



17-23 Talavera Road, Macquarie Park Construction Traffic Management Plan

Prepared for:
Macquarie Data Centres Pty Ltd

12 June 2024

The Transport Planning Partnership

17-23 Talavera Road, Macquarie Park Construction Traffic Management Plan

Client: Macquarie Data Centres Pty Ltd

Version: V04

Date: 12 June 2024

TTPP Reference: 21178

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	11/04/2024	Ashwini Uthishtran	Oasika Faiz	Ken Hollyoak	DRAFT
V02	03/05/2024	Ashwini Uthishtran	Oasika Faiz	Ken Hollyoak	Ken Hollyoak
V03	10/05/2024	Ashwini Uthishtran	Oasika Faiz	Ken Hollyoak	Ken Hollyoak
V04	12/06/2024	Ashwini Uthishtran	Oasika Faiz	Ken Hollyoak	

Table of Contents

1	Introduction	3
1.1	Background.....	3
1.2	Purpose of the CTMP.....	3
1.3	Department of Planning and Environment Conditions	4
1.4	Consultation Summary	5
2	Existing Conditions	7
2.1	Site Description	7
2.2	Road Network	7
2.2.1	Lane Cove Road.....	8
2.2.2	Talavera Road.....	8
2.2.3	Khartoum Road.....	8
2.3	Public Transport.....	8
2.4	Pedestrian and Cycling Facilities.....	10
3	Proposed Construction Activities.....	11
3.1	Description of Works.....	11
3.2	Duration and Staging of Works.....	11
3.3	Construction Work Hours	11
3.4	Construction Site Access Arrangements	12
3.5	Construction Vehicle Types and Volumes.....	12
3.6	Construction Vehicle Routes.....	12
3.7	Staffing and Parking Arrangements.....	13
3.7.1	Construction Staff	13
3.7.2	Operational Staff	14
3.8	Materials and Handling Area.....	15
3.9	Work Zone Requirements.....	15
3.10	Crane Installation	16
4	Construction Traffic Assessment and Implications.....	17
4.1	Construction Traffic Generation	17
4.2	Pedestrian and Cycle Access.....	17
4.3	Public Transport Facilities	18
4.4	Emergency Vehicles and Service Vehicles.....	19
4.5	Adjoining Properties and Local Access	19
5	Construction Traffic Management Measures.....	20
5.1	Traffic Guidance Scheme	20

5.2	Vehicle Access	20
5.3	Truck Routes	20
5.4	Site Inspections and Record Keeping	21
5.5	Site Induction	21
5.6	Heavy Vehicle Load Requirements	21
5.7	Spoil Management	21
5.8	Driver Code of Conduct	21
5.9	Complaints and Compliments Register	22
6	Conclusion	23

Tables

Table 1.1: DPE Conditions	4
Table 1.2: Response to Council's Comments Received on 2/5/2024	5
Table 2.1: Existing Public Transport Services	9
Table 3.1: Description of Works	11
Table 3.2: Construction Activities and Duration	11
Table 3.3: Construction Workers in Each Stage	14

Figures

Figure 2.1: Location Plan	7
Figure 2.2: Existing Bus Network	9
Figure 2.3: Existing Cycle Network	10
Figure 3.1: Nominated Construction Vehicle Routes	13
Figure 3.2: Operational Staff Parking	15
Figure 4.1: Operational Staff Pedestrian Access	18

APPENDICES

- A. TRAFFIC GUIDANCE SCHEME
- B. DRIVER CODE OF CONDUCT

1 Introduction

1.1 Background

A development consent (SSD-24299707) was issued by the NSW Department of Planning, Housing and Infrastructure on 19 January 2024 for construction and operation of an expansion to an existing data centre at 17-23 Talavera Road, Macquarie Park, comprising:

- a seven (7) storey building extension with ancillary office space
- supporting infrastructure & services, including back-up generators and diesel fuel storage
- minor earthworks, additional car parking, hardstand areas, landscaping and relocation of utilities.

The subject site is located within the City of Ryde Local Government Area (LGA).

This Construction Traffic Management Plan (CTMP) has been prepared by The Transport Planning Partnership (TPPP) on behalf of Macquarie Data Centres (MDC). This report has been prepared and checked by engineers who hold the SafeWork NSW Work Health & Safety – Traffic Control Work (PWZ) Training Card (Previously Transport for NSW *Prepare a Works Zone Traffic Management Plan (PWZTMP)* certification), as follows:

- Oasika Faiz– Card No. TCT1036880

1.2 Purpose of the CTMP

The purpose of this CTMP is to assess the traffic and pedestrian implications and outline how vehicular, cyclist and pedestrian traffic and access will be managed during the construction period. This CTMP provides a structured approach to manage traffic and access during construction to provide a safe road environment, minimise impact on the surrounding road network and maintain access for all road users and the local community.

Specifically, the purpose of this CTMP is to:

- maintain vehicle and pedestrian access to/from adjacent properties at all times
- restrict construction vehicle movements to designated routes to/from the site
- manage and control construction vehicle activity in the vicinity of the site
- provide an appropriate and convenient environment for pedestrians and cyclists around the construction site
- minimise the impact of construction activity on traffic flows, emergency vehicle access and pedestrian movements
- maintain appropriate public transport access
- carry out construction activity in accordance with the approved work hours.

1.3 Department of Planning and Environment Conditions

The CTMP is prepared in accordance with the Condition B25 – CTMP (SSD-24299707) issued by NSW Department of Planning, Housing and Infrastructure.

Table 1.1 describes each of the specific requirements of Condition B25 and provides reference to the specific section of this document that address each CTMP requirement.

Table 1.1: DPE Conditions

Condition B25	Comments / Sections Addressed in the Document
Prior to the commencement of construction, the Applicant must prepare a Construction Traffic Management Plan (CTMP) for the development to the satisfaction of the Planning Secretary. A copy of the CTMP must be included in the development's CEMP (see condition C2), and must:	This document
a) be prepared by a suitably qualified and experienced person(s)	This report has been prepared and checked by engineers who hold the SafeWork NSW Work Health & Safety – Traffic Control Work (PWZ) Training Card (Previously Transport for NSW Prepare a Works Zone Traffic Management Plan (PWZTMP) certification). These details are provided in Section 1.1,
b) be prepared in consultation with Council;	This CTMP has been prepared in consultation with City of Ryde Council. Further details are provided in Section 1.4.
c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction, including consideration of limiting heavy vehicle movements to the site during peak periods;	Refer to Section 4 & 5
d) include details of:	
i- heavy vehicle routes, parking and access arrangements;	Refer to Section 3.4, 3.6, 3.7
ii- the strategies which would be implemented to maintain access to the existing data centre; and	Refer to Section 4.2 and Section 3.7.2.
iii- the strategies which would be implemented to manage construction workers, including any on-site parking as well as strategies to minimise the number of construction workers who drive to the site;	Refer to Section 3.7
e) include a Driver Code of Conduct to:	Refer to Appendix B
i- minimise the impacts of earthworks and construction on the local and regional road network;	
ii- minimise conflicts with other road users;	
iii- minimise road traffic noise; and	
iv- ensure truck drivers use specified routes	
f) include a program to monitor the effectiveness of these measures; and	Refer to Section 5.4 and 5.9
g) if necessary, detail procedures for notifying surrounding businesses of any potential disruptions to routes.	N/A. No disruptions to surrounding businesses are expected.

1.4 Consultation Summary

TTPP has prepared this CTMP in consultation with City of Ryde Council (Council). This feedback received from Council on 2 May and 8 May 2024, is detailed in Table 1.2.

