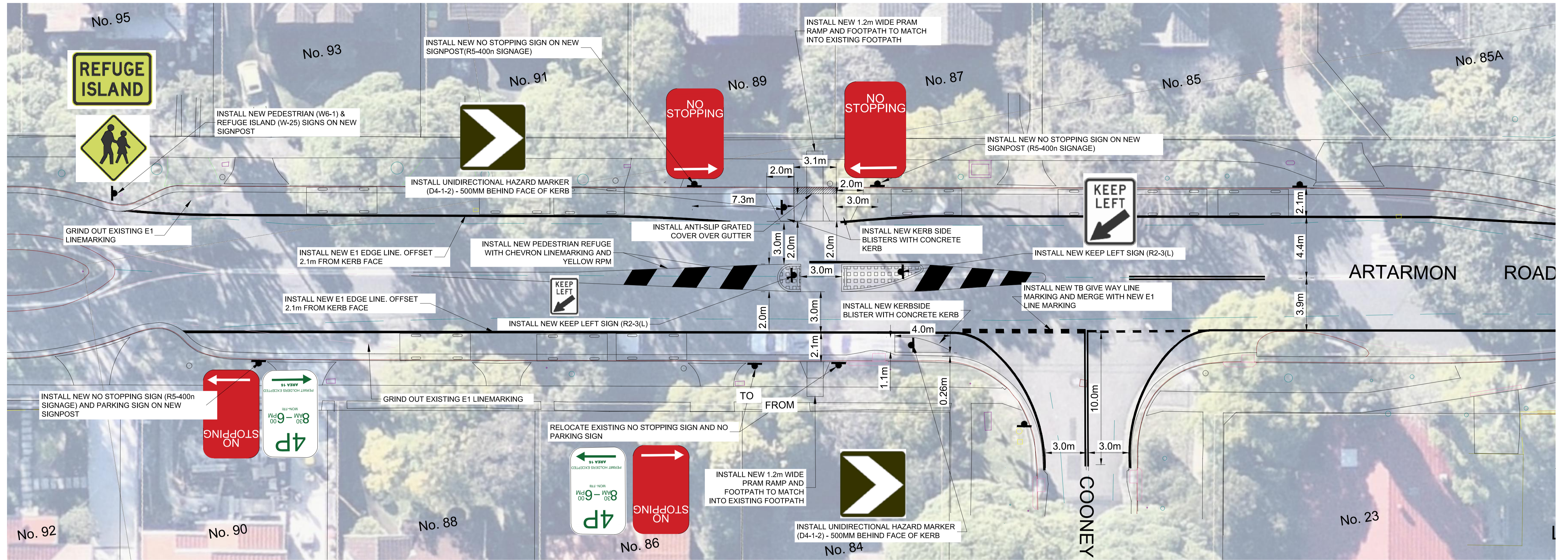
For the 26 properties that did not submit any feedback, it can be reasonably assumed that they have no objections to the proposed safety improvements.

Following the submissions received, it is clear that both residents and the Artarmon Progress Association (APA) acknowledge the issue of high traffic speeds. However, some residents have expressed concerns mainly about the removal of parking. While the value of kerbside parking is recognised, it is considered that ensuring safe pedestrian access and crossings should take priority over the loss of parking in this instance.

It is observed that there is off-street parking available along Artarmon Road and Cooney Street in close proximity to the intersection. Council officers have surveyed this section of Artarmon Road and noted that all houses have off-street parking.

5. CONCLUSION

The proposed intersection safety improvements at Artarmon Road and Cooney Street aim to address concerns regarding pedestrian safety raised by the Artarmon Progress Association (APA) and enhance overall intersection road safety. It is requested that Traffic Committee supports the implementation of the proposed installation of the pedestrian refuge islands and kerb extensions, including the modified Give Way arrangement and Edge Lines, as shown in **Attachment 1**.



CONCEPT ONLY

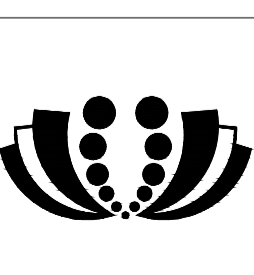
PLAN
SCALE 1:150

AMENDMENTS	BY	DATE

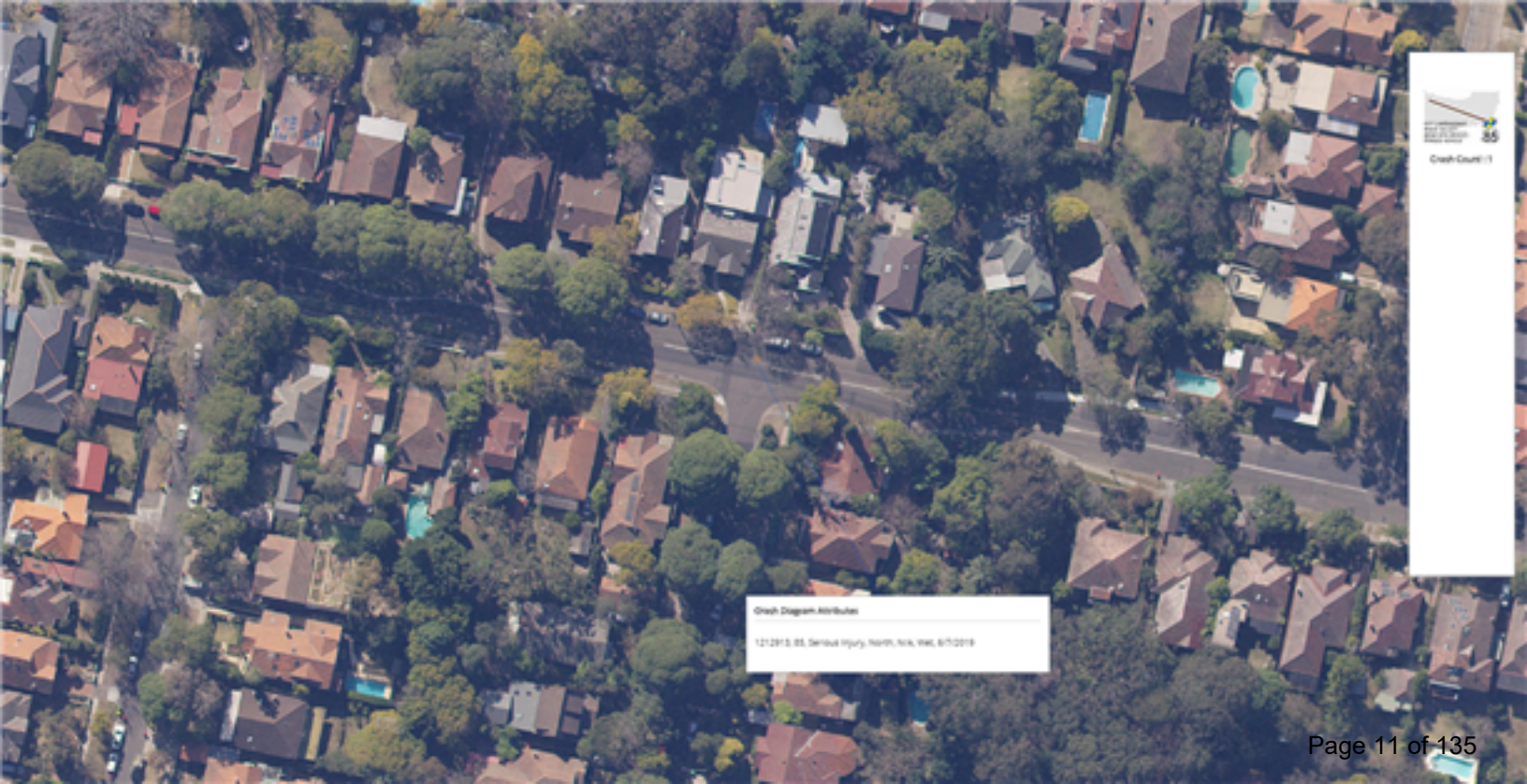
PREPARED BY:	DESIGN AND DRAINAGE TEAM LEADER	(SIGNATURE & DATE)
ENDORSED BY:	DESIGN AND INFRASTRUCTURE DELIVERY MANAGER	(SIGNATURE & DATE)
APPROVED FOR CONSTRUCTION BY:	WORKS MANAGER	(SIGNATURE & DATE)

SCALE:	AS SHOWN
SIZE:	A1 (ALL DIMENSIONS IN MILLIMETRES UNLESS NOTED OTHERWISE)
SURVEYED:	J.TENHOEDT 13/05/2024
DRAWN:	T.TH 19/06/2024
DESIGNED:	T.TH 19/06/2024
CHECKED:	-

WILLOUGHBY CITY COUNCIL
PROPOSED PEDESTRIAN REFUGE
ARTARMON ROAD
ARTARMON



No. OF SHEETS	1	SHEET No.	1
PLAN NUMBER	CONCEPT		



Creek Diagram Attributes

1212913.85, Serious Injury, North, NYS, WAD, 6/7/2018

5.2 MELNOTTE AVENUE, ROSEVILLE – NO PARKING RESTRICTION (TRIAL)

ATTACHMENTS:	1. ATTACHMENT 1 - MELNOTTE AVENUE, ROSEVILLE – NO PARKING RESTRICTION (TRIAL)
WARD:	MIDDLE HARBOUR
RESPONSIBLE OFFICER:	ADELINE SIM, SENIOR TRANSPORT ENGINEER
AUTHOR:	VESTA VESTA, TRANSPORT ENGINEER
CITY STRATEGY OUTCOME:	2.4 MANAGE PARKING AND REDUCE TRAFFIC CONGESTION.
MEETING DATE:	10 SEPTEMBER 2024

1. PURPOSE OF REPORT

To seek approval for proposed No Parking restriction between 5am to 11am on Wednesdays, on the eastern side of Melnotte Avenue, Roseville, to support waste collection during six-month trial.

2. OFFICERS RECOMMENDATION

That Council approves the proposed six-month trial of No Parking restriction between 5am to 11am on Wednesdays on the eastern side of Melnotte Avenue, Roseville.

3. BACKGROUND

Melnotte Avenue is a local road with a carriageway width of approximately 6.8 metres, offering unrestricted kerbside parking on both sides. The street features a raised threshold and a speed hump to slow down traffic. Waste collection on Melnotte Avenue is scheduled for Wednesdays.

The proposed implementation of timed parking restrictions for a six-month trial period aims to facilitate safe manoeuvring for garbage trucks during waste collection and ensure the regular collection of residents' bin.

4. DISCUSSION

Concerns have been raised by local residents, the waste collection team, and Councillor, regarding vehicles parked on both sides of Melnotte Avenue. This situation has potentially impeded waste collection and emergency services, particularly for larger vehicles.

Council consulted the community on 19 February 2024 about introducing a 'No Parking' restriction on the eastern side of Melnotte Avenue from 7am to 5pm, Monday to Friday. However, after reviewing public submissions, the Council decided not to implement the proposal.

Subsequently, waste collection operators requested both the Council and the community to consider a 'No Parking' restriction on the waste collection day, citing the adverse impact of street parking on the accessibility and movement of waste collection vehicles on Melnotte Avenue.

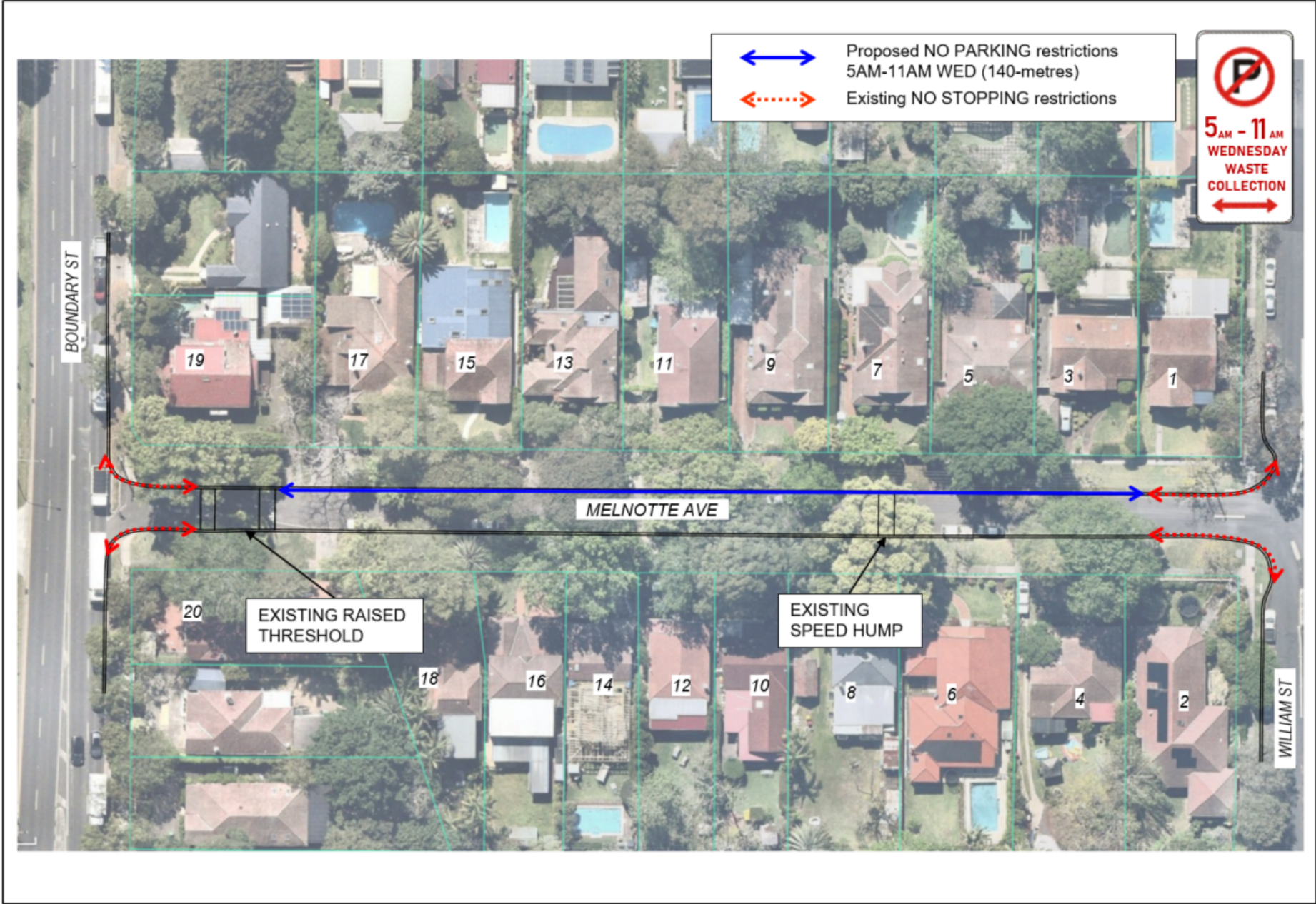
Council officers reviewed and investigated this request and concluded that a 'No Parking' restriction on one side of the street is necessary to facilitate waste collection operations. On 27 June 2024, the Council consulted the community for a second time to introduce a 'No Parking' restriction from 5am to 11am on Wednesdays along the eastern side of Melnotte Avenue, on behalf of the waste collection team.

The feedback received during the consultation period indicated general support for the revised parking restriction. A total of 12 submissions were received, with 7 expressing outright support, 3 expressing opposition, and 2 expressing partial support for the proposal. Additionally, one submission, suggested removing the existing speed hump and raised threshold to increase on-street parking spaces. The estimated cost for removing the existing traffic calming devices is \$35,000. The Traffic & Transport team intends to seek community feedback on the removal of the speed humps after the trial period, as well as on the support for retaining the 'No Parking' timed/day restrictions.

On 14 August 2024, the Council notified the community that the proposed 'No Parking' restriction from 5am to 11am on Wednesdays on the eastern side of Melnotte Avenue would be introduced for a six-month trial period. The trial aims to facilitate waste collection and ensure the regular weekly collection of residents' bins. The Council will monitor the area and conduct community consultation again following the trial to establish permanent measures.

5. CONCLUSION

The proposed 6-month trial of a 'No Parking' restriction from 5am to 11am on Wednesdays on the eastern side of Melnotte Avenue aims to address concerns about the impact of parked vehicles on waste collection operations. It is requested that the Traffic Committee supports the implementation of this trial parking restriction on Melnotte Avenue, as shown in Attachment 1.



5.3 CHALEYER ST, NORTH WILLOUGHBY – PARKING RESTRICTION CHANGES

ATTACHMENTS:	1. ATTACHMENT 1 - CHALERER ST, NORTH WILLOUGHBY - PROPOSED PARKING RESTRICTION CHANGES
WARD:	MIDDLE HARBOUR
RESPONSIBLE OFFICER:	ADELINE SIM, SENIOR TRANSPORT ENGINEER
AUTHOR:	ASTON PEI
CITY STRATEGY OUTCOME:	2.4 MANAGE PARKING AND REDUCE TRAFFIC CONGESTION.
MEETING DATE:	10 SEPTEMBER 2024

1. PURPOSE OF REPORT

To seek approval for proposed No Parking Restrictions on the southern kerbside on Chaley Street, North Willoughby.

2. OFFICERS RECOMMENDATION

That Council approves the proposed No Parking Restrictions on southern kerbside on Chaley Street between Tyneside Avenue and Warrane Road, North Willoughby.

3. BACKGROUND

Chaley Street, a local road with one travel lane in each direction, and provides a connection between Tyneside Avenue and Neville Street from east to west while intersecting Warrane Road.

It offers kerbside parking on both sides between Neville Street and Warrane Road without time parking restrictions while allowing a single travel lane. This is contrary to the section between Tyneside Ave and Warrane Rd which offers kerbside parking on either side as parking on both sides will impede the single travel lane preventing vehicles from travelling on Chaley Street. Currently, it is the responsibility of road users to ensure parking does not result in the impediment of the travel lane. Statutory No Stopping and No Parking signage are absent on Chaley Street.

During heavy rainfall, vehicles parked on the southern kerbside of Chaley Street, which is the lower side, can obstruct water flow. This obstruction causes gutters to overflow, potentially impacting nearby private properties.. To address this, Council proposed a section of No Parking aimed to keep gutters clear, allowing them to work effectively and reducing the risk of stormwater damage into homes and onto roads.

This proposal will result in the loss of two parking spaces, with the primary aim of protecting properties from potential water damage and improving stormwater management in the local area. Community consultation was conducted in August 2024 regarding this proposal (Figure 1). During the consultation, it was identified that compliant parking cannot be provided on both sides of the road while maintaining a single travel lane. To ensure safe two-way access

for local residents, emergency vehicles, and heavy vehicles such as garbage collection trucks, the proposal has been modified to extend the 'No Parking' restriction along the full southern kerbside of Chaley Street between Tyneside Avenue and Warrane Road (Figure 2).

Consultation Parking Restriction Changes is shown in Figure 1.



Figure 2. Post-consultation Parking Restriction Changes

4. DISCUSSION

Local residents have raised concerns regarding vehicles parking on both sides of the road and vegetation compounding around vehicle tyres resulting in the obstruction of the gutter and water overflow the kerb. In addition, they have noted the cross fall of the existing nature strip from the road towards 62 Tyneside Avenue does not assist with water draining away from the property and that there were no issues prior to the development at 62 Tyneside Avenue.

To address these concerns, Council proposes No Parking restrictions to apply on the southern kerbside on Chaley Street between Tyneside Avenue and Warrane Road. This means all vehicles will be able to travel along Chaley Street at all times while allowing the gutter to function at its designed capacity. A similar Parking Restriction arrangement is located at Megalong Avenue where No Stopping Restrictions apply along the southern side between Tyneside Avenue and Warrane Road.

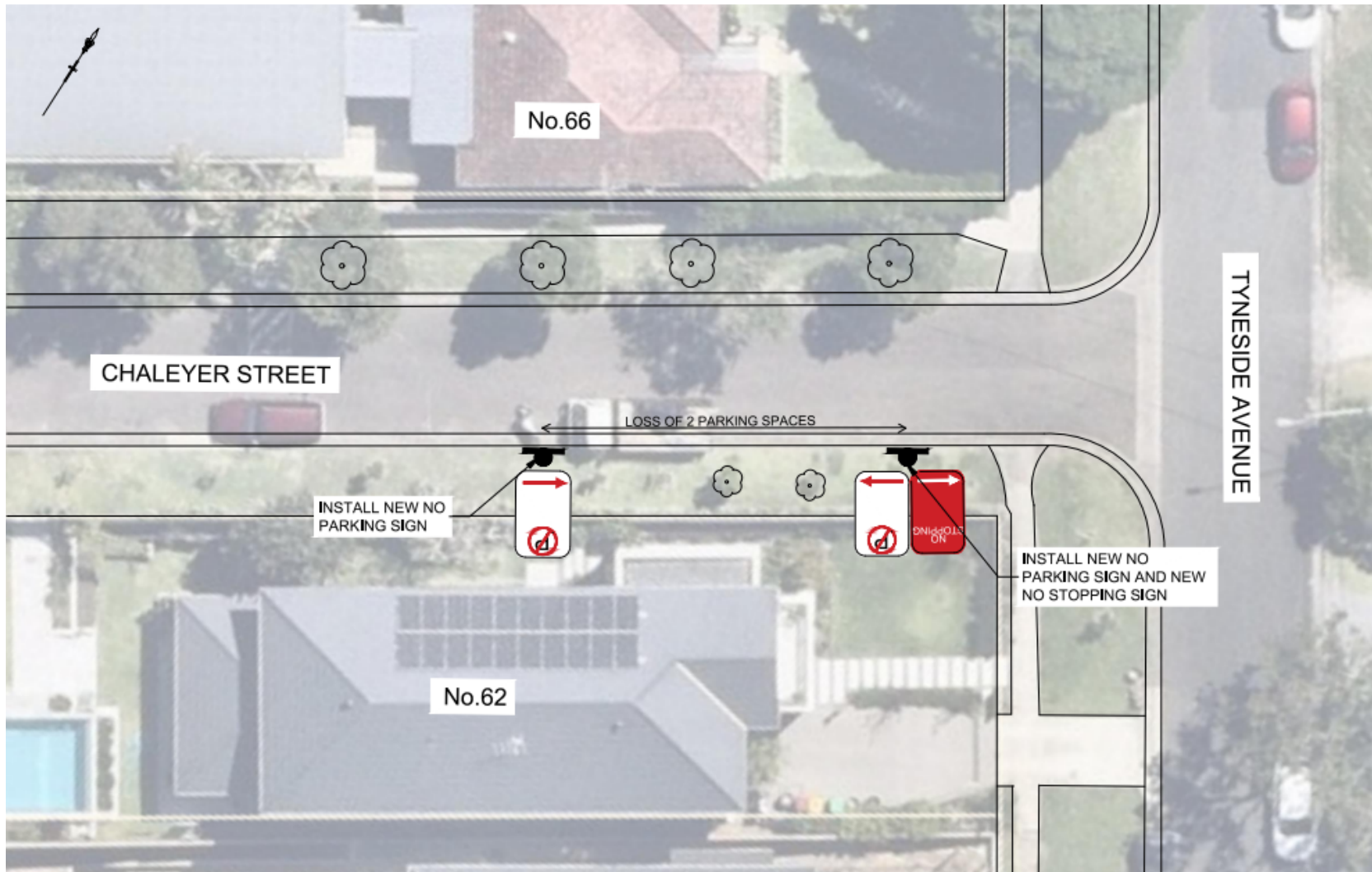
It is noted that the cross fall of the existing nature strip cannot be modified and water may continue to overflow the kerb during severe storm events. Further, the proposal will not result in the loss of parking spaces as parking cannot be provided on both sides of the road in the existing condition. The proposal aims to improve safety, ensure parking compliant with standards is provided and ensure the operation of the travel lane at all times is available for all residents.

Affected properties on Chaley Street and Tyneside Avenue received a letter seeking their comments on the proposed changes. The feedback received from residents during the consultation period indicated mixed support for the proposal. A total of three submissions were received: one expressed outright support, one did not support and one did not indicate

either response.

5. CONCLUSION

The proposed No Parking restrictions aim to address concerns regarding the parking arrangement and stormwater risks at Chaley Street between Tyneside Avenue and Warrane Road, raised by the local residents. It is requested that Traffic Committee supports the implementation of the proposed parking changes on the southern side of Chaley Street, as shown in Figure 2.



<u>LEGEND</u>	
	STREET SIGN
	POWER ELP
	TREES

PLAN
NOT TO SCALE

5.4 DELEGATED ITEMS - REGULATORY SIGNPOSTING AND LINE MARKING

ATTACHMENTS:	<ol style="list-style-type: none"> 1. ATTACHMENT 1 - DELEGATED ITEMS - SEPTEMBER 2024 2. ATTACHMENT 2 - DELEGATED ITEMS - GLENAEON RUDOLF STEINER SCHOOL FAIR TRAFFIC MANAGEMENT PLAN 3. ATTACHMENT 3 - DELEGATED ITEMS - ST THOMAS' CATHOLIC PRIMARY SCHOOL'S 47TH ANNUAL ART & CRAFT SHOW 4. ATTACHMENT 4 - DELEGATED ITEMS - CHATSWOOD CHASE CTMP AND FULL ROAD CLOSURES 5. ATTACHMENT 5 - DELEGATED ITEMS - CHATSWOOD CHASE CTMP AND FULL ROAD CLOSURES- VIC AVE TGS 6. ATTACHMENT 6 - DELEGATED ITEMS - CHATSWOOD CHASE CTMP AND FULL ROAD CLOSURES- ARCHER ST TGS
WARD:	ALL WARDS
RESPONSIBLE OFFICER:	ADELINE SIM, SENIOR TRANSPORT ENGINEER
AUTHOR:	VESTA VESTA, TRANSPORT ENGINEER
CITY STRATEGY OUTCOME:	<p>2.1 ENHANCE TRANSPORT CHOICES AND CONNECTIONS THROUGHOUT THE CITY.</p> <p>2.4 MANAGE PARKING AND REDUCE TRAFFIC CONGESTION.</p> <p>3.1 FOSTER FEELINGS OF INCLUSION, SAFETY AND CLEANLINESS.</p>
MEETING DATE:	10 SEPTEMBER 2024

1. PURPOSE OF REPORT

To seek Council approval to implement regulatory signposting and line marking changes at various locations in Willoughby City Council.

2. OFFICERS RECOMMENDATION

That Council approve the implementation of regulatory signposting and line marking changes at various locations in the Willoughby Local Government Area in Table 1.

3. BACKGROUND

These are minor traffic and parking issues forwarded to Council for its consideration and, if appropriate, action. The action is typically implementation of regulatory signposting, pavement marking and line marking.

4. DISCUSSION

The implementation of the signposting and line marking improve compliance with road rules and thereby improve road safety, motor vehicle access to properties and aid the construction of new development by supporting safe use of the adjacent road space.

The regulatory signposting and line marking changes implemented since the last Traffic Committee are outlined in the Table 1 below.

Table 1: Regulatory Signposting and Line Marking changes at various locations in the Willoughby Local Government Area

No.	Location	Issue	Proposed Works
24/51	1 Melnotte Avenue, Roseville	Application to install driveway white lines on sides of the driveway.	Installation of white lines at 1 metre from the driveway splay
24/52	27 Remuera Street, Willoughby	Application to install driveway white lines on sides of the driveway.	Installation of white lines at 1 metre from the driveway splay
24/53	10 and 14 Chatswood Avenue, Chatswood	Applications to install driveway white lines on sides of the driveway.	Installation of white lines at 1 metre from the driveway splay
24/54	The Bastion and Barbette, Castlecrag	The driveway is obstructed by vegetation and embankment	Install "The Conceal Driveway' Between No.2 and 4
24/55	St Pius X College, 39 – 41 Anderson Street, Chatswood	Traffic Sign and line marking for the Public Domain work	<ul style="list-style-type: none"> • Reinstate existing 'No Stopping' and 'No Parking' signs by core drilling into new kerb at Wattle Lane • Stop sign and line marking at Wattle Lane • Relocate existing 'No Parking' and 2P sign
24/56	Grafton Avenue and West Street, Naremburn	Intersection and pedestrian and cyclist Safety improvement	<ul style="list-style-type: none"> • Give way sign and line markings • 10m BB Line • Bicycle and Pedestrian Warning Sign
24/57	Beaconsfield Road, Chatswood West	Intersection safety improvement	Intersection No Stopping restriction at the following intersections <ul style="list-style-type: none"> • Cramer Crescent/ Beaconsfield Road • Colwell Crescent/ Beaconsfield Road • Ferndale Street/ Beaconsfield Road • Ferndale Street/ Dellwood Street

No.	Location	Issue	Proposed Works
24/58	Church Street and Sydney Street, North Willoughby	Intersection safety improvement	Install statutory 10 m No Stopping restriction
24/59	Wheatleigh Street and Donnelly Road, Naremburn	Intersection safety improvement	Install statutory 10m No Stopping restriction
24/60	Kirk Street, Chatswood	Safety improvement	Install two 'No Through Road' signs <ul style="list-style-type: none"> Combine Street Name sign with pedestrian crossing warning sign
24/61	Edith Street, Castlecrag (Road closure between Edinburgh Road and Charles Street)	Glenaeon Rudolf Stenier School Fair Traffic Management	The event is scheduled for 9 November 2024
24/62	Horsley Avenue, Willoughby (Road closure between High Street and Summerville Crescent)	St Thomas' Catholic Primary School's 47 th Annual Art & Craft Show	The event is scheduled for Saturday 26 October, 9:00 am to 4:30pm and Sunday 27 October, 10:30am to 3:30 pm
24/63	Chatswood Chase Shopping Centre, Chatswood (Redevelopment - Victoria Avenue and Archer Street)	Construction Traffic Management Plan (CTMP) for tower-crane set up	The scheduled dates for the full road closures are as follows: <ul style="list-style-type: none"> Victoria Avenue between Archer Street and Neridah Street – 10pm Friday, 16 August – 10pm Sunday, 18 August (48 hours continuous) Archer Street between Victoria Avenue and Wattle Lane/ Malvern Avenue – 10pm Friday, 13 September – 10pm Sunday, 15 September (48 hours continuous)
24/64	Various Sites, Willoughby	3T GMV Limit Signs	Install No 3T Limit Truck Signs at the following locations: <ul style="list-style-type: none"> Sydney Street/ Mowbray Road Lucknow Street/ Artarmon Road Edward Street/ Artarmon Road Edward Street/ Penshurst Street Goreman Street/ Willoughby Road Artarmon Road/ Willoughby Road

No.	Location	Issue	Proposed Works
			<ul style="list-style-type: none"> Julian Street/ Willoughby Road Borlaise Street/ Willoughby Road Penshurst Street/ Mowbray Road Penkivil Road/ Willoughby Road
24/65	Hampden Lane and Francis Road, Artarmon	Parking signs Installation	<ul style="list-style-type: none"> Install two new Parking Signs on new post at the corner of Hampden Road and Francis Road Install a new Parking Sign at the car park entrance on Hampden Lane
24/66	Avian Crescent, Lane Cove North	Parking restrictions changes	Install 59m dividing barrier lines on Avian Crescent from the intersection with Mowbray Road to No. 1 and 2
24/67	Waltham Street, Artarmon	Proposed Truck Zone	Install 24m Truck Zone 8pm -3am Monday – Friday south of Taylor Lane on eastern side of Waltham Street.
24/68	Coorabin Road, Northbridge	Intersection safety improvement	Install 20m No Stopping sign from the face of kerb of Noonbina Crescent on Coorabin Road
24/69	Bellevue Street, Chatswood	Intersection safety improvement	<ul style="list-style-type: none"> Install statutory 10m No Stopping restriction on Bellevue Street and Hawthorne Avenue intersection Extend existing 10m No Stopping restriction for futher 5m on Bellevue Street and Fullers Road intersection
24/70	28 Baroona Road, Northbridge	Safety issue – Vehicles parking too close to driveway affecting line of sight for residents	Install 1.6m No Parking signs on both side of driveway of No.28
24/71	Archer St, Chatswood (Chatswood Chase redevelopment)	Work Zone signs required for construction works	Install 30m Work Zone 17/07/2024 – 03/06/2025 '9.30 am – 2.30pm School Days, 7am – 5pm Mon – Fri, 7am – 12pm Sat'
24/72	345 Victoria Avenue, Chatswood (Havilah Street)	Work Zone signs required for construction works	Install 45m Work Zone 10/07/2024 – 22/07/2025
24/73	Beaconsfield Road and sides streets, Chatswood West	Timed-restricted parking proposal	Install the following: <ul style="list-style-type: none"> No Parking 7am – 4pm Mon – Fri, 7am – 12pm

No.	Location	Issue	Proposed Works
			Sat on all curved segments of Beaconsfield Road <ul style="list-style-type: none"> • Double Barrier Lines at the bends of Colwell Crescent
24/74	Whiting Street, Artarmon	Timed-restricted parking proposal	Proposed parking changes: <ul style="list-style-type: none"> • 2P, 8:30am-6pm, Monday-Saturday between No.7 -15 • 4P, 8:30am-6pm, Monday-Friday between No.23 - 29, 22 – 28 • 8P, 8:30am-6pm, Monday-Saturday between No.31 – 33
24/75	Patrick Street and Macmahon Street, Willoughby	Timed-restricted parking proposal	Proposed parking changes: 2P, 8:30am-6pm, Monday-Saturday; 8:30am-12:30pm Sunday <ul style="list-style-type: none"> • Patrick Street northern shopfront to house number 29 • Patrick Street southern shopfront to house number 30 1/4P, 8:30am-12pm, Everyday; 1P, 12pm-6pm Monday-Friday <ul style="list-style-type: none"> • Macmahon Street northern side between loading zone and No Stopping sign
24/76	Ashley Street, Chatswood	Safety improvement at the intersection and provide additional on-street parking	Proposed Intersection Safety Improvement and On-Street Parking Changes <ul style="list-style-type: none"> • Relocate the Give Way lines to improve motorists' visibility at the intersection • Install Edge Line markings to better delineate traffic movements • Add continuity lines to enhance motorists' improve line of sight at the intersection and

No.	Location	Issue	Proposed Works
			<ul style="list-style-type: none"> Adjust two No Stopping zones to reflect the improve sight distances.

Diagrams for each location showing the regulatory signposting and line marking changes implemented since the last Traffic Committee are provided in **Attachment 1**.

5. CONCLUSION

It is recommended that the Traffic Committee support the changes in Table 1 and **Attachment 1**.

Willoughby City Council has allocated funding for the implementation of regulatory signposting, pavement marking and line marking in its Works Services Road and Street Signs (6630) cost centre. White driveway line marking and business signage are funded through a fee payment by the applicant.

