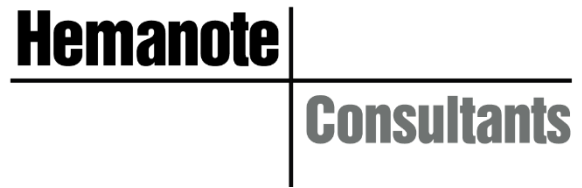




CONSTRUCTION TRAFFIC MANAGEMENT PLAN

88 MURRAYS FLAT ROAD - TOWRANG



CONSTRUCTION TRAFFIC MANAGEMENT PLAN
88 MURRAYS FLAT ROAD, TOWRANG
PROPOSED SCRAP METAL RECYCLING FACILITY
DATE: 30 MARCH 2026

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1. Introduction

This Construction Traffic Management Plan (CTMP) has been prepared by Hemanote Consultants to outline the measures that will be implemented by construction personnel and vehicles to ensure pedestrian safety and the management of traffic during construction works for the proposed Scrap Metal Recycling Facility at 88 Murrays Flat Road, Towrang.

2. Existing Site Conditions

2.1 Existing Site Description

The subject site has an area of approximately 32 hectares and is currently occupied by a residential dwelling. It is located in a mainly rural area, characterised by vacant land, farms and residential dwellings, as well as some nearby commercial and industrial sites. The subject site is located on the eastern side of Murrays Flat Road at property No. 88 (legally known as Lot 3 of DP251779), within the suburb of Towrang. The site has a frontage of approximately 487.6 metres to Murrays Flat Road from the west. Refer to Figure 1 for a site locality map.