Council's approval of the latest CTMP is provided in Appendix

Table 1.2: Response to Council's Comments Received on 2/5/2024

Council Comments	Proposal in this CTMP
1) Truck movements allowed during commuting peak periods (8am-9.30am & 4.30pm-6pm): preferably all of truck movements are to be restricted outside the commuting peak periods in Macquarie Park area. However, due to the site concrete pouring works associated with piling/basement/structures, only concrete trucks are allowed during commuting peak periods. Please provide the estimation for the concrete truck demand and truck size per hour and per day during piling/basement/above structure stages in the CTMP. Not sure if the stated 1-2 truck movements during peak periods in CTMP are referred to concrete truck or not.	Agree to truck movement restrictions. Concrete truck movements during peak will be 4 trucks/hr. See Section 4.1 for further detail.
2) Pedestrians/cyclists protection. It's proposed to use southwestern kerbside parking area of Talavera Road along site frontage as truck loading/unloading area, please clarify: - whether the shared use paths for pedestrians/cyclists along the site frontage are still maintained to be open to the public, and - whether there is overhead protection, i.e. class B hoarding is provided along the proposed work zone area.	All pedestrian and cyclist access to be maintained. Class B hoarding to be provided along the Works Zone area. See Section 3.9 and 4.2 for further detail.
3) Truck routes: the departure route is required only turning right onto Talavera Road from the site and then turning left/right onto Lane Cove Road. The reasons for such a requirement are listed here: - The construction works of Macquarie University Bus Interchange would start soon, which include the reconstruction works of Herring Road/Talavera Road intersection. - Some construction sites at Waterloo Road have been approved to use Talavera road section between Herring Road and Khartoum Road already. - The previous approval of truck exiting route to use Herring Road during stormwater and sewer alignment stage is based on limited truck demand and short construction timeframe. The proposed construction timeframe for this CTMP would last 2 years. The truck route has to be regulated with minimum truck number on Talavera Road between Khartoum Road and Herring Road. If some trucks have to use M2 on-ramp at Herring Road due to various reasons, this should be minimised. Please also explain why these trucks have to use M2 on-ramp via Herring Road in the CTMP report.	Truck route modified. Trucks will not be exiting via Herring Road. See Section 3.6 for further detail.
4) Trucks into/out of work zone. Please clarify: 4.1) how trucks from west via Talavera Road to move into work zone. Do these trucks directly turn around within Talavera Road? This is not supported. It is advised: either all trucks entering Work Zone from east without from west, or the internal pedestrian bridge within the site providing 4.5m standard clearance allowing these trucks turning around within the site and then turning left from the site onto the work zone. 4.2) After loading/unloading on work zone, these trucks would have to move north-west along Talavera Road, and most of trucks may need to return Lane Cove Road via Khartoum Road and Waterloo Road, which would	Trucks will be instructed to arrive from the east such that they are able to enter the works zone in a forward movement. If a truck should arrive from the west, they can travel through the site and access

significantly increase the use of and impacts on local road network. Therefore, it is advised to minimise the use of work zone, and increase the internal pedestrian bridge clearance from 3m to 4.5m, allowing those trucks coming from Lane Cove Road to complete loading/unloading within the site, and then directly to return Lane Cove Road via turning right from the site onto Talavera Road heading south-east.	the works zone from the exit driveway. See Section 3.6 for further detail.
5) The issue of pedestrian bridge with 3m low clearance. The 3m low clearance of the internal pedestrian bridge leads to the issues as described in comments 4.1) & 4.2). This is advised to increase to 4.5m.	The pedestrian bridge has been raised to permit a height of 4.5m. See Section 4.2 for further detail.
- In section 3.5, please specify the use of truck & dog, AV/semi-truck, and the demand per day - In section 4.1, please state, there will be only concrete trucks operating during commuting peak periods. All other trucks will be operating outside commuting peak periods.	Addressed as requested.

2 Existing Conditions

2.1 Site Description

The site is described as Lot 527 DP 752035, commonly known as 17 – 23 Talavera Road, Macquarie Park. Has a total area of approximately 20,000m², with access achieved via Talavera Road.

The site is currently a commercial development as an existing Data Centre (LDA/2018/0322). The are adjoining / surrounding commercial premises along Talavera Road, which form part of the wider Macquarie Park Corridor.

The site is situated approximately 12.5 km northwest of the Sydney CBD and 11.3 km northeast of Parramatta. It is within close proximity of transport infrastructure routes (predominantly the bus and rail networks), as well as sharing direct links with the wider regional road network, including Talavera Road, Lane Cove Road, Epping Road and the M2 Motorway. These road networks provide enhanced connectivity to the subject site and wider locality.

The location of the site is shown in Figure 2.1.

Figure 2.1: Location Plan



Base Map Source: Nearmap

2.2 Road Network

The local road network surrounding the subject site includes Lane Cove Road, Talavera Road and Khartoum Road. These roads are discussed below.

2.2.1 Lane Cove Road

Lane Cove Road is an RMS classified State Road (A3) and forms one of the major north-south arterial links in the northern/ north-western suburbs. The road provides good connectivity to the wider arterial road network, notably to Ryde Road, M2 Motorway, Victoria Road and Devlin Street. Within the vicinity of the site, Lane Cove Road runs in a north-east to south-west direction. The road provides three through traffic lanes in each direction separated by a central median. The road has a posted speed limit of 70 km/h in both directions within the vicinity of the site.

2.2.2 Talavera Road

Talavera Road is a regional road, generally aligned in the north-west to south-east direction along the frontage of the site. The road carriageway measures approximately 15m kerb to kerb with restricted kerbside parking permitted along both sides of the road near the site. This includes ticketed parking for five hours between 10:00am and 3:00pm, Monday to Friday. Talavera Road has a posted speed limit of 50km/h.

2.2.3 Khartoum Road

Khartoum Road is a local road, generally aligned in the north-east to south-west direction. The road carriageway measures approximately 12m kerb to kerb with restricted kerbside parking permitted along both sides of the road. This includes ticketed parking for five hours between 10:00am and 3:00pm, Monday to Friday and parking for twelve hours between 7:00am and 7:00pm, Monday to Friday. Khartoum Road has a posted speed limit of 50km/h.

2.3 Public Transport

The closest metro station is Macquarie Park Station, located 950m walking distance from the site (a 13-minute walk). Macquarie Park Station services the Tallawong to Chatswood line with services running every 4 minutes during the peak hours and every 10 minutes in the off-peak hours.

The subject site is also located in proximity of high frequency bus services. There are several bus stops close to the site, located on Talavera Road and Lane Cove Road.

Table 2.1 presents a summary of the existing public transport services near the site, including their respective frequencies.

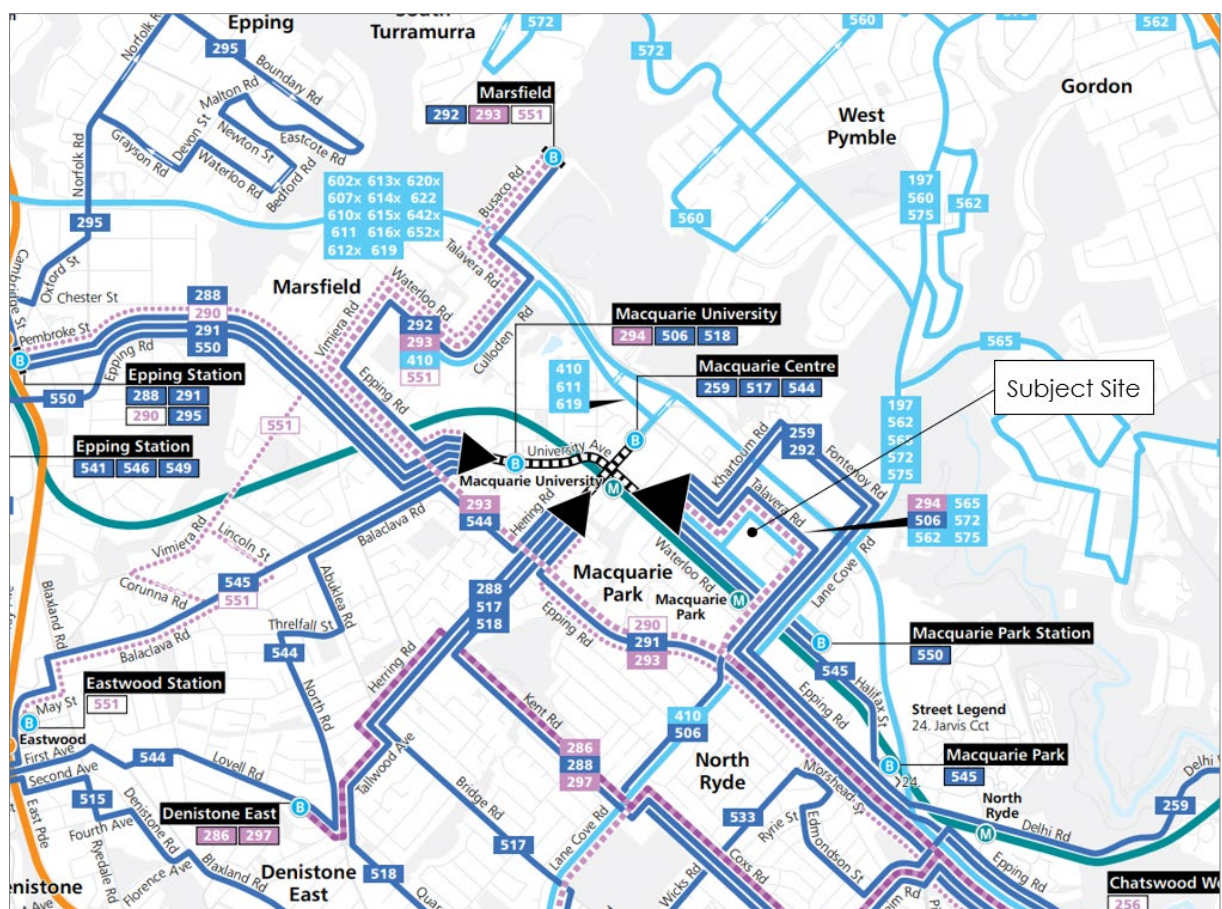
Table 2.1: Existing Public Transport Services

