

**376 – 384 Pacific Highway,  
1 & 1a Balfour Street, Lindfield**  
**Proposed Redevelopment of Coles  
Supermarket, Lindfield**  
**Construction Traffic Management Plan  
(Post-Demolition Phase)**



**Client Name: Builtcom**

**Reference: 22015**

**Issue: K**



# Contents

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|            |                                                                                 |           |
|------------|---------------------------------------------------------------------------------|-----------|
| <b>1.0</b> | <b>INTRODUCTION .....</b>                                                       | <b>1</b>  |
| 1.1        | Background.....                                                                 | 1         |
| 1.2        | Purpose of this Plan.....                                                       | 2         |
| 1.3        | References .....                                                                | 3         |
| 1.4        | TfNSW Requirements.....                                                         | 3         |
| <b>2.0</b> | <b>EXISTING TRANSPORT CONDITIONS.....</b>                                       | <b>5</b>  |
| 2.1        | Existing Site.....                                                              | 5         |
| 2.2        | Road Network .....                                                              | 6         |
| 2.3        | Key Intersections .....                                                         | 7         |
| 2.4        | Existing Traffic Conditions .....                                               | 8         |
| 2.5        | Updated Traffic Surveys .....                                                   | 9         |
| 2.6        | Public Transport .....                                                          | 11        |
| 2.7        | Walking Facilities .....                                                        | 13        |
| 2.8        | Cycling Facilities.....                                                         | 13        |
| <b>3.0</b> | <b>APPROVED DEVELOPMENT AND PROPOSED CONSTRUCTION<br/>SCHEME .....</b>          | <b>15</b> |
| 3.1        | Approved Development .....                                                      | 15        |
| 3.2        | Construction Site Layout .....                                                  | 15        |
| 3.3        | Construction Stages and Program.....                                            | 18        |
| 3.4        | Construction Hours.....                                                         | 19        |
| 3.6        | Construction Workers Parking.....                                               | 20        |
| 3.5        | On-Street Works Zone, Road Act Applications and<br>Road Occupancy License ..... | 20        |
| 3.6        | Crane and Materials Handling .....                                              | 22        |
| 3.7        | Site Inspections and Record-Keeping .....                                       | 22        |
| 3.8        | Consultation, Communication and Liaison.....                                    | 23        |
| 3.9        | Public Notifications .....                                                      | 23        |
| 3.10       | Contact Person .....                                                            | 23        |
| 3.11       | Site Induction and Occupational Health and Safety<br>.....                      | 24        |
| <b>4.0</b> | <b>PROPOSED CONSTRUCTION TRAFFIC MANAGEMENT PLAN.....</b>                       | <b>25</b> |
| 4.1        | Construction Site Access and Works Zone Access..                                | 25        |
| 4.2        | Pedestrian Access .....                                                         | 26        |
| 4.3        | Construction Traffic Haulage Route.....                                         | 26        |





|            |                                           |           |
|------------|-------------------------------------------|-----------|
| 4.4        | Construction Vehicle Types .....          | 30        |
| 4.5        | Truck Movements.....                      | 31        |
| 4.6        | Driver Code of Conduct .....              | 31        |
| 4.7        | Traffic Guidance Scheme.....              | 34        |
| 4.8        | Oversized Vehicles.....                   | 34        |
| 4.9        | Road Serviceability .....                 | 35        |
| 4.10       | Pedestrian Management.....                | 35        |
| 4.11       | Spoil Management.....                     | 35        |
| <b>5.0</b> | <b>CONSTRUCTION IMPACTS .....</b>         | <b>36</b> |
| 5.1        | Impact on On-Street Parking.....          | 36        |
| 5.2        | Impact on Public Transport Services ..... | 36        |
| 5.3        | Impact on Pedestrians .....               | 36        |
| 5.4        | Impact on Emergency Vehicle Access.....   | 37        |
| 5.5        | Impact on Neighbouring Properties .....   | 37        |

## APPENDICES

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Appendix A – Architectural Plans

Appendix B – Sewer Diversion Trenching Works Plans

Appendix C – Swept Path Assessments

Appendix D – Traffic Guidance Schemes



# 1.0 Introduction

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## 1.1 Background

The Construction & Traffic Management Plan (Stage 2) was approved by Kuring-Gai Council on 16 November 2022 for the demolition of the existing Coles store and adjacent buildings to the north located on the corner of Pacific Highway and Balfour Street at 376 – 384 Pacific Highway, 1 & 1a Balfour Street, Lindfield.

For safety and amenity, construction vehicle movements will be restricted to occur in Balfour Street during school drop-off (8.00am to 9.30am) and pick up (2.30pm to 4.00pm) times on Mondays, Wednesdays, and Fridays. It is noted there will be no restrictions on construction vehicles between the hours of 7:00am-5:00pm on Tuesdays, Thursdays, and Saturdays during the structure phase only based on the following reasons detailed in section 2.5:

- the use of 2 alternate routes for trucks to enter and exit the works zone so they do not need to access Balfour Lane. Instead, trucks are to enter via Bent Street and Bent Lane. See Section 4.3 for details.
- the low concrete truck volumes on Balfour Street: an average of 8 trucks per hour (1 truck every 7 to 8 minutes)
- the low traffic volumes on Balfour Street:
  - ❖ AM Peak: Up to 169 vehicles per hour (no more than 3 vehicles per minute)
  - ❖ PM Peak: Up to 112 vehicles per hour (no more than 2 vehicles per minute)
- the low pedestrian volumes on Balfour Street:
  - ❖ AM Peak: Up to 12 pedestrians per hour (1 pedestrian every 5 minutes)



- ❖ PM Peak: Up to 15 pedestrians per hour (1 pedestrian every 4 minutes)
  - the provision of traffic controllers to manage truck arrival/departure on Balfour Street:
- ❖ To ensure safety for all users, all construction vehicle movements during school zone times (8.00am to 9.30am and 2.30pm to 4.00pm) on school days along Balfour Street will be managed/escorted by traffic controllers.
  - Balfour lane does not have a school zone and on-street kiss and ride facility
  - It is noted that Balfour Street does not have a school zone and on-street kiss and ride facility. The set-down and pick-up generally occur on Highfield Road which has a school zone. As such, the construction vehicles movements during the school zone hours will have minimal impact on the school's community.

### 1.2 Purpose of this Plan

This Plan is to seek Council's approval for the amendment of Condition 17 and the inclusion of the amended CTMP by Transport Strategies in Condition 1 – Approved architectural plans and documentation.

This Plan has been prepared by a suitably qualified and experienced civil (traffic) engineer with 15 years of professional experience and holds the SafeWork NSW Prepare a Work Zone Traffic Management Plan accreditation, detailed as follows:

Siew Hwee Kong - card no. TCT1030659

The structures of the Plan are as follows:



- Chapter 2: Describes the existing site and transport conditions
- Chapter 3: Describes the approved development
- Chapter 4: Details the construction program and processes
- Chapter 5: Details the construction traffic management plan
- Chapter 6: Assesses impacts of the construction activities

### 1.3 References

- AS 1742.3:2019 | Traffic Control for Works on Roads
- Transport for NSW - Traffic control at work sites Technical Manual, Issue No. 6.1, February 2022
- Other documents and data as referenced in this Plan.

### 1.4 TfNSW Requirements

Builtcom will adhere to the following requirements established by TfNSW:

- Existing lane configuration (number of lanes, width of lanes, length of lanes) on Pacific Hwy must be maintained as existing, outside of approved ROL times for short term works
- Pedestrian management:
  - Pedestrian footpaths must be maintained at all times
  - No trip hazards should be present on the pedestrian footpath
  - Worksite must be safely fenced off/delineated from pedestrian footpaths
  - Ensure all pedestrian paths widths and pram ramps comply with TfNSW specifications
- Construction vehicles
  - No traffic controllers should stop general traffic to allow construction vehicles to enter or exit, without an approved ROL





- Site access must be left in left out, in a forward motion only.
  - No Construction vehicles should obstruct any pedestrian crossings or footpaths.
  - No Construction vehicles should queue/layover on Pacific Hwy without an approved ROL
- 
- Road Occupancy Licenses
    - Date and time of lane closures will be as per approved ROL
    - All ROLAs to be submitted 10 business days in advance
    - All activation and deactivation of ROLs for work shifts must use the web application system and not call the CJM.
  - Local Business & Resident access must be maintained at all times
  - Access to bus stops for both buses and passengers must be maintained, including bus draw in and draw out distances
  - Erection and Demobilisation of the tower crane (if required) must be done through Balfour Street, and must not impact Pacific Hwy.
  - Work zones to be approved by TfNSW Network and Safety



## 2.0 Existing Transport Conditions

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### 2.1 Existing Site

The site is located within Lindfield town centre on the north-western corner of the intersection of Balfour Street and Pacific Highway at 1 and 1A Balfour Street, Lindfield. The site is currently occupied by:

- a Coles supermarket and specialty shop (a total of some 2,240m<sup>2</sup> with:
  - o at-grade parking (110 spaces). Vehicle access is currently provided via Balfour Lane (combined entry/exit) and Balfour Street (entry only)
  - o undercroft car park (25 spaces). Vehicle access is currently provided via separate entry/exits via Balfour Lane.
- the adjacent heritage site to the north comprising shops (some 725m<sup>2</sup>) and upper-level commercial floor space (275m<sup>2</sup>) with at-grade parking for 15 cars. Vehicle access is currently provided via Balfour Lane.
- Access to the Coles loading dock is provided from Balfour Lane and requires a truck to reverse into the dock from Balfour Lane.

The existing basement and at-grade car parks have a two-hour time limit during business hours and are patrolled by Council rangers.

The surrounding area comprises a mix of land uses, primarily being residential to the west, mixed use, and commercial premises to the south with a school located to the north.



The site layout and surrounding environs are shown in the following figure.



## 2.2 Road Network

- Pacific Highway is located east of the site. It provides a major link in Sydney's arterial road network, connecting the harbour crossings with Sydney's North Shore. Through Lindfield it provides a six-lane divided carriageway with traffic signals at major intersections and additional lanes for turning traffic.
- Balfour Street is located south of the site. It provides one traffic lane and one parking lane in each direction (clear of intersections) and provides access to development on the western side of the Pacific Highway (including the subject site). The intersection of Balfour Street/Havilah Road and Pacific Highway is traffic signal controlled with all turning movements permitted at the intersection.
- Havilah Road is located east of the Pacific Highway and provides access to development on the eastern side of the highway/railway. East of the

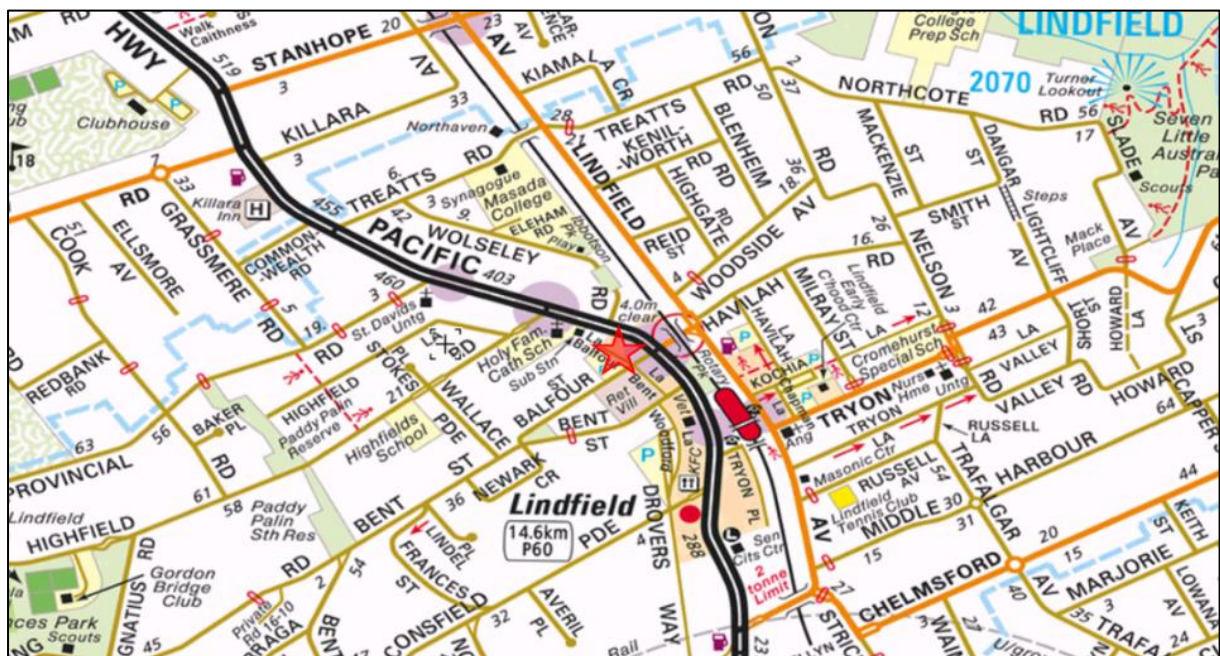


## Transport Strategies

Pacific Highway, Havilah Road passes underneath the north shore rail line and provides one traffic lane in each direction through the underpass.

- Balfour Lane provides one traffic lane in each direction. Balfour Lane provides access to access to the site (basement car park and at grade car park), and adjacent commercial properties. Balfour Lane also provides access to the school north of the site and is used by parents to access the student pick up/drop off area (with vehicles departing via Highfield Road).
- The lane travels in a north south direction and separates the at grade car park from Coles. A separate ingress is provided to the car park from Balfour Street. Balfour Lane is signposted as shared zone with a 10 km/h speed limit.

The surrounding road network is shown in the following figure.



### 2.3 Key Intersections

The key intersections in the vicinity of the site comprise:





- the signal-controlled intersection at Pacific Highway/ Balfour Street/ Havilah Road
- the priority-controlled at Balfour Street/ Balfour Lane

### 2.4 Existing Traffic Conditions

Traffic counts were undertaken during a Thursday afternoon were completed by Colston Budd Rogers & Kafes in 2018 at the following intersections:

- Pacific Highway/Balfour Street/Havilah Road; and
- Balfour Street/Balfour Lane.

Based on the above surveys, the two-way peak hour and estimated daily flows on the surrounding road network are summarised in following Table:

| <b>Road</b>               | <b>PM Peak Hour</b> | <b>Daily</b> |
|---------------------------|---------------------|--------------|
| Pacific Highway           |                     |              |
| – north of Balfour Street | 3,695               | 37,000       |
| – south of Balfour Street | 3,445               | 34,500       |
| Balfour Street            |                     |              |
| – west of Pacific Highway | 405                 | 4,100        |
| – west of Balfour Lane    | 320                 | 3,200        |
| Havilah Road              |                     |              |
| – east of Pacific Highway | 555                 | 5,600        |
| Balfour Lane              |                     |              |
| – north of Balfour Street | 255                 | 2,600        |

Based on the SIDRA intersection modelling completed by Colston Budd Rogers & Kafes found that during the PM Peak hour:

- the intersection of Pacific Highway and Balfour Street/Havilah Road operates satisfactorily at level of service C.
- the intersection of Balfour Street and Balfour Lane operates satisfactorily at



level of service B.

Based on the site observations, there is traffic congestion through Lindfield Town Centre, with the intersection of Pacific Highway and Balfour Street/Havilah Road experiencing peak period queuing and delays. Much of the congestion at the intersection is as a consequence of the arterial traffic flows along Pacific Highway.

Safe access in and out of the site will be facilitated by the traffic signal control provisions at the intersection of Pacific Highway and Balfour Street/Havilah Road.

## 2.5 Updated Traffic Surveys

Updated traffic surveys were completed to understand the latest traffic and pedestrian activities along Balfour Street. The intent of the surveys is to support the lifting of the restrictions associated with construction vehicle movements during 8am-9.30am and 2.30pm to 4pm. The surveys were completed on Thursday, 8 December 2022, between 7:00 am and 10.00 and 2.00pm and 4.30pm. The survey periods coincide with the peak school periods.

The results of traffic surveys indicate the peak traffic and pedestrian movements occur during:

### Vehicle

- ❖ AM Peak: 8:00 am - 9:00 am
- ❖ PM Peak: 2:30 pm - 3:30 pm

### Pedestrian

- ❖ AM Peak: 8:00 am - 9:00 am
- ❖ PM Peak: 2:00 pm - 3:00 pm

TRANS TRAFFIC SURVEY  
TURNING MOVEMENT SURVEY



Intersection of Balfour St and Balfour Ln, Lindfield

GPS -33.774843, 151.166502

|           |              |
|-----------|--------------|
| Date:     | Thu 08/12/22 |
| Weather:  | Fine         |
| Suburban: | Lindfield    |
| Customer: | N/A          |

|        |            |
|--------|------------|
| North: | Balfour Ln |
| East:  | Balfour St |
| South: | N/A        |
| West:  | Balfour St |

|         |     |                  |
|---------|-----|------------------|
| Survey  | AM: | 7:00 AM-10:00 AM |
| Period  | PM: | 2:00 PM-4:30 PM  |
| Traffic | AM: | 8:00 AM-9:00 AM  |
| Peak    | PM: | 2:30 PM-3:30 PM  |

All Vehicles

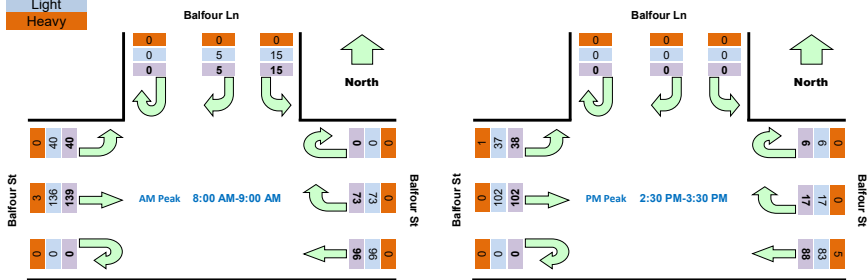
| Time         |            | North Approach Balfour Ln |   |    | East Approach Balfour St |    |    | West Approach Balfour St |    |    | Hourly Total | Peak |
|--------------|------------|---------------------------|---|----|--------------------------|----|----|--------------------------|----|----|--------------|------|
| Period Start | Period End | U                         | R | L  | U                        | R  | WB | U                        | EB | L  |              |      |
| 7:00         | 7:15       | 0                         | 0 | 0  | 0                        | 2  | 4  | 0                        | 8  | 0  | 131          |      |
| 7:15         | 7:30       | 0                         | 0 | 1  | 0                        | 4  | 11 | 1                        | 18 | 1  | 173          |      |
| 7:30         | 7:45       | 0                         | 2 | 1  | 1                        | 5  | 14 | 0                        | 14 | 1  | 254          |      |
| 7:45         | 8:00       | 0                         | 0 | 1  | 1                        | 4  | 11 | 0                        | 23 | 3  | 338          |      |
| 8:00         | 8:15       | 0                         | 0 | 1  | 0                        | 11 | 12 | 0                        | 27 | 5  | 368          | Peak |
| 8:15         | 8:30       | 0                         | 2 | 10 | 0                        | 32 | 20 | 0                        | 36 | 17 | 357          |      |
| 8:30         | 8:45       | 0                         | 2 | 2  | 0                        | 23 | 33 | 0                        | 45 | 17 | 282          |      |
| 8:45         | 9:00       | 0                         | 1 | 2  | 0                        | 7  | 31 | 0                        | 31 | 1  | 205          |      |
| 9:00         | 9:15       | 0                         | 0 | 0  | 0                        | 1  | 22 | 0                        | 22 | 0  | 164          |      |
| 9:15         | 9:30       | 0                         | 0 | 0  | 0                        | 1  | 26 | 0                        | 14 | 1  |              |      |
| 9:30         | 9:45       | 0                         | 0 | 3  | 2                        | 4  | 15 | 0                        | 21 | 0  |              |      |
| 9:45         | 10:00      | 0                         | 0 | 2  | 3                        | 2  | 13 | 0                        | 10 | 2  |              |      |
| 14:00        | 14:15      | 0                         | 0 | 3  | 0                        | 2  | 17 | 0                        | 11 | 0  | 204          |      |
| 14:15        | 14:30      | 0                         | 0 | 0  | 1                        | 3  | 19 | 1                        | 14 | 0  | 239          |      |
| 14:30        | 14:45      | 0                         | 0 | 0  | 2                        | 6  | 18 | 0                        | 19 | 8  | 251          | Peak |
| 14:45        | 15:00      | 0                         | 0 | 0  | 1                        | 2  | 29 | 0                        | 26 | 22 | 237          |      |
| 15:00        | 15:15      | 0                         | 0 | 0  | 1                        | 7  | 23 | 0                        | 30 | 7  | 194          |      |
| 15:15        | 15:30      | 0                         | 0 | 0  | 2                        | 2  | 18 | 0                        | 27 | 1  | 154          |      |
| 15:30        | 15:45      | 0                         | 0 | 1  | 2                        | 0  | 17 | 0                        | 18 | 1  | 141          |      |
| 15:45        | 16:00      | 0                         | 0 | 1  | 1                        | 1  | 20 | 0                        | 13 | 1  |              |      |
| 16:00        | 16:15      | 0                         | 0 | 0  | 1                        | 1  | 11 | 0                        | 14 | 1  |              |      |
| 16:15        | 16:30      | 0                         | 2 | 1  | 0                        | 0  | 21 | 0                        | 12 | 1  |              |      |

| Peak Time    |            | North Approach Balfour Ln |   |    | East Approach Balfour St |    |    | West Approach Balfour St |     |    | Peak total |
|--------------|------------|---------------------------|---|----|--------------------------|----|----|--------------------------|-----|----|------------|
| Period Start | Period End | U                         | R | L  | U                        | R  | WB | U                        | EB  | L  |            |
| 8:00         | 9:00       | 0                         | 5 | 15 | 0                        | 73 | 96 | 0                        | 139 | 40 | 368        |
| 14:30        | 15:30      | 0                         | 0 | 0  | 6                        | 17 | 88 | 0                        | 102 | 38 | 251        |

Note: Site sketch is for illustrating traffic flows. Direction is indicative only, drawing is not to scale and not an exact streets configuration.

Graphic

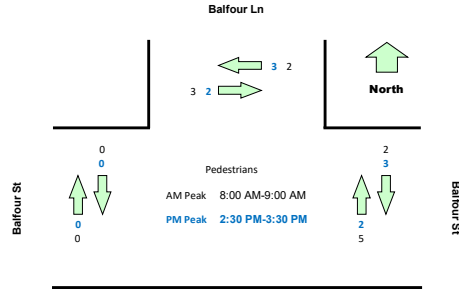
Total  
Light  
Heavy



Pedestrians Crossing

| Time         |            | North Approach Balfour Ln |           | East Approach Balfour St |            | West Approach Balfour St |            | Hourly Total |
|--------------|------------|---------------------------|-----------|--------------------------|------------|--------------------------|------------|--------------|
| Period Start | Period End | Westbound                 | Eastbound | Southbound               | Northbound | Southbound               | Northbound |              |
| 7:00         | 7:15       | 0                         | 0         | 0                        | 1          | 0                        | 0          | 9            |
| 7:15         | 7:30       | 0                         | 0         | 0                        | 2          | 0                        | 0          | 12           |
| 7:30         | 7:45       | 0                         | 0         | 1                        | 2          | 0                        | 0          | 11           |
| 7:45         | 8:00       | 0                         | 1         | 1                        | 1          | 0                        | 0          | 9            |
| 8:00         | 8:15       | 2                         | 0         | 0                        | 2          | 0                        | 0          | 12           |
| 8:15         | 8:30       | 0                         | 1         | 0                        | 0          | 0                        | 0          | 8            |
| 8:30         | 8:45       | 0                         | 0         | 0                        | 1          | 0                        | 0          | 7            |
| 8:45         | 9:00       | 0                         | 2         | 2                        | 2          | 0                        | 0          | 10           |
| 9:00         | 9:15       | 0                         | 0         | 0                        | 0          | 0                        | 0          | 7            |
| 9:15         | 9:30       | 0                         | 0         | 0                        | 0          | 0                        | 0          |              |
| 9:30         | 9:45       | 0                         | 2         | 2                        | 0          | 0                        | 0          |              |
| 9:45         | 10:00      | 0                         | 0         | 2                        | 1          | 0                        | 0          |              |
| 14:00        | 14:15      | 0                         | 0         | 1                        | 2          | 0                        | 0          | 15           |
| 14:15        | 14:30      | 5                         | 1         | 0                        | 1          | 0                        | 0          | 15           |
| 14:30        | 14:45      | 1                         | 1         | 0                        | 2          | 0                        | 0          | 10           |
| 14:45        | 15:00      | 1                         | 0         | 0                        | 0          | 0                        | 0          | 8            |
| 15:00        | 15:15      | 0                         | 0         | 3                        | 0          | 0                        | 0          | 9            |
| 15:15        | 15:30      | 1                         | 1         | 0                        | 0          | 0                        | 0          | 6            |
| 15:30        | 15:45      | 0                         | 1         | 0                        | 1          | 0                        | 0          | 4            |
| 15:45        | 16:00      | 0                         | 1         | 1                        | 0          | 0                        | 0          |              |
| 16:00        | 16:15      | 0                         | 0         | 0                        | 0          | 0                        | 0          |              |
| 16:15        | 16:30      | 0                         | 0         | 0                        | 0          | 0                        | 0          |              |

| Peak Time    |            | North Approach Balfour Ln |           | East Approach Balfour St |            | West Approach Balfour St |            | Peak total |
|--------------|------------|---------------------------|-----------|--------------------------|------------|--------------------------|------------|------------|
| Period Start | Period End | Westbound                 | Eastbound | Southbound               | Northbound | Southbound               | Northbound |            |
| 8:00         | 9:00       | 2                         | 3         | 2                        | 5          | 0                        | 0          | 12         |
| 14:30        | 15:30      | 3                         | 2         | 3                        | 2          | 0                        | 0          | 10         |



Light Vehicles

| Time         |            | North Approach Balfour Ln |   |    | East Approach Balfour St |    |    | West Approach Balfour St |    |    |
|--------------|------------|---------------------------|---|----|--------------------------|----|----|--------------------------|----|----|
| Period Start | Period End | U                         | R | L  | U                        | R  | WB | U                        | EB | L  |
| 7:00         | 7:15       | 0                         | 0 | 0  | 0                        | 2  | 4  | 0                        | 8  | 0  |
| 7:15         | 7:30       | 0                         | 0 | 1  | 0                        | 4  | 11 | 1                        | 17 | 1  |
| 7:30         | 7:45       | 0                         | 2 | 1  | 1                        | 5  | 13 | 0                        | 14 | 1  |
| 7:45         | 8:00       | 0                         | 0 | 1  | 1                        | 4  | 11 | 0                        | 23 | 3  |
| 8:00         | 8:15       | 0                         | 0 | 1  | 0                        | 11 | 12 | 0                        | 26 | 5  |
| 8:15         | 8:30       | 0                         | 2 | 10 | 0                        | 32 | 20 | 0                        | 36 | 17 |
| 8:30         | 8:45       | 0                         | 2 | 2  | 0                        | 23 | 33 | 0                        | 44 | 17 |
| 8:45         | 9:00       | 0                         | 1 | 2  | 0                        | 7  | 31 | 0                        | 30 | 1  |
| 9:00         | 9:15       | 0                         | 0 | 0  | 0                        | 1  | 22 | 0                        | 22 | 0  |
| 9:15         | 9:30       | 0                         | 0 | 0  | 0                        | 1  | 26 | 0                        | 13 | 1  |
| 9:30         | 9:45       | 0                         | 0 | 3  | 2                        | 4  | 15 | 0                        | 20 | 0  |
| 9:45         | 10:00      | 0                         | 0 | 2  | 3                        | 2  | 12 | 0                        | 10 | 2  |
| 14:00        | 14:15      | 0                         | 0 | 3  | 0                        | 2  | 16 | 0                        | 11 | 0  |
| 14:15        | 14:30      | 0                         | 0 | 0  | 1                        | 3  | 19 | 1                        | 14 | 0  |
| 14:30        | 14:45      | 0                         | 0 | 0  | 2                        | 6  | 17 | 0                        | 19 | 8  |
| 14:45        | 15:00      | 0                         | 0 | 0  | 1                        | 2  | 28 | 0                        | 26 | 22 |
| 15:00        | 15:15      | 0                         | 0 | 0  | 1                        | 7  | 22 | 0                        | 30 | 7  |
| 15:15        | 15:30      | 0                         | 0 | 0  | 2                        | 2  | 16 | 0                        | 27 | 0  |
| 15:30        | 15:45      | 0                         | 0 | 1  | 2                        | 0  | 17 | 0                        | 18 | 1  |
| 15:45        | 16:00      | 0                         | 0 | 1  | 1                        | 1  | 19 | 0                        | 13 | 1  |
| 16:00        | 16:15      | 0                         | 0 | 0  | 1                        | 1  | 11 | 0                        | 14 | 1  |
| 16:15        | 16:30      | 0                         | 2 | 1  | 0                        | 0  | 21 | 0                        | 12 | 1  |

| Peak Time    |            | North Approach Balfour Ln |   |    | East Approach Balfour St |    |    | West Approach Balfour St |     |    | Peak total |
|--------------|------------|---------------------------|---|----|--------------------------|----|----|--------------------------|-----|----|------------|
| Period Start | Period End | U                         | R | L  | U                        | R  | WB | U                        | EB  | L  |            |
| 8:00         | 9:00       | 0                         | 5 | 15 | 0                        | 73 | 96 | 0                        | 136 | 40 | 365        |
| 14:30        | 15:30      | 0                         | 0 | 0  | 6                        | 17 | 83 | 0                        | 102 | 37 | 245        |

Heavy Vehicles

| Time         |            | North Approach Balfour Ln |   |   | East Approach Balfour St |   |    | West Approach Balfour St |    |   |
|--------------|------------|---------------------------|---|---|--------------------------|---|----|--------------------------|----|---|
| Period Start | Period End | U                         | R | L | U                        | R | WB | U                        | EB | L |
| 7:00         | 7:15       | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 0  | 0 |
| 7:15         | 7:30       | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 1  | 0 |
| 7:30         | 7:45       | 0                         | 0 | 0 | 0                        | 0 | 1  | 0                        | 0  | 0 |
| 7:45         | 8:00       | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 0  | 0 |
| 8:00         | 8:15       | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 1  | 0 |
| 8:15         | 8:30       | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 0  | 0 |
| 8:30         | 8:45       | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 1  | 0 |
| 8:45         | 9:00       | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 1  | 0 |
| 9:00         | 9:15       | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 0  | 0 |
| 9:15         | 9:30       | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 1  | 0 |
| 9:30         | 9:45       | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 1  | 0 |
| 9:45         | 10:00      | 0                         | 0 | 0 | 0                        | 0 | 1  | 0                        | 0  | 0 |
| 14:00        | 14:15      | 0                         | 0 | 0 | 0                        | 0 | 1  | 0                        | 0  | 0 |
| 14:15        | 14:30      | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 0  | 0 |
| 14:30        | 14:45      | 0                         | 0 | 0 | 0                        | 0 | 1  | 0                        | 0  | 0 |
| 14:45        | 15:00      | 0                         | 0 | 0 | 0                        | 0 | 1  | 0                        | 0  | 0 |
| 15:00        | 15:15      | 0                         | 0 | 0 | 0                        | 0 | 1  | 0                        | 0  | 0 |
| 15:15        | 15:30      | 0                         | 0 | 0 | 0                        | 0 | 2  | 0                        | 0  | 1 |
| 15:30        | 15:45      | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 0  | 0 |
| 15:45        | 16:00      | 0                         | 0 | 0 | 0                        | 0 | 1  | 0                        | 0  | 0 |
| 16:00        | 16:15      | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 0  | 0 |
| 16:15        | 16:30      | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 0  | 0 |

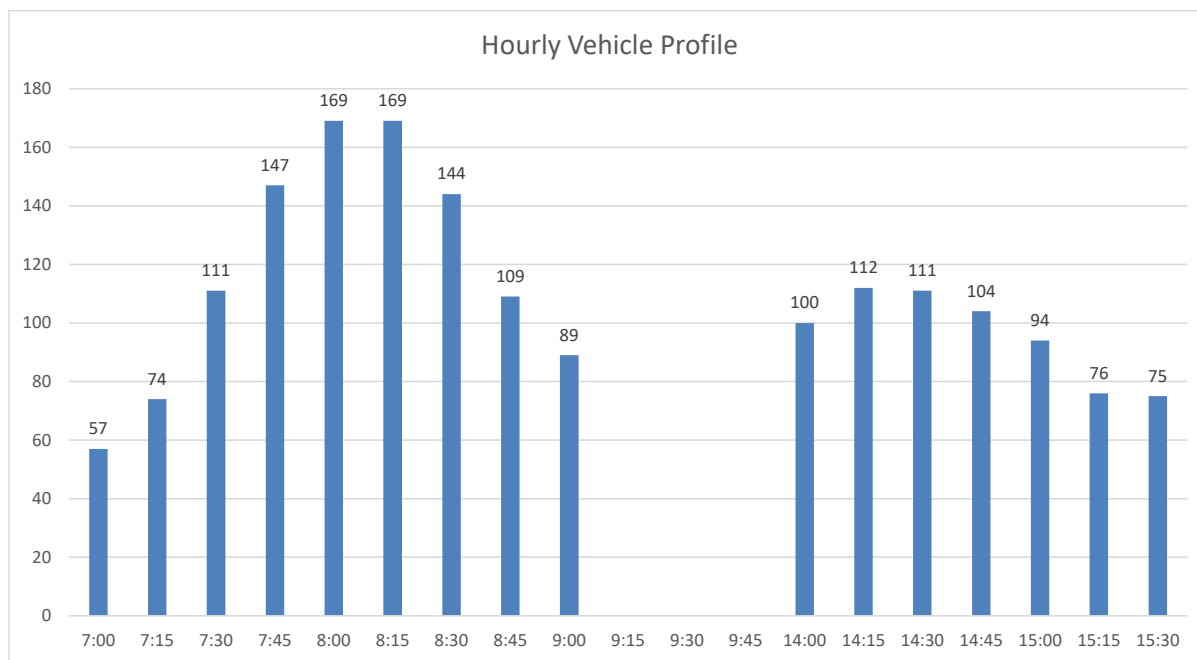
| Peak Time    |            | North Approach Balfour Ln |   |   | East Approach Balfour St |   |    | West Approach Balfour St |    |   | Peak total |
|--------------|------------|---------------------------|---|---|--------------------------|---|----|--------------------------|----|---|------------|
| Period Start | Period End | U                         | R | L | U                        | R | WB | U                        | EB | L |            |
| 8:00         | 9:00       | 0                         | 0 | 0 | 0                        | 0 | 0  | 0                        | 3  | 0 | 3          |
| 14:30        | 15:30      | 0                         | 0 | 0 | 0                        | 0 | 5  | 0                        | 0  | 1 | 6          |



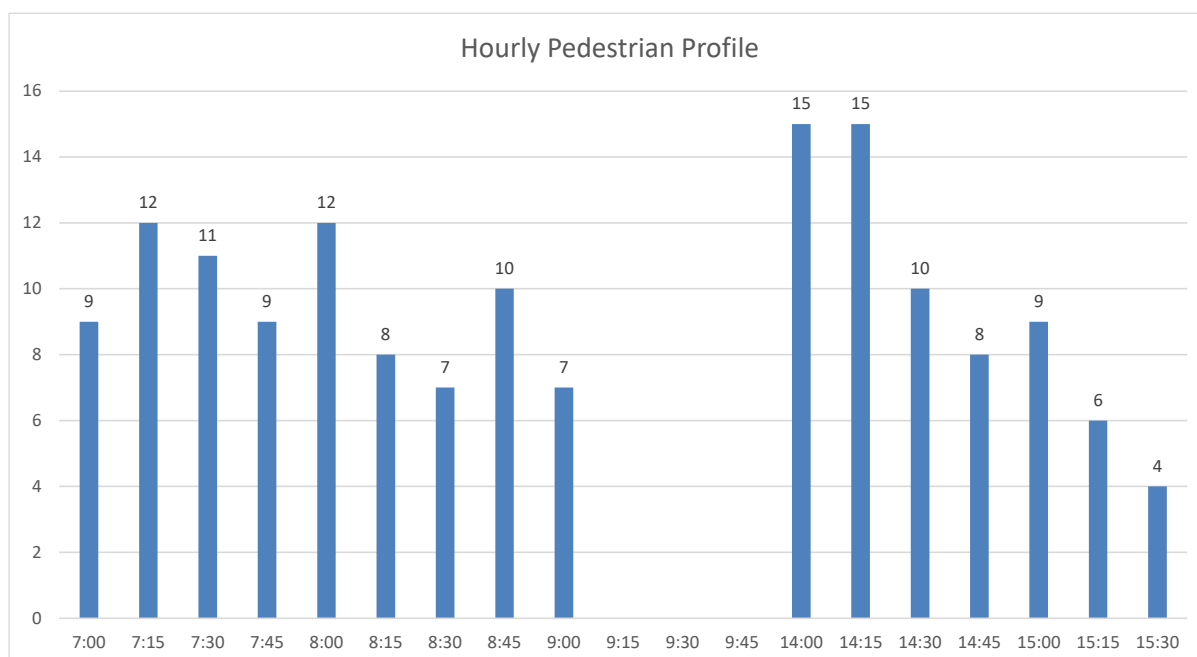


Details of the survey is provided overleaf with the peak hour data summarised in the following figures.