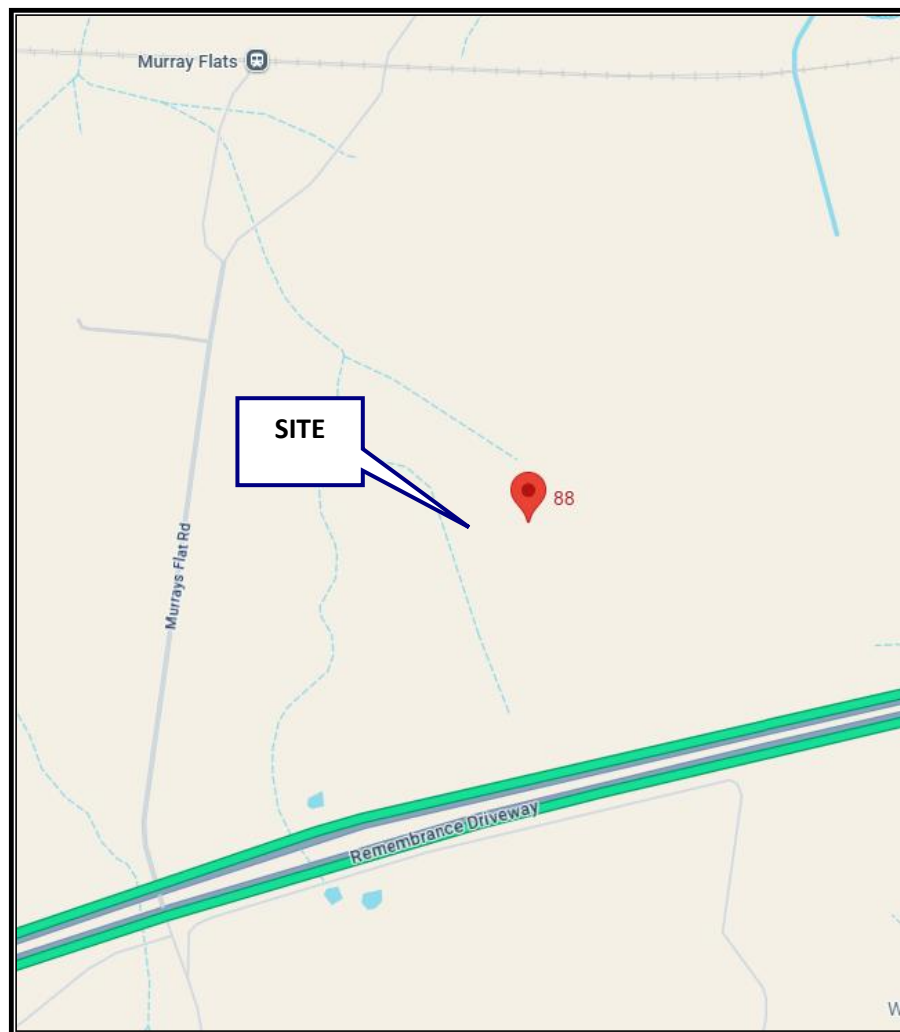


Figure 1: Site Locality Map

2.2 Existing Road Network

Murrays Flat Road has a two-way undivided carriageway with a width between edges of the bitumen of approximately 7 metres. This carriageway generally provides one travel lane per direction, with no kerbside parking available.

The legal speed limit on Murrays Flat Road is 50km/h. Murrays Flat Road intersects with Hume Highway via a 2-staged intersection crossing and is controlled by a signposted 'Give Way', with priority given to traffic travelling along Hume Highway. Eastbound vehicles travelling on Hume Highway intersects with Murrays Flat Road with the northern (top) section of the 2-staged intersection, with westbound vehicles travelling on Hume Highway intersecting Murrays Flat Road at the southern (bottom) section of the 2-staged intersection.



Figure 2: Aerial photograph of the subject site and surrounding road network



Photo 1: Murrays Flat Road at its intersection with Hume Highway – facing south



Photo 2: Hume Highway at its intersection with Murrays Flat Road – facing east



Photo 3: Aerial photo of the 2-staged intersection with Hume Highway and Murrays Flat Road

- Public transportation

The subject site is not well served by public transport services. It is located approximately 9.1 kilometres from Goulburn Railway Station.

The nearest bus services operate along Taralga Road, Tarlo Street, and Victoria Street, including routes 818, 821A, and 821B.

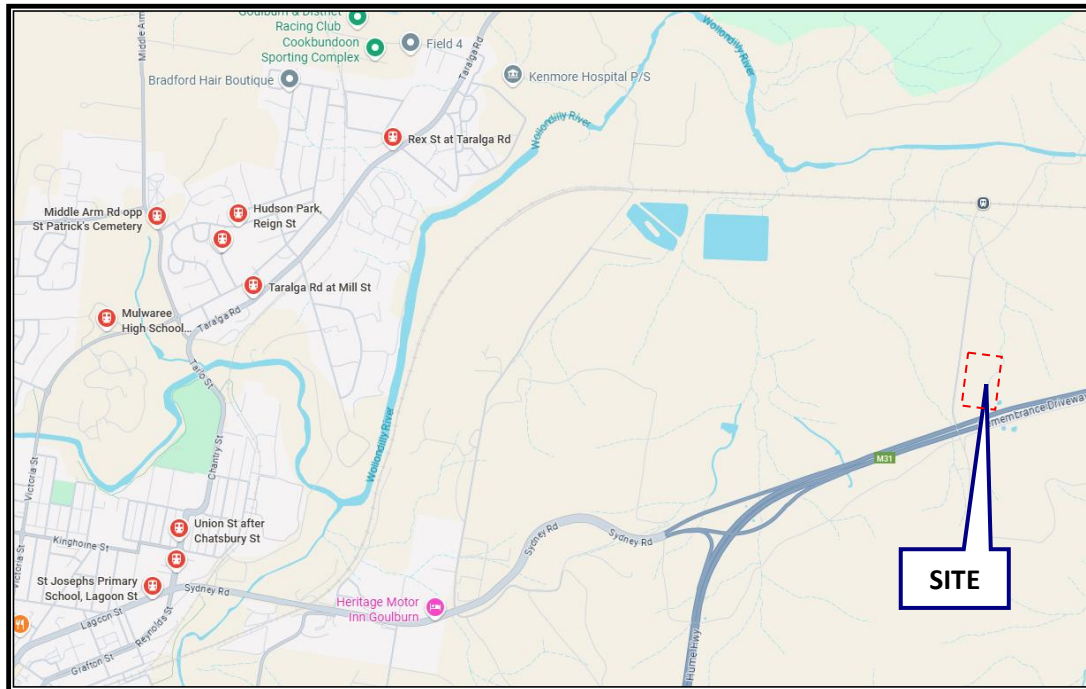


Figure 3: Bus services near the subject site

- Pedestrian Paths

There are no available pedestrian pathways on Murrays Flat Road.