Service	Route Description	Location of Service	Frequency
Rail	Metro North West Line	Macquarie Park Station	Peak (every 4 mins) Off-Peak (every 10 mins)
Bus	294	15 Talavera Road	Every 15-30 minutes (AM)
	506	15 Talavera Road	Every 15-30 minutes
	562	15 Talavera Road	3 services
	565	15 Talavera Road	Every 60 minutes
	572	15 Talavera Road	Every 10-30 minutes
	575	15 Talavera Road	Every 15-30minutes

As indicated above, there is a good level of public transport provision in the immediate vicinity of the site.

Figure 2.2 shows a map of the existing bus network surrounding the site.

Figure 2.2: Existing Bus Network



Source: TfNSW - State Transit North Shore and West Network Map – viewed online 30/07/21

2.4 Pedestrian and Cycling Facilities

In the immediate vicinity of the subject site, pedestrian paths are provided on both sides of Talavera Road. Footpaths along these roads extend onto the wider network, providing passage on foot onto Lane Cove Road and Khartoum Road.

An extract of Council's existing cycle network map is shown in Figure 2.3.

Figure 2.3: Existing Cycle Network



Source: Extract of the City of Ryde Existing Cycle Map – viewed online 30/07/2021

Figure 2.3 demonstrates that there are a number of off-road shared cycle paths near the site, with the main routes providing travel to Macquarie Park University, Epping and North Ryde. On-road cycle lanes surrounding the site also provide good cycle connectivity to the wider road network.

3 Proposed Construction Activities

3.1 Description of Works

The description of construction works is presented in Table 3.1.

Table 3.1: Description of Works

Construction Activity	Description
Site Establishment	Set up of site shed, amenities and site access
Minor demolition works	Demolition and removal of existing landscaping and asphalt
Earthworks and substructure	Trim, fill and prepare building platform, piling works (piling, reinforcement, concrete), strip footing form, reo and pour
Structure and façade	Form, reo, pour all concrete components of the building, erect all structural steel and install all façade components
Services and finishes	Includes installation of all building services and finishes

3.2 Duration and Staging of Works

The proposed works and the anticipated duration are shown in Table 3.2. The anticipated start date for construction is 26 April 2024.

Table 3.2: Construction Activities and Duration

Proposed Works	Duration
Site establishment	20 days
Minor demolition works	12 days
Earthworks and substructure	146 days
Structure and façade	320 days
Services and finishes	284 days

3.3 Construction Work Hours

The construction work hours are subject to the Consent Condition B1.

The hours of construction specified in the Consent Condition are:

- Monday to Friday: 7am-7pm
- Saturday: 8am-3pm
- No work is to be undertaken on Sundays or Public Holidays.

In accordance with Consent Condition B2, works outside of the hours identified in condition B1 may be undertaken in the following circumstances:

- works that are inaudible at the nearest sensitive receivers;
- works agreed to in writing by the Planning Secretary;
- for the delivery of materials required outside these hours by the NSW Police Force or other authorities for safety reasons; or
- where it is required in an emergency to avoid the loss of lives, property or to prevent environmental harm.

3.4 Construction Site Access Arrangements

Vehicular access to the construction site is to be via the existing eastern driveway off Talavera Road. Vehicles exiting from the construction site will do so via the existing western driveway off Talavera Road.

All construction vehicles will enter and exit the site in a forward direction (no reverse-in movements to the site would be permitted).

It is proposed to have one site personnel near the entry gate and a traffic controller managing and directing vehicle movements at the exit gate as well as at the work zone (discussed in Section 3.9). This is shown in the traffic guidance scheme attached in Appendix A.

3.5 Construction Vehicle Types and Volumes

Various types of trucks will visit the site, including articulated vehicles, truck and dogs, heavy rigid vehicles (HRVs), medium rigid vehicles (MRVs) and small rigid vehicles (SRVs).

It is anticipated that there will be an average of 3 construction vehicles per hour throughout the duration of the construction activity.

Concrete truck movements during the peak periods will be 4 trucks per hour. Deliveries are to be on site between 7:00am-8:00am and 9:30am-4:30pm. Concrete trucks are expected to be 8m long MRVs.

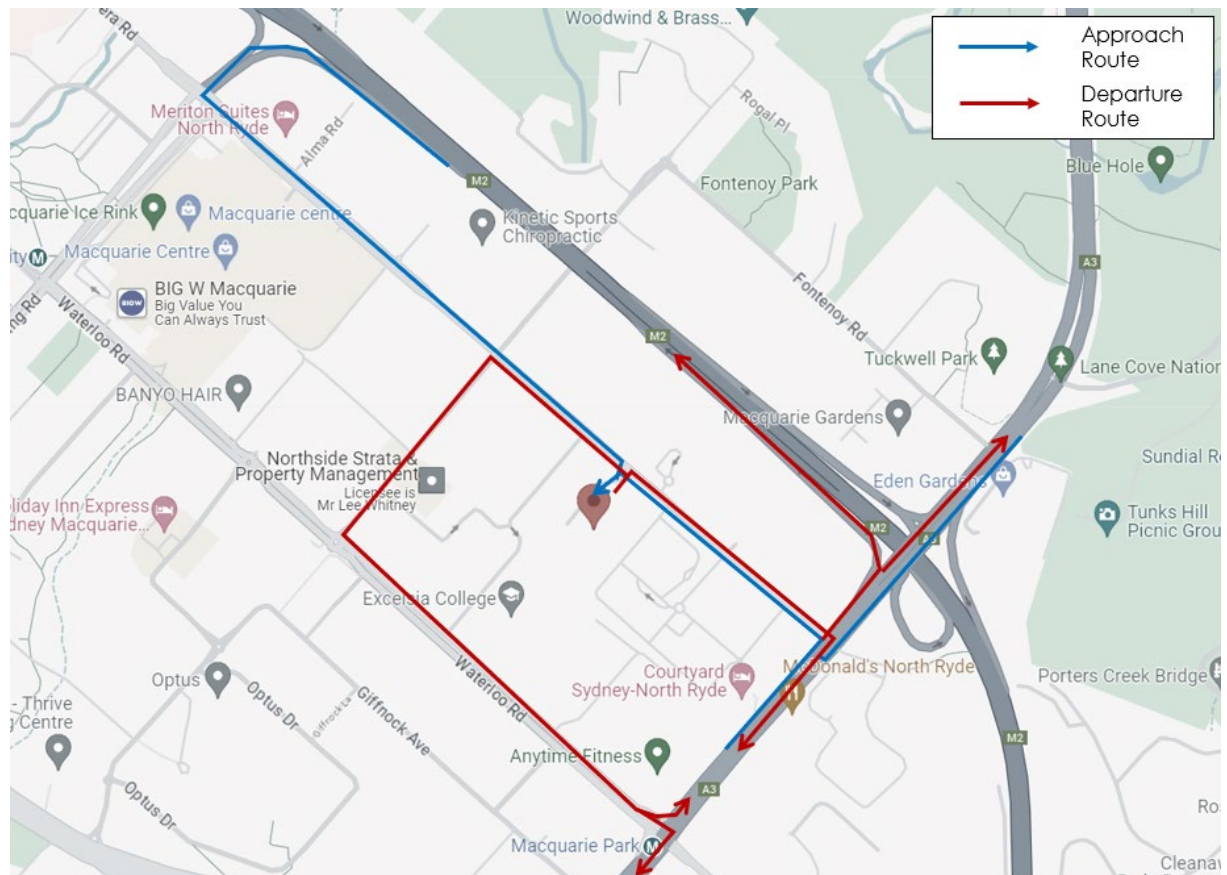
3.6 Construction Vehicle Routes

Generally, construction vehicles would have origins and destinations throughout Sydney. Dedicated construction vehicle routes have been developed to provide the shortest distances to/from the arterial road network, whilst minimising the impact of construction traffic on local streets within the vicinity of the site.