### **Hourly Balfour Street Vehicle Volumes**



### **Hourly Balfour Street Pedestrian Volumes**





As shown on the above data, the vehicle and pedestrian volumes on Balfour Street are minor and reduce significantly outside the peak hours:

### Vehicle

- ❖ AM Peak: Up to 169 vehicles per hour (no more than 3 vehicles per minute)
- ❖ PM Peak: Up to 112 vehicles per hour (no more than 2 vehicles per minute)

### Pedestrian

- ❖ AM Peak: Up to 12 pedestrians per hour (1 pedestrian every 5 minutes)
- ❖ PM Peak: Up to 15 pedestrians per hour (1 pedestrian every 4 minutes)

To ensure safety for all users, all construction vehicle movements during school zone times (8.00am to 9.30am and 2.30pm to 4.00pm) on school days along Balfour Street will be managed/escorted by traffic controllers.

It should also be noted that Balfour Street is a secondary access to/from the school and therefore, the construction vehicles movements during the school zone hours will have minimal impact on the school's community.

In addition, truck movements would only occur within a short school zone section on Balfour Street (60m between the Site access and the Pacific Highway).

## 2.6 Public Transport

The site has good access to existing public transport services.

### **Bus**

Shorelink operates several regularly scheduled bus services along Pacific Highway and Lindfield Avenue. The nearest bus stop is located about 140m



west of the site along Pacific Highway. The stop is served by the following route 565: Chatswood to Macquarie University. The closest bus stop on Lindfield Avenue is located 280m to the southeast of the site. The stop is served by the following routes:

- 556: Lindfield to East Killara (Loop Service)
- 558: Chatswood to Lindfield

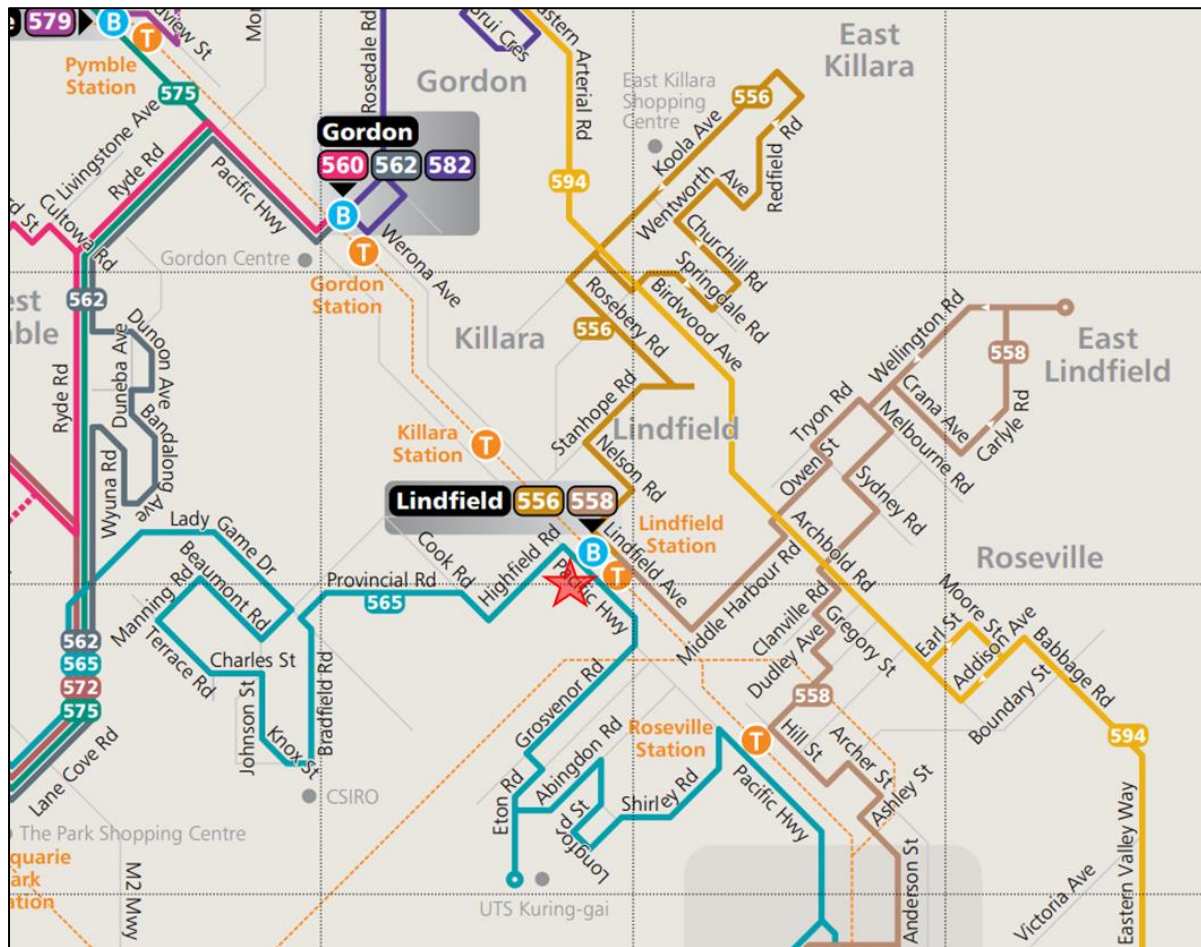
### **Train**

The site is within 280m walking distance to Lindfield Railway Station. The stations are serviced by the following lines:

- North Shore & Western Line (Berowra – Parramatta via the City)
- Northern Line (Hornsby to North Shore via the City)

Train services operate every 6-9 minutes during the AM peak and PM peak in both directions.

The public transport provisions are provided in the following figure.



## 2.7 Walking Facilities

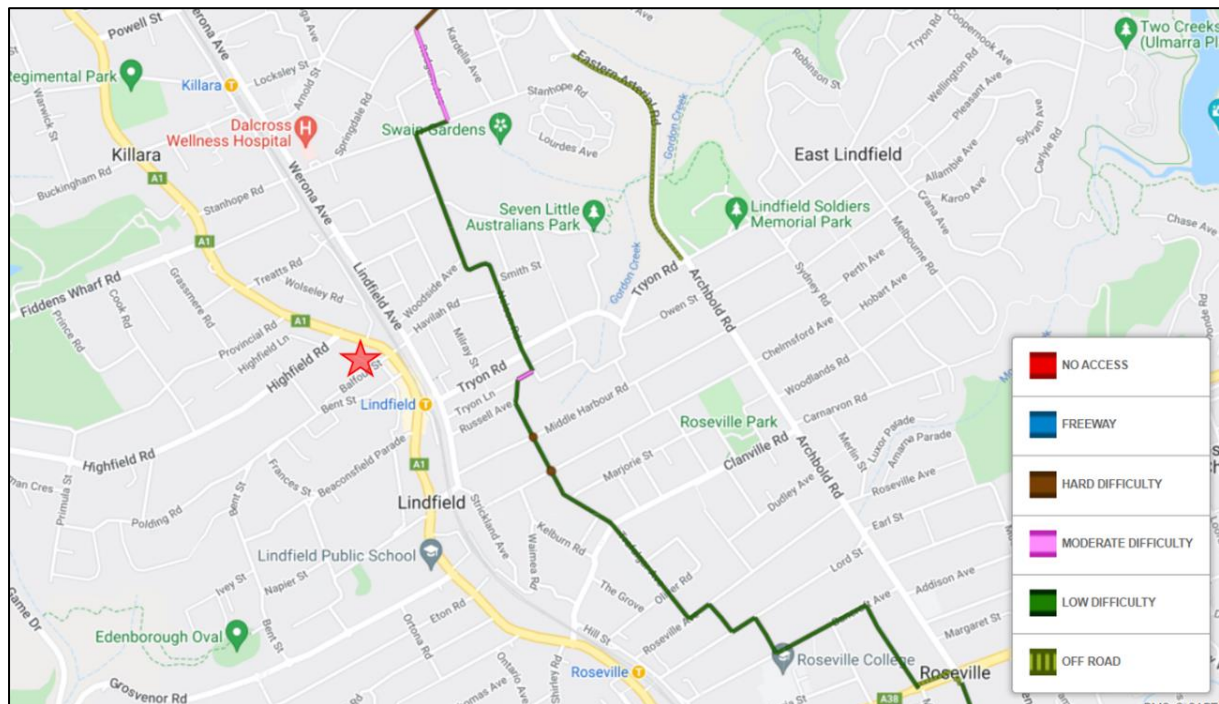
There are footpaths provided on both sides of the Pacific Highway and Balfour Lane. Safe crossings are provided at the signalised intersection of Pacific Highway and Balfour Street/Havilah Road.

## 2.8 Cycling Facilities

There are no cycling routes along the site's frontages, as shown in the following figure.



## Transport Strategies





## 3.0 Approved Development and Proposed Construction Scheme

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### 3.1 Approved Development

The approved development involves demolition of the existing Coles store and adjacent buildings to the north and construction of a new mixed use high-density commercial supermarket known as the Coles supermarket and specialty store. The development comprises:

- Supermarket and liquor store (total retail area some 4,650m<sup>2</sup> GFA/4,772m<sup>2</sup> GLA)
- The existing heritage buildings to be replaced by restaurant (87m<sup>2</sup> GFA/GLA) and office (103m<sup>2</sup> GFA/GLA) use
- 59 residential units
- 249 car parking spaces over two basement levels.
- access will be maintained to the school and other properties located north of the site (including the Ausgrid substation), that currently have access from Balfour Lane

See plans prepared by Christiansen Obrien Architects in Appendix A.

### 3.2 Construction Site Layout

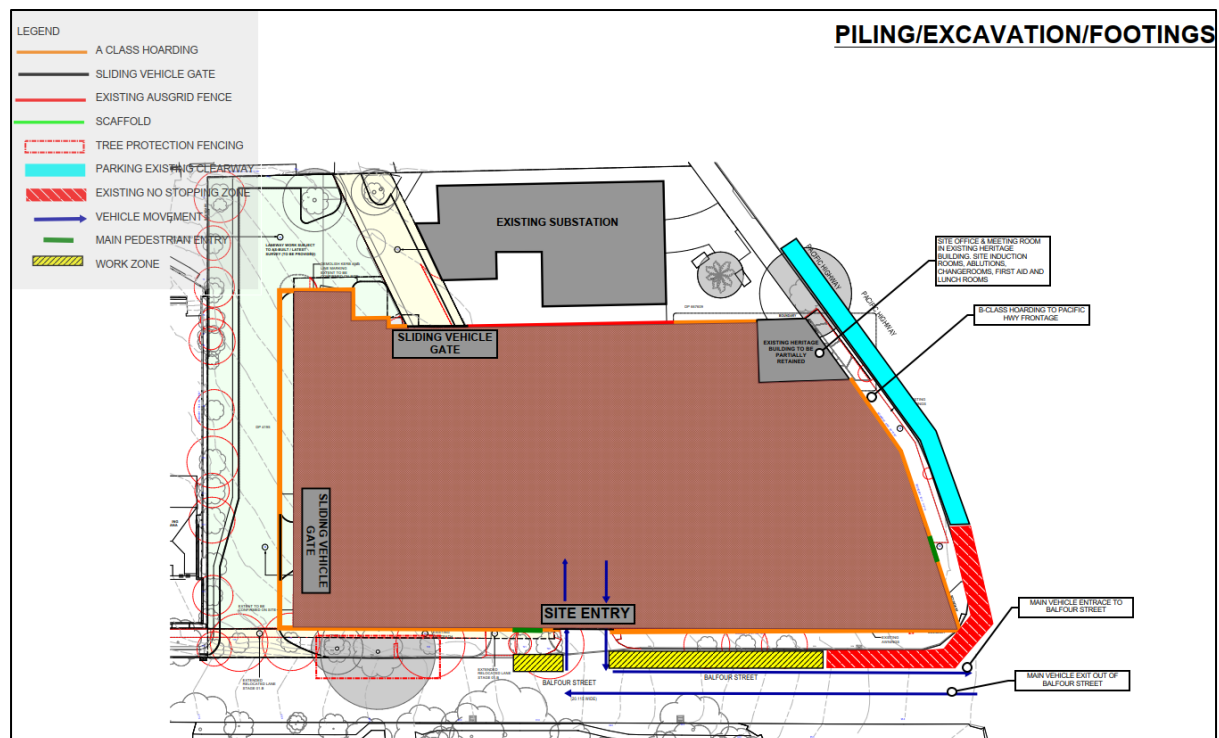
The construction site layouts prepared by Builtcom for the various stages are shown in the following figures. The site layouts indicate the locations of:

- A Class Hoarding
- Sliding Vehicle Gate
- Existing Ausgrid Fence
- Concrete Barriers to Protect Public Road
- Scaffold



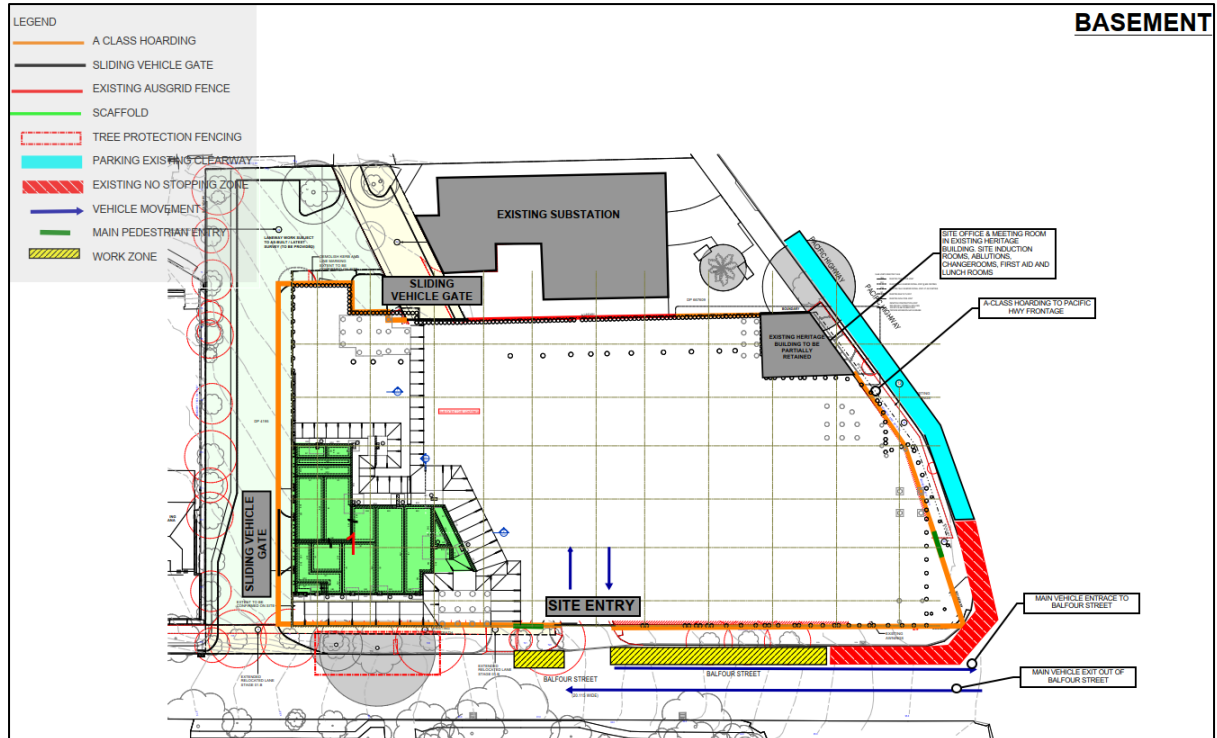


- ## PILING/EXCAVATION/FOOTINGS PLAN

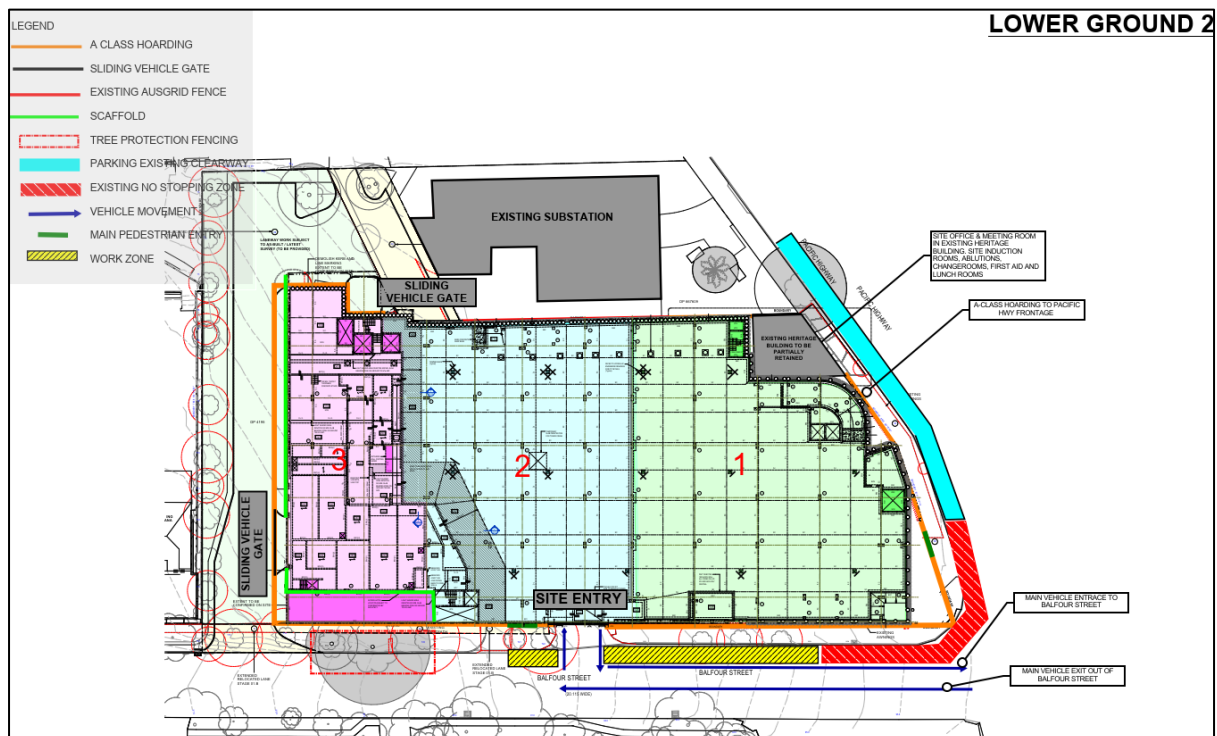




## BASEMENT PLAN

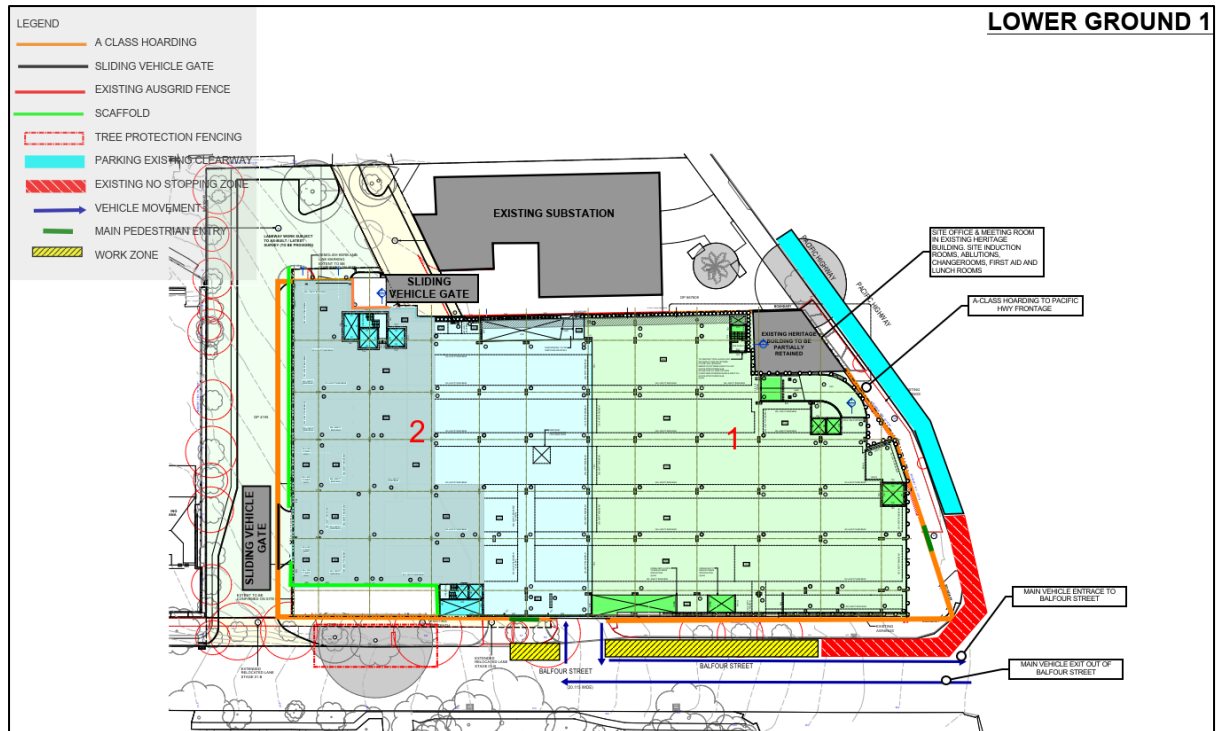


## LOWER GROUND 2 PLAN

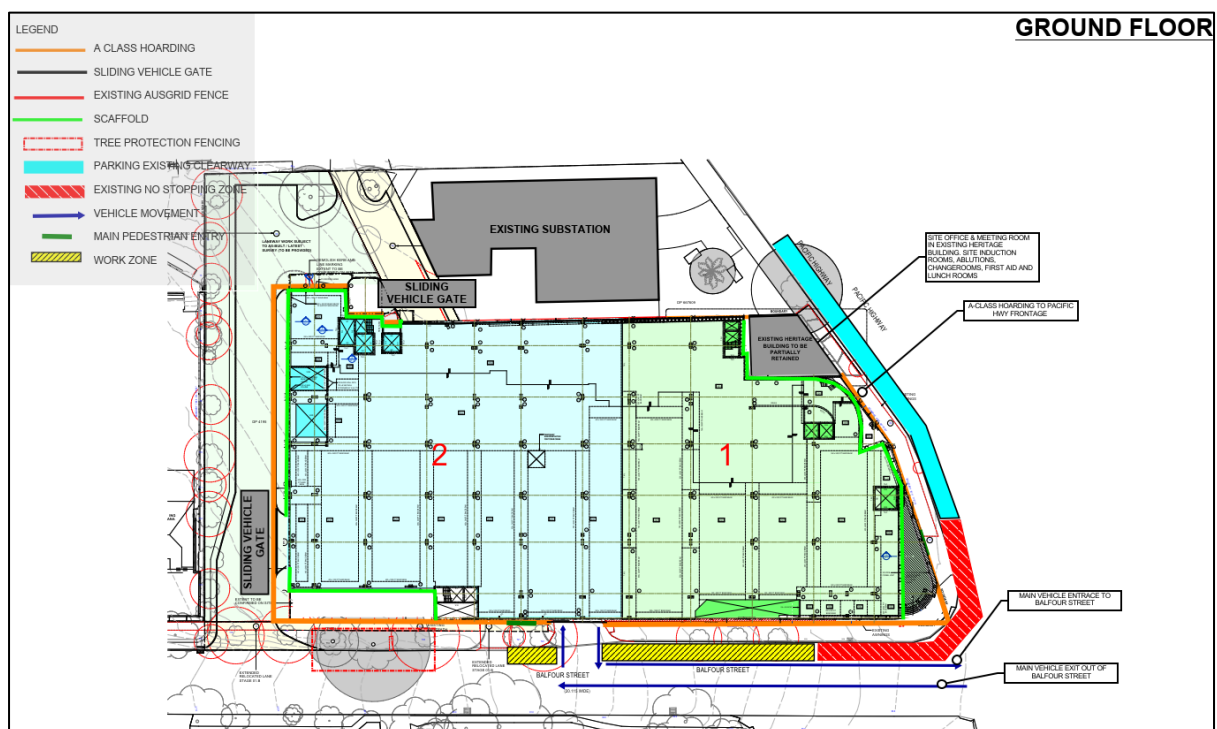




## LOWER GROUND 1 PLAN

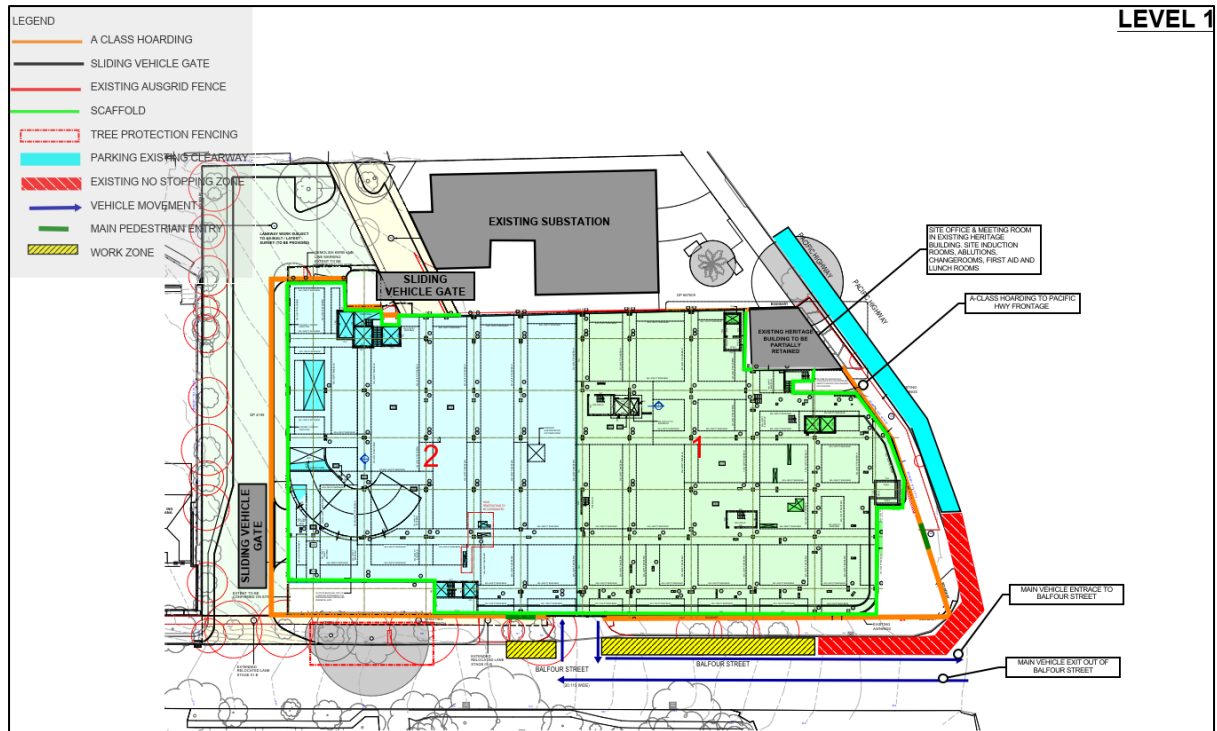


## GROUND FLOOR PLAN

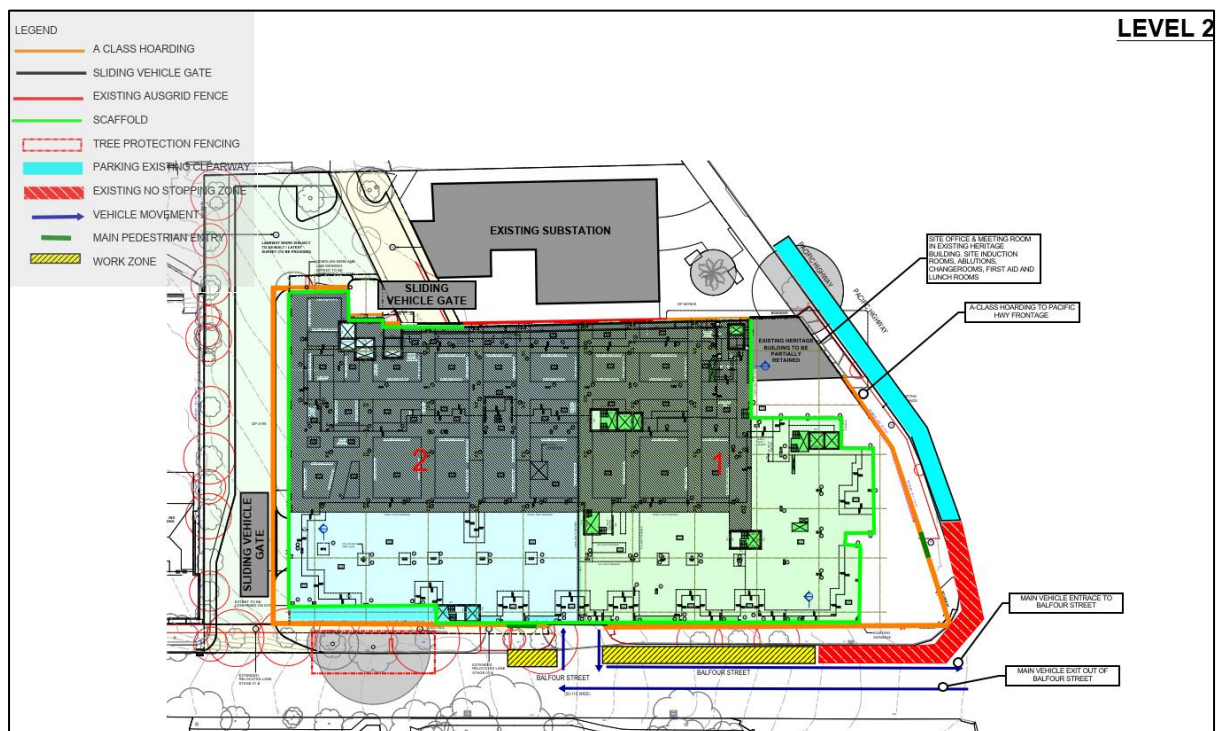




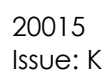
## LEVEL 1 PLAN



## LEVEL 2 PLAN





**LEVEL 3**



### **Sewer Diversion Trenching Works**

The external sewer diversion trenching works on Pacific Highway comprises:

- Commence (tentative) on 22/11/22
- completed in approximately 5 days
- night-time works hours
- closure of footpath and kerbside parking lane along the western side of Pacific Highway along the work area
- kerbside lane and middle lane on northbound Pacific Highway will be closed.
- one northbound lane on Pacific Highway will be retained
- pedestrian along the western side of Pacific Highway will be detoured to the eastern side of Pacific Highway

The plans associated with the Pacific Highway works are shown in Appendix B.

