BARKER RYAN STEWART

Deicorp Pty Ltd

Construction Traffic and Pedestrian Management Sub Plan

87-89 John Whiteway Drive, Gosford

11 May 2023

ENGINEERING
PLANNING
SURVEYING
CERTIFICATION
PROJECT MANAGEMENT

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Author	RD
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6	Revised Final	07/02/2023	Amendments to the management of deliveries, concrete pours, and pedestrians
7	Revised Final	11/05/2023	Minor textual revisions

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1 Introduction

Barker Ryan Stewart has been engaged by Deicorp Pty Ltd to prepare a Construction Traffic and Pedestrian Management Sub Plan (CTPMSP) to detail traffic management procedures and systems for the demolition, excavation and building stages for the proposed residential development at 87-89 John Whiteway Drive, Gosford in accordance with the requirements of:

- Central Coast Council's Gosford Development Control Plan 2013;
- The NSW "*Traffic Control at Worksites*" Manual 2018; and
- AS1742.3 2009 "*Manual of uniform traffic control devices*"

The CTPMSP complies with Condition C15 of development consent SSD-10321 MOD 2 by ensuring the safe and controlled movement of traffic at the site during the demolition, excavation and building works to address potential traffic, access, car parking and pedestrian issues generated by the works. Condition C15 states:

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

In preparing this CTPMSP the following items have been considered/undertaken:

- An inspection of the site and surrounding road network to determine any constraints that may impact on the safe and controlled movement of traffic during demolition, excavation and building works.
- Determination of appropriate traffic/haul routes,
- Provision of a swept path analysis to ensure safe access/egress from the site,
- Traffic Control Plan (TCP) and Vehicle Movement Plan (VMP), and
- A brief outline of the demolition, excavation and building works in relation to traffic management.

2 Existing Conditions

2.1 Existing Site

The site is located within an R1 General Residential zone at 89 John Whiteway Drive, Gosford Lot 100 DP1075037.

The site is serviced by John Whiteway Drive which encircles it on the west, east and south, as shown in **Figure 2.1** below.

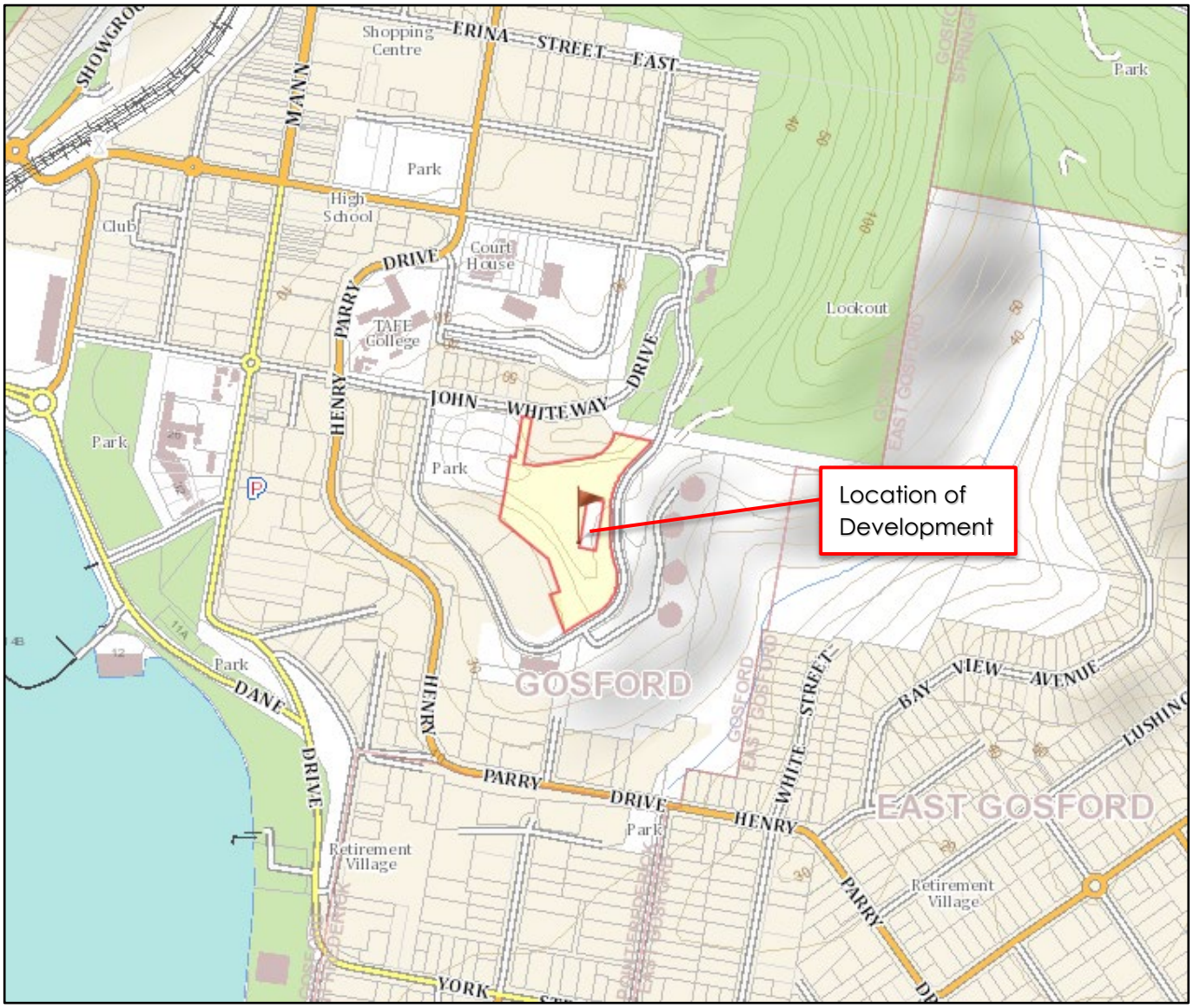

Figure 2.1: Site Location *(source: NSW Land & Property Information SIX Maps 2017)*

2.2 Existing Development

The site is currently unoccupied and has been cleared of vegetation. Details of the site are shown in the aerial photo (**Figure 2.2**) below.

Figure 2.2: Aerial Photo of Site *(source: NSW Land & Property Information SIX Maps 2017)*

2.3 Existing Road Network

At present, there is no formal vehicular access to the site from John Whiteway Drive.

The site is largely surrounded by John Whiteway Drive, which is a local road with a default speed limit of 50km/h. The road is a two-lane, two-way road with on-street parking on the opposite side of the road from the subject site. The road is delineated by a double barrier BB line for its entire length. At present vehicles are parking on both sides of the road, often parking on the verge. There is 1.2 metre wide footpath along the northern side of John Whiteway Drive that covers approximately half of the frontage of the site.

With regards to access to the broader Gosford road network, access to the site from the south is restricted by terrain and as such John Whiteway Drive forms a circuit. Therefore, for construction purposes all traffic between the state road network and the site will utilise Central Coast Highway, Riou Street (Old Pacific Highway) and Donnison Street to access John Whiteway Drive.

3 Project Overview

3.1 Proposed Development

The proposed State Significant Development has been approved for the following development:

- Site preparation including bulk excavation;
- Provision of services and utilities for the development;
- Tree removal;
- Associated landscaping; and
- The construction and use of four (4) residential apartment buildings;

The project milestone dates are outlined below:

1. Commencement of excavation – September 2022 (6 months duration).
2. Commencement of Construction - February 2023.
3. Substantial completion of Construction – June 2024.
4. Practical completion of building works – July 2024.

Site Management Plan showing crane location(s), site amenities, proposed entry/exit, loading zones, type of hoarding, construction waste collection location and stockpile locations. Proposed Crane Locations attached, and initial site establishment mark up.

4 Traffic Management

4.1 General

Traffic management for the site shall be configured to ensure that workers can undertake excavation and construction works safely at all times by separating workers and public road users. Contractors are responsible for the excavation work and the construction contractor is responsible for construction management. The building contractor shall establish and maintain the Construction Traffic and Pedestrian Management Sub Plan for this project and shall be responsible for its ongoing effectiveness, including the control of all quality, environmental and safety aspects that may apply to traffic control measures.

The TCP's prepared by Safeway Traffic Management Solutions shall be implemented by appropriately qualified and authorised traffic controllers only. Traffic controllers must have completed SafeWork NSW accredited courses for traffic controllers and must wear yellow vests with the words "Authorised Traffic Controller". Reflective white overalls with reflective bands must be worn at night.

All signs and devices shall be placed in accordance with the TCP prior to works starting and in clear view of public road users to inform and guide road users past the site. All devices and signs shall then be removed upon the completion of the works.

The road reserves bordering the site must not be obstructed by any materials, vehicles, refuse, skips or the like without prior approval of Council.

The companies that employ drivers of heavy vehicles removing materials and equipment from the site or delivering materials and equipment to the site are to be made aware of the Driver's Code of Conduct attached at Appendix E.