24/51 1 Melnotte Avenue, Roseville – Installation of driveway white line



24/52 27 Remuera Street, Willoughby – Installation of driveway white line



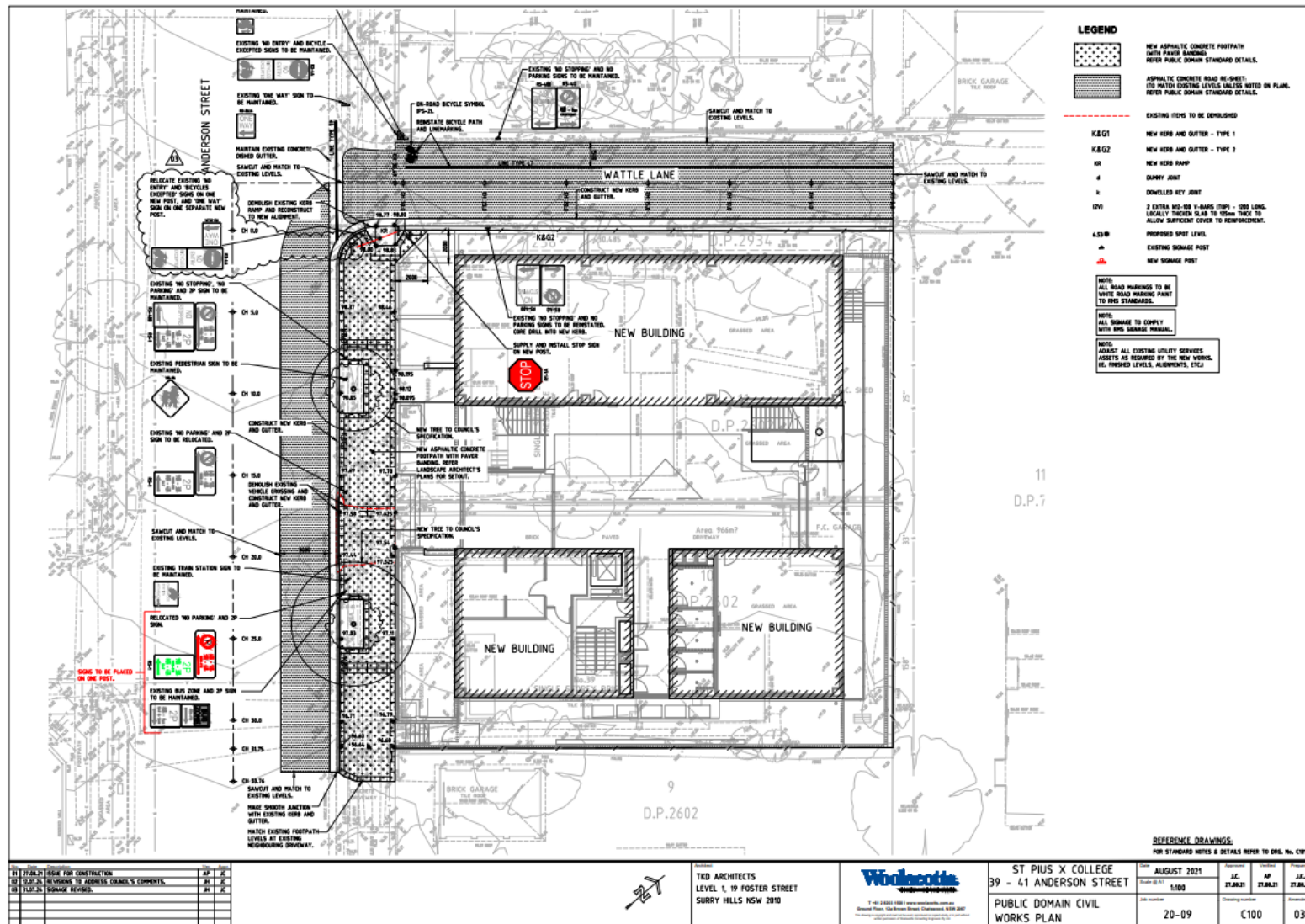
24/53 10 and 14 Chatswood Avenue , Chatswood - Installation of driveway white line



24/54 4 The Bastion – Installation of “The Concealed Driveway” between No.2 and 4



24/55 St Pius X College, 39-41 Anderson Street, Chatswood – Traffic sign and line marking plan for the public domain work

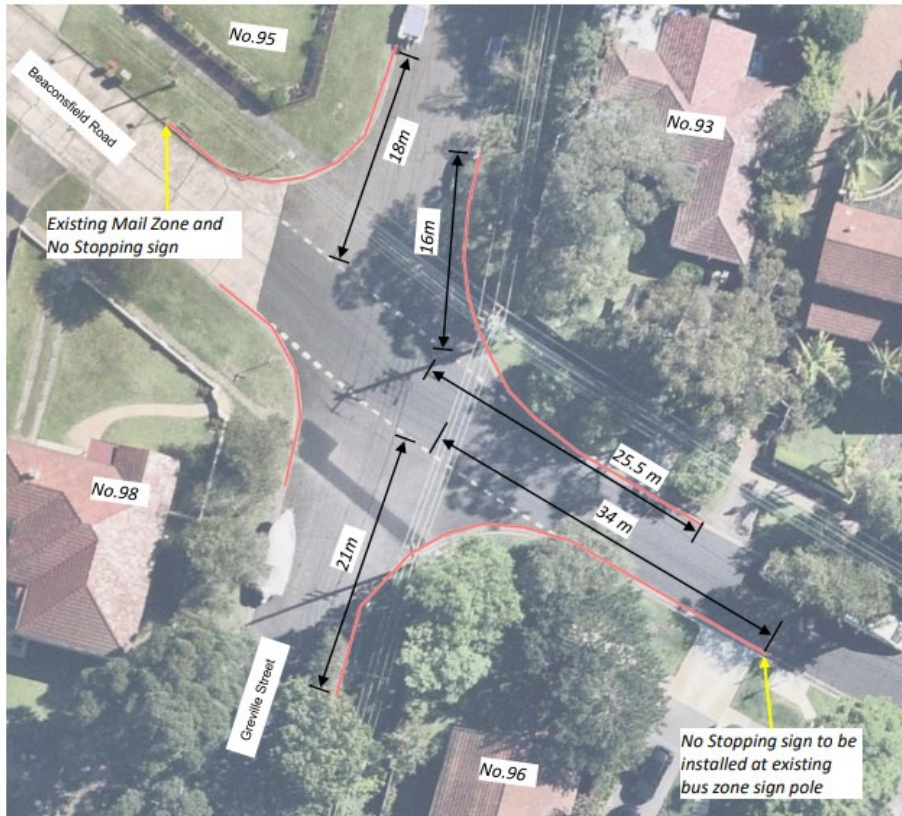


24/56 Grafton Avenue and West Street, Naremburn – Installation of Give Way sign and line marking, 10 m BB line and Bicycle/Pedestrian Warning Sign

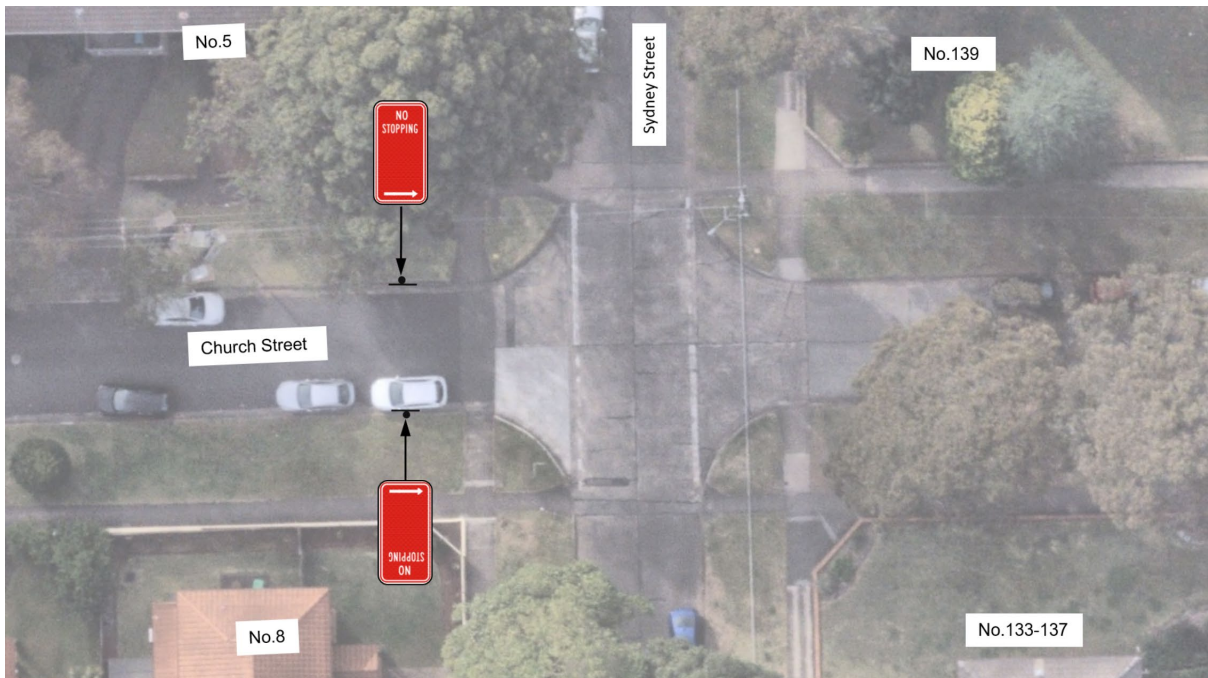


24/57 Beaconsfield Road, Chatswood – Installation of No Stopping signs at the intersections

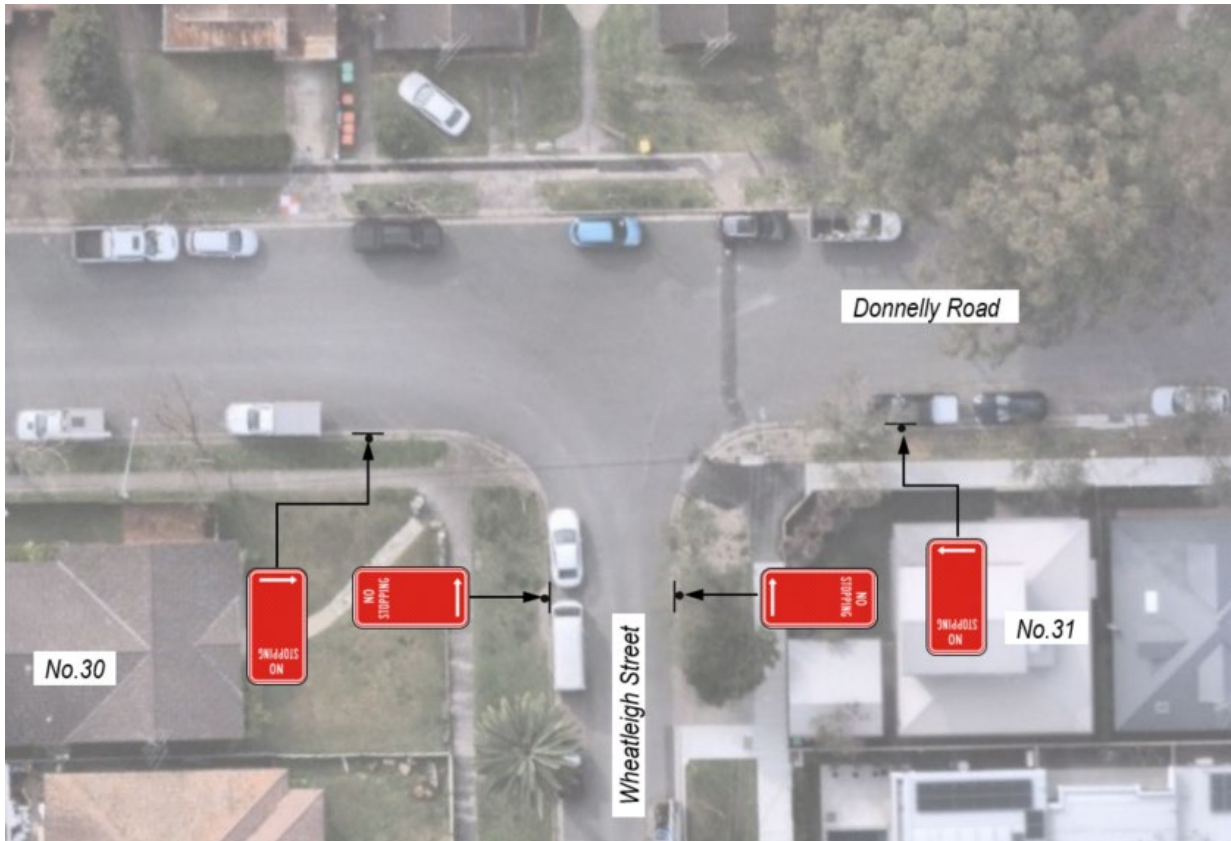




24/58 Church Street and Sydney Street, North Willoughby - Installation of statutory 10m No Stopping restriction



24/59 Wheatleigh Street and Donnelly Road, Naremburn – Installation of statutory 10m No Stopping restriction



24/60 Kirk Street, Chatswood – Installation of two 'No Through Road' signs

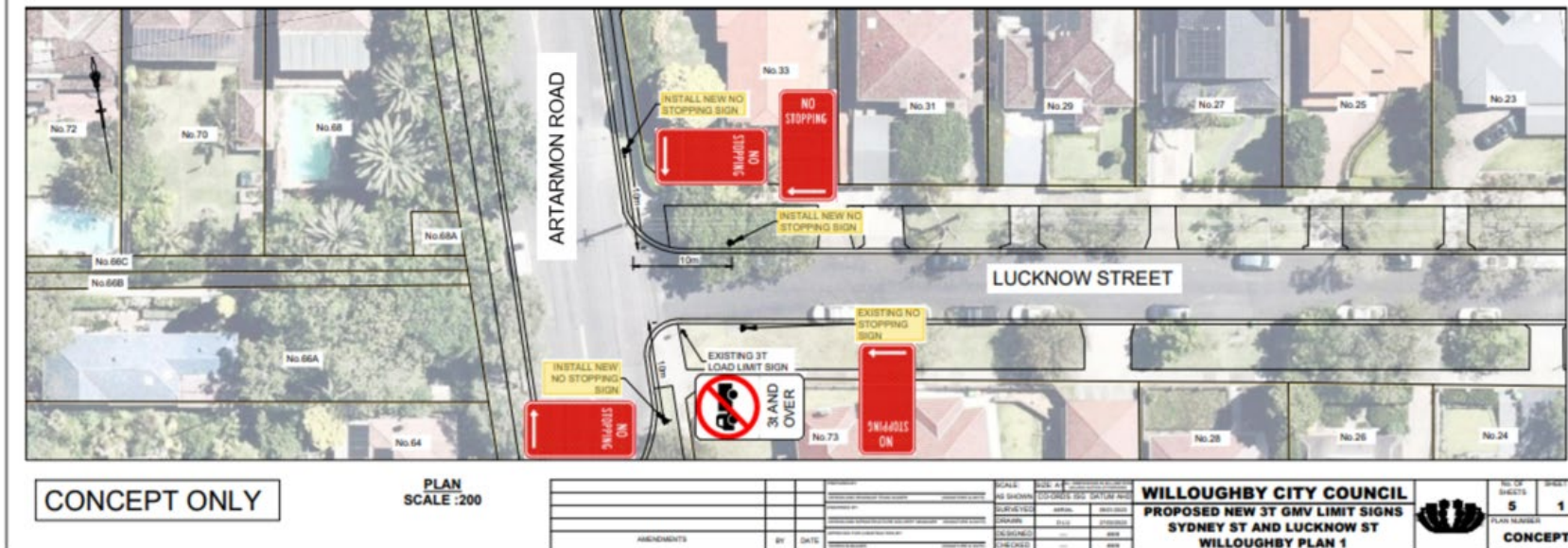
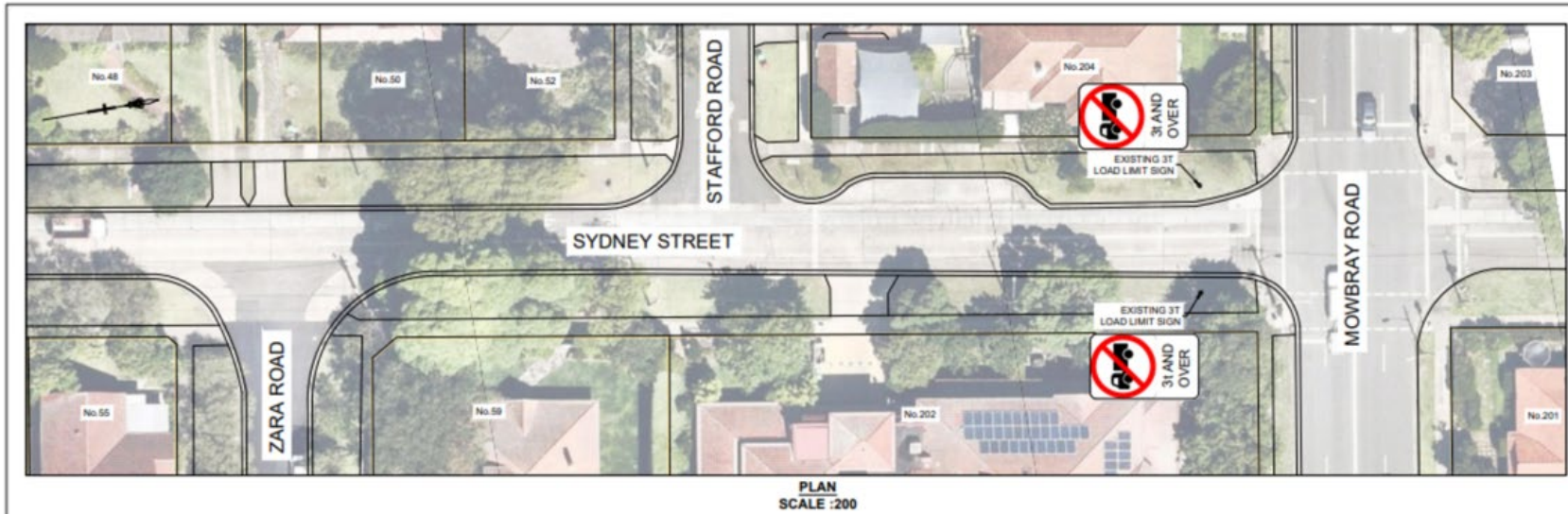


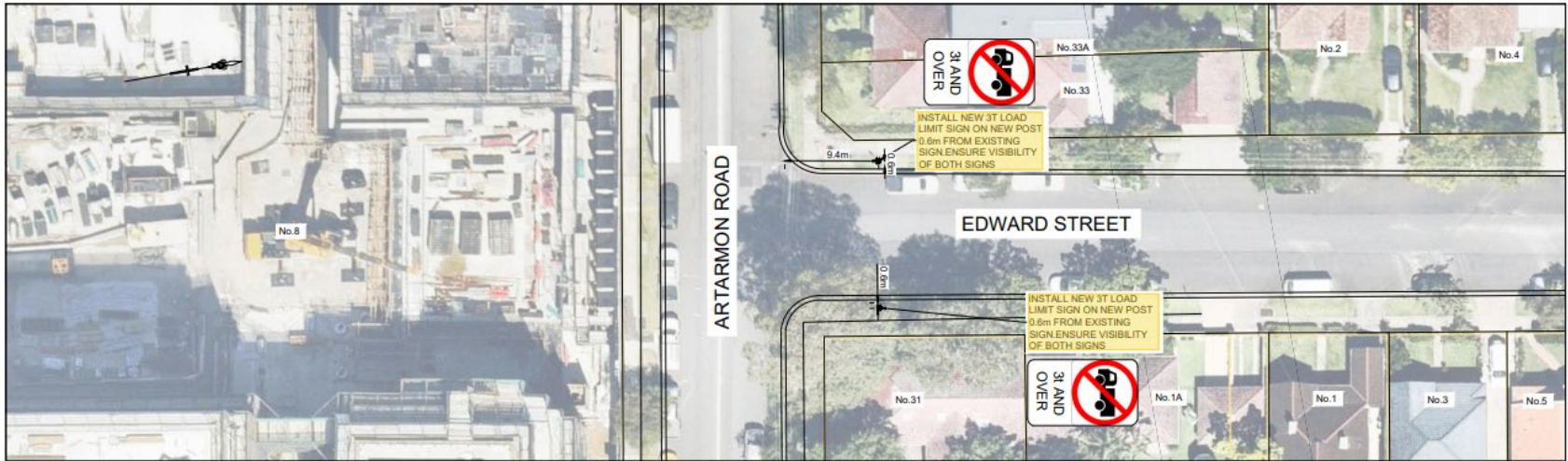
24/61 Edith Street, Castlecrag Road closure between Edinburgh Road and Charles Street for Glenaeon Rudolf Stenier School Fair

24/62 Horsley Avenue, Willoughby road closure between High Street and Summerville Crescent for St Thomas' Catholic Primary School's 47th Annual Art & Craft Show

24/63 Chatswood Chase Shopping Centre Redevelopment, Victoria Avenue and Archer Street, Chatswood – Construction Traffic Management Plan for tower-crane set up

24/64 Various Sites, Willoughby – Installations of 3T GMV limit signs





PLAN
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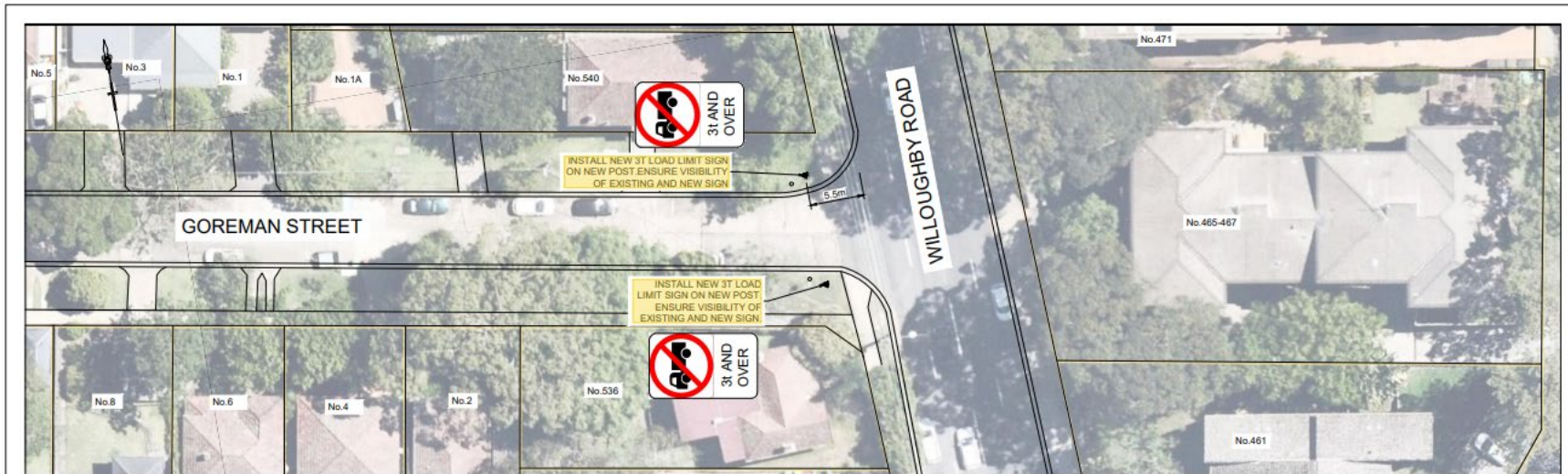
CONCEPT ONLY

PLAN
SCALE :200

DESIGNED BY	DATE	BY	DATE	AMENDMENTS

WILLOUGHBY CITY COUNCIL PROPOSED NEW 3T GMV LIMIT SIGNS EDWARD ST WILLOUGHBY PLAN 2
--

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PLAN NUMBER	CONCEPT	



PLAN
SCALE :200




CONCEPT ONLY

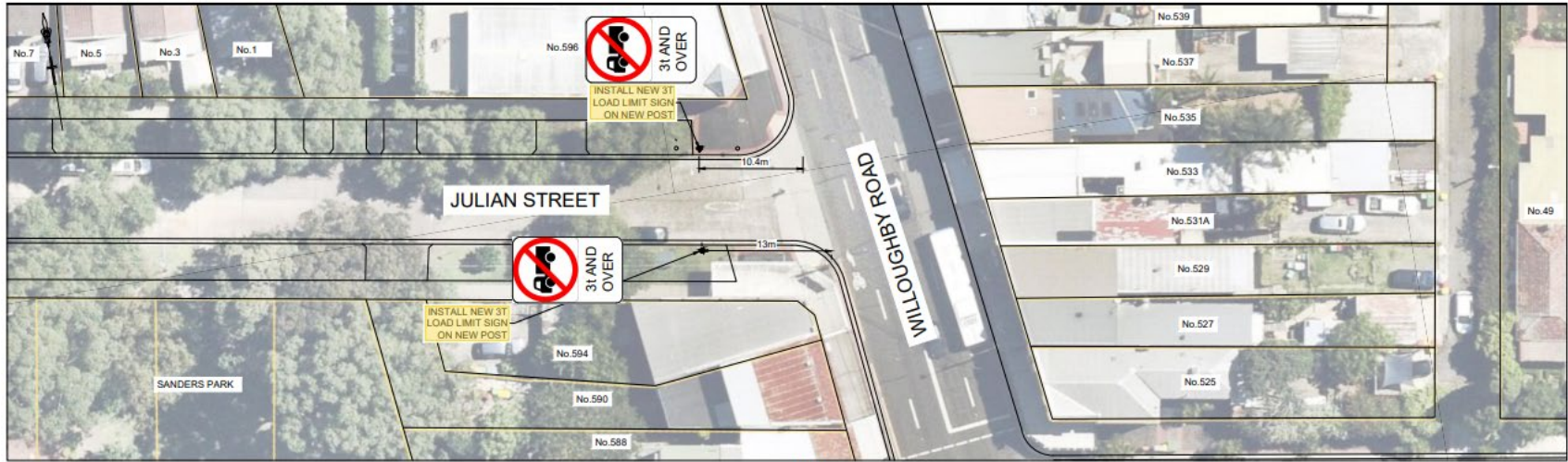
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AMENDMENTS	BY	DATE

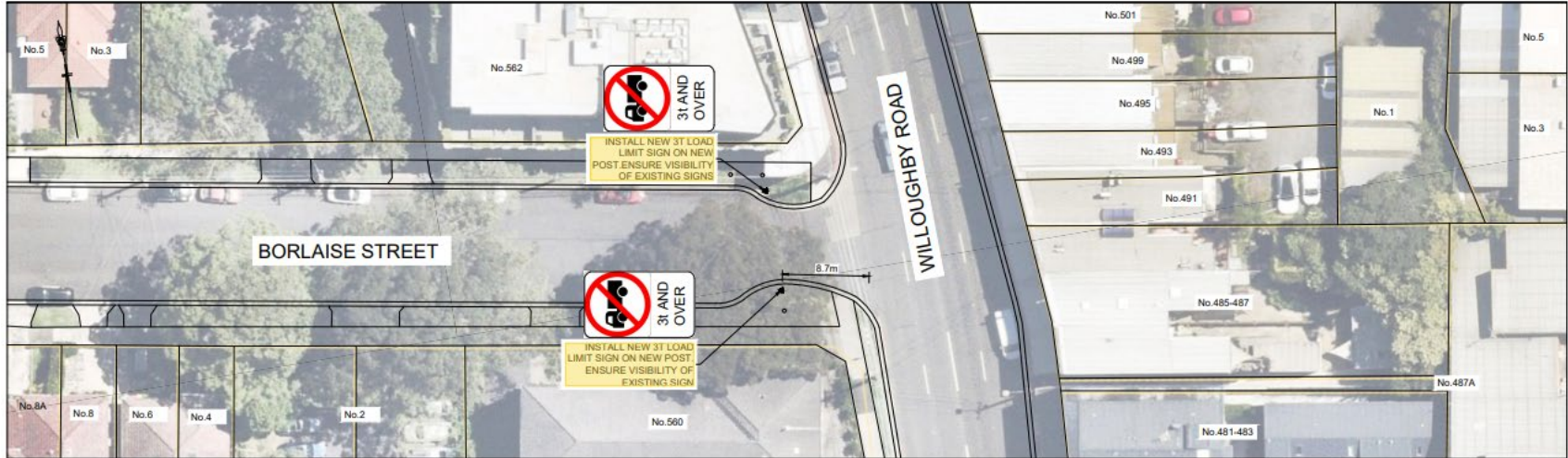
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DRAWN BY	DATE	CHECKED BY	DATE
APPROVED FOR LOCAL FUNCTION BY	DATE	DESIGNED BY	DATE
APPROVED FOR STATE FUNCTION BY	DATE	CHECKED BY	DATE

WILLOUGHBY CITY COUNCIL
PROPOSED NEW 3T GMV LIMIT SIGNS
GOREMAN ST AND ARTARMON RD
WILLOUGHBY PLAN 3

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PLAN NUMBER		CONCEPT



PLAN
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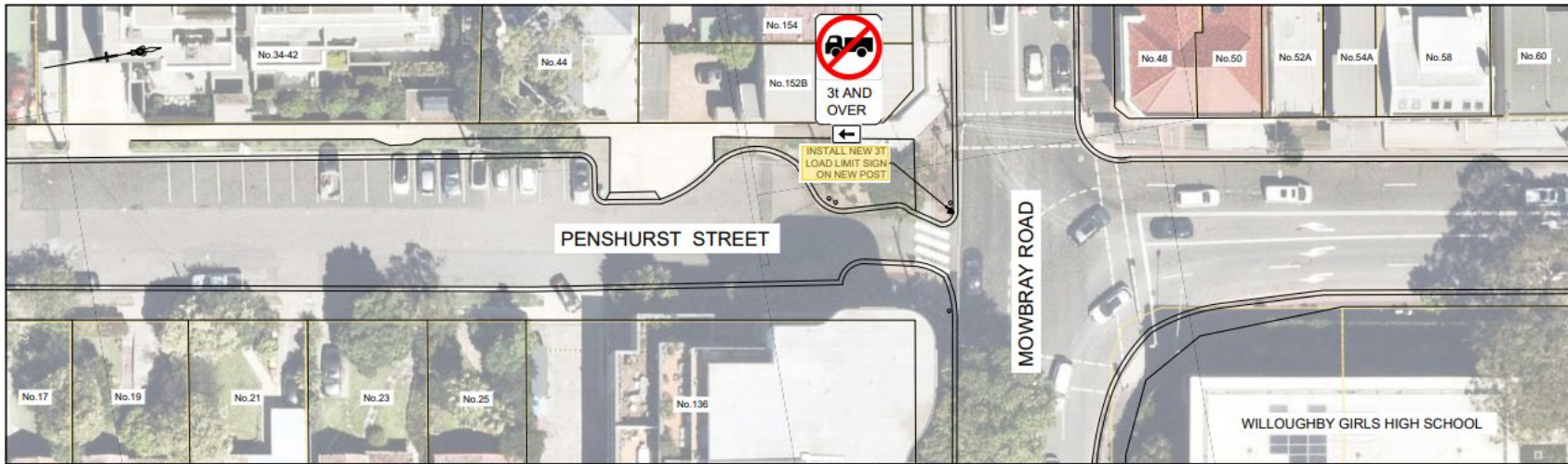
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CONCEPT ONLY

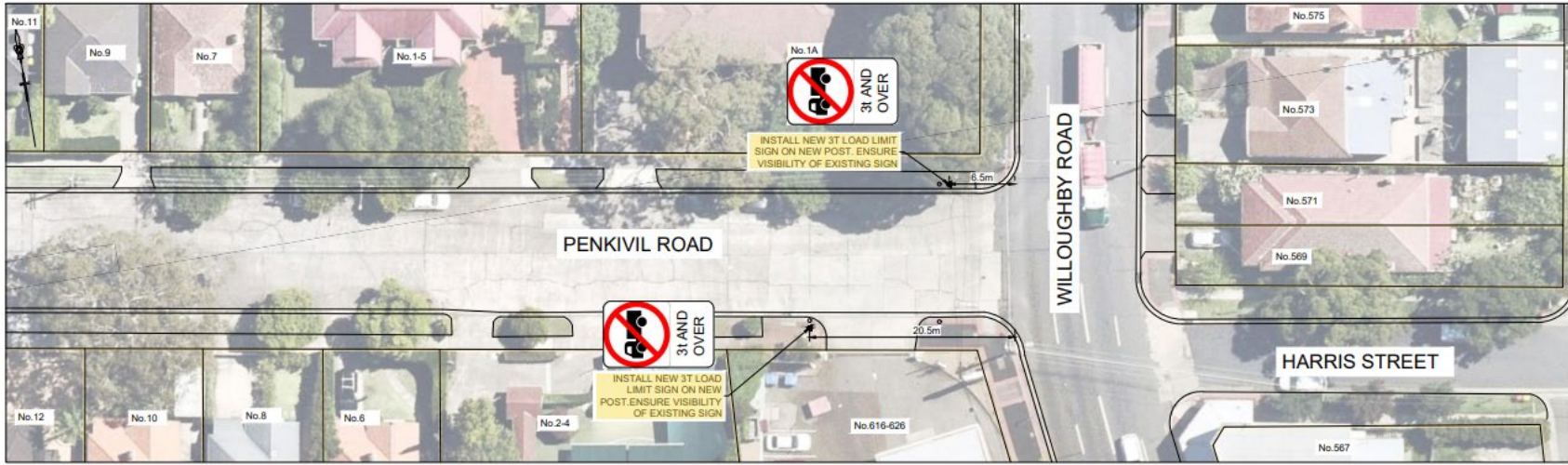
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APPROVED FOR CONSTRUCTION BY:	DATE:	DESIGNED BY:	DATE:	CHECKED BY:	DATE:
AMENDMENTS	BY	DATE			

WILLOUGHBY CITY COUNCIL
PROPOSED NEW 3T GMV LIMIT SIGNS
JULIAN ST AND BORLAISE ST
WILLOUGHBY PLAN 4

NO. OF SHEETS: **5** SHEET NO: **4**
 PLAN NUMBER: **CONCEPT**



PLAN
SCALE :200



CONCEPT ONLY

PLAN
SCALE :200

APPROVED FOR CONSTRUCTION BY:	DATE:	BY:	DATE:
DESIGNED BY:	DATE:	DRAWN BY:	DATE:
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APPROVED BY:	DATE:	BY:	DATE:
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APPROVED BY:	DATE:	BY:	DATE:

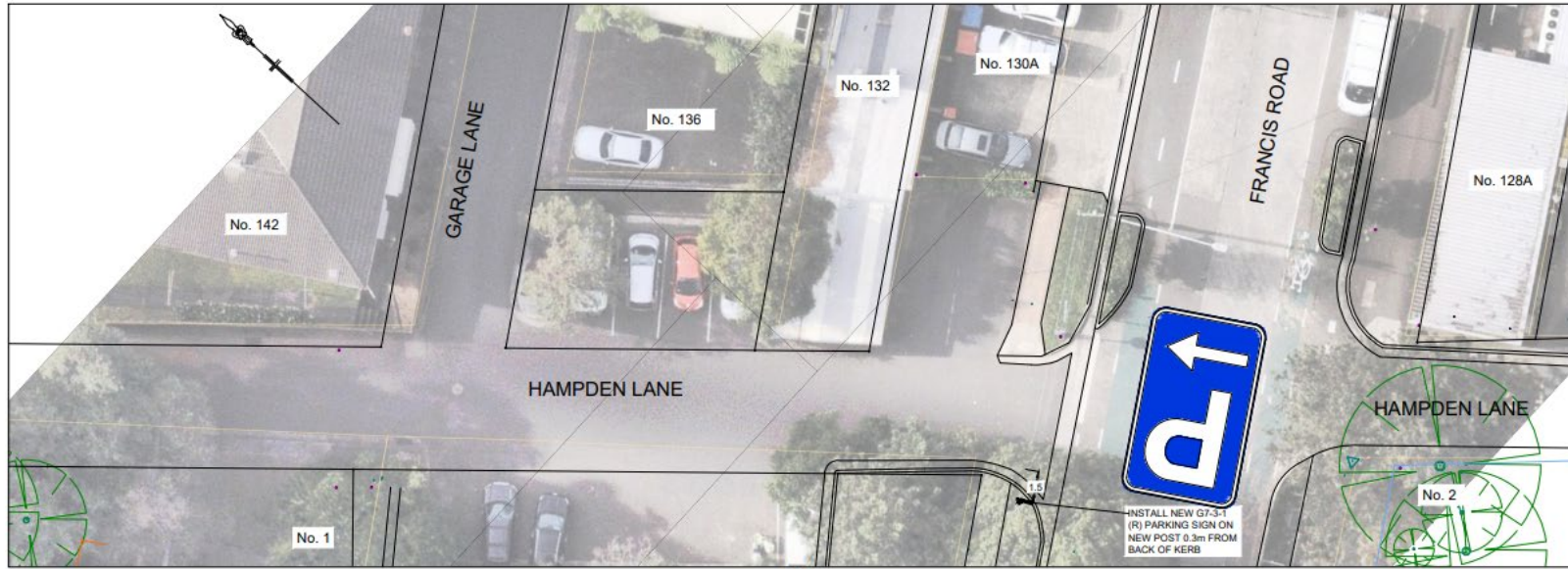
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SURVEYED:	2024-03-22
DRAWN:	2024-03-22
DESIGNED:	2024-03-22
CHECKED:	2024-03-22

WILLOUGHBY CITY COUNCIL
PROPOSED NEW 3T GMV LIMIT SIGNS
PENSHURST ST AND PENKIVIL ST
WILLOUGHBY PLAN 5



NO. OF SHEETS	SHEET NO.
5	5
PLAN NUMBER	CONCEPT

24/65 Hampden Lane and Francis Road, Artarmon – Parking signs installation



PLAN
SCALE 1:100

CONCEPT ONLY
ALL DIMENSIONS IN METERS

PROJECT NO.		DATE	
DESIGNED BY		DATE	
CHECKED BY		DATE	
APPROVED BY		DATE	
AMENDMENTS	BY	DATE	

WILLOUGHBY CITY COUNCIL
PROPOSED PARKING SIGNS
HAMPDEN LANE AND FRANCIS ROAD
ARTARMON

	NO. OF SHEETS	SHEET NO.
	2	1
PLAN NUMBER		CONCEPT



PLAN
SCALE 1:100

CONCEPT ONLY
ALL DIMENSIONS IN METERS

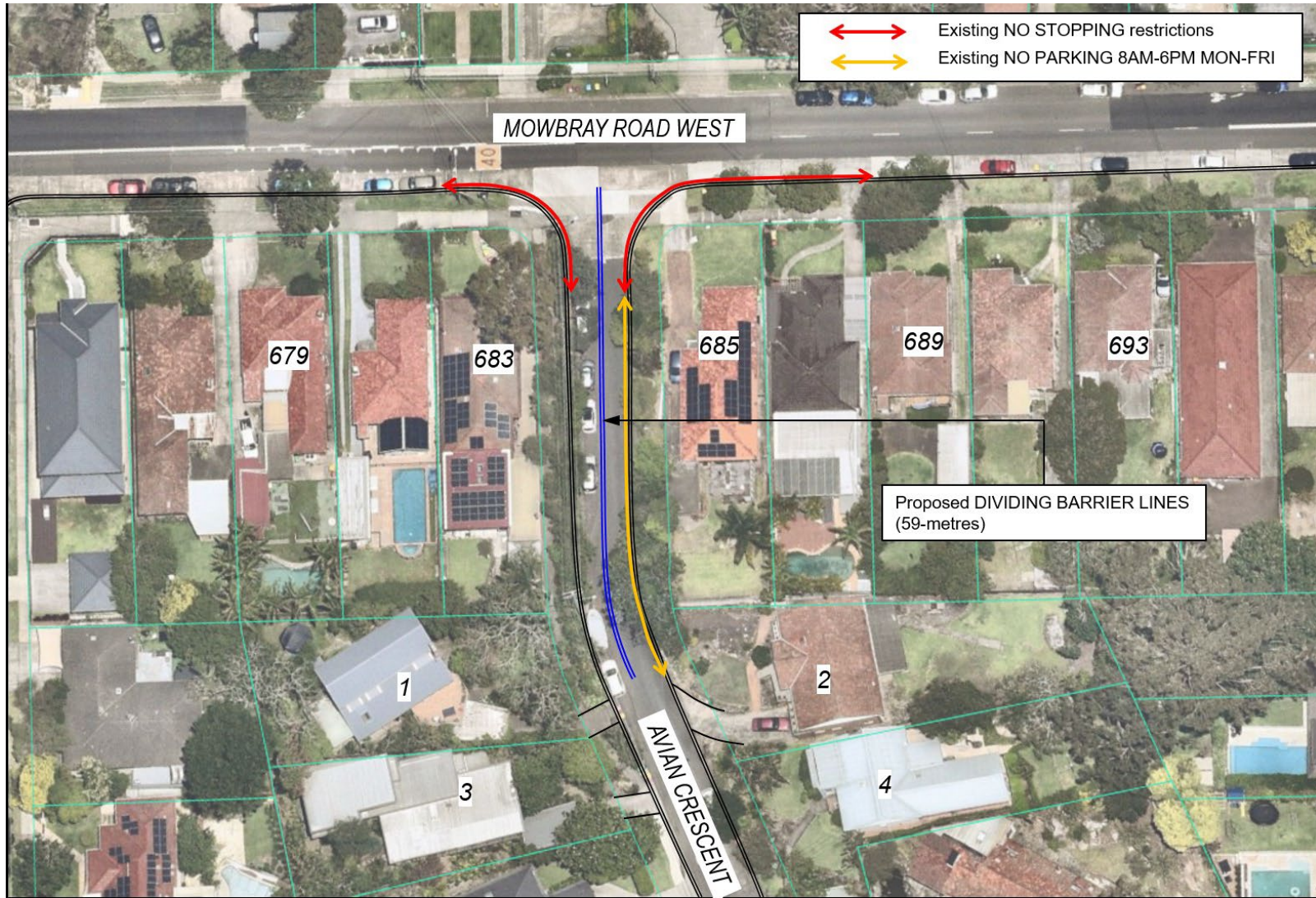
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APPROVED BY		SURVEYED	0000 0000
		DRAWN	0000 0000
		DESIGNED	0000 0000
		CHECKED	0000 0000

