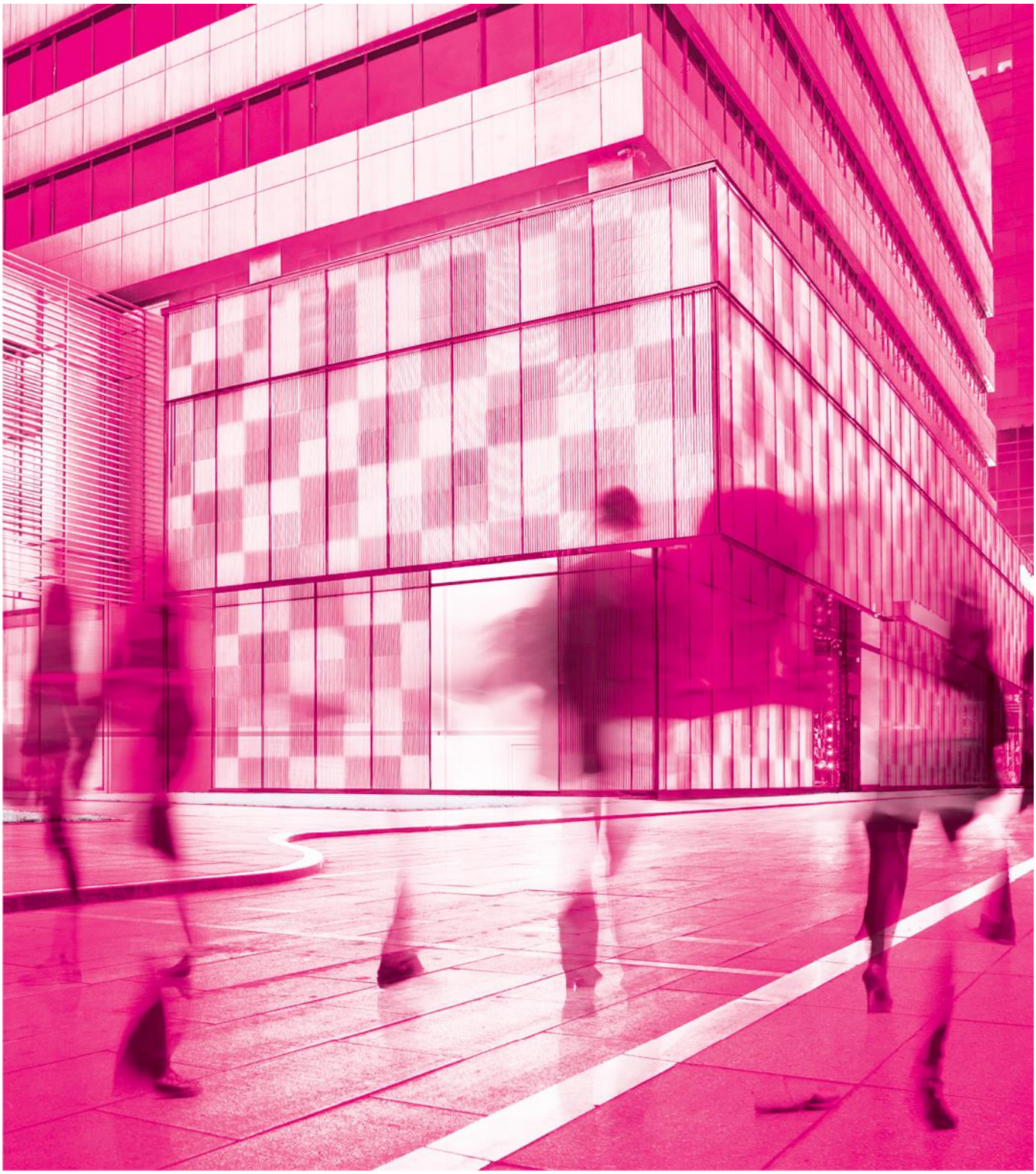

report;

Roseville College Student Wellbeing Centre - CTMP

For Taylor Construction Group

22 July 2022

parking;
traffic;
civil design;
wayfinding;

ptc.

Document Control

Roseville College Student Wellbeing Centre - CTMP, Report

Issue	Date	Issue Details	Author	Reviewed	For the attention of
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Contents

1. Introduction

1.1 Project Summary

ptc. has been engaged by Taylor Construction Group to prepare a construction traffic management plan (CTMP) in response to the conditions of consent (SSD-9912) for the construction of a Student Wellness Centre (SWELL) at Roseville College.

The project is located at 27 Bancroft Avenue in Roseville within the Ku-ring-gai Council Local Government Area (see Figure 1-1).

This CTMP is associated with the demolition, excavation and construction associated with the following proposal:

- Demolition of the existing sports courts and the property at 37 Bancroft Avenue,
- Construction of a new semi-recessed three / four storey building including a 25m swimming pool and associated facilities,
- Construction of a two-storey car park comprising a basement level and semi-basement level,
- Construction of rooftop sports courts above the new car park,
- Construction of a new access way to the new car park via Recreation Avenue.

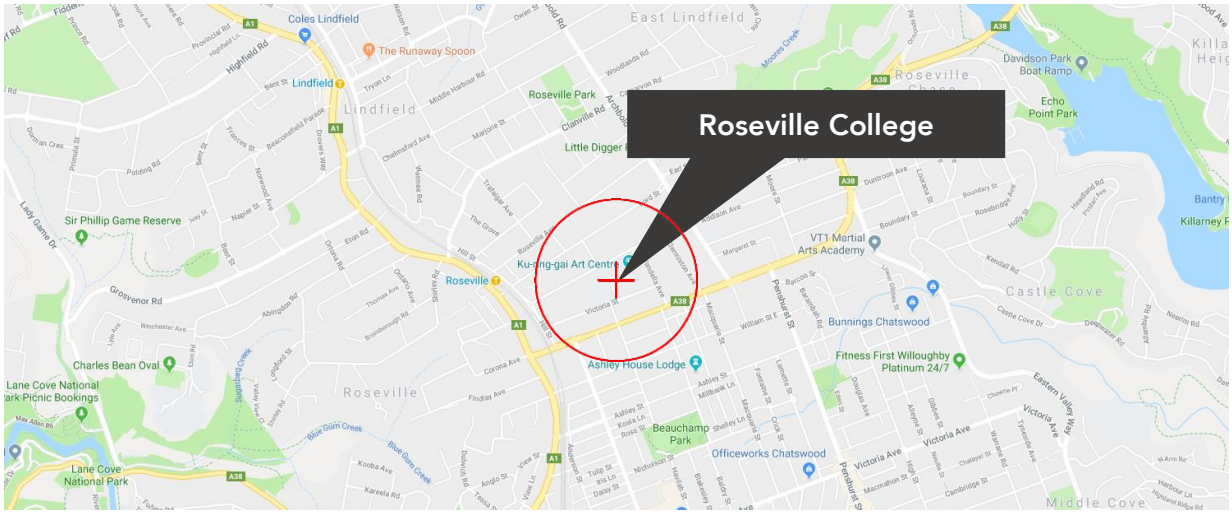


Figure 1-1 – Site Location

1.2 Purpose of this Report

This report presents the following considerations in relation to the construction traffic management of the Proposal:

Section 2	A description of the project;
Section 3	A description of the road network serving the development property;
Section 4	Construction traffic management plan; and
Section 5	Summary.

1.3 Consent Details and Relevant Conditions

The consent (SSD-9912) was granted to the applicant, The Anglican Schools Corporation by the Independent Planning Commission on 18 June 2021 within the properties known as 27-29 and 37 Bancroft Avenue, Roseville, being Lot 2003 in DP 1084428 and Lot 18 in DP 5035. The consent is for the Construction and operation of a Sport and Wellbeing Centre on the Roseville College school campus,

- demolition of outdoor sports courts at 27-29 Bancroft Avenue;
- demolition of a dwelling, ancillary structures and hardstand areas at 37 Bancroft Avenue;
- tree removal and excavation works;
- construction of a three-storey building, comprising: o 48 basement car parking spaces;
- eight-lane swimming pool, associated concourse and grandstand;
- gymnasium;
- food technology space;
- general learning areas;
- change facilities, amenities and storage;
- mechanical plant, on-site detention, filtration plant and chemical store; and
- rooftop multi-purpose sports courts.
- landscaping; and
- signage.

The conditions relating to this document are as follows:

B14. The Construction Traffic and Pedestrian Management Sub-Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:

a) be prepared by a suitably qualified and experienced person(s);

b) be prepared in consultation with Council and TfNSW;

c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services;

d) detail heavy vehicle routes, access and parking arrangements;

e) ensure that construction vehicle movements do not occur during the school drop-off (7:45am to 8:30am) and pick up (2.45pm to 3:30pm) periods on school days;

f) detail the operational requirements for a Works Zone along Bancroft Avenue, including activities to be carried out, measures for safe access and egress and hours of operation; and

g) include traffic control sub-plans for each of the following stages of work:

i. demolition;

ii. *excavation;*

iii. *concrete pour;*

iv. *construction of vehicular crossing and reinstatement of footpath; and*

v. *traffic control for vehicles reversing into or out of the site.*

B18. 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 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.

B21. Prior to the commencement of construction, evidence of compliance of construction access arrangements with the following requirements must be submitted to the Certifier: (a) all vehicles must enter and leave the site in a forward direction;

a) the swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, is in accordance with the latest version of AS 2890.2; and

b) the safety of vehicles and pedestrians accessing adjoining properties, where shared vehicle and pedestrian access occurs, has been addressed.

A further condition that requires a Construction Worker Transportation Strategy is stated as follows and has been addressed in a separate document prepared by ptc.

B19. Prior to the commencement of construction, the Applicant must prepare and submit a Construction Worker Transportation Strategy (CWTS) for the development to the satisfaction of the Planning Secretary. The CWTS must include the following: (a) detailed the provision of sufficient parking facilities to minimise the car parking demand for construction workers in the locality and impacts on nearby public and residential streets or public parking facilities;

a) options to secure off-site car parking on a temporary basis (such as a leasing arrangement) for the duration of construction, where practicable; and

b) *arrangements to effectively manage and monitor construction parking issues that may occur once construction works have commenced.*

2. The Development

2.1 Site Content

Roseville College is located at 27-29 Bancroft Avenue in the suburb of Roseville, which is approximately 10 kilometres north of Sydney CBD. The College campus is located between Victoria Street to the south and Bancroft Avenue to the north. Prior to the SSDA submission 37 Bancroft Avenue was acquired by the College to facilitate the SWELL project.