4.2 Potential Traffic Impacts

A summary of potential traffic impacts for the site are listed below:

- Potential impact on local commercial and residential road users;
- Other construction sites within the vicinity of the site;
- Short term activities such as floating machinery to the site;
- Access, egress, and parking in and near the worksite by employees and visitors;
- Pedestrian movements;
- Heavy vehicles parking in and around worksite;
- Vehicles depositing spoil on public roads;
- Loading and unloading, including Work Zones;
- Truck/vehicle turning movements;
- Disruption of established traffic movements or patterns;
- Traffic interference in peak times (morning and afternoon);
- Interference to public transport services; and
- Traffic volumes on the surrounding road network, including nearby developments.

4.3 Vehicle Movement Plan

The Vehicle Movement Plan (VMP) shows vehicles accessing the site from the state road network via the Central Coast Highway, Dane Drive, Donnison Street and John Whiteway Drive. Vehicles leaving the site will return to the state road network by the same route.

Due to the steep grades, access to and from the north via Henry Parry Drive is not recommended for use by heavy vehicles. However, this route would be suitable for work vehicles such as standard utilities and vans.

This route for construction vehicles to and from the site's entry/exit in John Whiteway Drive minimises the length of local roads that need to be used and therefore minimises the impact of the necessary use of construction vehicles for the excavation and building phases of the development.

The VMP is attached at **Appendix B** of this report.

Swept turning paths for heavy vehicles accessing the site are provided at **Appendix D.** The swept turning paths demonstrate that the access routes to and from the site are suitable for vehicles up to a 19 metre articulated vehicle.

4.4 Driver's Code of Conduct

The companies that employ drivers of heavy vehicles removing materials and equipment from the site or delivering materials and equipment to the site are to be made aware of the Driver's Code of Conduct attached at Appendix E.

The Driver's Code of Conduct outlines the potential impacts and risks associated with drivers of heavy vehicles driving to and from the site, including speed, fatigue, noise associated with compression braking, site work hours, covering loads and breakdowns and how the risks can be mitigated.

The Code states that all drivers of heavy vehicles hauling spoil from the site or delivering materials, equipment or machinery to the site must:

1) Hold a valid driver's licence for the class of vehicle that they operate;
2) Operate the vehicle in a safe manner on public roads and within the site;
3) Comply with the direction of authorised site personnel when entering, leaving or within the site;

4.5 Traffic Control Plans

The Traffic Control Plans (TCP's) within **Appendix C** show the proposed entry/exit points from John Whiteway Drive and arrangements for warning and guiding traffic and pedestrians around and/or past the worksite.

Where required the TCP's may be changed/updated as necessary to reflect changes in traffic flow or work practices by an appropriately qualified traffic control designer only.

Minor modifications to the TCP's which have been identified in a Location Risk Assessment can be made by a person with a current SafeWork NSW TMP qualification. Should the TCP be changed, all relevant permits and details are to be forwarded to the PCA/Council as required.

In the implementation of the TCP's the following steps should be undertaken;

1. Place all signs, devices and control measures;
2. Complete a Location Risk Assessment (as per Traffic Control at Work Sites manual) and identify any modifications that may be required;
3. Drive through and around the site to make sure the TCP is effective;
4. Record implementation, risk assessment and any modifications; and
5. Monitor conditions and record observations.

4.6 Traffic Management Plan

During the excavation stage access will be required for 19 metre Truck and Dog Trailers or 12.5 metre Heavy Rigid Vehicles (HRV's) to remove waste material from the site. It is expected that excavation will require up to 25 vehicles per day (50 trips) over the 6 months of excavation.

The Deicorp building team will have approximately 4 crew members onsite during excavation and 8 crew members during the building works at any one time. There will be approximately 20 personnel onsite during excavation. There will be approximately 1 principal building contractor on site at any one time to undertake the building works. Daily averages will be in the vicinity of approximately 200 people during the building works.

The construction phase will require access by a range of vehicles including Medium and Heavy Rigid Vehicles (MRV's and HRV's), medium to large flat-bed trucks, concrete trucks, mobile cranes, vans and utilities. The larger vehicles will need to access the site primarily for the delivery of materials and for concrete pours while the vans and utilities will be primarily used by construction workers. Occasional trips will be required for low-loaders delivering machinery such as an excavator to and from the site.

Deliveries are expected to account for up to 10 vehicles per day and the concrete pours may require up to 15 vehicles per day. During concrete pours a concrete pump will be on site.

All deliveries, crane operations and concrete pours will be made within two Work Zones that will be implemented across the John Whiteway Drive frontage of the site (see Appendix C for details). To facilitate delivery and unloading of materials, equipment and machinery, delivery vehicles will utilise the footpath areas adjacent to the Work Zones. These footpath areas will be protected by a temporary concrete base that will provide a stable surface and help to prevent damage to the natural surface and the subsequent tracking of material onto the John Whiteway Drive pavement. The temporary concrete bases will be removed at the completion of construction and these areas rehabilitated. Areas for the storage of materials and equipment will also be designated within the site.

To facilitate access to the Work Zones a vehicle turning area will be established within the site that will provide sufficient area for vehicles arriving at the site from the north along John Whiteway Drive to perform a U-turn before entering either of the two Work Zones (see Appendices A and C).

The delivery of materials, equipment and machinery shall be managed by authorised traffic controllers to minimise any impact on the operation and safety of the vehicles and pedestrians in John Whiteway Drive. The access, circulation and safety of private vehicles and pedestrians using John Whiteway Drive shall take precedence over any delivery / construction vehicles accessing and egressing the construction site.

Trucks delivering concrete and concrete pumps will be positioned on the John Whiteway Drive pavement within the two Work Zones. As the pavement is only 9 metres wide, this will require the establishment of contra-flow traffic management by Traffic Controllers.

During the excavation stage there will be no parking available within the site for construction vehicles or workers vehicles. However, once the parking basements have been built to a suitable standard and it is safe to do so, this area could be utilised for parking by smaller construction vehicles.

A Site Management Plan which shows an indicative layout for site fencing, site amenities, the vehicle turning area and the two Work Zones is provided at **Appendix A**. The construction contractor will be responsible for the final setup and maintenance of the site.

The Construction Contractor will also be responsible for ensuring that the access roads to the site (including the footpath) are kept in a serviceable condition for the duration of construction. At the direction of Council, the contractor must undertake remedial treatments such as patching at no cost to Council.

Pedestrians

Fencing will be installed around the perimeter of the site to prevent any unauthorised entry. Signs and barriers will be installed to direct pedestrians to walk on the opposite side of John Whiteway Drive. A dedicated crossing location will be established at the crest in John Whiteway Drive near the northern boundary of the site. See the TCP's in Appendix C for details.

Traffic Management Plan (Table 4.1)

Table 4.1 below summarises the identified potential traffic impacts for this worksite and describes the control measures to be implemented to address each impact.

It is recommended that an Emergency Plan is considered by the project manager of the site in case of emergency, including the response of traffic emergencies such as accidents or unplanned disruptions.

The local community, road users and other stakeholders shall be kept informed of changed traffic conditions where required by Council.

Seven (7) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

Table 4.1: *Traffic Management Plan*

Potential Impact	Impact Assessment	Control Measure
Movement of construction vehicles on the commercial, retail and residential developments in the vicinity of the site. Duration of project	Heavy vehicle traffic movement through the following local streets: • Dane Drive; • Donnison Street; • John Whiteway Drive. 22 months	Any potential conflicts with the local commercial and residential traffic will be managed by maintaining right of access to local traffic at all times. Drivers of vehicles accessing the site will be required to give-way to all other vehicles when entering and exiting the site. A Location Risk Assessment is to be undertaken to enable safe access to and from the site. The companies employing drivers of heavy vehicles are to be made aware of the Driver's Code of Conduct.
Floating machinery to the site.	Heavy vehicle traffic movement through the following local streets: • Dane Drive; • Donnison Street; • John Whiteway Drive.	The largest vehicle that will access the site will be a low-loader transporting machinery to and from the site.
Parking in and around worksite by employees and visitors.	Possible impact on residents, visitors and commercial developments in the vicinity of the site.	During the excavation stage there will be no parking available within the site for construction vehicles or workers vehicles. However, once the parking basements have been built to a suitable standard and it is safe to do so this area could be utilised by construction vehicles for parking.
Vehicles leaving the site.	Depositing spoil on roadways	A shaker grid will be installed at the site entry/exit point for erosion sediment control and all loads are to be covered. Where sediment is tracked onto the road it is to be swept up immediately.

Potential Impact	Impact Assessment	Control Measure
Pedestrian management.	Pedestrians walking around construction zone	Signs and barriers will be installed to direct pedestrians to walk on the opposite side of John Whiteway Drive. Perimeter fencing will prevent any unauthorised entry to the site.
Disruption of established traffic movements or patterns. Traffic interference in peak times (morning and afternoon).	Heavy vehicle traffic through the following local streets, particularly in morning and afternoon peaks with residents entering and exiting: • Dane Drive; • Donnison Street; • John Whiteway Drive.	Where possible, construction vehicle movements are to be restricted during peak times to reduce any impact on local traffic movements past the site. The companies employing drivers of heavy vehicles are to be made aware of the Driver's Code of Conduct.
Interference to public transport services.	Traffic movements blocking bus routes	No bus services will be affected by construction vehicles accessing the site.