WILLOUGHBY CITY COUNCIL
PROPOSED PARKING SIGNS
HAMPDEN ROAD AND FRANCIS ROAD
ARTARMON

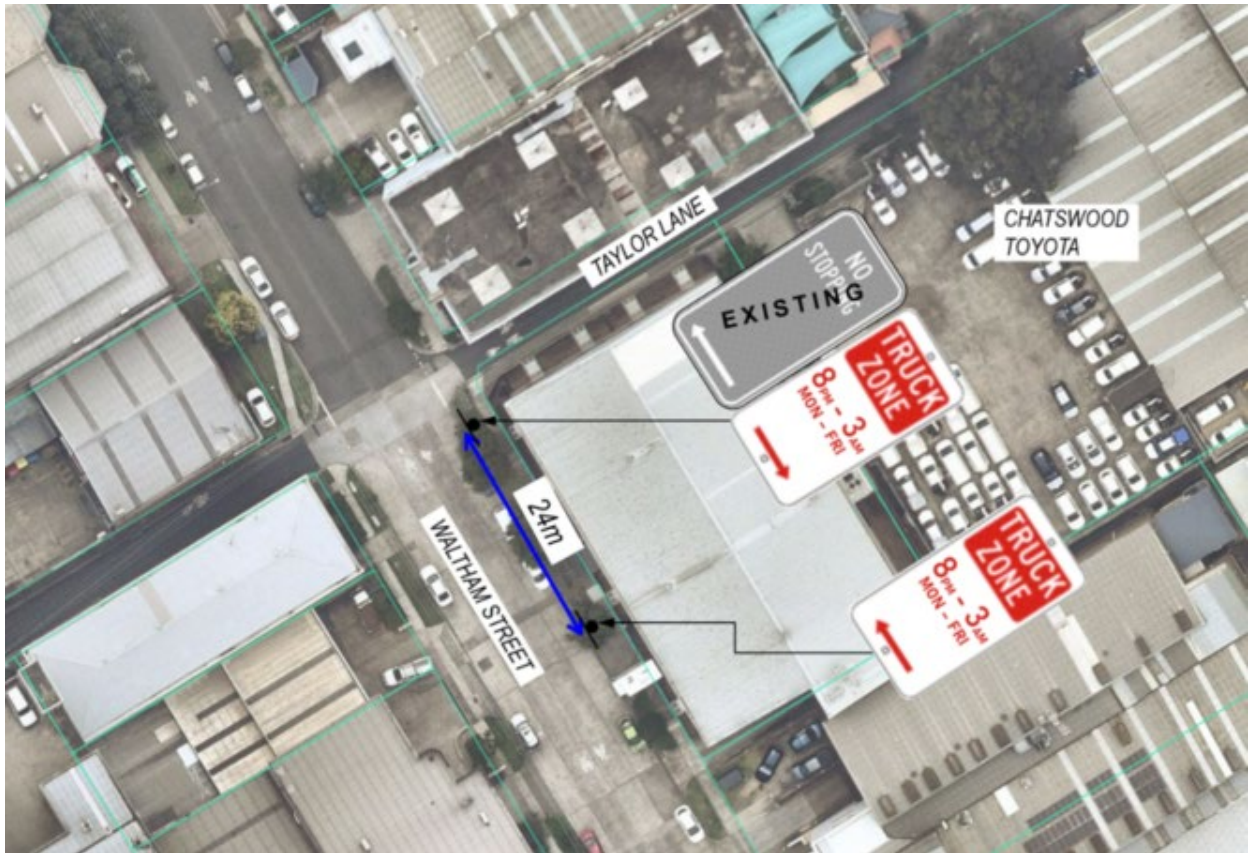


NO. OF SHEETS	SHEET NO.
2	2
PLAN NUMBER	
CONCEPT	

24/66 Avian Crescent, Lane Cove North – Installation of 59m Double Barrier Lines on Avian Crescent from the intersection with Mowbray Road to No. 1 and 2



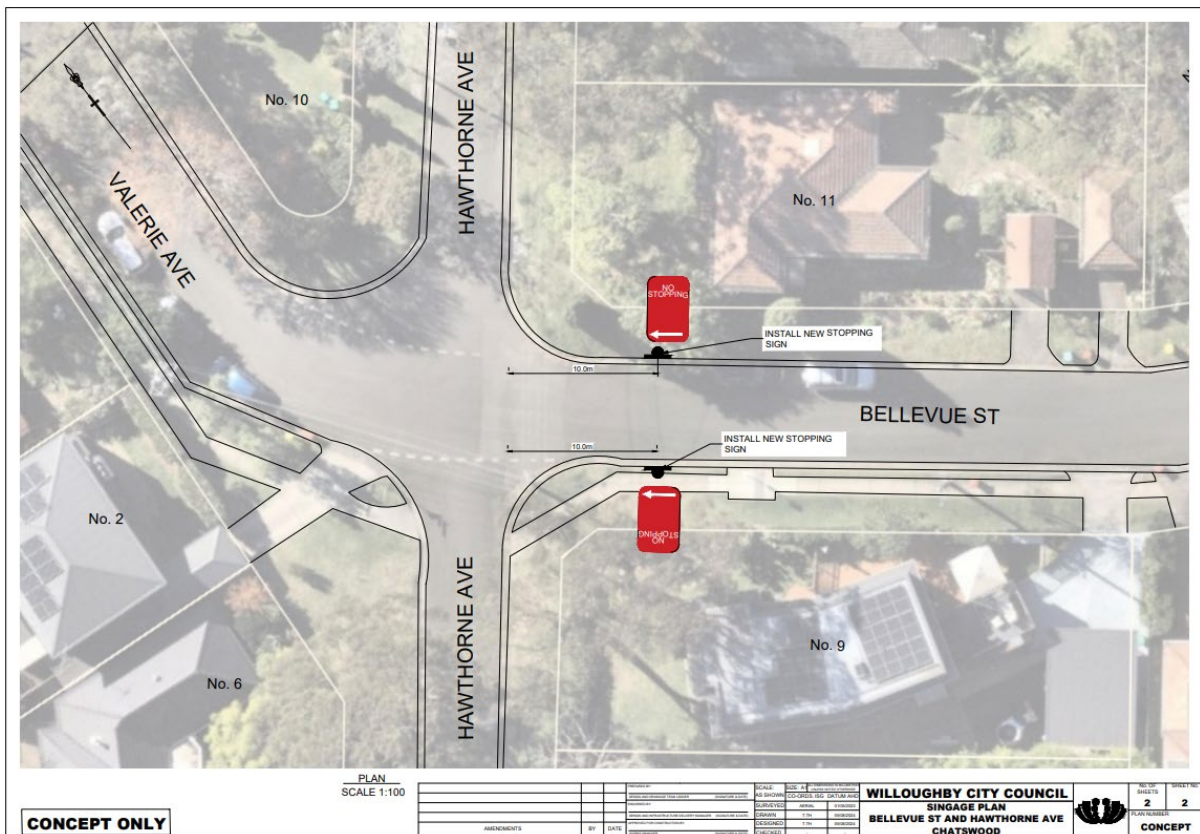
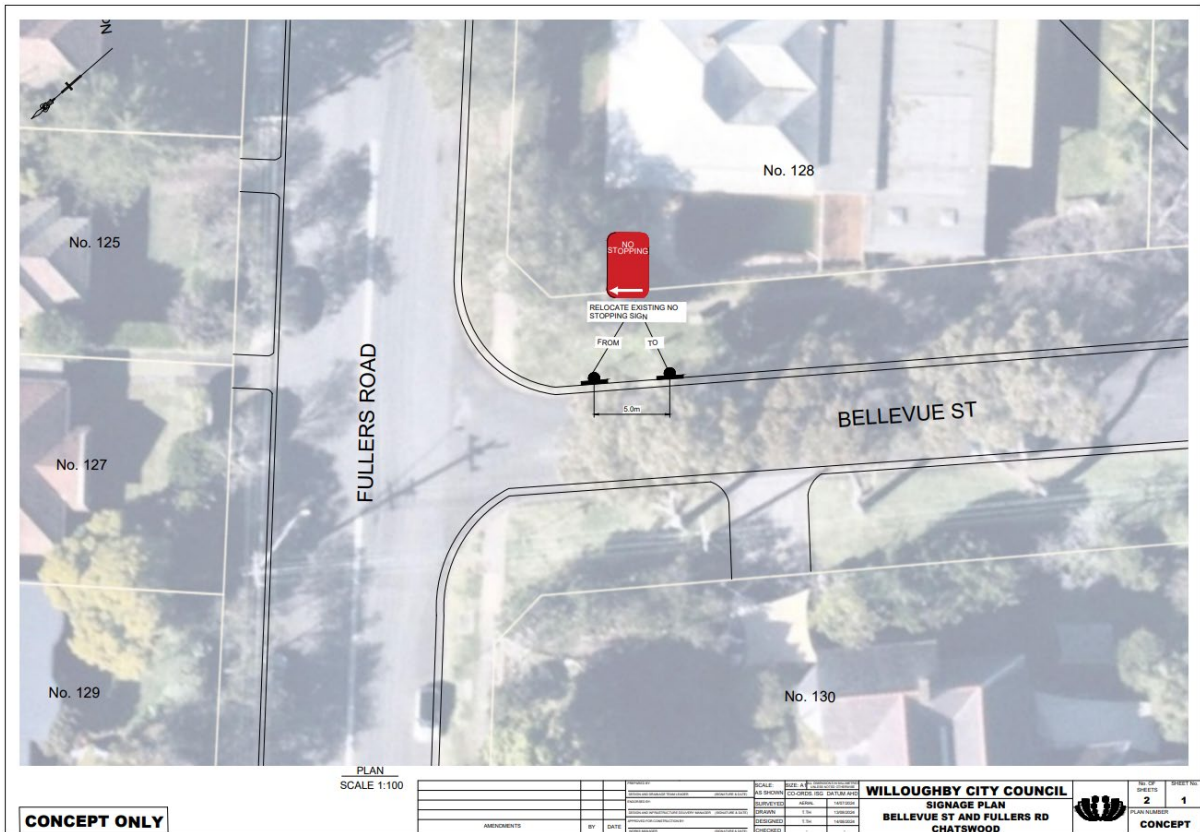
24/67 Waltham Street, Artarmon – Installation of 24m Truck Zone ‘8.00pm and 3.00am Monday – Friday’ on western side



24/68 Coorabin Road, Northbridge – Installation of 20m No Stopping sign from the face of kerb of Noonbinna Crescent on Coorabin Road



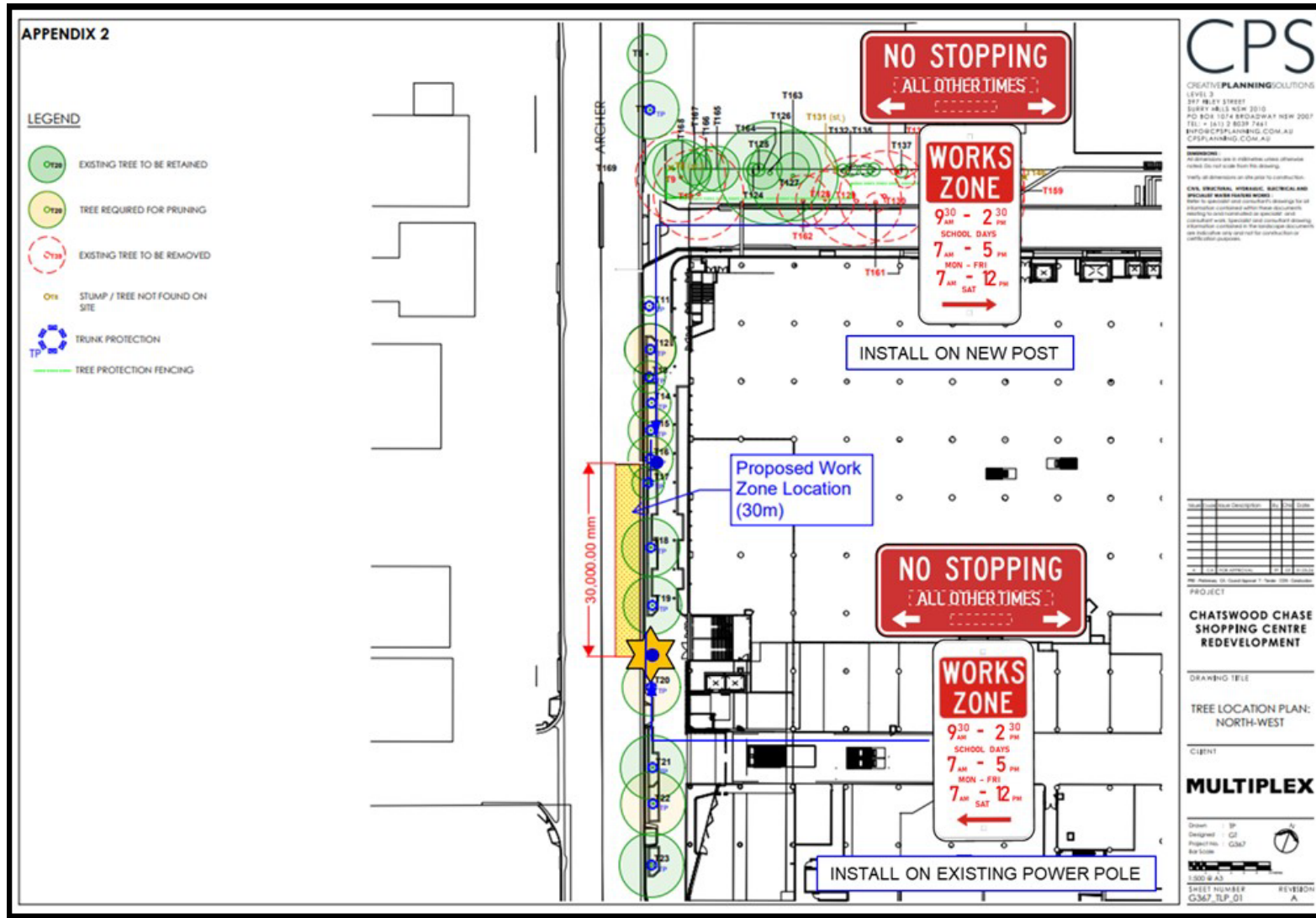
24/69 Bellevue Street, Chatswood – Installation of No Stopping restriction at the intersections



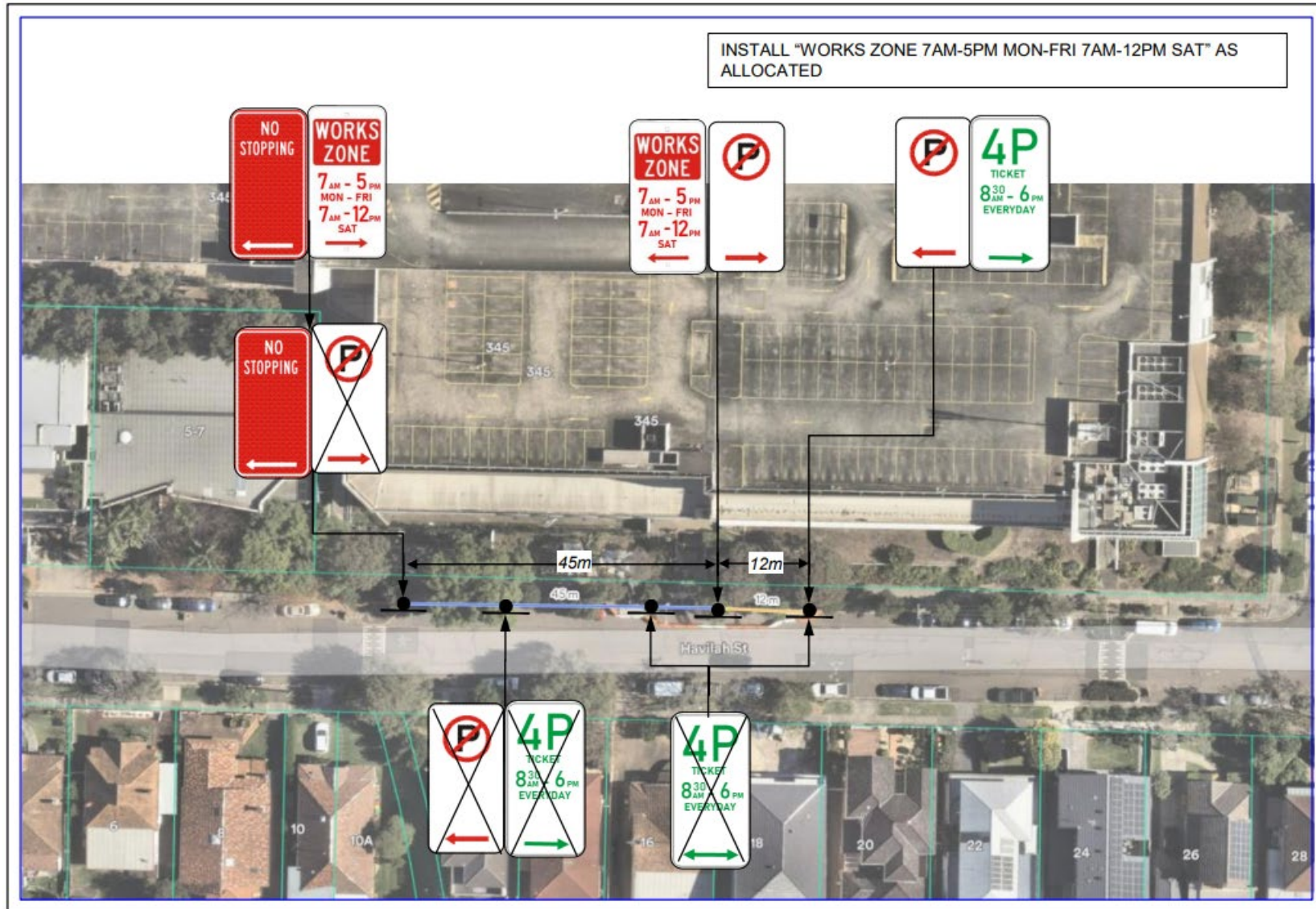
24/70 28 Baroona Road, Northbridge – Installation of 1.6m No Parking signs on both side of driveway of No.28



24/71 345 Victoria Avenue, Chatswood (Archer Street) - Installation of Work Zone signs '9.30 am – 2.30pm School Days, 7am – 5pm Mon – Fri, 7am – 12pm Sat'



24/72 345 Victoria Avenue, Chatswood (Havilah Street) - Installation of Work Zone signs '7am – 5pm Mon – Fri, 7am – 12pm Sat'



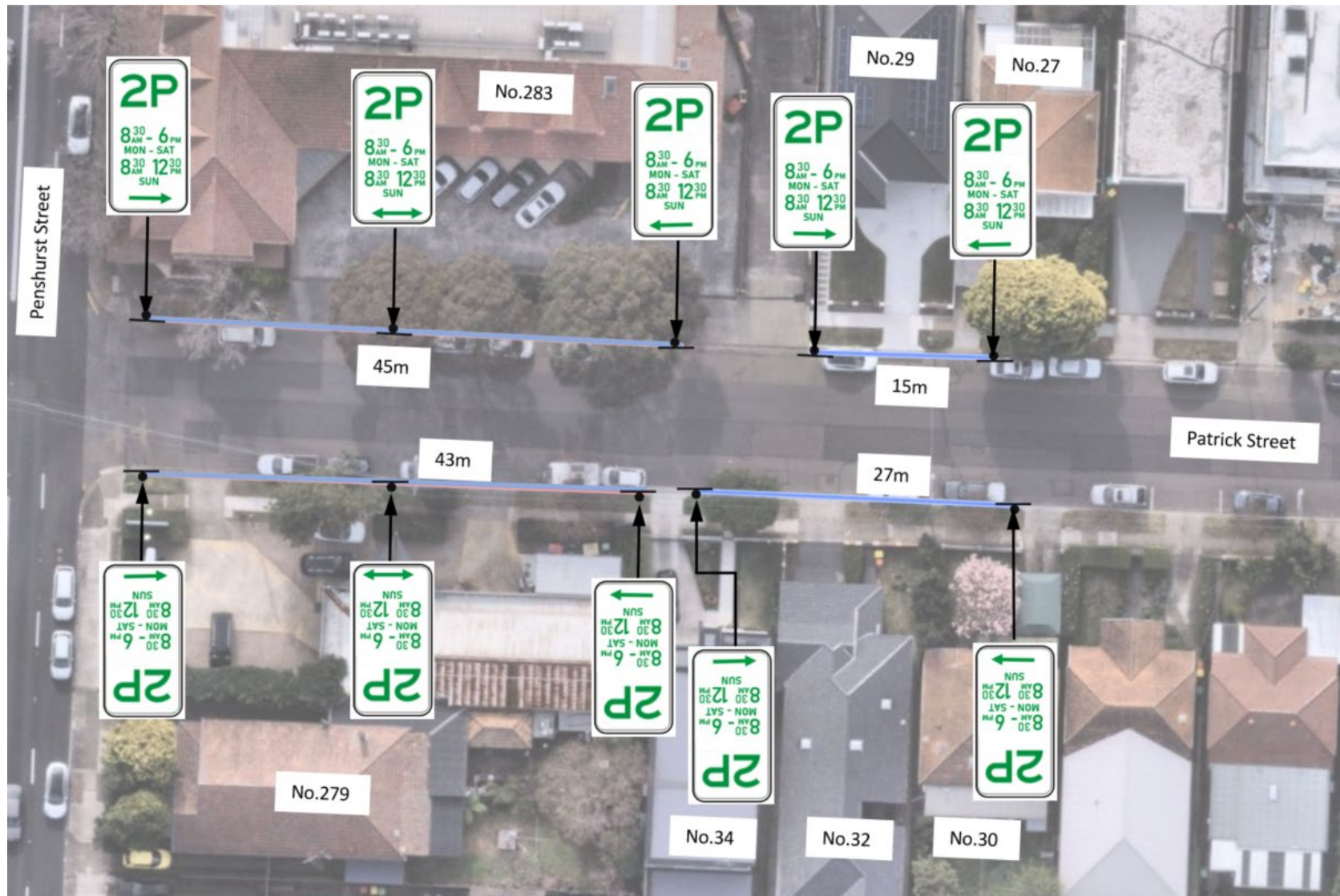
24/73 Beaconsfield Road and side streets, Chatswood West – Installation of proposed timed-restricted parking and double barrier lines

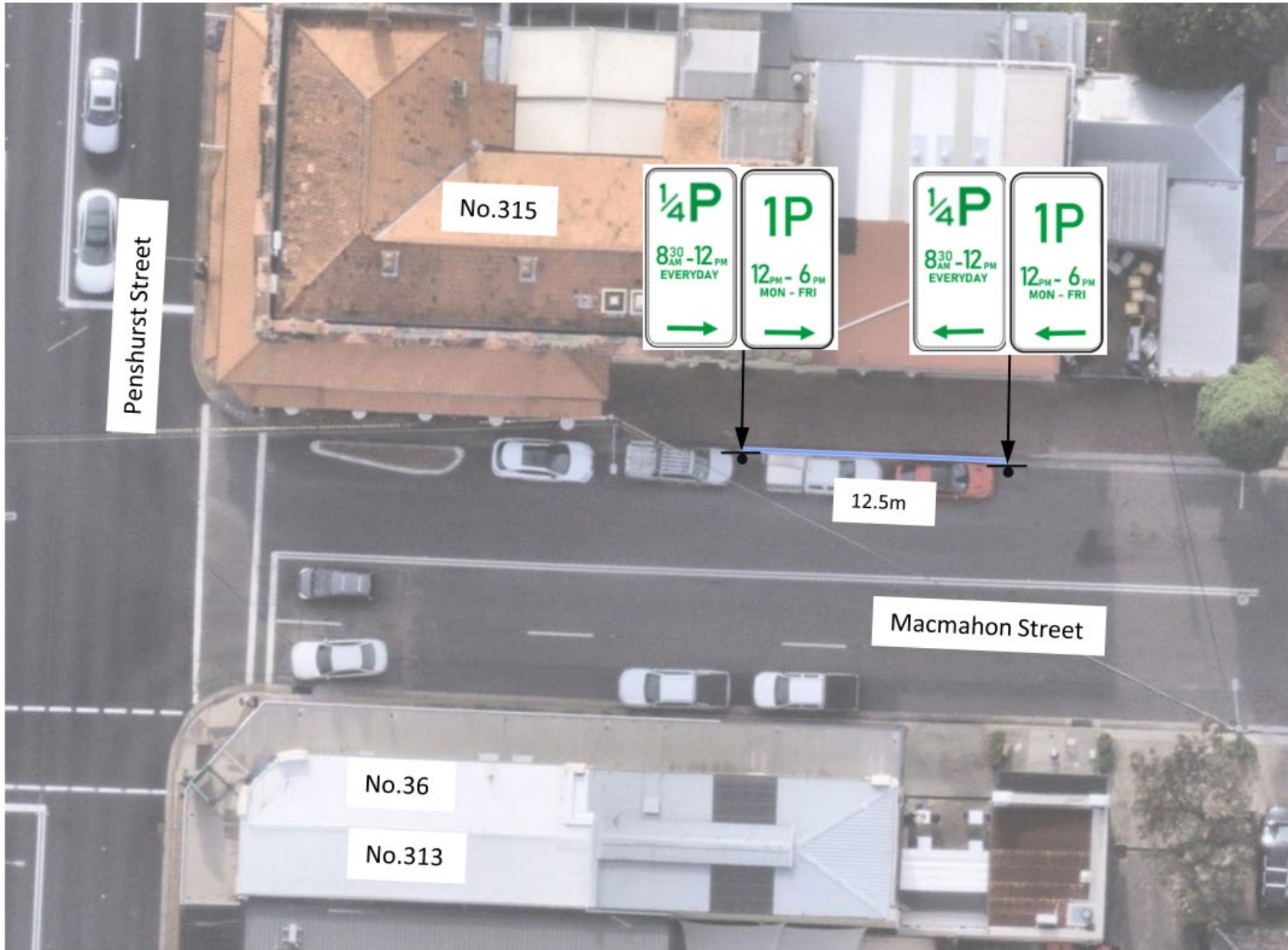


24/74 Whiting Street, Artarmon – Proposed timed-restricted parking

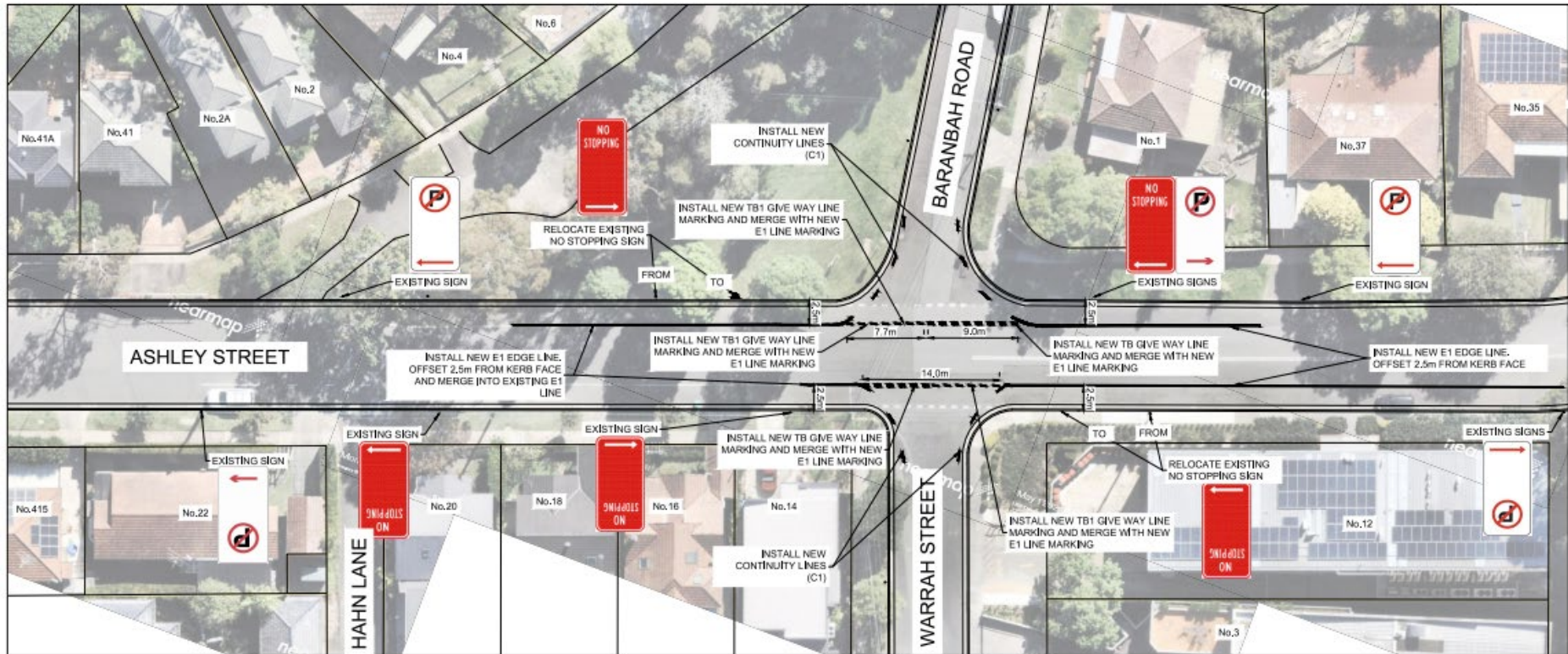


24/75 Patrick Street and Macmahon Street, Willoughby – Proposed timed-restricted parking





24/76 Ashley Street, Barambah Road and Warrah Street, Chatswood – Proposed Intersection Safety Improvement and On-Street Parking Changes





Glennaeon Rudolf Steiner School Family Fair Traffic Management Plan

August 2024

Contents

Introduction

a. Castlecrag Event Traffic Management Plan

- i) Description of proposed Measures
- ii) Identification and assessment of impact of proposed measures
- iii) Measures to ameliorate the impact of re-assigned traffic.
- iv) Assessment of public transport services affected
- v) Details of provisions made for emergency vehicles, heavy vehicles, cyclists and pedestrians
- vi) Assessment of effect on existing and future developments with transport implications near the proposed measures
- vii) Assessment of effect of proposed measures on traffic movements in adjoining Council areas
- viii) Public consultation process
- ix) Event Contacts

CASTLECRAG EVENT TRAFFIC MANAGEMENT PLAN

Description or detailed plan of proposed measures

- Glenaeon Rudolf Steiner School has requested approval to close Edith Street, Castlecrag between Edinburgh Road and Charles Street for the Glenaeon Family Fair to be held on November 9th 2024.
- Edith Street would only be restricted to general traffic and fairgoers with access maintained for local traffic, emergency vehicles, shuttle buses, people with disabilities and the elderly.
- The event is an important annual event for the school and the major fund raiser for the Glenaeon Parents Association. It is noted that the event has been held every year for more than 15 years with fairgoers and local residents familiar with the closure of Edith Street which occurs every year. The event was paused in 2020,2021 due to COVID-19.
- The set up for the proposed closure, including the proposed detours for general traffic, is shown in the attached Traffic Guidance Scheme (Traffic Control Plan).
- Bump in for the Fair , will occur during School Hours on Friday 8th November
- Bump out, will occur Sunday afternoon between 4pm and 6pm.
- All stalls and activities occur within the School Grounds.
- The School, as part of its normal operations carries Public liability insurance up to \$100 Million Dollars.



Aerial View of Campus

Identification and assessment of impact of proposed measures

- The impact of the closure of Edith Street to general traffic and fairgoers would be that traffic would be directed to continue along Edinburgh Road or Charles Street and turn at the intersection of Charles Street and Edinburgh Road. Traffic near the site would typically be local traffic and fairgoers.
- The restriction of parking along Edith Street for fairgoers would ensure parking is maintained for residents and their visitors.
- Fairgoers would be advised in advance on suitable parking areas near the site as well as the provision of school operated shuttle bus services, as required.
- Static signs informing of the road closure will be installed along Edith Street one week prior to the event.

Measures to ameliorate the impact of re-assigned traffic.

- RMS Accredited Traffic Controllers would manage both ends of the road closure at all times between 6.30am and 6.00pm, directing general traffic and fairgoers as required, as well as providing access to local traffic, emergency vehicles, shuttle buses, people with disabilities and the elderly.
- The proposed traffic control measures, designed in accordance with RMS's 'Traffic Control at Work Sites' manual, provide sufficient warning and guidance for the road closure and detour in place.

Assessment of public transport services affected

- The proposed measures would not impact on existing bus services.

Details of provisions made for emergency vehicles, heavy vehicles, cyclists and pedestrians

- RMS Accredited Traffic Controllers would manage the movement of emergency vehicles into the area if necessary. The school has consulted with St John's Ambulance about the provision of First Aid Services and access requirements for ambulances.
- Heavy vehicles would be required to use the detour routes shown in the attached Traffic Guidance Scheme.
- Pedestrian and cyclist movements through the area would be maintained during the road closure.

Assessment of effect on existing and future developments with transport implications near the proposed measures

- The proposed measures would not impact on existing or future developments.

Assessment of effect of proposed measures on traffic movements in adjoining Council areas

- The proposed measures would not impact on traffic movement in adjoining Council areas.
- The proposed closure is not in an identified High Traffic Area .

Public consultation process

- Residents of surrounding streets would be notified in advance via letterbox drop as happens each year.
- Notification of Willoughby Council to be undertaken prior to event for approval. A permit application requires approval by Willoughby Council for each event.
- Approval from NSPTRACTAF is to be sought.
- NSW Police will be notified in advance. NSW Fire and Rescue will be notified.

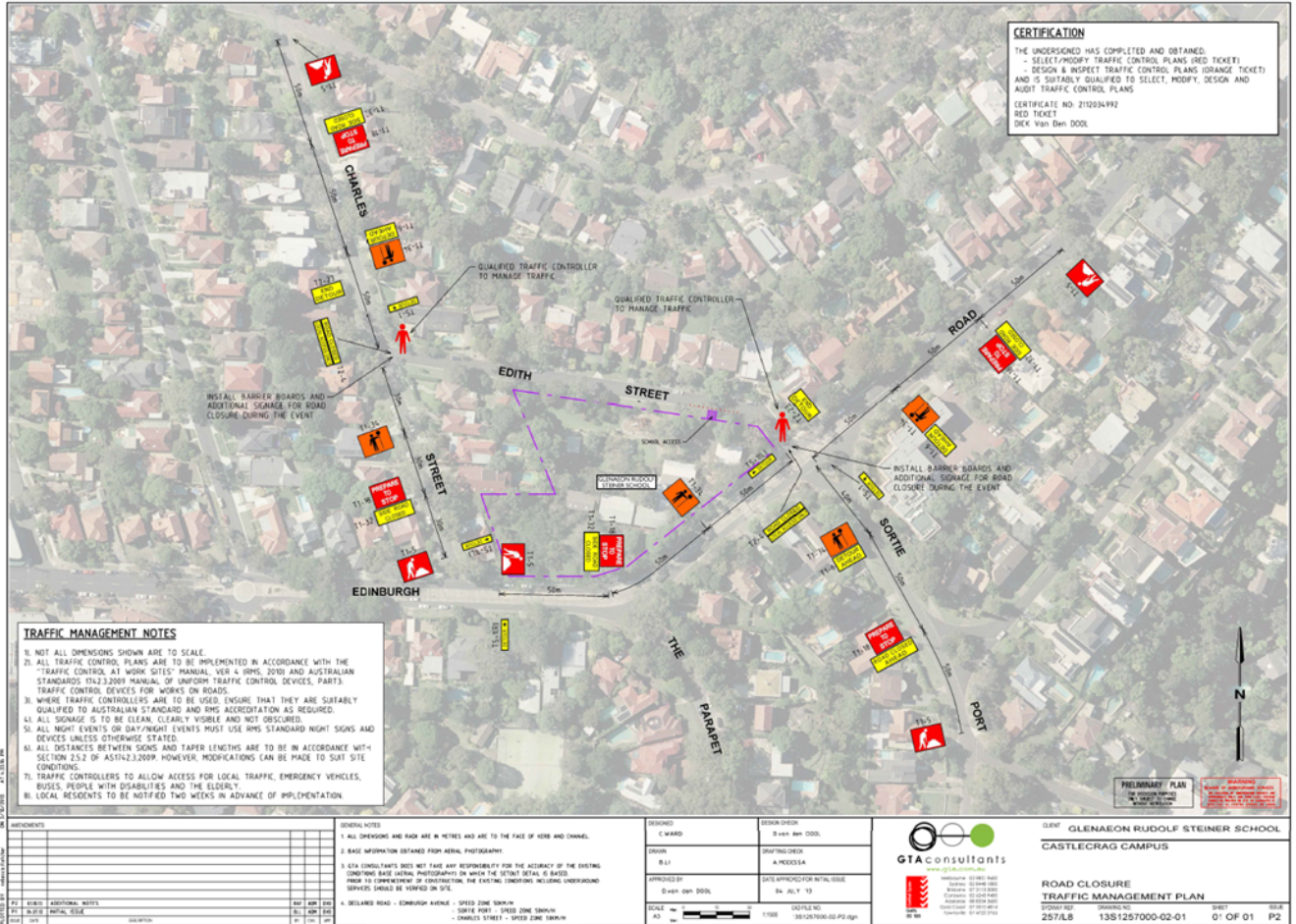
Event Contacts

- Events Coordinator – Aimee Taaffe - 94173193
- Operations Manager – Chris Scrogie – 0499112828
- Logistics Co-Ordinator – Michael Thomson – 0425 727 665 (Event Day Contact)

Contingency Plans

In case of inclement weather or Catastrophic Fire warning level, the fair will be cancelled. No other contingency plans exist.

TRAFFIC MANAGEMENT PLAN FOR CASTLECRAG EVENTS



SAMPLE LETTER TO COUNCIL

4 September 2019

Mr James Brocklebank
Willoughby City Council
31 Victor Street Chatswood

Dear Mr Brocklebank,

Re: Event Traffic Management Plan for Glenaeon School Fair

As you may be aware Glenaeon holds quite a large school fair each year in November, at our Castlecrag Campus on Edinburgh Road.