- Cycle Paths

There are no bicycle lanes along the Murrays Flat Road in the vicinity of the subject site. However, cyclists are permitted to travel along Murrays Flat Road.

3. Proposed Scope of Works

The proposed development involves the construction of a scrap metal recycling facility, associated workshop and staff amenities, and the conversion of the existing dwelling into an administration office.

The construction activities are expected to include the following stages:

- **Site mobilisation**, including the installation of two (2) temporary access driveways for heavy vehicles (approximately 1 week)
- **Grading and earthworks** (approximately 12 weeks)
- **Civil works** (approximately 4 weeks)
- **Construction of new industrial buildings** and installation of weighbridges (approximately 4 weeks)
- **Conversion of the existing residential building** into an administration office (approximately 3 weeks)
- **Landscaping and driveway construction** (approximately 2 weeks)

The total construction period is estimated to be approximately six (6) months, subject to confirmation by the appointed builder or contractor.

The largest vehicles expected to access the site during construction include a **truck and trailer (19.5 metres in length)** and an **articulated vehicle (20 metres in length)**.

Certified traffic controllers will be stationed near the work area, as required, to ensure the safe movement of construction vehicles accessing and exiting the work areas.

Refer to **Appendix 'A'** for the proposed development plans.

3.1 Hours of Construction Works

The proposed hours of construction work are from 7.00 am to 6.00 pm on Monday to Fridays, and 8.00am to 1.00pm on Saturdays. No work is to be carried out on Sundays or Public Holidays.

3.2 Construction Schedule

Stage	Duration of works	Maximum No. of Staff	Maximum Truck Size	Maximum Daily Truck Movements (inbound + outbound)
Site mobilisation	1 Week	6	Single Bogie (MRV 8.8m)	6
Grading and earth works*	12 Weeks	8	Articulated Vehicle (Truck and Trailer 19.5m)	22
Civil works	4 Weeks	15	Single Bogie (MRV 8.8m)	12
New industrial buildings & installation of weighbridges	4 Weeks	25	Articulated Vehicle (20m)	12
Conversion of residential building into an administration office	3 Weeks	20	Single Bogie (MRV 8.8m)	8
Landscaping and driveway constructions	2 Weeks	8	Single Bogie (MRV 8.8m)	6

Table 1: Stages of Construction

* **Note:** The calculation of maximum daily truck movements during the grading and earthworks stage is based on the net export soil volumes detailed in the Cut and Fill Site Plan in **Appendix A** of this report.

A total of approximately 34,000 m³ of spoil material is expected to be removed from the site, equating to approximately 20,000 tonnes. A truck and trailer combination can carry approximately 33 tonnes per load, resulting in an estimated 610 total truck and trailer loads. Over a 12-week period, based on six (6) working days per week, this equates to an average of 9 truckloads per day for exported soil material and an additional 2 truckloads per day for imported material, that is a total of approximately 22 truck movements per day (inbound and outbound combined).

4. Impacts of Proposed Works

4.1 Surrounding Residences & Businesses

The proposed works are to be undertaken within the proposed construction hours to minimise any potential impacts on adjacent properties.

Vehicular and pedestrian access to all adjacent properties is not to be impacted by the construction of the proposed scrap metal recycling facility. Access to local businesses must be maintained at all times, and work vehicles should not obstruct local property access. Machinery storage and employee parking must be located away from adjacent residences at 27 and 93 Murrays Flat Road to minimise amenity impacts on these properties.

Moreover, trucks are not to wait in a layover location remote from the site before 7.00 am and shall have their engines turned off for the duration of their stay.

All construction vehicles are to ensure that their engines are turned off, where possible, to minimise any noise impacts.

4.2 Pedestrians and Cyclists

Cyclist access along Murrays Flat Road and surrounding streets must be maintained throughout the project at all times.

Construction vehicles are to wait for a suitable gap in vehicular traffic, and certified traffic controllers are to manage construction vehicles before exiting the site, to minimise the impact on traffic flow.