The College is located within a predominantly residential area to the east of the T1 railway line, comprising a mix of large established dwellings and the Roseville Lawn Tennis Club to the west and medium density residential flat building to the south.

The Pacific Highway and Roseville railway station are located approximately 400 metres to the west of the site.

The aerial photograph in Figure 2-1 provides an overview of the area and context in relation to the surrounding land uses.

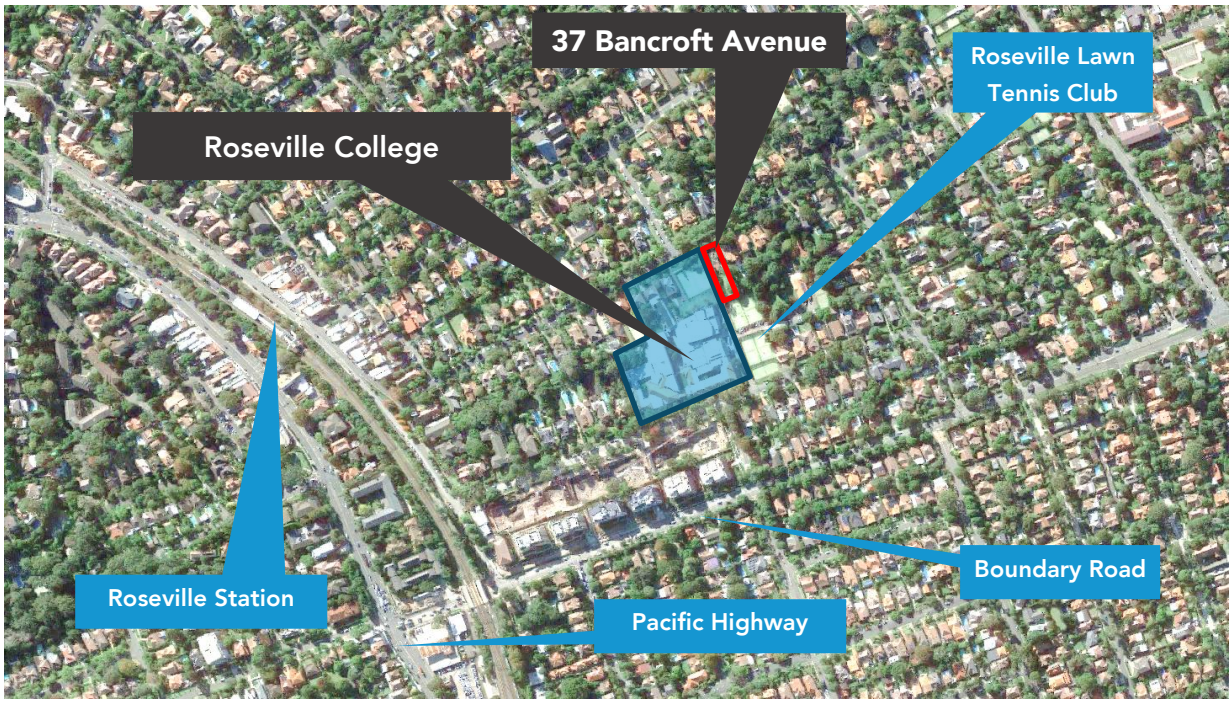


Figure 2-1 – Roseville College Context

2.2 Development Proposal

The proposed SWELL will be built on the site of the current sports courts and the site of No. 37 Bancroft Avenue.

The development will include two parts:

Part 1: Carpark (27-29 Bancroft Avenue)

- Demolition of existing sports courts;
- Construction of:
    - Two storey car park with a basement level and one semi-basement level (each level having separated access);
    - Storage areas; and
    - Amenities
- Partial demolition and modifications to existing staff carpark to the south of the new works for a new access way; and
- Landscaping.

Access to the basement level of the new carpark will be via the existing staff carpark off Recreation Avenue. A new ground-level vehicle access from Recreation Avenue will also be constructed to provide access to the new ground-level car park.

Part 2: Swimming Pool (37 Bancroft Avenue)

To adjoin the new carpark constructed in Part 1 and extending into 37 Bancroft Avenue, a new semi-recessed three / four storey building will be constructed, including:

- 25m swimming pool;
- An additional rooftop sports court;
- Gym (across two levels)
- Learning spaces;
- Amenities;
- Staff area;
- Lobby;
- Goods lift;
- Storage; and
- Landscaping

The proposed development of the SSD is shown in Figure 2-2 to Figure 2-4.