### **3.3 Construction Stages and Program**

The construction activities are scheduled to commence on the site in June 2022 (subject to approval from stakeholders), with tentative completion by February 2024. Construction is anticipated to occur for an approximately 22 months, as per the below:

- Separable Portion 1 - Enabling / Early Works: Thu 30/06/22 - Thu 22/12/22
- Separable Portion 2 - Coles Lessor Works (Warm Shell): Thu 22/12/22 Mon 5/02/24
- Fitout: Mon 27/06/22 Thu 18/01/24





- Separable Portion 3 - Heritage Building: Sat 5/08/23 - Thu 14/12/23
- Separable Portion 4 - Balance of Main Works: Mon 27/06/22 - Fri 16/02/24
- Sewer Works – tentative Tue 22/11/22 – Sat 26/11/22

### 3.4 Construction Hours

The approved hours for construction are:

Demolition, construction work and deliveries of building material and equipment:

|                    |                            |
|--------------------|----------------------------|
| 7.00am – 5.00pm    | Monday to Friday           |
| 8.00am – 12.00pm   | Saturday                   |
| No work/deliveries | Sunday and public holidays |

### Excavation using machinery

|                                                                               |                                       |
|-------------------------------------------------------------------------------|---------------------------------------|
| 7.00am – 5.00pm with a respite break of 45 minutes between 12 noon and 1.00pm | Monday to Friday                      |
| No excavation work                                                            | Saturday, Sunday, and public holidays |

If required, approval for works occurring outside of the approved hours, will be sought from Council via an "outside of hours works permit" as well as notification of the surrounding properties likely to be affected by the proposed works.

Builtcom shall ensure that all sub-contractors are aware of the permitted hours of operation and shall ensure that all activity occurs strictly within the hours stipulated by the Conditions of Consent.



### 3.6 Construction Workers Parking

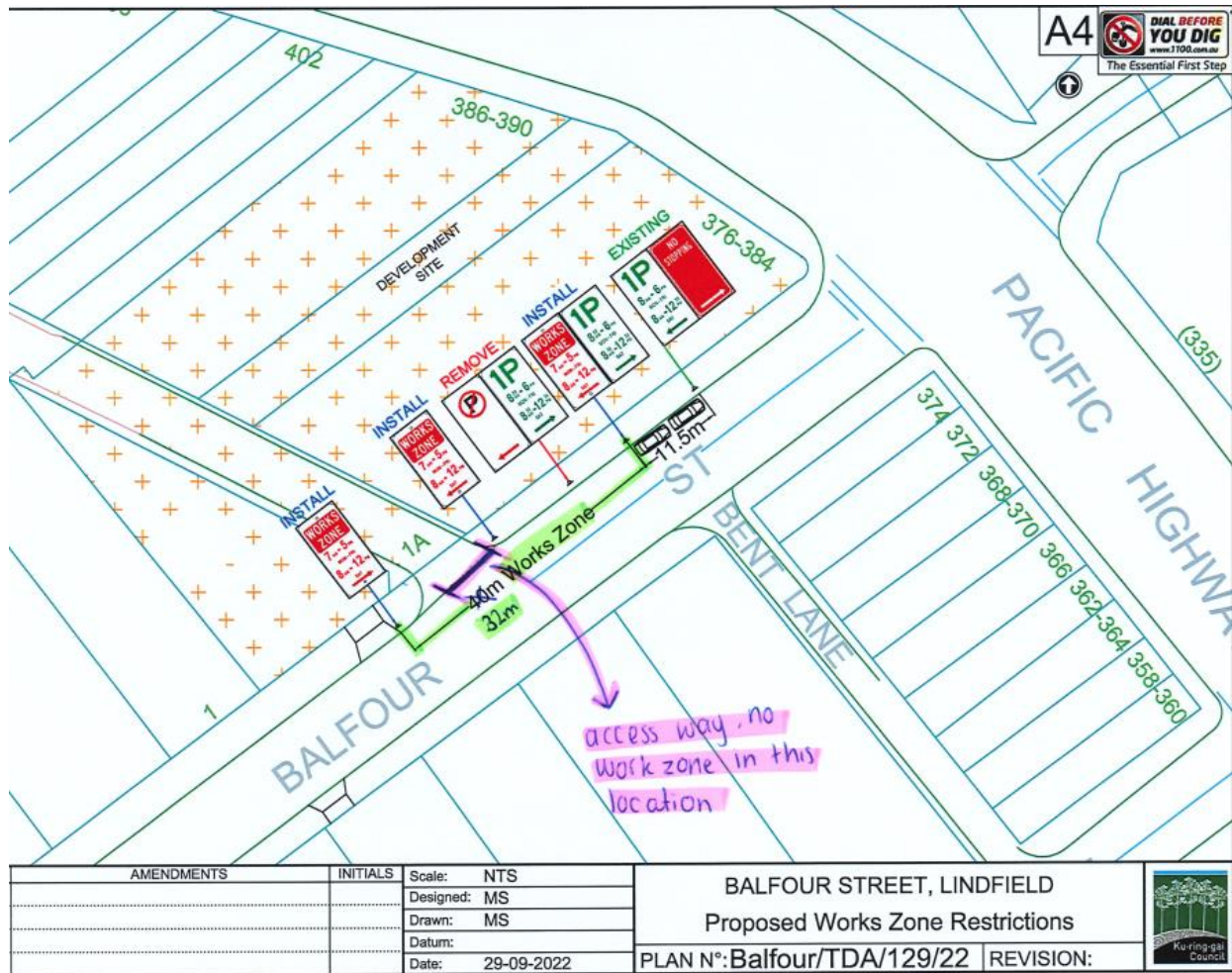
The following number of workers are expected on-site during the construction stage:

- Separable Portion 1 - Enabling / Early Works: 20 - 30
- Separable Portion 2 - Coles Lessor Works (Warm Shell): 50 - 70
- Fitout: 70 - 130
- Separable Portion 3 - Heritage Building: 50 - 80
- Separable Portion 4 - Balance of Main Works: 80 – 130
- Sewer Diversion Trenching Works: 10

No construction worker parking will be provided within the site. The site is in close proximity to well established and high-frequency public transport services, therefore, construction workers will be encouraged to use public transport to access the site. A tool drop-off and storage facility will be provided within the site office. This would allow tradespeople to drop off and store their tools and machinery, allowing them to use public transport to travel to/ from the site on a daily basis. This will be incorporated into the site induction program.

### 3.5 On-Street Works Zone, Road Act Applications and Road Occupancy License

A 32m works zone would be required to accommodate trucks for the delivery of construction materials/ equipment, as well as any construction-related works that cannot be undertaken on-site. It is proposed to provide the works zone on the northern side of Balfour Street east of Balfour Lane, along the site's southern frontage. The works zone will occupy the existing 1P and No Parking zones and will not affect the existing No Stopping zone. See the following figure.



The works zone would not be used for private kerbside parking by builders, tradesmen and visitors associated with the site. The works zone is proposed to be in operation during:

|                  |                  |
|------------------|------------------|
| 7.00am – 5.00pm  | Monday to Friday |
| 8.00am – 12.00pm | Saturday         |

The eastbound lane of Balfour Street has a minimum of the 6.25-metre-wide travelled lane, which would permit a 3.25-metre-wide eastbound travel lane to operate in addition to a 2.5-metre-wide works zone on the northern side.

A separate application has been submitted to and approved by Council to



organise appropriate approvals for the proposed works zone prior to the start of works, as well as the parking and traffic changes.

The following Road Act Applications will be submitted separately to Council for approval:

- Road Act Applications - Road Opening Permit ([Opens in new window](#))
- ApplyAllRoad Act Applications - Temporary Road Closure Application

Pacific Highway will be reduced to single lane to accommodate the sewer diversion trenching works. Builtcom will submit a Road Occupancy permit to the Transport Management Centre for approval in relation to the reduction of 2 lanes out of 3 along Pacific Highway.

### 3.6 Cranage and Materials Handling

Materials will be loaded/unloaded using either mobile crane, forklifts, or trolleys (for light materials) during the demolition and excavation stages.

During the main works, a tower crane will be erected within the site, and specific areas will be available for loading/unloading, materials handling and storage, and worker sheds, etc. The tower crane will be utilised for materials handling within the Works Zone and the on-site Loading Area.

All materials will be stored on the site, with all excavated materials removed from the site.

### 3.7 Site Inspections and Record-Keeping

The construction work will be monitored to ensure that it proceeds as set out in the Construction Management Plan provided by Builtcom. A daily inspection before the start of the construction activity should take place to ensure that



conditions accord with those stipulated in the Plan and there are no potential hazards. Any possible adverse impacts will be recorded and dealt with as they arise.

### 3.8 Consultation, Communication and Liaison

The management strategies were established firstly by identifying the relevant stakeholders and future coordination/liaison requirements with the following:

- Transport for NSW (CJP and TMC)
- Ku-ring-gai Council
- Adjacent landowners

Ongoing consultation with key stakeholders and adjacent landowners will be key to managing the interaction of the various construction worksites. Builtcom will provide a Community Liaison Officer to consult, communicate and liaise with neighbours.

A sign with phone number and email address will be installed on the hoarding to allow the general public to make enquires or complaints regarding traffic control for the site.

### 3.9 Public Notifications

Builtcom would prepare notification letters, under the approval of Council, that would be delivered to adjoining property owners to advise of the construction works and timeframes for completion of each phase of the process.

### 3.10 Contact Person

Builtcom's contact person who will be assigned to liaise with all the stakeholders and have authority without reference to other persons to comply



with instructions issued by the Council's Traffic Engineer would be:

Jason Raad

Senior Contracts Administrator (SCA)

0452 637 776

[j.raad@builtcom.net.au](mailto:j.raad@builtcom.net.au)

### 3.11 Site Induction and Occupational Health and Safety

All workers and visitors employed on the site by the appointed contractor (including sub-contractors) will be required to undergo a formal 'site induction' process, and all the inductions will be performed specifically to each trade according to the occupational health and safety requirements of the New South Wales Work Cover Authority requirements.

The induction will include details of approved access routes to and from the construction site for site staff and delivery vehicles, parking arrangements, and standard environmental, WHS, driver protocols and emergency procedures. The agreed work hours must be included as part of this induction.





## 4.0 Proposed Construction Traffic Management Plan

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### 4.1 Construction Site Access and Works Zone Access

Site access to the construction site is proposed via Balfour Street into the old Balfour Lane, as shown in the following figure.



Accesses to/from the site will be right-in and left-out via Balfour Street. Accesses to/from the works zone will be forward in and forward out movements along Balfour Street for all vehicles.



Sufficient manoeuvring area will be provided on-site to ensure construction vehicles can enter and exit in a forward direction. All vehicles entering and exiting the site will be completed under the management of traffic controllers.

Vehicles accessing the works zone will arrive from Balfour Street West and enter the works zone in a forward direction. On departure, the vehicles will exit the works zone in a forward direction towards the Pacific Highway.

Swept path analysis was completed for the largest vehicle expected to access the site, provided in Appendix C.

### 4.2 Pedestrian Access

Access to the site is provided via a security-controlled gate on the south-eastern corner of the site along the Pacific Highway. All personnel entering the site will be required to undertake an induction program.

Pedestrian activities will be removed from the construction area by a mix of A-Class hoarding and Ausgrid fence. Application for the A-Class hoarding has been submitted to Council for approval. Traffic controllers will be present at the main construction access point on Balfour Street to manage pedestrian movements and assist with vehicle's ingress and egress.

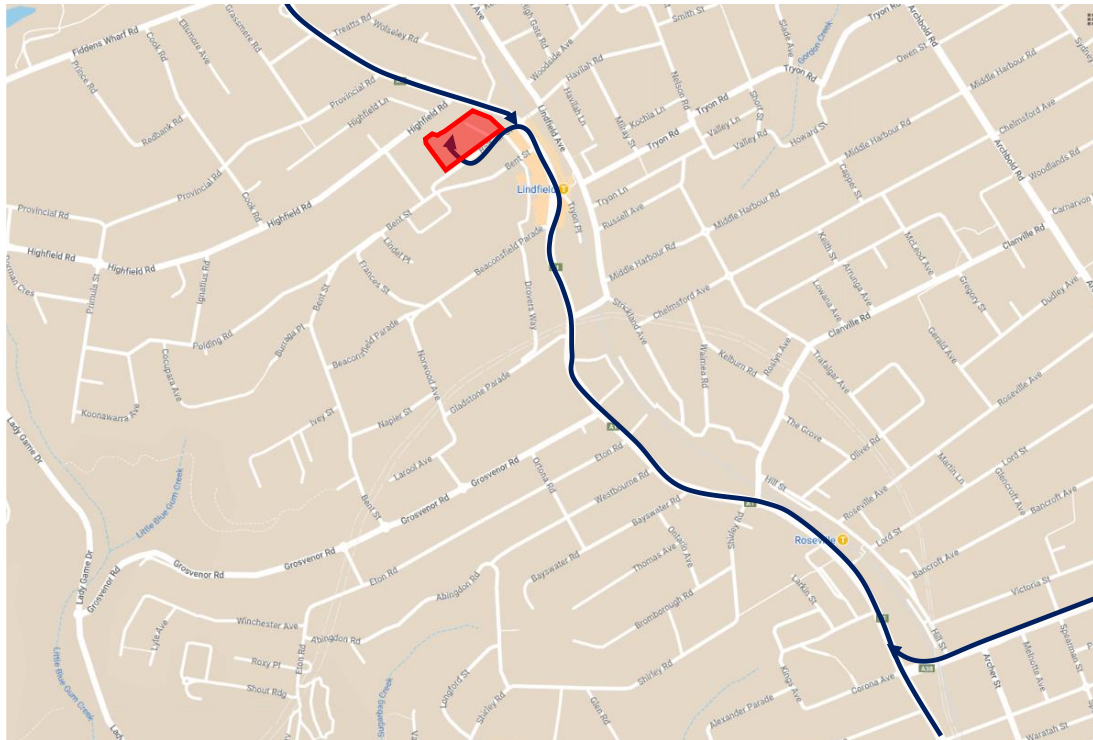
### 4.3 Construction Traffic Haulage Route

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout Sydney. However, all construction vehicles will be restricted to the State and Regional Road network. Dedicated construction vehicle routes have been developed with the aim to provide the shortest distances to/from the arterial road network while minimising the impact of construction traffic on streets within the vicinity of the site. As such, the dedicated construction vehicle (except for concrete trucks) routes will use

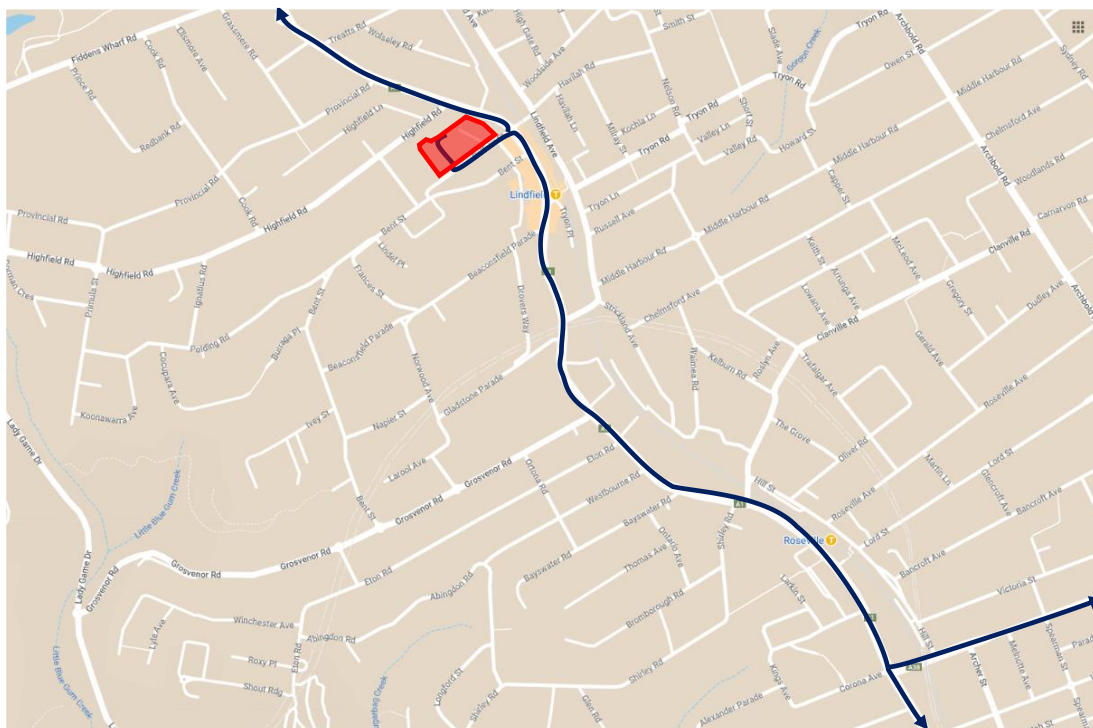


Pacific Highway as much as possible, as indicated in the following figures.

**Truck Arrival Routes (to the Site) – all trucks except concrete trucks**



**Truck Departure Routes (from the Site) – all trucks except concrete trucks**



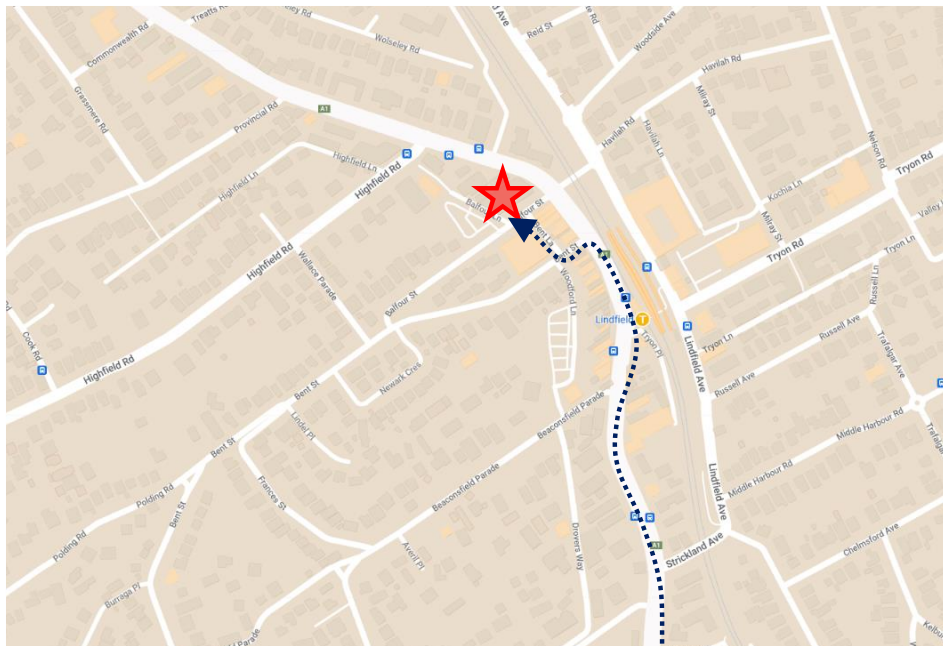




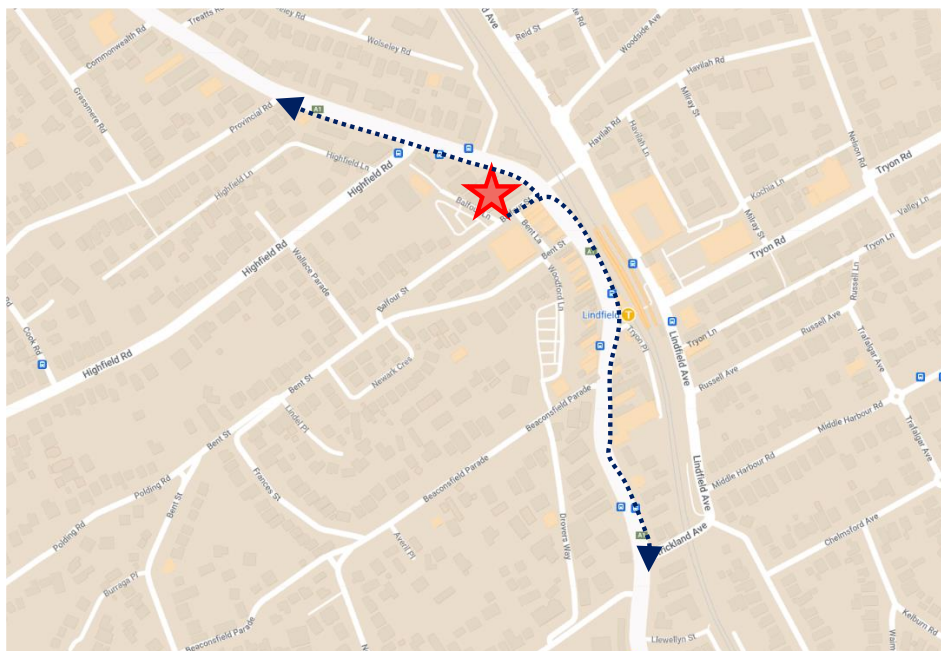
Two alternate routes are proposed for concrete trucks to enter and exit the works zone so they do not need to access Balfour Lane:

### **Option 1**

- Arrival route via Bent Street, Bent Lane, Balfour Street and reverse into the works zone



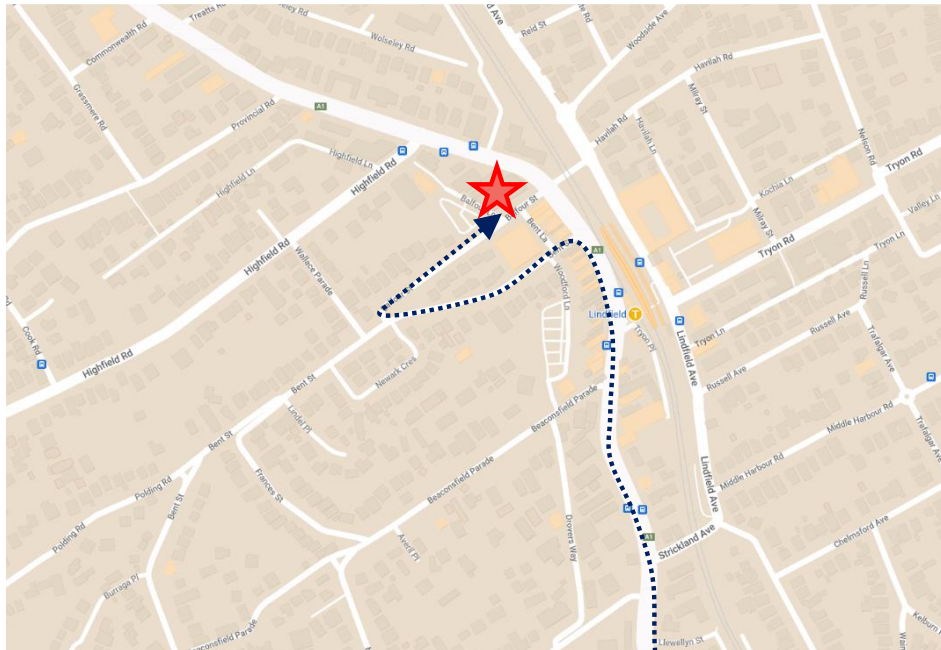
- 
- Departure route via Balfour Street towards Pacific Highway



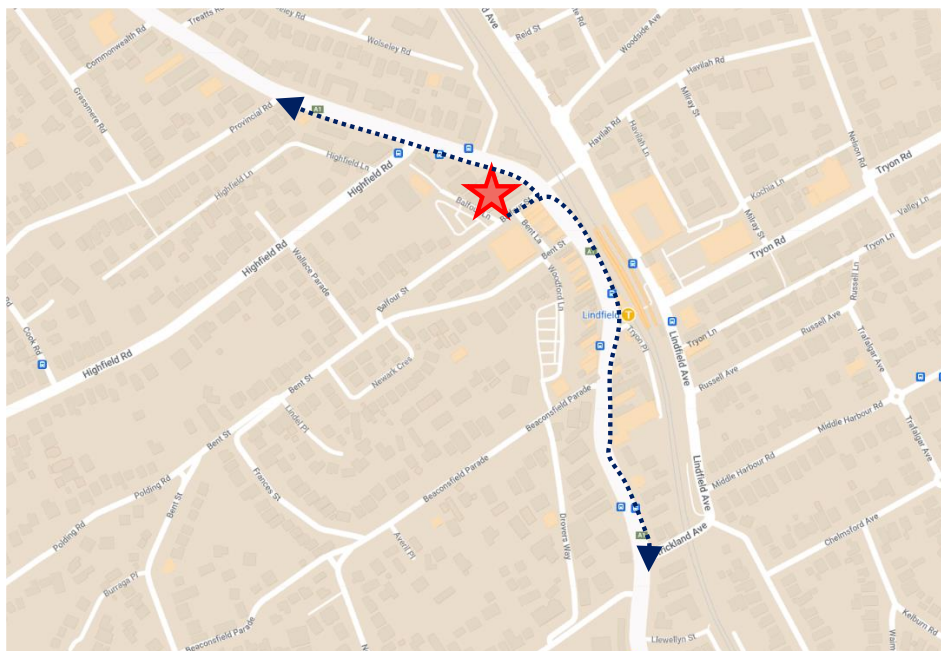


## **Option 2**

- Arrival route via Bent Street, Balfour Street and forward into the works zone



- Departure route via Balfour Street towards Pacific Highway





For safety and amenity, construction vehicle movements will be restricted to occur in Balfour Street during school drop-off (8.00am to 9.30am) and pick up (2.30pm to 4.00pm) times on Mondays, Wednesdays, and Fridays. It is noted there will be no restrictions on construction vehicles between the hours of 7:00am-5:00pm on Tuesdays, Thursdays, and Saturdays during the structure phase only.

Truck drivers will be advised of the designated truck routes to/ from the site. No queuing or marshalling of trucks will be permitted on public roads in the vicinity of the site.

#### 4.4 Construction Vehicle Types

It is anticipated that the construction works will involve the following heavy vehicle types:

- Excavation:
  - o 8.8m medium rigid vehicle
  - o 12.5m heavy rigid vehicle
  - o 18.1m truck and dog trailers
  
- Main works:
  - o 8.8m medium rigid vehicle
  - o 12.5m heavy rigid vehicle
  - o 19m semi
  
- Fitout:
  - o 8.8m medium rigid vehicle
  - o 12.5m heavy rigid vehicle





### 4.5 Truck Movements

The estimated truck arrivals will be:

- Excavation: 20-30 trucks per day
- Main works: 35 up to 45 trucks per day (up to 8 concrete trucks an hour)
- Fitout: 15 trucks per day.

It is estimated that up to 20 semi visitations will be required for concrete precast panels throughout the structure stage.

### 4.6 Driver Code of Conduct

#### **Impacts of Earthworks and Construction**

Builtcom is committed to protecting the environment and preventing air, water, and noise pollution. The operators of all construction-related vehicles are subject to environmental regulations relating to vehicle emission and product spill and to minimise the impacts of earthworks and construction on the local and regional road network.

Builtcom also understands and appreciate the seriousness of polluting the environment and the consequences of this any carelessness or neglect of responsibilities may cause personal injury, loss of life, property damage, substantial fines, and adverse publicity for the company.

All drivers of vehicles transporting loose materials will be required to ensure the entire load is covered using a tarpaulin or similar impervious material. The vehicle driver will need to take all precautions to prevent any excess dust or dirt particles depositing onto the roadway during travel to and from the site. Cattle grid (or similar product) shall be positioned at the exit point of all gates. The respective trades will be inducted by the head contractor into the above



procedures and will monitor all trucks exiting the site to ensure the procedures are met.

Builtcom will be required to monitor the roadways leading to and from the site on a daily basis and take all necessary steps to rectify any adversely impacted road deposits caused by site vehicles. The roads will also be cleaned on a regular basis to minimise dirt particles depositing externally from the site. Such cleaning will occur in the evenings outside of the peak traffic period.

### **Conflicts with Other Road Users**

The road is there to share and therefore, it is BUILTCOM's requirement that the heavy vehicle operators display courtesy and restraint towards other road users to minimise conflicts with other road users.

Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like under any circumstances. All deliveries and works will be carried out within the site at the designated Construction Zones. If there is a requirement to operate any material handling machinery on public access roads, Builtcom will be required to seek separate Council/Police/TfNSW/Sydney Buses approval prior to the event.

### **Road Traffic Noise**

Generating excessive noise is governed by legislation and is an offence. Heavy trucks generate a higher level of noise than light vehicles. The amenity of surrounding road users/residents is to be maintained as far as practical during the construction process. Vehicles traveling to, from and within the site shall not create unreasonable or unnecessary noise or vibration to minimise interference to adjoining building operations. No tracked vehicles will be permitted or required on any paved roads. All heavy vehicle operators are required to adhere to the following during the course of their duty:

- If possible, minimise road traffic noise by not using engine brakes near



residences and built-up areas.

- All vehicles must be fitted with audible reversing alarms. These are essential for the safety of all personnel. Reversing alarms are, however, the source of potential noise complaints from neighbouring residents, so all drivers should be aware of this and try to minimise reversing when possible.
- Avoid loading and unloading of materials/deliveries outside of daytime hours.
- Compounds and work areas should be designed as one way to minimise the need for vehicles (up to 18.1m truck and dog trailers) to reverse.
- Trucks should not idle near residential receivers.
- Stationary sources of noise, such as generators, should be located away from sensitive receivers.
- Project personnel, including relevant sub-contractors, to acquaint themselves with noise and vibration requirements and the location of sensitive receivers during inductions and toolbox talks.
- Delivery vehicles should be fitted with straps rather than chains for unloading, wherever possible.
- Truck drivers should avoid compression-braking as far as practicable.
- Where night-time works are required, trucks should use broadband reversing alarms.

### **Specified Routes**

All trucks must enter and exit the works via the site gates. Where possible, you should always:

- Use main roads,
- Use bypasses,
- Avoid communal areas, schools, e.g. (particularly during school start and finish times whenever possible), parks, etc.



The heavy vehicle operators must stick to the defined routes laid down unless there are exceptional circumstances. Such exceptional circumstances may be:

- Normal route blocked, e.g., flooded,
- A revised route was agreed upon in writing.

Trucks and heavy vehicles must not use local residential streets.

### 4.7 Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) presents the principles of traffic management, with the detailed information for worksite operations is contained in the Traffic Control at Work Sites Technical Manual Version 6.1 dated February 2022. The control of traffic at work sites must be undertaken with reference to Workcover requirements and Builtcom's Constructions Workplace Health and Safety Manuals.

The TGS is prepared by a Certified Traffic Controller (under RMS regulations) in accordance with Australian Standards 1742.3 and includes:

- ❖ The proposed works site and area
- ❖ Accredited traffic controllers at the site vehicle access
- ❖ Truck (crossing and entering) and traffic controller signage

The TGSs for the construction processes are provided in Appendix C.

### 4.8 Oversized Vehicles

No oversized or over massed vehicles will be required for the construction works. If an oversized or over massed vehicle is needed, a separate application would be submitted to Council and Transport for NSW.



### 4.9 Road Serviceability

Builtcom will be responsible for monitoring and ensuring that the road and footpath along Pacific Highway and Pacific Highway will remain in a serviceable state during the course of the construction. Under the direction of the Council, BUILTCOM will restore any roadside facilities affected by the construction works, being footpaths, road pavement, etc., to the Council's satisfaction, at no cost to Council.

### 4.10 Pedestrian Management

The existing Pacific Highway footpath will be retained throughout the building construction works. Pedestrians walking along the Pacific Highway and Balfour Street footpath along the site's frontage will be protected by a mix of A-Class hoardings and Ausgrids fence. RMS accredited traffic controllers will supervise all vehicle movements into and out of the site at all times. During the hoarding installations or public domain works along Pacific Highway and Balfour Street, pedestrians will be temporarily detoured to the footpaths on the eastern side of Pacific Highway and southern side Balfour Street.

### 4.11 Spoil Management

To ensure that soil/excavated material is not transported on wheels or tracks of vehicles or plant and deposited on surrounding roadways, a cattle grid (or similar product) will be positioned at the exit point.





## 5.0 Construction Impacts

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### 5.1 Impact on On-Street Parking

The 32m works zone would result in the loss of two 1P on-street parking spaces on the northern side of Balfour Street.

The on-street parking spaces on the northern side of Balfour Street will be removed throughout the construction period to accommodate the works zone, during the works zone hours. Outside of the works zone periods, these spaces on the northern side of Balfour Street would be maintained.

The removal of the on-street spaces is not anticipated to have an adverse impact to parking in the area, as most of the on-street parking along the northern side of Balfour Street is associated with the Site.

### 5.2 Impact on Public Transport Services

The heavy vehicle haulage routes will largely be limited on arterial and sub-arterial roads which are designed to accommodate heavy vehicle movements. As such, the impacts on public transport services will be minimal on the approach/departure routes.

While the truck route will overlap with this bus route during the construction period, it is not expected that traffic generation of no more than 45 vehicle visitations per day (spreaded throughout the construction hours) would be adverse to the efficiency of the existing bus service.

### 5.3 Impact on Pedestrians

During construction, pedestrian movements along the footpaths on the site's frontages are to operate and be maintained as existing throughout most of the



construction stages. All construction-related traffic movements along Balfour Street will occur under the supervision of accredited traffic controllers, with trucks escorted between the site access and Balfour Street.

### 5.4 Impact on Emergency Vehicle Access

Access to the site and neighbouring sites by emergency vehicles would not be affected by the construction activities. As such, there would be no adverse impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties as a result of the proposed activities.

### 5.5 Impact on Neighbouring Properties

Access to neighbouring properties will be maintained at all times. Workers/subcontractors will be directed not to park their vehicles at the driveways of the neighbouring properties. This will be incorporated into the site induction program. The contractor would take appropriate action if informed of this activity occurring.