Also, it is crucial to ensure that there is no trip hazards present on the council grass verge, and all pedestrian path widths and ramps must comply with TfNSW specifications.

Furthermore, all construction signage must be positioned so that it does not obstruct pedestrian or cyclist paths, nor restrict commuter sight distances, and must comply with the Traffic Control at Work Sites (TCAWS) Manual.

4.3 Emergency Services

Emergency vehicle access along the surrounding streets will be maintained throughout the project. Priority is given to emergency vehicles as per the normal procedures.

All emergency services (NSW Police, NSW Ambulance, and Fire and Rescue NSW), Transport for NSW and Transport State Transit are to be notified of the proposed works by the nominated builder prior to the commencement of works.

4.4 Local Traffic

Construction vehicles are to arrive at and depart the site using commonly occurring traffic gaps to reduce the impact on traffic flows. It should be noted that traffic controllers are not to stop general traffic to allow construction vehicles to reverse in or exit the subject construction site without obtaining approval from the Council.

4.5 Staff Parking

All contractors and construction workers will be encouraged to car-pool due to the limited availability of public transport services near the subject site. Car-pooling will be promoted as a high priority requirement during both the main construction tender and subsequent subcontractor tenders.

All work vehicles are to be parked entirely within the construction site boundaries. Designated parking areas will be provided within the site, in proximity to the proposed temporary site office, to minimise amenity impacts on neighbouring properties and surrounding roadways.

4.6 Public Transport

There are no existing transport facilities that will travel past or near the site.

4.7 Council Assets

Before obtaining a construction certificate, a dilapidated road condition report must be submitted to and approved by the Council's Land Development Unit. Any damage caused by construction works should be reinstated to its original condition.

5. Management of the Works

5.1 Site Management

The developer/builder should always liaise and notify the adjoining properties regarding the proposed construction works. The builder/contractor shall be responsible for resolving all issues and complaints.

A notice with on-site contact details must be installed on the temporary site fence at all times.

All staff, workers and contractors at the subject construction site are to be provided with a copy of this Construction Traffic Management Plan (CTMP) and are to be briefed and inducted on its requirements to ensure the safety of all workers and pedestrians and all road users around the site.

A temporary security fence/gates to Work Cover Authority requirements is to be provided to the property during the course of construction, and the worksite must be safely fenced off and ensured that the site is secured against unauthorised entry or when the site is not attended.

No unauthorised pedestrians are to be given access to enter the site. Travel within the site is to be confined to designated walkways/areas identified by safety signs and/or temporary fencing. All personnel on-site are to wear safety equipment, including high-visibility vests.

It should be noted that the locations of site amenities, staff parking, loading and unloading area(s), waste removal and storage areas may slightly change from time to time to suit the changing conditions of the site for safety and to suit the work methodology.

Appropriate sediment control measures are to be installed prior to the commencement of any construction works, and waste bins are to be placed within the site for the storage of demolished/waste material to ensure safe disposal or recycling and minimise impacts on the environment.

5.2 Site Access

The access to the site is accessible via Murrays Flat Road, and it will be utilised by construction vehicles as an access point to regulate vehicular movements into and out of the site.

It should be noted that construction vehicles are not allowed to reverse into the site from the road unless a Road Occupancy Permit is obtained from the Council.

The wheels of construction vehicles are to be cleaned and hosed by construction personnel before leaving the site to ensure that soil and other materials are not transported or tracked onto the footpath or the roadway.

5.3 Vehicle Movement Plan

5.3.1 Truck Route

Construction vehicles are to travel on the recommended truck routes and main roads using Remembrance Driveway (Hume Highway). Construction vehicles are to obey road rules, parking restrictions and clearway restrictions at all times.

A copy of the proposed construction vehicle route is to be provided to all construction personnel and contractors working on the building site. The developer/builder is to run site inductions on a regular basis during the construction period to inform all staff members and workers of the construction management requirements.

ARRIVING AT THE SITE

Construction vehicles larger than MRV:

SOUTH REGION

Trucks travelling east bound on Hume Highway:

- Travelling along Hume Highway and turning left onto Murrays Flat Road.
- Travelling along Murrays Flat Road for approximately 860 meters and turning right into the subject site.