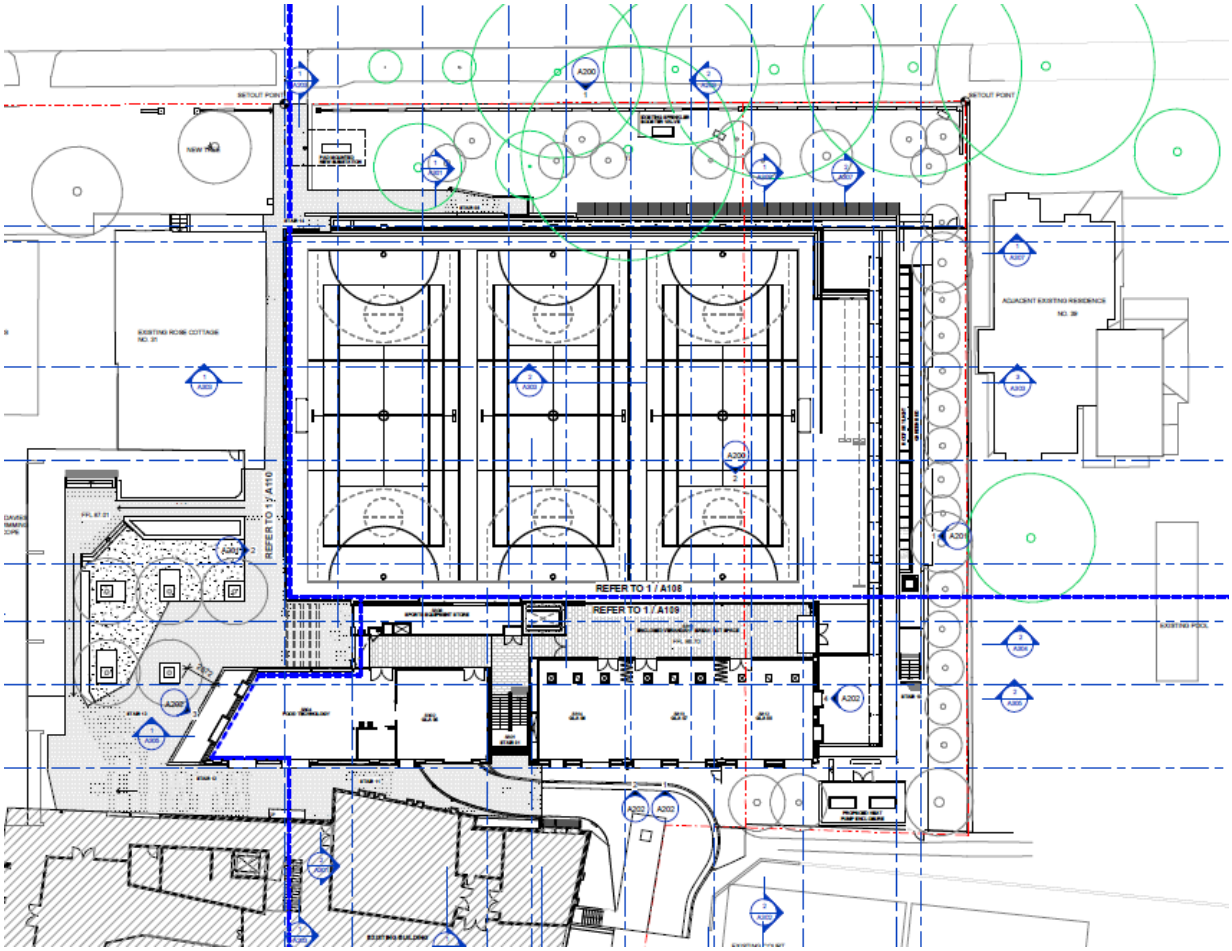


Figure 2-2 – Court Level

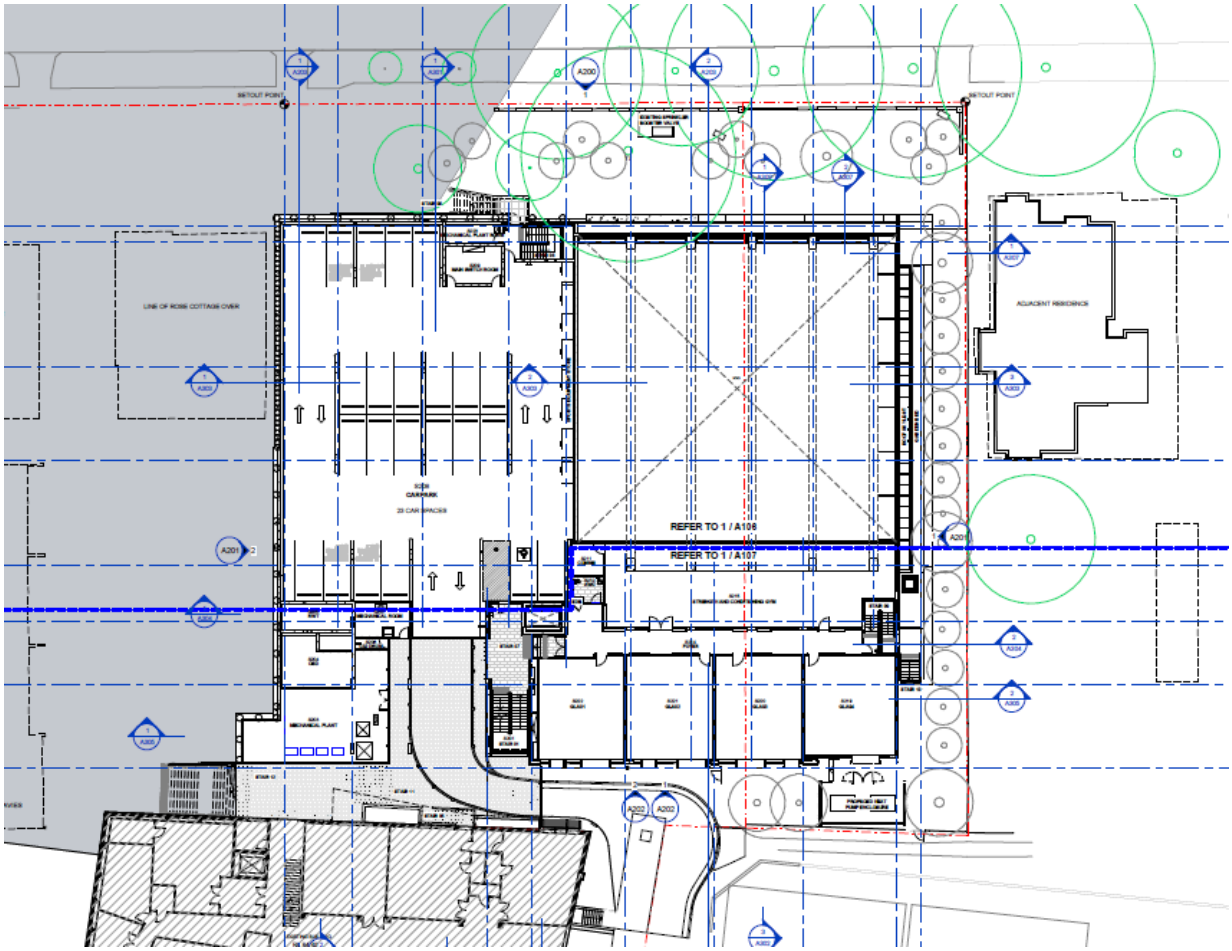


Figure 2-3 – Ground Level

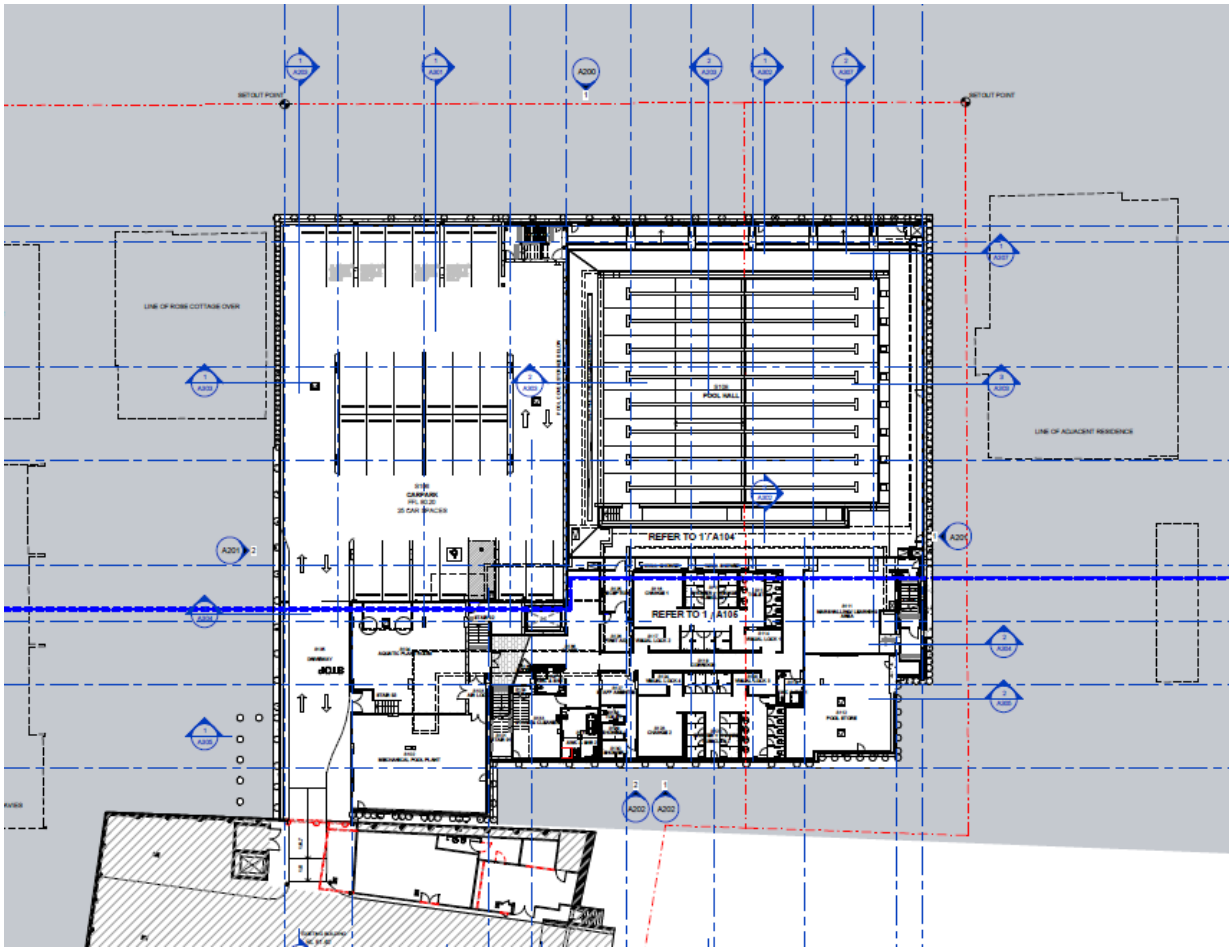


Figure 2-4 – Pool Concourse Floor

3. Existing Transport Facilities

3.1 Road Hierarchy

The College is located in Roseville to the east of the T1 railway and the Pacific Highway, and in this regard has reasonably good connections to the north shore arterial road network. However, connections to the west are somewhat limited by the North Shore Railway line, which acts as a barrier through the area.

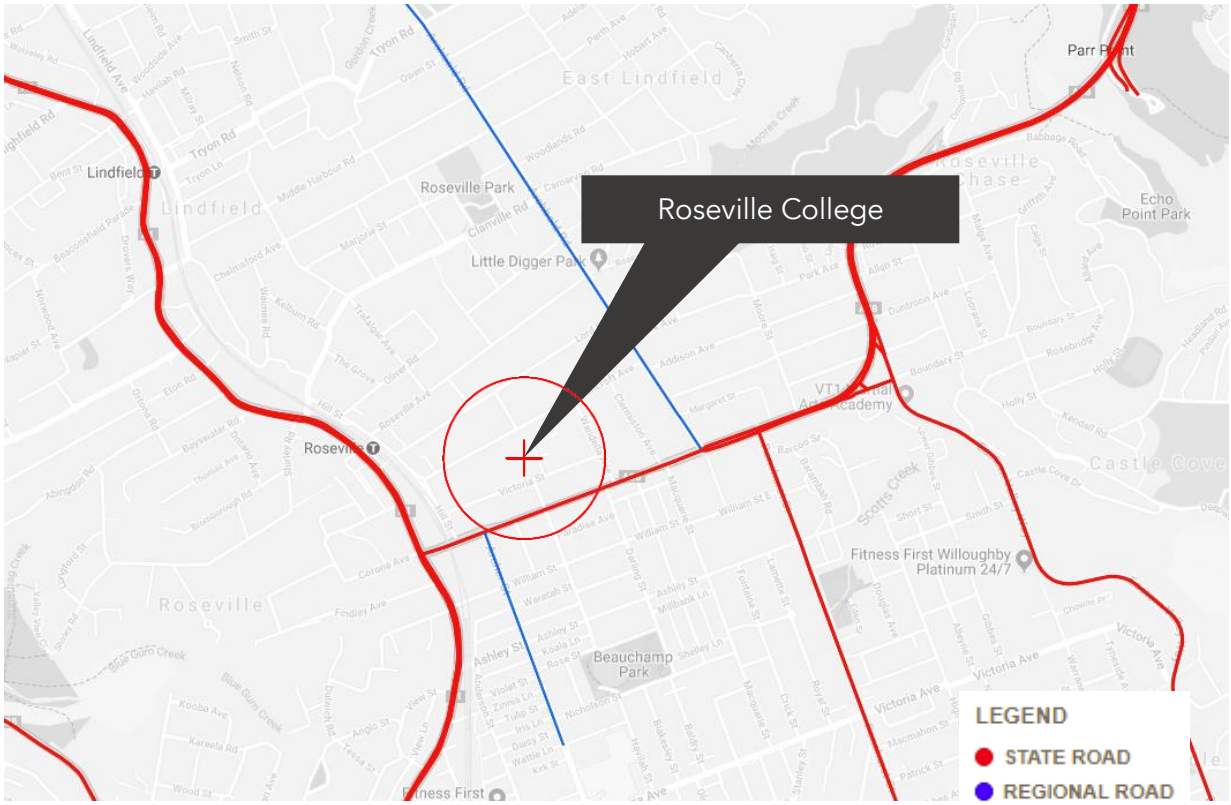


Figure 3-1 – Road Hierarchy

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

State Roads	- Freeways and Primary Arterials (TfNSW Managed)
Regional Roads	- Secondary or Sub Arterials (Council Managed, partly funded by the State)
Local Roads	- Collector and Local Access Roads (Council Managed)

The road network servicing the College includes:

The Pacific Highway, which is classified as a State Road and follows a north–south alignment. Within the suburb of Roseville, the carriageway accommodates three (3) traffic lanes in each direction with auxiliary turning lanes at major intersections.

Boundary Road, which is classified as a State Road and provides a connection between Pacific Highway to the west and Warringah Road to the east.

Recreation Avenue, which is a Local Road providing vehicular access to the existing and future car park in the College and the car park of Roseville Tennis Club. Recreation Avenue is a cul-da-sac with narrow carriageway in the width of approximately 5.5m. Access to Recreation Avenue is only available via Victoria Street.

Victoria Street, which is a Local Road providing access to the local properties. Victoria Street provides strategic access to the College frontage. Dedicated pickup and drop-off areas are provided along the northern side of Victoria Street during the school time. Most of on-street parking spaces are unrestricted parking with the exception of 1/2P on the opposite side the College during school hours.

Bancroft Avenue, which is a Local Road parallel to Victoria Street to the north of the College. Currently the College's driveway along Bancroft Avenue only provide garbage truck access for waste collection. In the vicinity of the College the carriageway accommodates single marked traffic lanes in each direction, with parking along both sides.

3.2 Surrounding Traffic Controls

The traffic controls in the vicinity of the College comprise a general 50kph speed limit with a 40kph school zone applicable to Victoria Street and Bancroft Avenue.

Local Area Traffic Management treatments are installed on both Victoria Street and Bancroft Avenue at Hill Street, which intersect with Boundary Road on the south end. Wombat pedestrian crossings are provided in front of the College's main accesses at both Victoria Street and Bancroft Avenue.