5 Monitoring and Performance

5.1 General

Routine monitoring of the performance of the Construction Traffic and Pedestrian Management Sub Plan (CTPMSP) to confirm the effectiveness of methods, equipment and controls shall be undertaken. Observations shall be recorded by the supervisor/contractor and opportunities for improvement recommended to the Project Manager.

It is recommended that the CTPMSP including the Traffic Control Plans (TCP's) be formally reviewed at each substantial stage of construction. Please refer to Section 4.5 for the modification of TCP's.

5.2 Records

The following records shall be kept as evidence of the design, implementation, and performance of the CTPMSP:

1. Qualifications

    - SafeWork accredited Traffic Control Plan designers;
    - SafeWork accredited Traffic Controllers.

2. Principal Contractor's meetings minutes with Principal Contractor(s) from adjoining sites.

3. TCP approval.

4. Temporary speed zone approval (if applicable).

5. Community consultation (where required by Council) including provision of:

    - Letters
    - Handouts
    - Maps and plans

6. Location Risk assessment and any modifications.

7. Confirmation of implementation and start of works.

8. Monitoring reports.

9. Incident reports and corrective action.

6 Conclusion

This Construction Traffic and Pedestrian Management Sub Plan complies with Condition C15 of the development consent. It details traffic management procedures and systems for the proposed demolition, excavation and building of the residential development at 87- 89 John Whiteway Drive, Gosford

Potential traffic impacts have been identified locally with control measures specified to address these impacts.

A Vehicle Movement Plan (VMP) has been prepared showing the proposed truck haulage and delivery routes to and from the site.

Traffic Control Plans (TCP's) have been prepared showing appropriate traffic control devices to be implemented for the duration of the proposed works.

The companies that employ drivers of heavy vehicles removing materials and equipment from the site or delivering materials and equipment to the site are to be made aware of the Driver's Code of Conduct.

It is considered that if the control, monitoring, and performance measures listed in this document are adhered to negative impacts of the site or surrounding properties will be minimised during the demolition, excavation and building works associated with the development.

Appendix A – Site Management Plan

Regulated Design Record				
Project Address: 87-89 JOHN WHITEWAY DRIVE GOSFORD NSW 2250				
Project Title: RUMBALARA RESIDENCES				
Consent No.: SSD 10321-MOD-2		Body Corporate Reg. No.: DBP-000836		
Drawing Title: SITE PLAN		Drawing No.: A1.001		
Rev.	Date dd.mm.yy	Description	DP Full Name	Reg. No.
01	19/12/2022	ISSUE FOR STRUCTURAL CC	GEOFFREY SHAW	DEP0001649

IMPORTANT NOTES:

Do not scale from drawings. All dimensions to be checked on site before commencement of work. All discrepancies to be brought to the attention of the Architect. Larger scale drawings and written dimensions take preference. This drawing is copyright and the property of the author, and must not be retained, copied or used without the express authority of MARCHESE PARTNERS INTERNATIONAL PTY. LTD.

FOR CONSTRUCTION

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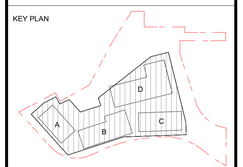
KEY PLAN



REVISION	DATE	DESCRIPTION	BY
A	31/05/2022	PRELIMINARY	DS/AA
B	24/06/2022	ISSUE FOR COORDINATION	DS/AA
C	01/07/2022	ISSUE FOR COORDINATION	DS/AA
D	12/08/2022	ISSUE FOR COORDINATION	JT/AA
01	19/12/2022	ISSUE FOR STRUCTURAL CC	JT/PK