As part of the fair arrangements, to support our neighbours in Edith Street, we always manage the closure of Edith Street with controlled access at each end of the street to restrict access to residents only.

The Council has always been very supportive of the fair. We notify the dates to both Council Rangers and the Police and thankfully there have been no issues in recent years.

We are however aware that organisations are now being asked to provide Event Traffic Plans for events such as this. As part of a larger evaluation of our Traffic and Transport needs and impacts we have previously commissioned GTA Consultants to prepare an Event Management Plan for this year's fair which is due to be held on Saturday 5th November.

I have attached the proposed plan and would be grateful if you could advise me if this will meet your requirements.

I look forward to hearing from you.

Yours sincerely,

Chris Scrogie

Operations and Facilities Manager



EVENT TRAFFIC & TRANSPORT MANAGEMENT PLAN

Attention: John Gill, Transport Engineer, Willoughby City Council

We are seeking approval from the Willoughby City Council Traffic Committee for the road closure of Horsley Ave, Willoughby, between High St and Summerville Cres for the St Thomas' Catholic Primary School's 47th annual Art & Craft Show to be held on Saturday 26 and Sunday 27 October 2024.

This document provides details of the Event Traffic and Transport Management Plan, including the Traffic Control Plan (TCP) (refer to Annex A).

EVENT OVERVIEW

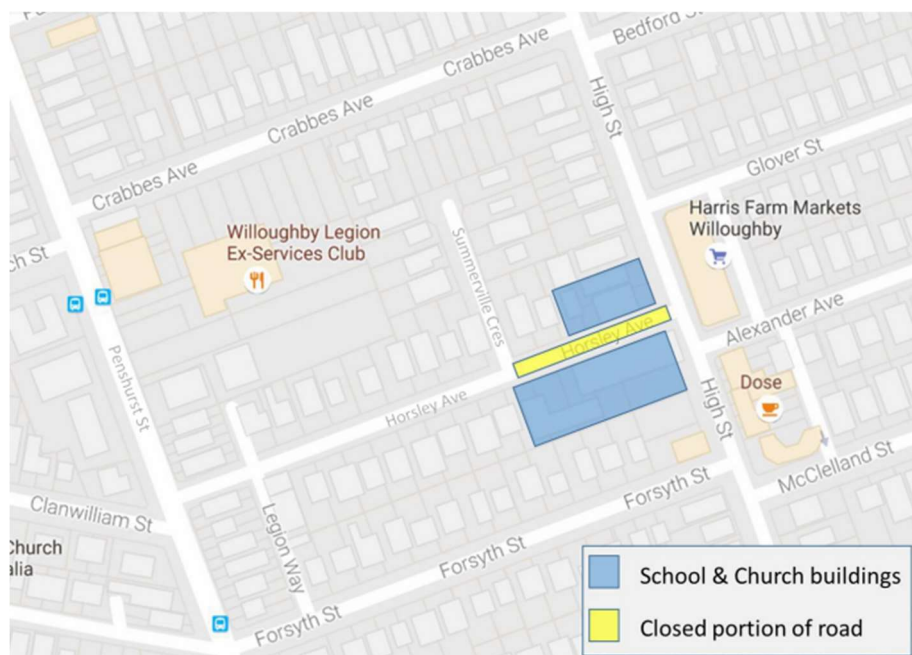
The St Thomas' Catholic Primary School Art & Craft Show is being held on:

- Saturday 26 October, 9:00am to 4:30pm, and
- Sunday 27 October 2024, 10:30am to 3:30pm

Road closure to traffic is requested for the following hours for Show setup and pack-down:

- Saturday 26 October, from 7:00am to 5:30pm, and
- Sunday 27 October 2024, from 8:00am to 6:00pm.

A basic outline of the requested road closure for the Art & Craft Show is below.





A. Description or detailed plan of proposed measures

This year will be the 47th annual Art & Craft Show for St Thomas' Catholic Primary School and the requested road closure represents a continuation of arrangements that have been used for more than 15 years.

The St Thomas' Art & Craft Show Convenor, on behalf of the St Thomas' Catholic Primary School and the Parent Engagement Network (PEN), requests approval to close the portion of Horsley Ave, Willoughby, between High St and Summerville Cres. This portion of Horsley Ave is requested to be fully closed to all vehicular traffic for the period from 7:00am to 5:30pm Saturday 29 October and from 8:00am to 6:00pm Sunday 30 October 2024, and the road is setup and used for pedestrian fairgoers, children's rides and fete stalls.

B. Identification and assessment of impact of proposed measures

Impact to fairgoers

The partial closure of Horsley Ave increases safety to the pedestrian fairgoers traversing between the two sites of the school – which is on both sides of Horsley Ave.

Impact to local residents

Access to two residential houses is restricted and positive relations with the residents has gained their support for the event and traffic arrangements in previous years and will again be sought in 2024.

Access to the remaining residences along Horsley Ave and Summerville Cres is maintained from the eastern approach.

Local residents including the immediate streets surrounding the school - Crabbes Ave, Penshurst St (eastern side between Crabbes Ave to Forsyth St), Forsyth St, and High St (between Forsyth St and Crabbes Ave) - will be individually provided with a notice of the event and road closure area and times, prior to the event. This aligns with the conditions provided by Transport for NSW in the approval of CRANE applications - 2022/110 in August 2022 and 2023/136 in May 2023. Refer to Annex D for a copy of the flyer distributed in October 2023.



C. Measures to ameliorate the impact of re-assigned traffic

The accompanying TCP (Annex A) was prepared by Sydney Traffic Control Pty Ltd and includes, like in 2023, a second Traffic Control Vehicle at the junction of Horsley Ave and Summerville Cres (western end of the street closure) as requested in 2022 by NSW Police (Senior Constable Sholkie, Traffic and Userpays Co-ordinator, North Sydney Police Station).

Traffic control measures include the usage of RMS approved signs to notify motorists of changed traffic arrangements and detours. The TCP ensures affected vehicles will not impact on traffic flow by the:

1. prevention of all vehicle access to Horsley Ave at High St and near the junction of Summerville Cres,
2. inclusion of detours to vehicles around the adjacent streets, and
3. provision of warning of the upcoming detours.

Points 2 and 3 above align with the conditions provided by Transport for NSW in the approval of CRANE applications in 2022 and 2023.

D. Assessment of public transport services affected

Nil.

E. Details of provisions made for emergency vehicles, heavy vehicles, cyclists and pedestrians

Heavy vehicles

Horsley Ave is a very narrow minor road and heavy traffic would better utilise the two parallel streets – Forsyth St to the south and Crabbes Ave to the north – which both link Penshurst St to High St.

Emergency vehicles

Notice of the road closure approval have been provided to:

- NSW Police - Constable Bailey, Traffic and Userpays Co-ordinator, North Sydney Police Station. Refer to Annex E.
- Willoughby Fire Station - Matthew Jullienne, Station Commander. Refer to Annex F.

This aligns with the conditions provided by Transport for NSW in the approval of CRANE applications in 2022 and 2023.

St Johns' Ambulance will be present for the duration of the Show and will be located onsite. In the event an Ambulance needs to be called, access to the school/Show area will be via the gates on High St.

Cyclists and pedestrians

Access along Horsley Ave by pedestrians and cyclists is unaffected.



F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures

No impact.

G. Assessment of effect of proposed measures on traffic movements in adjacent Council areas

No impact.

H. Public consultation process

Refer to Section B. Identification and assessment of impact of proposed measures; *Impact to local residents.*

This will be the 47th annual event with at least 15 years of the road closure with no complaints noted in recent years.


CONTACT:

Seona Donald
St Thomas' Art & Craft Show Convenor
St Thomas' Catholic Primary School PEN
Mobile: 0437 314 177
Email: StThomasACConvenor@gmail.com

ANNEX:

- A. Traffic Control Plan
- B. Site Plan
- C. Public Liability insurance certificate
- D. St Thomas' Art & Craft Show Flyer
- E. NSW Police notification
- F. Willoughby Fire Station notification

Annex A. Traffic Control Plan (May 2024)



Date: 31/5/2024 **Author:** Ali Fayad **Project:** 47th annual St Thomas' Art & Craft Show
Client: 47th annual St Thomas' Art & Craft Show **Contact:** Seona Donald **Number:** 0437 314 177
Plan #: A&CS.TW01.22 **TCT #:** 1011477

Comments:
 This plan has been designed by Ali Fayad of Sydney Traffic Control in accordance with Australian Standards outlined in the RMS's Traffic Control on Worksites Handbook which complies with AS1742.3 and Transport for NSW's "Traffic Control at Worksites" manual.
 The plan is designed for the 47th annual St Thomas' Art & Craft Show and the closure of 2-8 Horsley Ave, North Willoughby NSW 2068.
 Certified traffic controllers will be on site to implement and monitor this TCP. If you have any questions please contact Ali Fayad on 8068-1844 or 0451 153 044.

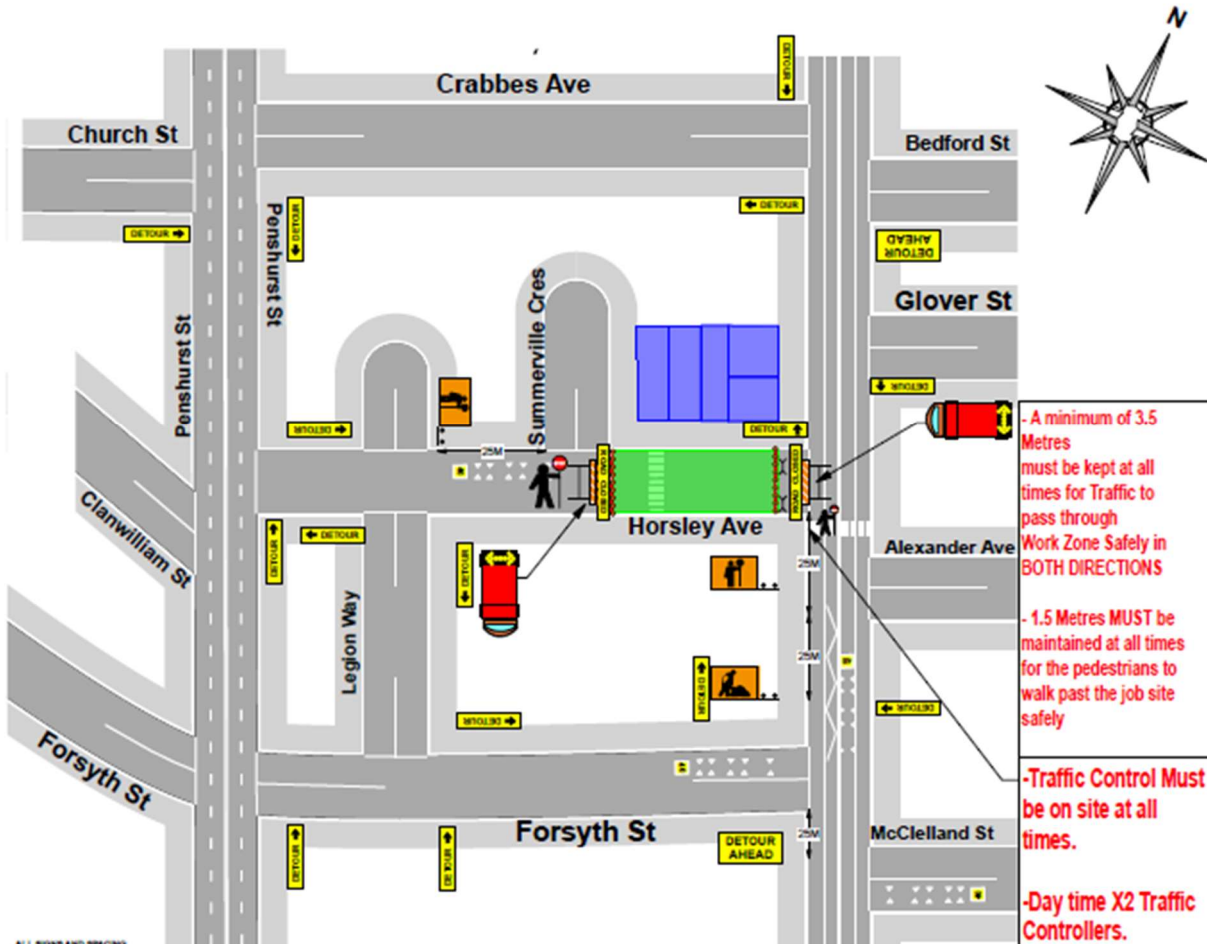
Legend

- Bollard
- ✦ North Arrow
- ▬▬▬ Pedestrian Tape
- Surrounding Property's
- 🚚 Traffic Control Vehicle
- 👤 Traffic Controller
- Work Area

TRAFFIC CONTROL
VEHICLES MUST BE
POSITIONED ON
BOTH SIDES

VALUE OF DIMENSION BETWEEN SIGNS	
SPEED OF TRAFFIC KMH	DIMENSION D M
45 or less	0 to 5
46 to 55	15
56 to 65	45
Greater than 65	Equal to speed of traffic, in kmh

RECOMMENDED TAPER LENGTH (m)	
SPEED OF TRAFFIC KMH	TRAFFIC CONTROL AT THE BEGINNING OF THE TAPER
45 or less	15
46 to 55	15
56 to 65	30
Greater than 65	N/A



- A minimum of 3.5 Metres must be kept at all times for Traffic to pass through Work Zone Safely in BOTH DIRECTIONS

- 1.5 Metres MUST be maintained at all times for the pedestrians to walk past the job site safely

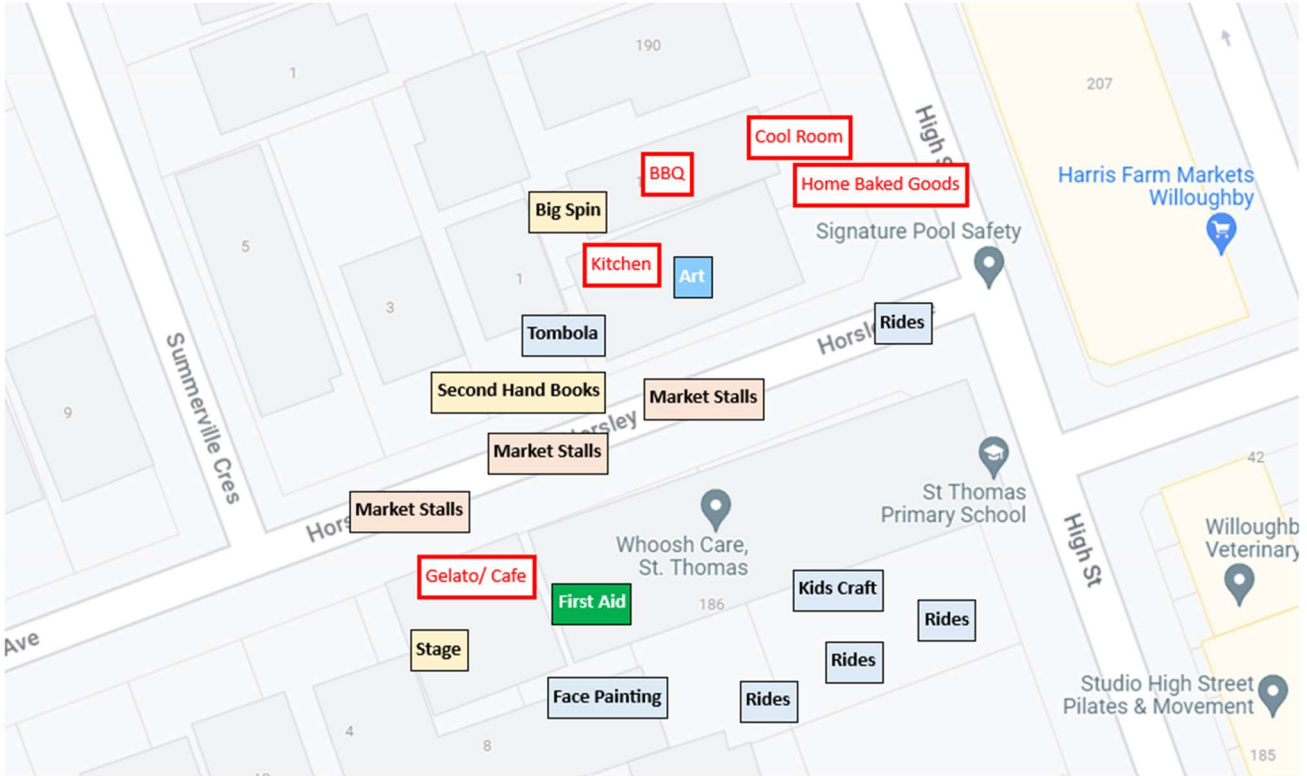
- Traffic Control Must be on site at all times.

- Day time X2 Traffic Controllers.

ALL SIGNS AND SPACING MUST BE IN ACCORDANCE WITH AUSTRALIAN STANDARD 1742.3

PLAN NOT TO SCALE

Annex B. Site Plan (October 2024)



Annex C. Public Liability insurance certificate (01/08/2023 – 01/08/2024)*

* An updated Public Liability insurance certificate will be provided following the expiration of this certificate.



StW - CoC Public and Products Liability

Annex D. St Thomas' Art & Craft Show Flyer (October 2023)

ST THOMAS' ART & CRAFT SHOW
 ART. CRAFT. MUSIC. FOOD. RIDES.

★ SATURDAY 28 OCTOBER 9AM - 4.30PM ★
 SUNDAY 29 OCTOBER 10.30AM - 3.30PM ★

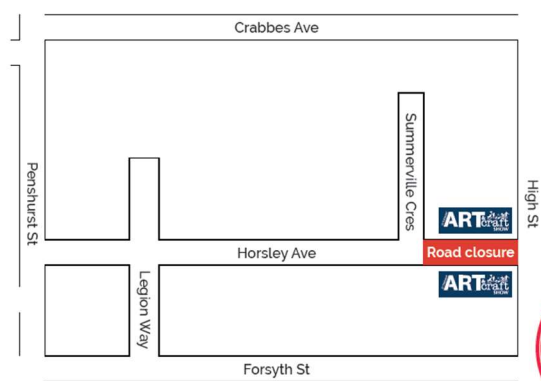
CNR HORSLEY AVE & HIGH ST, WILLOUGHBY

THANK YOU TO OUR MAJOR SPONSOR
DiJONES

FOLLOW THE SHOW
 @stthomasartcraftshow

Detours will be in place for local residents with the partial road closure of Horsley Ave as it's transformed into a market bazaar for the weekend!

28 October 7am to 5.30pm | 29 October 8.30am to 6pm



★ **ART & CRAFT**

Many new artists and exhibitors join previous Show favourites

★ **FUN FOR THE KIDS**

Amusement rides, face painting, crazy hair and kids craft

★ **MARKET STALLS**

A market bazaar with a range of enticing stalls for adults and kids alike!

★ **FEAST OF DELIGHTS**

Lamb, chicken and beef wraps, sausage rolls, pies, cupcakes, slices, cakes, gelato, watermelon and much more!

★ **BE ENTERTAINED**

A weekend of live entertainment planned



Annex E. NSW Police notification



APPLICATION FOR LANE/ROAD CLOSURE or NOTIFICATION to STAND and OPERATE SPECIAL PURPOSE VEHICLE - Issued under Class 1 Special Purpose Vehicle Stand and Operate Notice 2013 – Heavy Vehicle National Law (HVNL)

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.

Applicant Name: Seona Donald
Company Name: St Thomas' Catholic Primary School Art & Craft Show
Phone No: 0437 314 177 **Email:** StThomasACConvenor@gmail.com
Road Occupancy License (ROL): N/A (council road) (Obtain first before submitting application)

REQUIRED FOR ROAD OCCUPANCY LICENCE / WHOLE ROAD CLOSURE / SYDNEY METRO WORKS

- Notification of a (circle one) ~~part or whole road closure~~ as described below during the nominated times due to the obstruction / danger posed to traffic by the standing and operation of a (circle) ~~mobile crane / travel tower / scissor lift / mobile concrete pump / excavation / other~~ - School Art & Craft Show (school fete)
- with N/A metres of jib/mast on the side N/A of Horsley Ave (~~Street/Road/Lane~~), (Suburb) Willoughby between High Street / ~~Road / Lane~~ and Summerville Cres (~~Street/Road/Lane~~), occupying ~100 (circle) metres / ~~lanes of roadway~~.
- Between the hours of 7:00 AM / ~~PM~~ and 5:30 AM / ~~PM~~ on (Day) Saturday 26/10/2024.
- Other specific details (Additional dates/other works/dual locations): 8:00 AM and 6:00 PM on (Day) Sunday 27/10/2024.

S Donald

Signature of Applicant / ~~Employee / Agent~~ Time/Date: 16/5/2024

SUBMIT (EMAIL) APPLICATION ALONG WITH TRAFFIC CONTROL PLAN TO NORTH SHORE P.A.C TRAFFIC OFFICE NSPACTRAF@police.nsw.gov.au – please allow for 4-5 working days to process.

POLICE USE ONLY POLICE USE ONLY POLICE USE ONLY

LOCAL ACKNOWLEDGEMENT NUMBER: 2024/ 97

Required Not required

- 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.
- Suitable warning signs and barricades are to be erected in the area that the unit is being operated.
- The roadway is to be properly marked with an adequate number of traffic lane markers to safely control the flow of traffic.
- Traffic Control Flagmen to be in attendance to control traffic.
- The unit suitably illuminated with adequate warning lamps when standing during the hours of darkness.
- Approval to be obtained from the Council Traffic Engineer (In the case of full road closure approval from the Local Pedestrian, Cycling and Traffic Calming Committee is required).
- In addition to the foregoing conditions the operator will comply with any direction of a member of the NSW Police Force.
- Ambulance and Fire Brigade to be informed (In the case of a whole road closure).
- Relevant bus authorities to be informed (In the case of temporary closure or disruption of traffic flow on a public road that interferes with a bus service).
- Traffic Management Centre to be informed (In the case of temporary closure or disruption of traffic flow on a public road).
- Provide a safe pedestrian corridor
- Letter box drop days prior to the operation addressed to all affected residents and/or businesses. Letter to detail road closures, traffic management plan as well as onsite contact name and phone number.

[] Other conditions:

Approved: 05 / 06 / 2024 at 16:29 AM/PM. NAME: J.Bailey Signature: *J Bailey*

North Shore PAC Traffic Office – PH: 9956-3199 FAX: 9956-3114 E: NSPACTRAF@police.nsw.gov.au

Annex F. Willoughby Fire Station notification

St Thomas AC Convenor

From: Matthew Jullienne <Matthew.Jullienne@fire.nsw.gov.au>
Sent: Tuesday, 4 June 2024 5:27 PM
To: St Thomas AC Convenor
Subject: Re: St Thomas' Art & Craft Show 2024 (Willoughby Fire Station)

Hi Seona

I see no issues in regards to access for our truck to any streets within your traffic management plan.

I endorse this TCP.

I will note this is in our station diary.

Regards

Get [Outlook for Android](#)

From: St Thomas AC Convenor <stthomasacconvenor@gmail.com>
Sent: Tuesday, June 4, 2024 3:00:53 pm
To: Matthew Jullienne <Matthew.Jullienne@fire.nsw.gov.au>
Subject: RE: St Thomas' Art & Craft Show 2024 (Willoughby Fire Station)

CAUTION: This email originated from outside of Fire and Rescue NSW. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hello Matthew, following up on my earlier email.

Could you pls:

- provide your endorsement of the TCP provided, and
- confirm the Show has been added to your station calendar?

Kind regards,
Seona Donald

From: St Thomas AC Convenor <stthomasacconvenor@gmail.com>
Sent: Friday, May 31, 2024 11:07 PM
To: 'Matthew Jullienne' <Matthew.Jullienne@fire.nsw.gov.au>
Subject: St Thomas' Art & Craft Show 2024 (Willoughby Fire Station)

Hello Matthew,

I hope you are well?

Planning for the annual St Thomas' Art & Craft Show has kicked off! The Show will be held on Saturday 26 (9:00m to 4:30pm) and Sunday 27 October (10:30am to 3:30pm) 2024.

Once again, we are seeking approval from the Willoughby City Council (WCC) Traffic Committee for the road closure of Horsley Ave, Willoughby, between High St and Summerville Cres from 7:00m to 5:30pm on Saturday 26 and 8:00am to 6:00pm on Sunday 27 October 2024.

We have engaged Sydney Traffic Control Pty Ltd again this year. Attached is the Traffic Control Plan (TCP) for 2024. I am seeking your endorsement of this TCP please.

It is also expected the following condition will form part of the WCC Traffic Committee's approval - "Access be maintained for emergency service vehicles at all times". As per previous years, access is available to the western side of the road closure on Horsley Ave and Summerville Cres from Penshurst St.

Following your endorsement, I will submit the Event Traffic and Transport Management Plan and associated Crane application to WCC.

Please note: An application for lane/road closure and the TCP has also been provided to Senior Constable Sam Sholkie, Traffic and Userpays Co-ordinator at North Sydney Police Station.

Many thanks for including this event in your Station calendar.

Kind regards,

Seona Donald
Mobile: 0437 314 177
2024 ART & CRAFT SHOW CONVENOR



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This message has been scanned for viruses.

07/08/2024-CTMP001F

Traffic Management Plan

Chatswood Chase

Tower Crane Install

Designed by Victor Dorrel from Argus Traffic

PREPARED FOR MULTIPLEX

1. Construction Traffic Management Plan

Approved-CTMP001F

Designed By: Victor Dorrel -Planner Designer



Prepared for: MULTIPLEX

MULTIPLEX

**THIS DOCUMENT IS TO BE READ IN
CONJUNCTION WITH AS1742.3-4.1.6-TABLE 4.2.
& 20.346 - Issue No.6.0. 14 September 2020
Transport for NSW**

Construction Traffic Management Plan

Document Number: TMP001

Revision No: F

Document Approval

Development	
Document Contact Officer	Victor Dorrel (VD)
Approved by	VD
Position	Traffic Planner
Date	01/08/2024

Document Control

Version1	Date	Author	Reason
A	03/07/2024	VD	Design of TMP DRAFT
B	12/07/2024	VD	Comments and information added provided by client
C	17/07/2024	VD	Adding Swept Path Plans, Amending Haulage routes for trucks and buses
D	24/07/2024	VD	Detour route altered to support TMC concern for cars turning into no right turn may negatively affect traffic volumes.
E	01/08/2024	VD	Council comments
F	07/08/2024	VD	Council comments 2.0 – added parking – 7 day VMS pre warning – new closure dates to closure 2 -
G			

Plan Development

TMP Produced for	MULTIPLEX	Date Prepared	03/07/2024
Prepared by	Victor Dorrel	RTA Cert Number	TCT0075475
Date of Issue (Cert #)	18/02/2020	Contact Details	0422 227 544

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2. Project Introduction

Project Name:	Chatswood Chase		
Project No:	CTMP001A	Tender No / DA #	DA: 2017-503
Project Office Location:			
Rapid Planning Solutions Office Contact Numbers	Contact: Victor Dorrel Telephone: N/A Email: victor@arguslabour.com.au Mobile: 0422 227 544		
MULTIPLEX Constructions Office Contact Numbers:	Contact: Jole Cassidy Email: Joel.cassidy@multiplex.global Mobile: +61 (0) 477 362 837		
Project Description:	Staged Closures for Tower Crane Erection		
Project Hours Operation	48 Hours per Crane		

Key Project Staff

Senior Site manager	Michael Aguiar - E Michael.Aguiar@multiplex.global - M +61 429 383 645
Traffic Manager	Hayley O'Donovan

Plan Review

This plan is schedule for review six monthly as follows:

	Date of Action:	By Whom	Date completed
First Review	To be Completed By: 03/01/2025	Victor Dorrel	

3. Site Location - Chatswood Chase, 345 Victoria Avenue, Chatswood NSW 2067



SITE MAP- Shows Chatswood Chase

4. Scope of Works + continued introduction

As part of the Chatswood Chase Redevelopment works, multiple tower cranes are required to be installed at various stages of the project to allow completion of the works.

Each tower crane will require a two-day period for erection. The reason this is required to occur non-stop over a two-day period is due to the complexity of installing a tower crane, especially within an existing building.

The tower crane installation process must be completed in one continuous shift. There is no opportunity to complete these works over multiple 12-hour shifts at different dates, as you can't make safe the temporary condition of the crane at any point within the crane installation process unless and until the crane has been commissioned and inspected by CraneSafe.

Per the activity breakdown provided, commissioning of the crane is the final step of the works before demobilising the mobile crane and handing the road back over for public occupation.

Furthermore, an added complexity which arises when installing a tower crane within an existing building is the need to use the road as an assembly area to put together segments of the crane before it can be safely lifted into position within the building. It also requires us to install a crane grillage which has to also be done via mobile crane on the road.

Due to the high-risk nature of this activity, and for the reasons noted above, the safest and only approach is to complete the installation within one shift.

To summarise we are proposing to work none stop over a two day period where we will close 2 local road individually over separated closures during the 48 hour proposed period each respectively.

Applicant is to avoid setting up cranes, heavy vehicles and/or footings across kerb and gutter, stormwater pits or fire hydrants. If required, that distribution materials (timber mats, steel plates, load pads, etc.) are placed over the pavers to distribute the loads more evenly.

If there is a necessity for temporary relocation or removal of some ancillary infrastructure assets, arrangements and/or approval must be made with relevant authorities

5. Hours of Operations

All works are to be expected to be completed with 48hour closures on 2 individual roads over the space of 2 different weekend see staging plan for more dates and times.

- Hours of operation will be 48 hours over the space of 2 weekends Friday 10pm – 10pm Sunday

SEE BELOW FOR FULL ACTIVITY SCHEDULE

ACTIVITY SCHEDULE FORM

Multiplex Chatswood Chase TC2 Grillage & Crane Installation
Revision No:1

Report Date: 24/07/2024 LINKING Planned Activities

ID	ACTIVITY	DRAWING REFERENCE	PLANNED START	PLANNED FINISH	PLANNED DURATION	16th Aug	17th Aug	18th Aug	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]
001	Road Closure to be Activated and the 400t Mobile to Arrive on Site. 10:30pm		1	1	1														
002	Position and Setup the Grow Counterweight.		1	1	1														
003	Towers Cranes to Arrive on Site and Setup 60t Mobile. 12:00am		1	2	2														
004	Install the Luffing Jib.		2	2	1														
005	Install the Hook and Hand Over the Crane. 2:00am		2	2	1														
006	Lift Equipment and Personnel up to Crane Location.		2	2	1														
007	Unload and Lift into Position onto slates and Install the first Grillage Beam, installing through Bolts.		2	2	1														
008	Unload and Lift into Position onto slates and Install the Second Grillage Beam, installing through Bolts.		2	2	1														
009	Check Beam Heights and Pack to Suits.		2	2	1														
010	Unload and Install Top Grillage Complete.		2	2	1														
011	Crew Shift Change Over: 6:00am		2	2	1														
012	Wall joints to be Sealed and Grouted as per Design, Grout Installed by Sonec.		2	2	1														
013	Grillage Brakes to be Installed and Tower Levels to be Checked.		2	2	1														
014	Boilermaker to Weld Washer Plates.		2	2	1														
015	Towers Cranes to assist with Boom Build.		2	2	1														
016	Boom to be Delivered and Built in the Street while Grout and Stressing is completed and Signed off.		2	2	1														
017	Grillage RTF to be Completed as Soon as the Stressing has been Completed and Signed Off.		2	2	1														
018	Unload Roll and Install 24 Towers.		2	2	1														
019	Unload and Install the Mount.		2	2	1														
020	Unload, Dress and install the Front Deck.		2	2	1														
021	Unload, Dress and install the Rear Deck.		2	2	1														
022	Unload and Install the Cab.		2	2	1														
023	Unload and Install the Power pack, Luff Winch.		2	2	1														
024	Unload and Install the Main Winch.		2	2	1														
025	Unload and Install the Counterweights.		2	2	1														
026	Unload, Dress and install the A Frame.		2	2	1														
027	Crew Shift Change Over: 6:00pm		2	2	1														
028	Boom Installed and Run Ropes.		2	2	2														
029	Install the Hook and Start Commissioning.		2	2	1														
030	Set up 60t Mobile and Pack up Luffing Jib.		2	2	1														
031	Remove the 60t Mobile and Continue to pack up the 400t Mobile.		2	2	1														
032	Complete Commissioning and Remove all Equipment from Site.		2	2	1														

Authorised By: Project Coordination Manager
 Review Date: 2 Aug 24
 ACTIVITY SCHEDULE FORM P1455-0023 Document Type: Form Page: 1 of 1

MULTIPLEX Schedule – See appendix for full image

LOAD LIST FORM

Multiplex Chatswood Chase TC2 Installation.										WO: 18293 - PO: N/A	
Version: Rev0, 24/07/2024											
Load No.	Item Description	Qty.	L (m)	W (m)	H (m)	Weight	Origin	Destination	Deliver	Notes	
1	GMK6400/MC-002 - Counterweight - 1 (15T)	1	5.48	2.491	1.895	15	Villawood Yard	Chatswood Chase	16/08/24 22:45	Trucks to Back into Victoria Av.	
	GMK6400/MC-002 - Outrigger Pads - Fibermax	1	2.8	1.8	0.25	0.75					
	GMK6400/MC-002 - Auxilliary Hoist	1	2.45	2.1	2.4	5					
2	GMK6400/MC-002 - Counterweight - 2 (10T)	1	0	0	0	0	Villawood Yard	Chatswood Chase	16/08/24 22:45	Trucks to Back into Victoria Av.	
3	GMK6400/MC-002 - Counterweight - 3 (10T)	3	2.23	1.667	0.64	10	Villawood Yard	Chatswood Chase	16/08/24 22:45	Trucks to Back into Victoria Av.	
4	GMK6400/MC-002 - Counterweight - 3 (10T)	3	2.23	1.667	0.64	10	Villawood Yard	Chatswood Chase	16/08/24 22:45	Trucks to Back into Victoria Av.	
5	GMK6400/MC-002 - Counterweight - 3 (10T)	3	2.23	1.667	0.64	10	Villawood Yard	Chatswood Chase	16/08/24 22:45	Trucks to Back into Victoria Av.	
6	GMK6400/MC-002-CAROUSEL	1	15.07	2.5	3.3	8.85	Villawood Yard	Chatswood Chase	17/08/24 00:00	Trucks to Back into Victoria Av.	
7	GMK6400/MC-002 - Luffing Jib - Section F (L-12.2m)	1	12.2	1.9	1.9	1.8	Villawood Yard	Chatswood Chase	17/08/24 00:30	Trucks to Back into Victoria Av.	
8	GMK6400/MC-002 - Luffing Jib - Section F (L-12.2m)	1	12.2	1.9	1.9	1.8	Villawood Yard	Chatswood Chase	17/08/24 00:45	Trucks to Back into Victoria Av.	
9	GMK6400/MC-002 - Luffing Jib - Section H (L-1.2m)	1	1.2	1.9	1.9	0.4	Villawood Yard	Chatswood Chase	17/08/24 01:00	Trucks to Back into Victoria Av.	
	GMK6400/MC-002 - Luffing Jib - Section G (L-3.6m)	1	3.6	1.7	1.8	1.5					
	GMK6400/MC-002 - Luffing Jib - Section I (L-3.2m)	1	3.2	1.6	2.1	1					
10	MPX CHATSWOOD TC2 GRILLAGE MB 1-2	2	9	1.5	1.5	6.5	Sefton Yard	Chatswood Chase	17/08/2024 2:00	Trucks to Back into Victoria Av.	
	MPX CHATSWOOD TC2 GRILLAGE (HOLD DOWN COMPONENTS)	1	3	2.5	1	2					
	BOX - BOLTS	1	1.2	0.5	1	1					
11	MPX CHATSWOOD TC2 GRILLAGE MB 3-4 (COMPLETE)	1	9.5	2.85	1.5	14	Sefton Yard	Chatswood Chase	17/08/2024 3:00	Trucks to Back into Victoria Av.	
12	390/2296 - MAIN BOOM - BOTTOM SECTION (9.1m)	1	9.1	2.6	2.4	1.8	Sefton Yard	Chatswood Chase	17/08/2024 7:00	Trucks to Back into Victoria Av.	
	CAGE - HARD WOOD TIMBERS	1	1.5	0.9	1	0.5					
13	390/2296 - MAIN BOOM - (Incl. Bridle Platform)	1	9.3	2.4	2.6	1.3	Sefton Yard	Chatswood Chase	17/08/2024 7:30	Trucks to Back into Victoria Av.	
	390/2296 - BRIDLE	1	1	0.8	0.8	0.5					
14	390/2296 - MAIN BOOM - TOP SECTION (9.2m)	1	9.2	2.4	2.4	1.5	Sefton Yard	Chatswood Chase	17/08/2024 8:00	Trucks to Back into Victoria Av.	
15	390/2296 - MAIN BOOM - TOP SECTION (9.2m)	1	9.2	2.4	2.4	1.5	Sefton Yard	Chatswood Chase	17/08/2024 8:30	Trucks to Back into Victoria Av.	