3.3 College Traffic and Parking Arrangements

The College benefits from two road frontages comprising Victoria Street and Bancroft Avenue. Vehicular access to the basement car park is currently only available via two driveways off Recreation Avenue. There is another driveway off Bancroft Avenue, which is only used by emergency vehicles and garbage trucks for waste collection. Both of these roads are classified as "local roads" according to the TfNSW Road Classification map and are residential in character (refer to Section 3.1 for further details).

The primary on-street drop-off and pick-up area is provided along Victoria Street.

3.3.1 On-Street Parking Controls

The College has two road frontages; Victoria Street and Bancroft Avenue with on-street parking. The on-street parking restrictions vary subject to different time of day. The various parking controls are presented in Figure 3-2 which comprise either unrestricted parking, 'No Parking', or 'No Parking during student drop-off and pick-up periods' ('No Parking' permits a driver to stop for up to two minutes, however, they must remain within three metres of the vehicle) and 1/2P during school pickup and drop-off periods. The on-street drop-off parking will need to be relocated to accommodate the Works Zone.

Figure 3-2 – Existing On-Street Parking Controls

3.4 Public Transport

The College is well serviced by both train and bus services operating on the T1 Railway Line and a number of buses operating along Boundary Road and Pacific Highway and Hills Street.

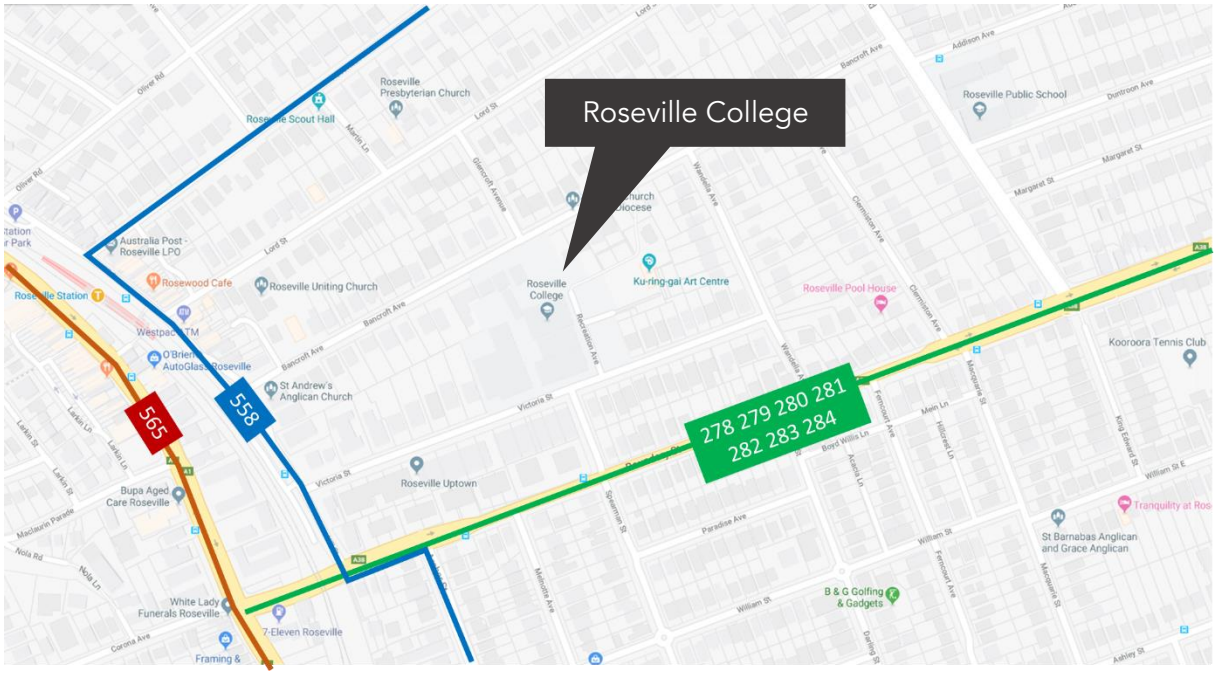


Figure 3-3 – Surrounding Public Transport (Bus and Train Services)

3.4.1 Rail

Roseville Station is located approximately 300m walking distance from the Bancroft Avenue entrance and is situated on the T1 North Shore Line, providing access to the College from Northern, Southern and Western suburbs (via interchange at Sydney CBD stations).

Table 3.1 – Rail Services

Rail Route	From	To	Frequency on Weekdays (approx.)
Northern Line (Southbound)	Berowra/Hornsby	Parramatta (via Central)	Arrive every 15 minutes (morning peak and afternoon school peak)
Northern Line (Northbound)	Parramatta (via Central)	Hornsby/Berowra	Arrive every 6-9 minutes (morning peak) Depart Every 6-9 minutes (afternoon school peak)

Services via the North Shore/Northern Line are frequent and provide excellent availability throughout the day, especially during peak hours.

3.4.2 Bus

A bus stop is located approximately a 2 min walk (120m) from the College at the corner of Boundary Road and Spearman Street. The buses on the opposite direction can be accessed via the signalised crossing at the intersection of Boundary Road and Archer Street.

3.5 Active Travel

In addition to public transport, the locality has been assessed for its active transport potential.

3.5.1 Walking

In terms of public infrastructure, the local road network offers a high level of amenity and safety for pedestrians, providing footpaths on either side of most roadways, wombat crossings, supporting signage and appropriate lighting throughout the locality.

3.5.2 Cycling

The subject site is located within a well-connected bicycle network. Figure 3-4 presents a screenshot of the cycle map published by Council. This will encourage and promote cycling as an alternative mode of transport for its occupants which is a healthy, low cost and environmentally-friendly method of travel.

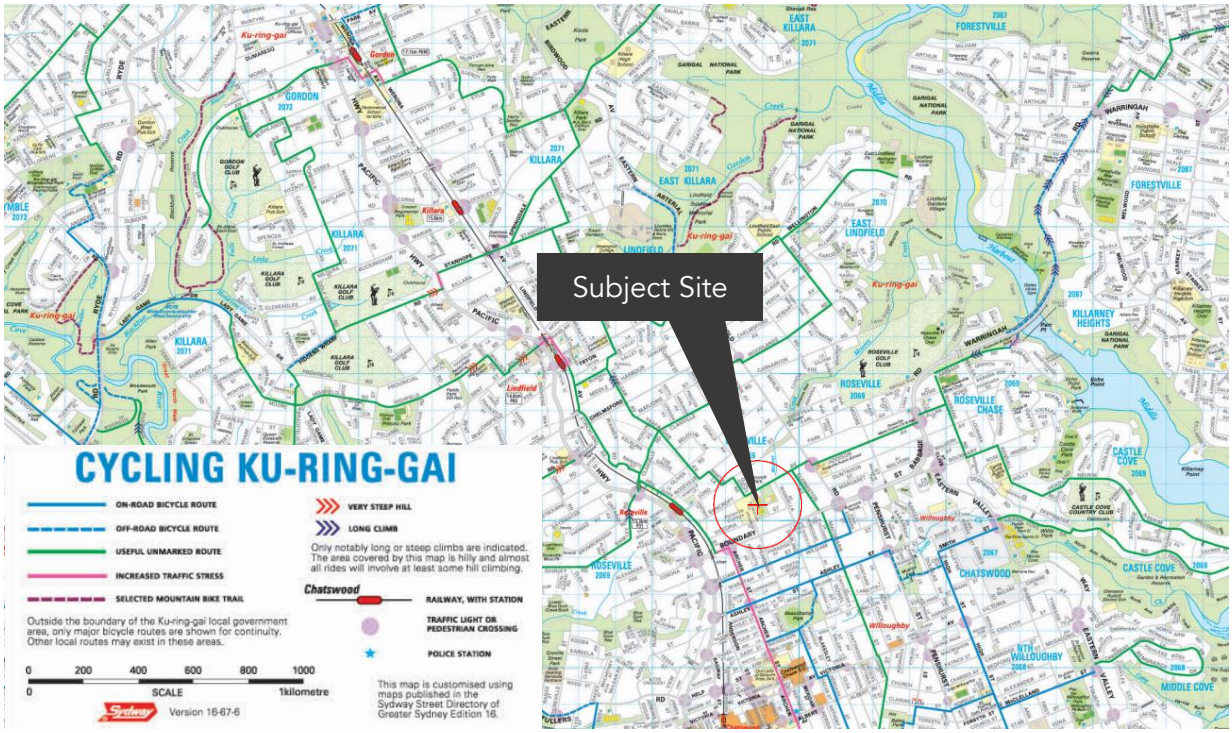


Figure 3-4 - Surrounding cycle paths (Source: Ku-ring-gai Cycleways Map)

4. Construction Traffic Management Plan

4.1 Objective

The traffic management plan associated with the construction activity aims to ensure the safety of all workers and road users in the vicinity of the construction site and the following are the primary objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network;
- To ensure continuous, safe and efficient movement of traffic for both the general public and construction workers;
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions;
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site;
- To provide information regarding the changed access arrangement and also a description of the proposed external routes for vehicles including the construction vehicles accessing the site; and
- Establishment of a safe pedestrian environment in the vicinity of the site.

4.2 General Requirements

In accordance with Transport for NSW (TfNSW) requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site.

All subcontractors must be inducted by the lead contractor to ensure that the procedures are met for all vehicles entering and exiting the construction site. The lead contractors will monitor the roads leading to and from the site and take all necessary steps to rectify any road deposits caused by site vehicles.

Vehicles operating to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

4.3 Staging and Program

The proposed overall development of the site will involve demolition, shoring, earthworks / excavation and construction, to which this CTMP relates.

The estimated staging, description and programming of the works is summarised in Table 4.1.

Table 4.1 – Staging and Program of the Overall Project

Phase	Duration	Estimated Commencement
Enabling Works	2 week	25th July 2022
Demolition Works	3 weeks	
Shoring Systems	8 weeks	
Bulk Excavation	11 weeks	
Structure	26 weeks	
Roadworks to Recreation Avenue	4 weeks	
Fit-off and Facades	24 weeks	

The enabling works involve road works to Recreation Avenue.

Major concrete pours and crane/plant erection and dismantle will only take place during school holiday periods where possible. Fixed cranes, excavation plants as well as piling plants will enter the site after hours via Bancroft Avenue with appropriate traffic control.

4.4 Hours of Work

All works, associated with the project will be restricted to the time periods by conditions C4 of the consent as follows:

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

(a) between 7am and 6pm, Mondays to Fridays inclusive; and

(b) between 8am and 1pm, Saturdays.