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CLIENT
DEICORP PTY LTD

PROJECT
RUMBALARA RESIDENCES
87-89 JOHN WHITEWAY DRIVE GOSFORD NSW 2250

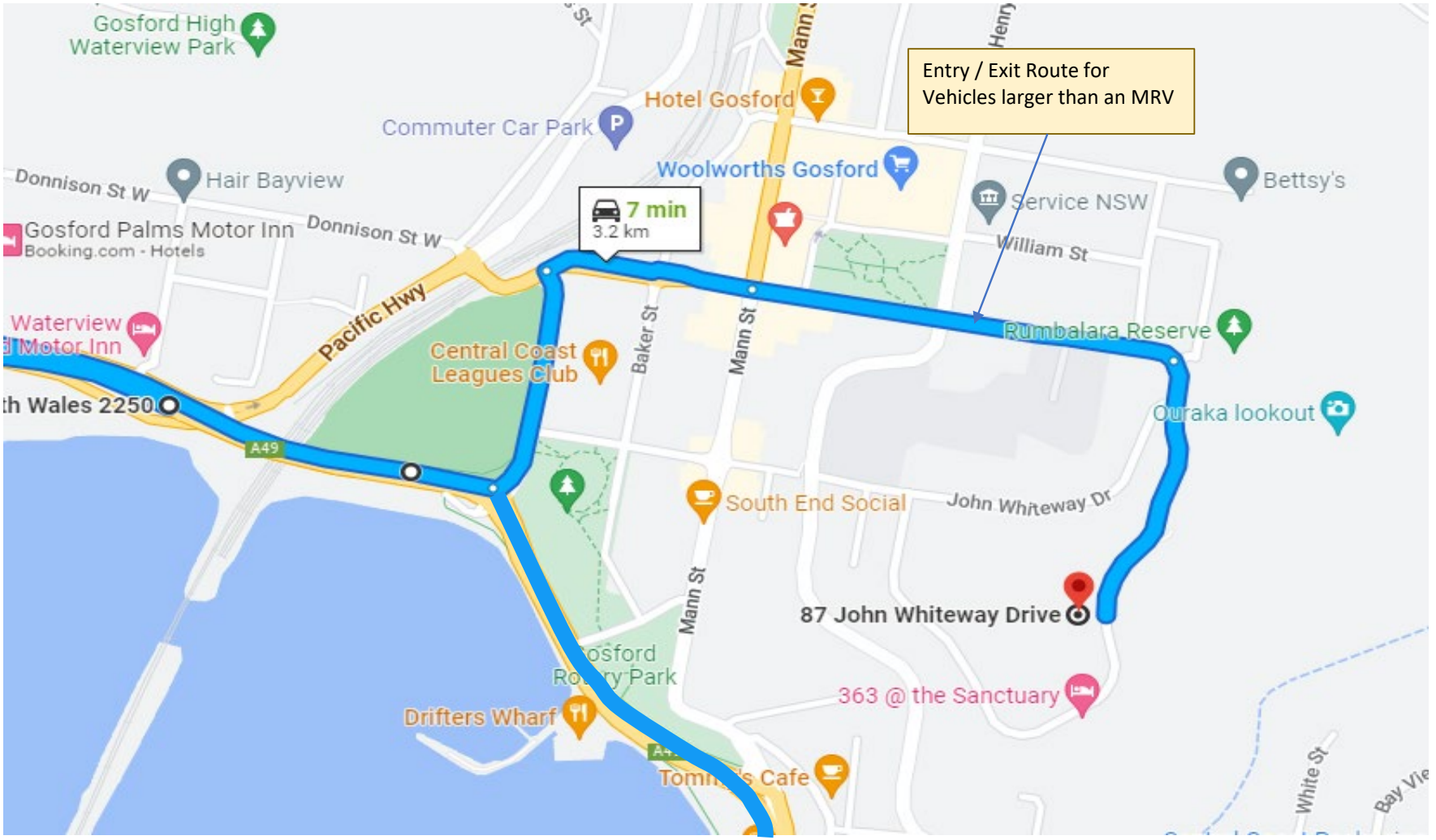
DRAWING TITLE
SITE PLAN

SCALE	DATE	DRAWN	CHECKED
1 : 400 @B1 1 : 800 @B3	19/12/22	RT	JT/AA
JOB	DRAWING		REVISION
20104	A1.001		01

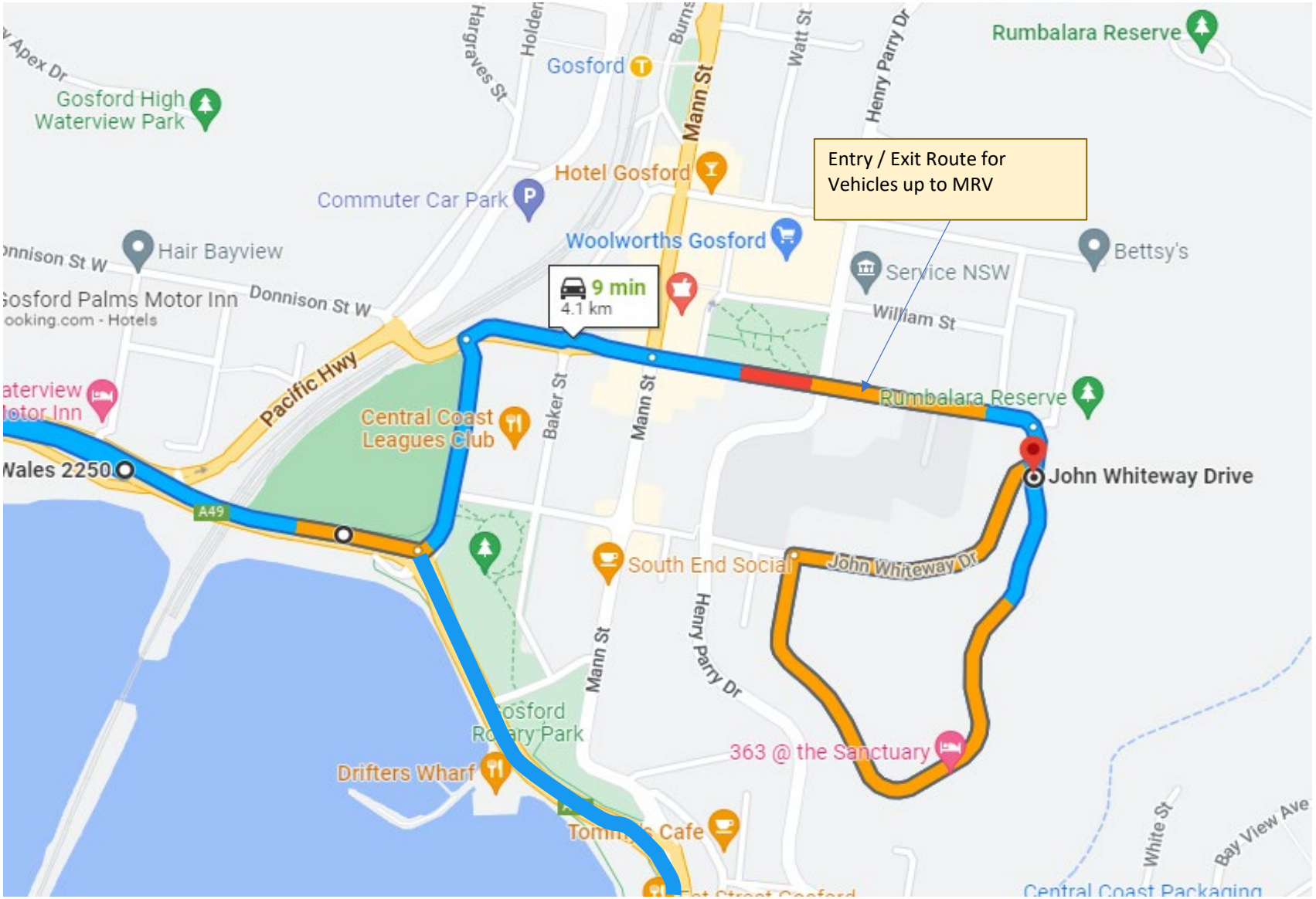
DECLARATION LIMITED TO BASEMENT STRUCTURE CC ONLY

Appendix B – Vehicle Movement Plan

87-89 John Whiteway Drive, Gosfrord
Vehicle Management Plan



87-89 John Whiteway Drive, Gosfrord
Vehicle Management Plan



Appendix C – Traffic Control Plan (TCP)

TCP- General Construction.

NOTES
1. All signs to be posted where appropriate space and sight distance allows.
2. As permitted on local roads advance warning signs can be spaced at a minimum 15m separation.
3. Pedestrians will be assisted around the work site when construction activity impacts on pedestrian access.
4. If the footpath needs to be closed at any stage appropriate signage and barriers will be posted and pedestrians will be assisted around the work site as required.

SafeWay
Traffic Management Solutions

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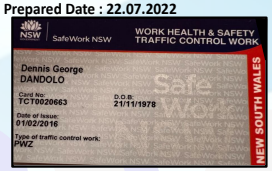
Location : 87-89 John Whiteway Drive, Gosford.
Company : Barker Ryan,Stewart.
Council : Central Coast.
TCP Author : Dennis Dandolo
Prepare a Work Zone TMP # TCT0020663

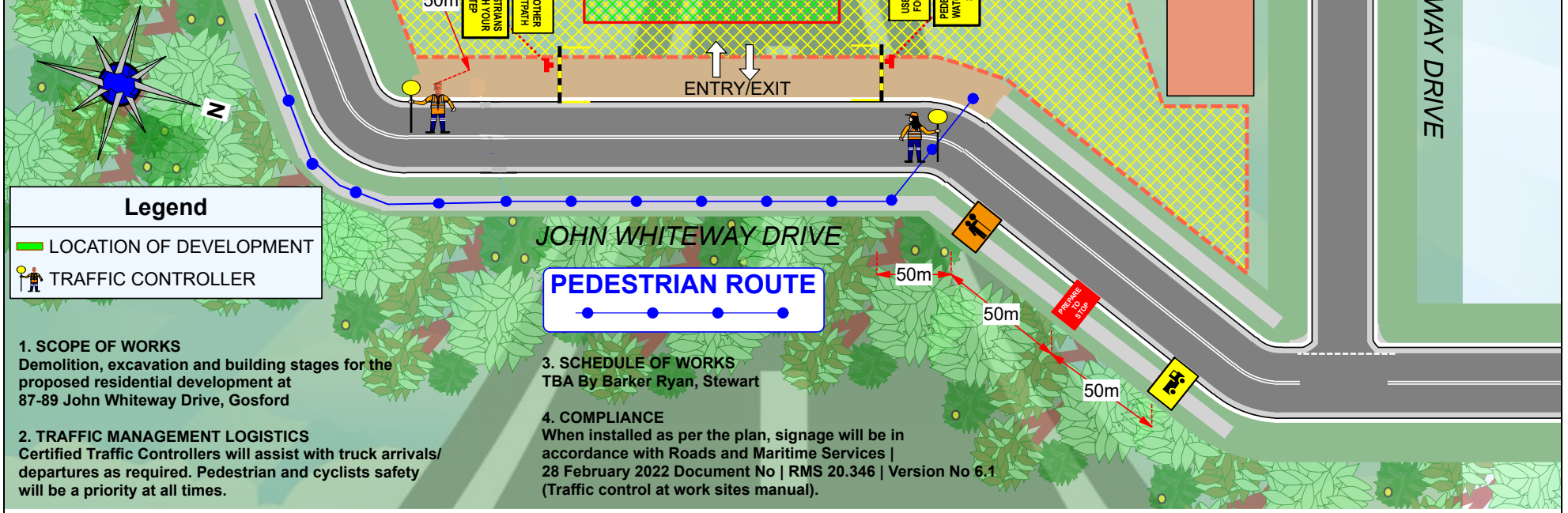
Signature :

Filename :

UBD Reference# :
Scale : NTS
Prepared Date : 22.07.2022



Sign Spacing's	
Estimated speed of Traffic (D)	Dimension Range
40km	0-5m
50km	15-50m
60km	45-60m
70km	70m
80km	80m
90km	90m
100km	100m



Legend
- LOCATION OF DEVELOPMENT
- TRAFFIC CONTROLLER

1. SCOPE OF WORKS
Demolition, excavation and building stages for the proposed residential development at 87-89 John Whiteway Drive, Gosford

2. TRAFFIC MANAGEMENT LOGISTICS
Certified Traffic Controllers will assist with truck arrivals/ departures as required. Pedestrian and cyclists safety will be a priority at all times.

3. SCHEDULE OF WORKS
TBA By Barker Ryan, Stewart

4. COMPLIANCE
When installed as per the plan, signage will be in accordance with Roads and Maritime Services | 28 February 2022 Document No | RMS 20.346 | Version No 6.1 (Traffic control at work sites manual).

TCP - Work Zones

NOTES
1. All signs to be posted where appropriate space and sight distance allows.
2. As permitted on local roads advance warning signs can be spaced at a minimum 15m separation.
3. Pedestrians will be assisted around the work site when construction activity impacts on pedestrian access.
4. If the footpath needs to be closed at any stage appropriate signage and barriers will be posted and pedestrians will be assisted around the work site as required.

Additional notations provided by Robert Day, Senior Traffic Engineer, Barker Ryan Stewart. SafeWork Card No. TCT0062167. 07/02/2023.
1. Truck Turning Area and Truck Route added to TCP.
2. Vehicles delivering materials, machinery and equipment will generally park on the verge within one of the two Work Zones.
3. Vehicles delivering concrete will generally park on the John Whiteway Dr road pavement. In these instances, Traffic Controllers will set up a contra-flow arrangement.