All truck drivers will be advised of the designated truck routes to/from the site and be required to adhere to the nominated routes.

On a local level, the designated truck routes to/from the works site shall be provided off Talavera Road in order to travel to/from the wider arterial road network via Lane Cove Road and the M2 Motorway as shown in Figure 3.1.

Figure 3.1: Nominated Construction Vehicle Routes



Base Map Source: Google Maps – viewed online 3/05/24

3.7 Staffing and Parking Arrangements

3.7.1 Construction Staff

It is expected that there will be an average of 200 construction workers per day and a peak of 300 construction workers per day. The breakdown of construction workers anticipated on-site per construction activity is shown in Table 3.3.

Table 3.3: Construction Workers in Each Stage

Construction Activity	Construction Workers
Site Establishment	75 workers
Minor Demolition Works	100 workers
Earthworks and Substructure	120 workers
Structure and Façade	250-300 workers
Services and Finishes	250-300 workers

Due to the constraints of the site, on-site parking is not feasible. Therefore, parking for construction staff will not be provided.

Instead, all construction staff will be encouraged to use public transport to travel to/from the site and instructed not to park on public roads.

This will be incorporated in the workers induction program to ensure minimal parking impact on the surrounding streets. Taking into consideration of the above, it is proposed to implement the following measures for workers to use public transport:

- instruct workers during the induction and regular toolbox meetings to use public transport to travel to the site.
- display public transport timetable information at key locations within the work site and ensure that it is easily accessible by staff – notably, the timetable for services at Macquarie Park Station, located 950m walking distance from the site (a 13-minute walk).
- encourage staff to use public transport, and
- encourage staff to use trip planning mobile apps such as, TripView, Opal by Transport for NSW etc.

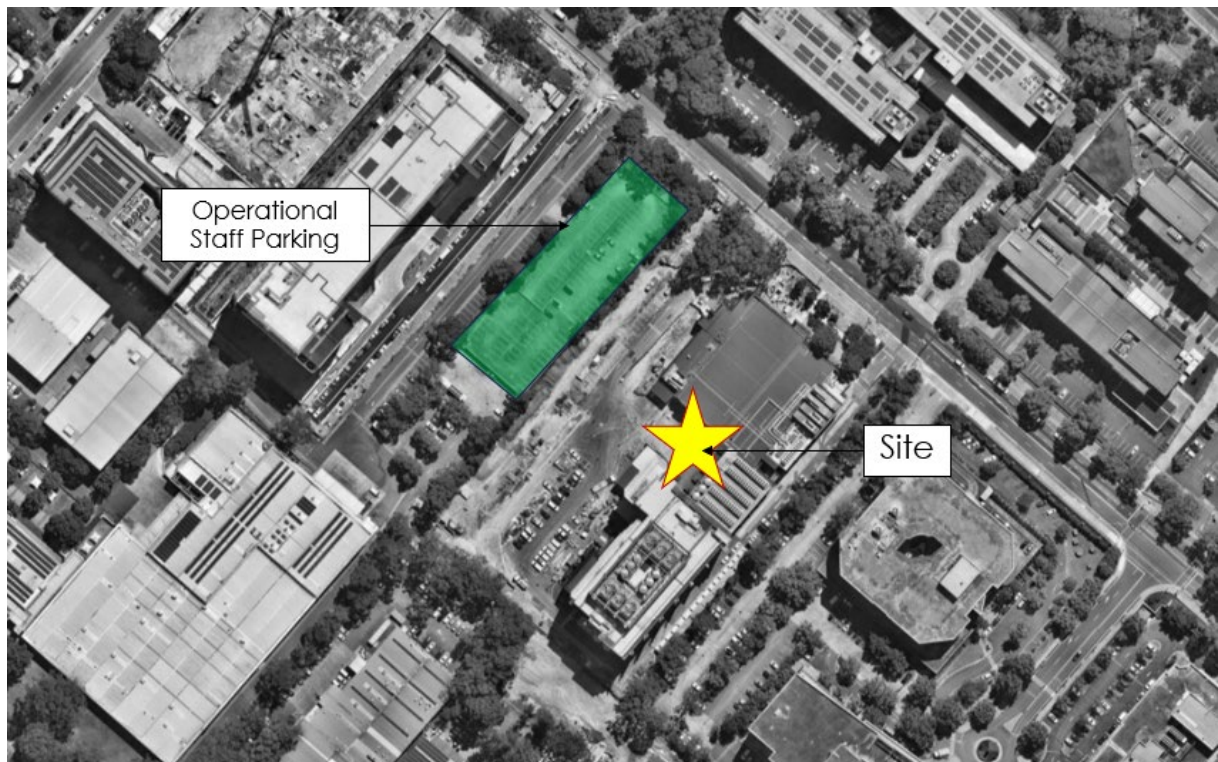
Given the limited public car parking availability in the surrounding areas, construction workers and operating staff are unlikely to drive to the site unless parking is provided.

3.7.2 Operational Staff

During the construction works, the existing MDC facility is to continue operations with a reduced staffing levels (i.e. 35 staff members working on-site per day). During this time, parking for operational staff is to be provided off-site, at the neighbouring Johnson & Johnson car park at 25 Talavera Road. This arrangement is permissible under a private agreement between the site operator and the owner of the Johnson & Johnson car park.

The Johnson & Johnson car park adjacent to the site is shown in Figure 3.2.

Figure 3.2: Operational Staff Parking



3.8 Materials and Handling Area

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

3.9 Work Zone Requirements

A 77m work zone is proposed along the site frontage during the proposed work hours. This zone will be used for construction vehicle parking and undertake loading/ unloading activities.

The use of the work zone will be minimised for large deliveries/ trucks. Majority of deliveries will be undertaken on site.

Trucks required to access the works zone will be advised to plan their route ahead of time such that they arrive from the east and are able to enter the works zone directly in a forward movement. If a trucks approaches from the west, they will travel through the site and enter

the works zone from the site egress driveway. Vehicles are not permitted to undertake u-turns on Talavera Road.

The contractor is to apply for all relevant permits.

3.10 Crane Installation

Two cranes are required on site for construction.

Installation and dismantling of the crane are to be undertaken by way of a separate Stand Plant Permit. On this basis, this CTMP does not include swept paths or a traffic control plan for the installation/dismantling of the crane.

4 Construction Traffic Assessment and Implications

4.1 Construction Traffic Generation

It is anticipated that there will be an average of three construction vehicles (or six two-way vehicle movements) generated per hour throughout the entire duration of construction.

Concrete truck movements will be four trucks per hour (or eight two-way vehicle movements per hour).

Deliveries to the site are to be restricted to occur outside of the road network peak periods, that is, 8am-9.30am and 4:30pm-6:00pm. The exception would be the concrete pouring stage, when concrete trucks would be arriving to the site during all hours at a peak rate of four trucks per hour.

Trips generated by construction trade-person would be negligible as no on-site parking is provided for construction workers.

The low levels of construction traffic volumes would not be expected to result in adverse traffic impacts on the operation of the surrounding road network.