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

4.5 Construction Vehicle Types

As discussed in Section 4.3, the construction will be undertaken in six stages and each stage will require ingress and egress for various vehicles dependent on the stage of construction.

Table 4.2 – Construction Vehicles and Estimated Vehicle Trips

Phase	Maximum Size of Vehicle	Estimated Max Daily Trips
Enabling Works	HRV	4
Demolition Works	19m Truck and dog	8
Shoring Systems	HRV	10
Bulk Excavation	19m Truck and dog	16
Structure	HRV	Generally 4 trips; maximum of 50 trips on days of concrete pours
Roadworks to Recreation Avenue	HRV	4
Fit-off and Facades	HRV	4

**These are the estimated maximum trips during each stage and the intensity will vary dependent on the construction activity being undertaken, i.e. – concrete pours, material deliveries, etc.*

Any oversized vehicle that is required to travel to the project will be dealt with separately, with the submission of required permits to and subsequent approval by Ku-ring-gai Council prior to any delivery.

4.6 Construction Vehicle Routes

The site is located in Roseville and the proposed construction vehicle routes have regard for the surrounding traffic arrangements within the vicinity of the site, as shown in Figure 4-1 and Figure 4-2.

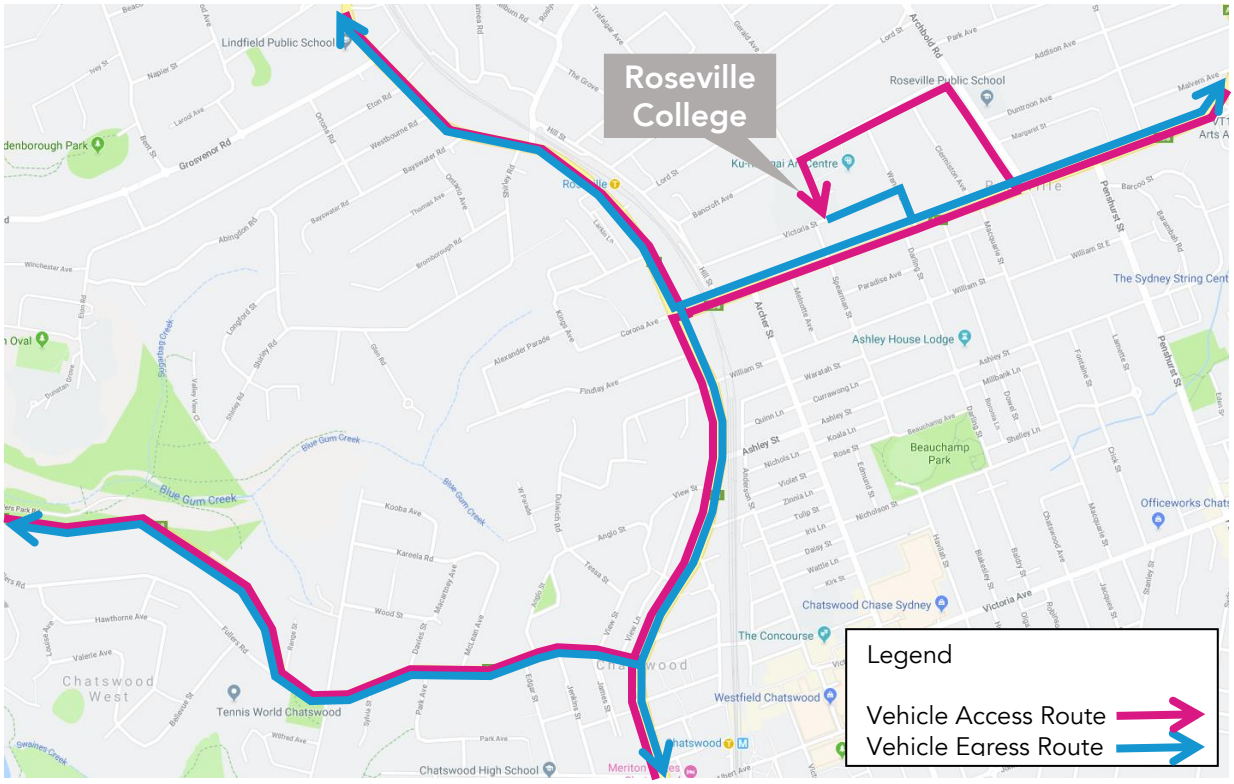


Figure 4-1 – Construction Vehicle Routes – 19m Truck & Dog (Demolition, Shoring and Excavation Stages)

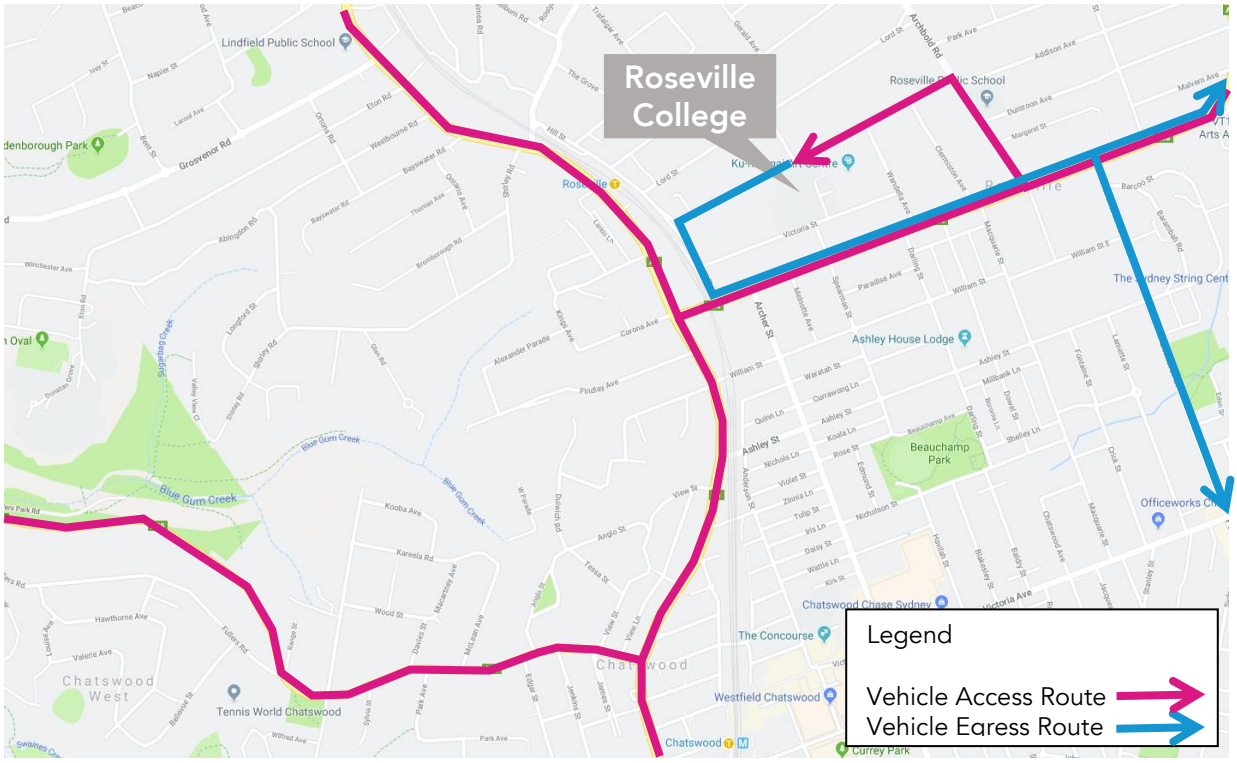


Figure 4-2 – Construction Vehicle Routes - 12.5m HRV (Construction Stage)

No queuing or marshalling of trucks is permitted on any public road.

All vehicle routes are constrained to existing public roads that have the physical geometry to accommodate the turning movements.

All access gates to the site will be managed by gate controllers to ensure the safe management of the access and egress to the site and its interaction with non-construction traffic on the road network.

Swept path analysis has been undertaken utilising a truck and dog truck being the largest expected vehicle type on the key intersections to confirm that the exiting intersections can accommodate these vehicles.

Figure 4-3 – Intersection Overview

The swept path analysis for each intersection can be found in Figure 4-8 through Figure 4-9.

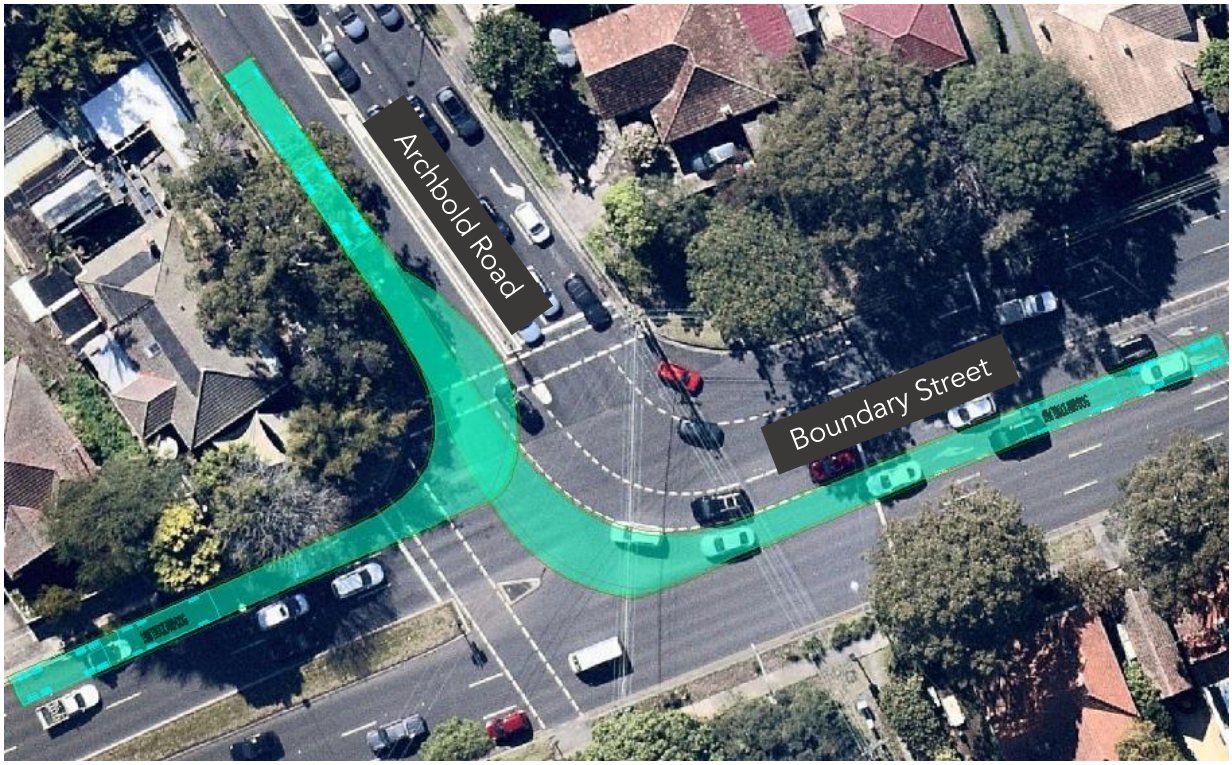


Figure 4-4 – 19m Truck and Dog at intersection 1 (Boundary Street/Archbold Road)