SafeWay
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w: www.safewaytms.com.au

Location : 87-89 John Whiteway Drive, Gosford.
Company : Barker Ryan,Stewart.
Council : Central Coast.
TCP Author : Dennis Dandolo
Prepare a Work Zone TMP # TCT0020663

Signature :

Filename :

UBD Reference# :
Scale : NTS
Prepared Date : 31.01.2023

Sign Spacing's	
Estimated speed of Traffic (D)	Dimension Range
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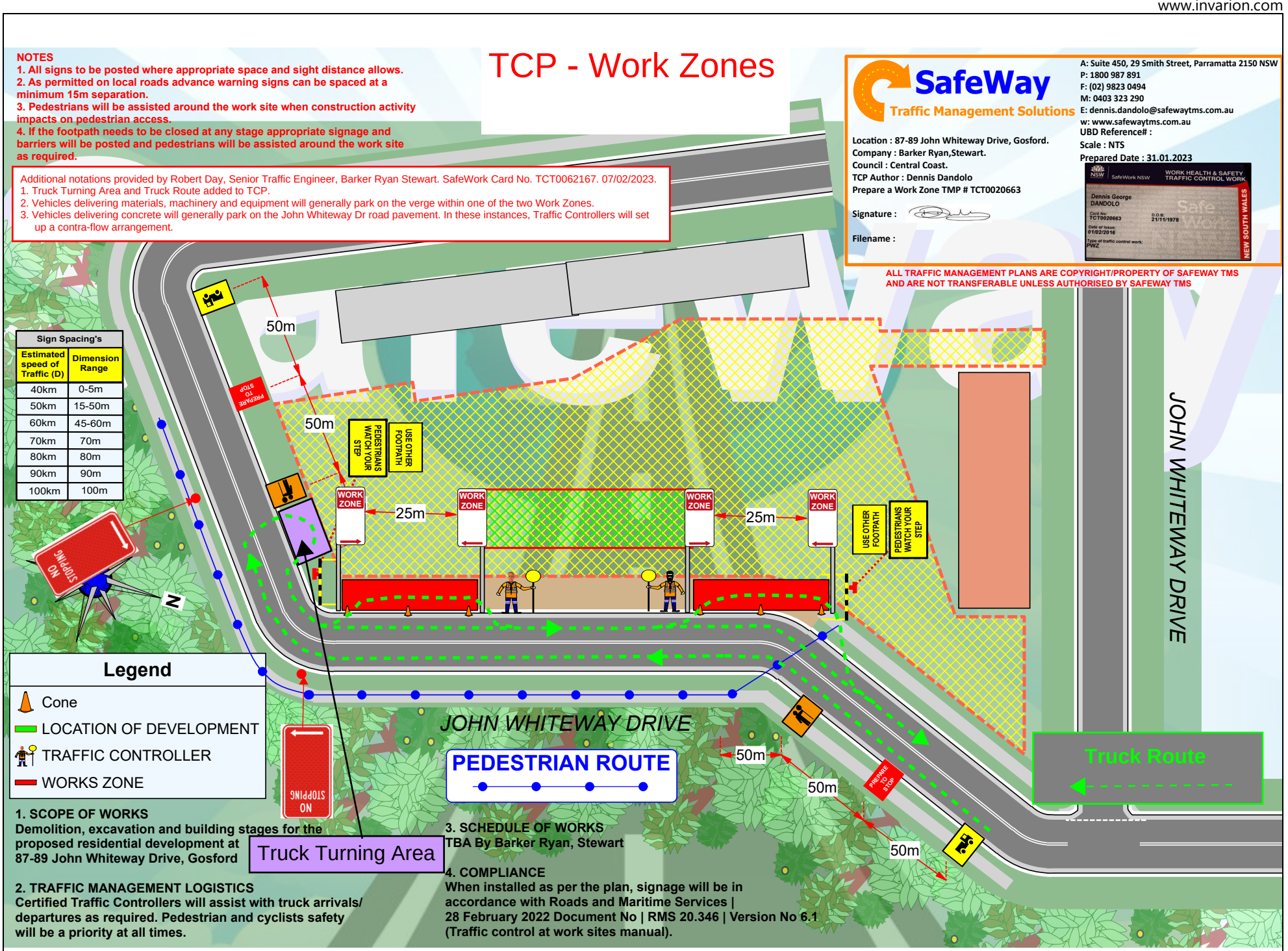
50km	15-50m
60km	45-60m
70km	70m
80km	80m
90km	90m
100km	100m



Legend

- Cone
- LOCATION OF DEVELOPMENT
- TRAFFIC CONTROLLER
- WORKS ZONE

1. SCOPE OF WORKS
Demolition, excavation and building stages for the proposed residential development at 87-89 John Whiteway Drive, Gosford

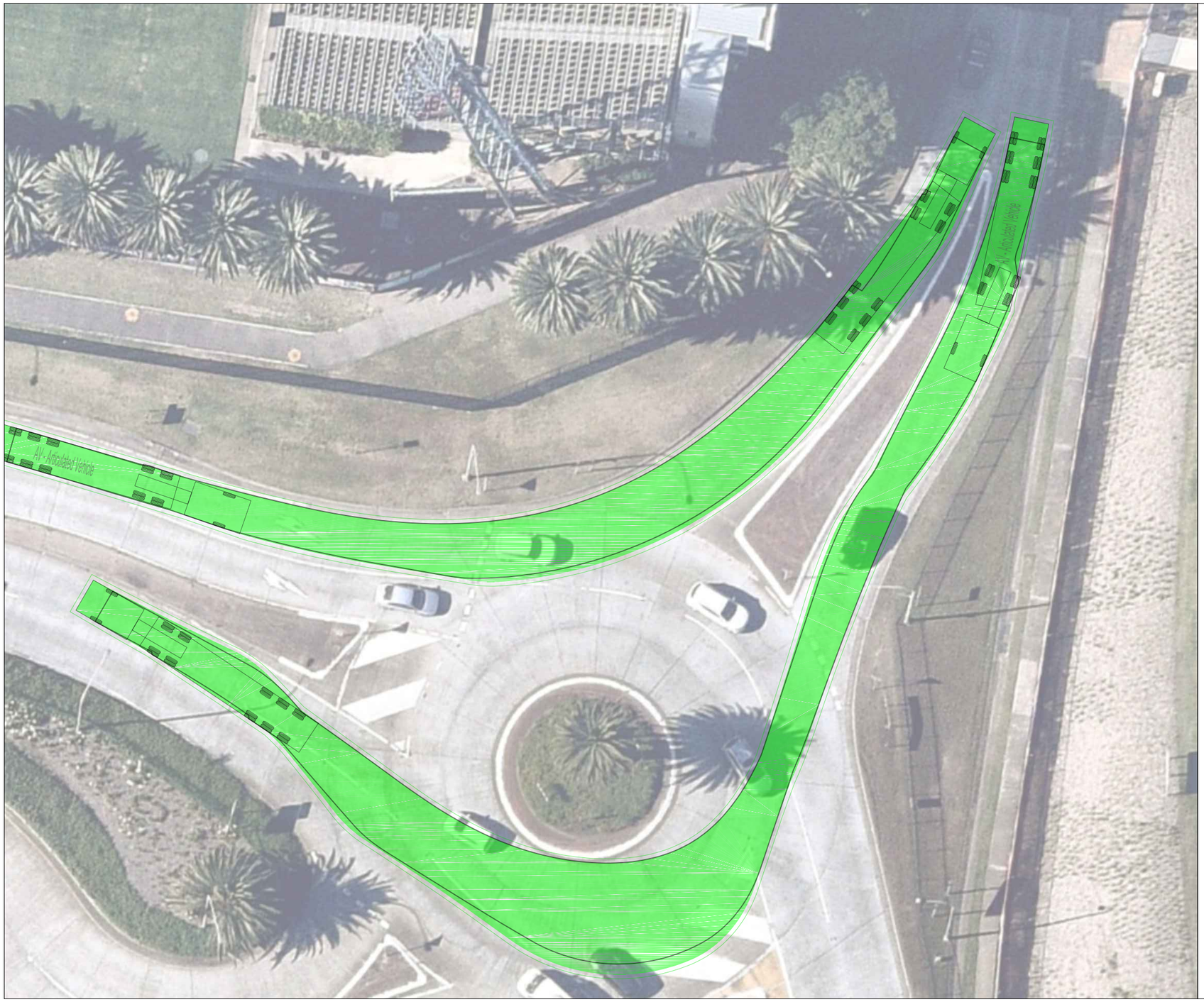
2. TRAFFIC MANAGEMENT LOGISTICS
Certified Traffic Controllers will assist with truck arrivals/ departures as required. Pedestrian and cyclists safety will be a priority at all times.

3. SCHEDULE OF WORKS
TBA By Barker Ryan, Stewart

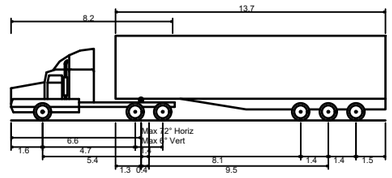
4. COMPLIANCE
When installed as per the plan, signage will be in accordance with Roads and Maritime Services | 28 February 2022 Document No | RMS 20.346 | Version No 6.1 (Traffic control at work sites manual).