LOAD LIST

FORM

Multiplex Chatswood Chase TC2 Installation.											WO: 18293 - PO: N/A
Version: Rev0, 24/07/2024											
Load No.	Item Description	Qty.	L (m)	W (m)	H (m)	Weight (t)	Origin	Destination	Deliver	Notes	
16	390/2296 - MAIN BOOM - TOP SECTION (9.2m)	1	9.2	2.4	2.4	1.5	Sefton Yard	Chatswood Chase	17/08/2024 9:00	Trucks to Back into Victoria Av.	
17	390/2296 - MAIN BOOM - TOP SECTION (9.2m)	1	9.2	2.4	2.4	1.5	Sefton Yard	Chatswood Chase	17/08/2024 9:30	Trucks to Back into Victoria Av.	
18	390/2296 - MAIN BOOM - TOP SECTION (9.2m)	1	9.2	2.4	2.4	1.5	Sefton Yard	Chatswood Chase	17/08/2024 10:00	Trucks to Back into Victoria Av.	
	Pendant Box - Type 2 (2.5m x 1.9m x 0.7m)	1	2.5	1.9	0.7	0.4					
19	390/2296 - BOOM HEAD IDLE SHEAVE ASSY	1	1	0.5	1	0.5					
	390/2296 - TOWER CRANE - HEAD (M390D-Standard 16t winch)	1	9.2	2.4	2.4	2.5	Sefton Yard	Chatswood Chase	17/08/2024 10:30	Trucks to Back into Victoria Av.	
	390 - HOOK - 16T - 1 FALL - SINGLE HOOK (with weights)	1	2	0.3	0.3	0.5					
Tower Crane Installation to commence once Grillage is Signed off. Times just a Guide.											
20	STD - 1100 - TOWER (6 Hole Pattern)	3	2.46	2.46	3.05	3.1	Sefton Yard	Chatswood Chase	17/08/2024 12:00	Trucks to Back into Victoria Av.	
	BOX - RING BOLTS	1	1	1	1	1					
21	390/2296 - SLEW MOUNT (incl. slew ring)	1	3.2	3.2	1.8	6	Sefton Yard	Chatswood Chase	17/08/2024 12:30	Trucks to Back into Victoria Av.	
	390/2296 - SPLIT DECK - FRONT	1	3.2	3	1.8	7.5					
	390/2296 - SPLIT DECK - REAR	1	5.3	3.5	2.1	8.8					
22	390/2296 - MAIN HOIST WINCH ASSEMBLY - incl. rope (32mm)	1	2.5	1.9	2.5	8	Sefton Yard	Chatswood Chase	17/08/2024 14:30	Trucks to Back into Victoria Av.	
	390/2296 - CABIN (incl. platform)	1	4.5	1.9	2.9	2					
	390/2296 - POWERPACK LUFF WINCH JOINED	1	2.79	2.65	2.9	8.5					
23	390/2296 - COUNTER WEIGHT - HORIZONTAL (6T)	4	2.37	1.3	0.25	6	Sefton Yard	Chatswood Chase	17/08/2024 16:30	Trucks to Back into Victoria Av.	
24	390/2296 - COUNTER WEIGHT - HORIZONTAL (6T)	2	2.37	1.3	0.25	6	Sefton Yard	Chatswood Chase	17/08/2024 17:30	Trucks to Back into Victoria Av.	
	390/2296 - COUNTER WEIGHT - HORIZONTAL (4.2T)	1	2.37	1.3	0.18	4.2					
	390/2296 - A-FRAME / MAST ASSEMBLY	1	12.9	2.4	2	6.7					
25	TEST WEIGHT - 5.4T.	2	2.8	2	0.2	5.4	Sefton Yard	Chatswood Chase	18/08/2024	Trucks to Back into Victoria Av.	
	TEST WEIGHT - 2.0T	1	1.8	1.2	0.1	2					
	TEST WEIGHT - 2.6T.	1	0.8	0.6	0.6	2.6					

LOAD LIST

FORM

Multiplex Chatswood Chase TC2 Installation.											WO: 18293 - PO: N/A
Version: Rev0, 24/07/2024											
Load No.	Item Description	Qty.	L (m)	W (m)	H (m)	Weight (t)	Origin	Destination	Deliver	Notes	
	Standard Loads										
	Wide Load Under 3.5m										
	Wide Load Under 3.5m with Escort.										

Authorised by: Projects Coordination Manager
Review Date: 19 November 2023
Load List

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6. Crane Activities – Project Staging

Activities include:

Road Closure 1 - Tower Crane 2 - Victoria Avenue Full Road Closure - Friday 16th of August 10PM to Sunday 18th of August 10PM for a continuous 48 hours. (TGS015) with a contingency of the following weekend.

Road Closure 2 - Tower Crane 1 - Archer Street Full Road Closure - Friday 6th of August 10PM to Sunday 8th of August 10PM for a continuous 48 hours. (TGS022) with a contingency of the 13th and 15th of September 2024 (Continues 48 hours).

7. Traffic Management Plan Overview / Environment

The purpose of this Traffic Management Plan is to ensure that MULTIPLEX commitment to safety, traffic management, reporting and reviewing, is met during the life of this project.

This will be accomplished with consideration given to; Traffic Plans, Traffic Demands, Traffic Routing, Traffic Control Devices, Other Road users and stake holders, Special (emergency) vehicle requirements and access, Accredited Traffic Controllers

This plan aims to identify the risks to persons undertaking work on, or adjacent to, a road. It shall ensure that appropriate control measures for any identified hazard are assessed, controlled, implemented, monitored and reviewed by elimination, substitution, engineering, administration or by using personal protective equipment.

The legislative and reference documents used in conjunction with this plan include, but are not limited to:

- WH&S Act and Regulations (NSW)
- Risk Management Code of Practice (2007)
- Traffic Management for Construction or Maintenance Work Code of Practice (2008)
- Traffic Control at Worksites Manual V6 2020 (TCAWS) (RMS)
- Australian Standard AS1742.3 Traffic Control Devices (2009)
- G10/A2 Specifications

All contractors, subcontractors, employers, self-employed persons, workers and other persons will be bound by the requirements set out in this plan.

This plan forms the basis of ongoing programmes in continuous improvement of traffic management and the required ongoing training and commitment of all personnel involved in this project

8. Road Network

Existing Road Conditions.

The Roads & Maritime Services (RMS, formally RTA) broadly classifies all roads into three administrative classes: State, Regional and Local. A detailed description of each administrative class is provided in "NSW Road Management Arrangements" (December 2008), however in general.

State Roads are the major arterial links throughout NSW and within major urban areas. They are principal traffic carrying and linking routes for the movement of people and goods within the Sydney, Newcastle, Wollongong and Central Coast urban areas and which connect between these urban centres, the major regional towns, the major regions of the State and major connections interstate.

Regional Roads are routes of secondary importance between State Roads and Local Roads which together with the State Roads, provide the main connections to and between smaller towns and districts and perform a sub arterial function in major urban areas.

Local Roads Comprise the remaining Council controlled roads which provide for local circulation and access.

Victoria Avenue is a local road and requires and ROL, Bus Approval, police and local council approval prior to activity proposed. Victoria road is 1 lane 2 ways. Surrounding Streets are council roads within 100m of traffic lights. The Speed limit is 40km per hour with local shops / Chatswood chase shopping centre surrounding it. There is P1 hour metred parking on the

Southern Side of Victoria Avenue with Buses traveling through to Bus Stops located on Victoria Ave.

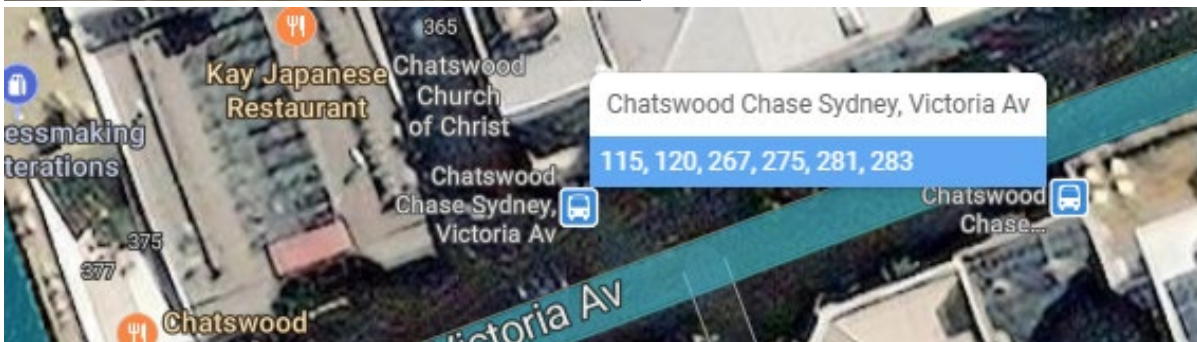
Victoria Avenue is 6M wide where there isn't parking and 10m wide where there are P1 parking located.



Road occupancy approval would be required for works within the existing public road, road reserve and footpath, including but not limited to placing construction plants such as large semi-trailers, mobile crane etc.

An ROL has been applied for this scenario as per "Crane Activities 2.3".

All surrounding roads are Local council roads an ROL should be applied for and submitted to TfNSW for review due to close proximity of lights.



Parking along Victoria Ave within the closure will not be allowed and alternate parking is going to be communicated via our Notification's provided to all stakeholders effected prior to works commencing.

Archer St is a local road and requires and ROL, Bus Approval, police and local council approval prior to activity proposed. Archer St is 2 lanes 2 ways. Surrounding Steets are council roads. The Speed Limit is 40km per hour with shopping centres, schools and local shops located close by. There are no stopping signs located along Archer St with Buses running through no stops are located near location of works.



Once approved, Tower Crane Instal Traffic Management Plan and all plans associated with it will be given to all drivers visiting site prior to arrival. All information to be provided to LIVE TRAFFIC - Live Traffic NSW

9. Abbreviation

Acronym	Description
MRTS	Main Roads Technical Specification
TCAWS	Transport for NSW published Issue 6.1 of the Traffic control at work sites (TCAWS) Technical Manual in February 2022
NSWPS	New South Wales Police Service
NSWAS	New South Wales Ambulance Service
NSWFS	New South Wales Fire Service
TC	A person authorized in accordance with RMS and TCAWS to control traffic at road works
TGS	Traffic Guidance Scheme - A Traffic Guidance Scheme prepared by Argus 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
TMP	Traffic Management Plan - The Traffic Management Plan prepared by 'Argus 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
TRAFFIC CONTROL	MULTIPLEX/ Argus Traffic

10. Legal & Other Requirements

MULTIPLEX must comply with relevant State and Territory Legislation, Codes of Practice, Compliance Codes and Australia Standards. The items listed below are specifically referred to in client documentation supplied.

- Transport for NSW published Issue 6.1 of the Traffic control at work sites (TCAWS) Technical Manual in February 2022 and AS1742.3.1.6-TABLE 4.2.
- Workplace Health and Safety Traffic Management for Construction or Maintenance Work Code of Practice 2008
- AS/NZS ISO 31000:2000 Risk Management – Principles and Guidelines
- AS/NZS ISO 9001:2015 Quality Management Systems – Requirements
- Australian Standard AS1742.3, latest issue.

11. Risk Management & Mitigation

Risk assessments will be conducted before Traffic Guidance Schemes (appendix) are prepared and prior to erecting any traffic control device on site. This will determine a safe environment of workers and a safe route for pedestrians and on-coming vehicular traffic. Roads will be closed for the duration of the works carried out to install the tower crane. This is to mitigate risk and control the working environment. 48 hours per closure has been pre discussed. Trucks must also reverse into site due to crane occupying the entire roadway. Constant traffic control guidance will be in place to ensure to minimise risk.

12. Quality Record Management

Form/Checklist	Responsibility	When
Traffic Management Audit Checklist	HSEQ Manager	As per schedule
Site Inspection Checklist	MULTIPLEX Site Manager & WHS Officer	Weekly
MULTIPLEX SWMS	MULTIPLEX Site Manager & WHS Officer	Each Project
Construction Prestart participation	MULTIPLEX Site Manager & WHS Officer	As required for Major Movements
Incident Reports	MULTIPLEX Site Manager & WHS Officer	As req.

13. Record retention.

Project records are to scan and archived in the project file. Retention of these will be agreed with by Contract requirement but generally copies retained for 7 years.

14. Providing records to the Client

If requested by the client, the Daily Traffic Management Checklist & Docket is signed by the client on site and a copy given to the client.

Application forms for a Stand Plant permit, road closure permits, or other relevant permits are available on Council's website. The applications are to include worksite specific traffic control plans. All application forms are to be submitted online to Council Transport Management Unit for approval.

A notice with contact phone number and email details for community to make contacts regarding work activities are to be installed at the site.

15. Corrective & Preventive Action

Non-Conformances and Correct Actions shall be identified, controlled and implemented in accordance with MULTIPLEX Quality Procedures. All non-conformances shall be acted on by MULTIPLEX on receipt of written notice of the non-conformance.

16. Traffic Guidance Scheme - Specific Method of Traffic Control and Guidance Schemes

TGS015, TGS022 - A Traffic Guidance Scheme is defined in the RMS's TCWS Manual as a diagram showing signs and devices arranged to warn traffic and guide it around, past or, if necessary, through a work site or temporary hazard. Access & departure traffic control plan and vehicle movement plan. -

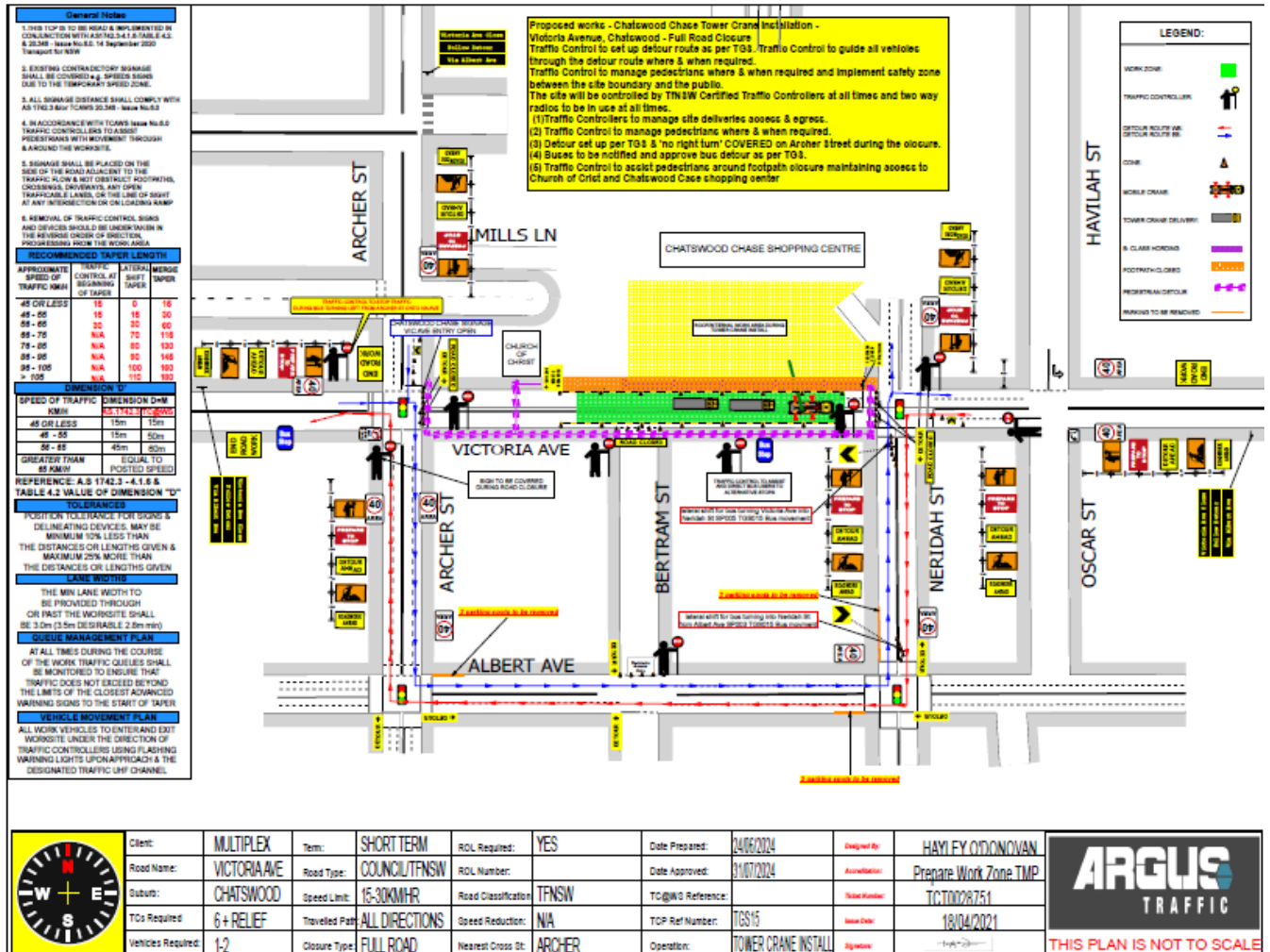


Figure above-TGS0015(full image in appendix)-Showing safe ingress and egress in and around the site for pedestrian movements. TGS0015 also shows the Chatswood Chase shopping centre and Bus stops. Included in TGS is our safe Pedestrian movement plan allowing access to the Church of Christ and access to the shopping centre via our pedestrian detour.

This TGS will be used of the road closure of Victoria Road on dates suggested in project staging. Detours via Archer St to Albert Av and via Neridah St. VMS board locations are also added with a speed reduction of 40km along detour. All VMS Boards are to be installed 7 days prior to works commencing. Messaging should be to advise residents of upcoming closure dates and times. Messages then will be reverted to TGS wording.

Pedestrians will be able to walk around the work site safely under direction by Argus Traffic control. Detour for cars is as follows in TGS015. Bus detour will be reflected in proposed haulage route and swept path plans in appendix. - Parking removal added to TGS plans with detailed amounts of spots required for bus's and trucks to make turns safely.

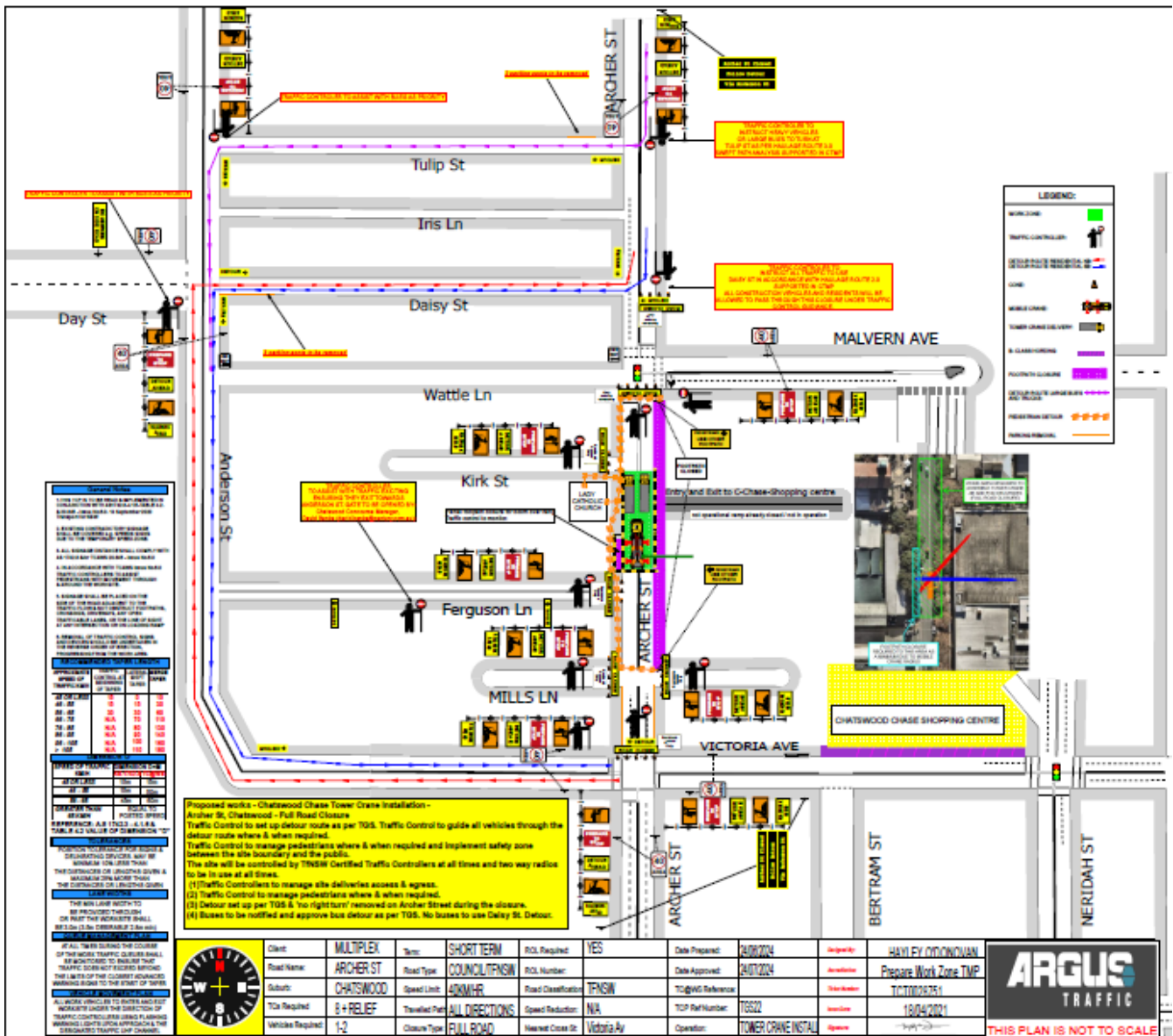


Figure above-TGS022 (full image in appendix) - Showing safe ingress and egress in and out of site Entering and Exiting using Archer St Road Closure.

This TGS will be used of the road closure of Archer St on dates suggested in project staging. In conjunction with Haulage route 2.0 and Bus Haulage 3.0.

Detours via Victoria Avenue leading into Anderson St heading northbound turning right into Daisy St Leading back onto Archer St. Cars heading south bound will be stopped at Daisy St and can turn right following the detour onto Anderson St back around to Archer St x Victoria Av. Local traffic only and construction vehicles will be able to head passed the staged closure.

All large trucks and bus's will be asked to turn earlier at Tulip St. An additional traffic controller has been staged to identify oncoming vehicles and allow for them to turn under traffic control guidance.

All vehicles entering site will do so in a forward direction and leave in a forward direction. As per site access and haulage routes. With the exception for deliveries to the crane where trucks will entre under traffic control guidance and reverse up to the crane blocking the entire road. It is advised that larger trucks (19m) will be staged and a max of 2 at a time is advised to avoid

congestion, trucks are to park in truck rest areas on main state roads if delays occur and not come into site or into the suburb until they are required to. 40km added to slow traffic and allow for safer turns.

Plus, additional VMS locations marked out to provide additional advanced warning. **Note gate on ferguson to be opened to allow for 2 way. Chatswood Concourse Manager, David Banks (david.banks@century.com.au)**

All VMS Boards are to be installed 7 days prior to works commencing. Messaging should be to advise residents of upcoming closure dates and times. Messages then will be reverted to TGS wording. Parking removal added to TGS plans with detailed amounts of spots required for bus's and trucks to make turns safely.

17. Construction Workers parking

There will be no site parking. Should state workers will be ineligible for parking permits in permit parking zones. There is early bird parking available in the Council parking stations however workers should make use of public transport to travel to and from site.

18. Site Access

Site Access for all construction Vehicles will be within the Road Closures at all given stages of Crane Installation. Vehicles are to travel in a forward direction until they arrive onsite. Under traffic control guidance construction delivery and trucks will turn into respective haulage route references and reverse into site allowing them to leave in a forward direction.



19. Truck Movements & Requirements & Driver Conduct

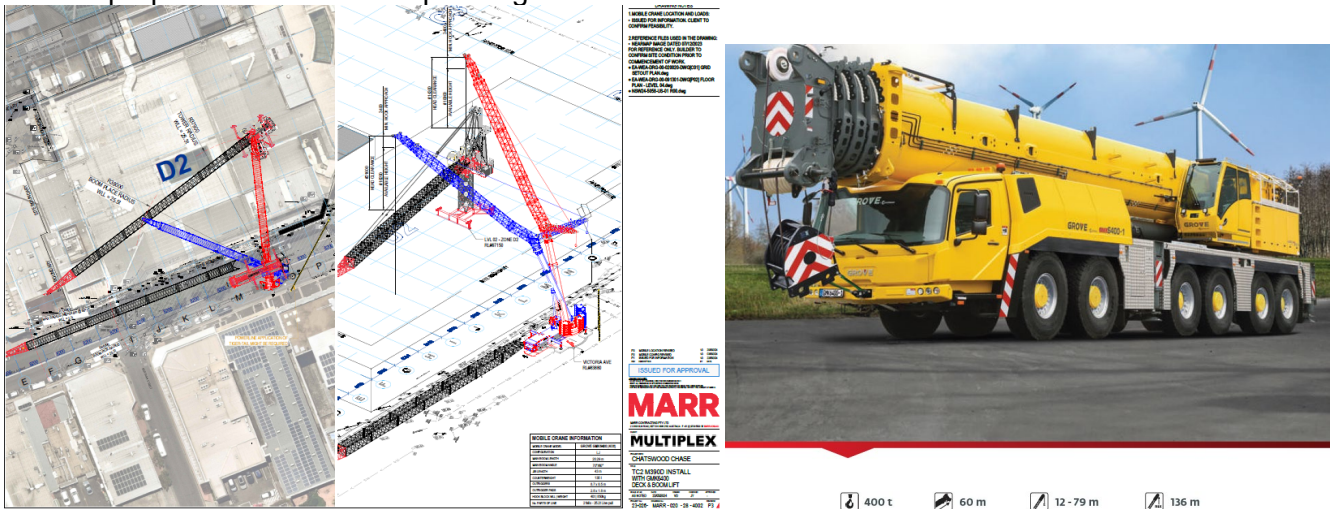
Ingress and egress – Truck Moments

Approx 25 deliveries will be conducted over the stage of each closure. Stage 1 and 2 respectively.

All vehicles must be always driven in a forward direction except when entering or leaving the job site under MULTIPLEX representative when required. Trucks will be asked to reverse into site. To then leave in a forward direction the way they came.

Vehicles and type of equipment induce but not limited to:

- Mobile Cranes will be erected at each closure as per TGS015 and TGS022. A 400T crane is proposed to be used as per diagram below for Victoria Ave:



- Other equipment used on site includes but is not limited to;
 - Semi-Trailers with crane material for example 19m Long is estimated largest truck size.
 - Contractor Vehicles (Utes or trucks)
 - Power pack
 - Counterweight
 - Fanners

All truck entry into site will be done under traffic control guidance. There will be 2 differing proposed haulage routes. This can be provided once the largest size truck is mentioned.

1. Vehicles will approach site using Haulage Routes in Diagram 1 below.
2. Vehicles will access the site using Pacific Highway or Boundary St.
3. Vehicles accessing and leaving the site for Stage 1 Closure Victoria Ave:



- a. Trucks will enter via Pacific Hwy or Boundary St turning right onto Archer St heading towards Victoria Av.
- b. Trucks will turn right onto Victoria Av
- c. Trucks will reverse into site
- d. Trucks will then leave in a forward direction back the way they entered.

See Diagram 1 above- Shows truck haulage route Stage 1 Victoria Avenue Closure to be used in conjunction with – TGS015 - SWEPT PATH turns to be added to appendix supporting our proposal.

Buses will need to take the following detour routes for Victoria Ave closure buses can follow TGS015. See Swept path analysis to support this for an 18m Articulated bus in appendix. 8 Turns supported in Appendix.

4. Stage 2 Closure of Archer St-

HAULAGE ROUTE 2 -ARCHER ST CLOSURE USE WITH TGS022

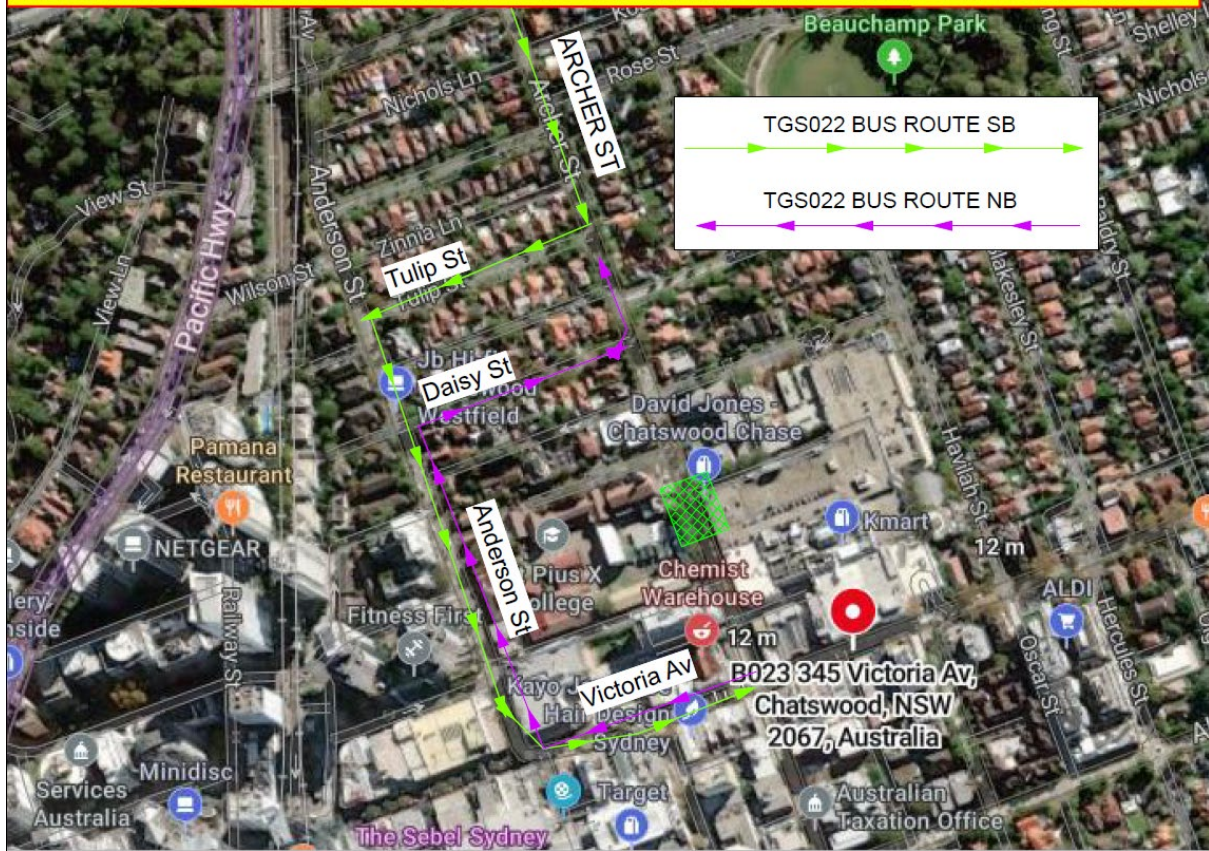


- a. Trucks will enter via Pacific Hwy or Boundary St turning right onto Archer St heading towards Marlvern Av
- b. Trucks will turn left onto Malvern Av
- c. Trucks will reverse into site under traffic control guidance
- d. Trucks will then leave in a forward direction back the way they entered.

See Diagram 2 above - shows truck haulage route Stage 2 at Archer St. This is to be used in conjunction with TGS022. SWEPT PATH turns to be added to appendix supporting our proposal.

This closure will trigger bus's to follow Haulage route 3.0 as they will not make the turn into Wattle Ln. As per Diagram 3 below.

HAULAGE ROUTE 3 -ARCHER ST CLOSURE USE WITH TGS022



See Diagram 3 above - shows truck haulage route 3.0 Stage 2 at Archer St. This is to be used in conjunction with TGS022.

Buses that follow TGS022 will be instructed to follow haulage route 3.0 that better shows their detour route and will minimise impact of congestion as they will be using an alternate detour route

Buses heading South bound will be asked to Turn Right onto Tulip St, Left onto Anderson St, left on Anderson St back into Victoria Av.

Buses heading North bound will be asked to follow Victoria Av onto Anderson St and to turn right at Daisy St and Left back onto Archer St.

20. Construction Vehicles

All trucks/drivers working throughout the duration of this project will be provided with a site map outlining the access point/s, an onsite Vehicle Movement Plan as per TGS015 + TGS022, (VMP) & a suggested route to & from the work site for Vehicles NO higher than 4.4meters & no longer than 19, this route will be determined by the conditions outlined by the RMS website for restricted access <http://www.rms.nsw.gov.au/business-industry/heavy-vehicles/maps/restricted-access-vehicles-map/map/>

If applicable, the location and operation of any on-site tower crane. If any part of the crane lifts, swing, vane, luff or slew over private land other than roads, the CTMP will need to address measures to ameliorate the impacts. This may include but is not limited to an Access Agreement with each affected landowner over which the device will operate or swing over. For cranes that will intrude into prescribed airspace, approval will be required under the Airports (Protection of Airspace) Regulations 1996 by the Department of Infrastructure and Regional Development. CTMP to specify that all works, processes, storage of materials, loading and unloading associated with the development are to occur entirely within the property boundary. Should any placement of any plant/equipment/material occur on Council Road or land, the Applicant must lodge the relevant Council permit or applications.

Traffic impacts from the construction works are expected to be limited to the truck routes detailed in this report. Truck movements are not expected to cause delays on the local roads or create flow-on impacts to the other roads. All lanes will generally be operating at full capacity. Local traffic patterns during construction are expected to remain consistent with the existing conditions. Vehicles will move in and out of site in a forward direction (unless specific approvals are obtained from Local Council). Trucks and vehicles associated with the site will take into consideration the surrounding building and roads. Delivery to the crane will reverse in under traffic control guidance and leave forwards.

Throughout the construction of the crane period all vehicles associated with the worksite are to access and exit the worksite in a forward direction. The types of vehicles accessing the site, but not limited to will be mobile crane, semi- trailers, truck & dogs, floats, delivery vans, contractor utilities throughout the course of this build.

These are standard vehicles that operate freely along the general road system and no specific permits are required. Heavy vehicles are defined under the Heavy Vehicle National Law (2013) as large vehicles with a gross vehicle mass or aggregated trailer mass of more than 4.5 tonnes. Heavy vehicles including trucks and semi-trailers would be required for delivery of equipment and construction materials. During days of significant vehicular movements, it is expected that communication between the site and truck drivers will be maintained to **stagger vehicle arrival**. This will allow for vehicles to be accommodated within the worksite and for traffic disruptions to be minimised with emphasis made on deliveries outside of peak periods where possible to reduce impact on traffic flows. If out of hours deliveries are required, MULTIPLEX will seek approval from Local Council before after hour deliveries take place.

MULTIPLEX will seek at Out of Hours Works permit from Council's compliance team before after-hours deliveries take place. MULTIPLEX will have an active and ongoing involvement in the management and monitoring of works during the construction phase. They will ensure that no vehicle will make deliveries outside of WILLOUGHBY COUNCIL approved times.

All vehicles approaching the work site will adhere to the road rules and observe any signage in place. No queuing or marshalling of trucks are permitted on any public roads. All deliveries to be loaded or unloaded, will be undertaken from within the site boundaries. Loading and unloading of all machinery, construction materials or skip bins/containers will be undertaken from within the site boundaries. This will in turn limit disruptions to traffic and pedestrian flows. All vehicles will be checked by drivers that their loads are to be covered by tarpaulin or like prior to exiting the work site as required.

The proximity of the site to the adjoining State Road Network is such that construction vehicles can access and depart the work site creating very little to no disturbance to the surrounding local road traffic. Construction vehicles are not to encroach on to neighbouring driveways/crossovers when accessing or exiting the worksite. Most of the approach and departure travel routes are such that heavy vehicle manoeuvring can occur without any unreasonable encroachment on opposing travel lanes, kerbs and/or parking lanes. Construction vehicles are anticipated to be able to utilise the routes with a reasonable level of safety and efficiency.

Once approved, Tower Crane Instal Traffic Management Plan and all plans associated with it will be given to all drivers visiting site prior to arrival. All information to be provided to LIVE TRAFFIC - Live Traffic NSW

21. Driver Conduct

All Construction Drivers of Vehicles and Plant That Access and Egress this Construction Site must prepare Driver conduct and induction training for the development to minimise road traffic noise. The applicants must update driver code of conduct and induction training for construction and operation and must implement the code of conduct for the life of the development.

- All drivers accessing the work site shall follow instructions of MULTIPLEX staff and representatives.
- All drivers approaching site will need to communicate with traffic control by radio on channel xx and follow guidance proposed truck staging area / work zone required for layover. In this case to not come to site until required and come in a staggered system called 2 at a time.
- All drivers are to adhere to the road rules and observe any signage in place.
- All drivers are to adhere to all signposted directions.
- Main site access various as per Haulage route 1.0 – 2.0
- Initially site will enter using Haulage route into site.
- Vehicles shall enter and exit the site in a forward direction in a safe orderly manner.
- Vehicles shall always follow the main traffic route.
- Vehicles shall not queue outside of the worksite, (unless approval is obtained for a staging area)
- All loads being removed from the site shall be secured and/or covered appropriately.
- Appropriate measures will be put in place to ensure that vehicles leaving the site do not deposit dirt or mud on the surrounding roadways, i.e. shaker grid, wheel wash bay and drivers check and clean.

Contractors and their employees who fail to comply with site requirements will be subject to, disciplinary action that may include financial penalties or dismissal from the site.

22. Project Manager

The following list of requirements is not exhaustive for the responsibilities of a Project Manager:

- The involvement and competence of contractors and suppliers is fundamental to the success of MULTIPLEX. Subcontractor procurement for this service is to be in accordance with the procedures “Managing Contractor Compliance” and “Purchasing”.
- Programming of the works
- Outlines the high-risk construction activity i.e. Working on, or adjacent to a road.
- Monitoring, reviewing and amending the Traffic Management Plan as required.
- Managing non-conformances / corrective action and minor incidents,
- Ensure that an applicable Safe Work Method Statement (which may be generic if the activity is performed in the same way and in the same or similar circumstance) is delivered through training to all persons affected on the construction site.

23. Works Supervisor

The following list of requirements is not exhaustive for the responsibilities of a supervisor:

- Ensure compliance with the approved CTMP, TCAWS & Main Roads specification and the contract requirements.
- Periodic inspection of traffic control devices daily prior to commencement of work in conjunction with the Traffic Controllers Supervisor.
- Ensure that all Traffic Controllers are in fact licensed or accredited to perform the duties of a Traffic Controller
- Identify non-conformances and implementation of corrective actions.

24. Traffic Control Supervisor

The nominated sub-contractor is responsible but not limited to the following:

- Implementation of the approved Traffic Management Plan in accordance with the Traffic Control at Worksites Manual and all other relevant documents,
- Ensuring the conflicting regulatory speed signs is covered during works and at completion of works to reinstate the current regulatory speed for each individual street / road.
- The monitoring and recording of changes in traffic movements.
- Advising MULTIPLEX supervisory staff in the first instance of any non – conformances, accidents, near misses or complaints.
- Providing only duly accredited Traffic Controllers Subcontractors & Suppliers

25. Restrictions to Traffic Lanes

There will be road closures and detours at all 3 of the stages of this TMP. We will be restricting all lanes in both directions for a period of 48hrs. All construction traffic will stop within the site using area to stop if room is needed. Trucks will be entering through the site as per haulage route proposed.