4.2 Pedestrian and Cycle Access

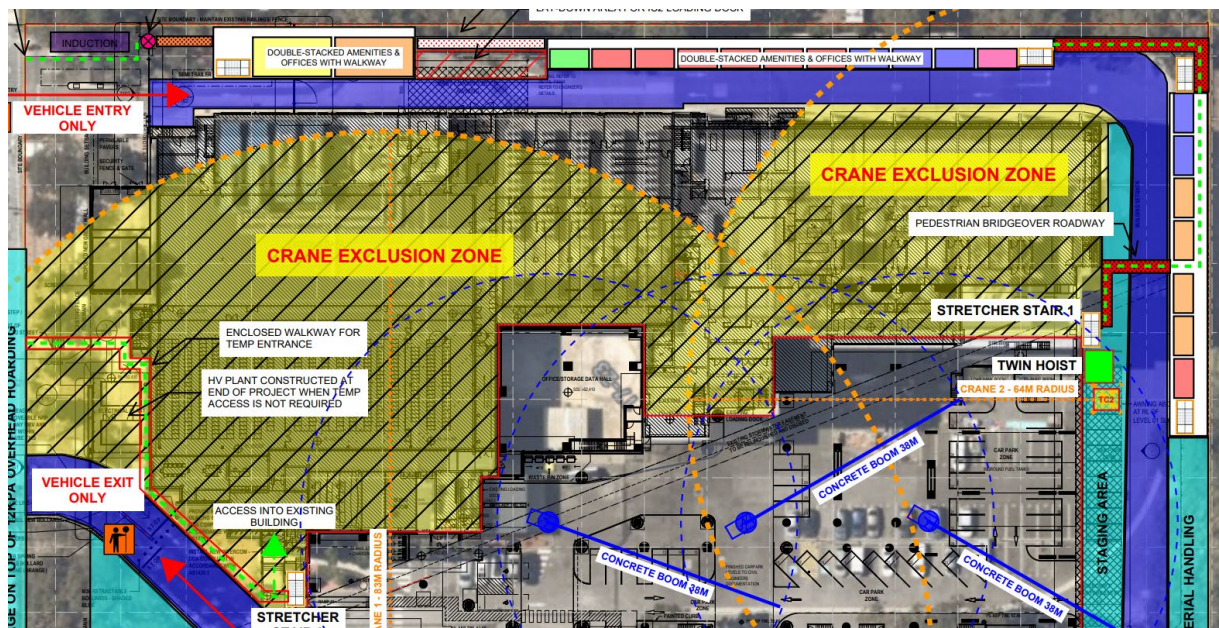
Pedestrian and cycle safety shall be maintained at all times, particularly when trucks are entering and exiting the site.

The shared use paths for pedestrians/ cyclists along the site frontage will still be maintained and open to the public.

Temporary pedestrian walkways will be in place to ensure that access to the existing data centre is maintained during the construction works. This includes the provision of a temporary pedestrian bridge over the internal driveway for operational staff access. Operational staff will be able to access the existing building by following the path of the green dotted line as shown Figure 4.1.

The internal driveway below the temporary pedestrian bridge would have maximum head clearance of 4.5m. Contractor is to ensure that all construction vehicles accessing the site are below a height of 4.5m.

Figure 4.1: Operational Staff Pedestrian Access



There will be site fencing installed around the construction area, to ensure pedestrian safety around the work area. Class A hoarding is to be placed around the site perimeter and along temporary walkways within the existing site. Class B hoarding is to be provided along the footpath adjoining the works zone on Talavera Road.

A traffic controller will be assigned at the construction entry gate to guide construction vehicles entering the construction site and manage interactions with pedestrians, as well as guiding staff/visitors of the existing data centre to the temporary pedestrian walkways.

A traffic controller will also manage vehicle movements at the work zone and exit gate, as needed to spot any pedestrians/cyclists/vehicles prior to guiding construction vehicles to exit the construction site.

4.3 Public Transport Facilities

The proposed construction activities would not impact existing public transport services.

It is noted that up to 300 workers are expected to access the site during the peak.

The construction work hours as per the consent conditions are 7am to 7pm on weekdays. Therefore, construction workers travel outside of public transport peak hours and would therefore, not put pressure on the capacity of the public transport network.

4.4 Emergency Vehicles and Service Vehicles

Emergency vehicles will be permitted access through the construction site area and the existing data centre. Service vehicle access to the existing data centre shall be maintained at all times.

4.5 Adjoining Properties and Local Access

Access to adjoining properties will not be affected by the works. Fencing would clear structures at the adjoining site.

5 Construction Traffic Management Measures

5.1 Traffic Guidance Scheme

A site-specific Traffic Guidance Scheme (TGS) has been prepared in accordance with TfNSW's *Traffic Control at Work Sites Manual*. The TGS is provided in Appendix A.

Advisory truck turning signs would be installed on Talavera Road to warn drivers approaching the site of construction trucks turning, and signage would be installed at the site exit driveway, so construction vehicle drivers are aware of pedestrians and cyclists.

All advisory signage will be installed in accordance with *AS1742.3 Manual of uniform traffic control devices – Traffic control devices for works on roads* and the *Traffic Control at Worksites Manual*. Signs will be installed and maintained throughout on days that truck movements are scheduled to occur.

Temporary traffic controls will be inspected by the contractor prior to construction works commencing to identify potential safety hazards to enable implementation of corrective solutions.

The Site Supervisor will check all relevant traffic control management measures are in place prior to commencement of works.

5.2 Vehicle Access

Construction vehicles shall radio / call the site office on approach to the site to ensure access to the works site is available. All loading and unloading shall be undertaken either on-site or at the work zone during the approved work hours.

As noted previously, the queuing or marshalling of construction vehicles shall not be permitted on public roads.

Notwithstanding this, if there are any materials spilt onto the road, site personnel and equipment shall rectify the issue accordingly, subject to appropriate OH&S provision.

5.3 Truck Routes

Protocols must be in place to ensure:

- site induction shall include procedures for accessing the site
- drivers shall adhere to the nominated truck routes, as shown in Figure 3.1

- drivers shall be aware of pedestrians and cyclists in the immediate vicinity of the site
- drivers shall be aware of existing sign posted speed limits.

5.4 Site Inspections and Record Keeping

The construction works will be monitored to ensure that it proceeds as set out in the CTMP. A daily inspection before the start of any construction activity shall take place to ensure that conditions accord with those stipulated in the plan and that there are no potential hazards. Any possible adverse impact shall be recorded and dealt with as they arise.

5.5 Site Induction

All staff employed on the site by the construction contractor shall be required to undergo a site induction. The induction shall include permitted access routes to and from the proposed work site for site personnel and construction vehicles as well as standard environmental, OH&S, driver protocols and emergency protocols. The workers will be encouraged to use public transport to travel to/from the site during the induction.

5.6 Heavy Vehicle Load Requirements

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

5.7 Spoil Management

Truck wheels will be washed prior to exiting site to avoid tracking any spoil onto adjacent roadways. Street sweepers will be used where required.

The roadway (including footpath) will be kept in a serviceable condition for the duration of demolition. Remedial treatments such as patching will be undertaken at the direction of Council.

5.8 Driver Code of Conduct

The Driver Code of Conduct specific to this site shall be included with all new site inductions for all heavy vehicle drivers accessing the site. One-off truck delivery drivers must agree to abide by the Driver Code of Conduct by having read and signed the Code.

Prior to commencement of construction works, all drivers shall be provided with a copy of the Driver Code of Conduct. It is intended that all truck drivers would have signed the Driver

Code of Conduct declaration and agree to be bound by its behavioural requirements before entering the site. The Driver Code of Conduct is provided in Appendix B.

5.9 Complaints and Compliments Register

A complaints and compliments register detailing matters such as truck driver behaviours and truck related noise issues shall be developed and maintained by the Contractor.

The register shall be reviewed monthly to determine if any systematic issues are arising from the implementation of the CTMP and Driver Code of Conduct.

Positive and negative feedback shall be documented using a Customer, Community and Stakeholder Complaint/ Compliment Form. The Contractor shall gather as much information as possible which would allow them to take appropriate action. Appropriate action may include:

- Arranging a meeting to discuss and/or resolve issues.
- Calling the customer, member of community or stakeholder to acknowledge feedback.
- Writing a letter responding to the feedback.

Drivers shall also be provided the opportunity to give feedback on the implementation of the Driver Code of Conduct and other measures which could be considered for implementation into the Code.

6 Conclusion

The key findings of the assessment are as follows:

- The construction work is expected to commence on 26 April 2024 with each construction activity taking between 12 to 320 days to complete.
- Overall, construction traffic impacts would be minor considering that there would be a low number of heavy vehicles generated during the road network peak periods.
- Construction workers would be strongly encouraged to travel to work using public transport as no on-site parking is provided.
- Construction workers and construction vehicle movements would not result in any adverse safety or operational impacts on the surrounding road network, pedestrians and cyclists, public transport capacity, and emergency services.
- A number of driver protocols will be established as part of the site induction procedure for drivers to ensure the safety of motorists, pedestrians and cyclists.
- Truck drivers are to be instructed to use the designated truck routes to/from the site.

In summary, it is concluded that the proposed traffic control measures will adequately address potential implications associated with proposed construction activities.