Appendix D – Swept Path Analysis

A3

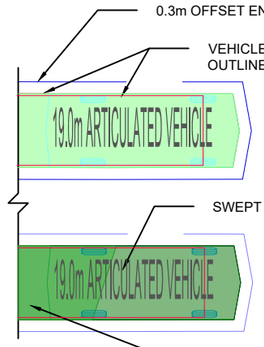


LEGEND



AV - Articulated Vehicle

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



0.3m OFFSET ENVELOPE

VEHICLE BODY SWEPT PATH
OUTLINE ENVELOPE AND EXTENTS

FORWARD MOVEMENT DIRECTION

SWEPT PATH PROFILE

REVERSE MOVEMENT DIRECTION

COLOUR OVERLAP SHOWS WHEN
REVERSE MOVEMENT CROSSES
OVER FORWARD MOVEMENT
SWEPT PATH

PLAN
SCALE 1:300

3 0 3 6 9 12 15
METRES
1:300

REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	03/06/22
B	~~REVISED~~ SWEPT PATH	JH	29/07/22

BARKER RYAN STEWART
TOTAL PROJECT SOLUTIONS
ENGINEERING | PLANNING | PROJECT MANAGEMENT | SURVEYING | CERTIFICATION

SYDNEY P: 02 9659 0005
CENTRAL COAST P: 02 4325 5255
HUNTER P: 02 4966 8388
S.E. QLD P: 07 5582 6555

www.brs.com.au
mail@brs.com.au
ABN: 26 134 067 842

Client:

COMPLETE BY MJH

87-89 JOHN WHITEWAY DRIVE, GOSFORD
SWEPT PATH ASSESSMENT - B99 ENTRY AND EGRESS

03 220435-TR01-03

Designed: JH
Drawn: JH
Checked: GB

Scales: Plan -
Horiz. -
Vert. -
X-Sect. -

Datum: A.H.D.

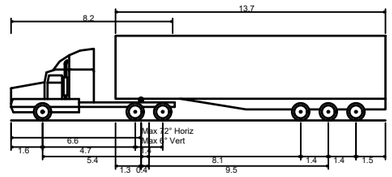
Plan No.
220435-TR101-03

File Ref. 220435

REV. 01

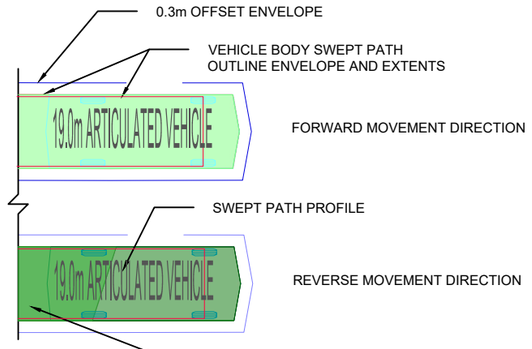
A3

LEGEND



AV - Articulated Vehicle

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



PLAN
SCALE 1:300

3 0 3 6 9 12 15
METRES
1:300

REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	03/06/22
B	REVISED SWEPT PATH	JH	29/07/22

BARKER RYAN STEWART
TOTAL PROJECT SOLUTIONS
ENGINEERING | PLANNING | PROJECT MANAGEMENT | SURVEYING | CERTIFICATION

SYDNEY
P: 02 9659 0005
CENTRAL COAST
P: 02 4325 5255
HUNTER
P: 02 4966 8388
S.E. QLD
P: 07 5582 6555

www.brs.com.au
mail@brs.com.au
ABN: 26 134 067 842

Client:
COMPLETE BY MJH

87-89 JOHN WHITEWAY DRIVE, GOSFORD
SWEPT PATH ASSESSMENT - CTMP
PACIFIC HWY & SHOWGROUND RD
04 220435-TR01-04

Designed: JH
Drawn: JH
Checked: GB

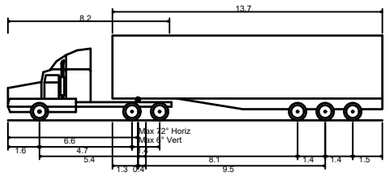
Scales: Plan -
Horiz. -
Vert. -
X-Sect. -

Datum: A.H.D.

Plan No.
220435-TR101-04
File Ref. 220435
REV. 01

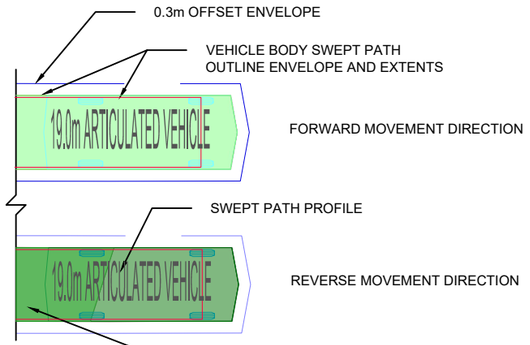
A3

LEGEND



AV - Articulated Vehicle

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



PLAN
SCALE 1:500

5 0 5 10 15 20 25 METRES 1:500

REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	03/06/22
B	~~REVISED~~ SWEPT PATH	JH	29/07/22

BARKER RYAN STEWART
TOTAL PROJECT SOLUTIONS
ENGINEERING | PLANNING | PROJECT MANAGEMENT | SURVEYING | CERTIFICATION
SYDNEY P: 02 9659 0005
CENTRAL COAST P: 02 4325 5255
HUNTER P: 02 4966 8388
S.E. QLD P: 07 5582 6555
www.brs.com.au
mail@brs.com.au
ABN: 26 134 067 842

Client:
COMPLETE BY MJH

87-89 JOHN WHITEWAY DRIVE, GOSFORD
SWEPT PATH ASSESSMENT - CTMP
DONNISON ST & JOHN WHITEWAY DR
05 220435-TR01-05

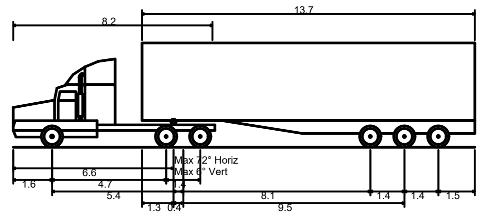
Designed: JH
Drawn: JH
Checked: GB

Scales: Plan -
Horiz. -
Vert. -
X-Sect. -
Datum: A.H.D.

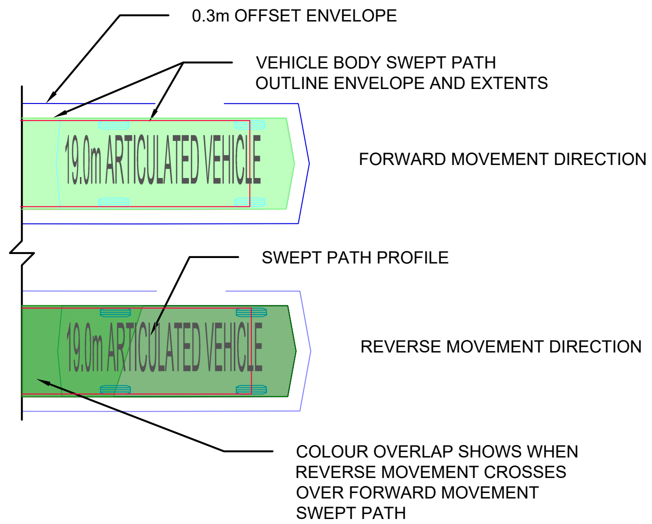
Plan No.
220435-TR101-05
File Ref. 220435
REV. 01

A3

LEGEND



AV - Articulated Vehicle	
Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



PLAN
SCALE 1:250

2.5 0 2.5 5 7.5 10 12.5 METRES 1:250

REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	03/06/22
B	REVISED SWEPT PATH	JH	29/07/22

BARKER RYAN STEWART
TOTAL PROJECT SOLUTIONS
ENGINEERING | PLANNING | PROJECT MANAGEMENT | SURVEYING | CERTIFICATION

SYDNEY P: 02 9659 0005
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HUNTER P: 02 4966 8388
S.E. QLD P: 07 5582 6555
www.brs.com.au
mail@brs.com.au
ABN: 26 134 067 842

Client:
COMPLETE BY MJH

87-89 JOHN WHITEWAY DRIVE, GOSFORD
SWEPT PATH ASSESSMENT - CTMP
ONSITE AV TURNING

06 220435-TR01-06.1

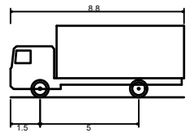
Designed: JH
Drawn: JH
Checked: GB

Scales: Plan - Horiz. - Vert. - X-Sect. -
Datum: A.H.D.