If needed, both the site entry and exit gate can be used for alternate traffic needs and be used for both entry and exit if deemed required for “local traffic only”. Traffic control may stop lanes of traffic both sides of the road to allow for trucks to enter or exit site following haulage routes proposed.

26. Over Dimension, Overweight & Dangerous Goods Vehicles

The Contractor shall not reduce pre-existing provisions for the movement of heavy vehicles including over dimension, overweight and dangerous goods vehicles that have approval from the Superintendent and/or other relevant Authorities.

27. Direction and Street Signage

Where access to streets and side roads has been altered during the construction of the Works, the Contractor shall supply and erect all such temporary signs necessary to aid the travelling public to find their way to such streets and roads. Detour signs will be used to direct all traffic accordingly.

A sign must be erected in a prominent position saying that unauthorized entry to the site is not permitted. The sign must also name the builder or other person responsible for the site and telephone number in which they can be contacted outside of working hours.

Construction signage must not obstruct pedestrians and cyclists' path or commuters sight distance and must comply with TCAWS manual.

28. Work Zones

It has been identified that road closure will be required no work zone will be needed for this Crane Installation Process.

All construction related vehicles will be wholly always contained within the site unless parking in lay over location, no part of any vehicle including any materials will overhang or be left on the footpath. If at any stage an additional road closure zone is needed outside of the council property MULTIPLEX will apply for the required permits through WILLOUGHBY COUNCIL prior to commencement of the use of any road closure permitted area on council property.

29. Traffic Safety

Main entry to site will be within the closures proposed in TGS015,022 and 023. Site movements will be managed and maintained by Argus Traffic representative when required. Manoeuvring and merging of heavy vehicles accessing and exiting the work site is to be managed carefully such that traffic safety is maintained.

Due to the relatively quiet nature of the surrounding streets, it is expected that vehicles exiting the site will be able to use suitable gaps in the traffic during off peak periods. During points of vehicle egress, construction drivers will ensure vehicles give way to any pedestrians, cyclists and road users already on the roadway before exiting site, with the assistance and guidance of MULTIPLEX representative. Vehicle routes have been selected as such to minimise the disturbance to surrounding buildings and traffic.

30. Access to Local Properties and Noise

Access to all neighbouring properties will be maintained during the duration of the construction works. Neighbouring properties will be advised of the construction time frames and kept informed of any critical changes that may possibly impact and affect them. Regarding noise impacts, MULTIPLEX will strive to keep all noise associated with the works is controlled and kept to a minimum. Noise levels emitted during works shall be restricted to comply with the construction noise control guidelines set out in chapter 171 of the NSW Environmental Noise Control Manual. No noise will be made outside the approved hours for worksite. Noise emissions and vibrations must be minimised, work is to be carried out in accordance with the NSW Department of Environment, Climate Change and Water's Interim Noise Constructions Guidelines 2009 for noise emissions from demolition, excavation and construction activities. Notifications provided to all residents and businesses as per council 28 day condition of approval process.

31. Pedestrian and Cyclists

All works will take into consideration pedestrian and cyclists. Warning signage will be in place to warn pedestrians of the entry and exiting of vehicles to and from the road closure along Victoria Ave and Archer St. Only authorised personnel will be permitted within the construction site unless accompanied by site management if not inducted to the site. Public pedestrian movements through the worksite are always prohibited during construction.

Tiger tails will be used to block footpaths where required and Traffic Control will guide pedestrians around the work zone. Appropriate pedestrian traffic measures will be in place such as signage. During construction works certified MULTIPLEX will be on the main site ingress and egress gates to assist and manage pedestrians during vehicle accessing and exiting the worksite.

At points of egress Internal signage displaying "footpath closed". During points of vehicle egress, construction drivers will ensure vehicles give way to any pedestrians, cyclists and road users already on the roadway before exiting the worksite.

There are no dedicated cycle ways in the vicinity of the construction site. Any cyclists on the roadway will continue to follow the same routes and or detour routes that will be sign posted and clear for viewing.

32. Community and Motorists Notification

Communication with others within the vicinity shall be undertaken on an on-going basis, when and where it's required, in advance of building activities that may be considered as potentially affecting amenity (such as excessively noisy, dusty or traffic generating activities). Where works outside the preferred construction hours must take place, affected neighbours shall be advised by the site manager of the scope of works, possible impacts on the amenity, reasons why works must be carried out outside of the preferred hours and mitigation measures that will be undertaken. Neighbours will be contacted personally and if contact is unavailable, letters will be left outlining the information and requesting contact to be made to the site manager for discussion. MULTIPLEX and its representative is available to meet with any neighbours to discuss the proposed measures mentioned within this traffic management plan. Follow-up closure communication will be undertaken following any complaints received from stakeholders and neighbours to ensure that the issues raised have been adequately resolved. A sign at the entrance to the construction site area will advise stakeholders of.

- *The requirement that unauthorised entry to the work site is prohibited.*
- *The requirement that visitors must report directly to the site office upon entry to the site and present themselves to the Site Manager.*
- *the requirements that must be fulfilled to be granted access to the site; and*
- *the name and contact details of MULTIPLEX.*
- *Bus Companies (CDC, Busways and Keolis Downer), Police, Emergency Services, schools (Mercy Catholic College, St. Pius X College and Our Lady of Dolours Primary School), churches (Chatswood Church of Christ, Our Lady of Dolours Catholic Church and Chatswood Presbyterian Church), Chatswood Concourse and all affected businesses e.g. Along Mills Lane, Ferguson Lane, Chatswood Chase Centre Management and Victoria Plaza*

Warning signs will be in place to warn motorists and pedestrians during works.

See community letter notification below and marked area of intended notifications:

MULTIPLEX

Chatswood Community Notice

Reason for Notification

Chatswood Chase – Tower Crane Install and Mobile Crane Set-up at Victoria Avenue

Location of Works

Victoria Ave, Chatswood NSW 2067

Commencement Date & Duration

10pm Friday 16 August 2024 until 10pm Sunday 18 August 2024

Contact Schedule	Representative's Name	Contact Number	Email
Multiplex – Site Manager	Joel Cassidy	0477 362 837	Joel.cassidy@multiplex.global
Multiplex – Project Engineer	Vanessa Lesicnik	0402 733 638	Vanessa.Lesicnik@multiplex.global

Scope of Works

Reason for Works

- Tower Crane is required to be installed in order to complete the works required for the redevelopment of Chatswood Chase shopping centre.
- A mobile crane is required to be set-up on Victoria Ave in order to erect the tower crane

Description of Works

- Please refer to the Traffic Guidance Scheme for the works.
- Works will require a four-lane road closure of a portion of Victoria Avenue.
- The road closure is required in order to set-up the Mobile Crane and also preassemble sections of the Tower Crane prior to lifting it into position.
- Footpath access on both sides of the road will still remain open during this time. Traffic controllers will be present during these works to answer any queries pedestrians may have regarding this access.
- The bus stop on Victoria Avenue located between Bertram Street and Neridah Street will not be in use during these works. Traffic controllers will be present to redirect pedestrians to the alternative bus stop locations.
- Works will be carried out from 10pm Friday night until 10pm Sunday night.
- Works will entail multiple truck deliveries into the work zone which will deliver parts of the crane throughout this duration.

Letter Above is for Victoria Ave Closure (Stage 1)

MULTIPLEX

Chatswood Community Notice

Reason for Notification
Chatswood Chase – Tower Crane Install and Mobile Crane Set-up at Archer Street

Location of Works
Archer Street, Chatswood NSW 2067

Commencement Date & Duration
10pm Friday 23rd August 2024 until 10pm Sunday 25th August 2024

Contact Schedule	Representative's Name	Contact Number	Email
Multiplex – Site Manager	Joel Cassidy	0477 362 837	Joel.cassidy@multiplex.global
Multiplex – Project Engineer	Vanessa Lesicnik	0402 733 638	Vanessa.Lesicnik@multiplex.global

Scope of Works

Reason for Works

- Tower Crane is required to be installed in order to complete the works required for the redevelopment of Chatswood Chase shopping centre.
- A mobile crane is required to be set-up on Victoria Ave in order to erect the tower crane

Description of Works

- Please refer to the Traffic Guidance Scheme for the works.
- Works will require a four-lane road closure of a portion of Victoria Avenue.
- The road closure is required in order to set-up the Mobile Crane and also preassemble sections of the Tower Crane prior to lifting it into position.
- Footpath access on both sides of the road will still remain open during this time. Traffic controllers will be present during these works to answer any queries pedestrians may have regarding this access.
- The bus stop on Victoria Avenue located between Bertram Street and Neridah Street will not be in use during these works. Traffic controllers will be present to redirect pedestrians to the alternative bus stop locations.
- Works will be carried out from 10pm Friday night until 10pm Sunday night.
- Works will entail multiple truck deliveries into the work zone which will deliver parts of the crane throughout this duration.

[Letter Above is for Archer St Closure \(Stage 2\)](#)

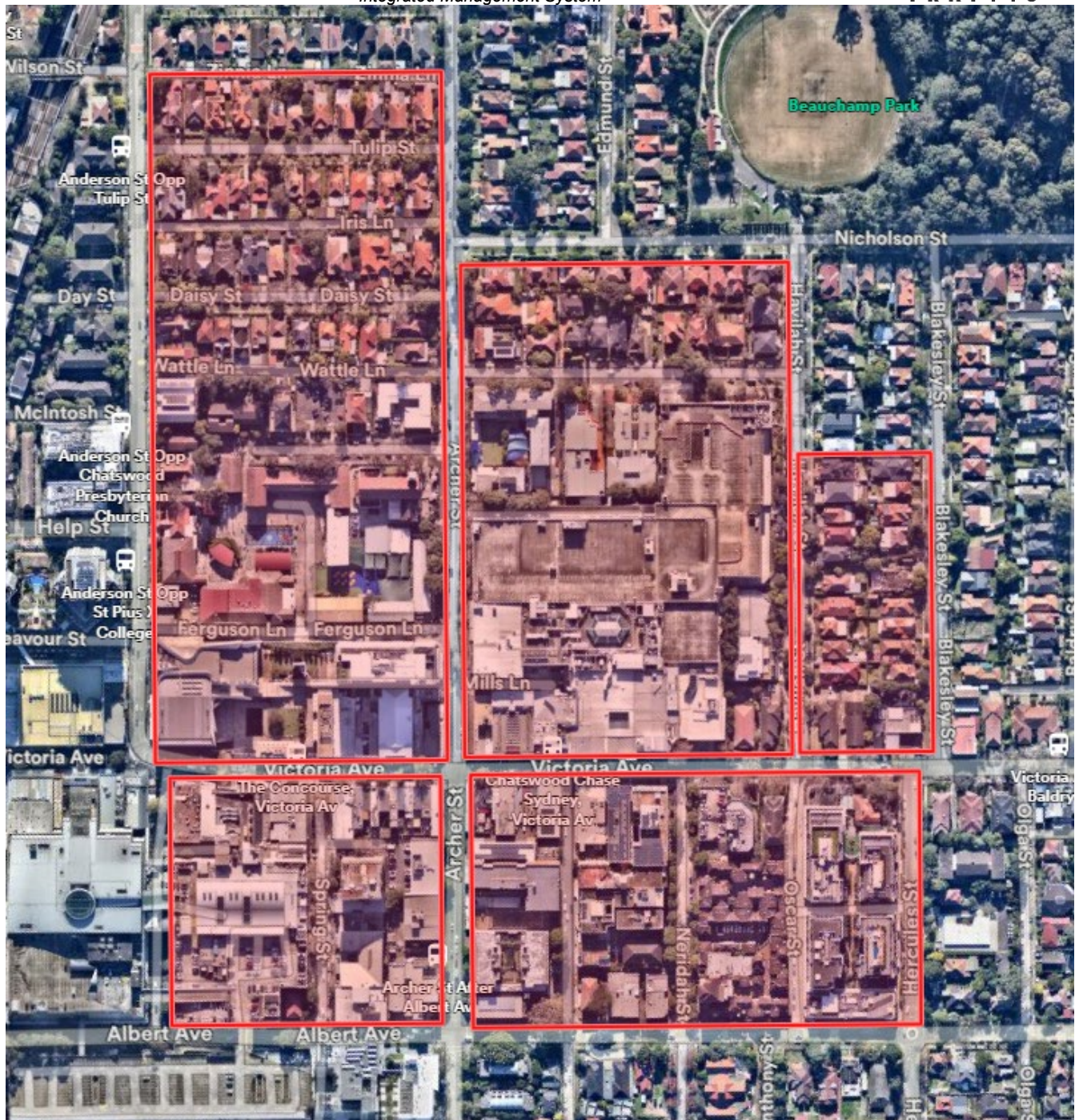


Diagram above shows marked intended notification locations

33. Public Infrastructure and Impact of the project

While it is anticipated that the site will utilise the existing driveway crossover to access the worksite, it is possible that some mounting or crossing of adjacent curbs or may be necessary. MULTIPLEX will repair any damage to infrastructure because of construction vehicles driving over the curb.

- The details of the impact of the works on residents, businesses, pedestrians, cyclists, local traffic, bus services, emergency services and management of staff parking and measures to ameliorate the impacts.
- Make provision for on-site parking for employees, tradespersons and construction vehicles, where practical. Staff should be encouraged to carpool and utilise public transport.
- CTMP to specify that a minimum of seven (7) days' notice must be provided to all neighbouring and affected residents, occupants/businesses within 50 metres of the allotment boundaries and stakeholders prior to the implementation of any temporary traffic control measure. All stake holders will be notified by letter as per above examples.
- The proposed method to remove loose material from all vehicles and/or machinery before entering Council land including roadways, footpaths and grass verge. Any run-off from the washing down of vehicles shall be directed to the sediment control system within the site. Specify all trucks leaving the site shall be monitored, having had access to unpaved or contaminated areas shall depart via a wheel wash facility to prevent mud, dust or debris from being deposited on Council's roads. Any direction of Council with regards to cleaning trucks or the clean-up of roadways adjoining the site shall be complied with immediately.
- CTMP to specify that pedestrian access along the frontage of the site must be always maintained unless approved by Council prior.
- CTMP to specify that the Council land including roadways, footpaths and grass verge must be kept in a serviceable condition for the duration of construction. At the direction of Council, undertake remedial treatments at no cost to Council.
- CTMP to highlight bus routes and show the largest size bus as per appendix and proposed haulage route 3.0 for respective closures.

34. Emergency Services

Emergency access to the worksite will be maintained, certified traffic controllers onsite will assist and guide the emergency services to access the worksite when required.

Emergency Services access to all local properties will be retained, with no road closures or major lane changes expected. In the event of an incident related to the construction traffic on the public road network it will be the responsibility of the Site Manager to ensure that emergency services are notified. Contact "000" in cases of emergency to advise the relevant emergency service.

Furthermore, it is the responsibility of the Site Manager to advise the emergency services of any restriction of vehicular access to the public and private areas a minimum of one week prior to its implementation.

Any emergency or contingency will be provided by Multiplex on the day of the closures and alternate measures to be discussed at toolbox prior to works commencing.

35. Environmental

A range of measures will be in place to manage and minimise any possible impact on the environment in regard to dust control and air emissions. Such measures will include, but not limited to:

- *Containment and removal of any hazardous materials in accordance with EPA regulations.*
- *Inclusion of wash down bays or shaker rams.*
- *Regular cleaning of streets.*
- *Erosion and sediment control to perimeter and access road.*
- *Wheel wash facilities for all vehicles entering and exiting the site.*
- *Speed limits will be reduced on site to reduce dust and exhaust emissions.*
- *Monitoring of air emissions throughout the construction process similarly, noise pollution will be minimised through a range of measures such as.*
 1. *Control of noise at source where practical (e.g. using screens & shielding)*
 2. *Use of noise suppression covers when plant and machinery in operation.*
 3. *Use of electrically powered plant where possible and*
 4. *Where possible, noisy plant equipment will be kept away from sensitive noise boundaries or alternatively within enclosures.*

All vehicles will be checked by drivers, that their loads are covered by tarpaulin or like prior to exiting the work site as required. Loading of disposable material into vehicles leaving the site is to occur only with the site. A suitable location for a material lay-down and spoil storage will be contained near the site amenities and around the building.

36. Work Health and Safety (WH&S)

MULTIPLEX will assess the risk and will incorporate the (CTMP) Construction Traffic Management Plan and the (TGS)Traffic Guidance Scheme into the site safety plan. Only authorised personnel will be permitted within the building site unless accompanied by site management, if not inducted into site. Whilst within the confines of construction site, all site personnel will attire in the correct PPE to ensure that they are visible to moving machinery and traffic. All site works must comply with the Occupational Health and Safety requirements of the Worksafe NSW Authority. A sign displaying the contact details of the remediation shall be displayed on the site adjacent to the site road closure. This sign shall be displayed throughout the duration of the work.

37. Appendix & TGS / Map

Appendix

TRAFFIC GUIDANCE SCHEMES + Large Size Images

SITE MAP Chatswood Chase, 345 Victoria Avenue, Chatswood NSW 2067



TGS0015

General Notes

- THIS TCM TO BE READ & IMPLEMENTED IN CONJUNCTION WITH A SIGN S4.1 & TABLE 4.2 & 20.48 - SIGN S4.1 14 September 2020 Transport for NSW
- EXISTING CONTRADICTION SIGNAGE SHALL BE COVERED e.g. SPEED SIGNS USE TO THE TEMPORARY SPEED ZONE.
- ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1962.3 SIGN TOWNS 20.348 - SIGN S4.1
- IN ACCORDANCE WITH TOWNS SIGN S4.1B TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW & NOT OBSTRUCT FOOTPATHS, CROSSOVERS, DRIVEWAYS, ANY OTHER TRAFFICABLE LANES, OR THE LINE OF SIGHT AT ANY INTERSECTION OR ON LOADING RAMP.
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDER TAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA.

RECOMMENDED TAPER LENGTHS

APPROXIMATE SPEED OF TRAFFIC (KMH)	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL SHIFT	EMERGE TAPER
45 OR LESS	15	0	15
45 - 55	15	15	30
55 - 65	30	30	60
65 - 75	N/A	70	115
75 - 85	N/A	90	130
85 - 95	N/A	90	145
95 - 105	N/A	100	160
> 105	N/A	110	180

DIMENSION 'D'

SPEED OF TRAFFIC (KMH)	DIMENSION D=M	AS 1742.3 (TC 2005)
45 OR LESS	15m	15m
45 - 55	15m	50m
55 - 65	45m	50m
GREATER THAN 65 KMH	AS EQUAL TO POSTED SPEED	

REFERENCE: AS 1742.3 - 4.1.5 & TABLE 4.2 VALUE OF DIMENSION 'D'

TOLERANCES

POSITION TOLERANCE FOR SIGNS & DELINEATING DEVICES: MAY BE MINIMUM 10% LESS THAN THE DISTANCES OR LENGTHS GIVEN & MAXIMUM 25% MORE THAN THE DISTANCES OR LENGTHS GIVEN

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m MIN)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF THE CLOSEST ADVANCED WARNING SIGNS TO THE STRAIT OF TAPER

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS USING FLASHING WARNING LIGHTS UPON APPROACH & THE DESIGNATED TRAFFIC LANE CHANNEL

Proposed works - Chatswood Chase Tower Crane Installation -
 Victoria Avenue, Chatswood - Full Road Closure
 Traffic Control to set up detour route as per TGS. Traffic Control to guide all vehicles through the detour route where & when required.
 Traffic Control to manage pedestrians where & when required and implement safety zone between the site boundary and the public.
 The site will be controlled by TNSW Certified Traffic Controllers at all times and two way radios to be in use at all times.
 (1) Traffic Controllers to manage site deliveries access & egress.
 (2) Traffic Control to manage pedestrians where & when required.
 (3) Detour set up per TGS & 'no right turn' COVERED on Archer Street during the closure.
 (4) Buses to be notified and approve bus detour as per TGS.
 (5) Traffic Control to assist pedestrians around footpath closure maintaining access to Church of Christ and Chatswood Cace shopping center

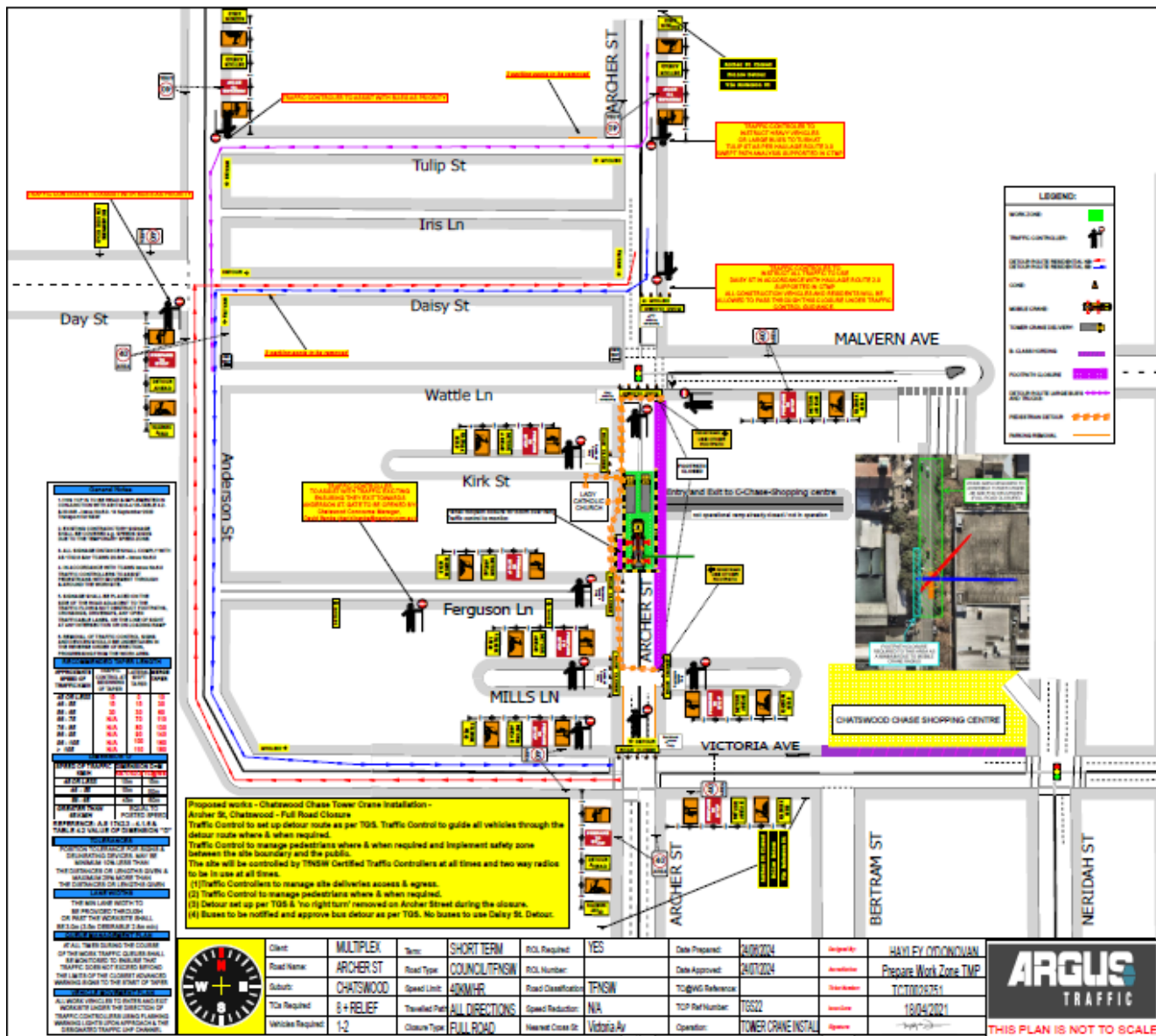
LEGEND:

- WORK ZONE
- TRAFFIC CONTROLLER
- DETOUR ROUTE AS PER TGS
- COVE
- WORKS CRANE
- TOWER CRANE DELIVERY
- B CLAMP HORNS
- FOOTPATH CLOSURE
- PEDESTRIAN DETOUR
- MARKINGS TO BE REMOVED

Client:	MULTIPLEX	Term:	SHORT TERM	ROL Required:	YES	Date Prepared:	24/06/2024	Designed By:	HAYLEY O'DONOVAN
Road Name:	VICTORIA AVE	Road Type:	COUNCIL/TFNSW	ROL Number:		Date Approved:	31/07/2024	Authorised:	Prepare Work Zone TMP
Suburb:	CHATSWOOD	Speed Limit:	15-30KMHR	Road Classification:	TFNSW	TC@WS Reference:		Task Number:	TC00028751
TCs Required:	6+ RELIEF	Travelled Path:	ALL DIRECTIONS	Speed Reduction:	N/A	TCP Ref Number:	TGS15	Issue Date:	18/04/2021
Vehicles Required:	1-2	Closure Type:	FULL ROAD	Nearest Cross St:	ARCHER	Operation:	TOWER CRANE INSTALL	Signature:	

THIS PLAN IS NOT TO SCALE

TGS0022



Program – Activity schedule

MARR

ACTIVITY SCHEDULE						FORM																
Multiplex Chatswood Chase TC2 Grillage & Crane Installation						Report Date: 24/07/2024		LEGEND		Planned Activities												
Revision No:1						PLANNED DATE	16th Aug	17th Aug	18th Aug	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]	[Date]	
ID	ACTIVITY	DRAWING REFERENCE	PLANNED START	PLANNED FINISH	PLANNED DURATION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
001	Road Closure to be Activated and the 400t Mobile to Arrive on Site. 10:30pm		1	1	1																	
002	Position and Setup the Grove Counterweight.		1	1	1																	
003	Towers Cranes to Arrive on Site and Setup 60t Mobile. 12:00am		1	2	2																	
004	Install the Luffing Fly.		2	2	1																	
005	Install the Hook and Hand Over the Crane. 2:00am		2	2	1																	
006	Lift Equipment and Personnel up to Crane Location.		2	2	1																	
007	Unload and lift into Position onto skates and Install the first Grillage Beam, installing through Bolts.		2	2	1																	
008	Unload and lift into Position onto skates and Install the Second Grillage Beam, installing through Bolts.		2	2	1																	
009	Check Beam Heights and Pack to Suite.		2	2	1																	
010	Unload and install Top Grillage Complete.		2	2	1																	
011	Crew Shift Change Over. 6:00am		2	2	1																	
012	Wall joints to be Sealed and Grouted as per Design, Grout installed by Sonic.		2	2	1																	
013	Grillage Braces to be installed and Tower Levels to be Checked.		2	2	1																	
014	Rollmaker to Weld Washer Plates.		2	2	1																	
015	Towers Cranes to assist with Boom Build.		2	2	1																	
016	Room to be Delivered and Built in the Street while Grout and Stressing is completed and Signed off.		2	2	1																	
017	Grillage (TP) to be Completed as Soon as the Stressing has been Completed and Signed Off.		2	2	1																	
018	Unload Roll and install 3x Towers.		2	2	1																	
019	Unload and install the Mount.		2	2	1																	
020	Unload, Dress and install the Front Deck.		2	2	1																	
021	Unload, Dress and install the Rear Deck.		2	2	1																	
022	Unload and install the Cab		2	2	1																	
023	Unload and install the Power pack, Luff Winch.		2	2	1																	
024	Unload and install the Main Winch.		2	2	1																	
025	Unload and install the Counterweights.		2	2	1																	
026	Unload, Dress and install the A Frame.		2	2	1																	
027	Crew Shift Change Over. 1:00pm		2	2	1																	
028	Room installed and Run Ropes.		2	3	2																	
029	Install the Hook and Start Commissioning.		3	3	1																	
030	Set up 60t Mobile and Pack up Luffing Fly.		3	3	1																	
031	Remove the 60t Mobile and Continue to pack up the 400t Mobile.		3	3	1																	
032	Complete Commissioning and Remove all Equipment from Site.		3	3	1																	

Authorised By: Projects Coordination Manager
 Review Date: 3 Aug 25
 ACTIVITY SCHEDULE

FRM-P1455-000-3
 Document Type: Form
 Page: 1 of 1

LOAD LIST **FORM**

Multiplex Chatswood Chase TC2 Installation.										WO: 18293 - PO: N/A
Version: Rev0, 24/07/2024										
Load No.	Item Description	Qty.	L (m)	W (m)	H (m)	Weight (t)	Origin	Destination	Deliver	Notes
1	GMK6400/MC-002 - Counterweight - 1 (15T)	1	5.48	2.491	1.895	15	Villawood Yard	Chatswood Chase	16/08/24 22:45	Trucks to Back into Victoria Av.
	GMK6400/MC-002 - Outrigger Pads - Fibermax	1	2.8	1.8	0.25	0.75				
	GMK6400/MC-002 - Auxillary Hoist	1	2.45	2.1	2.4	5				
2	GMK6400/MC-002 - Counterweight - 2 (10T)	1	0	0	0	Villawood Yard	Chatswood Chase	16/08/24 22:45	Trucks to Back into Victoria Av.	
3	GMK6400/MC-002 - Counterweight - 3 (10T)	3	2.23	1.667	0.64	10	Villawood Yard	Chatswood Chase	16/08/24 22:45	Trucks to Back into Victoria Av.
4	GMK6400/MC-002 - Counterweight - 3 (10T)	3	2.23	1.667	0.64	10	Villawood Yard	Chatswood Chase	16/08/24 22:45	Trucks to Back into Victoria Av.
5	GMK6400/MC-002 - Counterweight - 3 (10T)	3	2.23	1.667	0.64	10	Villawood Yard	Chatswood Chase	16/08/24 22:45	Trucks to Back into Victoria Av.
6	GMK6400/MC-002-CAROUSEL	1	15.07	2.5	3.3	8.85	Villawood Yard	Chatswood Chase	17/08/24 00:00	Trucks to Back into Victoria Av.
7	GMK6400/MC-002 - Luffing Jib - Section F (L-12.2m)	1	12.2	1.9	1.9	1.8	Villawood Yard	Chatswood Chase	17/08/24 00:30	Trucks to Back into Victoria Av.
8	GMK6400/MC-002 - Luffing Jib - Section F (L-12.2m)	1	12.2	1.9	1.9	1.8	Villawood Yard	Chatswood Chase	17/08/24 00:45	Trucks to Back into Victoria Av.
9	GMK6400/MC-002 - Luffing Jib - Section H (L-1.2m)	1	1.2	1.9	1.9	0.4	Villawood Yard	Chatswood Chase	17/08/24 01:00	Trucks to Back into Victoria Av.
	GMK6400/MC-002 - Luffing Jib - Section G (L-3.6m)	1	3.6	1.7	1.8	1.5				
	GMK6400/MC-002 - Luffing Jib - Section I (L-3.2m)	1	3.2	1.6	2.1	1				
10	MPX CHATSWOOD TC2 GRILLAGE MB 1-2	2	9	1.5	1.5	6.5	Sefton Yard	Chatswood Chase	17/08/2024 2:00	Trucks to Back into Victoria Av.
	MPX CHATSWOOD TC2 GRILLAGE (HOLD DOWN COMPONETS)	1	3	2.5	1	2				
	BOX - BOLTS	1	1.2	0.5	1	1				
11	MPX CHATSWOOD TC2 GRILLAGE MB 3-4 (COMPLETE)	1	9.5	2.85	1.5	14	Sefton Yard	Chatswood Chase	17/08/2024 3:00	Trucks to Back into Victoria Av.
12	390/2296 - MAIN BOOM - BOTTOM SECTION (9.1m)	1	9.1	2.6	2.4	1.8	Sefton Yard	Chatswood Chase	17/08/2024 7:00	Trucks to Back into Victoria Av.
	CAGE - HARD WOOD TIMBERS	1	1.5	0.9	1	0.5				
13	390/2296 - MAIN BOOM - (Incl. Bridle Platform)	1	9.3	2.4	2.6	1.3	Sefton Yard	Chatswood Chase	17/08/2024 7:30	Trucks to Back into Victoria Av.
	390/2296 - BRIDLE	1	1	0.8	0.8	0.5				
14	390/2296 - MAIN BOOM - TOP SECTION (9.2m)	1	9.2	2.4	2.4	1.5	Sefton Yard	Chatswood Chase	17/08/2024 8:00	Trucks to Back into Victoria Av.
15	390/2296 - MAIN BOOM - TOP SECTION (9.2m)	1	9.2	2.4	2.4	1.5	Sefton Yard	Chatswood Chase	17/08/2024 8:30	Trucks to Back into Victoria Av.

LOAD LIST FORM

Multiplex Chatswood Chase TC2 Installation.										WO: 18293 - PO: N/A
Version: Rev0, 24/07/2024										
Load No.	Item Description	Qty.	L (m)	W (m)	H (m)	Weight (t)	Origin	Destination	Deliver	Notes
16	390/2296 - MAIN BOOM - TOP SECTION (9.2m)	1	9.2	2.4	2.4	1.5	Sefton Yard	Chatswood Chase	17/08/2024 9:00	Trucks to Back into Victoria Av.
17	390/2296 - MAIN BOOM - TOP SECTION (9.2m)	1	9.2	2.4	2.4	1.5	Sefton Yard	Chatswood Chase	17/08/2024 9:30	Trucks to Back into Victoria Av.
18	390/2296 - MAIN BOOM - TOP SECTION (9.2m)	1	9.2	2.4	2.4	1.5	Sefton Yard	Chatswood Chase	17/08/2024 10:00	Trucks to Back into Victoria Av.
	Pendant Box - Type 2 (2.5m x 1.9m x 0.7m)	1	2.5	1.9	0.7	0.4				
19	390/2296 - BOOM HEAD IDLE SHEAVE ASSY	1	1	0.5	1	0.5	Sefton Yard	Chatswood Chase	17/08/2024 10:30	Trucks to Back into Victoria Av.
	390/2296 - TOWER CRANE - HEAD (M390D-Standard 16t winch)	1	9.2	2.4	2.4	2.5				
	390 - HOOK - 16T - 1 FALL - SINGLE HOOK (with weights)	1	2	0.3	0.3	0.5				
Tower Crane Installation to commence once Grillage is Signed off. Times just a Guide.										
20	STD - 1100 - TOWER (6 Hole Pattern)	3	2.46	2.46	3.05	3.1	Sefton Yard	Chatswood Chase	17/08/2024 12:00	Trucks to Back into Victoria Av.
	BOX - RING BOLTS	1	1	1	1	1				
21	390/2296 - SLEW MOUNT (incl. slew ring)	1	3.2	3.2	1.8	6	Sefton Yard	Chatswood Chase	17/08/2024 12:30	Trucks to Back into Victoria Av.
	390/2296 - SPLIT DECK - FRONT	1	3.2	3	1.8	7.5				
	390/2296 - SPLIT DECK - REAR	1	5.3	3.5	2.1	8.8				
22	390/2296 - MAIN HOIST WINCH ASSEMBLY - incl. rope (32mm)	1	2.5	1.9	2.5	8	Sefton Yard	Chatswood Chase	17/08/2024 14:30	Trucks to Back into Victoria Av.
	390/2296 - CABIN (incl. platform)	1	4.5	1.9	2.9	2				
	390/2296 - POWERPACK LUFF WINCH JOINED	1	2.79	2.65	2.9	8.5				
23	390/2296 - COUNTER WEIGHT - HORIZONTAL (6T)	4	2.37	1.3	0.25	6	Sefton Yard	Chatswood Chase	17/08/2024 16:30	Trucks to Back into Victoria Av.
24	390/2296 - COUNTER WEIGHT - HORIZONTAL (6T)	2	2.37	1.3	0.25	6	Sefton Yard	Chatswood Chase	17/08/2024 17:30	Trucks to Back into Victoria Av.
	390/2296 - COUNTER WEIGHT - HORIZONTAL (4.2T)	1	2.37	1.3	0.18	4.2				
	390/2296 - A-FRAME / MAST ASSEMBLY	1	12.9	2.4	2	6.7				
25	TEST WEIGHT - 5.4T.	2	2.8	2	0.2	5.4	Sefton Yard	Chatswood Chase	18/08/2024	Trucks to Back into Victoria Av.
	TEST WEIGHT - 2.0T	1	1.8	1.2	0.1	2				
	TEST WEIGHT - 2.6T.	1	0.8	0.6	0.6	2.6				