NORTH REGION

Trucks travelling west bound on Hume Highway:

- Travelling along Hume Highway and passing Hume Highway / Murrays Flat Road intersection.
- Travelling along Hume Highway for approximately 12 km and doing a U-turn on Hume Highway / Hume Street roundabout to travel east bound on Hume Highway
- Travelling approximately 12 km on Hume Highway and turning left onto Murrays Flat Road
- Travelling along Murrays Flat Road for approximately 860 meters and turning right into the subject site.

Construction vehicles for MRV or smaller:

SOUTH REGION

Trucks travelling east bound on Hume Highway:

- Travelling along Hume Highway and turning left onto Murrays Flat Road.
- Travelling along Murrays Flat Road for approximately 860 meters and turning right into the subject site.

NORTH REGION

Trucks travelling west bound on Hume Highway:

- Travelling along Hume Highway and using the channelised right turn on Hume Highway / Murrays Flat Road intersection.
- Travelling along Murrays Flat Road for approximately 860 meters and turning right into the subject site.

DEPARTING THE SITE

All construction vehicles:

- Travelling along Murrays Flat Road for approximately 860 meters and turning left onto Hume Highway to travel north-east.

Refer to the attached construction vehicle route map shown in Figures 4 and 5 below and on the following page.

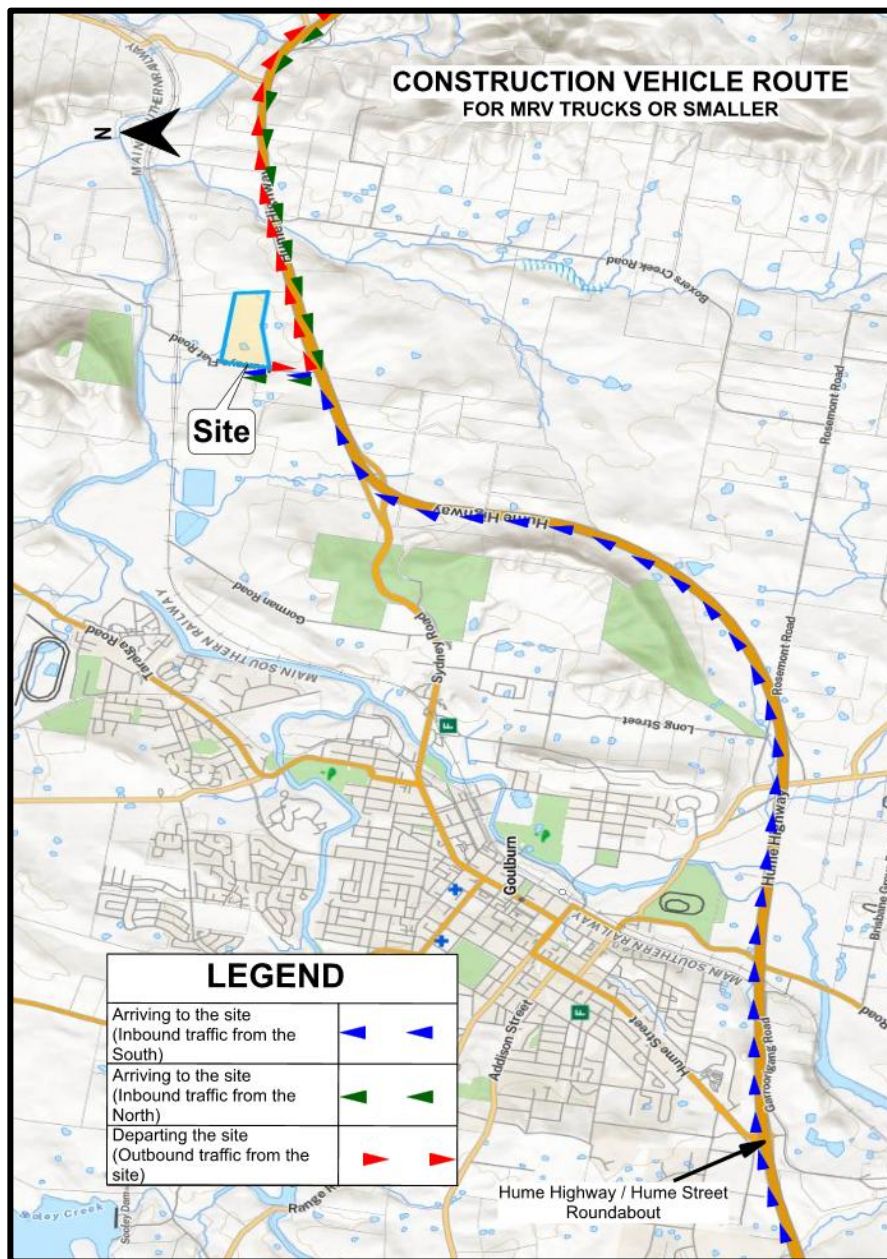
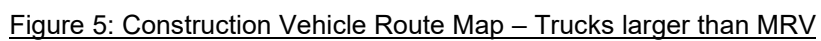