Figure 4-5 – 19m Truck and Dog at intersection 2 (Archbold Road/Bancroft Avenue)

Figure 4-6 – 19m Truck and Dog at intersection 3 (Bancroft Avenue/Wandella Avenue)

Figure 4-7 – 19m Truck and Dog at intersection 4 (Wandella Avenue/Victoria Street)

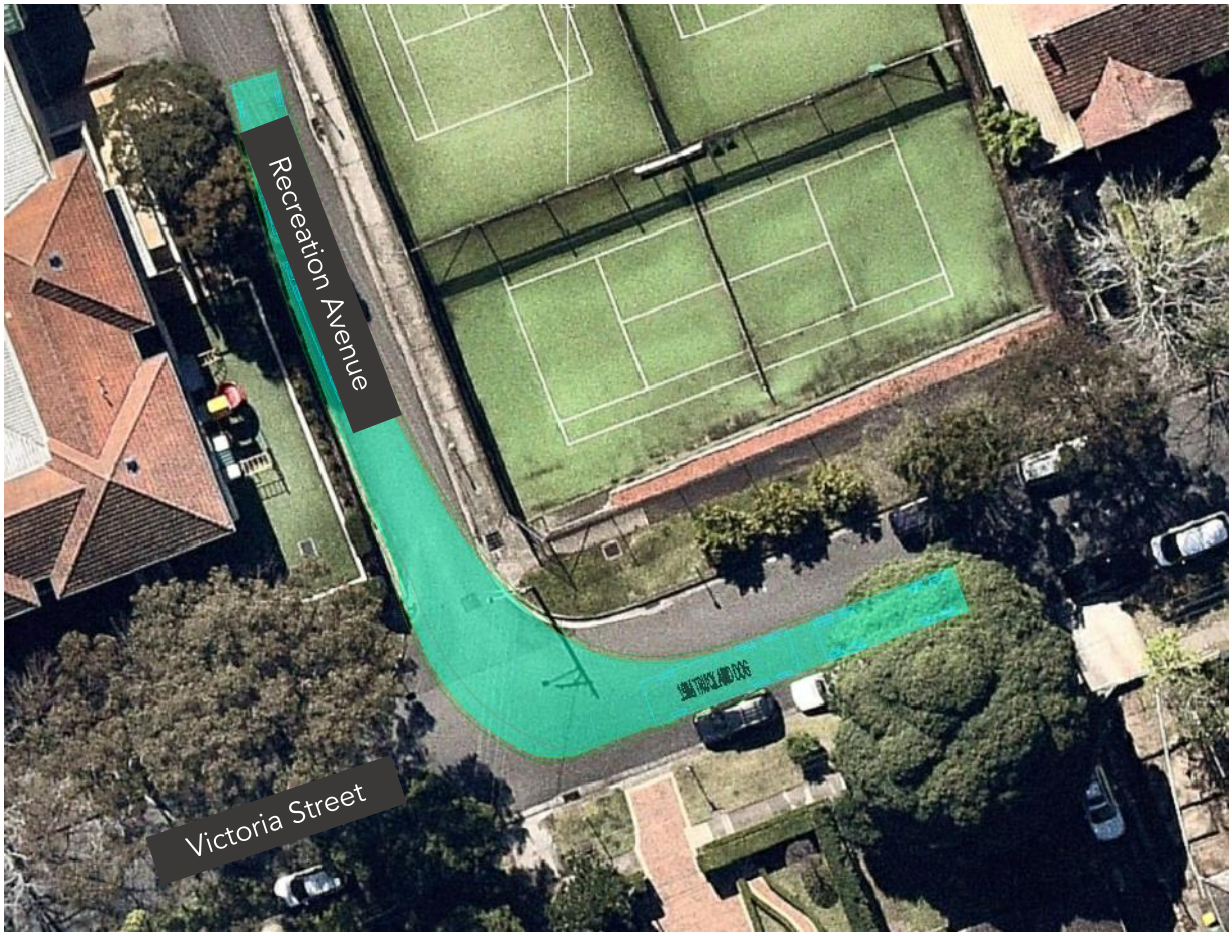


Figure 4-8 – 19m Truck and Dog at intersection 5 (Victoria Street/Recreation Avenue)

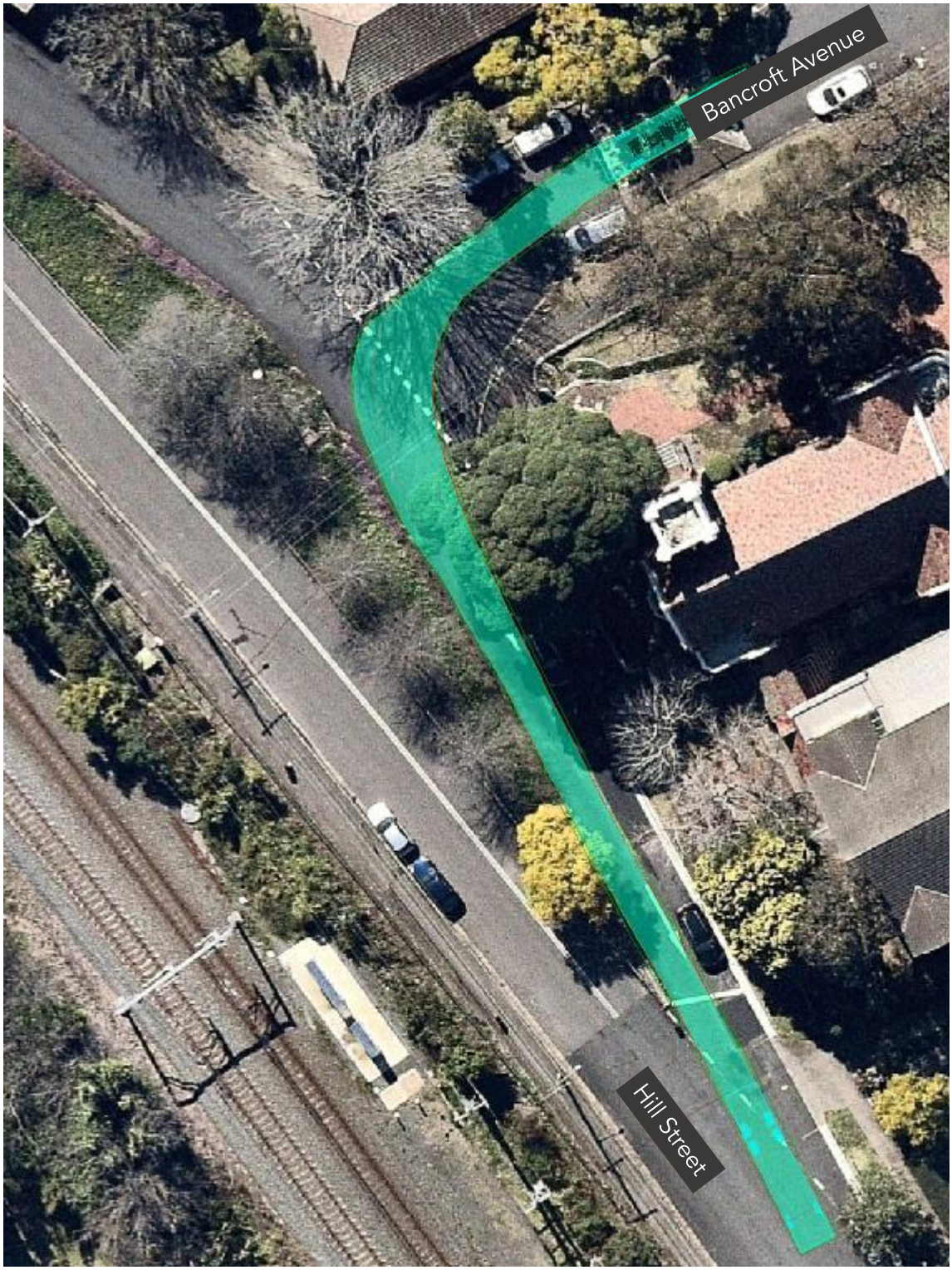


Figure 4-9 – HRV at intersection 6 (Hill Street/Bancroft Avenue)

4.7 Construction Vehicle Site Access and Egress

During the demolition, shoring and excavation phases, the construction vehicles will access the site via Recreation Avenue and exit onto Bancroft Avenue in a one-way arrangement.

During the construction stage, a Works Zone is required on Bancroft Avenue for delivery trucks and concrete trucks. Unloading of materials and excavation plants will occur within the Works Zone. Construction vehicles will not access the site via Recreation Avenue at this stage.

Gate controllers will be utilised to safely manage access and egress from the site at all times.

The site arrangements and extents of the Works Zone for the earthworks and construction stages are shown in Figure 4-10 and Figure 4-11.