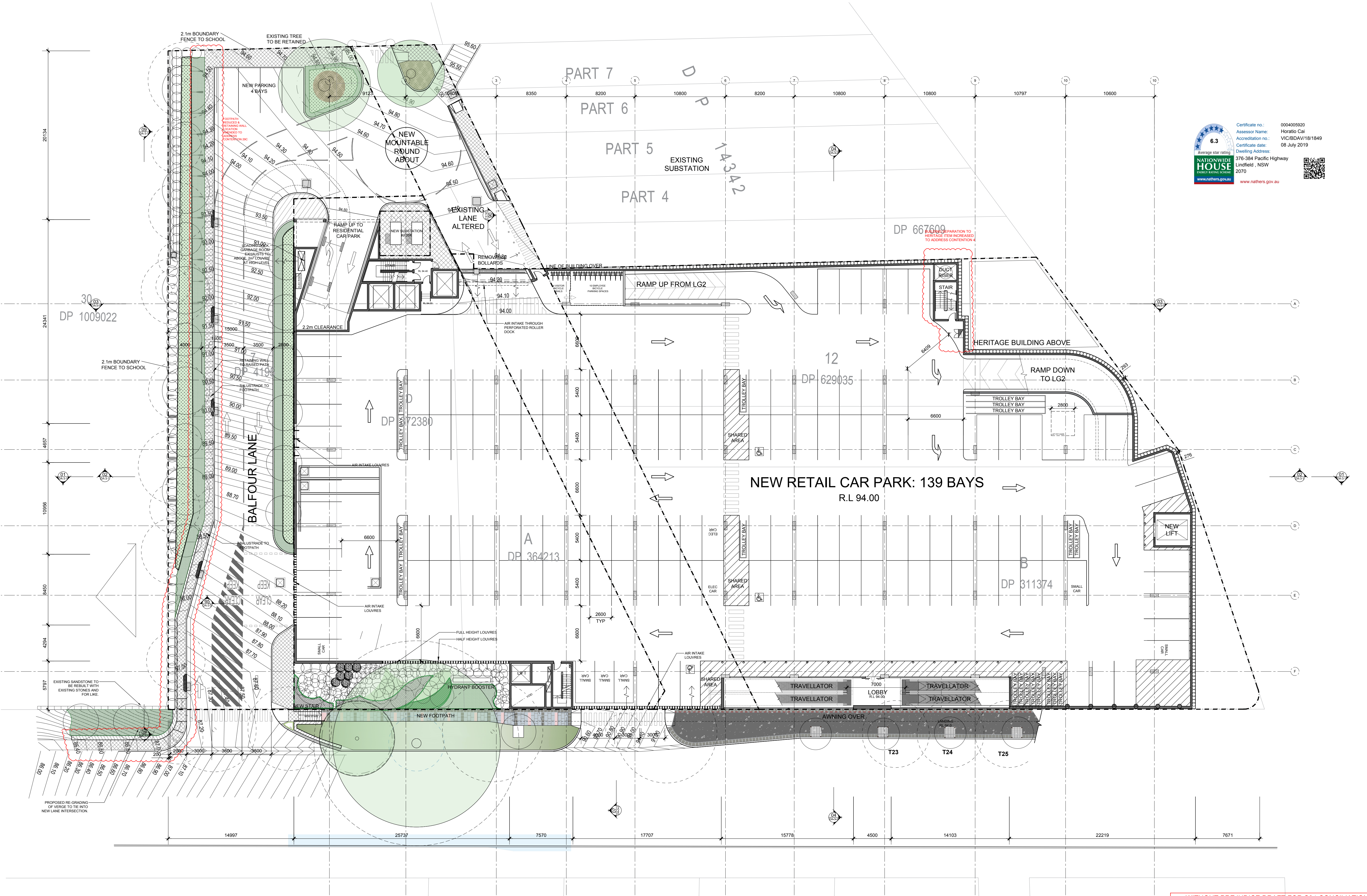


Transport Strategies

# **Appendix A**

## **Architectural Plans**







6.3  
Average star rating  
www.nuthers.gov.au

Certificate no.: 0004005920  
Assessor Name: Horatio Cai  
Accreditation no.: VIC/BDV/18/1849  
Certificate date: 08 July 2019  
Dwelling Address: 376-384 Pacific Highway  
Lindfield, NSW 2070  
www.nuthers.gov.au





EXISTING  
PRIMARY SCHOOL

EXISTING BRICK  
SUBSTATION

NEW COLES  
SUPERMARKET

4563.9m<sup>2</sup> GFA  
(INCLUDING LIQUORLAND + COFFEE)  
R.L 97.00



WITHOUT PREJUDICE DRAFT FOR S34 CONCILIATION

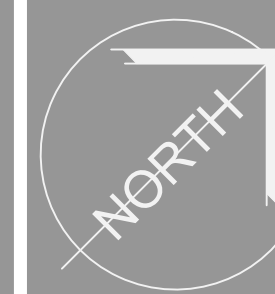
DA5 REV

0 2 4 6 8 10m  
SCALE 1:200  
SCALE 1:200 @A1  
DATE 11/06/19  
DRWN JG  
DA-01-4 DRG

architect  
christiansenobrienarchitects

client  
coles GROUP  
PROPERTY DEVELOPMENTS  
6 GIFFNOCK AVENUE MACQUARIE PARK, NSW 2113

PROPOSED MIXED USE REDEVELOPMENT  
OF EXISTING COLES SUPERMARKET SITE  
UPPER GROUND  
FLOOR PLAN



| ISSUE | DATE     | AMENDMENT                                    |
|-------|----------|----------------------------------------------|
| DAT   | 18-05-18 | ISSUED FOR DA                                |
| DAT   | 18-05-18 | AMENDMENT FOR DA                             |
| DAT   | 28-01-19 | RESPONSE TO COUNCIL                          |
| DAT   | 11-06-19 | WITHOUT PREJUDICE DRAFT FOR S34 CONCILIATION |
| DAT   | 04-07-19 | WITHOUT PREJUDICE DRAFT FOR S34 CONCILIATION |





WITHOUT PREJUDICE DRAFT FOR S34 CONCILIATION

| ISSUE | DATE     | AMENDMENT                                    |
|-------|----------|----------------------------------------------|
| DA1   | 21-05-19 | ISSUED FOR DA                                |
| DA2   | 29-06-19 | RESPONSE TO COUNCIL RFI                      |
| DA3   | 31-05-19 | WITHOUT PREJUDICE DRAFT FOR S34 CONCILIATION |

architect  
**christiansenobrien**architects

client

**coles** GROUP PROPERTY DEVELOPMENTS

6 GIFFNOCK AVENUE MACQUARIE PARK, NSW 2113

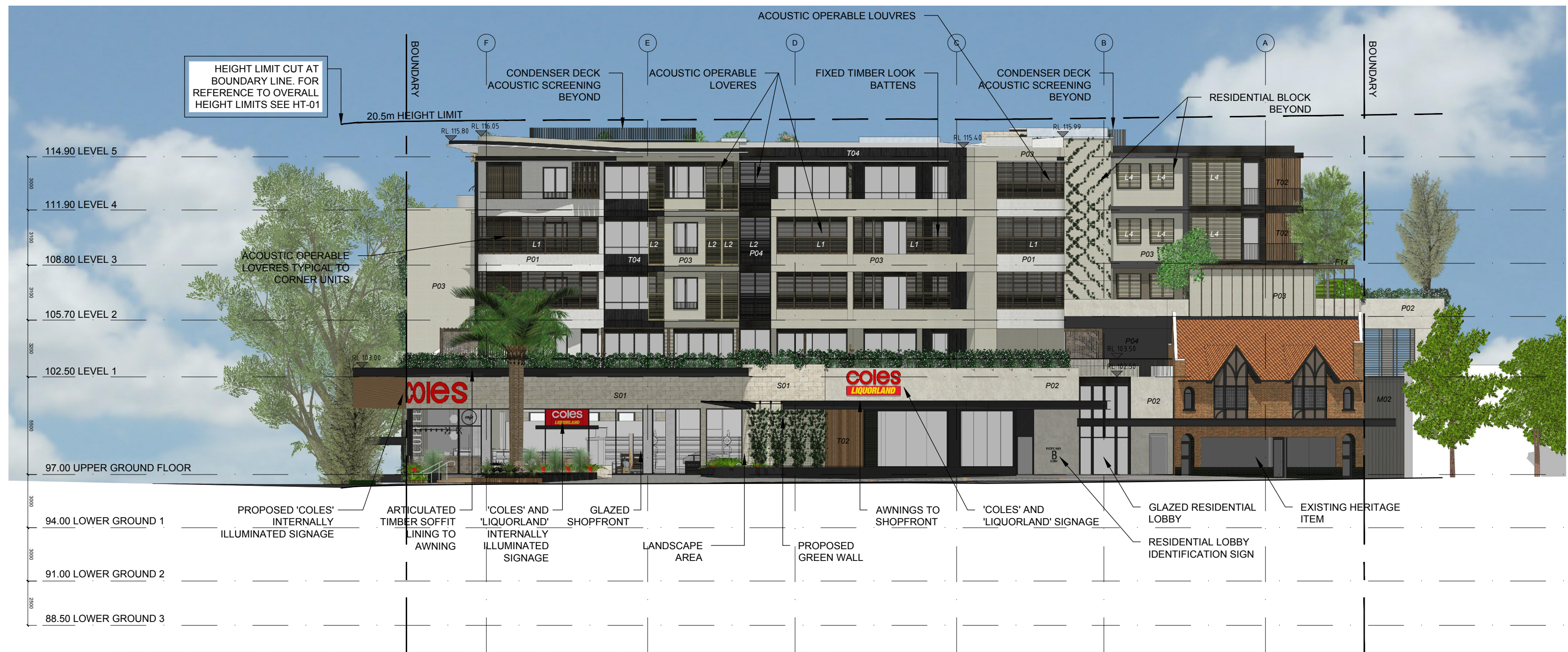
PROPOSED MIXED USE REDEVELOPMENT  
OF EXISTING COLES SUPERMARKET SITE  
ROOF PLAN

0 2 4 6 8 10m  
SCALE 1:200

SCALE 1:200 @A1  
DATE 21/01/19  
DRWN JG

**DA3** REV  
**DA-01-9** DRG





1 ELEVATION (PACIFIC HIGHWAY)  
SCALE: 1:200

#### FINISHES LEGEND (REFER TO DRAWING DA-2/3 FOR DETAILS)

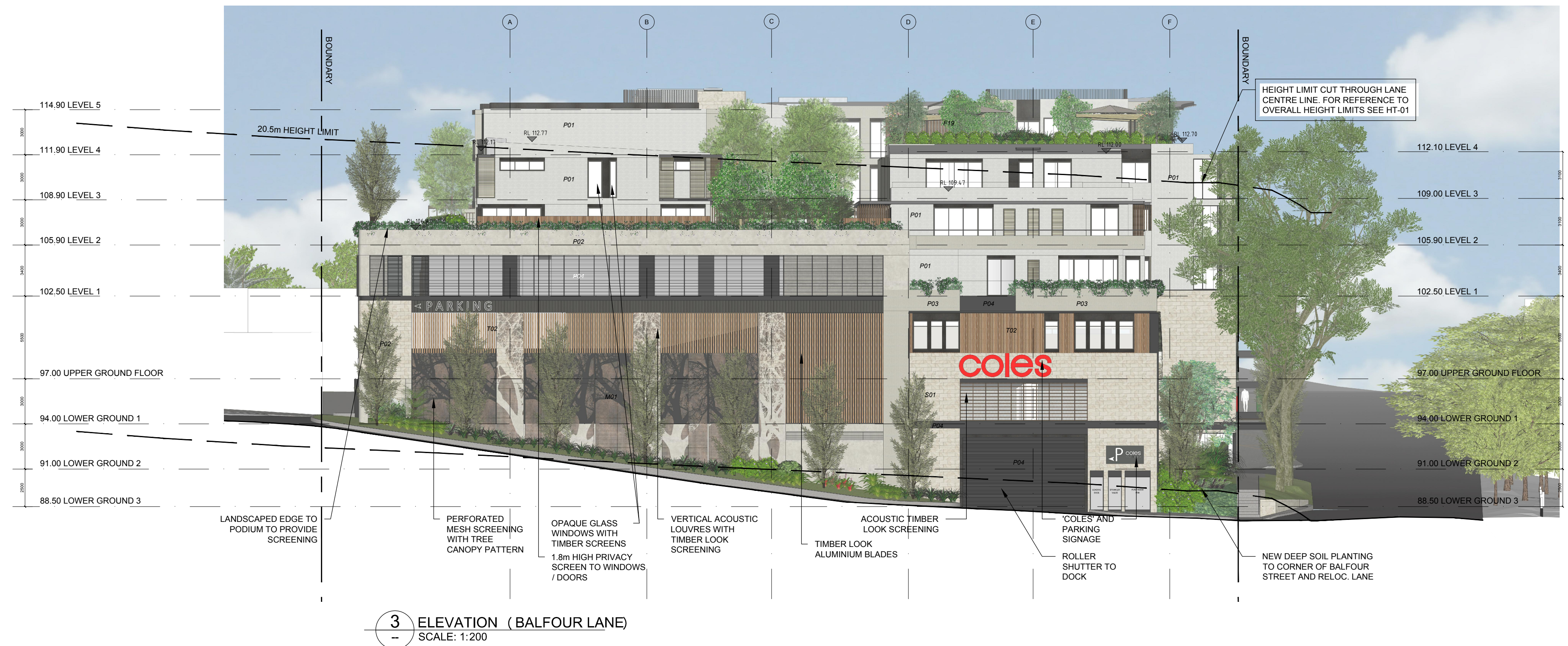
- P01 DULUX - SUMMER QUATER  
P02 DULUX - CENTURY MIST  
P03 DULUX - GREY ENCOUNTER  
P04 DULUX - DOMINO
- T01 KNOTWOOD - DRIFTWOOD  
T02 KNOTWOOD - AUSTRALIAN CEDAR  
T03 KNOTWOOD - KWILA  
T04 SELEKTA - AFRICAN EBONY
- S01 SANDSTONE - HONED FINISH
- M01 CUSTOMISED PERFORATED STEEL PANEL WITH TREE CANOPY PATTERN  
M02 ZINC METAL CLADDING
- F01 PRINTED GRAPHIC SCREEN  
F02 PAINTED WALL GRAPHIC



2 ELEVATION (BALFOUR STREET)  
SCALE: 1:200

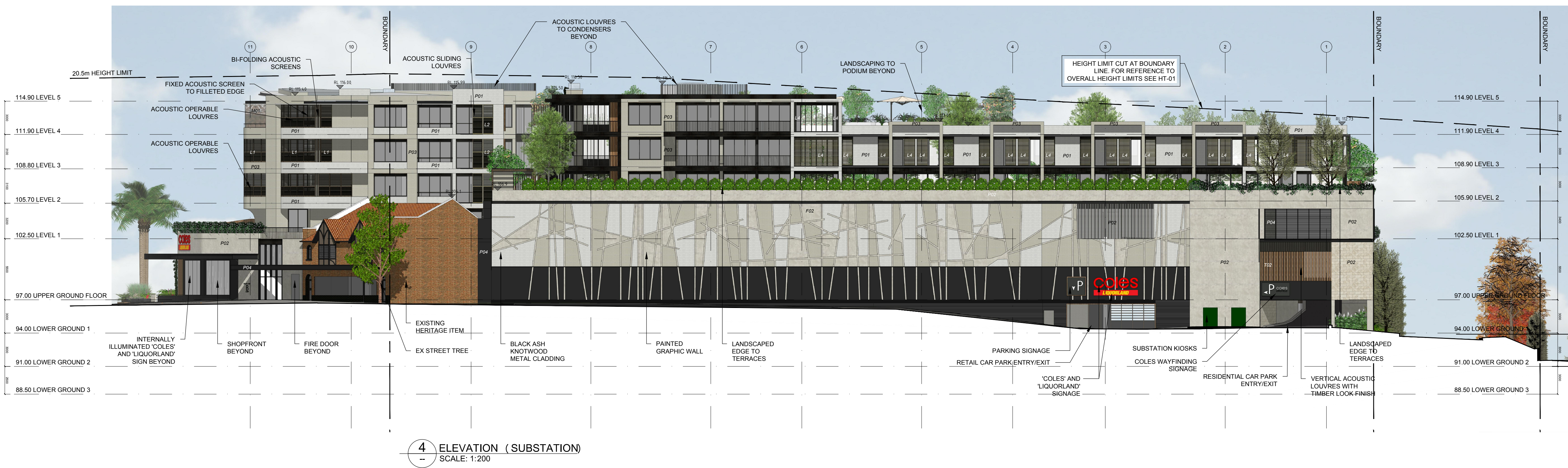
WITHOUT PREJUDICE DRAFT FOR S34 CONCILIATION



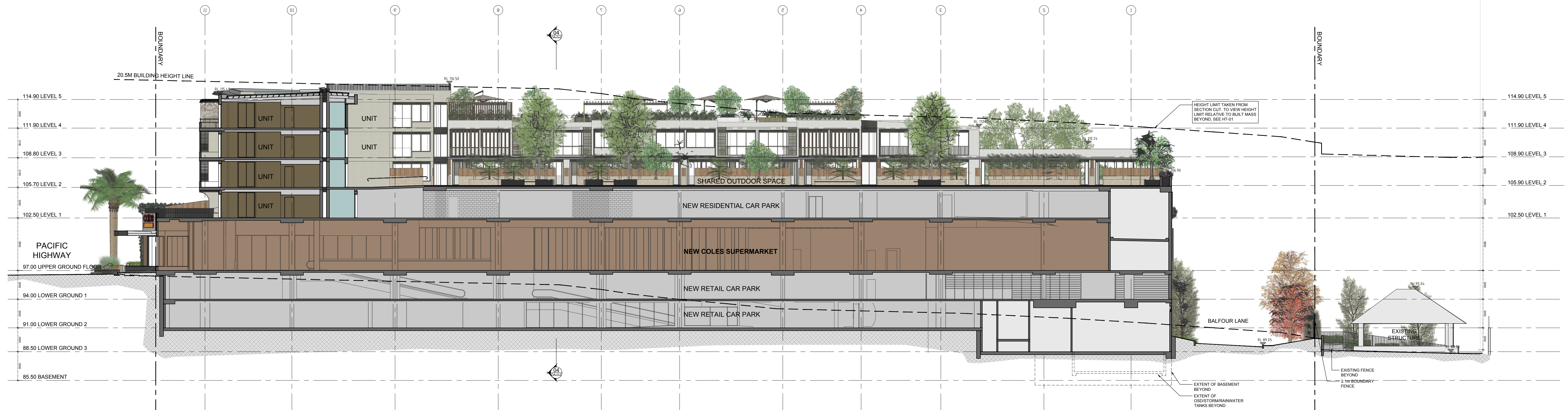


**FINISHES LEGEND**  
(REFER TO DRAWING DA-2-3 FOR DETAILS)

- P01 DULUX - SUMMER QUATER  
P02 DULUX - CENTURY MIST  
P03 DULUX - GREY ENCOUNTER  
P04 DULUX - DOMINO
- T01 KNOTWOOD - DRIFTWOOD  
T02 KNOTWOOD - AUSTRALIAN CEDAR  
T03 KNOTWOOD - KWILA  
T04 SELEKTA - AFRICAN EBONY
- S01 SANDSTONE - HONED FINISH
- M01 CUSTOMISED PERFORATED STEEL PANEL WITH TREE CANOPY PATTERN  
M02 ZINC METAL CLADDING
- F01 PRINTED GRAPHIC SCREEN  
F02 PAINTED WALL GRAPHIC







**1 SECTION 1**  
SCALE: 1:200

Certificate no.: 0004005920  
Assessor Name: Horatio Cai  
Accreditation no.: VIC/BDV/18/1849  
Certificate date: 08 July 2019  
Dwelling Address: 376-384 Pacific Highway  
Lindfield, NSW  
2070  
www.nathers.gov.au

**6.3**  
Average star rating  
**NATIONWIDE HOUSE**  
ENERGY RATING SCHEME  
www.nathers.gov.au



**2 SECTION 2**  
SCALE: 1:200

WITHOUT PREJUDICE DRAFT FOR S34 CONCILIATION

| ISSUE | DATE     | AMENDMENT                                    |
|-------|----------|----------------------------------------------|
| DA1   | 21-05-19 | ISSUED FOR DA                                |
| DA2   | 29-06-19 | RESPONSE TO COUNCIL RFI                      |
| DA3   | 31-05-19 | WITHOUT PREJUDICE DRAFT FOR S34 CONCILIATION |
| DA4   | 05-07-19 | WITHOUT PREJUDICE DRAFT FOR S34 CONCILIATION |

architect  
**christiansenobrien**architects

client

**coles** GROUP PROPERTY DEVELOPMENTS  
6 GIFFNOCK AVENUE MACQUARIE PARK, NSW 2113

**PROPOSED MIXED USE REDEVELOPMENT  
OF EXISTING COLES SUPERMARKET SITE**

**SECTIONS**

0 2 4 6 8 10m  
SCALE 1:200

SCALE 1:200 @A1  
DATE 29/01/19  
DRWN JG, JW

**DA4** REV  
**DA-03-1** DRG

**NORTH**

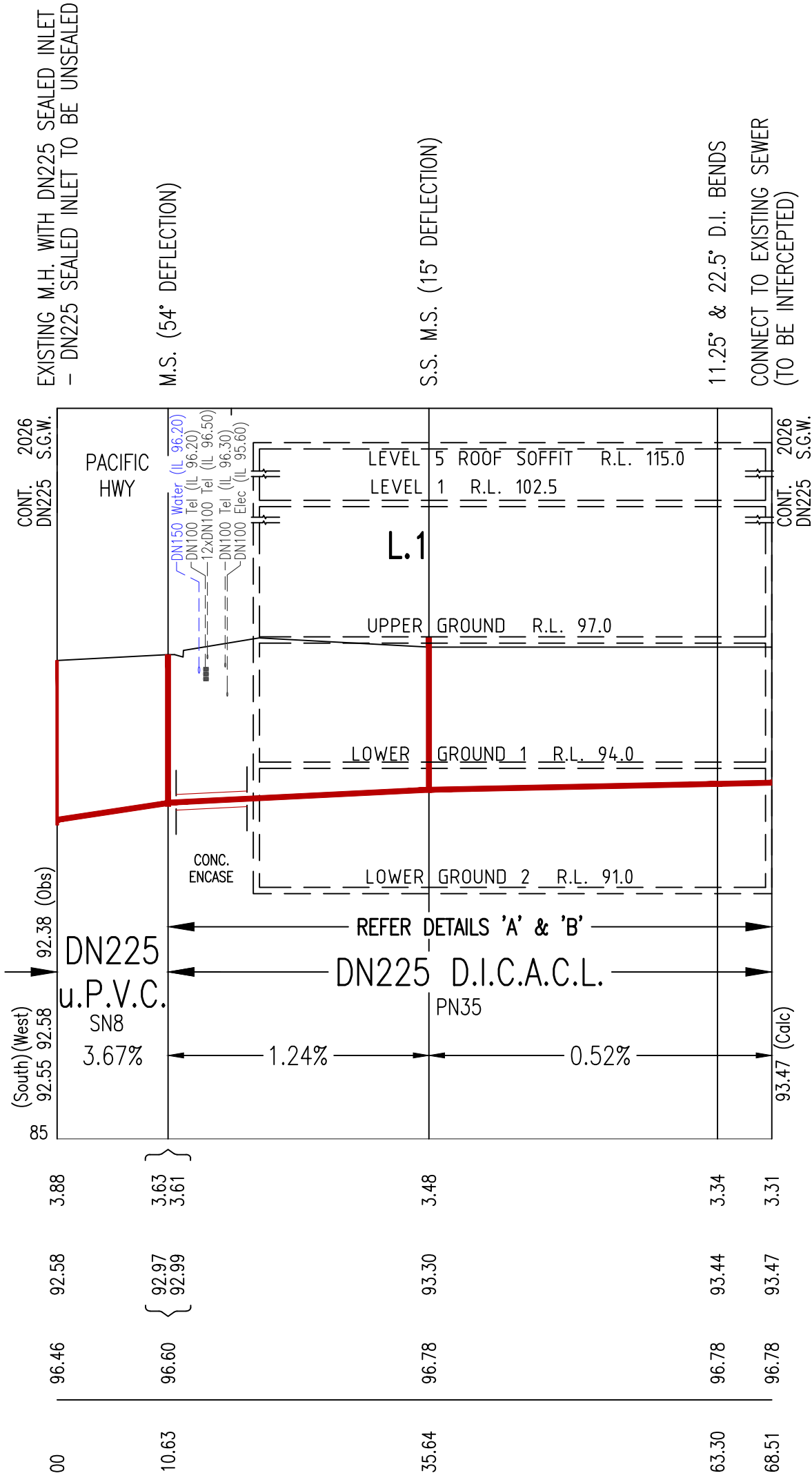




Transport Strategies

## **Appendix B**

# **Sewer Diversion Trenching Works Plans**



| LINE NO. | CHAINAGE | TYPE | DN RISER | CLASS OF COVER | MATERIAL        | COMMENTS                      |
|----------|----------|------|----------|----------------|-----------------|-------------------------------|
| 1        | 10.63    | M.S. | 225      | D              | PVC-U           | AYMR00 'CAMS'. 20mm CROSSFALL |
| 1        | 35.64    | M.S. | 225      | D              | STAINLESS STEEL | REFER DETAIL 'E'              |

- T1. SYDNEY WATER ACCESS TO ALL INSPECTION OPENINGS (I.O.'s) MUST BE MAINTAINED AT ALL TIMES.
- T2. TEMPORARY SEWER MUST BE PROTECTED FROM CONSTRUCTION ACTIVITIES AT ALL TIMES TO ENSURE MAIN CANNOT BE BROKEN & SEWER SERVICE IS NOT DISRUPTED.
- T3. CHANGES IN DIRECTION TO BE ACHIEVED USING MAX. 45° BENDS. I.O. REQUIRED DOWNSTREAM OF EACH CHANGE IN DIRECTION.

|                                |                                                                                          |
|--------------------------------|------------------------------------------------------------------------------------------|
| <b>TRAFFICABLE:</b>            |                                                                                          |
| PIPE EMBEDMENT ZONE: NIL TESTS | TRENCH FILL ZONE: 12 TESTS (REFER NOTE 24)<br>(1 TEST LOCATIONS, 1 TEST PER 300mm LAYER) |
| <b>NON-TRAFFICABLE:</b>        |                                                                                          |
| PIPE EMBEDMENT ZONE: NIL TESTS | TRENCH FILL ZONE: 4 TESTS (REFER NOTE 24)<br>(1 TEST LOCATIONS, 1 TEST PER 900mm LAYER)  |
| <b>MAINTENANCE STRUCTURES:</b> |                                                                                          |

1. STRUCTURAL LINER TO BE INSERTED INTO EXISTING DN375 R.C. SEWER "A"-A1" (Approx. 15m). LINER TO BE SELECTED & INSTALLED IN ACCORDANCE WITH SNEYD WATER'S LIST OF DEEMED TO COMPLY PRODUCTS FOR PIPELINE REHABILITATION AND STANDARD SPECIFICATION SS 201. CONSTRUCTOR IS TO ENGAGE A SPECIALIST RE-LINE CONTRACTOR FROM SNEYD WATER'S LIST OF ACCREDITED CONTRACTORS FOR SEWER REHABILITATION. UPON ENGAGEMENT OF ENABLING WORKS CONTRACTOR/SEWER CONSTRUCTOR, CCTV CONDITION ASSESSMENT OF EXISTING SEWER & RELINING DESIGN IN ACCORDANCE WITH SS 201 TO BE UNDERTAKEN. CCTV & RELINING DESIGN TO BE PROVIDED TO W.S.C. FOR ASSESSMENT PRIOR TO RE-LINING.

Case No. 193461WW

---

KU-RING-GAI SEWERAGE  
DEVIATION

|                                                                                                   |  |                    |          |        |      |      |      |
|---------------------------------------------------------------------------------------------------|--|--------------------|----------|--------|------|------|------|
| PLAN TO BE READ IN CONJUNCTION<br>WITH CURRENT SYDNEY WATER STANDARDS<br>SYDNEY WATER CORPORATION |  | UTILITIES          |          |        |      |      |      |
|                                                                                                   |  | TYPE               | DATE     | REF.   | TYPE | DATE | REF. |
| PRIOR TO COMMENCEMENT OF EXCAVATION FOR<br>PROPOSED AND EXISTING SERVICES CONTACT :-              |  | WATER: DN100 Water | 28/09/21 | SURVEY |      |      |      |
| DIAL BEFORE YOU DIG Ph. 1100                                                                      |  | GAS: G(MP) G(MP)   | 28/09/21 | SURVEY |      |      |      |
| ELECTRICITY Ph.                                                                                   |  | TELSTRA: COMS COMS | 28/09/21 | SURVEY |      |      |      |
| TELECOMMUNICATIONS Ph.                                                                            |  | ELEC: E E          | 28/09/21 | SURVEY |      |      |      |
| GIVING AT LEAST 48 HOURS NOTICE.                                                                  |  |                    |          |        |      |      |      |

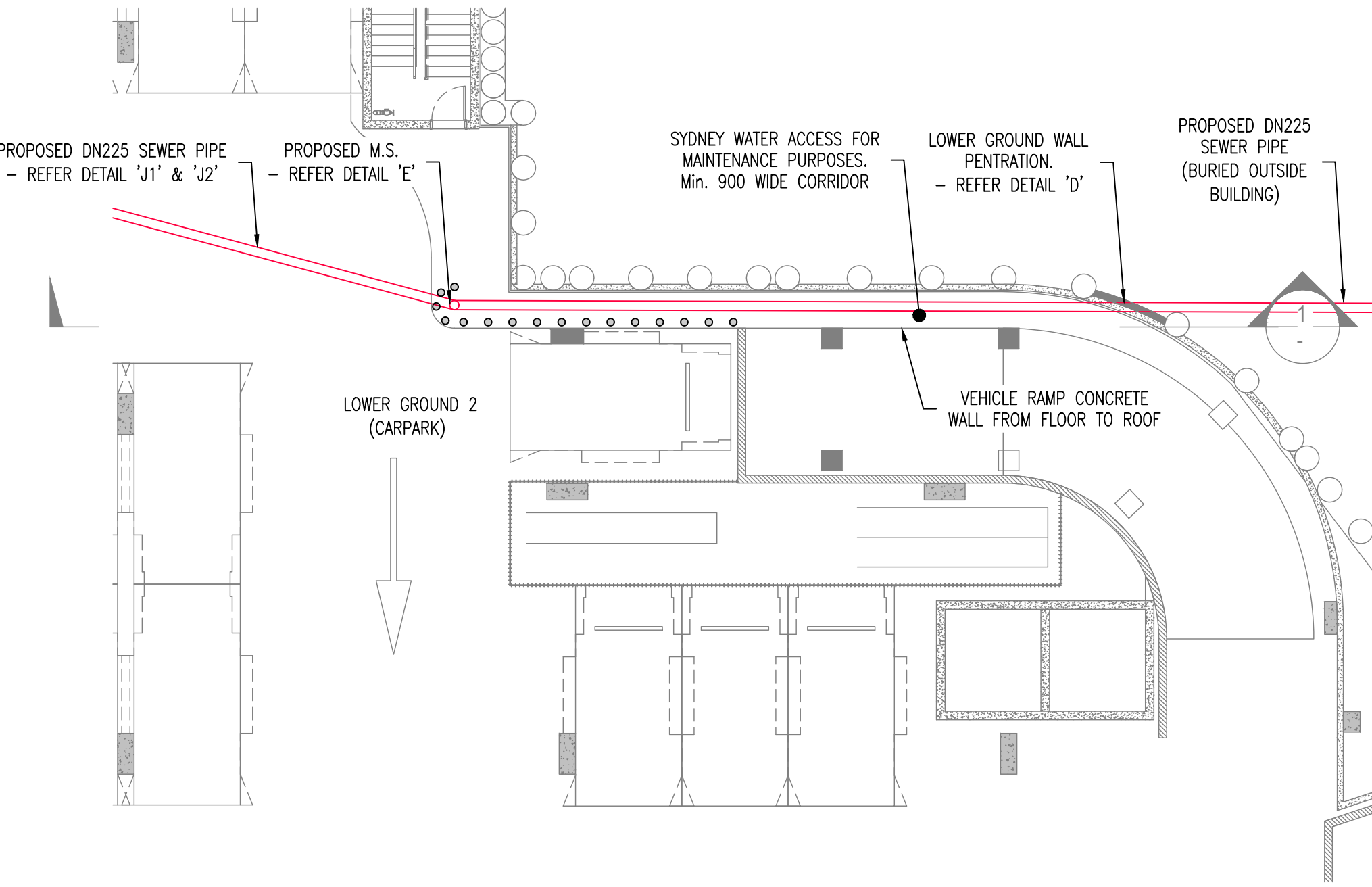
| WORK AS CONSTRUCTED CERTIFICATION                                                                   |                 |
|-----------------------------------------------------------------------------------------------------|-----------------|
| DEVELOPER                                                                                           |                 |
| WATER SERVICE CO-ORDINATOR                                                                          |                 |
| CONSTRUCTOR                                                                                         |                 |
| COMPLETED                                                                                           | W.A.C. PREPARED |
| DESIGNER                                                                                            |                 |
| I CERTIFY THAT THE WORKS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE WORK AS CONSTRUCTED DRAWINGS. |                 |

| PIPE SCHEDULE       |         |       |                          |                                      |
|---------------------|---------|-------|--------------------------|--------------------------------------|
| SIZE (DN)           | TYPE    | CLASS | LENGTH                   | PIPE JOINING METHOD / NOTES          |
| 225                 | DICACAL | PN35  | 57.88                    |                                      |
| 225                 | uPVC    | SN8   | 10.63                    |                                      |
| 225                 | uPVC    | SN8   | 41                       | TEMP. MAIN (SEALWENT WELDED JOINTED) |
|                     |         |       |                          |                                      |
|                     |         |       |                          |                                      |
|                     |         |       |                          |                                      |
|                     |         |       |                          |                                      |
| DESIGN HEAD . . . m |         |       | BOUNDARY TRAPS REQUIRED. |                                      |