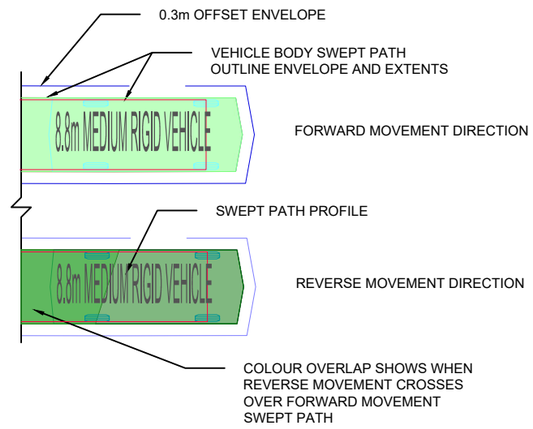
Plan No. 220435-TR101-06
File Ref. 220435
REV. 01

A3

LEGEND



MRV - Medium Rigid Vehicle	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m



PLAN
SCALE 1:500

5 0 5 10 15 20 25
METRES
1:500

REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	03/06/22
B	~~REVISED~~ SWEPT PATH	JH	29/07/22

BARKER RYAN STEWART
TOTAL PROJECT SOLUTIONS
ENGINEERING | PLANNING | PROJECT MANAGEMENT | SURVEYING | CERTIFICATION

SYDNEY P: 02 9659 0005
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HUNTER P: 02 4966 8388
S.E. QLD P: 07 5582 6555

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Client:
COMPLETE BY MJH

87-89 JOHN WHITEWAY DRIVE, GOSFORD
SWEPT PATH ASSESSMENT - CTMP
GEORGIANA TCE & JOHN WHITEWAY DR
07 220435-TR01-07.1

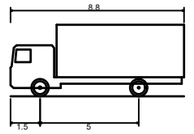
Designed: JH
Drawn: JH
Checked: GB

Scales: Plan -
Horiz. -
Vert. -
X-Sect. -
Datum: A.H.D.

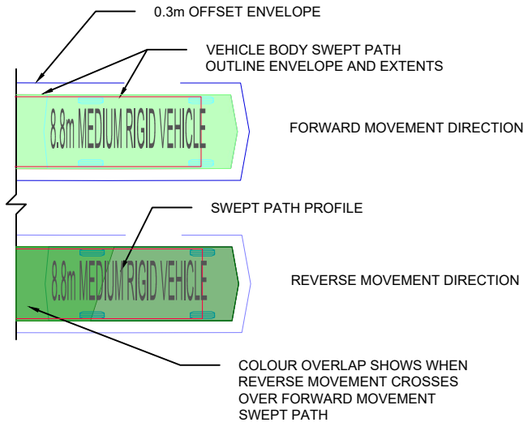
Plan No.
220435-TR101-07
File Ref. 220435
REV. 01

A3

LEGEND



MRV - Medium Rigid Vehicle	
Overall Length	8.800m
Overall Width	2.500m
Overall Body Height	3.633m
Min Body Ground Clearance	0.428m
Track Width	2.500m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10.000m



PLAN
SCALE 1:500

5 0 5 10 15 20 25 1:500
METRES

REV	AMENDMENT	ISSUED	DATE
A	SWEPT PATH	JH	03/06/22
B	~~REVISED~~ SWEPT PATH	JH	29/07/22

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Client:
COMPLETE BY MJH

87-89 JOHN WHITEWAY DRIVE, GOSFORD
SWEPT PATH ASSESSMENT - CTMP
DONNISON ST & JOHN WHITEWAY DR
08 220435-TR01-08

Designed: JH
Drawn: JH
Checked: GB
Scales: Plan -, Horiz. -, Vert. -, X-Sect. -
Datum: A.H.D.

Plan No.
220435-TR101-08
File Ref. 220435
REV. 01

Appendix E – Driver's Code of Conduct

BARKER RYAN STEWART

Deicorp Pty Ltd

Driver's Code of Conduct

87-89 John Whiteway Drive, Gosford

17 August 2022

ENGINEERING
PLANNING
SURVEYING
CERTIFICATION
PROJECT MANAGEMENT

Project No.	220435
Author	RD
Checked	GB
Approved	GB

Rev No.	Status	Date	Comments
1	Final	12/08/2022	
2	Final	17/08/2022	

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NORTHERN RIVERS P (02) 6681 6696 E northernrivers@brs.com.au
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1 General Requirements 4
2 Heavy Vehicle Speed 4
3 Heavy Vehicle Driver Fatigue 4
4 Heavy Vehicle Compression Braking 5
5 Heavy Vehicle Noise 5
6 Covering Loads 6
7 Heavy Vehicle Departure and Arrival 6
8 Heavy Vehicle Breakdown and Incidents 6
9 Complaints and Compliance Measures and Monitoring 7
10 Emergency Contact Numbers 8
11 Driver's Code of Conduct – Site requirements 8

List of Appendices

Appendix A – Vehicle Movement Plan

1 General Requirements

This Driver's Code of Conduct has been prepared for the excavation and construction stages of a proposed residential unit development at 87-89 John Whiteway Drive, Gosford. All drivers of heavy vehicles hauling spoil from the site or delivering materials, equipment or machinery to the site must:

1) Hold a valid driver's licence for the class of vehicle that they operate;
2) Operate the vehicle in a safe manner on public roads and within the site;
3) Comply with the direction of authorised site personnel when entering, leaving or within the site;

This Drivers Code of Conduct complies with Condition C20 of development consent SSD-10321 MOD 2. Condition C20 states:

'A Driver Code of Conduct must be prepared and communicated by the Applicant to heavy vehicle drivers and must address the following:
(a) minimise the impacts of earthworks and construction on the local and regional road network;
(b) minimise conflicts with other road users;
(c) minimise road traffic noise; and
(d) ensure truck drivers use specified routes.'

2 Heavy Vehicle Speed

Increased speed means not only an increased risk of crashing but also increased severity if an accident occurs. A study undertaken for the Australian Transport Safety Bureau found that travelling 10 km/h faster than the average traffic speed can more than double the risk of involvement in a casualty accident. (Source Transport for NSW (TfNSW)).

There are two types of speeding:

1) Where a heavy vehicle travels faster than the posted speed limit; and
2) Where a driver travels within the speed limit but because of road conditions (e.g., increased traffic movement, parked cars creating a narrower street, fog or rain) this speed is inappropriate. (Source TfNSW).

Drivers and truck operators are to be aware of the "Three Strikes Scheme" introduced by Transport for NSW (TfNSW) which applies to all vehicles over 4.5 tonnes. When a heavy vehicle is detected travelling at 15 km/h or more over the posted or relevant heavy vehicle speed limit by a mobile Police unit or fixed speed camera, TfNSW will record a strike against that vehicle. If three strikes are recorded within a three year period, TfNSW will act to suspend the registration of that vehicle (up to three months). More information is available from the TfNSW website. Vehicle speeds on public roads are enforced by the NSW Police Service.

3 Heavy Vehicle Driver Fatigue

Fatigue is one of the biggest causes of accidents for heavy vehicle drivers. The Heavy Vehicle Driver Fatigue Reform was therefore developed by the National Transport Commission (NTC) and approved by Ministers from all States and Territories in February 2007.

The Heavy Vehicle Driver Fatigue Law commenced in NSW on 28 September 2008 and applies to trucks and truck combinations over 12 tonne GVM (however there are Ministerial Exemption

Notices that can apply). Under the law, industry has the choice of operating under three fatigue management schemes:

1) Standard Hours of Operation
2) Basic Fatigue Management (BFM)
3) Advanced Fatigue Management (AFM)

All heavy vehicle drivers hauling spoil from the site or delivering materials, equipment or machinery to the site are to be aware of their adopted Fatigue Management Scheme and operate within its requirements.

4 Heavy Vehicle Compression Braking

Compression braking by heavy vehicles is a source of irritation to the community generating many complaints especially at night when residents are especially sensitive to noise. In some instances, compression braking is required for safety reasons however when passing through or adjacent to residential areas or isolated farmsteads a reduction in the speed of the vehicle is recommended to reduce the instances and severity of compression braking. Due to the relative proximity to homes along the access routes to and from the site, drivers are requested to limit the noise created in this area as much as possible.

5 Heavy Vehicle Noise

Table 1: Site Operating Hours

Activity	Day	Time
Removing Spoil/ Delivery of materials, equipment, and machinery	Monday - Friday	7:00am to 6:00pm
	Saturday	8:00am to 1:00pm
	Sunday and Public Holidays	Nil

The following activities may be conducted on site outside of these hours specified in Table 1;

a) delivery of materials as requested by Police or other authorities for safety reasons; and
b) emergency work to avoid the loss of lives, property and/or to prevent environmental harm.

In such circumstances the Construction Supervisor must notify EPA and affected residents prior to undertaking the works, or within a reasonable period in the case of an emergency.

6 Covering Loads

Loose material on the road surface has the potential to cause road crashes and vehicle damage.

All trucks arriving at or departing from the site whether loaded with material or not are required to have an effective cover over their load for the duration of the trip. The load cover may be removed upon arrival at the delivery site.

All care is to be taken to ensure that all loose debris from the vehicle body and wheels are removed prior to leaving the site. Drivers must ensure that, following tipping, the tailgate is locked before leaving the site.