Figure 4: Construction Vehicle Route Map – MRV Trucks or smaller



5.3.2 Management of Deliveries

All material deliveries are to be unloaded on-site. The site manager/leading foreman is to ensure that two deliveries do not occur at the same time unless they can be both accommodated on-site.

5.3.3 Parking of Construction Vehicles

Construction vehicles will be required to park entirely within the construction site boundaries. Parking areas will be located inside the site nearing the proposed temporary office to minimise amenity impacts on nearing properties.

Moreover, all construction vehicles are to ensure that their engines are turned off, where possible, to minimise any noise impacts on adjoining residences and businesses and should not queue or layover on Murrays Flat Road without the Council's approval.

5.3.4 Works Zone

A Works Zone is not required for this site.

5.3.5 Site Crane

A crane will be required for the proposed construction activities and is to be placed wholly within the site. However, should a crane be required to be placed outside the confines of the subject site, approval must be obtained from the Council prior to this taking place.

5.4 Loading and Unloading

Loading and unloading are to take place wholly within the site. All construction vehicles arriving to and leaving the site shall have their material loads sealed or covered. The loading of disposable material into these vehicles, leaving the site, is to occur only within the site.

5.5 Traffic Control Plans

Refer to the Traffic Control Plans (TCPs) No. HC964/2425-1, HC964/2425-2, and HC964/2425-3 are attached in **Appendix 'B'** of this report, which illustrate the traffic arrangements to be implemented within the site and along Murrays Flat Road and adjoining streets during the various stages of construction works.

Certified traffic controllers are to be stationed at the front of the subject site during driveway construction, when required, to manage construction traffic. No traffic controllers should stop general traffic to allow construction vehicles to enter or exit the subject site without the Council's approval.

The Traffic Control Plans have been prepared in accordance with the TfNSW *Guide to Traffic Control at Worksites Technical Manual and AS1742.3:2019 Traffic Control Devices for Work Sites on Roads*.

5.6 Permits and Occupancy Approvals

Road occupancy approval must be obtained from the council for the new driveways to be constructed on Murrays Flat Road, as outlined in Traffic Control Plan No. **HC964/2425-2** and **HC964/2425-3**. These Traffic Control Plans must be submitted with the road occupancy approval.

5.7 Pedestrian Management

Certified traffic controllers are to be stationed at the site frontage during the driveway construction, to manage construction vehicles safely and the worksite must be safely fenced off to ensure that the site is secured against unauthorised entry or when the site is not attended.

Cyclist access along Murrays Flat Road and surrounding streets must be maintained throughout the project at all times.

Construction vehicles are to wait for a suitable gap in vehicular traffic, and certified traffic controllers are to manage construction vehicles before exiting the site, to minimise the impact on traffic flow, and no construction vehicles should obstruct any pedestrian movements.

5.8 Management of Public Transport Services & Emergency Vehicles

The existing public transport facilities will be maintained throughout the project. Emergency vehicle access along the surrounding streets will be maintained throughout the project. Priority is given to emergency vehicles as per normal procedures.

5.9 Management of Impact on Adjoining Works

At the time of compiling this report, Hemanote Consultants were not aware of any road works or construction works in the surrounding area.

5.10 Neighbour Notification & Complaints Handling

All nearby properties will be notified and updated by the builder/contractor on a regular basis at key construction stages with respect to the construction process, particularly in relation to construction vehicle movements, and to be provided with the contact details of the site manager/leading foreman.