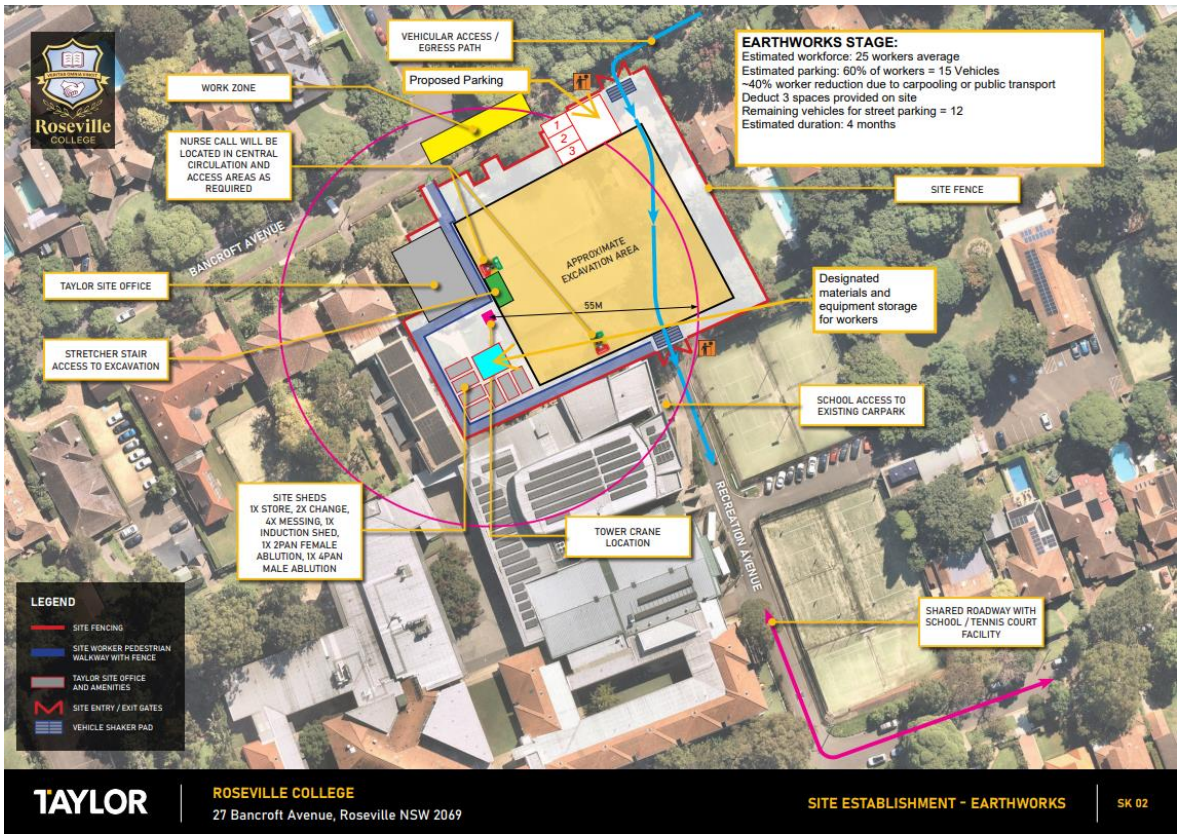


Figure 4-10 – Earthworks site arrangement

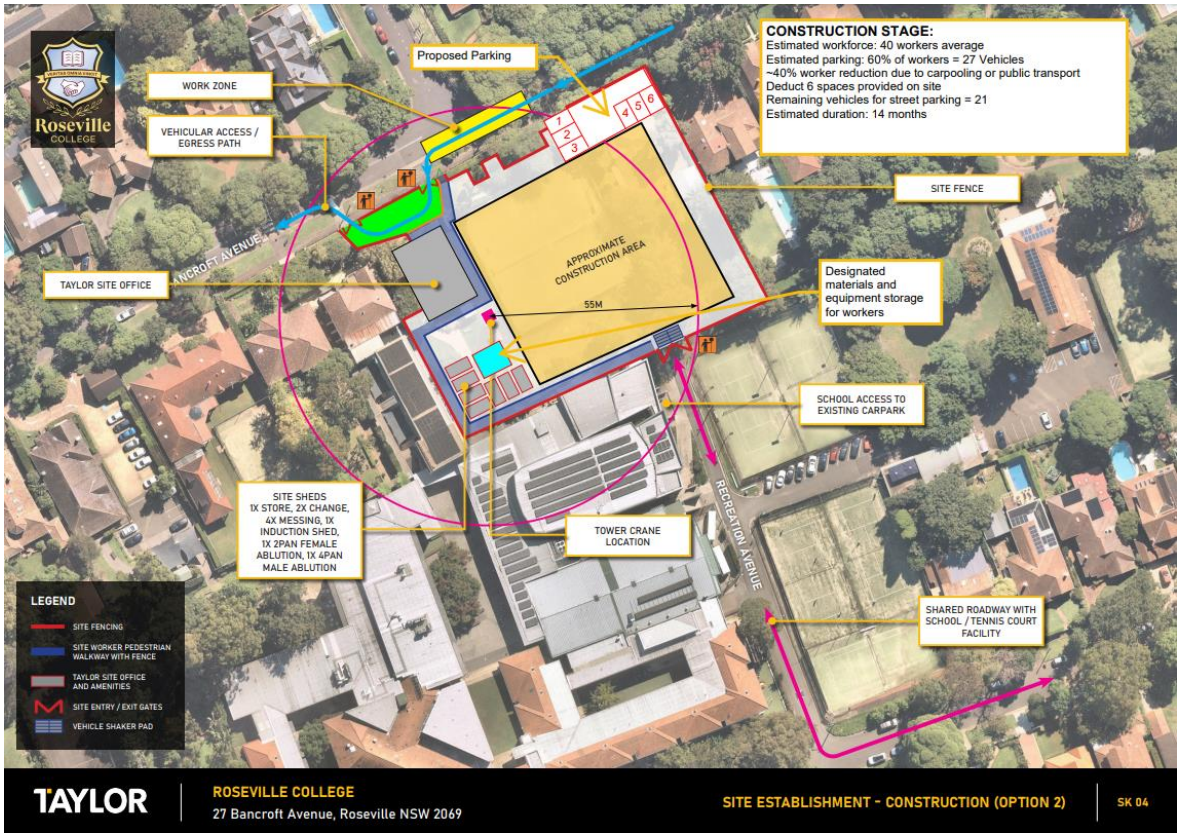


Figure 4-11 - Construction site arrangement

Traffic Controllers will be utilised to safely manage access and egress from the Works Zone.

4.8 Works Zone

A Works Zone is proposed on Bancroft Avenue. The Works Zone operational hours are expected to align with the hours of work:

7am and 6pm, Mondays to Fridays inclusive; and

8am and 1pm, Saturdays.

Work Zone applications will be submitted as part of the Detail Construction Traffic Management Plan.

4.9 Pedestrian Access

Pedestrian access to and around the site is to be maintained at all times. To provide segregation and protection for pedestrians, it is proposed a 2.4m high Class A hoarding is to be erected along the site boundary. This fencing will define the extent of the works site.

Pedestrian access to the site will be via two designated pedestrian gates and the exact location of these gates will be determined during the CC process.

All access points are to be securely locked when construction activities are not in progress.

The exact location of this fence is to be agreed on site, prior to commencement of the works.

Sections of the footway along the development frontages may be required for short term closure during the construction process. The extent and timings will be determined during the CC process and traffic control, in accordance with the TfNSW Traffic Control at Works Sites, will be provided accordingly.

4.10 Special Deliveries

Whilst not anticipated, any oversized vehicle that is required to travel to the site will be dealt with separately, with the submission of required permits to and subsequent approval by Council prior to any delivery. Requests shall be submitted 28 days prior to the scheduled date of use of an oversized vehicle.

4.11 Staff Parking

It is expected that there will be on average 35 workers on site with a peak of 85 workers on site at any given time. There will be three parking available within the site during the initial earthworks stage, which will be increased to six spaces during the primary construction stage. All site personnel are to be advised that they are not to park in the on-street parking in the vicinity of the development site. For the purposes of this project we have nominated that no parking should occur within 300 metres of the site as shown in the following image.

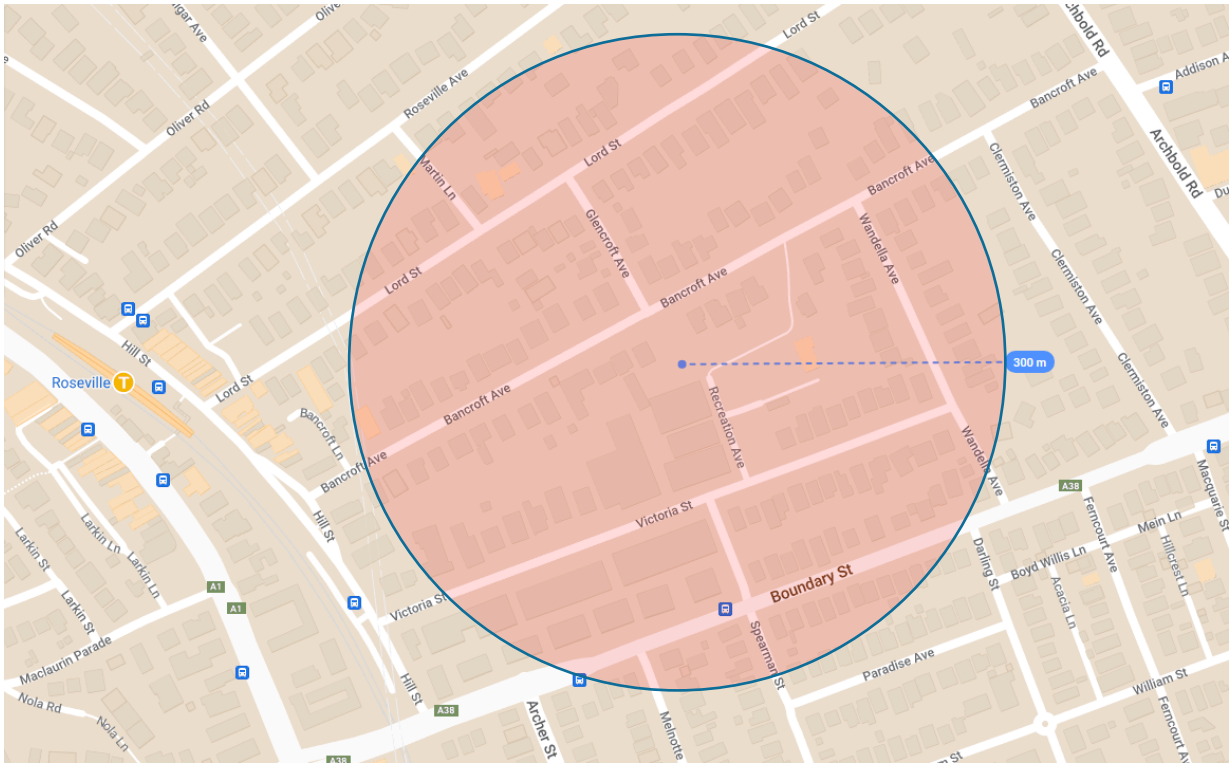


Figure 4-12 - 300m No Parking Zone

The prohibition of parking will be communicated to the subcontractors throughout the entire process. The subcontractor's scope of works will have the parking strategy in it which includes off limit areas. These same requirements will also be communicated in the subcontract itself, on site induction for all workers and through signage on site.