Appendix A

Traffic Guidance Scheme



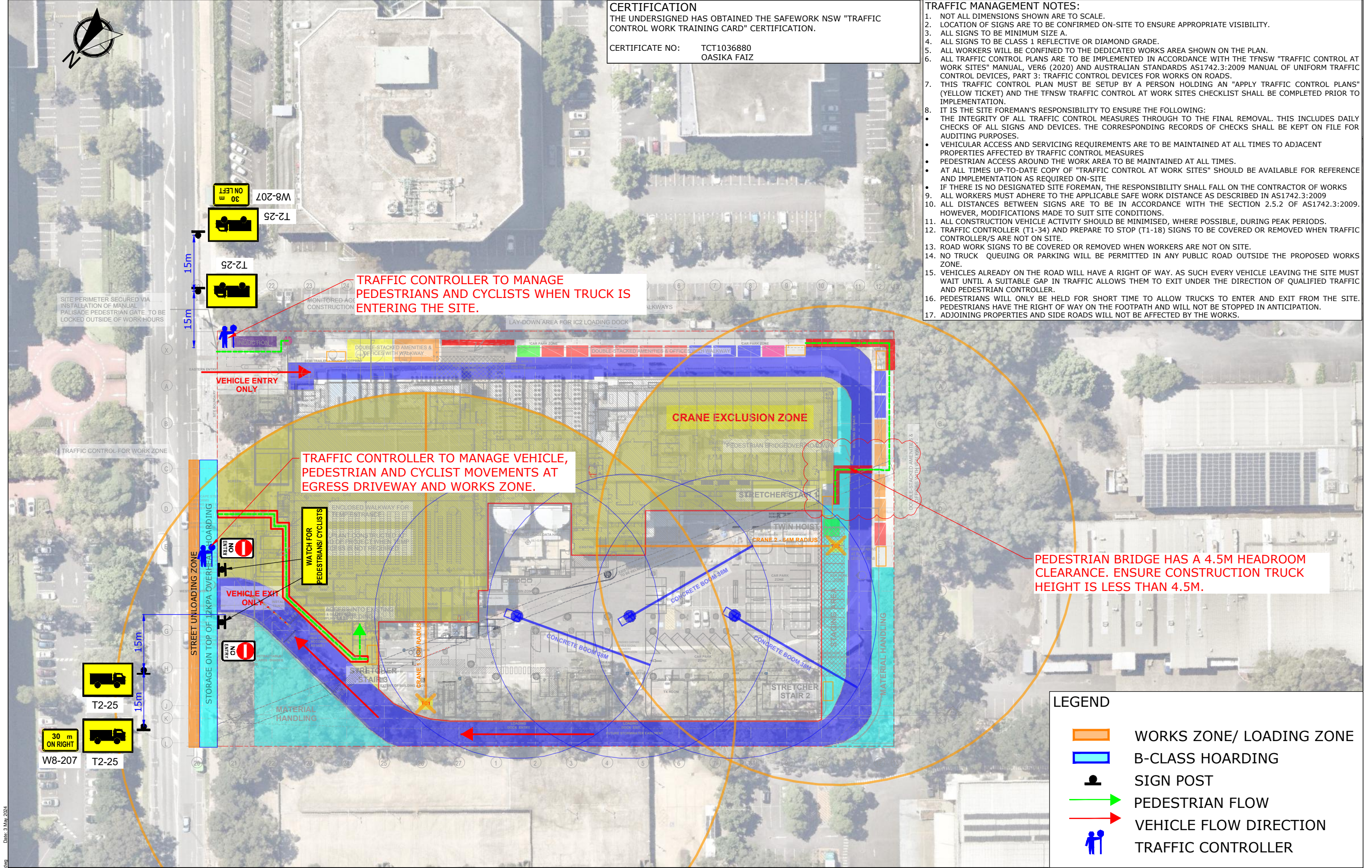
CERTIFICATION

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

CERTIFICATE NO: TCT1036880
OASIKA FAIZ

TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TfNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TfNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
 - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
 - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
 - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
12. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
13. ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD OUTSIDE THE PROPOSED WORKS ZONE.
15. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
16. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.
17. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.



Filename: 21178CAD005-240503-1.GIS.dwg Date: 3 May 2024

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	PC	KH	03/05/24



PROJECT	17-23 TALAVERA ROAD, MACQUARIE PARK		
TITLE	TRAFFIC GUIDANCE SCHEME - CIVIL WORKS		

Appendix B

Driver Code of Conduct

Driver Code of Conduct

This document sets out the requirements for all employees and contractors working at the site.

DECLARATION

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

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

Driver

Full Name: _____

Organisation: _____

Signature: _____

Date: _____

General Requirements

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

Heavy vehicle drivers hauling to and from the subject site must:

- Have read and signed the Driver Code of Conduct (this document) prior to entry to the site;
- Hold a valid driver's license for the class of vehicle that it being operated;
- Operate the vehicle in a safe manner while on site and public road network;
- Comply with the direction of authorised site personnel when onsite;
- All drivers are to use seat belts when driving; and
- All drivers are to drive to the sign posted speed limit, both on public roads and within the site.

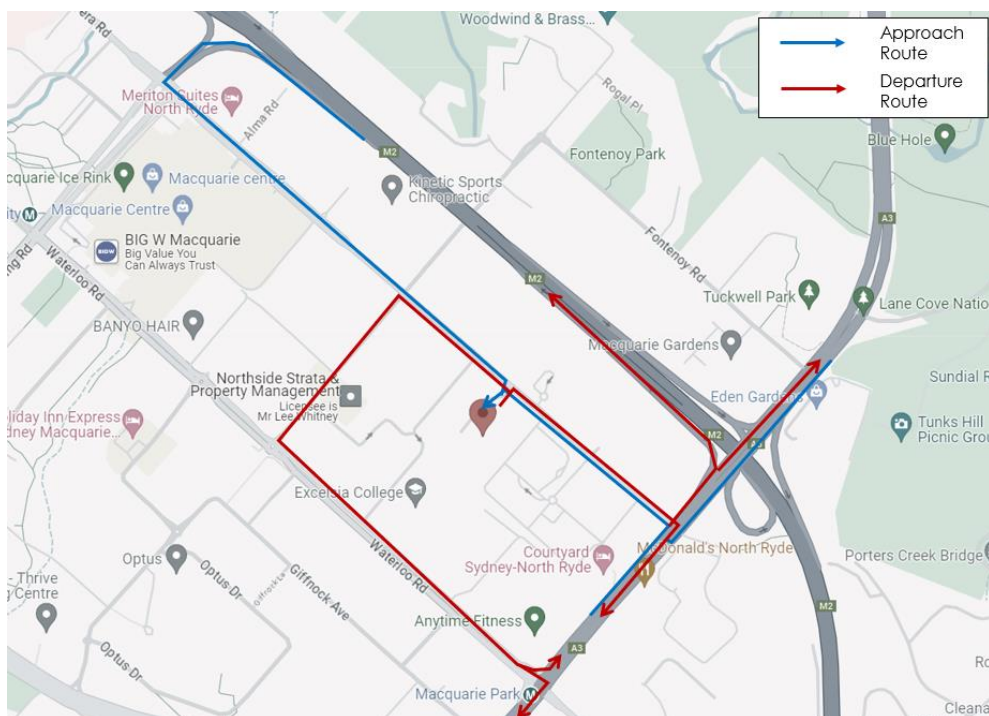
Site Access

All access to the construction site is to be via Talavera Road only.

Heavy Vehicle Haul Routes

All heavy vehicle drivers must adhere to the designated truck routes to/from the site which is via Talavera Road only.

The truck routes are shown in the figure below.



Heavy Vehicle Speed

Truck drivers must comply with the Australian Road Rules with travelling along public roads. Drivers are to observe the posted speed limits, and adjust speed appropriately to suit the road and weather conditions at the time.

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

Upon reaching the site, drivers will be instructed by traffic controllers on when and how to enter the site.

The speed limit within the site is 5km/hr (unless signposted otherwise in an area) which is to be strictly maintained.

Heavy Vehicles Driver Fatigue

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

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

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

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

Heavy Vehicle Compression Braking

Compression braking/ engine braking is not permitted within the vicinity of the site, that includes, internal to and surrounding the subject site.

Heavy Vehicle Noise

Permitted times of construction works at the site are as follows:

- Construction works shall be carried out on:
 - Monday to Friday 7:00am – 7:00pm
 - Saturday 8:00am – 3:00pm
 - No work is to be undertaken on Sundays or public holidays

Any works outside these times will only occur with approval from the relevant authorities prior to the commencement of any works.

Load Covering

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

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

Site management is to monitor loose material on the side of the haul route and take appropriate action regularly.