The following addresses will be notified by letterbox drop prior to the start of construction activities of the programmed timing of works:

- 27, 93, 272 Murrays Flat Road, Towrang - nearing the site.

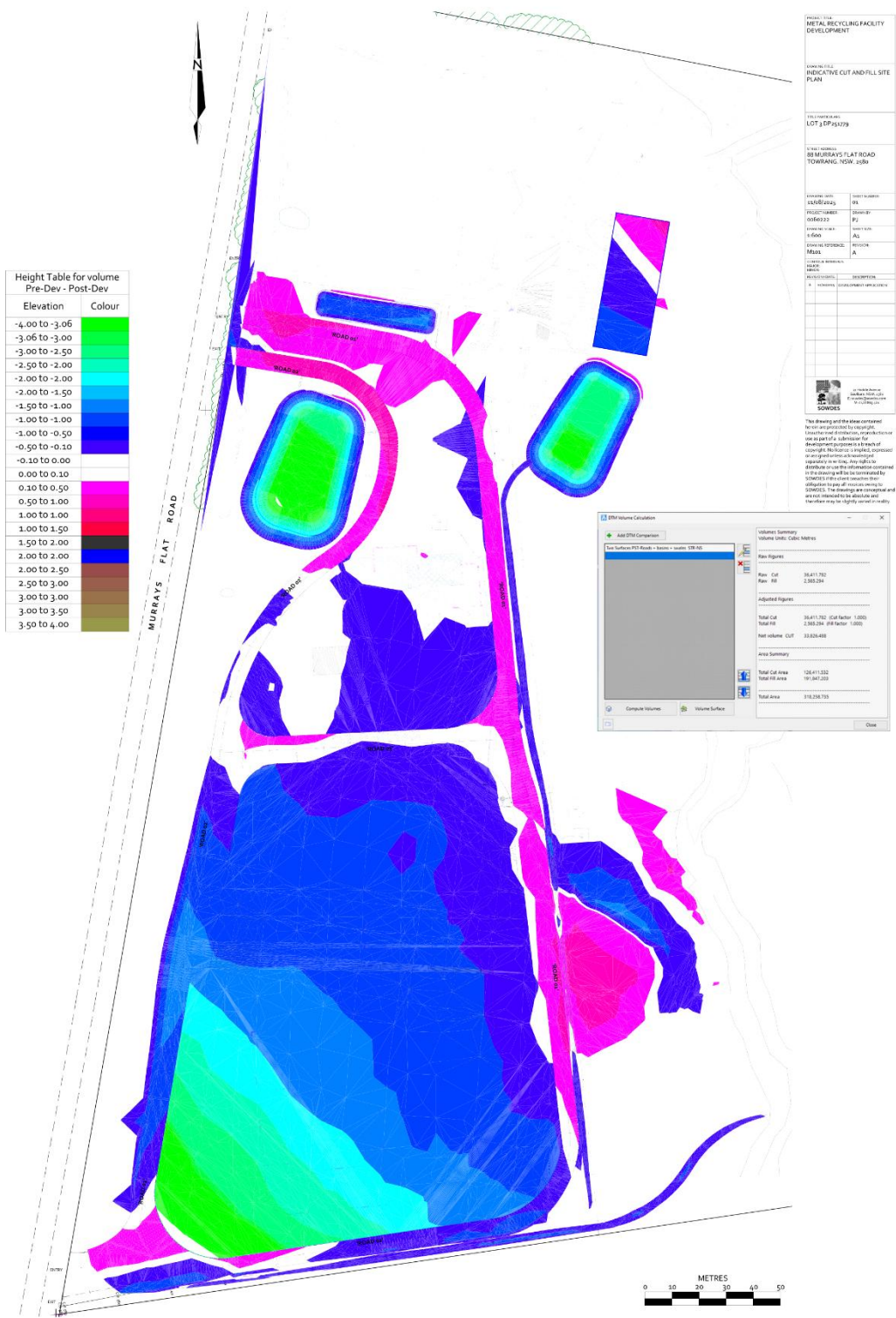
Yours sincerely,



Hany Takla
Senior Traffic Engineer
Safe Work NSW TCT0028296
Hemanote Consultants Pty Ltd

