



Construction Pedestrian and Traffic Management Plan Sub-Plan

2 Mandala Parade, Castle Hill

Mixed-Use Development

Prepared for: Deicorp Pty Ltd

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RMS Prepare a Work Zone Traffic Management Plan
Certificate #: TCT0048974

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Rev	Date	Description
0	17/04/2023	Initial Submission

1 Project Details

1.1 Project Summary

Project: Mixed-Use Development

Location: 2 Mandala Parade, Castle Hill NSW

Hours of Operation: Monday – Friday 7am – 6pm
 Saturday 8am – 1pm
 No work on Sunday or Public Holidays
 (as per condition D3)

Scope of Works: Bulk excavation and construction of a new Mixed-Use Development over basement level parking.

The approved development comprises of a residential unit and retail mix as outlined in the table below:

Land Use		Yield
Residential	1 Bedroom	76 units (17.7%)
	2 Bedroom	311 units (72.3%)
	3 Bedroom	43 units (10%)
	Total	430 units
Retail		10,935m ²
Car Parking		431 Residential Spaces 341 Commercial Spaces

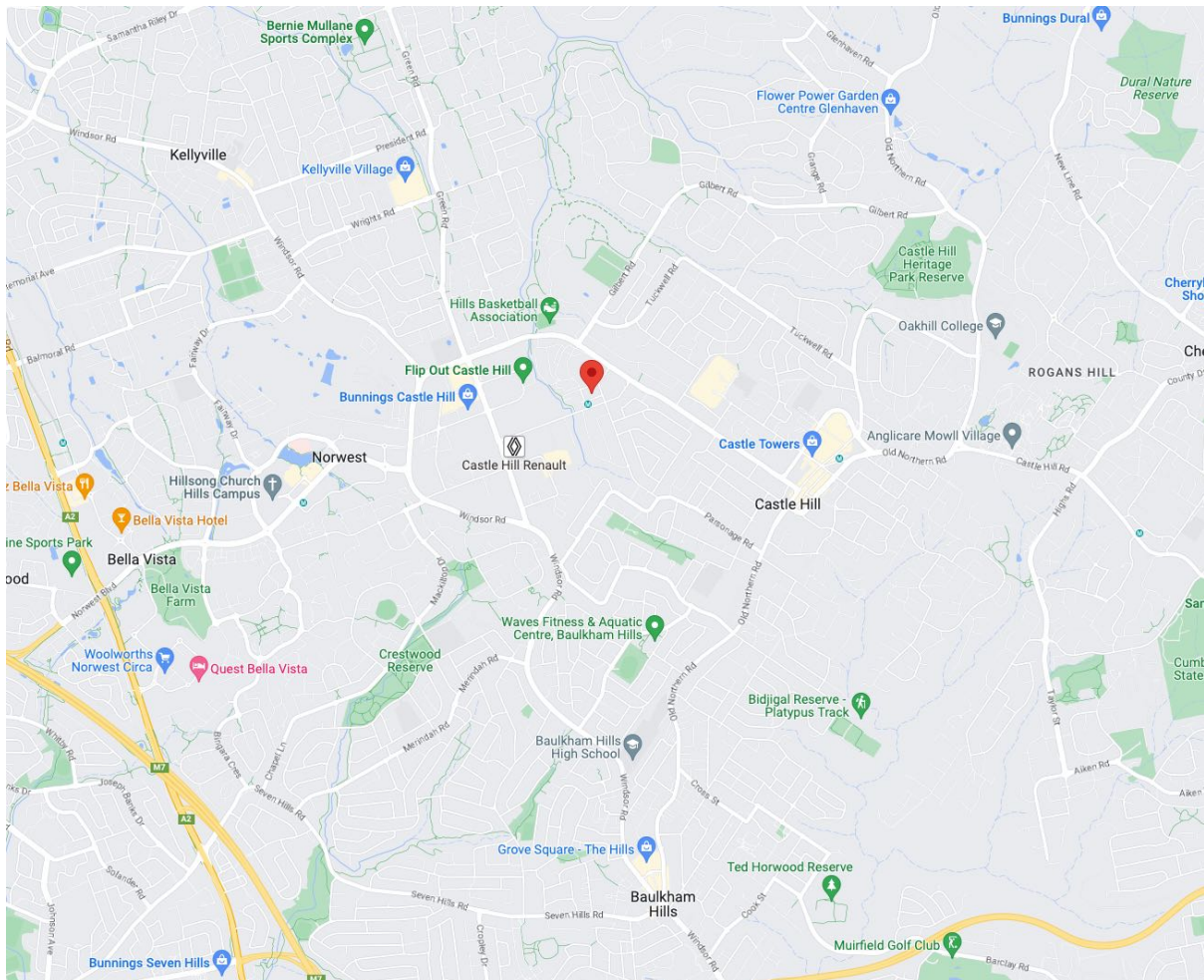
1.2 DA Conditions

This Construction Pedestrian and Traffic Management Plan has been prepared to satisfy condition C23 contained within the development consent (ref: SSD-15882721).

DA Conditions	Condition Addressed
C23 – Construction Pedestrian and Traffic Management Plan Sub-Plan	
Prior to the commencement of any earthwork or construction, the Applicant must submit to the satisfaction of the Certifier a final Construction Pedestrian and Traffic Management Plan Sub-Plan (CPTMP), prepared in consultation with the Sydney Coordination Office within Transport for NSW (TfNSW). The CPTMP needs to specify matters including, but not limited to, the following:	CPTMP – Prepared by a suitable qualified consultant – Matthew Young RMS Prepare a Work Zone Traffic Management Plan Certificate #: TCT0048974 Document Number: SBMG02509-20
(a) a description of the development;	Item 1.1 (page 3)
(b) location of any proposed work zone(s);	Item 3.6g (page 12), 3.7f (page 14) & Location plan in Appendix A
(c) details of crane arrangements including location of any crane(s) and crane movement plan;	Plans in Appendix A