Other Safety Considerations Along the Haul Route

Heavy vehicle drivers should be aware of the following:

- Concealed driveways – drivers are to drive with caution around any signed concealed driveways
- Wet weather safety – drivers should adjust their driving speed to suit weather condition at the time.
- Other motorists – drivers should stay alert to other drivers, motorcyclists and cyclists on whilst driving to/ from the site.
- Pedestrians who are walking through the car park area and adjacent driveway close to the site

Appendix C

Council Correspondence

From: [Costan Griziotis](#)
To: [Adam Pavlovic](#)
Subject: FW: ATTN: Traffic Engineers & Development Engineers - SSD-24299707, 17-23 Talavera Road, Macquarie Park
Date: Wednesday, 12 June 2024 2:10:57 PM
Attachments: [image004.png](#)
[image001.png](#)

Costan Griziotis
Project Engineer

0466 546 850
costang@fdcbuilding.com.au
22 - 24 Junction Street, Forest Lodge, NSW 2037



[LinkedIn](#) | [Facebook](#) | [Instagram](#)
www.fdcbuilding.com.au

From: Joey Huang <JoeyH@ryde.nsw.gov.au>
Sent: Friday, May 10, 2024 3:55 PM
To: Costan Griziotis <costang@fdcbuilding.com.au>
Cc: Amir Mousavi <AmirM@ryde.nsw.gov.au>; Matthew Hezlett <matthewh@fdcbuilding.com.au>; Daniel Faulkner <danielf@fdcbuilding.com.au>
Subject: RE: ATTN: Traffic Engineers & Development Engineers - SSD-24299707, 17-23 Talavera Road, Macquarie Park

Hi Costan,

Thanks for providing the updated CTMP, which is deemed to address all of our comments!

Kind regards,

Joey

Joey Huang
Traffic & Development Engineer
TRAFFIC SERVICES
M +61421718187
E JoeyH@ryde.nsw.gov.au
W www.ryde.nsw.gov.au



Customer Service Centre 1 Pope Street, Ryde (Within Top Ryde City shopping centre)
North Ryde Office Riverview Business Park, Building 0, Level 1, 3 Richardson Place, North Ryde

Let's Connect [Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#) | [eNews](#)



The City of Ryde wishes to acknowledge the Traditional Custodians of the Land on which we work and pay our respect to the Elders past, present and emerging, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

This email is privileged and confidential. If you are not the intended recipient please delete the message and notify the sender. The use, copying or distribution of this message or any information it contains, by anyone other than the intended recipient is prohibited. Unless stated otherwise, this email represents only the views of the sender and not the views of the City of Ryde Council. Please note: information provided to Council in correspondence may be made publicly available, in accordance with the Government Information Public Access Act (GIPA Act) 2009.

From: Costan Griziotis <costang@fdcbuilding.com.au>

Sent: Friday, May 10, 2024 11:12 AM

To: Joey Huang <JoeyH@ryde.nsw.gov.au>

Cc: Amir Mousavi <AmirM@ryde.nsw.gov.au>; Matthew Hezlett
<matthewh@fdcbuilding.com.au>; Daniel Faulkner <danielf@fdcbuilding.com.au>

Subject: RE: ATTN: Traffic Engineers & Development Engineers - SSD-24299707, 17-23 Talavera Road, Macquarie Park

Hi Joey,

Please see attached with below comments captured.

Thank you,

Costan Griziotis
Project Engineer

0466 546 850
costang@fdcbuilding.com.au
22 - 24 Junction Street, Forest Lodge, NSW 2037



[LinkedIn](#) | [Facebook](#) | [Instagram](#)
www.fdcbuilding.com.au

From: Joey Huang <JoeyH@ryde.nsw.gov.au>

Sent: Wednesday, May 8, 2024 11:31 AM

To: Costan Griziotis <costang@fdcbuilding.com.au>

Cc: Amir Mousavi <AmirM@ryde.nsw.gov.au>; Matthew Hezlett
<matthewh@fdcbuilding.com.au>; Daniel Faulkner <danielf@fdcbuilding.com.au>

Subject: RE: ATTN: Traffic Engineers & Development Engineers - SSD-24299707, 17-23 Talavera Road, Macquarie Park

Hi Costan,

As discussed, please update the CTMP for below:

- In section 3.5, please specify the use of truck & dog, AV/semi-truck, and the demand per day
- In section 4.1, please state, there will be only concrete trucks operating during commuting

peak periods. All other trucks will be operating outside commuting peak periods.

Kind Regards,
Joey

Joey Huang
Traffic & Development Engineer
TRAFFIC SERVICES
M [+61421718187](tel:+61421718187)
E JoeyH@ryde.nsw.gov.au
W www.ryde.nsw.gov.au



Customer Service Centre 1 Pope Street, Ryde (Within Top Ryde City shopping centre)
North Ryde Office Riverview Business Park, Building 0, Level 1, 3 Richardson Place, North Ryde

Let's Connect [Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#) | [eNews](#)



The City of Ryde wishes to acknowledge the Traditional Custodians of the Land on which we work and pay our respect to the Elders past, present and emerging, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

This email is privileged and confidential. If you are not the intended recipient please delete the message and notify the sender. The use, copying or distribution of this message or any information it contains, by anyone other than the intended recipient is prohibited. Unless stated otherwise, this email represents only the views of the sender and not the views of the City of Ryde Council. Please note: information provided to Council in correspondence may be made publicly available, in accordance with the Government Information Public Access Act (GIPA Act) 2009.

From: Costan Griziotis <costang@fdcbuilding.com.au>

Sent: Monday, May 6, 2024 7:23 AM

To: Joey Huang <JoeyH@ryde.nsw.gov.au>

Cc: Amir Mousavi <AmirM@ryde.nsw.gov.au>; Matthew Hezlett <matthewh@fdcbuilding.com.au>; Daniel Faulkner <danielf@fdcbuilding.com.au>

Subject: RE: ATTN: Traffic Engineers & Development Engineers - SSD-24299707, 17-23 Talavera Road, Macquarie Park

Hi Joey,

Amended as final attached for your information capturing below comments.

Thank you,

Costan Griziotis
Project Engineer

0466 546 850
costang@fdcbuilding.com.au
22 - 24 Junction Street, Forest Lodge, NSW 2037



[LinkedIn](#) | [Facebook](#) | [Instagram](#)
www.fdcbuilding.com.au

From: Costan Griziotis <costang@fdcbuilding.com.au>

Sent: Thursday, May 2, 2024 3:47 PM

To: Joey Huang <JoeyH@ryde.nsw.gov.au>

Cc: Amir Mousavi <AmirM@ryde.nsw.gov.au>; Matthew Hezlett
<matthewh@fdcbuilding.com.au>; Daniel Faulkner <danielf@fdcbuilding.com.au>

Subject: RE: ATTN: Traffic Engineers & Development Engineers - SSD-24299707, 17-23 Talavera Road, Macquarie Park

No worries Joey.

1. Truck length will be roughly 8m
2. FDC will amend CTMP to ensure it notes an overhead protection based off council advice and install when we start on site.

Thank you,

Costan Griziotis
Project Engineer

0466 546 850
costang@fdcbuilding.com.au
22 - 24 Junction Street, Forest Lodge, NSW 2037



[LinkedIn](#) | [Facebook](#) | [Instagram](#)
www.fdcbuilding.com.au

From: Joey Huang <JoeyH@ryde.nsw.gov.au>

Sent: Thursday, May 2, 2024 3:43 PM

To: Costan Griziotis <costang@fdcbuilding.com.au>

Cc: Amir Mousavi <AmirM@ryde.nsw.gov.au>; Matthew Hezlett
<matthewh@fdcbuilding.com.au>; Daniel Faulkner <danielf@fdcbuilding.com.au>

Subject: RE: ATTN: Traffic Engineers & Development Engineers - SSD-24299707, 17-23 Talavera Road, Macquarie Park

You don't often get email from joeyh@ryde.nsw.gov.au. [Learn why this is important](#)

Hi Costan,

Thanks for your prompt reply! Most of replies are fine. Please see my further comments in blue following two red replies.