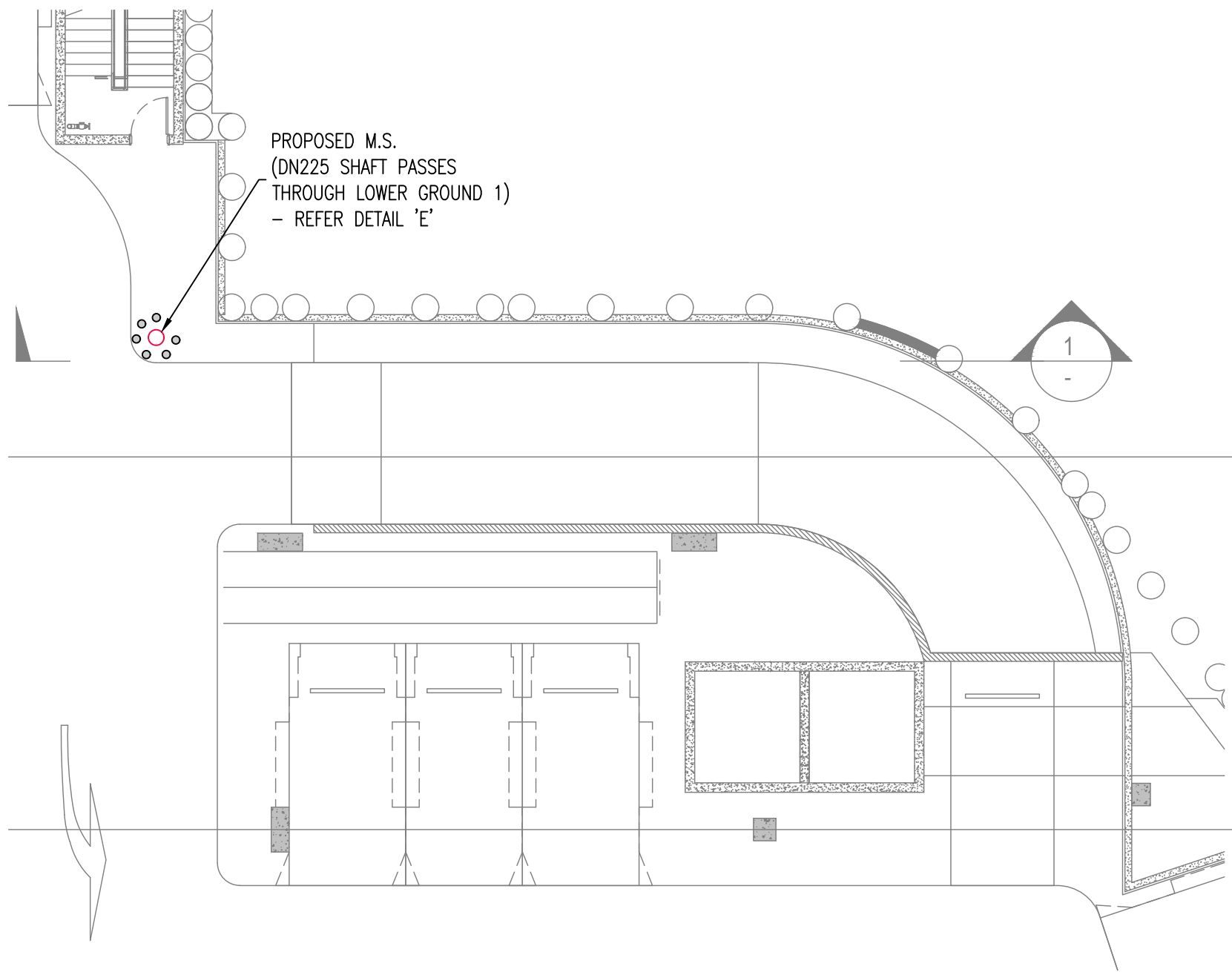
|                                         |                                                                                                                                                                                                              |
|-----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GDA 2020                                |                                                                                                                                                                                                              |
| AUSTRALIAN HEIGHT DATUM                 |                                                                                                                                                                                                              |
| SCALES                                  |                                                                                                                                                                                                              |
| PLAN                                    | $1:500$ , SECTION { <div style="display: inline-block; vertical-align: middle; margin-left: 10px;">             HOR. . . <math>1:500</math> .<br/>             VERT. . . <math>1:125</math> .         </div> |
| CROSS SECTIONS                          |  , NATURAL                                                                                                              |
| LENGTHS, DEPTHS & LEVELS ARE IN METRES. |                                                                                                                                                                                                              |

|                                                                                                                                                                             |                                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|
| NO AMENDMENTS ARE TO BE MADE TO THIS PLAN WITHOUT REFERENCE TO SYDNEY WATER. THIS PLAN IS NOT NECESSARILY UP TO DATE OR CORRECT AND SYDNEY WATER ACCEPTS NO RESPONSIBILITY. |                                  |
| U.B. DIRECTORY                                                                                                                                                              | 175-C16<br>(Version 8.1 Digital) |
| SHEET 1 OF 5                                                                                                                                                                | File No. N/A                     |

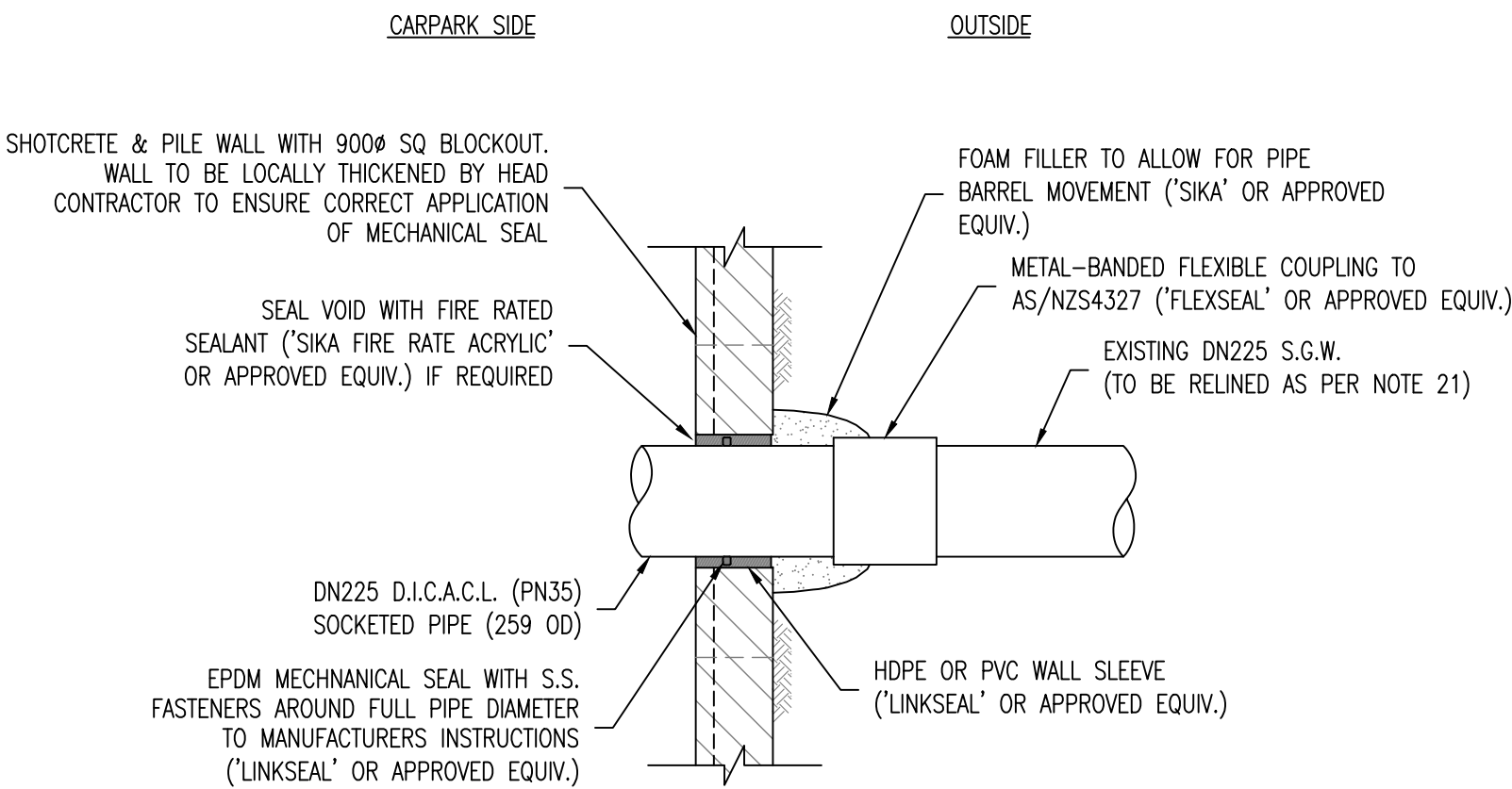




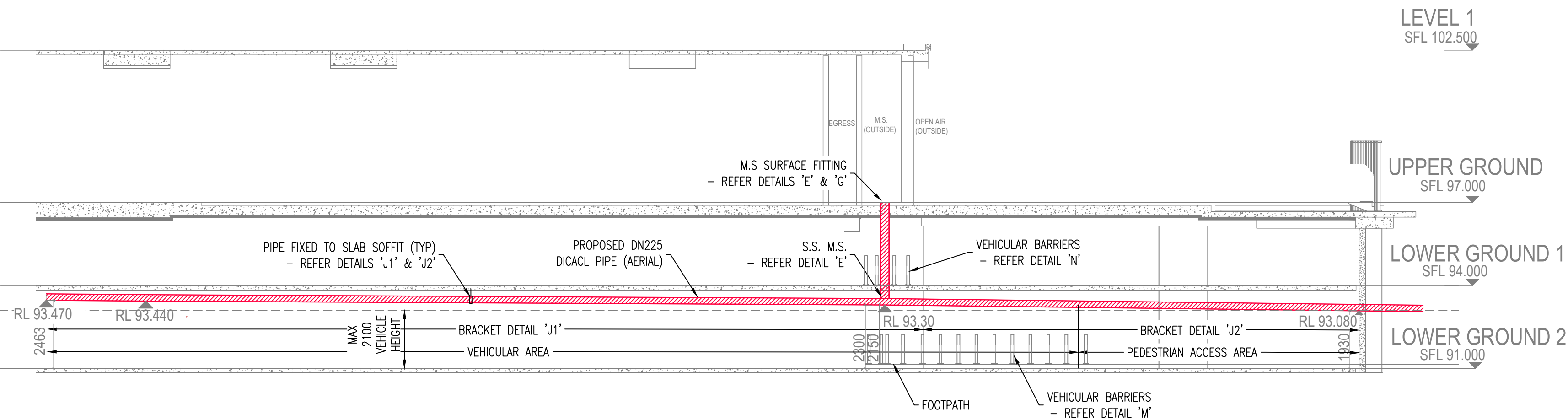
DETAIL 'A'  
LOWER GROUND 2  
( NOT TO SCALE )



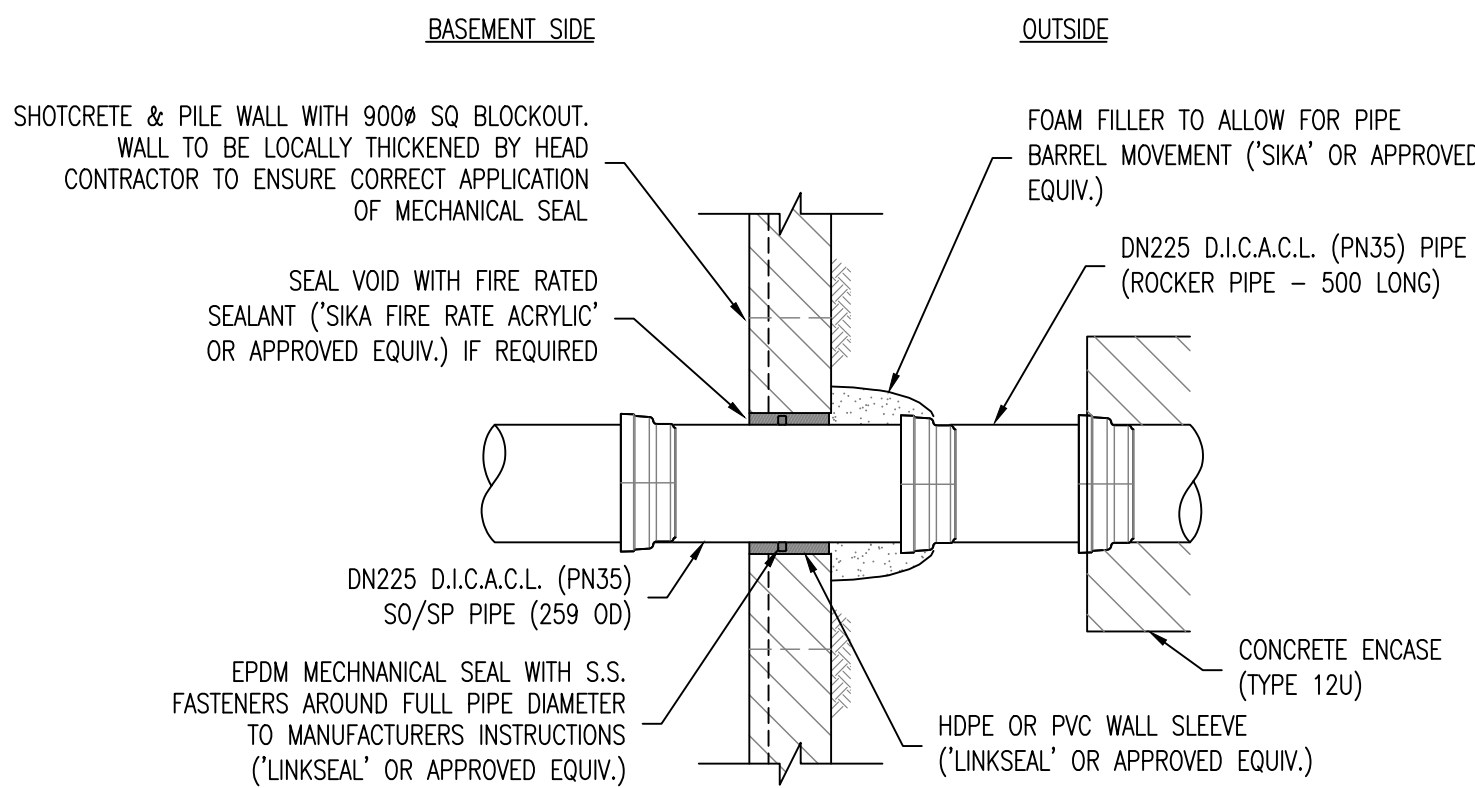
DETAIL 'B'  
LOWER GROUND 1  
( NOT TO SCALE )



DETAIL 'C'  
BASEMENT WALL PENETRATION CONNECTION  
( NOT TO SCALE )



SECTION  
1  
( NOT TO SCALE )

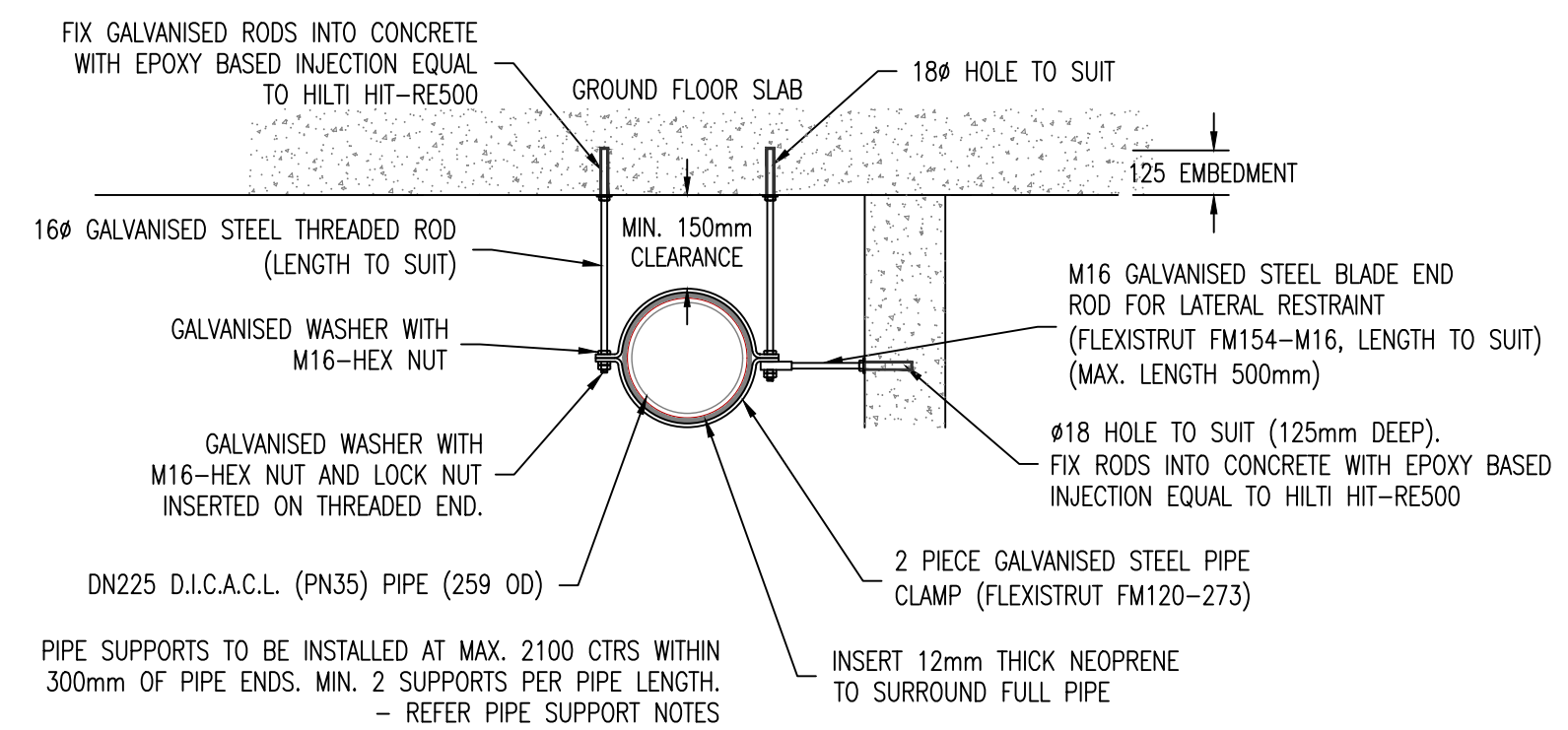
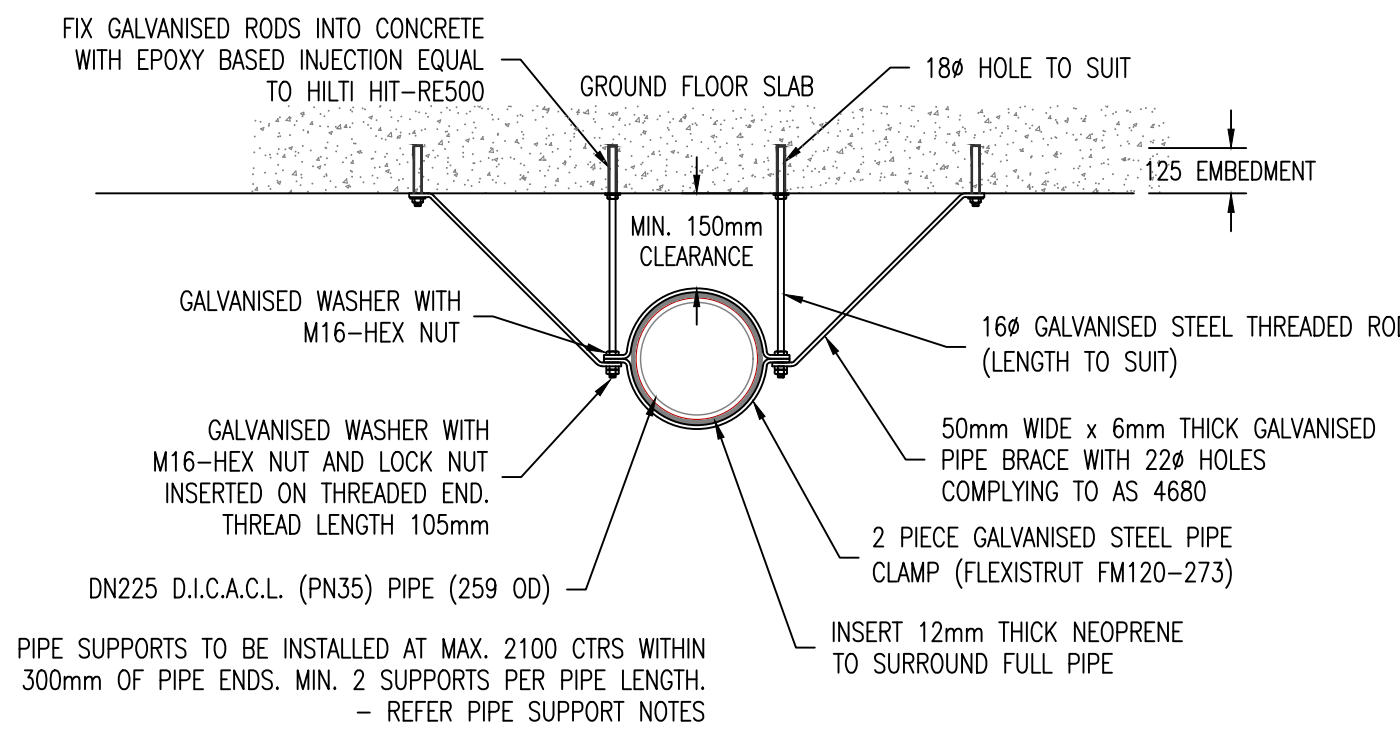
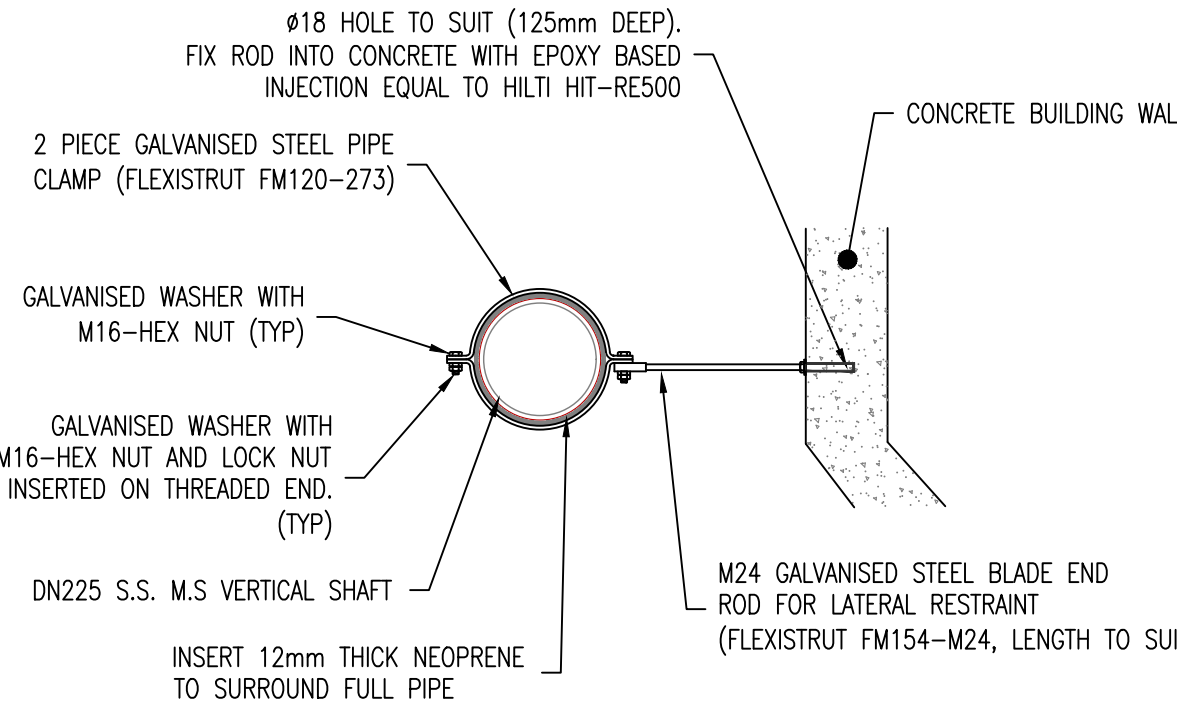
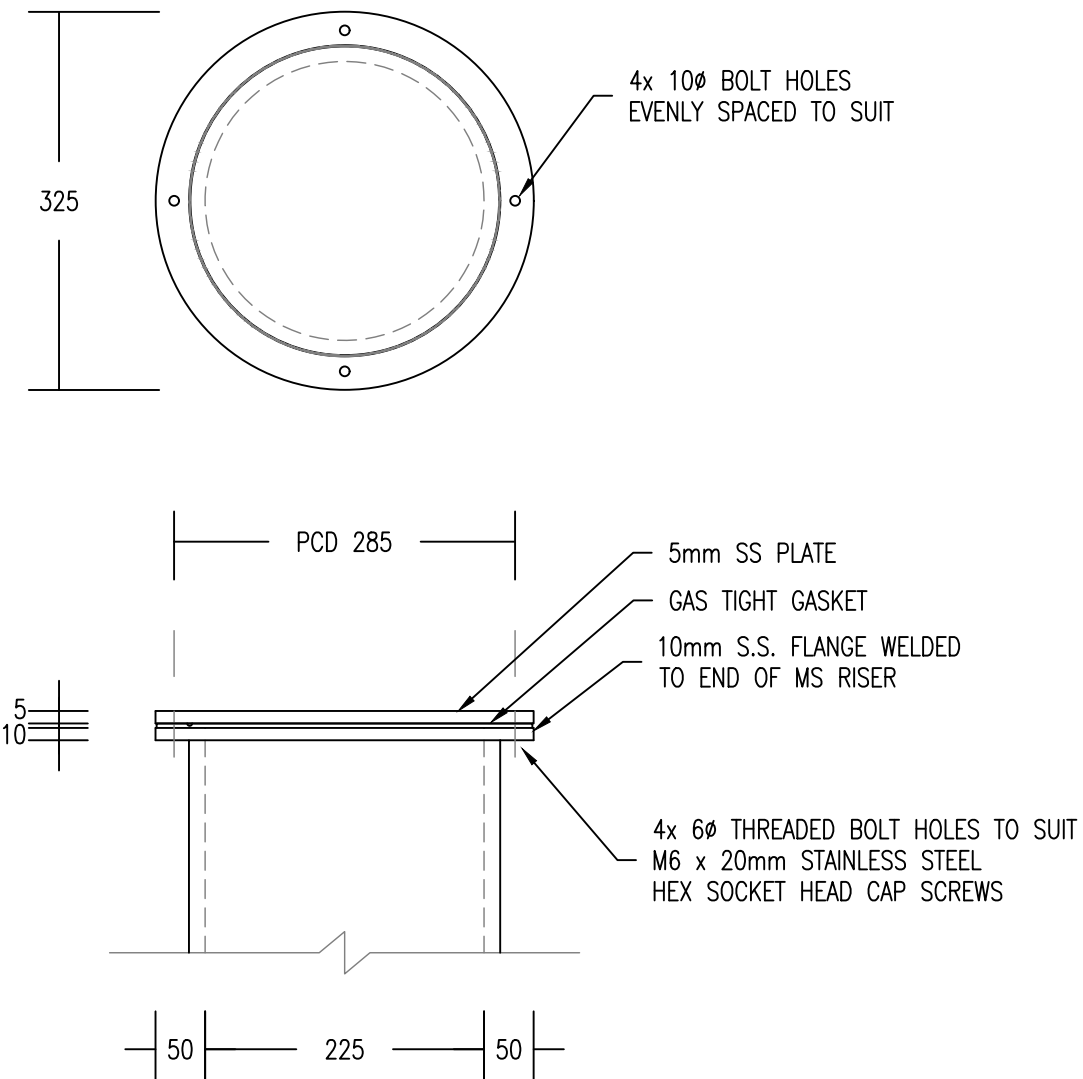
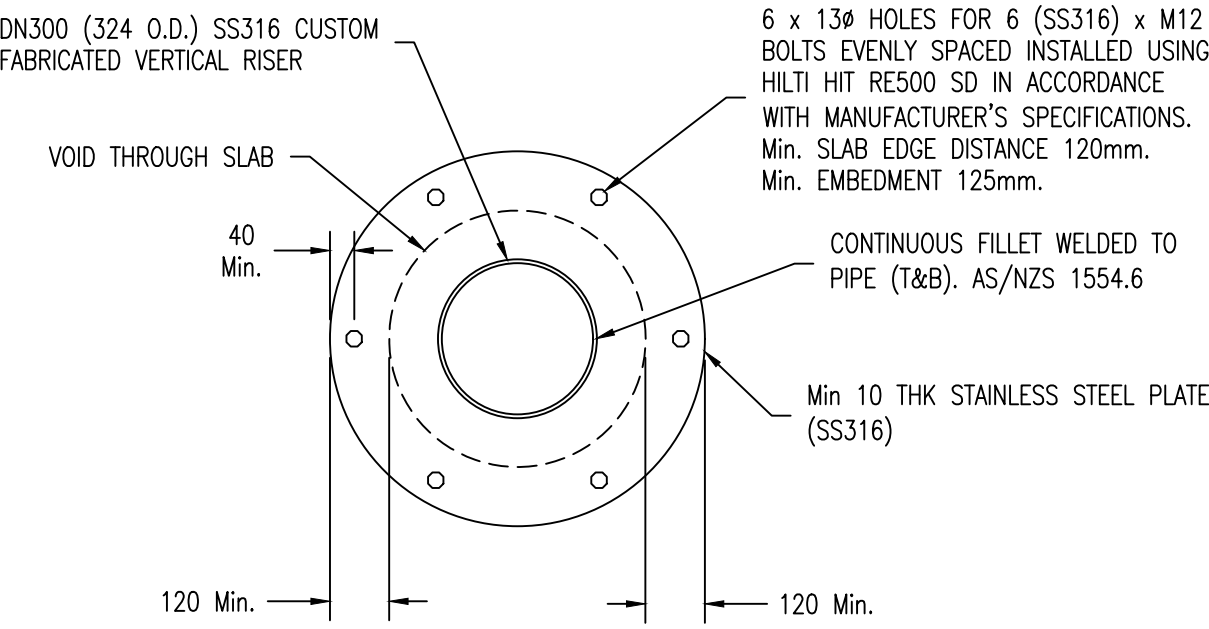
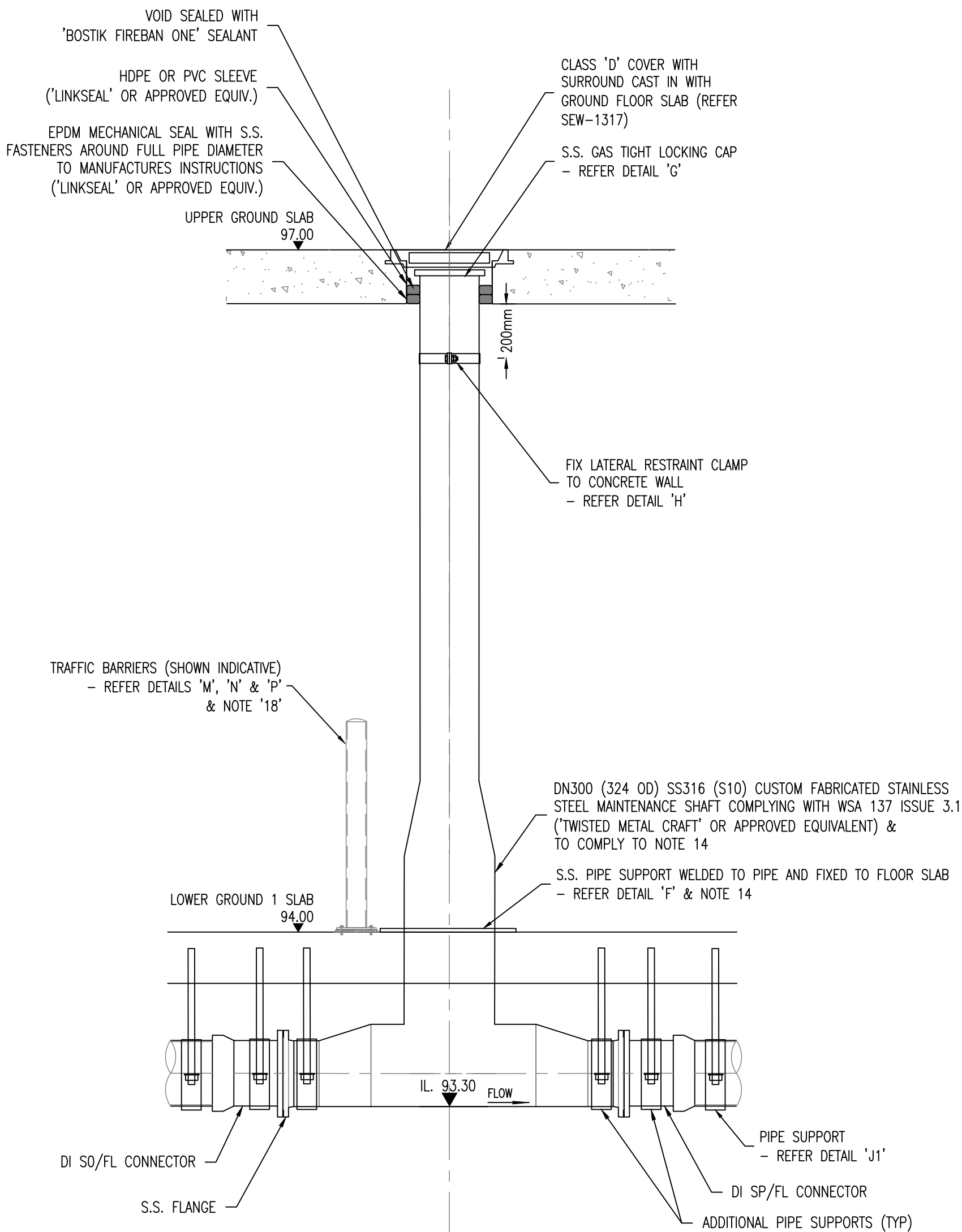