(d) haulage routes;	3.6a (page 12), 3.7a (page 13), Route Plans in Appendix A
(e) proposed construction hours;	Item 1.1 (page 3)
(f) predicted number of construction vehicle movements, detail of vehicle types and demonstrate that proposed construction vehicle movements can work within the context of road changes in the surrounding area, noting that construction vehicle movements are to be minimised during peak periods;	Item 3.5 (page 11)
(g) construction vehicle access arrangements;	3.6b (page 12), 3.7b (page 13), Overview Plans in Appendix A
(h) construction program and construction methodology, including any construction staging;	Item 1.4 (page 5)
(i) a detailed plan of any proposed hoarding and/or scaffolding;	Overview Plans in Appendix A
(j) measures to avoid construction worker vehicle movements within the precinct;	Item 4.3 (page 17)
(k) consultation strategy for liaison with surrounding stakeholders, including other developments under construction;	Item 5 (page 19)
(l) identify any potential impacts to general traffic, cyclists, pedestrians, bus services within the vicinity of the site from construction vehicles during the construction of the proposed works. Proposed mitigation measures must be clearly identified and included in the CPTMP; and	Item 4 (page 16)
(m) identify the cumulative construction activities of the development and other projects within or around the development site. Proposed measures to minimise the cumulative impacts on the surrounding road network must be clearly identified and included in the CPTMP.	Item 5 (page 19)
C30 – Construction Parking	
Prior to the commencement of any earthwork or construction, the Applicant must submit to the satisfaction of the Certifier evidence that sufficient off-street parking has been provided for heavy vehicles and for site personnel (where required), to ensure that construction traffic associated with the development does not utilise on-street parking or public parking facilities.	Item 4.3 (page 17)

1.3 Location Map



1.4 Project Program

This CPTMP covers the stage(s) listed below, subsequent stages will require amendments and additional plans to be prepared.