Kind Regards,
Joey

Joey Huang
Traffic & Development Engineer
TRAFFIC SERVICES
M [+61421718187](tel:+61421718187)
E JoeyH@ryde.nsw.gov.au
W www.ryde.nsw.gov.au



Customer Service Centre 1 Pope Street, Ryde (Within Top Ryde City shopping centre)
North Ryde Office Riverview Business Park, Building 0, Level 1, 3 Richardson Place, North Ryde

Let's Connect [Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#) | [eNews](#)



The City of Ryde wishes to acknowledge the Traditional Custodians of the Land on which we work and pay our respect to the Elders past, present and emerging, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

This email is privileged and confidential. If you are not the intended recipient please delete the message and notify the sender. The use, copying or distribution of this message or any information it contains, by anyone other than the intended recipient is prohibited. Unless stated otherwise, this email represents only the views of the sender and not the views of the City of Ryde Council. Please note: information provided to Council in correspondence may be made publicly available, in accordance with the Government Information Public Access Act (GIPA Act) 2009.

From: Costan Griziotis <costang@fdcbuilding.com.au>
Sent: Thursday, May 2, 2024 2:00 PM
To: Joey Huang <JoeyH@ryde.nsw.gov.au>
Cc: Amir Mousavi <AmirM@ryde.nsw.gov.au>; Matthew Hezlett <matthewh@fdcbuilding.com.au>; Daniel Faulkner <danielf@fdcbuilding.com.au>
Subject: RE: ATTN: Traffic Engineers & Development Engineers - SSD-24299707, 17-23 Talavera Road, Macquarie Park

Thanks Joey, I will have our traffic engineer update. Please see further comments below in **Red** for consideration.

I will issue final CTMP once received with the below captured for information once received.

Cheers,

Costan Griziotis
Project Engineer

0466 546 850
costang@fdcbuilding.com.au
22 - 24 Junction Street, Forest Lodge, NSW 2037



[LinkedIn](#) | [Facebook](#) | [Instagram](#)
www.fdcbuilding.com.au

From: Joey Huang <JoeyH@ryde.nsw.gov.au>
Sent: Thursday, May 2, 2024 1:24 PM
To: Costan Griziotis <costang@fdcbuilding.com.au>
Cc: Amir Mousavi <AmirM@ryde.nsw.gov.au>; Matthew Hezlett

<matthewh@fdcbuilding.com.au>; Daniel Faulkner <danielf@fdcbuilding.com.au>

Subject: RE: ATTN: Traffic Engineers & Development Engineers - SSD-24299707, 17-23 Talavera Road, Macquarie Park

You don't often get email from joeyh@ryde.nsw.gov.au. [Learn why this is important](#)

Hi Coston,

Thanks for submitting CTMP! Traffic Services Department reviewed the CTMP and provide following comments for your attention:

1. **Truck movements allowed during commuting peak periods (8am-9.30am & 4.30pm-6pm):** preferably all of truck movements are to be restricted outside the commuting peak periods in Macquarie Park area. However, due to the site concrete pouring works associated with piling/basement/structures, only concrete trucks are allowed during commuting peak periods. Please provide the estimation for the concrete truck demand and truck size per hour and per day during piling/basement/above structure stages in the CTMP. Not sure if the stated 1-2 truck movements during peak periods in CTMP are referred to concrete truck or not. **1 – 2 trucks was an average. We will update CTMP to note that all deliveries (barring concrete trucks during large pours) are to be scheduled in for and arrive on site between 7am – 8am & 9:30am-4:30pm. Estimation for concrete truck demand during a large pour will be 3 – 4 per hr and these will be 8 – wheelers. Please also provide the truck length.**
2. **Pedestrians/cyclists protection.** It's proposed to use southwestern kerbside parking area of Talavera Road along site frontage as truck loading/unloading area, please clarify:
 - whether the shared use paths for pedestrians/cyclists along the site frontage are still maintained to be open to the public, and **Yes, these will remain open.**
 - whether there is overhead protection, i.e. class B hoarding is provided along the proposed work zone area. **Overhead protection is not currently proposed. Will this be an issue for council? Yes, this is a major concern for the safety of pedestrians/cyclists moving along the shared use path, when trucks load/unload materials within work zone, and these loaded/unloaded materials will be transported into the site over the top of pedestrians/cyclists.**
3. **Truck routes:** the departure route is required only turning right onto Talavera Road from the site and then turning left/right onto Lane Cove Road. The reasons for such a requirement are listed here:
 - The construction works of Macquarie University Bus Interchange would start soon, which include the reconstruction works of Herring Road/Talavera Road intersection.
 - Some construction sites at Waterloo Road have been approved to use Talavera road section between Herring Road and Khartoum Road already.
 - The previous approval of truck exiting route to use Herring Road during stormwater and sewer alignment stage is based on limited truck demand and short construction timeframe. The proposed construction timeframe for this CTMP would last 2 years. The truck route has to be regulated with minimum truck number on Talavera Road between Khartoum Road and Herring Road.If some trucks have to use M2 on-ramp at Herring Road due to various reasons, this should be minimised. Please also explain why these trucks have to use M2 on-ramp via Herring Road in the CTMP report. **Above is noted and will be incorporated in the CTMP.**
4. **Trucks into/out of work zone.** Please clarify:

4.1) how trucks from west via Talavera Road to move into work zone. Do these trucks directly turn around within Talavera Road? This is not supported. It is advised: either all trucks entering Work Zone from east without from west, or the internal pedestrian bridge within the site providing 4.5m standard clearance allowing these trucks turning around within the site and then turning left from the site onto the work zone. Trucks coming in from the West will be brought into site and turned around rather than completing a U-turn across Talavera road or alternatively they will approach from the eastern direction (note – it will be strongly encouraged all trucks approach from the east). Pedestrian bridge height will be increased.

4.2) After loading/unloading on work zone, these trucks would have to move north-west along Talavera Road, and most of trucks may need to return Lane Cove Road via Khartoum Road and Waterloo Road, which would significantly increase the use of and impacts on local road network. Therefore, it is advised to minimise the use of work zone, and increase the internal pedestrian bridge clearance from 3m to 4.5m, allowing those trucks coming from Lane Cove Road to complete loading/unloading within the site, and then directly to return Lane Cove Road via turning right from the site onto Talavera Road heading south-east. Bridge height will be increased to cater and where possible/practicable, use of work zone for large deliveries/trucks will be minimized so as to control traffic flow exiting site in a North West direction as noted above. I will have this note added to the CTMP.

5. The issue of pedestrian bridge with 3m low clearance. The 3m low clearance of the internal pedestrian bridge leads to the issues as described in comments 4.1) & 4.2). This is advised to increase to 4.5m. Noted – bridge to be increased to 4.5m.

Kind Regards,
Joey

Joey Huang
Traffic & Development Engineer
TRAFFIC SERVICES
M +61421718187
E JoeyH@ryde.nsw.gov.au
W www.ryde.nsw.gov.au



Customer Service Centre 1 Pope Street, Ryde (Within Top Ryde City shopping centre)
North Ryde Office Riverview Business Park, Building 0, Level 1, 3 Richardson Place, North Ryde

Let's Connect [Facebook](#) | [Twitter](#) | [Instagram](#) | [YouTube](#) | [eNews](#)



The City of Ryde wishes to acknowledge the Traditional Custodians of the Land on which we work and pay our respect to the Elders past, present and emerging, and extend that respect to all Aboriginal and Torres Strait Islander peoples.

From: Costan Griziotis <costang@fdcbuilding.com.au>

Sent: Wednesday, April 24, 2024 12:10 PM

To: City of Ryde <CityofRyde@ryde.nsw.gov.au>

Cc: Matthew Hezlett <matthewh@fdcbuilding.com.au>; Daniel Faulkner <danielf@fdcbuilding.com.au>

Subject: ATTN: Traffic Engineers & Development Engineers - SSD-24299707, 17-23 Talavera Road, Macquarie Park

Good Afternoon,

With relation to the DA in the subject matter, please see attached draft Construction Traffic Management Plan for Council Review.

Note that the attached captures minor changes to what has been previously issued for the development (i.e. truck routes etc remain identical). Previous council consultation is captured within the attached on page 5.

Could Council please review and provide comments.

What timeframe is usually allowed for the review period?

Thank you,

Costan Griziotis

Project Engineer

0466 546 850

costang@fdcbuilding.com.au

22 - 24 Junction Street, Forest Lodge, NSW 2037



[LinkedIn](#) | [Facebook](#) | [Instagram](#)

www.fdcbuilding.com.au

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast.

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast.

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast.

Disclaimer

The information contained in this communication from the sender is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient, you are hereby notified that any disclosure, copying, distribution or taking action in relation of the contents of this information is strictly prohibited and may be unlawful.

This email has been scanned for viruses and malware, and may have been automatically archived by Mimecast.

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

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@tpp.net.au

www.tpp.net.au