DETAIL 'D'  
BASEMENT WALL PENETRATION  
( NOT TO SCALE )

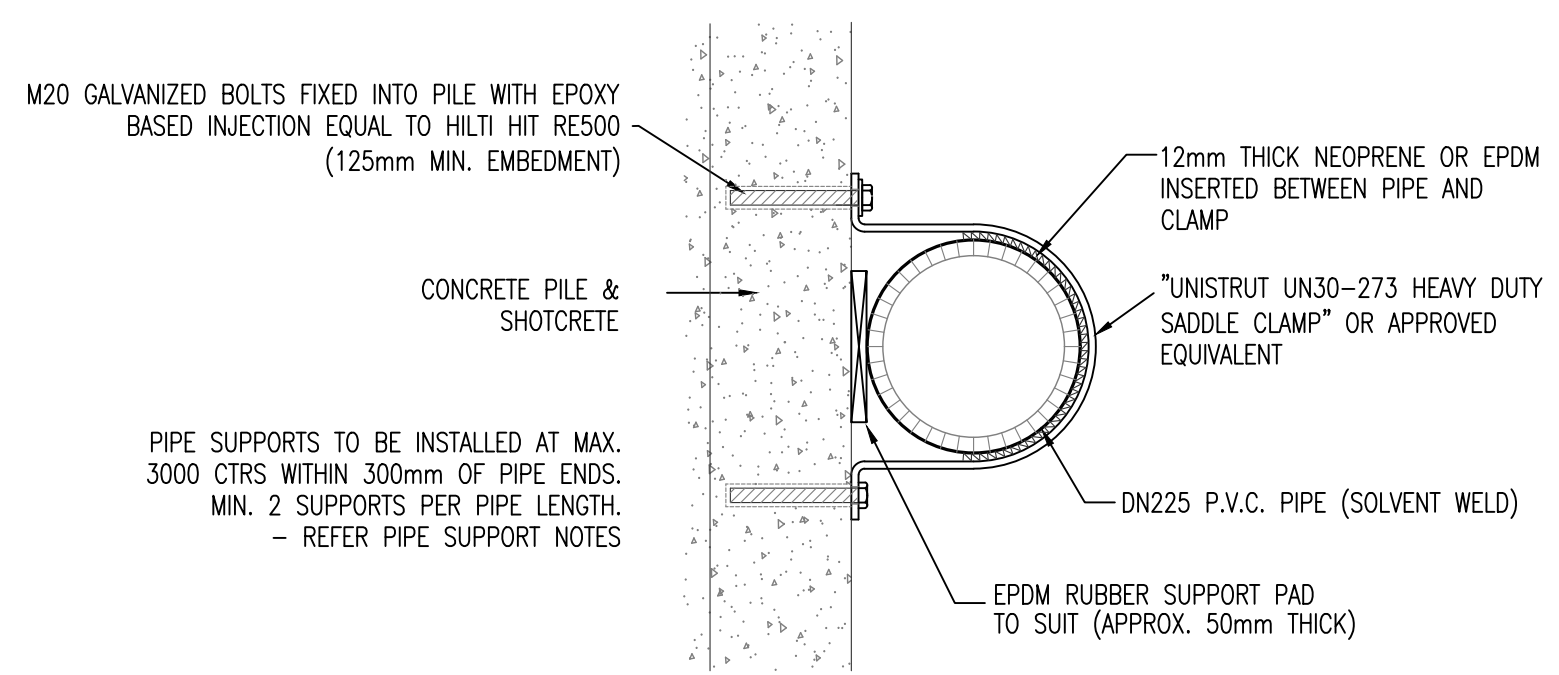
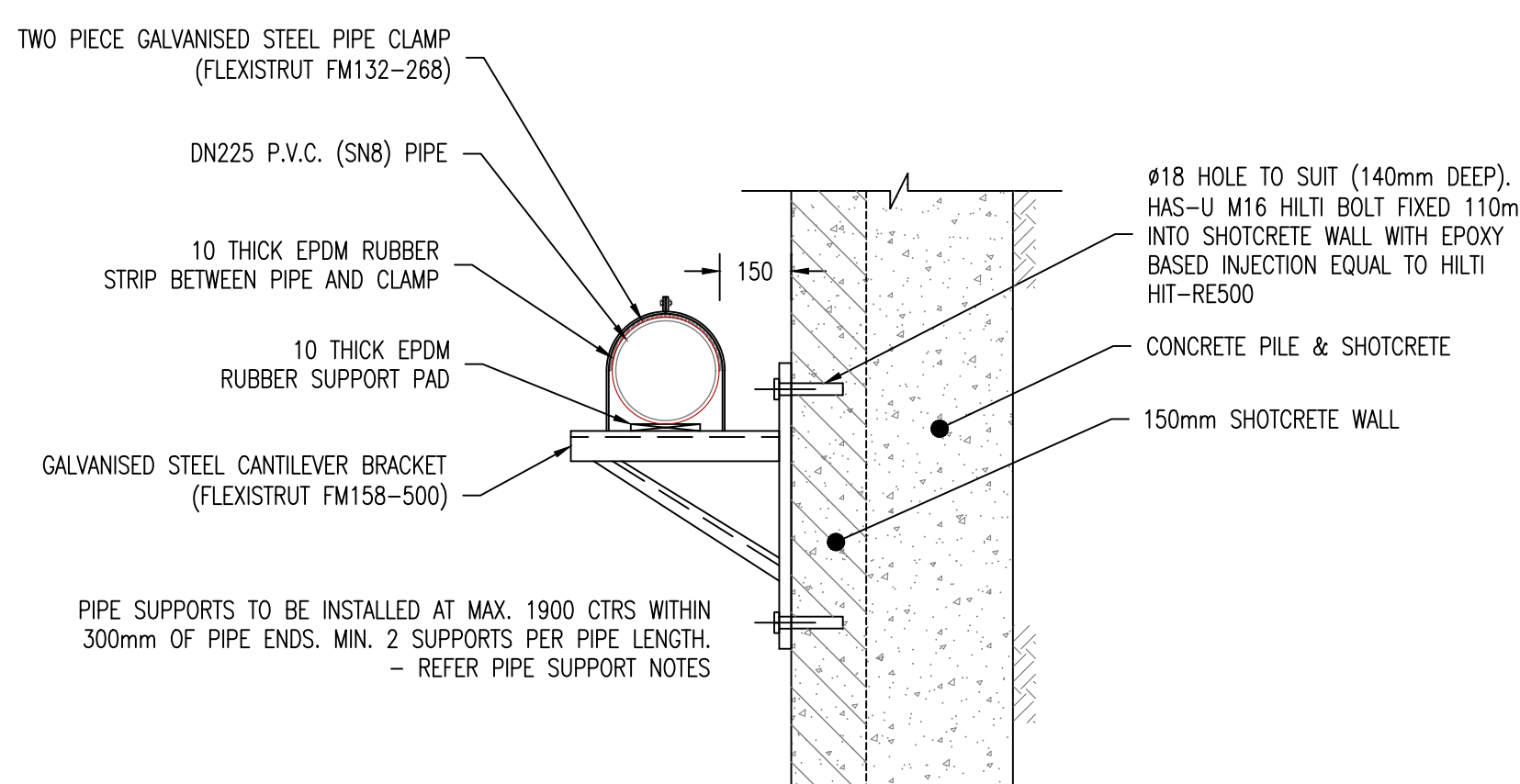
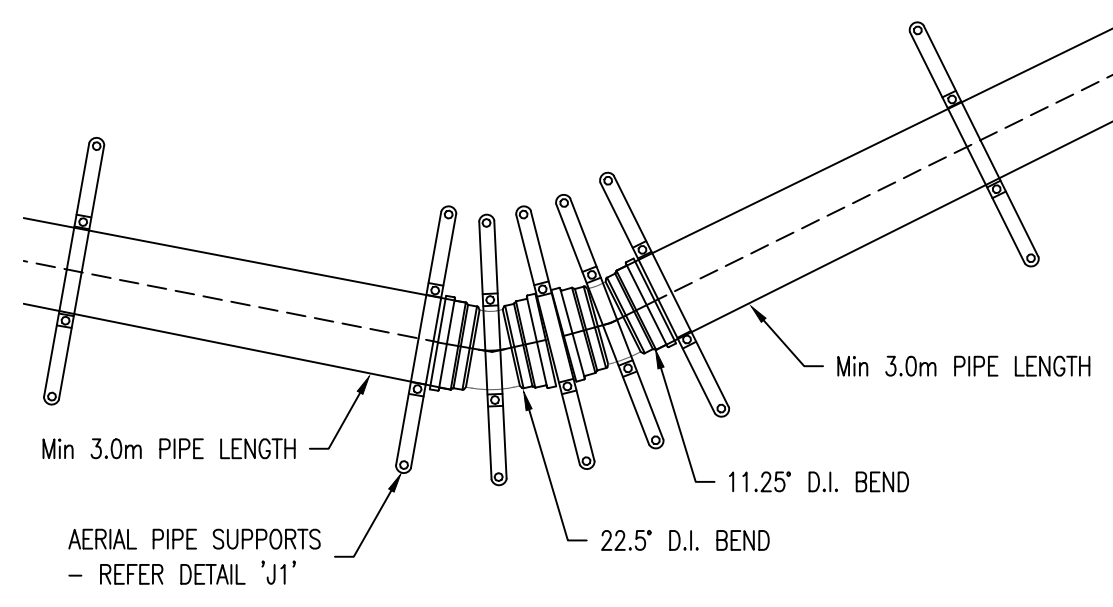
LOT 11 BALFOUR STREET, LINDFIELD

| WORK AS CONSTRUCTED CERTIFICATION                                                                  |       | SYDNEY WATER CORPORATION                                        |                  |
|----------------------------------------------------------------------------------------------------|-------|-----------------------------------------------------------------|------------------|
| DEVELOPER                                                                                          | ..... | <b>Sydney WATER</b>                                             |                  |
| W.S.C.                                                                                             | ..... |                                                                 |                  |
| CONSTRUCTOR                                                                                        | ..... |                                                                 |                  |
| COMPLETED                                                                                          | ..... | Case No. 193461ww                                               | SHT 2 OF 5 SHTS. |
| W.A.C. PREPARED                                                                                    | ..... | SYDNEY WATER CORPORATION<br>FOR DETAILS OF SERVICES SEE SHEET 1 |                  |
| DESIGNER                                                                                           | ..... |                                                                 |                  |
| I CERTIFY THAT THE WORKS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE WORK AS CONSTRUCTED DRAWINGS |       |                                                                 |                  |





- NOTES FOR PIPE SUPPORTS:
- SUPPORTS TO BE FLEXISTRUT OR UNISTRUT AS SPECIFIED ON PLAN. SHOULD THE CONSTRUCTOR WISH TO UTILIZE A SUITABLE ALTERNATIVE, THE W.S.C. MUST BE CONTACTED PRIOR TO INSTALLATION.
  - SUPPORTS TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
  - ANCHORS TO BE INSTALLED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
  - FOR PERMANENT SEWER, Max. 2100 CENTRES FOR AERIAL SUPPORTS. Min. 2 BRACKETS PER PIPE LENGTH
  - FOR TEMPORARY SEWER, Max. 1900 CENTRES FOR CANTILEVER SUPPORTS & Max. 3000 CENTRES FOR CLAMPS. Min. 2 BRACKETS PER PIPE LENGTH
  - ALL SUPPORT LOCATIONS TO BE CERTIFIED BY ON SITE STRUCTURAL ENGINEER PRIOR TO INSTALLATION.
  - ALL SUPPORTS, BOLTS, RODS, WASHERS & NUTS TO BE MILD STEEL WITH HOT-DIP GALVANISED ZINC COATING TO AS 4680.
  - ALL DIMENSIONS IN mm.

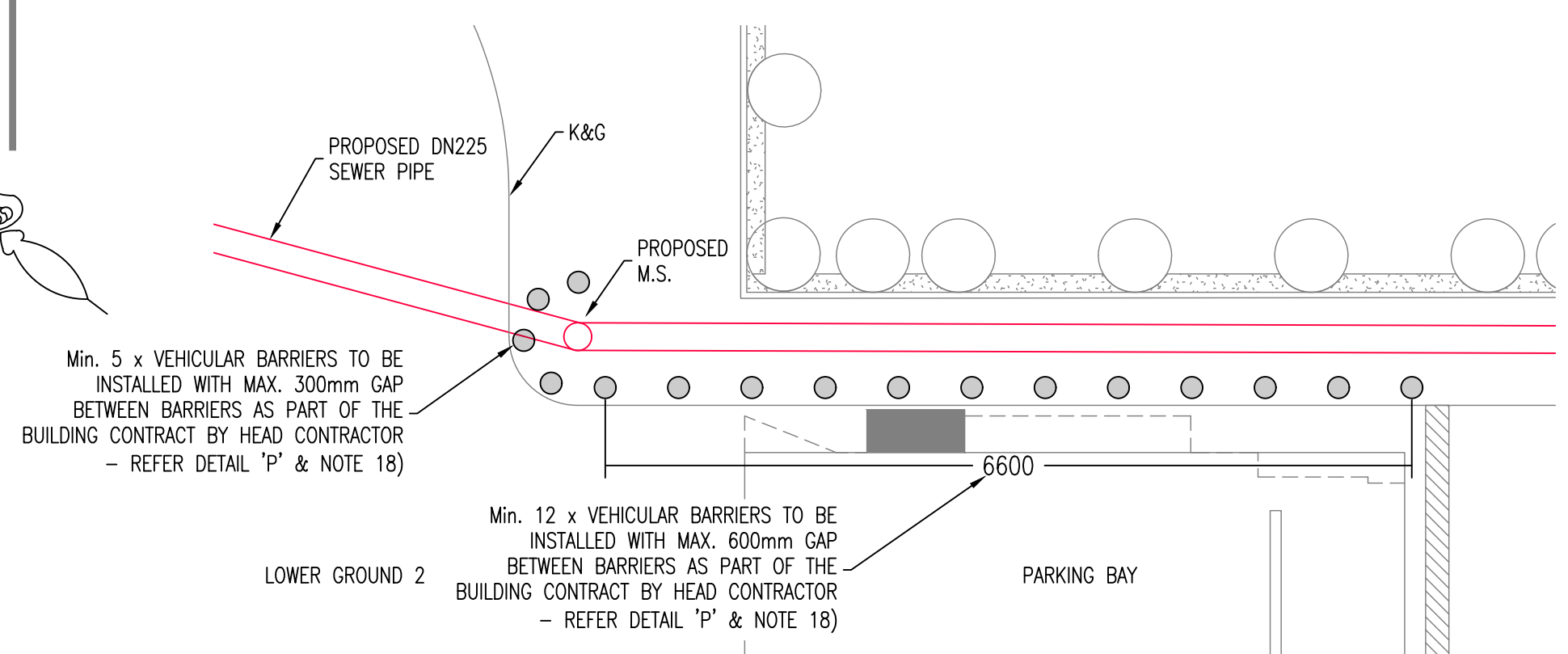


DETAIL 'L2' TEMPORARY CLAMP PIPE SUPPORT (TYPE 2) (TYPICAL)

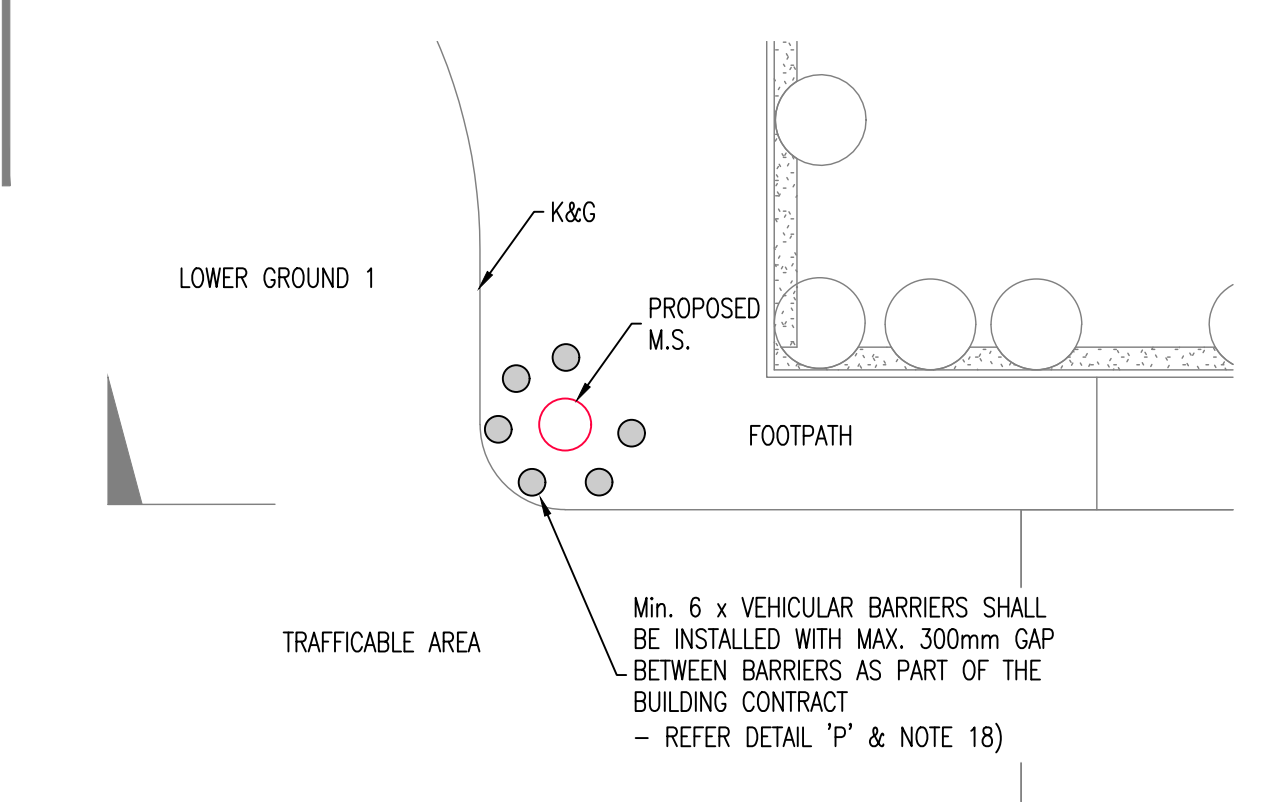
LOT 11 BALFOUR STREET, LINDFIELD

|                                                                                                    |  |                                                                                                                |                 |
|----------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------------------------|-----------------|
| WORK AS CONSTRUCTED CERTIFICATION                                                                  |  |  SYDNEY WATER CORPORATION |                 |
| DEVELOPER                                                                                          |  | Case No. 193461WW                                                                                              | SHT 3 OF 5 SHTS |
| W.S.C.                                                                                             |  |                                                                                                                |                 |
| CONSTRUCTOR                                                                                        |  |                                                                                                                |                 |
| COMPLETED                                                                                          |  |                                                                                                                |                 |
| W.A.C. PREPARED                                                                                    |  |                                                                                                                |                 |
| DESIGNER                                                                                           |  | SYDNEY WATER CORPORATION                                                                                       |                 |
| I CERTIFY THAT THE WORKS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE WORK AS CONSTRUCTED DRAWINGS |  | FOR DETAILS OF SERVICES SEE SHEET 1                                                                            |                 |

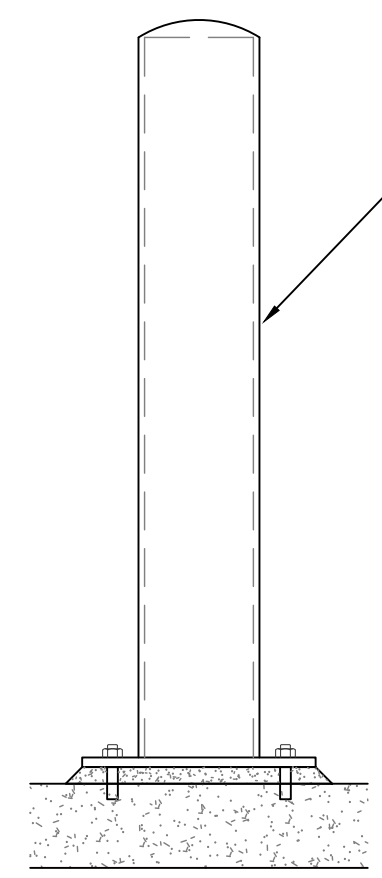




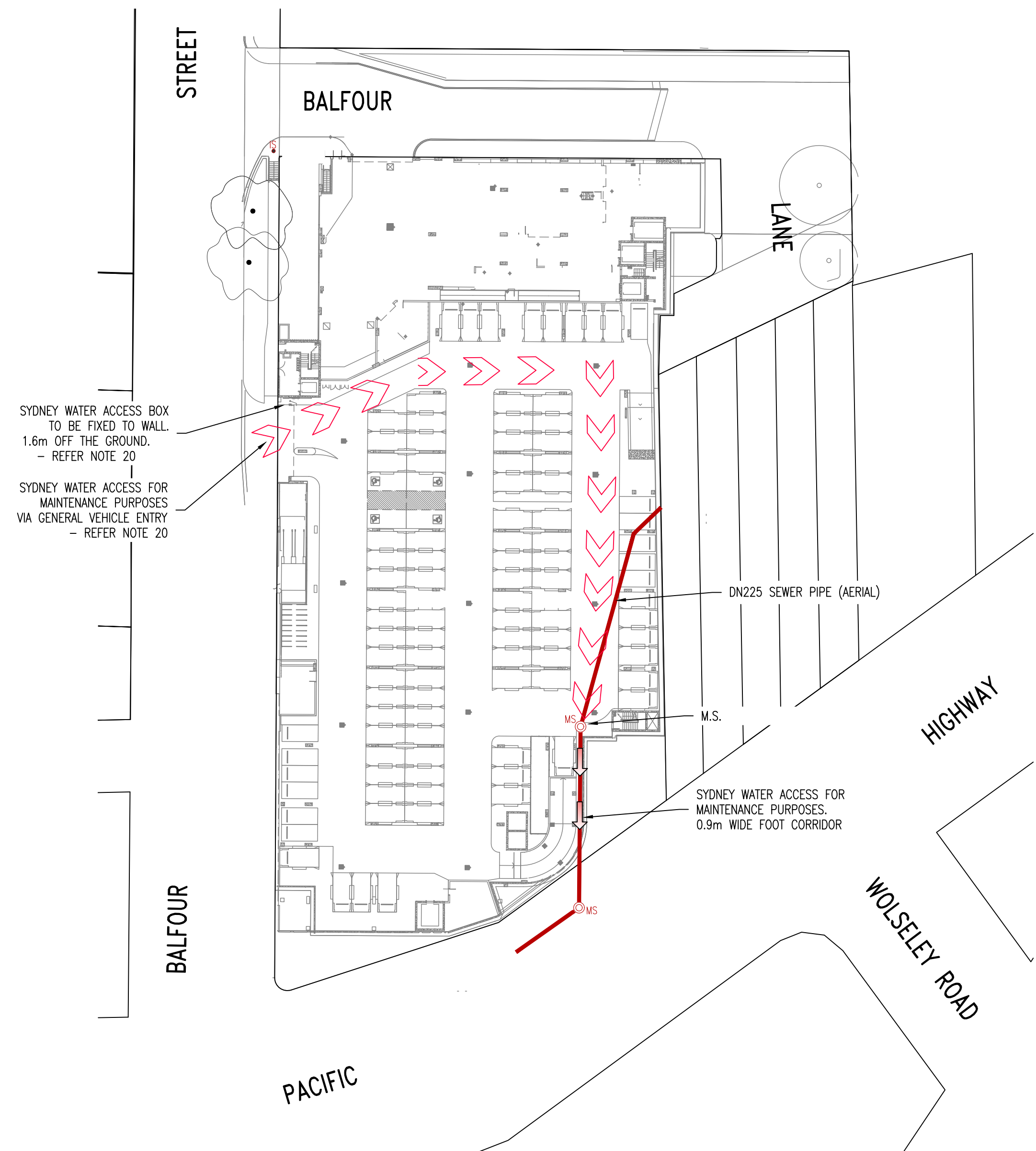
DETAIL 'M'  
PIPE & M.S. PROTECTION  
( NOT TO SCALE )



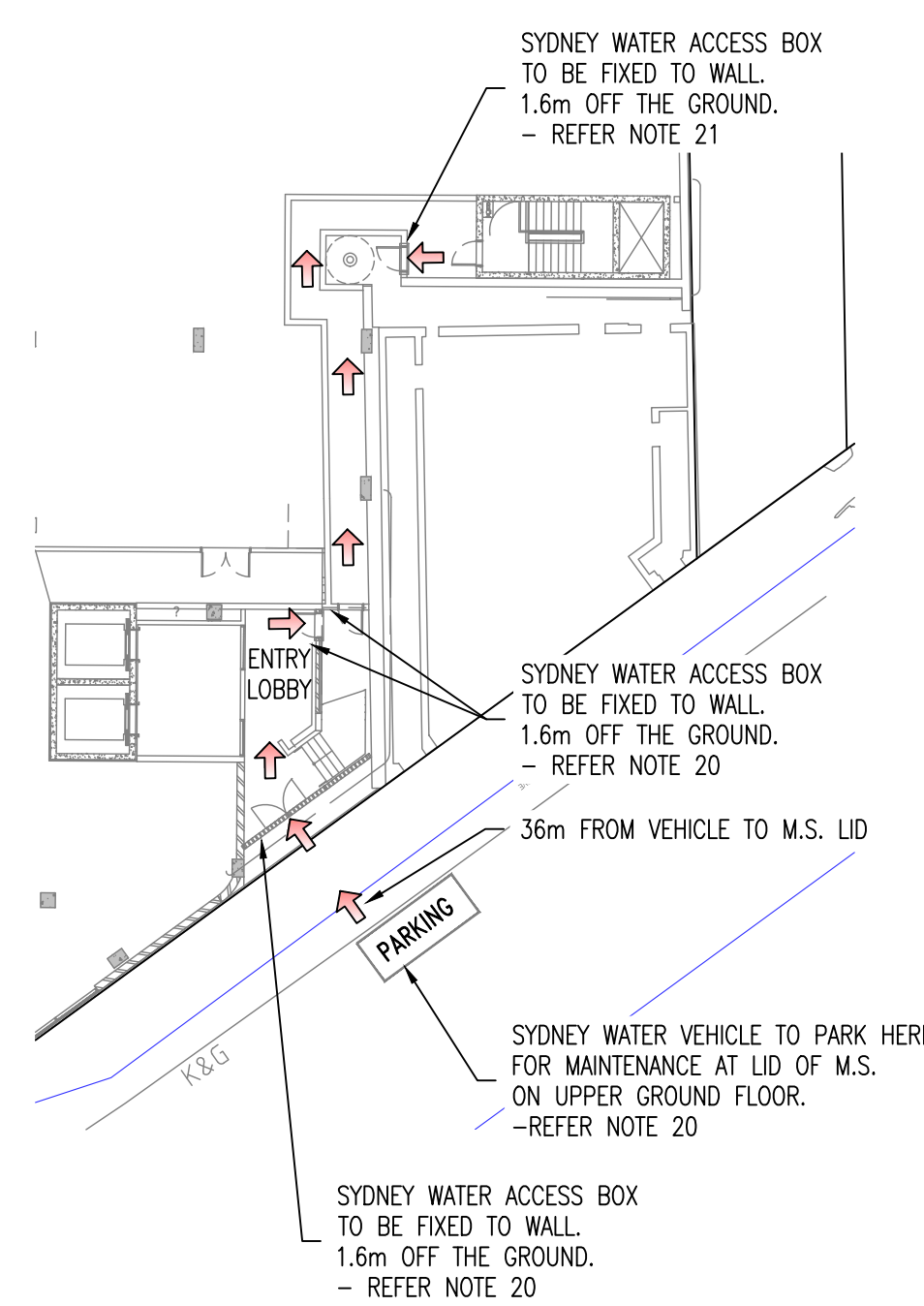
DETAIL 'N'  
M.S. PROTECTION  
( NOT TO SCALE )



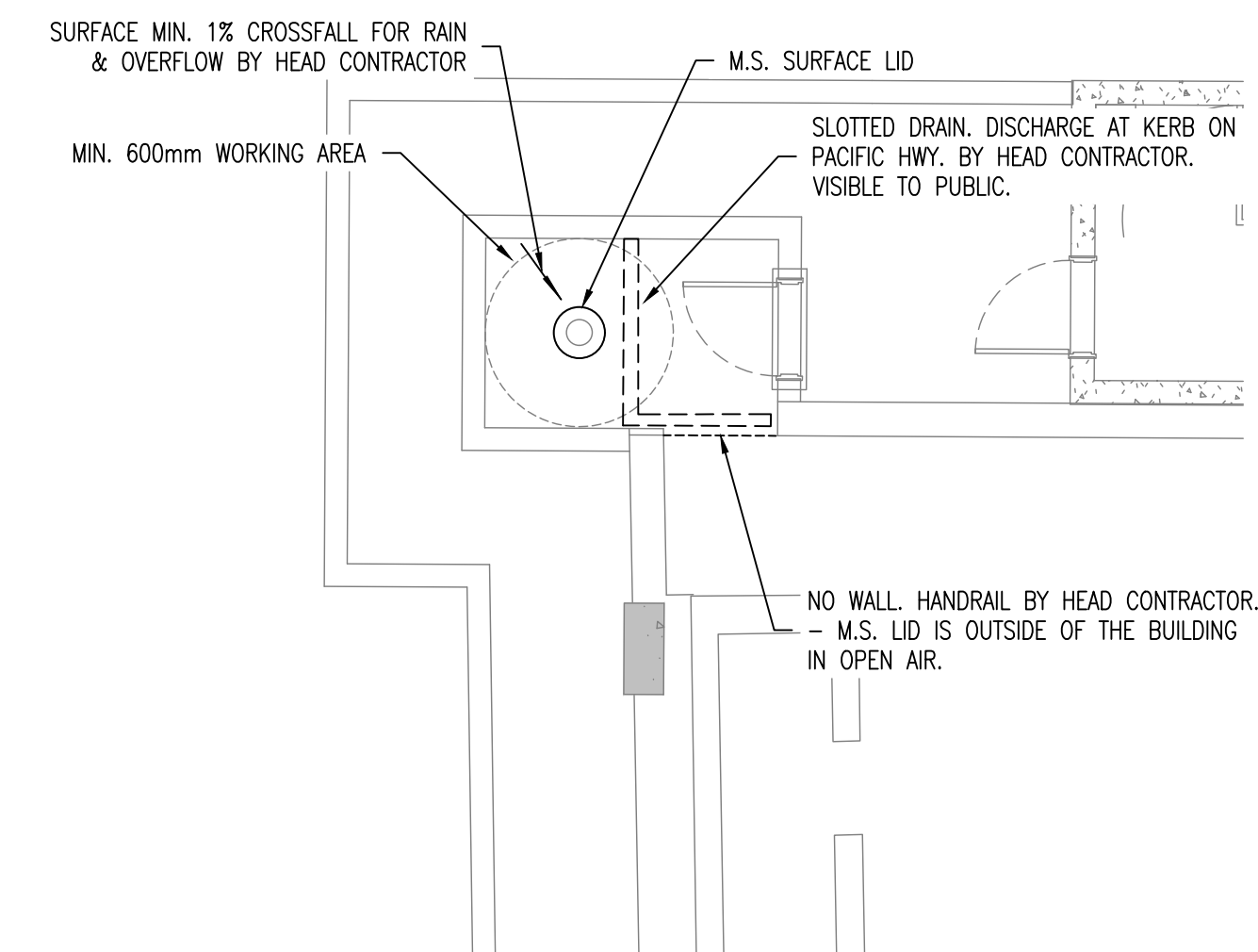
DETAIL 'P'  
BOLLARDS  
( NOT TO SCALE )



DETAIL 'Q1'  
MAINTENANCE ACCESS ROUTE  
( NOT TO SCALE )



DETAIL 'Q2'  
MAINTENANCE ACCESS ROUTE  
( NOT TO SCALE )

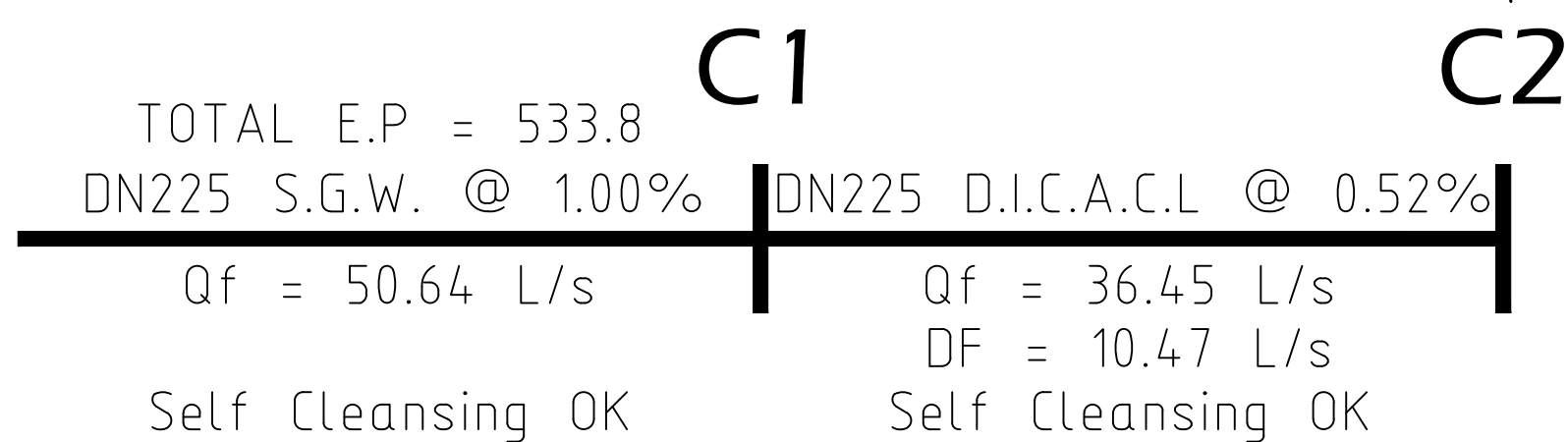


DETAIL 'R'  
M.S. LID MAINTENANCE AREA  
( NOT TO SCALE )