The Construction Supervisor is to monitor loose material on the haulage routes to and from the site and take appropriate action (removal or suppression) regularly.

7 Heavy Vehicle Departure and Arrival

All heavy vehicles are to enter and exit the site via Gosford's road network in accordance with the routes shown in the Vehicle Movement Plan at Appendix A.

Heavy vehicles travelling in close proximity on dual lane public roads can be of concern to light vehicle drivers as well as increasing noise through or adjacent to residential areas. To alleviate public concern and increase road safety, heavy vehicles leaving the site should try to be separated by a minimum, 2 minute interval.

It is difficult to schedule arrivals to the site (except at the commencement of work for the day) due to the different directions of approach from external jobs and the varying job completion times, however, when a driver becomes aware, through visual contact or two-way contact between trucks, that they will arrive at approximately the same time then they are to ensure that there is a suitable gap between vehicles.

8 Heavy Vehicle Breakdown and Incidents

In the case of a breakdown the vehicle must be towed to the nearest breakdown point as soon as possible. All breakdowns must be reported to the TMC (Transport Management Centre) on 131 700 and the vehicle protected in accordance with the Heavy Vehicle Drivers handbook.

To ensure that traffic impacts are minimised in the event of an incident, rapid response from the haulage company is required. In order to ensure rapid response to incidents drivers are encouraged to contact the TMC on 131700, as soon as the stranded vehicle and load is safely secured.

If there is a product spill while loading/unloading or en-route the driver must:

1) Immediately warn persons in the area who may be at risk;
2) Inform the site manager immediately so that Emergency services can be contacted, and a clean-up initiated;
3) All spills must be adequately cleaned up and waste disposed of in an acceptable and environmental manner;

4) Put out warning triangles where it is safe to do so;
5) Contact the NSW Police Service.

9 Complaints and Compliance Measures and Monitoring

To assist in the orderly resolution of complaints, the Site Manager will keep a register itemising all reported incidents relating to complaints in regard to heavy vehicle driver conduct.

The incident register is to include (where possible):

1. Date of the complaint.
2. Time of the complaint.
3. Name of the complainant (if available).
4. How the complaint was received.
5. Detailed description of the complaint (including location, driver/heavy vehicle details
6. What / when actions were taken to resolve the issue; and
7. The reply to the person / organisation that made the complaint.

Once the Site Manager is satisfied that the complaint is substantiated, an investigation of the location and causes of the complaint will be undertaken. Following investigation of the issue, the Site Manager will provide feedback to the complainant that details the investigations undertaken, the result of the investigation and measures implemented to ensure that operations remain compliant. A description of any follow-up investigations and the response provided to the complainant will also be recorded in the *Complaints Register* upon satisfactory closure of the issue.

The site incident register is to be made available, upon request, to an authorised State government or Council officer.

In addition to the register, any breach of the Code of Conduct will result in the offending driver being placed on a **Driver's Code of Conduct Disciplinary Action Register.**

There are 3 stages to the process:

1st Warning – Driver will be warned for the breach and entered into the register.

2nd Warning – Driver will be warned for the breach, entered into the register and the company of the driver will be notified that a second breach of the site rules has occurred by the offending driver. The result of this second breach will result in the driver being banned from the site for a period to be determined by the Site Manager, depending on the severity of their actions.

3rd Warning – The driver will be banned, and the company of the driver will be notified of the ban period imposed on the driver.

10 Emergency Contact Numbers

1) Transport Management Centre – 131700
2) Central Coast Council – (02) 4324 7891
3) NSW Police Service (Gosford) – (02) 4323 5599
4) Site Manager – TBC

11 Driver's Code of Conduct – Site requirements

WHEN ENTERING SITE:

- Read and agree to **Drivers Code of Conduct;**
- Minimise the use of compression brakes in close proximity to residential areas;
- Traffic management plan, location of tarping, un- tarping, tip off and where to adjust their load;
- Emergency evacuation muster point – remain calm and wait for instructions from Emergency Wardens;
- It is preferable you do not exit your vehicle whilst being loaded, if you are required to do so you must notify an operator if you intend of getting out of your vehicle;
- Do not climb on the tyres or any part of the truck where there are no stairs;
- PPE to be worn on site;
- Hard Hats to be worn everywhere on site when out of your vehicle, except when parked up and going to amenities;
- Children and pets are not permitted on site unless authorised;
- Mobile phones are not to be used unless they are hands free;
- Location of policies and directives and you may be required to undertake random drug and alcohol testing while on site;
- First aid kits, fire extinguisher and spill kits.

WHEN LEAVING SITE:

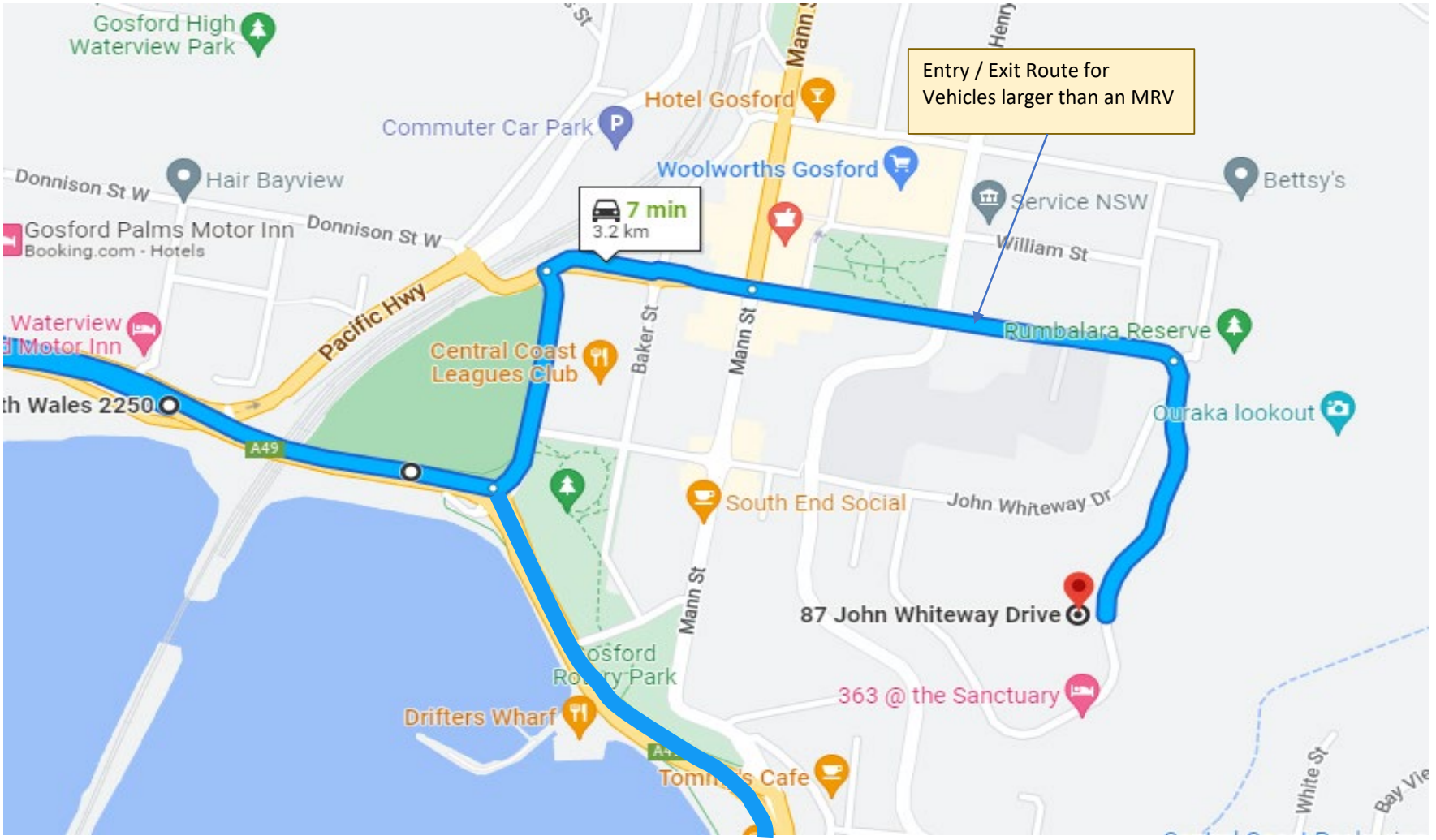
- **All loads must be covered before leaving site**
- When leaving site, minimise the use of compression brakes through the residential areas;
- Trucks leaving site shall be separated by 2-minute intervals.

Only relevant to Visitors in addition to above

- Visitors are to be accompanied by an employee;
- Pedestrians are not permitted in areas while machinery is operating, remain in designated walkways;
- Report all incidents and hazards immediately to the site supervisor/manager.

Appendix A – Vehicle Movement Plan

87-89 John Whiteway Drive, Gosfrord
Vehicle Management Plan



87-89 John Whiteway Drive, Gosfrord
Vehicle Management Plan