1.4.1 Excavation Phase

Duration: 6 Months

General Type of Works:

- Piling / shoring works
- Concrete pour associated with piling / shoring
- Excavation works for basement level
- Removal of excavated material from site

1.4.2 Construction Phases

Duration: Retail & Commercial.....12 Months
 Residential Tower A & B.....6 months
 Residential Tower C & D + Childcare Centre...6 months

General Type of Works:

- General construction activity for building structure (floor slabs, walls, etc.)
- Concrete pours
- Associated plumbing and electrical works
- Fit-out works
- Associated landscaping works

2 Existing Conditions

2.1 Site Location

The site is located at 2 Mandala Parade, Castle Hill. The site is currently a vacant block of land.

It is surrounded by the showground to the north, metro station to the south, recently cleared vacant land to the east and a commuter car park to the west. The proposed development application was approved with two vehicular accesses to the site off De Clambe Drive and Andalusian Way. The access for the construction site for smaller construction and delivery vehicles has been proposed at the same location of the approved access driveway off Andalusian Way.



2.2 Existing Road Conditions

Showground Road

Showground Road is a four-lane two-way road providing regional connections and access to the properties along Showground Road. A clearway restriction is in operation 6am-6pm, Mon-Fri, 8am-8pm, Sat-Sun & Public Holidays on both sides of Showground Road in the vicinity of the construction site. The posted speed limit is 60km/hr and the carriageway is generally 15m within the vicinity of the site.

Carrington Road

Carrington Road is a local road that provides a connection between Showground Road and Victoria Road in the east-west direction. It is a four-lane two-way road with parking restrictions on both sides of the road in the vicinity of the construction site, It has a carriageway width of approximately 14m. Pedestrian footpaths are provided along both sides of the road. The posted speed limit on Carrington Road is 50km/hr.

De Clambe Drive

De Clambe Road is a two-lane two-way local access road that runs parallel to Carrington Road and provides a connection between Showground Road Doran Drive in the east-west direction. It has a 9m wide carriage way with one traffic lane each direction and one indented parking lane with 2P parking limit on the southern side of the road abutting the construction site. Pedestrian footpaths are provided on each side of the road and the posted speed limit is 50km/hr.

Andalusian Way

Andalusian Way is a two-lane two-way local access road that runs north-south direction and provides a connection between Carrington Road and De Clambe Drive. It has a 9m wide carriage way with one traffic lane each direction and indented parking bays with 2P parking limit on both sides of the road in the vicinity of the construction site. Pedestrian footpaths are provided on each side of the road and the posted speed limit is 40km/hr.

Mandala Parade

Mandala Parade is a two-lane two-way local access road that runs parallel to De Clambe Drive and provides a connection between Andalusian Way and Doran Drive in the east-west direction. It has a 9m wide carriage way with one traffic lane each direction and indented parking lanes for taxis, and kiss and drop on both sides of the road. Pedestrian footpaths are provided on each side of the road and the posted speed limit is 40km/hr.

Doran Drive

Doran Drive is a two-lane two-way local access road that runs north-south direction and provides a connection between Carrington Road and De Clambe Drive. It has a 9m wide carriage way with one traffic lane each direction with indented bus bays on both sides and no public parking opportunities in either side of the road. Pedestrian footpaths are provided on each side of the road and the posted speed limit is 40km/hr.

2.3 Public Transport, Pedestrian and Cycling Facilities

The area is well serviced by public transport with numerous bus stops located within 400 metres of the site on Showground Road, Carrington Road, Doran Drive and Mandala Parade. These bus stops provide the following services:

- Route 715 Norwest Business Park to Seven Hills via Old Windsor Road
- Route 619 Rouse Hill Town centre to Macquarie Park
- Route 5AB Rouse Hill to Castle Hill to Sydney Olympic Park
- Route T70 Blacktown to Blacktown to Stanhope Gardens/Kellyville/Castle Hill

The Metro Train Station is located just next to the construction site which services Metro North-West Line. This rail service connects the site to Chatswood and Tallawong. It ultimately connects to the greater Sydney Train Network providing access to areas such as Sydney CBD and northern and eastern suburbs. Figure below identifies existing public bus and transport options near the site.