LOT 11 BALFOUR STREET, LINDFIELD

|                                                                                                    |       |                                                                                       |                                      |  |
|----------------------------------------------------------------------------------------------------|-------|---------------------------------------------------------------------------------------|--------------------------------------|--|
| WORK AS CONSTRUCTED CERTIFICATION                                                                  |       | SYDNEY WATER CORPORATION                                                              |                                      |  |
| DEVELOPER                                                                                          | ..... |  | Case No. 193461WW   SHT 4 OF 5 SHTS. |  |
| W.S.C.                                                                                             | ..... |                                                                                       |                                      |  |
| CONSTRUCTOR                                                                                        | ..... |                                                                                       |                                      |  |
| COMPLETED                                                                                          | ..... | SYDNEY WATER CORPORATION<br>FOR DETAILS OF SERVICES SEE SHEET 1                       |                                      |  |
| W.A.C. PREPARED                                                                                    | ..... |                                                                                       |                                      |  |
| DESIGNER                                                                                           | ..... |                                                                                       |                                      |  |
| I CERTIFY THAT THE WORKS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE WORK AS CONSTRUCTED DRAWINGS |       |                                                                                       |                                      |  |





# CATCHMENT PLAN

( SCALE 1:1000 )

|                                                                                                       |  |                                                                                                                |                  |
|-------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------------------------|------------------|
| WORK AS CONSTRUCTED CERTIFICATION                                                                     |  |  SYDNEY WATER CORPORATION |                  |
| DEVELOPER                                                                                             |  | <b>Case No. 193461WW</b>                                                                                       | SHT 5 OF 5 SHTS. |
| W.S.C.                                                                                                |  |                                                                                                                |                  |
| CONSTRUCTOR                                                                                           |  |                                                                                                                |                  |
| COMPLETED                                                                                             |  |                                                                                                                |                  |
| W.A.C. PREPARED                                                                                       |  |                                                                                                                |                  |
| DESIGNER                                                                                              |  | SYDNEY WATER CORPORATION                                                                                       |                  |
| I CERTIFY THAT THE WORKS HAVE BEEN CONSTRUCTED IN<br>ACCORDANCE WITH THE WORK AS CONSTRUCTED DRAWINGS |  | <b>FOR DETAILS OF SERVICES SEE SHEET 1</b>                                                                     |                  |



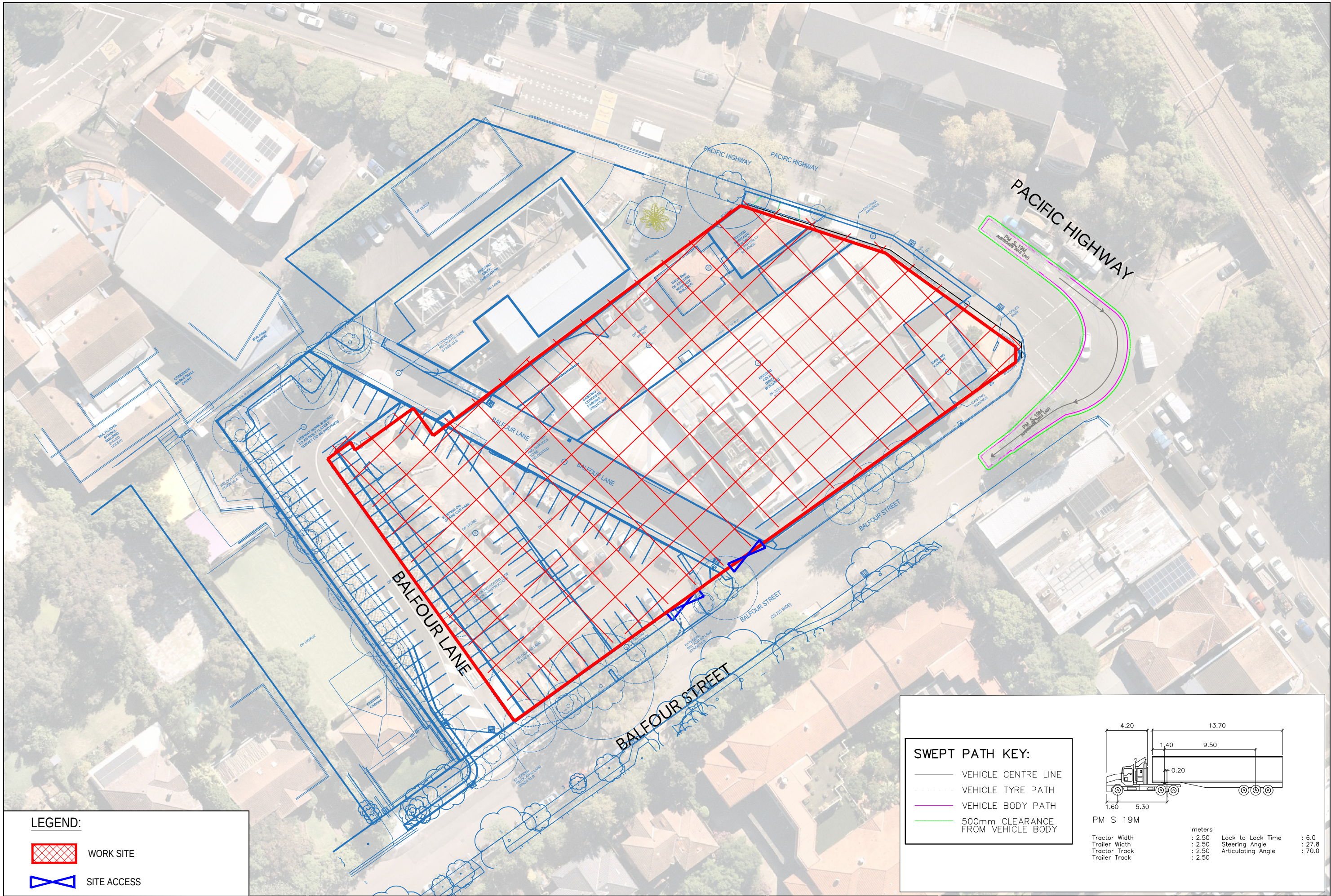


Transport Strategies

# **Appendix C**

## **Swept Path Assessments**



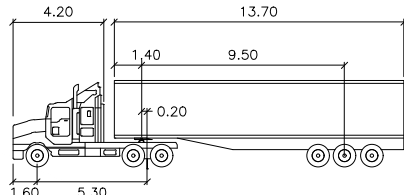


LEGEND:

-  WORK SITE
-  SITE ACCESS

SWEPT PATH KEY:

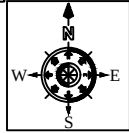
-  VEHICLE CENTRE LINE
-  VEHICLE TYRE PATH
-  VEHICLE BODY PATH
-  500mm CLEARANCE FROM VEHICLE BODY



PM S 19M

|               |        |                    |        |
|---------------|--------|--------------------|--------|
| Tractor Width | : 2.50 | Lock to Lock Time  | : 6.0  |
| Trailer Width | : 2.50 | Steering Angle     | : 27.8 |
| Tractor Track | : 2.50 | Articulating Angle | : 70.0 |
| Trailer Track | : 2.50 |                    |        |

| MARK | REVISION | DATE |
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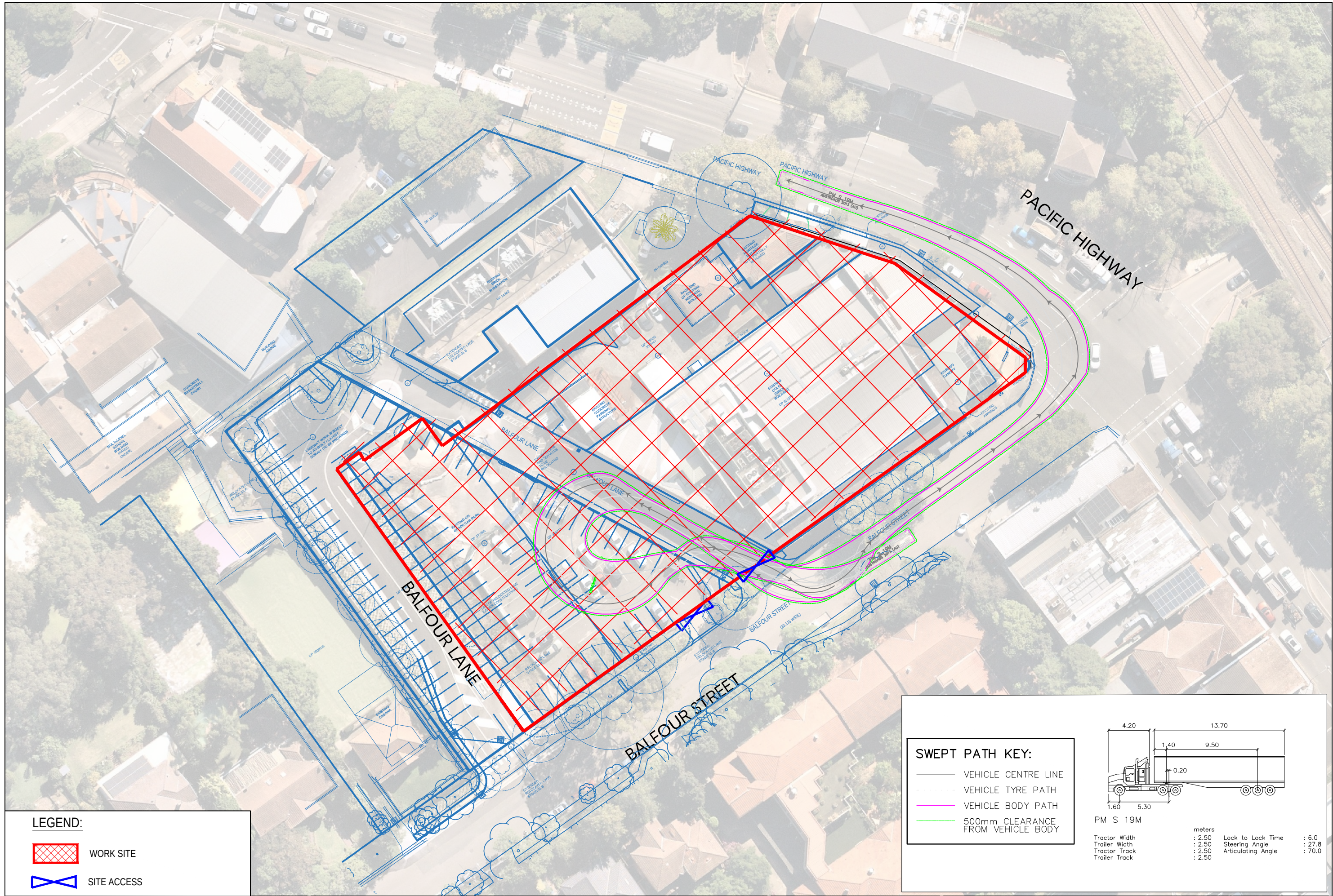


376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
SITE ACCESS  
DRAWING REF NO. SP12052022  
ISSUE DATE 16 November 2022

DESIGNED BY S.A. REVIEWED BY M.K.  
SCALE A3 0 NTS NTS





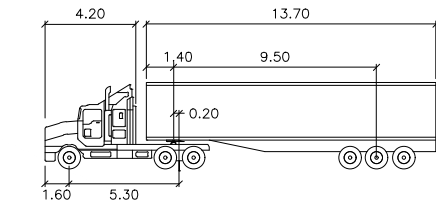


LEGEND:

-  WORK SITE
-  SITE ACCESS

SWEPT PATH KEY:

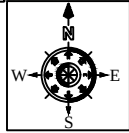
-  VEHICLE CENTRE LINE
-  VEHICLE TYRE PATH
-  VEHICLE BODY PATH
-  500mm CLEARANCE FROM VEHICLE BODY



PM S 19M

|               |        |                    |        |
|---------------|--------|--------------------|--------|
| Tractor Width | : 2.50 | Lock to Lock Time  | : 6.0  |
| Trailer Width | : 2.50 | Steering Angle     | : 27.8 |
| Tractor Track | : 2.50 | Articulating Angle | : 70.0 |
| Trailer Track | : 2.50 |                    |        |

| MARK | REVISION | DATE |
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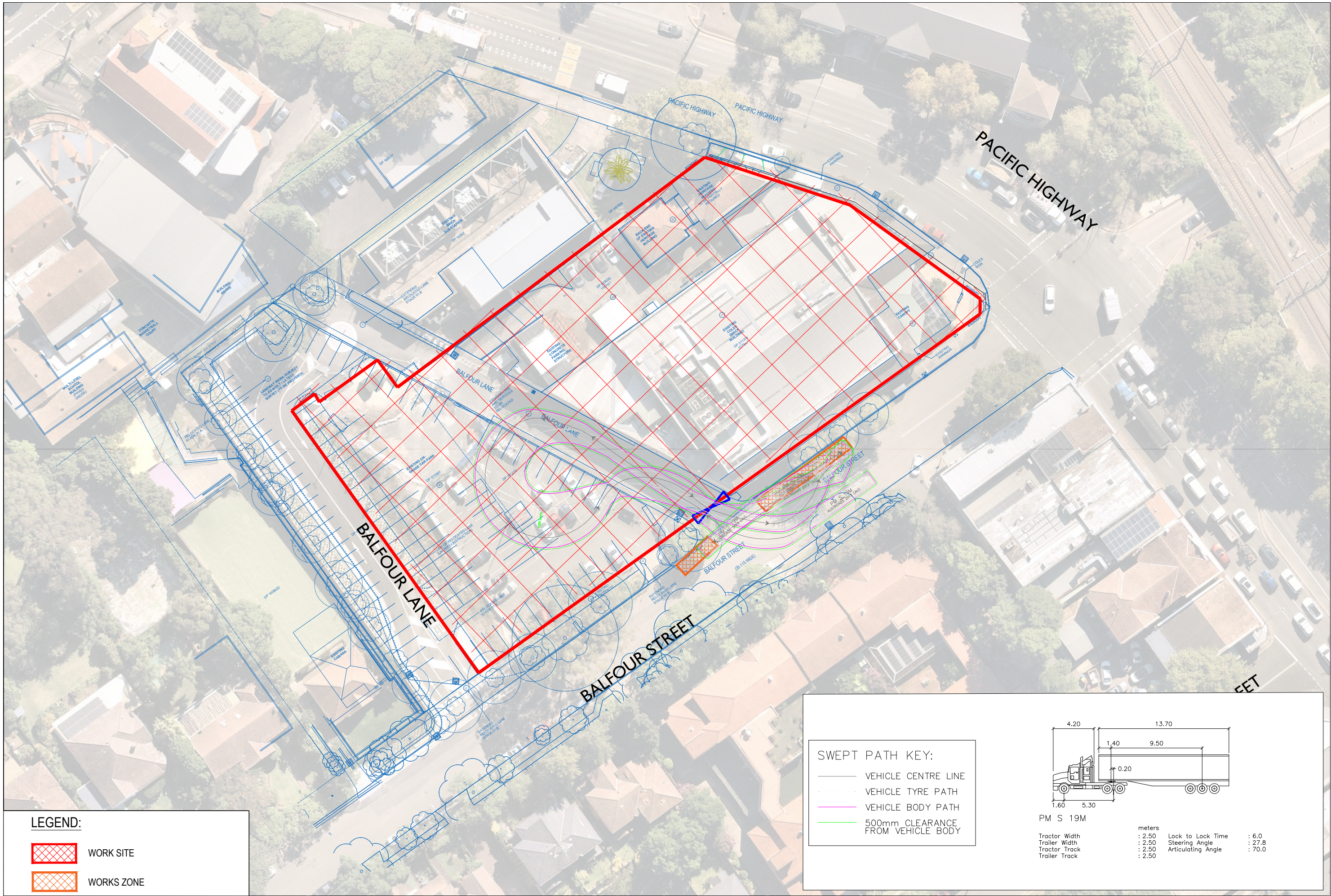


376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
SITE ACCESS  
DRAWING REF NO. SP12052022  
ISSUE DATE 16 November 2022

DESIGNED BY S.A. REVIEWED BY M.K.  
SCALE A3 0 10 20 30 40 50 60 70 80 90 100 NTS





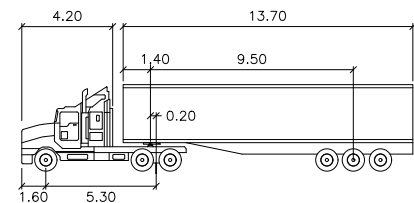


LEGEND:

- WORK SITE
- WORKS ZONE

SWEPT PATH KEY:

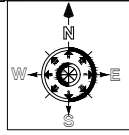
- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



PM S 19M

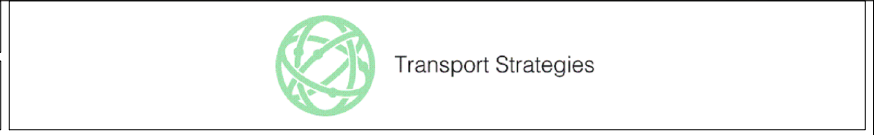
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|---------------|--------|--------------------|--------|
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| Trailer Width | : 2.50 | Steering Angle     | : 27.8 |
| Tractor Track | : 2.50 | Articulating Angle | : 70.0 |
| Trailer Track | : 2.50 |                    |        |

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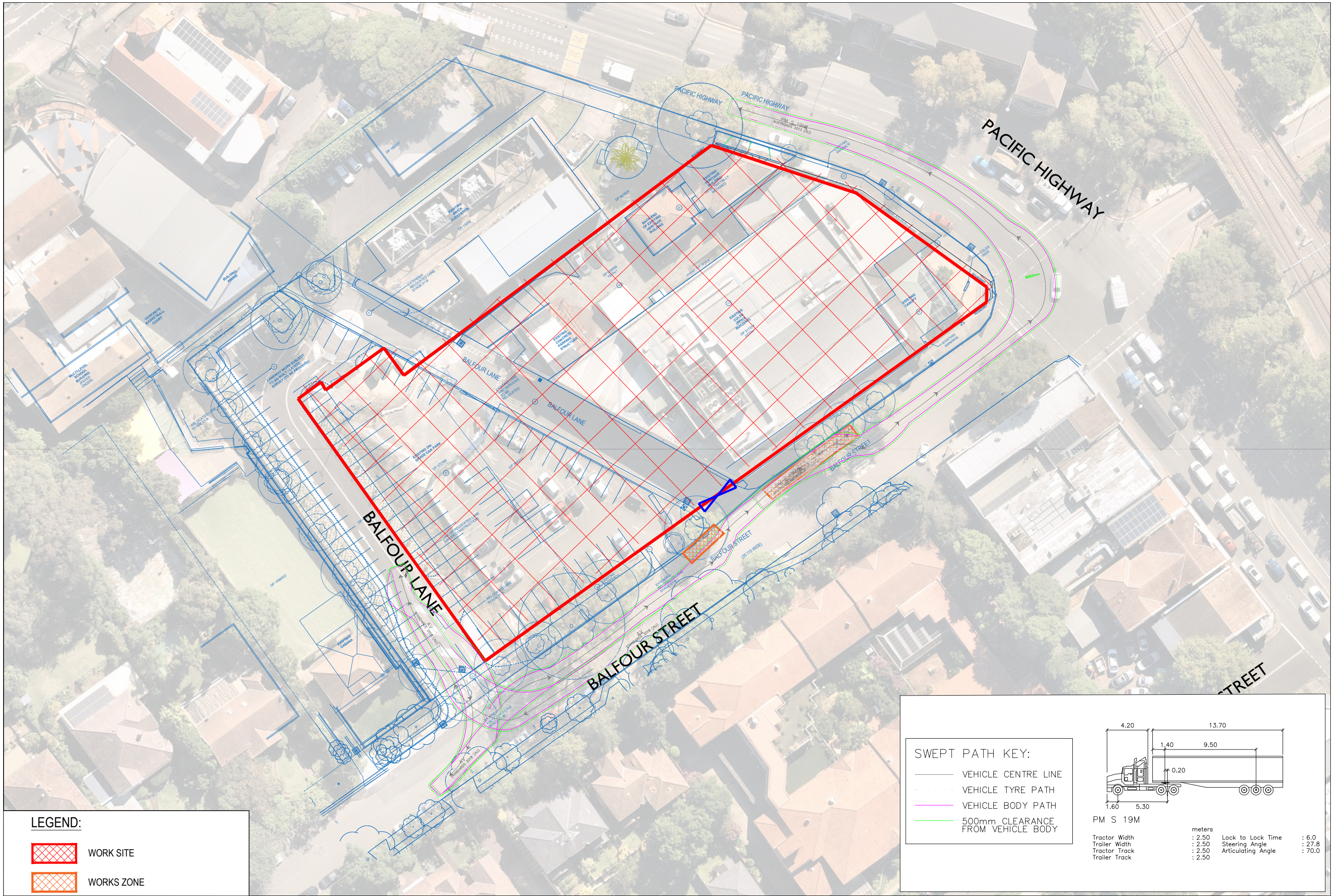


376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
WORKS ZONE ACCESS VIA EXISTING BALFOUR LANE  
DRAWING REF NO. SP12052022  
ISSUE DATE 27 October 2022

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|--------------------|----------------------------|
| DESIGNED BY<br>S.A | REVIEWED BY<br>M.K         |
| SCALE<br>A3        | 0 1 2 3 4 5 6 7 8 9 10 NTS |





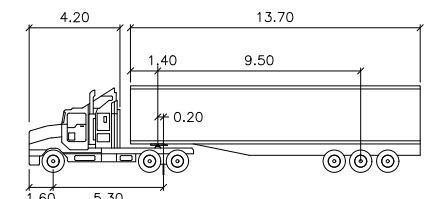


LEGEND:

- WORK SITE
- WORKS ZONE

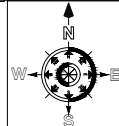
SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



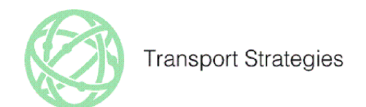
PM S 19M

|               |        |                    |        |
|---------------|--------|--------------------|--------|
| Tractor Width | : 2.50 | Lock to Lock Time  | : 6.0  |
| Trailer Width | : 2.50 | Steering Angle     | : 27.8 |
| Tractor Track | : 2.50 | Articulating Angle | : 70.0 |
| Trailer Track | : 2.50 |                    |        |

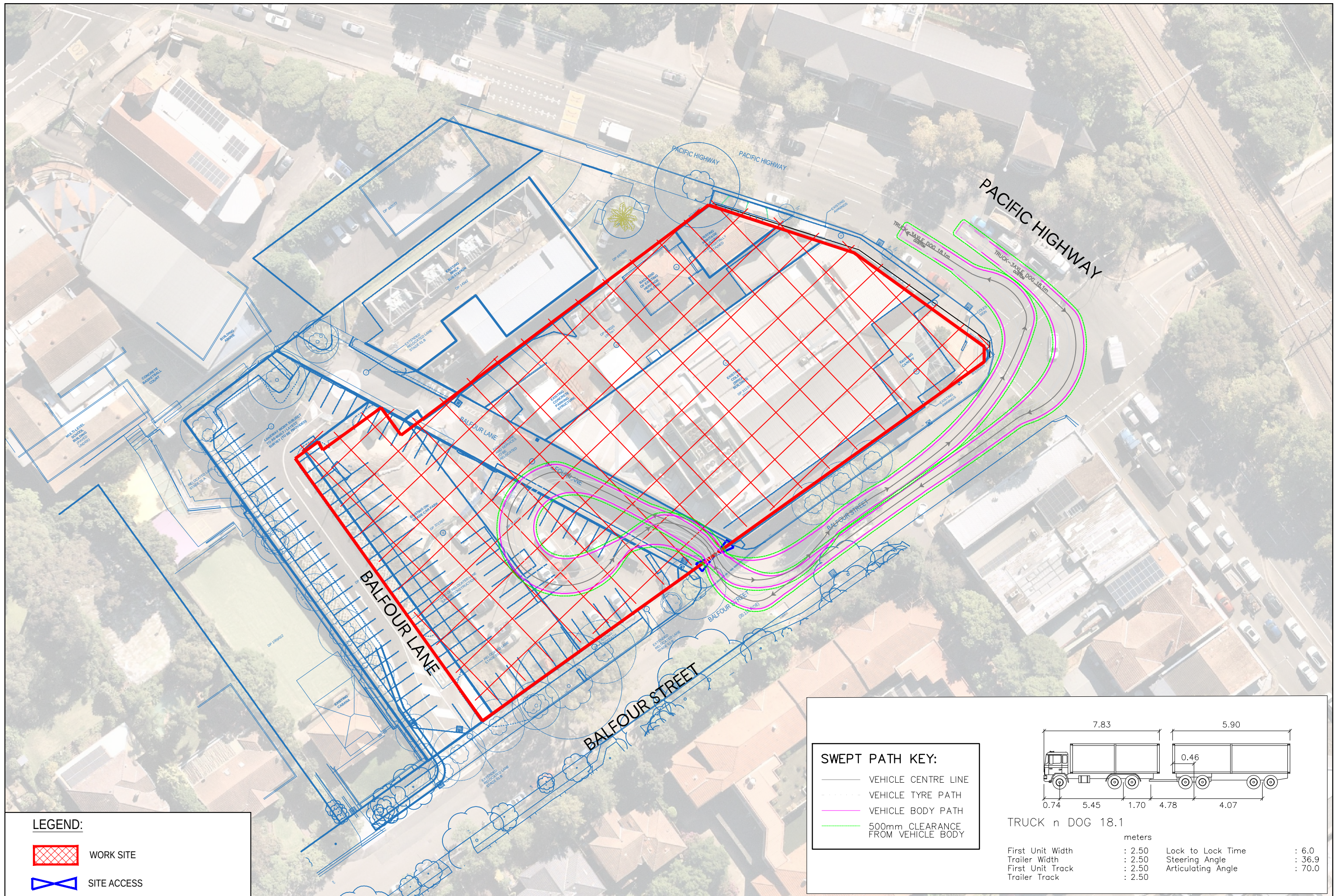


376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
WORKS ZONE ACCESS VIA PROPOSED BALFOUR LANE  
DRAWING REF NO. SP12052022  
ISSUE DATE 27 October 2022

DESIGNED BY S.A. REVIEWED BY M.K.  
SCALE A3 0 NTS NTS





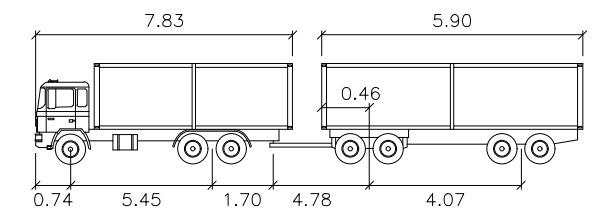


**LEGEND:**

-  WORK SITE
-  SITE ACCESS

**SWEPT PATH KEY:**

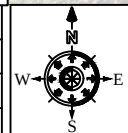
-  VEHICLE CENTRE LINE
-  VEHICLE TYRE PATH
-  VEHICLE BODY PATH
-  500mm CLEARANCE FROM VEHICLE BODY



TRUCK n DOG 18.1

| meters           |        |                    |        |
|------------------|--------|--------------------|--------|
| First Unit Width | : 2.50 | Lock to Lock Time  | : 6.0  |
| Trailer Width    | : 2.50 | Steering Angle     | : 36.9 |
| First Unit Track | : 2.50 | Articulating Angle | : 70.0 |
| Trailer Track    | : 2.50 |                    |        |

| MARK | REVISION | DATE |
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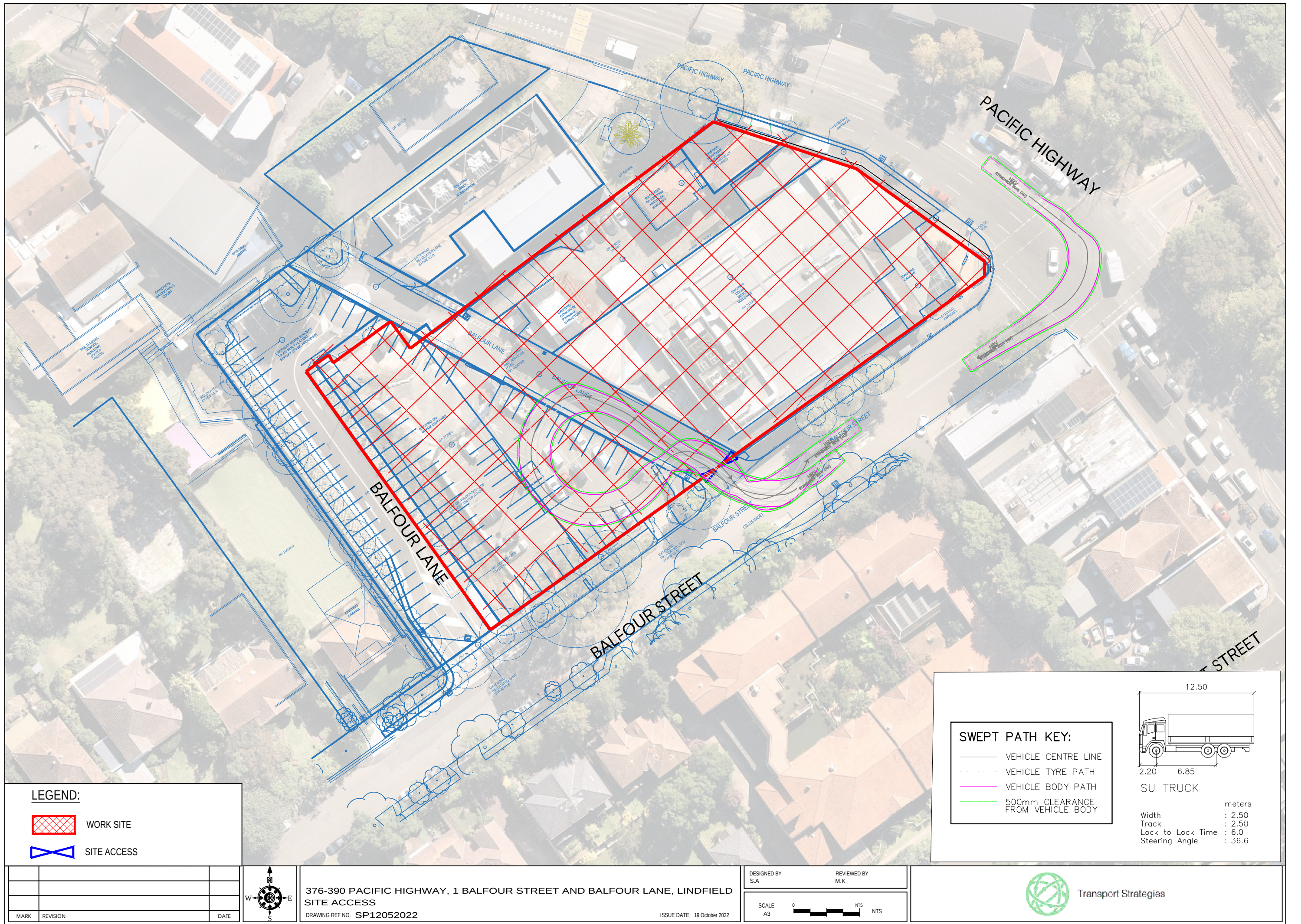


376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
SITE ACCESS  
DRAWING REF NO. SP12052022  
ISSUE DATE 19 October 2022

|                    |                    |
|--------------------|--------------------|
| DESIGNED BY<br>S.A | REVIEWED BY<br>M.K |
| SCALE<br>A3        | NTS                |





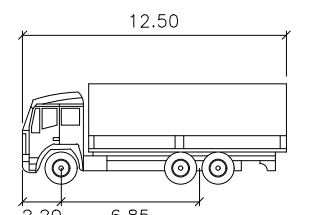


**LEGEND:**

-  WORK SITE
-  SITE ACCESS

**SWEPT PATH KEY:**

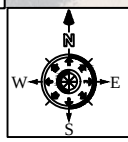
-  VEHICLE CENTRE LINE
-  VEHICLE TYRE PATH
-  VEHICLE BODY PATH
-  500mm CLEARANCE FROM VEHICLE BODY



SU TRUCK

|        | Width  | Track  | Lock to Lock Time | Steering Angle |
|--------|--------|--------|-------------------|----------------|
| metres | : 2.50 | : 2.50 | : 6.0             | : 36.6         |

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376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
SITE ACCESS  
DRAWING REF NO. SP12052022  
ISSUE DATE 19 October 2022

DESIGNED BY S.A. REVIEWED BY M.K.  
SCALE A3 0 10 20 MTS NTS



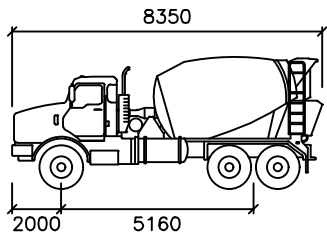


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Plotted by Meg Kong



**SWEPT PATH KEY:**

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



|                   |        |
|-------------------|--------|
| 8.35m Concrete    |        |
|                   | mm     |
| Width             | : 2500 |
| Track             | : 2500 |
| Lock to Lock Time | : 6.0  |
| Steering Angle    | : 34.0 |

**LEGEND:**

- WORK SITE
- WORKS ZONE

376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
SWEPT PATH ASSESSMENTS  
BENT LANE ARRIVAL



207A/30 CAMPBELL STREET, BLACKTOWN NSW 2148  
ABN 13 254 028 433  
PHONE 0424 007 141

**PRELIMINARY PLAN**  
FOR DISCUSSION PURPOSES  
ONLY SUBJECT TO CHANGE  
WITHOUT NOTIFICATION

SP29032023 BENT LANE  
01 OF P1  
31 March 2023

DESIGNED BY  
Sherlock

APPROVED BY  
03

SCALE  
A3

0 1:1



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Plotted by Meg Kang



LEGEND:

-  WORK SITE
-  WORKS ZONE

376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
SWEPT PATH ASSESSMENTS  
BENT LANE ARRIVAL



Transport Strategies

207A/30 CAMPBELL STREET, BLACKTOWN NSW 2148  
ABN 13 254 028 433  
PHONE 0424 007 141

PRELIMINARY PLAN  
FOR DISCUSSION PURPOSES  
ONLY SUBJECT TO CHANGE  
WITHOUT NOTIFICATION

SP29032023 BENT LANE  
02 OF P1  
31 March 2023

DESIGNED BY  
Sherlock

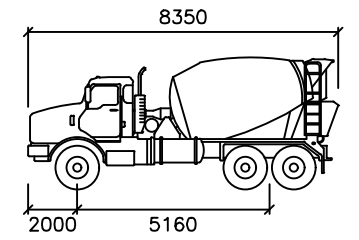
APPROVED BY  
03

SCALE  
A3

0 1:1

SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



8.35m Concrete

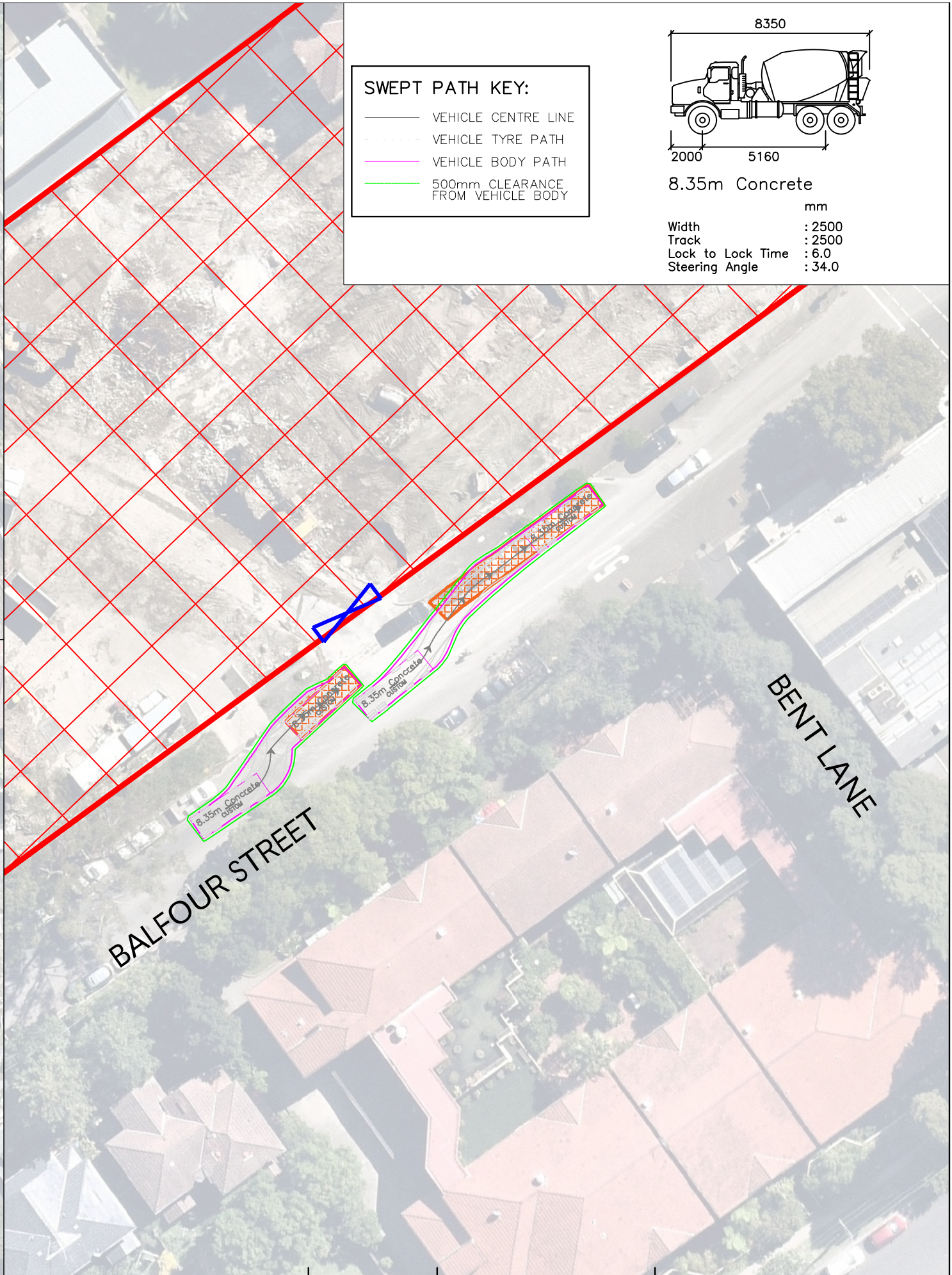
mm

Width : 2500

Track : 2500

Lock to Lock Time : 6.0

Steering Angle : 34.0







Transport Strategies

# **Appendix D**

## **Traffic Guidance Schemes**

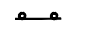


- NOTES:
1. ALL SIGNS SHALL BE MINIMUM SIZE A.
  2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
  3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
  4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
  5. THIS TRAFFIC CONTROL PLANS SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
  6. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
  7. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET 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 SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
    - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
  8. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
  9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
  10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TNSW REQUIREMENTS.
  11. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
  12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
  13. ALL SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
  14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
  15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.

**CERTIFICATION**

THE UNDERSIGNED HAS COMPLETED AND OBTAINED  
"PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"  
CERTIFICATE NO. 0052212575  
EXPIRY DATE: 13/11/2022  
PREPARE A WORK ZONE TMP CARD  
SYED ALI

**LEGEND:**

-  WORK SITE
-  PUBLIC DOMAIN WORKS
-  SITE ACCESS
-  TEMPORARY CONSTRUCTION SIGN

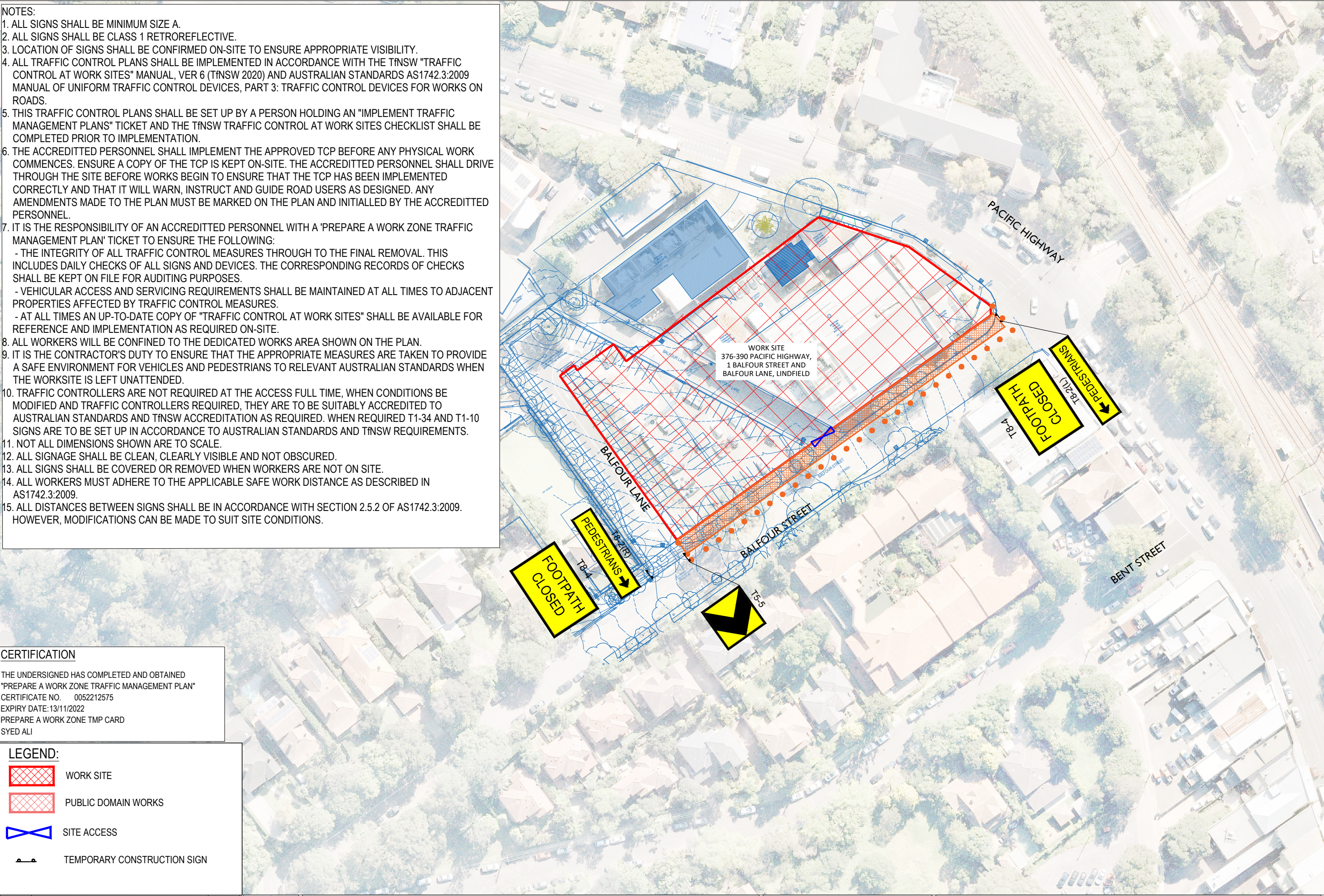
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376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
FOOTPATH CLOSURE ALONG THE NORTHERN SIDE OF BALFOUR STREET  
DRAWING REF NO. TCP12052022  
ISSUE DATE 27 October 2022

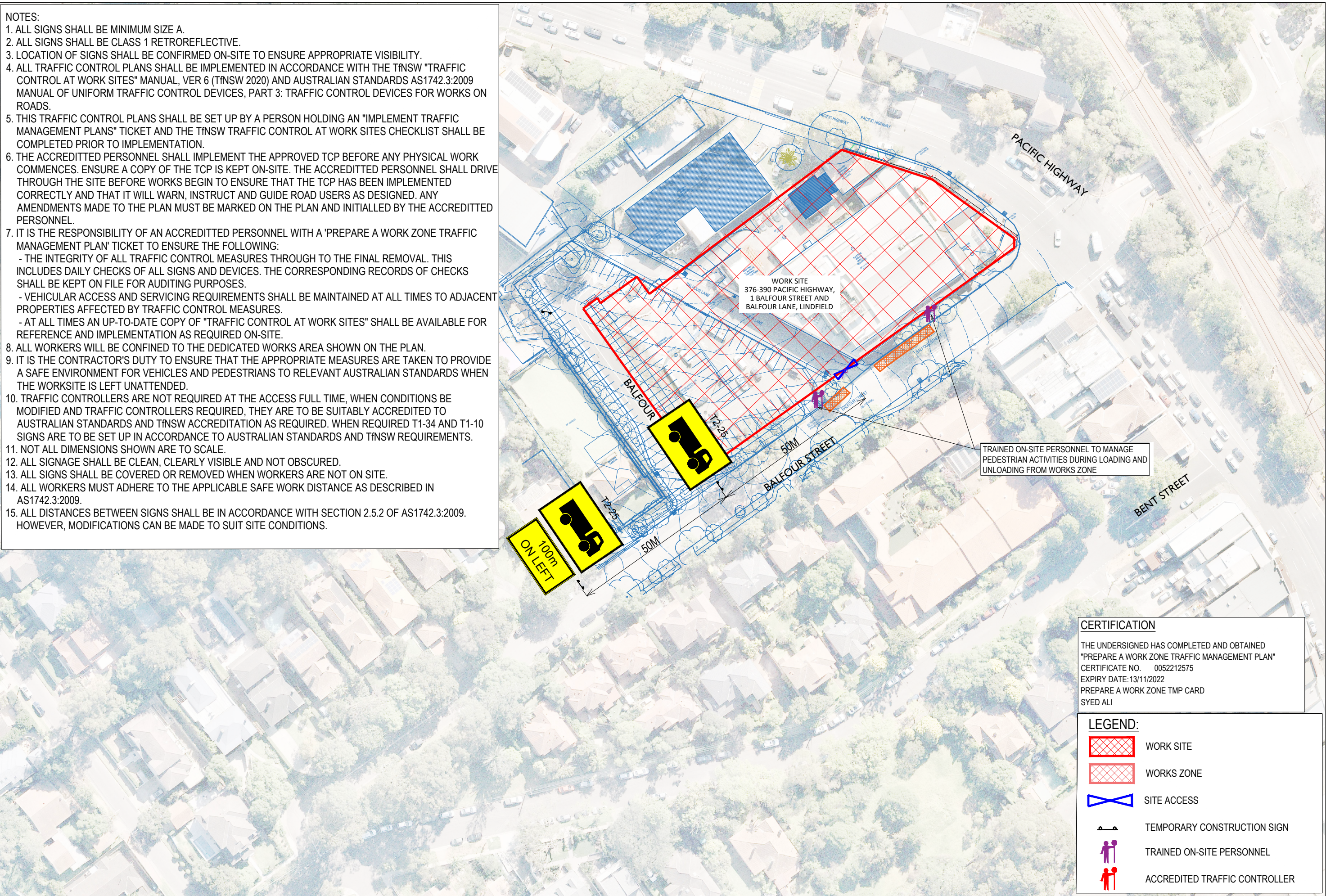
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|-------------------------|--------------------|
| DESIGNED BY<br>S.A      | REVIEWED BY<br>M.K |
| SCALE<br>A3 0 10 20 MTS |                    |

Transport Strategies





- NOTES:
1. ALL SIGNS SHALL BE MINIMUM SIZE A.
  2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
  3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
  4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
  5. THIS TRAFFIC CONTROL PLANS SHALL BE SET UP BY A PERSON HOLDING AN "IMPLEMENT TRAFFIC MANAGEMENT PLANS" TICKET AND THE TNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
  6. THE ACCREDITED PERSONNEL SHALL IMPLEMENT THE APPROVED TCP BEFORE ANY PHYSICAL WORK COMMENCES. ENSURE A COPY OF THE TCP IS KEPT ON-SITE. THE ACCREDITED PERSONNEL SHALL DRIVE THROUGH THE SITE BEFORE WORKS BEGIN TO ENSURE THAT THE TCP HAS BEEN IMPLEMENTED CORRECTLY AND THAT IT WILL WARN, INSTRUCT AND GUIDE ROAD USERS AS DESIGNED. ANY AMENDMENTS MADE TO THE PLAN MUST BE MARKED ON THE PLAN AND INITIALED BY THE ACCREDITED PERSONNEL.
  7. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET 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 SHALL BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES.
    - AT ALL TIMES AN UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHALL BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE.
  8. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
  9. IT IS THE CONTRACTOR'S DUTY TO ENSURE THAT THE APPROPRIATE MEASURES ARE TAKEN TO PROVIDE A SAFE ENVIRONMENT FOR VEHICLES AND PEDESTRIANS TO RELEVANT AUSTRALIAN STANDARDS WHEN THE WORKSITE IS LEFT UNATTENDED.
  10. TRAFFIC CONTROLLERS ARE NOT REQUIRED AT THE ACCESS FULL TIME, WHEN CONDITIONS BE MODIFIED AND TRAFFIC CONTROLLERS REQUIRED, THEY ARE TO BE SUITABLY ACCREDITED TO AUSTRALIAN STANDARDS AND TNSW ACCREDITATION AS REQUIRED. WHEN REQUIRED T1-34 AND T1-10 SIGNS ARE TO BE SET UP IN ACCORDANCE TO AUSTRALIAN STANDARDS AND TNSW REQUIREMENTS.
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  13. ALL SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
  14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
  15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



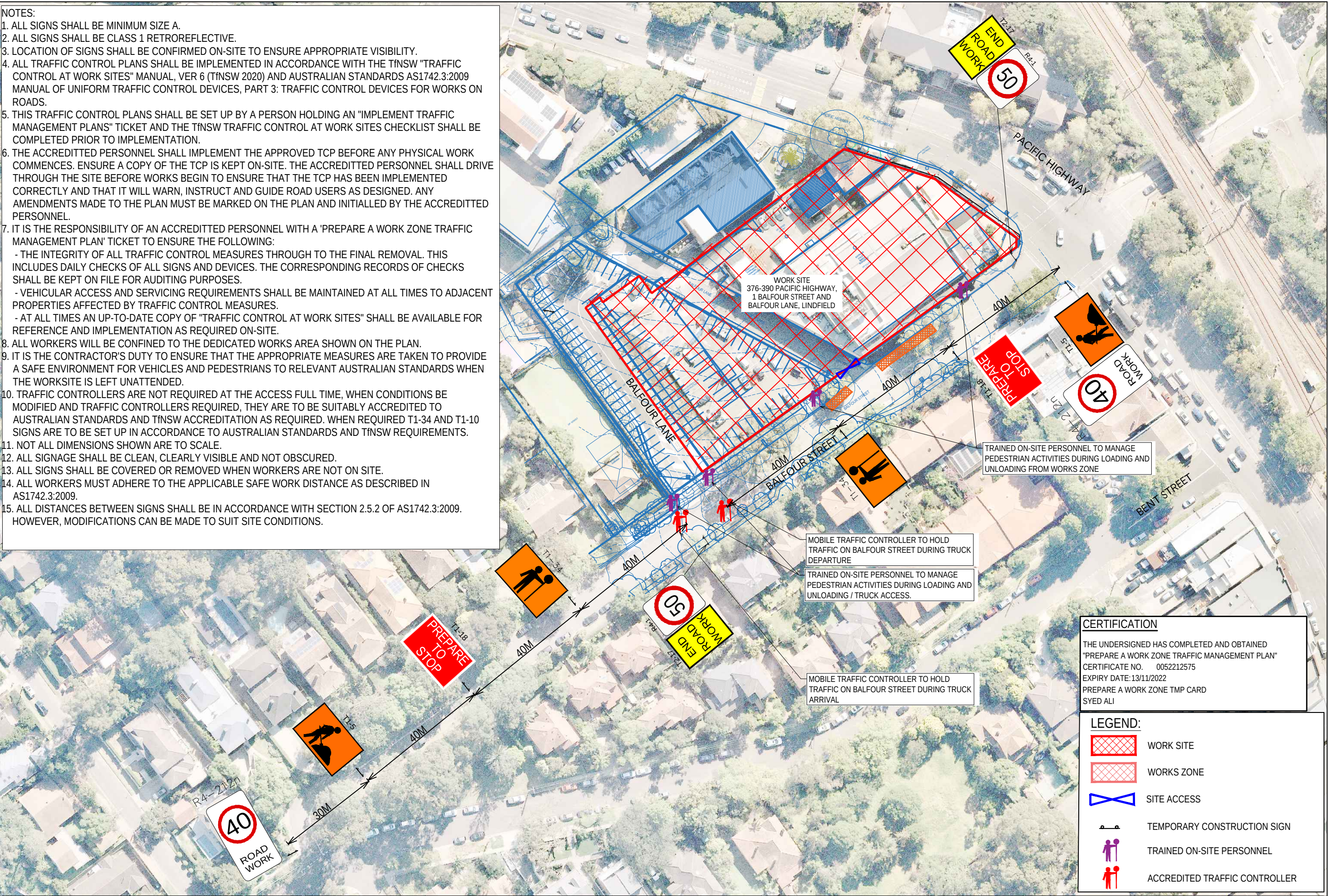
**CERTIFICATION**

THE UNDERSIGNED HAS COMPLETED AND OBTAINED  
"PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"  
CERTIFICATE NO. 0052212575  
EXPIRY DATE: 13/11/2022  
PREPARE A WORK ZONE TMP CARD  
SYED ALI

- LEGEND:**
- WORK SITE
  - WORKS ZONE
  - SITE ACCESS
  - TEMPORARY CONSTRUCTION SIGN
  - TRAINED ON-SITE PERSONNEL
  - ACCREDITED TRAFFIC CONTROLLER



- NOTES:
1. ALL SIGNS SHALL BE MINIMUM SIZE A.
  2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
  3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
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  7. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET 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.
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  11. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
  12. ALL SIGNAGE SHALL BE CLEAN, CLEARLY VISIBLE AND NOT OBSCURED.
  13. ALL SIGNS SHALL BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
  14. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009.
  15. ALL DISTANCES BETWEEN SIGNS SHALL BE IN ACCORDANCE WITH SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS CAN BE MADE TO SUIT SITE CONDITIONS.



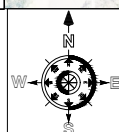
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|------|----------|------|--|------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------|-------------|----------|-----|--|----------------------|
| MARK | REVISION | DATE |  | 376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD<br>WORKS ZONE ACCESS (VIA PROPOSED BALFOUR LANE)<br>DRAWING REF NO. SP12052022 | DESIGNED BY<br>S.A | REVIEWED BY<br>M.K | SCALE<br>A3 | 0<br>NTS | NTS |  | Transport Strategies |
|      |          |      |  | ISSUE DATE 30 October 2022                                                                                                                           |                    |                    |             |          |     |  |                      |



1. ALL SIGNS SHALL BE MINIMUM SIZE A3.
2. ALL SIGNS SHALL BE CLASS 1 RETROREFLECTIVE.
3. LOCATION OF SIGNS SHALL BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
4. ALL TRAFFIC CONTROL PLANS SHALL BE IMPLEMENTED IN ACCORDANCE WITH THE TNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER 6 (TNSW 2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
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7. IT IS THE RESPONSIBILITY OF AN ACCREDITED PERSONNEL WITH A 'PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN' TICKET 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.
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THE UNDERSIGNED HAS COMPLETED AND OBTAINED  
"PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"  
CERTIFICATE NO. 0052212575  
EXPIRY DATE: 13/11/2022  
PREPARE A WORK ZONE TMP CARD  
SYED ALI

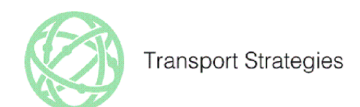
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|  | WORK SITE                     |
|  | SITE ACCESS                   |
|  | TEMPORARY CONSTRUCTION SIGN   |
|  | TRAINED ON-SITE PERSONNEL     |
|  | ACCREDITED TRAFFIC CONTROLLER |



376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
SITE ACCESS (UP TO 12.5M HEAVY RIGID VEHICLES - ALL STAGE)  
DRAWING REF NO. TCP12052022  
ISSUE DATE 27 October 2022

REVIEWED BY  
M.K

SCALE 0 NTS NTS  
A3





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CERTIFICATION

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"PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"  
CERTIFICATE NO. 0052212575  
EXPIRY DATE: 13/11/2022  
PREPARE A WORK ZONE TMP CARD  
SYED ALI

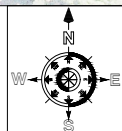
LEGEND:

-  WORK SITE
-  PUBLIC DOMAIN WORKS
-  SITE ACCESS
-  TEMPORARY CONSTRUCTION SIGN

NOTES:

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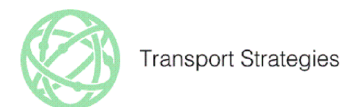
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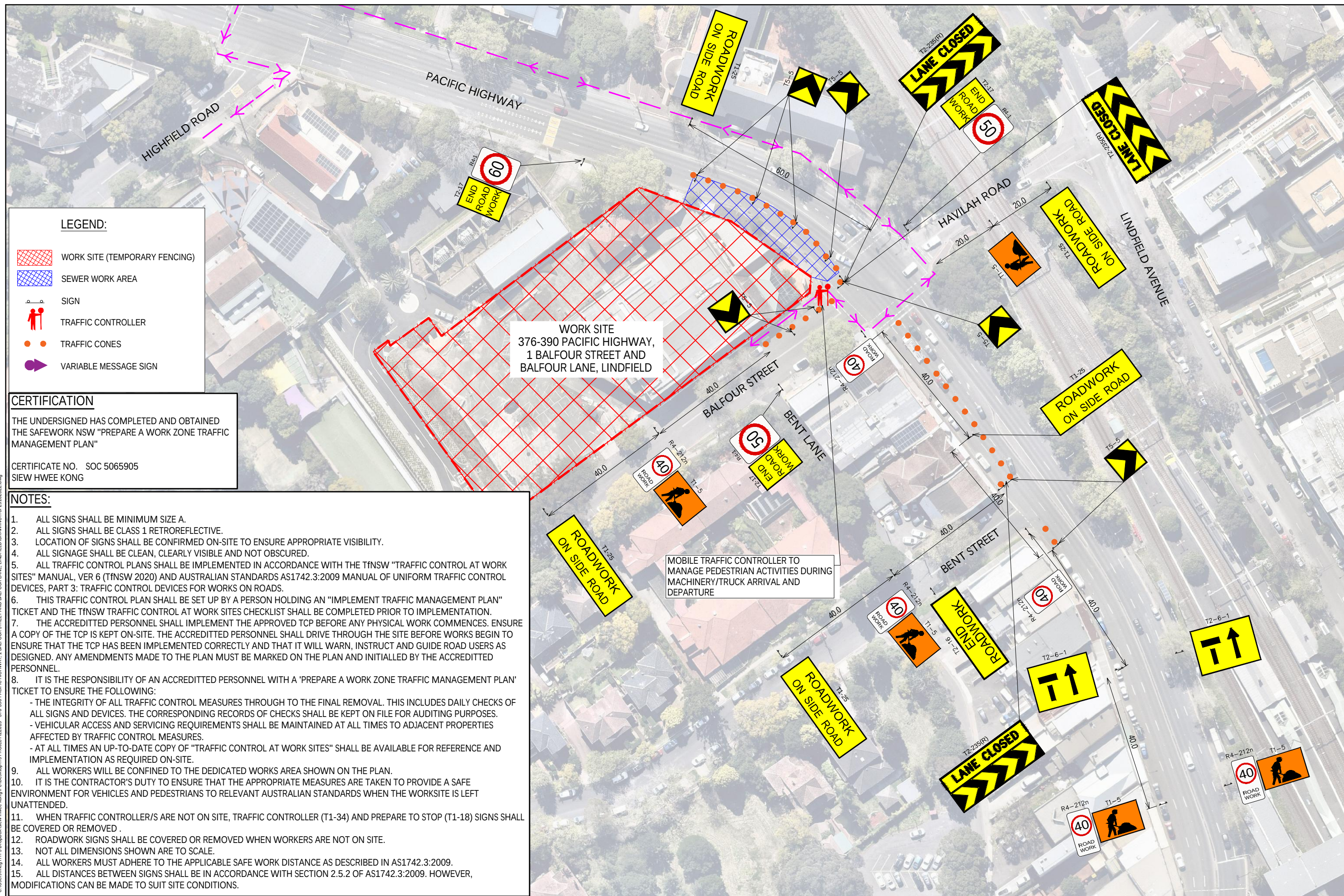
376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
FOOTPATH CLOSURE ALONG THE WESTERN SIDE OF PACIFIC HIGHWAY  
DRAWING REF NO. TCP12052022  
ISSUE DATE 27 October 2022

DESIGNED BY S.A  
REVIEWED BY M.K

SCALE  
A3  
0  
NTS  
NTS







376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
SEWERAGE DEVIATION WORKS ON PACIFIC HIGHWAY  
TRAFFIC GUIDANCE SCHEME

SHEET NO.      A   OF   04

DESIGNED BY  
MK

PRELIMINARY PLAN  
FOR DISCUSSION PURPOSES  
ONLY SUBJECT TO CHANGE  
WITHOUT NOTIFICATION



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Plotted by: Meg Kong



NOTES:

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1620 x 990mm  
FRAME 1  
ROADWORK  
AHEAD  
FRAME 2  
REDUCE  
SPEED

LEGEND:

- WORK SITE (TEMPORARY FENCING)
- SEWER WORK AREA
- SIGN
- TRAFFIC CONTROLLER
- TRAFFIC CONES
- VARIABLE MESSAGE SIGN

CERTIFICATION

THE UNDERSIGNED HAS COMPLETED AND OBTAINED THE SAFEWORK NSW "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN"

CERTIFICATE NO. SOC 5065905  
SIEW HWEE KONG

376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
SEWERAGE DEVIATION WORKS ON PACIFIC HIGHWAY  
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. TCP06122022VMS

SHEET NO. A (2) OF 04

ISSUE DATE 6 December 2022

DESIGNED BY  
MK

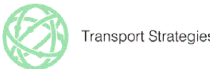
REVIEWED BY  
MK

SCALE  
A3 0 5.0 10.0 1:500



PRELIMINARY PLAN  
FOR DISCUSSION PURPOSES  
ONLY SUBJECT TO CHANGE  
WITHOUT NOTIFICATION

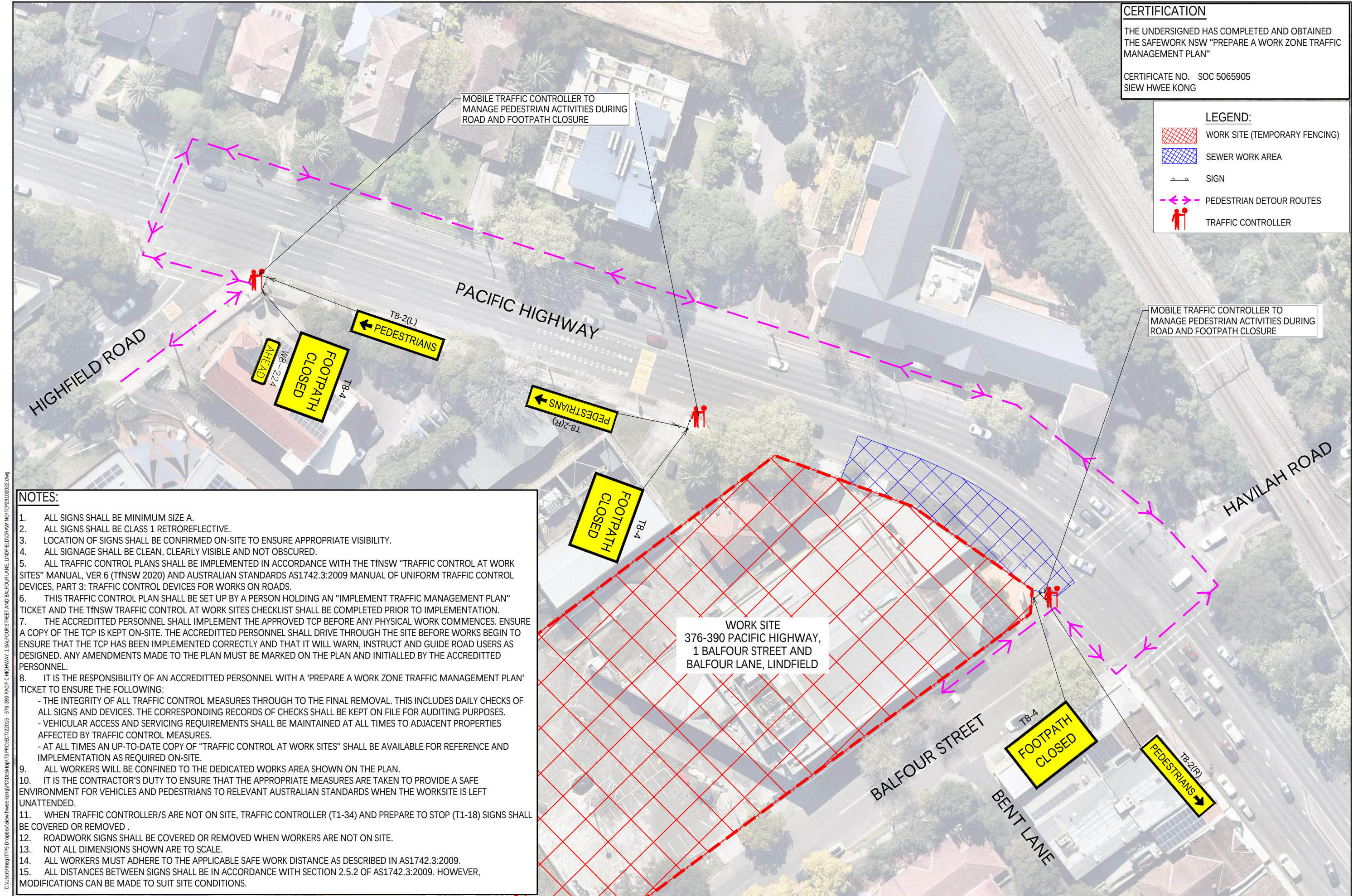
WARNING  
THE LOCATION OF UNDERGROUND SERVICES  
ARE APPROXIMATE ONLY  
THE EXACT LOCATION SHALL BE PROVEN ON SITE  
ALL EXISTING SERVICES SHOWN ARE NOT GUARANTEED



207A/30 Campbell Street, Blacktown 2148  
ABN 13 254 028 433  
Phone: 042 4007 141



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Plotted by Meg Kong



**CERTIFICATION**

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CERTIFICATE NO. SOC 5065905  
SIEW HWEE KONG

**LEGEND:**

- WORK SITE (TEMPORARY FENCING)
- SEWER WORK AREA
- SIGN
- PEDESTRIAN DETOUR ROUTES
- TRAFFIC CONTROLLER

- NOTES:**
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376-390 PACIFIC HIGHWAY, 1 BALFOUR STREET AND BALFOUR LANE, LINDFIELD  
SEWERAGE DEVIATION WORKS ON PACIFIC HIGHWAY (PEDESTRIAN DETOUR)  
TRAFFIC GUIDANCE SCHEME

DRAWING REF NO. TCP29102022

SHEET NO. B OF 04

ISSUE DATE 30 October 2022

DESIGNED BY  
MK

REVIEWED BY  
MK

SCALE  
A3

0 5.0 10.0 1:500



PRELIMINARY PLAN  
FOR DISCUSSION PURPOSES  
ONLY SUBJECT TO CHANGE  
WITHOUT NOTIFICATION

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Transport Strategies