HAULAGE ROUTE 1 -Vic AVE CLOSURE USE WITH TGS015



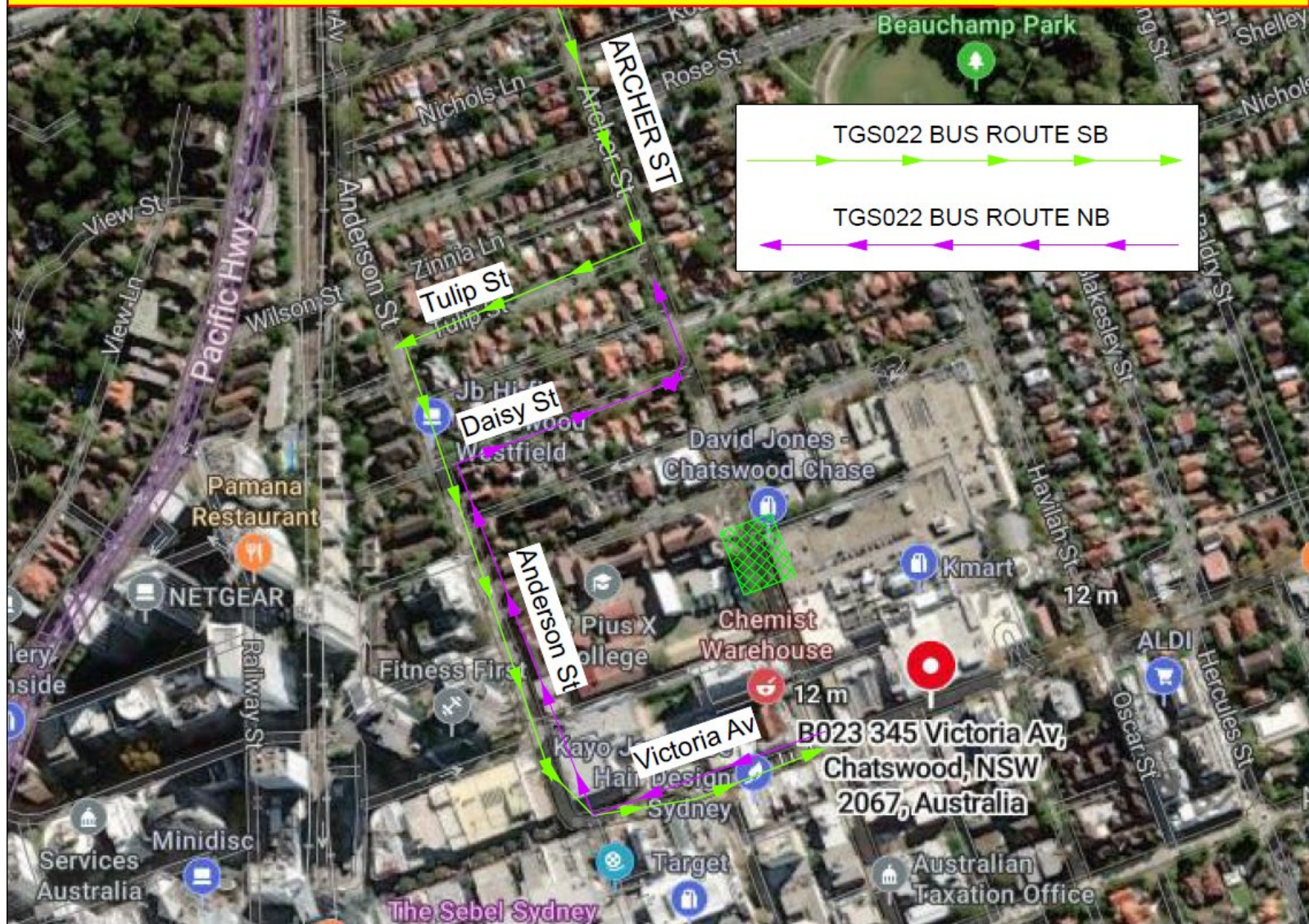
Haulage route 1.0 –

HAULAGE ROUTE 2 - ARCHER ST CLOSURE USE WITH TGS022

Haulage route 2.0 –



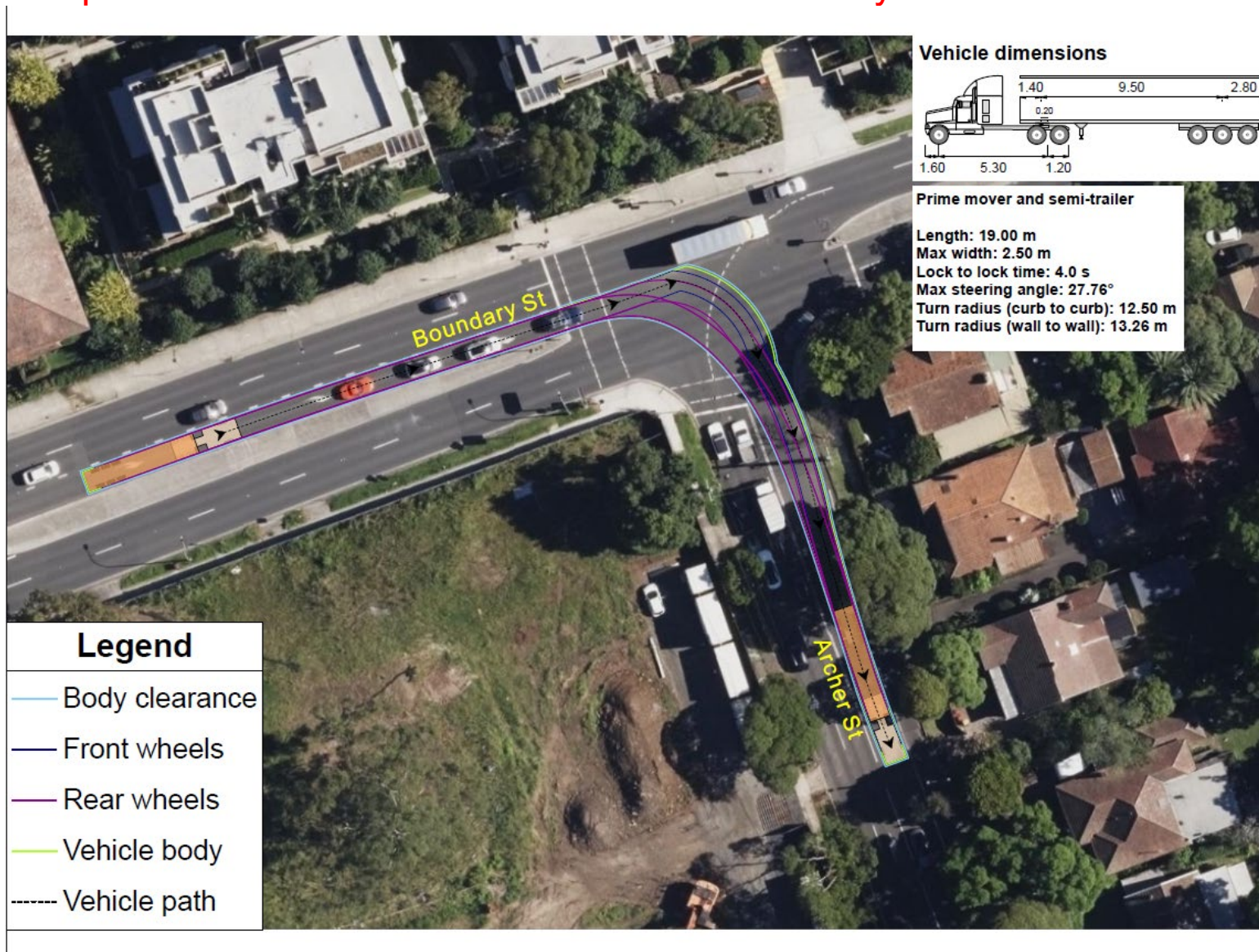
HAULAGE ROUTE 3 -ARCHER ST CLOSURE USE WITH TGS022



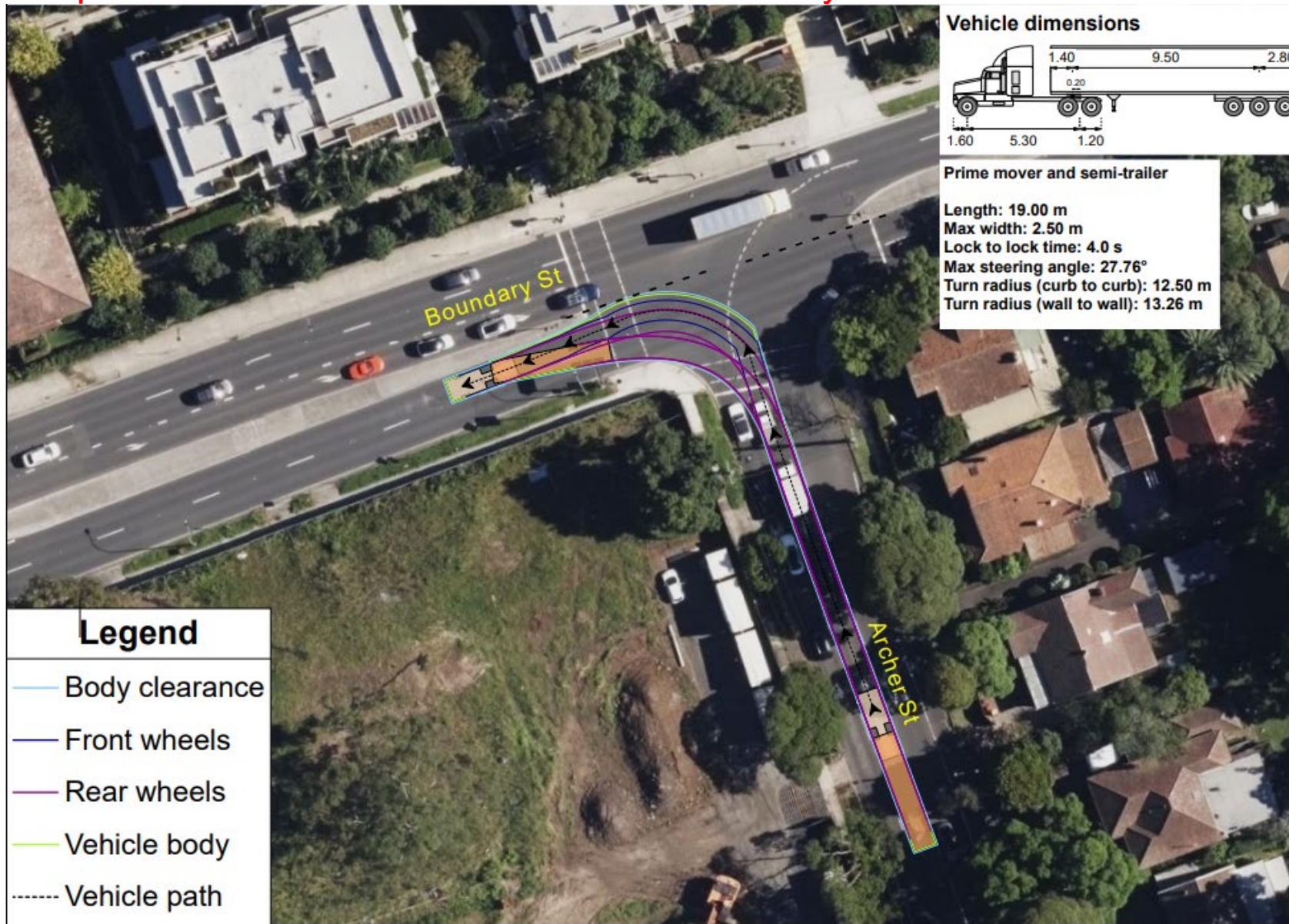
Haulage route 3.0

Alternate bus detour

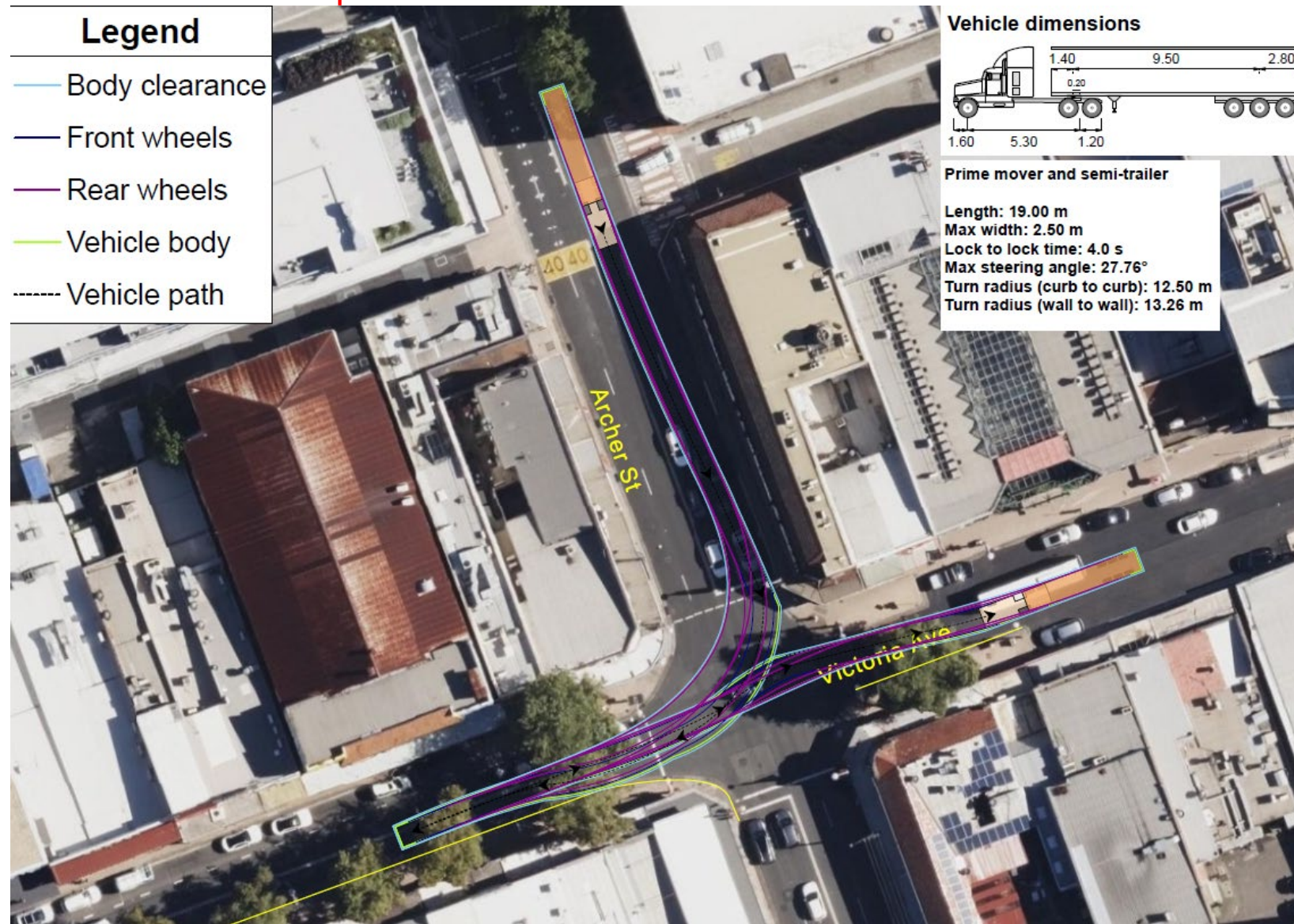
All movements are less than 5-10km/hr
Swept Path movement 1 for trucks 19m – Boundary St onto Archer St



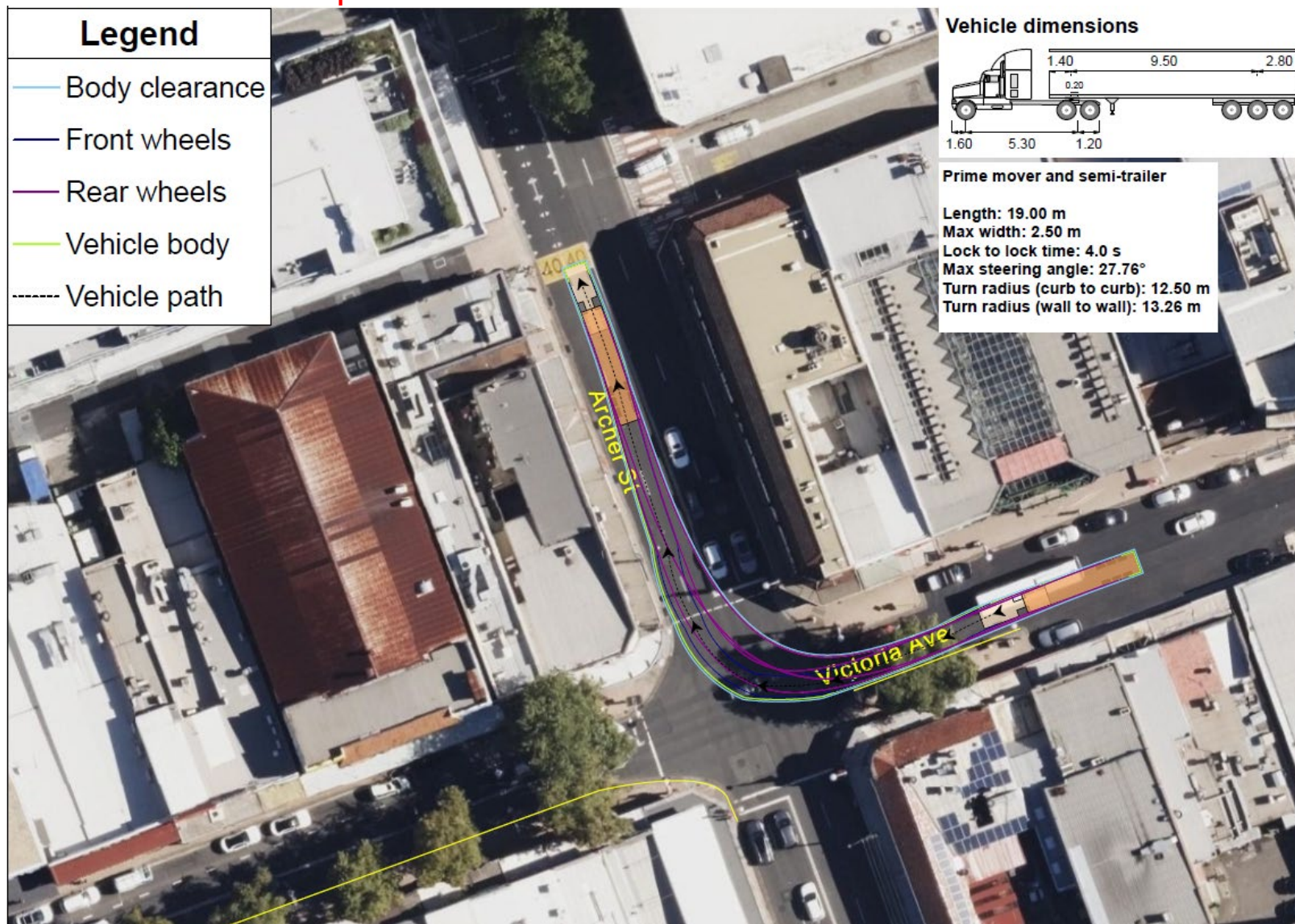
Swept Path movement 2 for trucks 19m – Boundary St out of Archer St



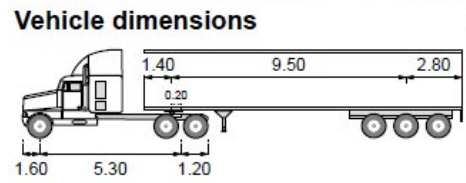
Swept Path movement 3 for trucks 19m – Archer St into Victoria Av– with TGS015 – movement under stop / slow



Swept Path movement 4 for trucks 19m –Victoria Av into Archer St – with TGS015 movement under stop / slow



Swept Path movement 5 for trucks 19m - Archer St into Malvern Ave – with TGS022- movement under stop / slow



Prime mover and semi-trailer

Length: 19.00 m
Max width: 2.50 m
Lock to lock time: 4.0 s
Max steering angle: 27.76°
Turn radius (curb to curb): 12.50 m
Turn radius (wall to wall): 13.26 m

Legend	
	Body clearance
	Front wheels
	Rear wheels
	Vehicle body
	Vehicle path

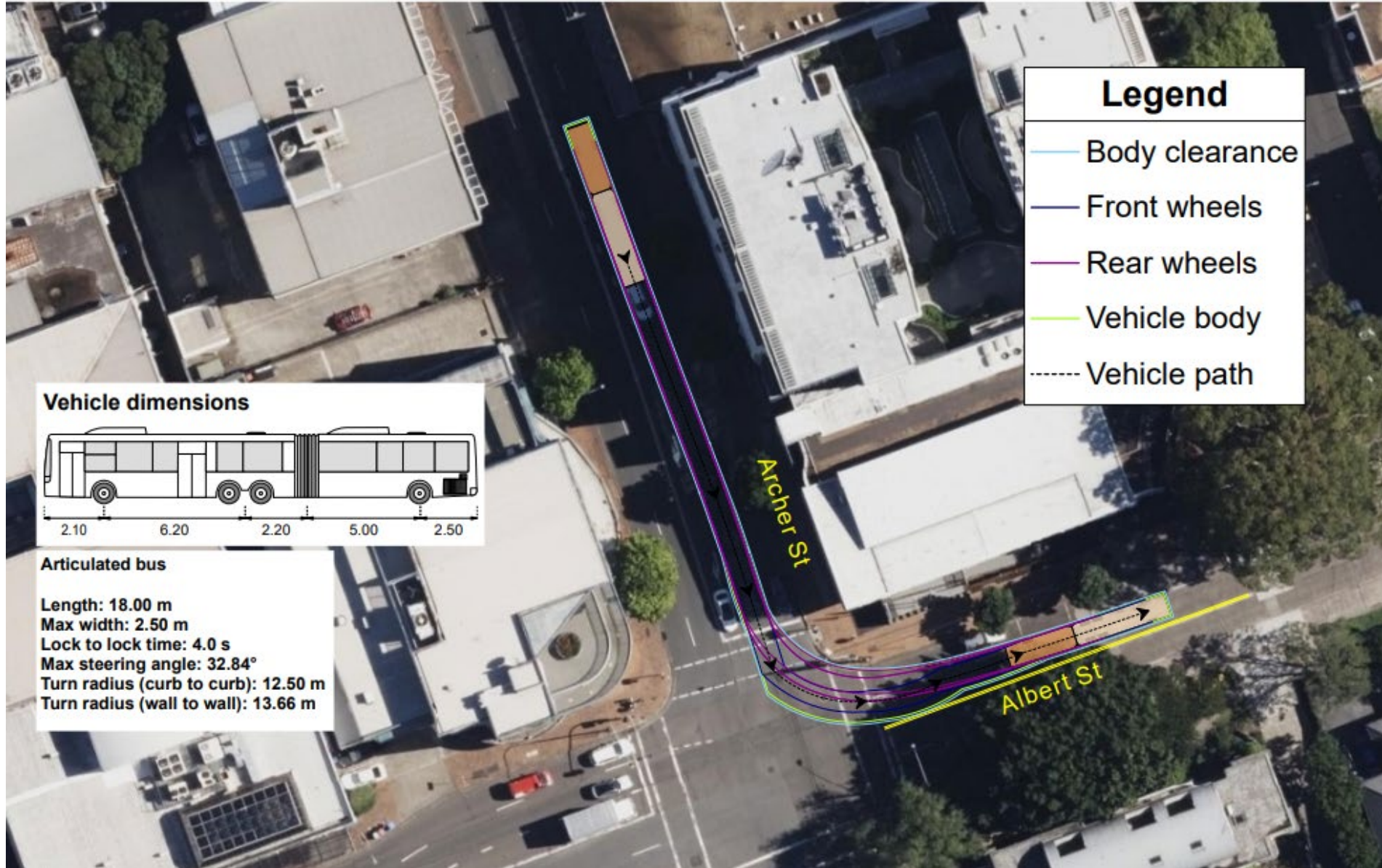
Swept Path movement 6 for trucks 19m - Malvern Ave reversing into Archer St – with TGS022 - movement under stop / slow



Swept Path movement 1 for Bus's following TGS015 – Victoria Av detour – also under stop slow if required



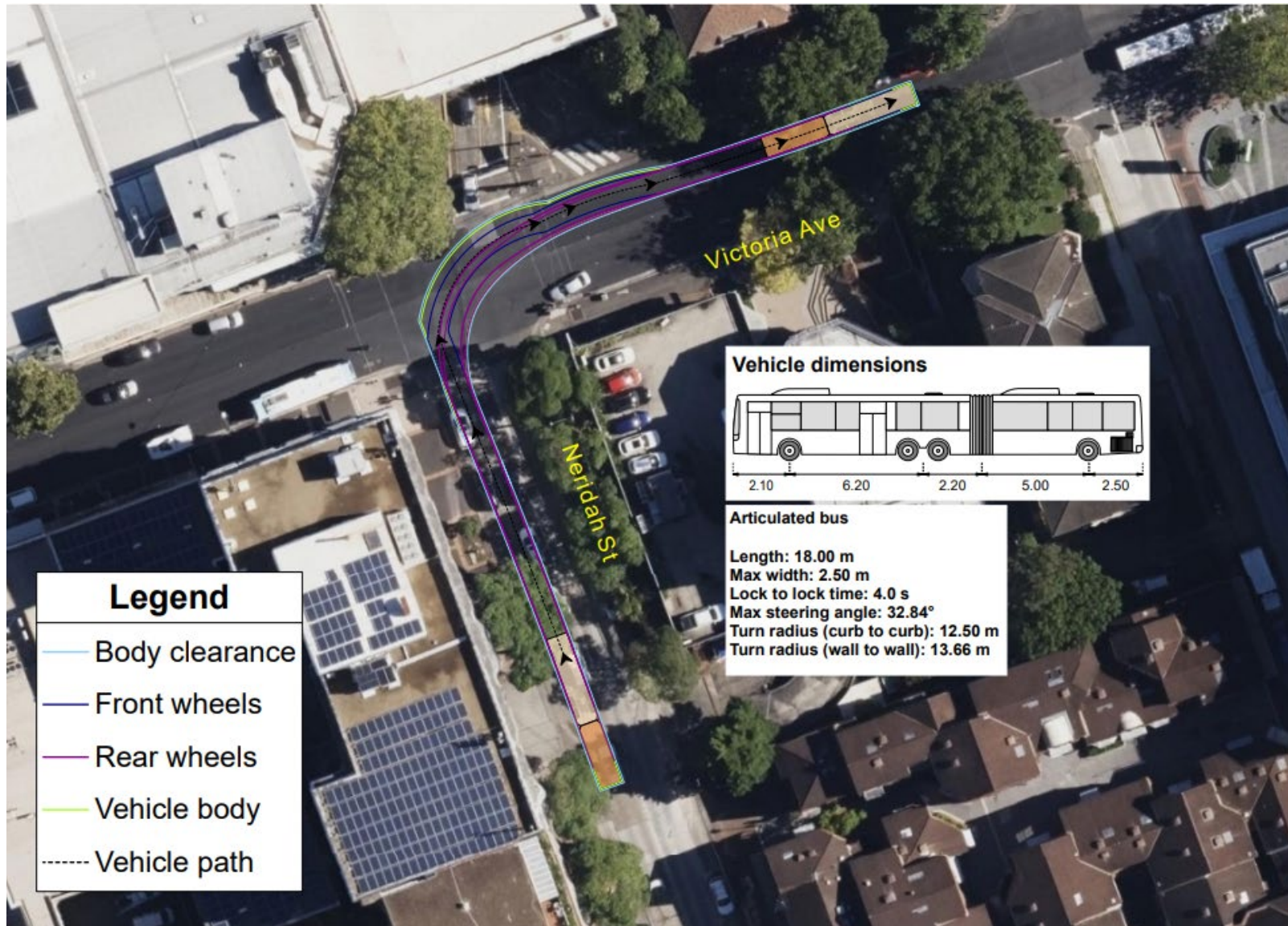
Swept Path movement 2 for Bus's following TGS015 – Victoria Av detour



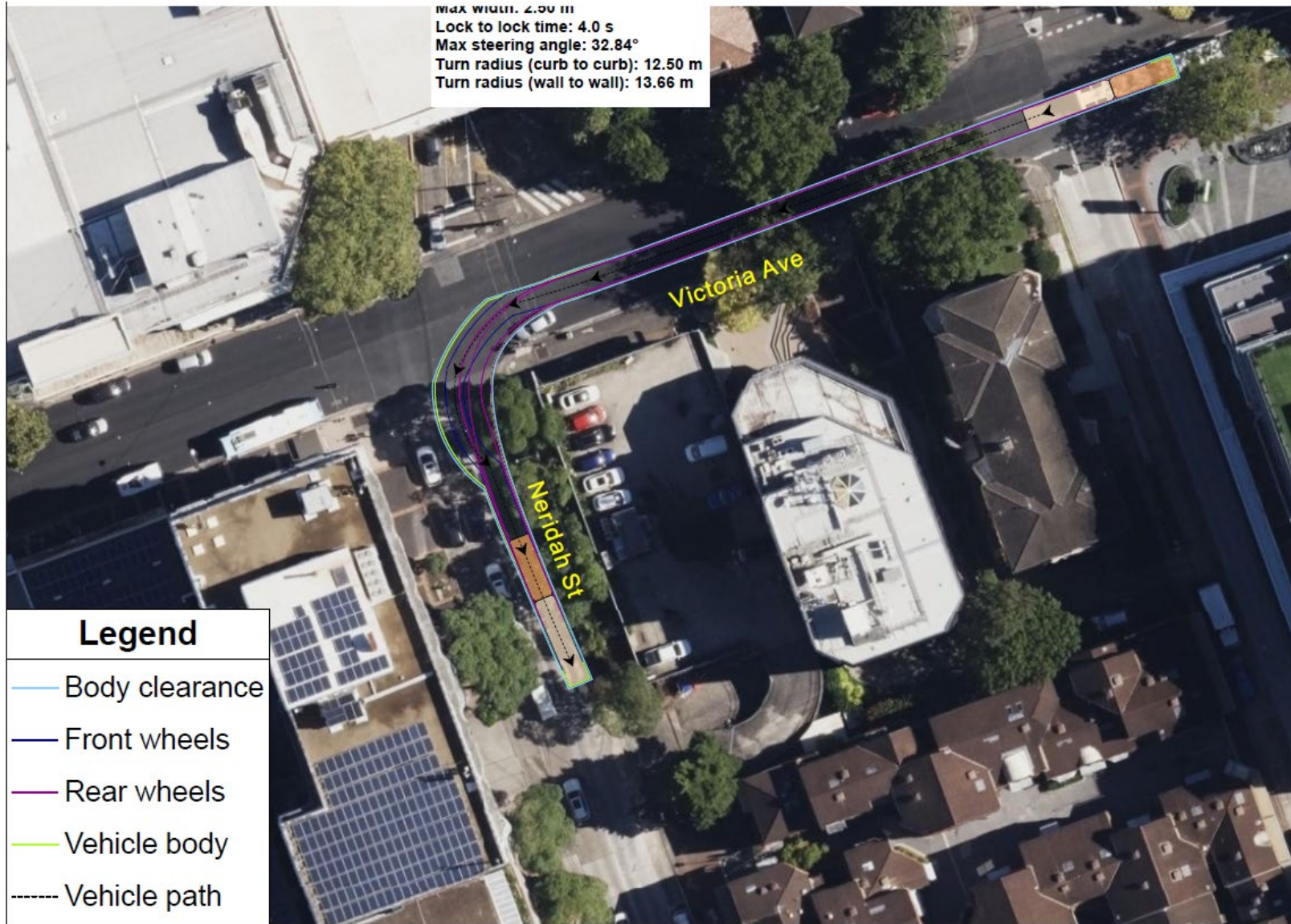
Swept Path movement 3 for Bus's following TGS015 – Victoria Av detour- lateral shift added to TGS to allow for cross over of centre line



Swept Path movement 4 for Bus's following TGS015 – Victoria Av detour - lateral shift added to TGS to allow for cross over of centre line



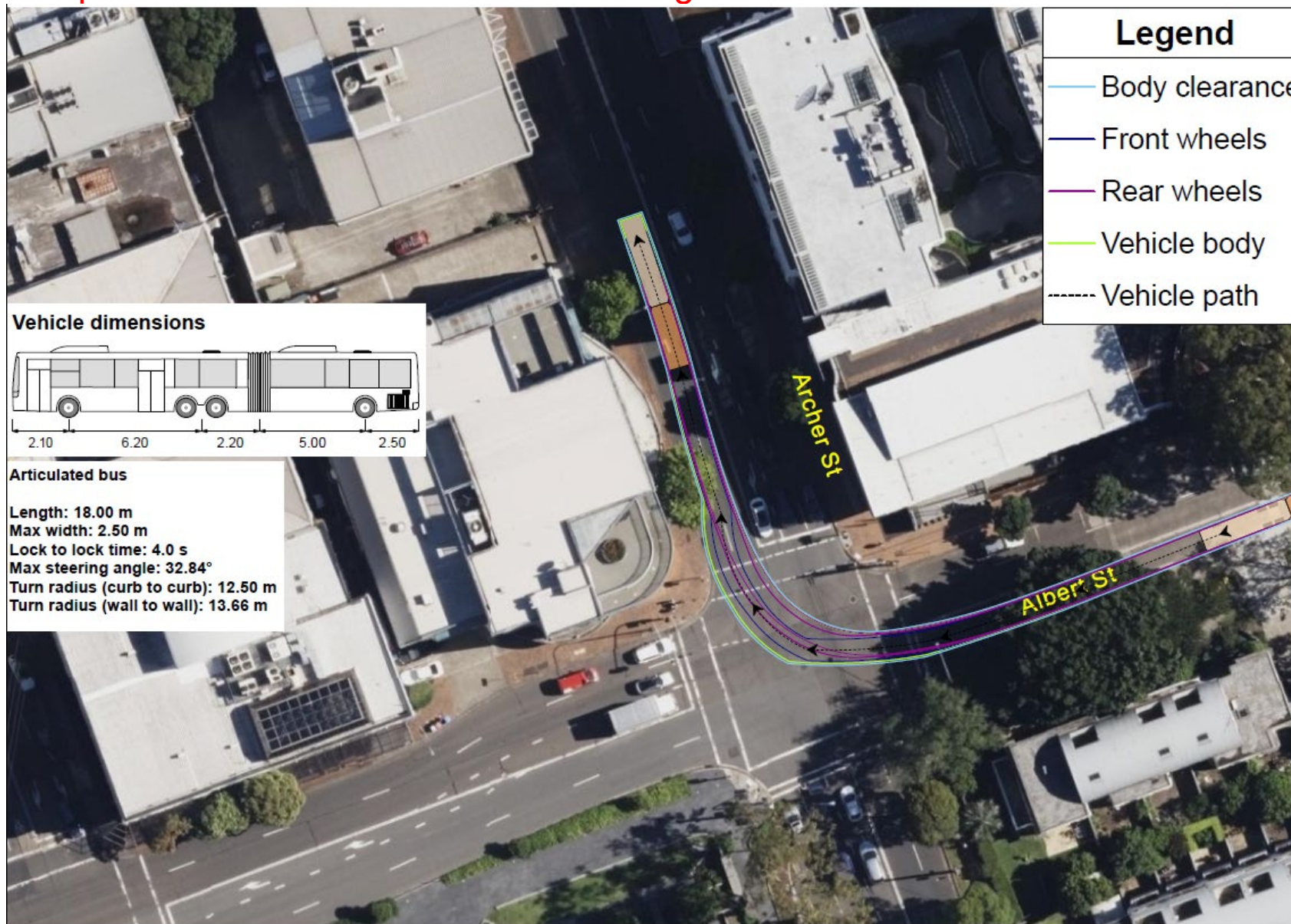
Swept Path movement 5 for Bus's following TGS015 – Victoria Av detour – lateral shift added to TGS to allow for cross over of centre line



Swept Path movement 6 for Bus's following TGS015 – Victoria Av detour



Swept Path movement 7 for Bus's following TGS015 – Victoria Av detour



Swept Path movement 8 for Bus's following TGS015 – Victoria Av detour



Swept Path movement 1 for Bus's following Haulage 3.0 in sequence with TGS022 – Archer St detour



Swept Path movement 2 for Bus's following Haulage 3.0 in sequence with TGS022 – Archer St detour

Legend

- Body clearance
- Front wheels
- Rear wheels
- Vehicle body
- Vehicle path

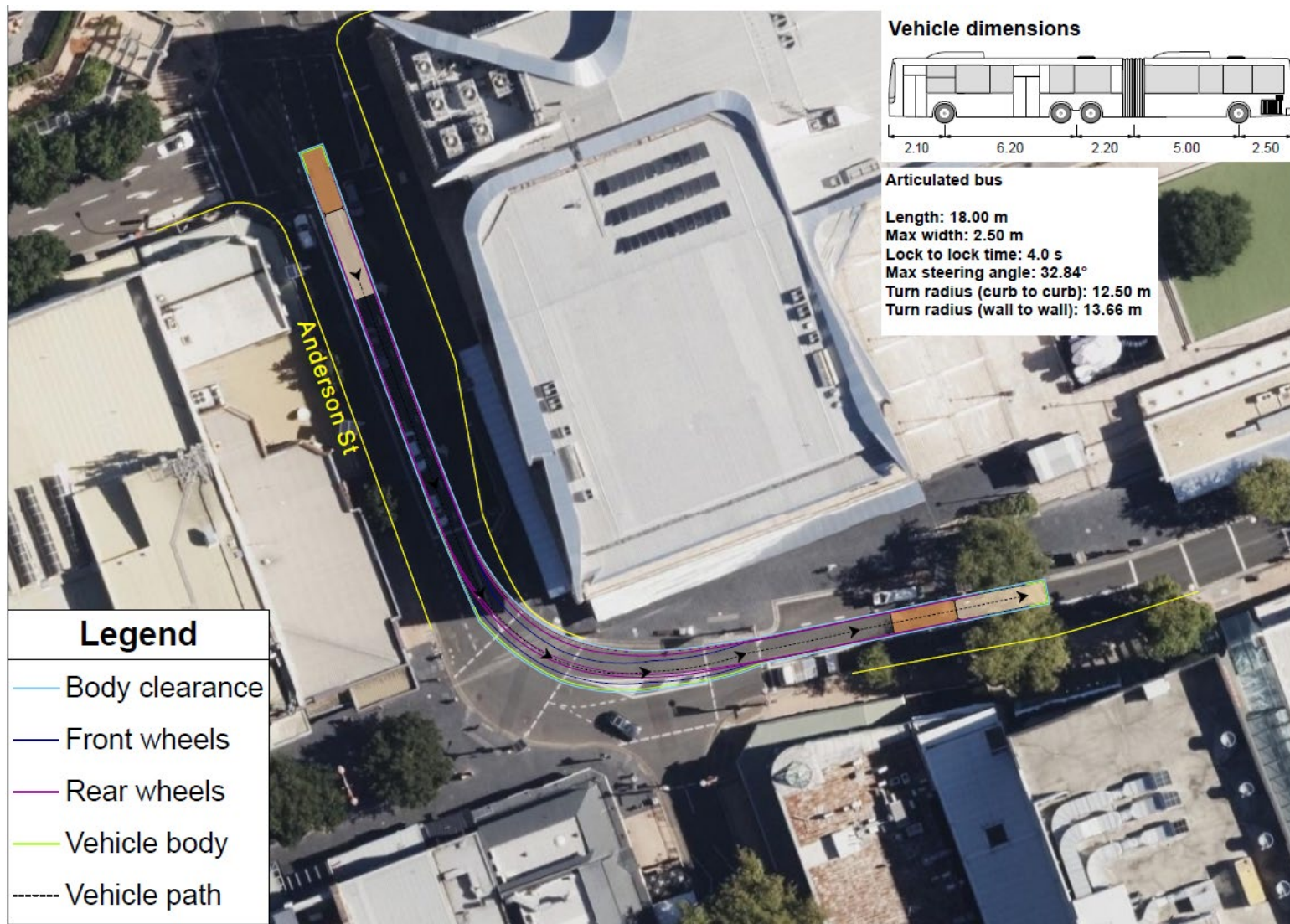


Vehicle dimensions

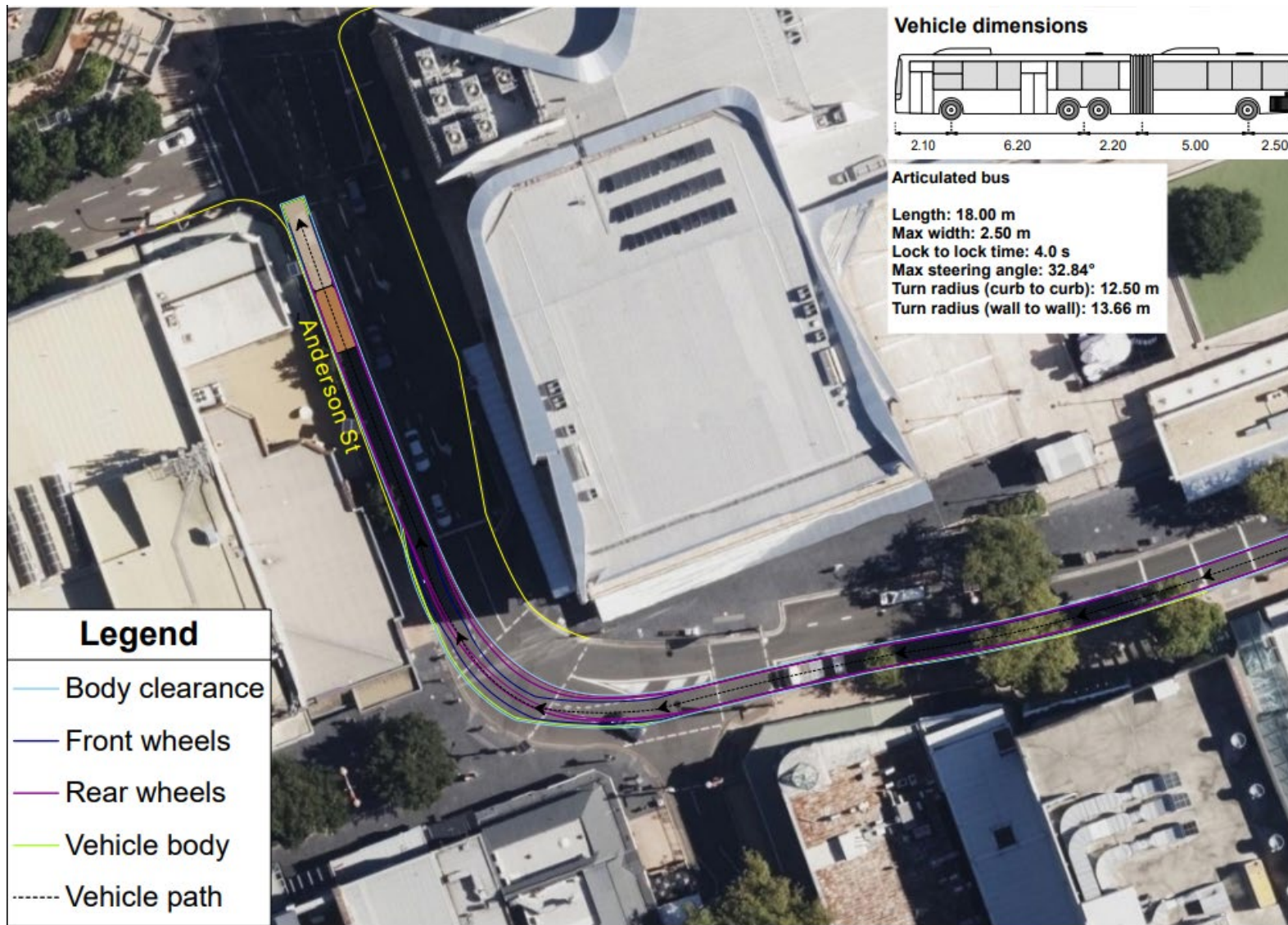
Articulated bus

- Length: 18.00 m
- Max width: 2.50 m
- Lock to lock time: 4.0 s
- Max steering angle: 32.84°
- Turn radius (curb to curb): 12.50 m
- Turn radius (wall to wall): 13.66 m