To minimise the required parking, the contractor will be encouraged to assist in the transportation of workers to the site. The following outlines the methods to be adopted to *"effectively manage and monitor construction parking issues that may occur"* :

- The parking restrictions and a public transport information pack is to be provided to all staff and contractors as part of the induction, advising them of the public transport options available.
- Site personnel will be advised to car pool (where ever practicable). Carpooling can be encouraged in the tender interview process, as a part of the "transport information pack" and also input in the scope of works as a preferred method of transport over individual vehicle transport. Usually this would be limited to workers within the same subcontractor company as they consistently work on site at the same time.
- The parking restrictions and transport options will be discussed in the daily tool box talks.
- Monthly spot checks of the on-street parking activity by the contractor. Any non-conformances either through complaints or spot checks can be tracked in a register to identify patterns (i.e. repeat offenders) who can be addressed accordingly, and contractually.
- Consultation will be undertaken with the local community and complaints managed in accordance with the 'Approved Community Consultation Strategy' which has been prepared in accordance with Consent Condition B8 and approved by the Department on 10 June 2022 (ref: SSD-9912-PA-1).

It is noted that the Chatswood commercial centre includes a number of car parks that are available for use by the public in connection with the retail centres (Chatswood Chase, Westfield, Mandarin Centre etc.). we have considered these in our assessment of available parking and consider that they are not suitable due to the distance / time required to travel to the site and also that there is no formal instrument available for using parking that, while open to the public, is provided for the connected land-uses.

4.12 Work Site Security

As discussed in Section 4.9, to provide security to the works site and protection to the general public, it is proposed that a 2.4m high, Class A hoarding is to be erected along the development site boundary. This fencing will define the extent of the works site. All access points are to be securely locked when construction activities are not in progress. The exact locations of the access points are to be agreed on site, prior to commencement of the works.

4.13 Staff Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedures. Additionally, the lead contractor will discuss TMP requirements regularly as a part of toolbox talks and advise workers of public transport and car-pooling opportunities.

4.14 Emergency Vehicle Access

The proposed traffic control arrangements propose partial closure of Recreation Avenue and full closure of the end of Recreation Avenue temporarily during the erection and dismantling of the crane/hoist.

Any emergency vehicles requiring access to the project site will do so via the site access on Bancroft Avenue or Recreation Avenue.

4.15 Access to adjoining properties

Access to all adjoining properties will be maintained throughout the works.

4.16 Occupational Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurances. All traffic control personnel will be required to hold TfNSW accreditation in accordance with Section 8 of Traffic Control at Worksites.

4.17 Method of Communicating Traffic Changes

Traffic Guidance Scheme (TGS) in accordance with Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and TfNSW Traffic Control at Worksites manual will advise motorist of upcoming changes in the road network.

During construction the contractor shall each morning, prior to work commencing, ensure all signage is erected in accordance with the TGS and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or removed as required. Sign size is to be size "A".

No deviation from the approved TGS shall be permitted, unless otherwise approved by Council and certified by an TfNSW accredited personnel.

The associated TGS road signage will inform drivers of works activities in the area including truck movements in operation.

Prior to commencement of works on site the contractor is to inform neighbouring properties of proposed works and provide site contact information by means of a letter box distribution.

4.18 Contact Details for On-Site Enquiries and Site Access (to be advised)

For information regarding on-site enquiries and site access, …….. Taylor (the Principal Contractor) can be contacted via phone on …… or email on ……

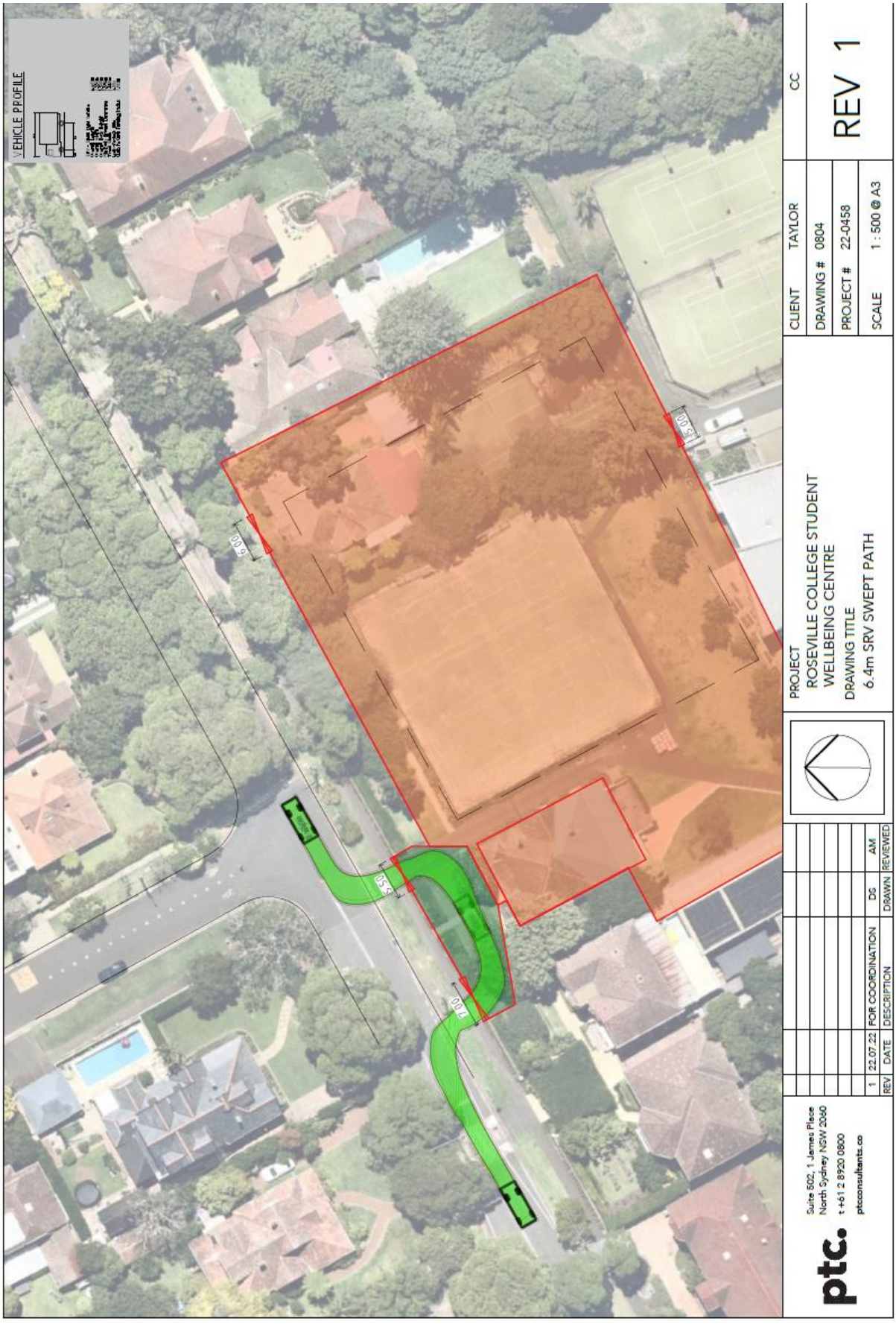
5. Summary

This CTMP has been prepared to outline the construction traffic measures to improve site safety to the public and workers and the construction process.

The construction activity is anticipated to have minimal disruption to the daily activities within the vicinity of the site.

It is envisaged that this document will be continually reviewed and amended if required, due to changes in design, TfNSW, Councils or any other authority requirements.

Attachment 1- Swept paths



Attachment 2 - Driver's Code of Conduct

Driver Code of Conduct

Safe Driving Policy for SWELL, Roseville College

Objectives of the Drivers Code of Conduct

- Minimise the impact of earthworks on the local and regional road network;
- Minimise conflict with other road users;
- Minimise road traffic noise; and
- Ensure truck drivers use specified heavy vehicles routes between the Site and the sub-regional road network.

Code of Conduct

- All vehicle operators accessing the site must:
- Take reasonable care for his or her own personal health and safety;
- Not adversely, by way of actions or otherwise, impact on the health and safety of other persons;
- Notify their employer if they are not fit for duty prior to commencing their shift;
- Obey all applicable road rules and laws at all times;
- In the event an emergency vehicle behind your vehicle, pull over and allow the emergency vehicle to pass immediately;
- Obey the applicable driving hours in accordance with legislation and take all reasonable steps to manage their fatigue and not drive with high levels of drowsiness;
- Obey all on-site signposted speed limits and comply with directions of traffic control supervisors in relation to movements in and around temporary or fixed work areas;
- Ensure all loads are safely contained / restrained, as necessary;
- Drive over devices – located at the site's access – to vibrate off and wash off any loose material attached to heavy vehicles;
- Operate their vehicles in a safe and professional manner, with consideration for all other road users;
- Hold a current Australian State or Territory issued driver's licence;
- Notify their employer or operator immediately should the status or conditions of their driver's license change in any way;
- Comply with other applicable workplace policies, including a zero tolerance of driving while under the influence of alcohol and/or illicit drugs;
- Not use mobile phones when driving a vehicle or operating equipment. If the use of a mobile device is required, the driver shall pull over in a safe and legal location prior to the use of any mobile device;
- Advise management of any situations of which you know, or think, may present a threat to workplace health and safety;
- Drive according to prevailing conditions (such as during inclement weather) and reduce speed, if necessary; and
- Have necessary identification documentation at hand and ready to present to security staff on entry and departure from the Site, as necessary, to avoid unnecessary delays to other vehicles.

Crash or Incident Procedure

- Stop your vehicle as close to it as possible to the scene, making sure you are not hindering traffic. Ensure your own safety first, then help any injured people and seek assistance immediately if required.
    - Ensure the following information is noted:
        - Details of the other vehicles and registration numbers;
        - Names and addresses of the other vehicle drivers;
        - Names and addresses of witnesses; and
        - Insurers details.
    - Give the following information to the involved parties:
        - Name;
        - Address; and
        - Company details
- If the damaged vehicle is not occupied, provide a note with your contact details for the owner to contact the company.
    - Ensure that the police are contacted should the following circumstances occur:
        - If there is a disagreement over the cause of the crash;
        - If there are injuries; and / or
        - If you damage property other than your own.
    - As soon as reasonably practical, report all incident details to your manager.