The pedestrian and cycling network extends within the road corridors of Showground Road, Carrington Road and surrounding the construction site.

Near the site, Showground Road provides shared paths on the western side of the road and a pedestrian only footpath on the eastern side of the road.

Signalised pedestrian crossings are also available at all four signalised intersections shown in Figure from item 2.1 in the vicinity of the construction site.

3 Proposed Management of Construction Vehicles

3.1 General

- Traffic management for the site has been configured to ensure that workers can undertake demolition, excavation and building works safely, at all times, by separating workers and public road users. Contractors are responsible for the demolition and excavation work and the building contractor is responsible for construction management and shall establish and maintain the Construction Traffic Management Plan for this project and shall be responsible for its ongoing effectiveness, including the control of all quality, environmental and safety aspects that may apply to traffic control measures.
- The Traffic Control Plans (TCPs) produced as part of this CTMP shall be implemented by appropriately qualified and authorised traffic controllers only. Traffic controllers must have completed RMS (formerly RTA) accredited courses for traffic controllers and must wear yellow vest with the words Authorised Traffic Controller. Reflective white overalls with reflective bands must be worn at night.
- All signs and devices shall be placed in accordance with the TCP prior to works starting and in clear view of public road users to inform and guide road users to pass the site. All devices and signs shall then be removed upon the completion of the works.
- The road reserves bordering the site must not be obstructed by any materials, vehicles, refuse, skips or the like without prior approval of Council.
- A schedule of site inductions shall be held on regular occasions and as determined necessary to ensure all new employees are aware of the construction management obligations.

3.2 Potential Traffic Impacts

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

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

3.3 Construction Site Plan

The materials handling plans and crane radial plans for different stages of the construction works included in Appendix A show the proposed locations of trucks entry/exit, crane, hoist and landing platform within the site, location of other plants and equipment, material storage and the location of work zones proposed.

3.4 Site Compound

Site workers and site offices are located within the adjacent block.



3.5 Construction Vehicles

Construction Activity	Period	Movements (Vehicles)	Vehicles
Site Preparation / Excavation	0-6 months	40 (20)	12.5m long heavy vehicles (HRV) 18.4m long Truck and Dog 19m long Articulated Vehicles (AV)
Shoring of the Excavation	0-6 months	40 (20)	12.5m long heavy vehicles (HRV) 18.4m long Truck and Dog 19m long Articulated Vehicles (AV)
Piling	0-6 months	40 (20)	12.5m long heavy vehicles (HRV) 18.4m long Truck and Dog 19m long Articulated Vehicles (AV)
Building Works	6-30 months	40 (20)	12.5m long heavy vehicles (HRV) 19m long Articulated Vehicles (AV)
Pumping Concrete	6-30 months	60(30)	Concrete Pump - 12.5m long heavy vehicles (HRV) Concrete AGI – Medium Rigid Vehicles up to 9m long
Deliveries	Throughout the project	32 (16) Average 40 (20) Peak	12.5m long heavy vehicles (HRV)
Other	Throughout the project	Varied	1 Tonne Ute and Trade Vans 3 Tonne Trucks

The type and nature of activities involved in the demolition and construction work will only generate limited vehicle movements. All delivery and removal of plant will be timed to occur outside of the peak traffic periods to minimise any delays in the area. No significant heavy vehicles are required for the demolition and construction works. The largest size of the construction vehicle proposed is a 19m long articulated vehicle. However, if larger than articulated vehicles are to be used specific approval for a one-off occasion will be obtained from Council/NHVR/TfNSW as relevant.