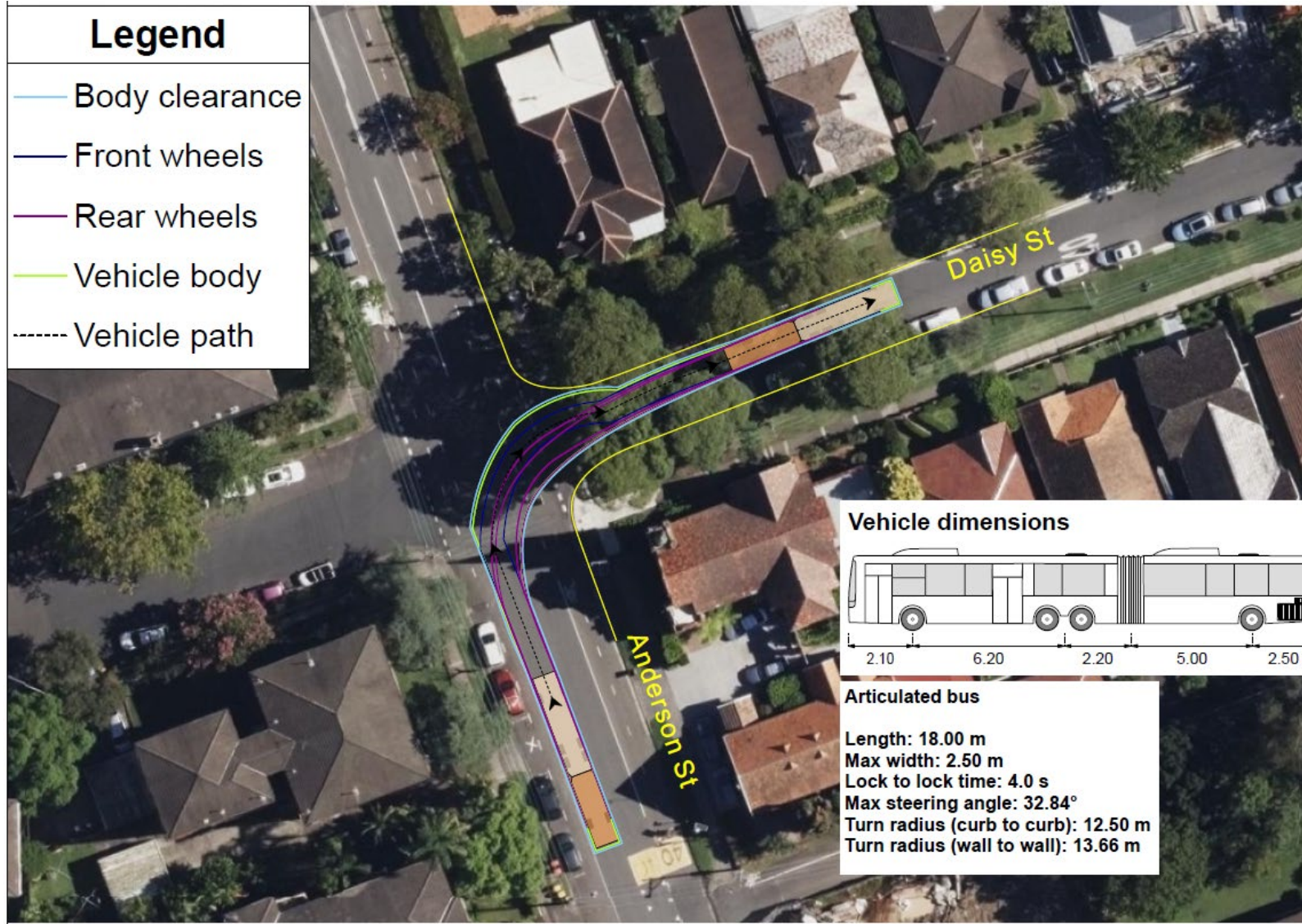
Swept Path movement 3 for Bus's following Haulage 3.0 in sequence with TGS022 – Archer St detour



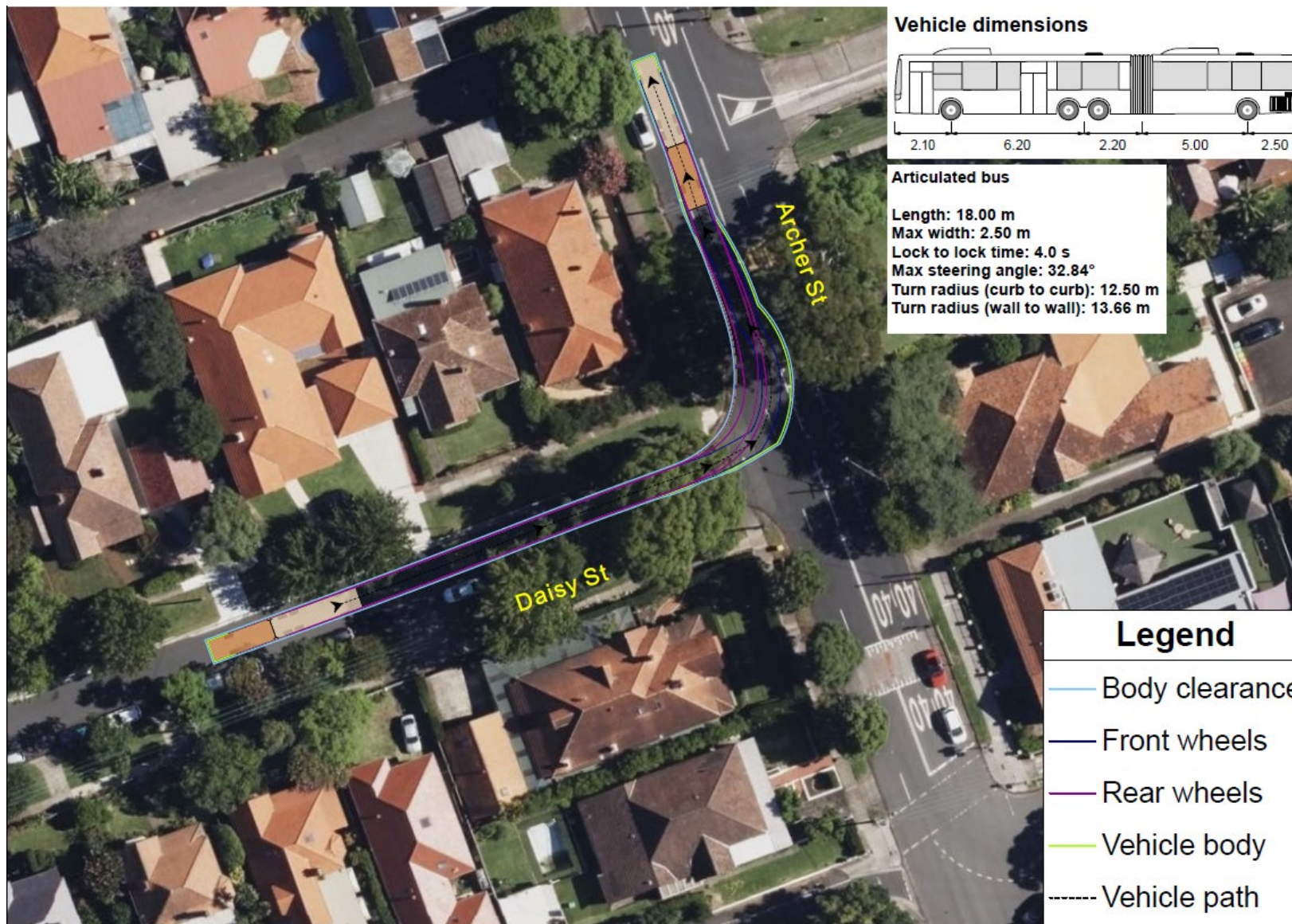
Swept Path movement 4 for Bus's following Haulage 3.0 in sequence with TGS022 – Archer St detour\



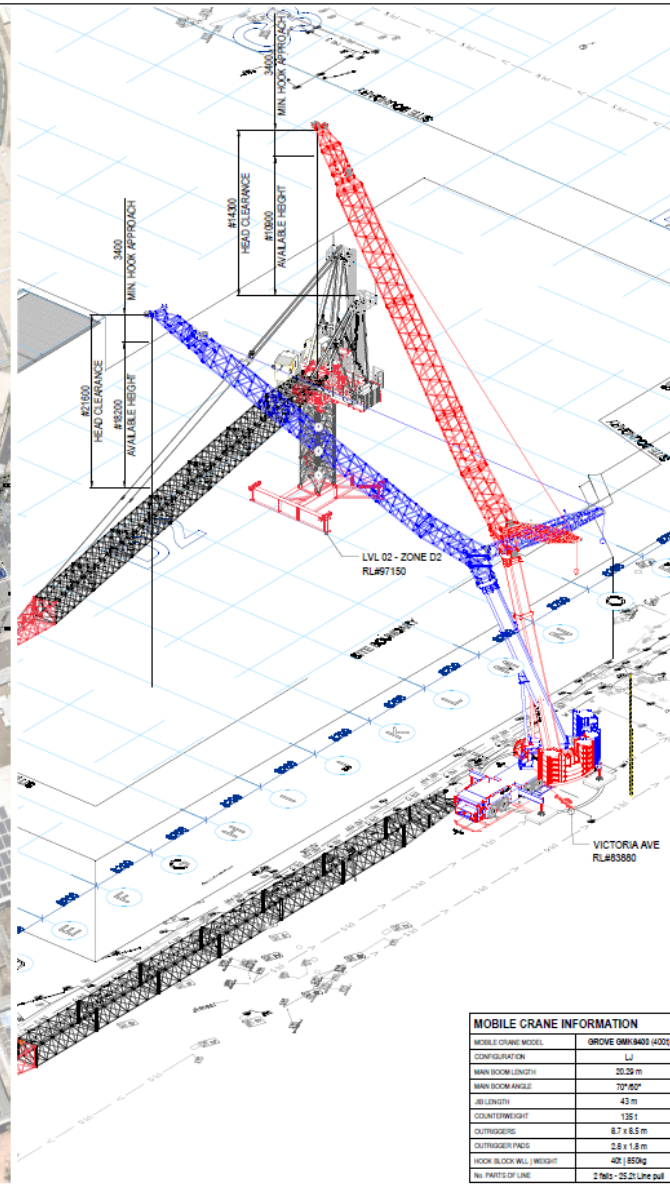
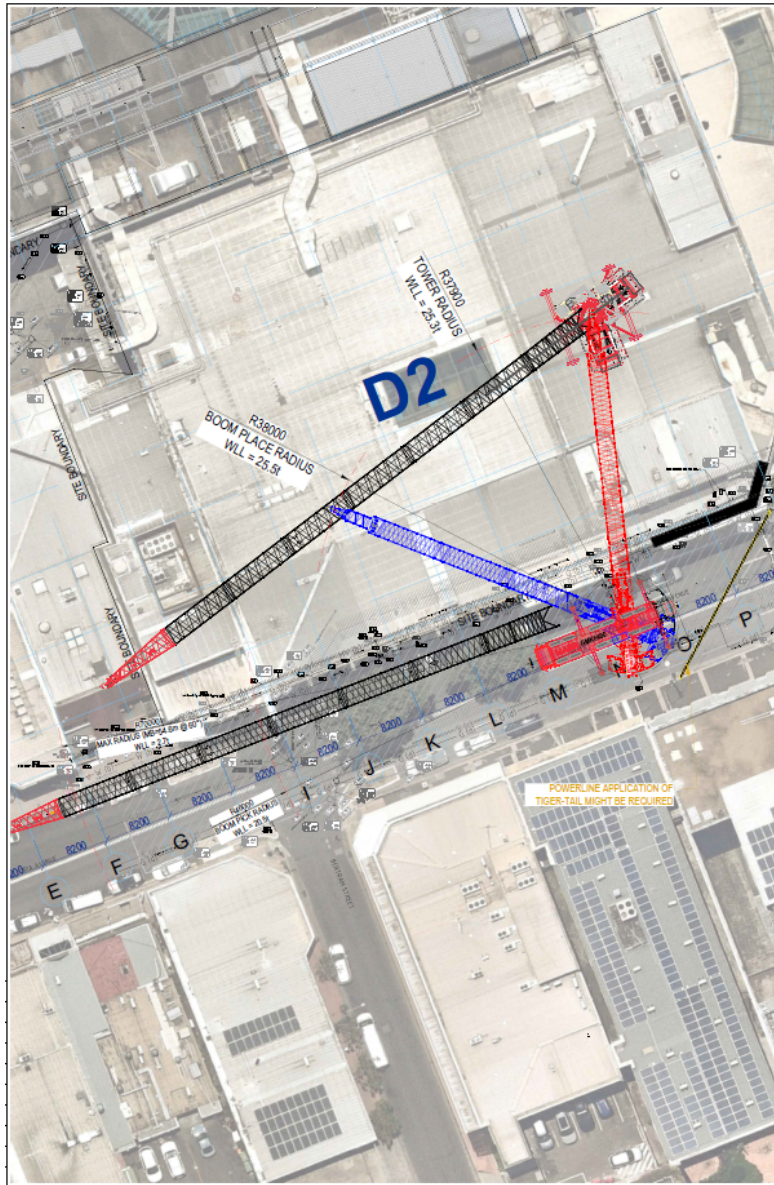
Swept Path movement 5 for Bus's following Haulage 3.0 in sequence with TGS022 – Archer St detour



Swept Path movement 6 for Bus's following Haulage 3.0 in sequence with TGS022 – Archer St detour



Mobile Crane view – Victoria Ave



- DRAWING NOTES**
- MOBILE CRANE LOCATION AND LOADS:**
 - ISSUED FOR INFORMATION. CLIENT TO CONFIRM FEASIBILITY.
 - REFERENCE FILES USED IN THE DRAWING:**
 - NEARMAP IMAGE DATED 07/12/2023 FOR REFERENCE ONLY. BUILDER TO CONFIRM SITE CONDITION PRIOR TO COMMENCEMENT OF WORK.
 - EA-WEA-DRG-00-020200-DWG[C01] GRID SETUP PLAN.dwg
 - EA-WEA-DRG-00-091301-DWG[P02] FLOOR PLAN - LEVEL 04.dwg
 - NEW24-5058-US-01 R00.dwg

P3 MOBILE LOCATION REVISED
 P2 MOBILE CONFIG REVISED
 P1 ISSUED FOR INFORMATION
 REV: 03/2024

ISSUED FOR APPROVAL

MARR CONTRACTING PTY LTD
230/100 RIVER ROAD, WESTON HEATH VIC 3002 AUSTRALIA. P+61 (0)3 9528 2222 WWW.MARR.CO.AU

MARR

MULTIPLEX

PROJECT: CHATSWOOD CHASE
 TITLE: TC2 M390D INSTALL WITH GMK6400 DECK & BOOM LIFT

DRAWN BY: [Name] DATE: [Date] CHECKED BY: [Name] DATE: [Date]
 AS NOTED: 22/05/2024

MOBILE CRANE INFORMATION	
MOBILE CRANE MODEL	GROVE GMR9400 (J20)
CONFIGURATION	L2
MAIN BOOM LENGTH	25.25 m
MAIN BOOM ANGLE	70°-90°
JIB LENGTH	43 m
COUNTERWEIGHT	125 t
OUTRIGGER	8.7 x 8.5 m
OUTRIGGER PADS	2.8 x 1.8 m
HOOK BLOCK WLL / WEIGHT	40t / 650kg
MAX. PANTS OF LINE	2 Tails - 25.2t Line pull

Mobile Crane View – Archer St

MULTIPLEX

TC1 INSTALLATION - ARCHER STREET

Drawing ID _____

Project
Chatswood Chase

Date _____

Drawn By _____

38. Conclusion

We conclude that.

- *While works occur it may be necessary to review the Construction Traffic Management Plan or the Traffic Control Plans. All required changes shall be reported and discussed with the author of this Construction Traffic Management Plan and Traffic Control Plan's. Revisions will be noted below once approved.*
- *The construction access and egress routes shown in figures dictate the routes construction vehicles shall follow to approach & depart the worksite.*
- *TGS's show entry and exit into site as well as various site activities (portable crane)*
- *Preliminary plans only, detailed design & further planning with Local City Council and Roads and Maritime Services where applicable.*
- *Traffic controller is to always be onsite to manage vehicles accessing and exiting the driveways on Victoria Ave and Archer St.*
- *Certified traffic controllers to assist & manage pedestrians and by ensuring no pedestrians enter the path of construction vehicles during access & egress at site driveways for larger activities when required. No traffic control required within site compound.*
- *Any activities not covered in the scope of Construction Traffic Management Plan, Traffic Control Plan's will require a separate on Risk Assessment, choice of or development of appropriate Traffic Control Plan that is to be submitted to the appropriate authorities for approval before use.*
- *A copy of this Construction Traffic Management Plan and associated Traffic Control Plans must be always kept onsite.*

General Notes

1. THIS TCP IS TO BE READ & IMPLEMENTED IN CONJUNCTION WITH AS1742.3-4.1.6-TABLE 4.2 & 20.346 - Issue No.6.0. 14 September 2020 Transport for NSW
2. EXISTING CONTRADICTORY SIGNAGE SHALL BE COVERED e.g. SPEEDS SIGNS DUE TO THE TEMPORARY SPEED ZONE.
3. ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 &/or TCAWS 20.346 - Issue No.6.0
4. IN ACCORDANCE WITH TCAWS Issue No.6.0 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
5. SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW & NOT OBSTRUCT FOOTPATHS, CROSSINGS, DRIVEWAYS, ANY OPEN TRAFFICABLE LANES, OR THE LINE OF SIGHT AT ANY INTERSECTION OR ON LOADING RAMP
6. REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC KM/H	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL MERGE TAPER
45 OR LESS	15	0 15
46 - 55	15	15 30
56 - 65	30	30 60
66 - 75	N/A	70 115
76 - 85	N/A	80 130
86 - 95	N/A	90 145
96 - 105	N/A	100 160
> 105	N/A	110 180

REFERENCE: A.S 1742.3 - 4.1.6 & TABLE 4.2 VALUE OF DIMENSION "D"

TOLERANCES

POSITION TOLERANCE FOR SIGNS & DELINEATING DEVICES. MAY BE MINIMUM 10% LESS THAN THE DISTANCES OR LENGTHS GIVEN & MAXIMUM 25% MORE THAN THE DISTANCES OR LENGTHS GIVEN

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m min)

QUEUE MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF THE CLOSEST ADVANCED WARNING SIGNS TO THE START OF TAPER

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS USING FLASHING WARNING LIGHTS UPON APPROACH & THE DESIGNATED TRAFFIC UHF CHANNEL

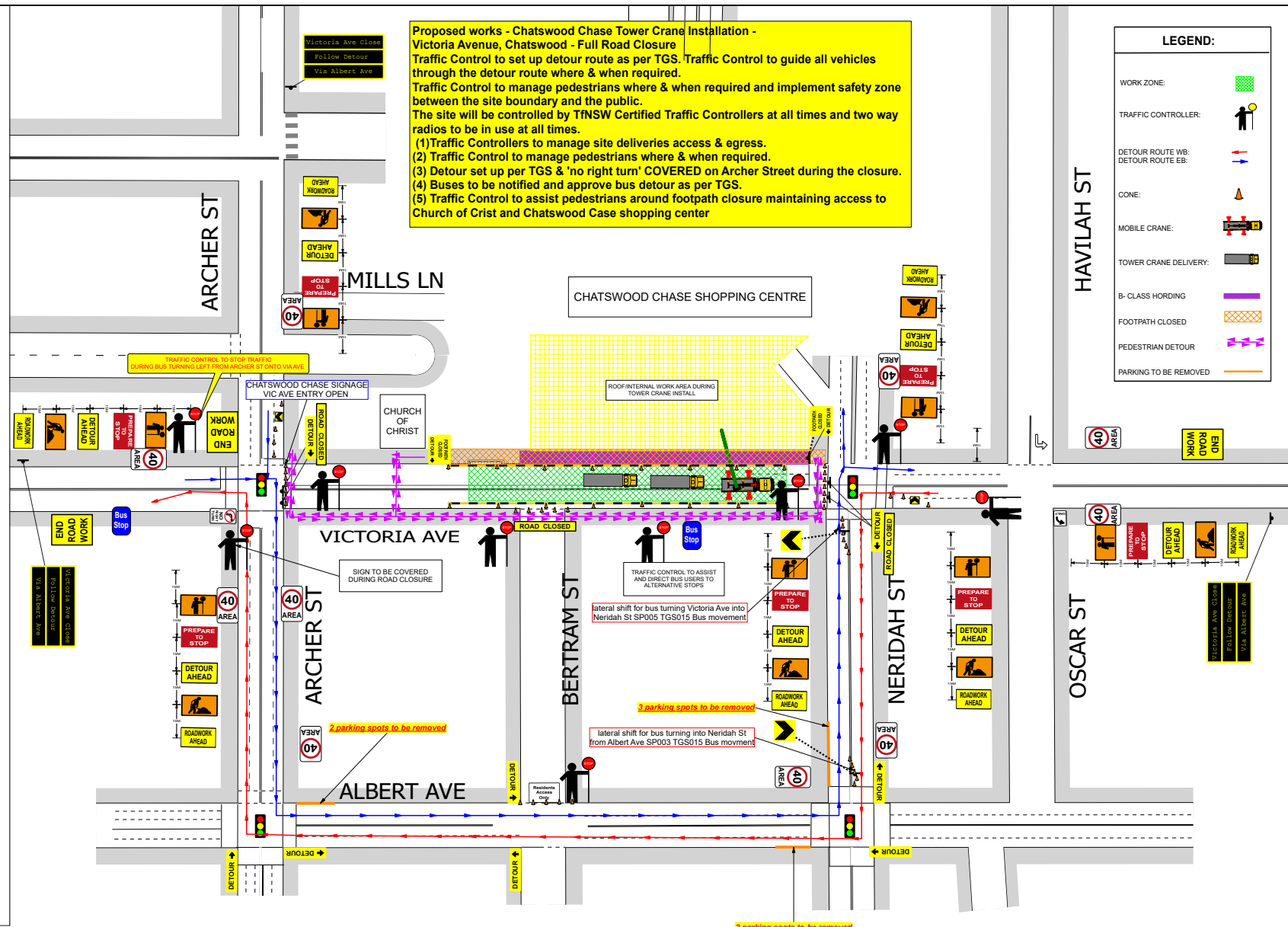
Proposed works - Chatswood Chase Tower Crane Installation - Victoria Avenue, Chatswood - Full Road Closure

Traffic Control to set up detour route as per TGS. Traffic Control to guide all vehicles through the detour route where & when required.

Traffic Control to manage pedestrians where & when required and implement safety zone between the site boundary and the public.

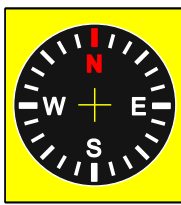
The site will be controlled by TfNSW Certified Traffic Controllers at all times and two way radios to be in use at all times.

- (1) Traffic Controllers to manage site deliveries access & egress.
- (2) Traffic Control to manage pedestrians where & when required.
- (3) Detour set up per TGS & 'no right turn' COVERED on Archer Street during the closure.
- (4) Buses to be notified and approve bus detour as per TGS.
- (5) Traffic Control to assist pedestrians around footpath closure maintaining access to Church of Crist and Chatswood Case shopping center



LEGEND:

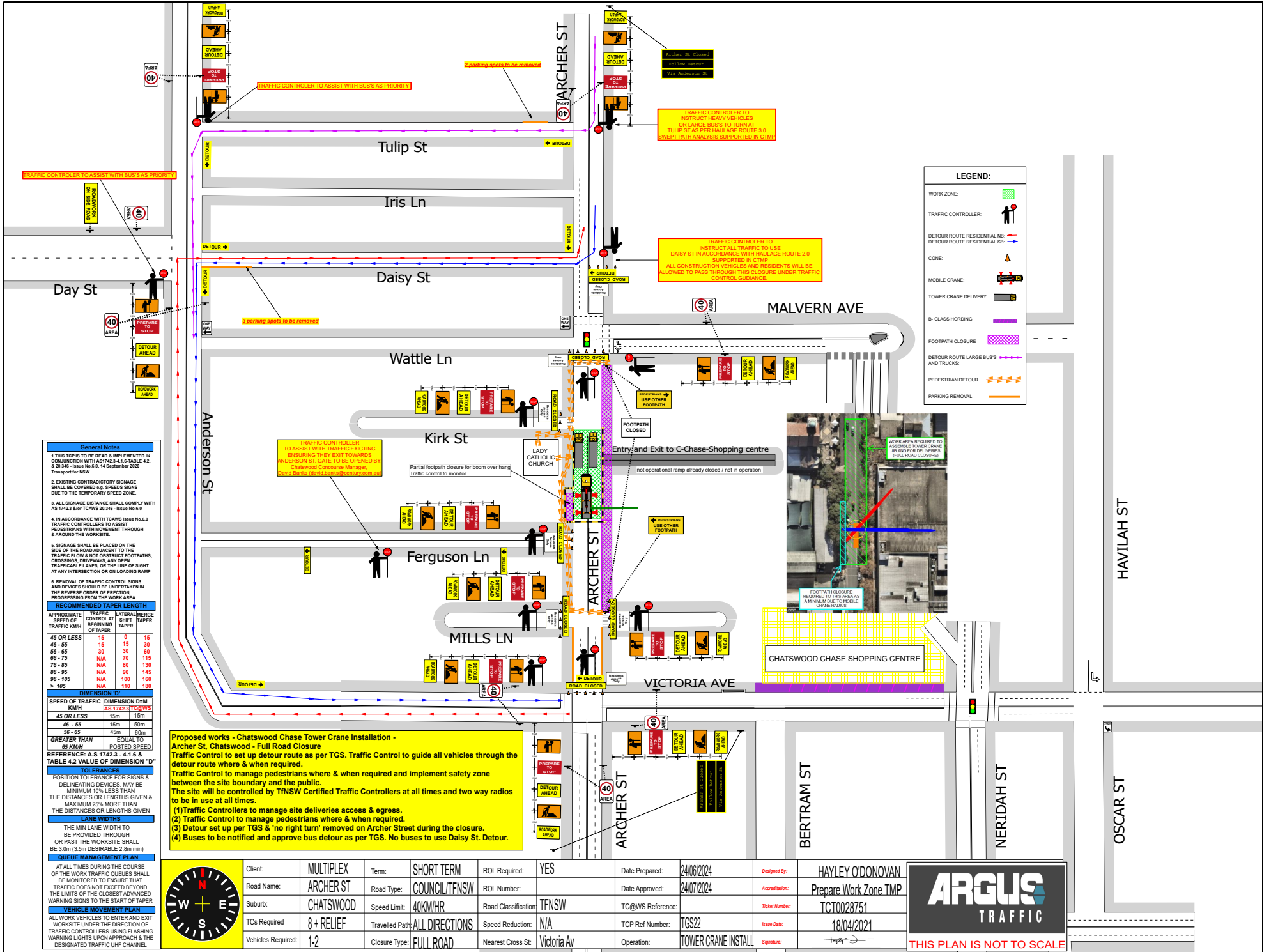
- WORK ZONE: [Green hatched box]
- TRAFFIC CONTROLLER: [Icon of person with flag]
- DETOUR ROUTE WB: [Red arrow pointing left]
- DETOUR ROUTE EB: [Red arrow pointing right]
- CONE: [Yellow triangle]
- MOBILE CRANE: [Icon of crane]
- TOWER CRANE DELIVERY: [Icon of crane on truck]
- B-CLASS HORDING: [Purple hatched box]
- FOOTPATH CLOSED: [Red hatched box]
- PEDESTRIAN DETOUR: [Red dashed line]
- PARKING TO BE REMOVED: [Red dashed line]



Client:	MULTIPLEX	Term:	SHORT TERM	ROL Required:	YES	Date Prepared:	24/06/2024	Designed By:	HAYLEY O'DONOVAN
Road Name:	VICTORIA AVE	Road Type:	COUNCIL/TFNSW	ROL Number:		Date Approved:	31/07/2024	Accreditation:	Prepare Work Zone TMP
Suburb:	CHATSWOOD	Speed Limit:	15-30KM/HR	Road Classification:	TFNSW	TC@WS Reference:		Ticket Number:	TCT0028751
TCs Required:	6 + RELIEF	Travelled Path:	ALL DIRECTIONS	Speed Reduction:	N/A	TCP Ref Number:	TGS15	Issue Date:	18/04/2021
Vehicles Required:	1-2	Closure Type:	FULL ROAD	Nearest Cross St:	ARCHER	Operation:	TOWER CRANE INSTALL	Signature:	[Signature]

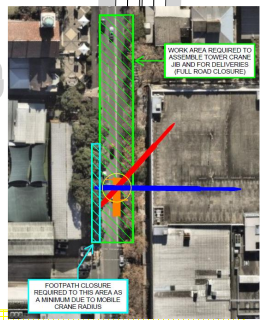
ARGUS TRAFFIC

THIS PLAN IS NOT TO SCALE



LEGEND:

- WORK ZONE: [Green hatched box]
- TRAFFIC CONTROLLER: [Icon of person with sign]
- DETOUR ROUTE RESIDENTIAL NB: [Blue arrow]
- DETOUR ROUTE RESIDENTIAL SB: [Red arrow]
- CONE: [Yellow triangle]
- MOBILE CRANE: [Icon of crane]
- TOWER CRANE DELIVERY: [Icon of crane on truck]
- B-CLASS HORDING: [Yellow sign]
- FOOTPATH CLOSURE: [Purple hatched box]
- DETOUR ROUTE LARGE BUSES AND TRUCKS: [Red arrow]
- PEDESTRIAN DETOUR: [Blue arrow]
- PARKING REMOVAL: [Orange arrow]



General Notes

- THIS TOP IS TO BE READ & IMPLEMENTED IN CONJUNCTION WITH A5742.3-4.1 & TABLE 4.2 & 2019-2020 TCMWS Issue No.6 & September 2020 Transport for NSW
- EXISTING CONTRADICTIONARY SIGNAGE SHALL BE COVERED & SPEED SIGNS DUE TO THE TEMPORARY SPEED ZONE.
- ALL SIGNAGE DISTANCE SHALL COMPLY WITH AS 1742.3 SIGN TCMWS 2019-2020 Issue No.6
- IN ACCORDANCE WITH TCMWS Issue No.6 & 8 TRAFFIC CONTROLLERS TO ASSIST PEDESTRIANS WITH MOVEMENT THROUGH & AROUND THE WORKSITE.
- SIGNAGE SHALL BE PLACED ON THE SIDE OF THE ROAD ADJACENT TO THE TRAFFIC FLOW & NOT OBSTRUCT FOOTPATHS, CROSSING DRIVERS, ANY OTHER TRAFFICABLE LANES, OR THE LINE OF SIGHT AT ANY INTERSECTION OR ON LOADING RAMP
- REMOVAL OF TRAFFIC CONTROL SIGNS AND DEVICES SHOULD BE UNDERTAKEN IN THE REVERSE ORDER OF ERECTION, PROGRESSING FROM THE WORK AREA

RECOMMENDED TAPER LENGTH

APPROXIMATE SPEED OF TRAFFIC (KMH)	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL MERGE TAPER	TRAFFIC CONTROL AT END OF TAPER
45 OR LESS	15	0	15
46 - 55	15	15	30
56 - 65	30	30	60
66 - 75	N/A	70	115
76 - 85	N/A	80	130
86 - 95	N/A	90	145
96 - 105	N/A	100	160
> 105	N/A	110	180

DIMENSION D

SPEED OF TRAFFIC (KMH)	TRAFFIC CONTROL AT BEGINNING OF TAPER	LATERAL MERGE TAPER	TRAFFIC CONTROL AT END OF TAPER
45 OR LESS	15m	0m	15m
46 - 55	15m	15m	30m
56 - 65	30m	30m	60m
66 - 75	N/A	70m	115m
76 - 85	N/A	80m	130m
86 - 95	N/A	90m	145m
96 - 105	N/A	100m	160m
> 105	N/A	110m	180m

TOLERANCES

POSITION TOLERANCE FOR SIGNS & DELINEATING DEVICES MAY BE MINIMUM 10% LESS THAN THE DISTANCES OR LENGTHS GIVEN & MAXIMUM 25% MORE THAN THE DISTANCES OR LENGTHS GIVEN

LANE WIDTHS

THE MIN LANE WIDTH TO BE PROVIDED THROUGH OR PAST THE WORKSITE SHALL BE 3.0m (3.5m DESIRABLE 2.8m min)

TRAFFIC MANAGEMENT PLAN

AT ALL TIMES DURING THE COURSE OF THE WORK TRAFFIC QUEUES SHALL BE MONITORED TO ENSURE THAT TRAFFIC DOES NOT EXCEED BEYOND THE LIMITS OF THE CLOSEST ADVANCED WARNING SIGNS TO THE START OF TAPER

VEHICLE MOVEMENT PLAN

ALL WORK VEHICLES TO ENTER AND EXIT WORKSITE UNDER THE DIRECTION OF TRAFFIC CONTROLLERS USING FLASHING WARNING LIGHTS UPON APPROACH & THE DESIGNATED TRAFFIC LANE CHANNEL

Proposed works - Chatswood Chase Tower Crane Installation - Archer St, Chatswood - Full Road Closure

Traffic Control to set up detour route as per TGS. Traffic Control to guide all vehicles through the detour route where & when required.

Traffic Control to manage pedestrians where & when required.

The site will be controlled by TNSW Certified Traffic Controllers at all times and two way radios to be in use at all times.

- Traffic Controllers to manage site deliveries access & egress.
- Traffic Control to manage pedestrians where & when required.
- Detour set up per TGS & 'no right turn' removed on Archer Street during the closure.
- Buses to be notified and approve bus detour as per TGS. No buses to use Daisy St. Detour.



Client:	MULTIPLEX	Term:	SHORT TERM	ROL Required:	YES	Date Prepared:	24/06/2024	Designed By:	HAYLEY O'DONOVAN
Road Name:	ARCHER ST	Road Type:	COUNCIL/TNSW	ROL Number:		Date Approved:	24/07/2024	Accreditation:	Prepare Work Zone.TMP
Suburb:	CHATSWOOD	Speed Limit:	40KM/HR	Road Classification:	TFNSW	TC@WS Reference:		Ticket Number:	TCT0028751
TCs Required:	8 + RELIEF	Travelled Path:	ALL DIRECTIONS	Speed Reduction:	N/A	TCP Ref Number:	TGS22	Issue Date:	18/04/2021
Vehicles Required:	1-2	Closure Type:	FULL ROAD	Nearest Cross St:	Victoria Av	Operation:	TOWER CRANE INSTALL	Signature:	[Signature]

ARGUS TRAFFIC

THIS PLAN IS NOT TO SCALE