Appendix 'A' – Site and Cut & Fill Plan





Appendix 'B' – Traffic Control Plans

Hemanote

Consultants

TRAFFIC CONTROL PLANS

88 MURRAYS FLAT ROAD, TOWRANG

PROPOSED SCRAP METAL RECYCLING FACILITY

GENERAL NOTES:

- TRAFFIC LAYOUT IN ACCORDANCE WITH TENSOW 'TRAFFIC CONTROL AT WORK SITES' TECHNICAL MANUAL V.6.1, 2022.

- WHEN WORK HAS STOPPED, ALL SIGNS ARE TO BE COVERED/REMOVED.**

- THE WORK AREA MUST BE SECURELY BARRICADED.**

- TNSW ACCREDITED TRAFFIC CONTROLLER(S) TO BE ON SITE AS SHOWN IN THE RELEVANT TGS IN ACCORDANCE WITH AS 1742.3.**

- THIS TCP REMAINS THE COPYRIGHT OF HEMANOTE CONSULTANTS. ANY MODIFICATION TO THIS PLAN AND/OR VARIATION(S)

- UPON IMPLEMENTATION WITHOUT THE CONSENT OF HEMANOTE CONSULTANTS WILL RENDER THIS PLAN NULL OR VOID.

- HEMANOTE CONSULTANTS TAKES NO RESPONSIBILITY FOR THE SETUP OF THIS TCP ON SITE.**

- ALL TRAFFIC CONTROL WORKS; SIGNS AND DEVICES TO COMPLY WITH AUSTRALIAN STANDARD AS 1742.3.**

- SIGNS TO BE ADJUSTED TO SUIT WORK AREAS. ADJUSTMENTS TO THE TCP MAY BE ONLY MADE BY PERSONS HOLDING A**

- TNSW "PREPARE A WORK ZONE TMP" TICKET**

- ALL TRAFFIC CONTROL DEVICES MAY ONLY BE SET OUT BY PERSONS HOLDING A TfNSW "IMPLEMENT TRAFFIC CONTROL PLANS" TICKET.**

- PERSON CONTROLLING TRAFFIC USING A STOP/SLOW BAT MUST HOLD A TFSW "TRAFFIC CONTROLLER" TICKET.

- SIGNS TO BE ERECTED IN THE CORRECT POSITION SO THEY ARE VISIBLE TO MOTORISTS AND NOT A HAZARD TO PEDESTRIANS.**

- TRAFFIC CONTROLLERS TO ESCORT PEDESTRIANS ACROSS WORK AREA, WHERE APPROPRIATE.

- TRAFFIC CONTROLLERS WHO ARE ON CONSTANT STOP/SLOW, MUST BE RELIEVED FOR A MINIMUM PERIOD OF 15 MINUTES EVERY TWO HOURS AS PER THE AUSTRALIAN STANDARD 4700.2 AND THE WHS ACT

- TWO HOURS, AS PER THE AUSTRALIAN STANDARD 1742.3 AND THE W.H.S. ACT. THE POSITION OF THE SIGNS, TRAFFIC CONTROLLERS AND EQUIPMENT ARE

- THE LOCATION OF THE SIGNS, TRAFFIC CONTROLLERS AND EQUIPMENT ARE ONLY SUGGESTED LOCATIONS, AMENDMENT IS TO THE POSITION OF THE SIGNS, TRAFFIC CONTROLLERS AND EQUIPMENT MAY BE REQUIRED DEPENDING ON SITE CONDITIONS.

- THE LOCATIONS MAY BE REQUIRED BE ENDING ON SITE CONDITIONS
TEAM LEADER IS TO CONDUCT A 'TOOL BOX TALK' AND COMPLETE ADD

- A 'RISK ASSESSMENT' SHALL BE CONDUCTED ON SITE PRIOR SETUP TO DETERMINE THE QUEUE LENGTH AND SITE DISTANCE

- ## THE ACTIVE TCP:

- IF AN INCIDENT OCCURS ON SITE, AN "INCIDENT REPORT FORM" MUST BE COMPLETED IMMEDIATELY.**