3.6 Excavation Phase

a) Approach and Departure Routes

De Clambe Drive Access Point

- Approach Route – Traveling along Windsor Road, turn onto Showground Road, turn right onto De Clambe Dr and then turn into the site in a forward-facing direction.
- Departure Route 1 – In a forward-facing direction exit the site and turn right onto De Clambe Dr, turn left onto Showground Road and then turn onto Windsor Road.
- Departure Route 2 – In a forward-facing direction exit the site and turn right onto De Clambe Dr, turn right onto Andalusian Way, turn right onto Carrington Road and then either turn left onto Victoria Avenue and then onto Windsor Road or turn right onto Victoria Avenue, left onto Showground Road and then onto Windsor Road.
- Departure Route 2 – In a forward-facing direction exit the site and turn left onto De Clambe Dr, turn left onto Carrington Road and then turn onto Showground Road.

De Clambe Drive Works Zone

- Approach Route – Traveling along Windsor Road, turn onto Showground Road, turn right onto De Clambe Dr and then turn into the Works Zone in a forward-facing direction.
- Departure Route – In a forward-facing direction exit the site and turn left onto De Clambe Dr, turn left onto Carrington Road and then turn onto Showground Road.

b) Site Access

- Site vehicles to enter and exit the site using the existing access point off De Clambe Dr.

c) Vehicle movements within the site

- Vehicles will enter and exit the site in a forward-facing direction.

d) Loading and Unloading of Vehicles

- All vehicles to be loaded and unloaded within the site boundaries.

e) Vehicle Queuing

- Vehicles to stand within the site boundary or approved Works Zone only.
- Drivers are to contact the site prior to turning onto Showground Road from Windsor Road to ensure there is adequate space.
- As an overflow area for vehicles waiting to access the site, they can utilise the site compound off De Clambe Drive.

f) Removal of material from site

- Vehicles are to be loaded within site boundaries with crushed aggregate and shaker grid to be installed prior to exit point once hardstand area is removed.
- Vehicles inspected prior to leaving the site and cleaned as required to minimise contamination of surrounding roadways.
- Where water is used for cleaning vehicles, appropriate sediment control measures will be taken to ensure untreated water is not allowed to directly enter the storm water system.

g) Works Zone

- 28m Works Zone proposed along De Clambe Drive (See appendix A for location plan).

h) Standing Plant

- All equipment to be used within the site boundary only.

i) Parking for Site Workers

- Site workers to park within site compound contained within the adjacent block (See

item 3.4 for location overview).

- Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.
- j) Storage for Material, Waste and Equipment
- All storage to be located within the site boundaries only.
- k) Pedestrian Management
- Mandala Parade – Existing footpath and crossing points maintained throughout the project.
 - Doran Drive – Existing footpath and crossing points maintained throughout the project.
 - Andalusian Way - Existing footpath and crossing points maintained throughout the excavation phase
 - De Clambe Drive – Footpath access closed along the site frontage during site operating hours. Pedestrians will be directed to use the existing footpath on the northern side of De Clambe Drive to travel past the site or alternatively they can utilise the maintained footpath access along the other frontages. The proposed pedestrian route uses existing kerb ramp crossing points to access the detour path of travel. Normal pedestrian access along De Clambe Drive to be restored between shifts (outside of site operating hours).
 - A-Class hoarding installed around the site boundary as required to restrict public access.
- l) Traffic Lanes
- Mandala Parade – Existing 2-way access maintained – Road is not used as part of the site approach or departure routes.
 - Doran Drive – Existing 2-way access maintained – Road is not used as part of the site approach or departure routes.
 - Andalusian Way – Existing 2-way access maintained - Roadway may be used by departing site vehicles.
 - De Clambe Drive – 2-way access maintained using normal lane widths with traffic controllers to manage traffic as required during site vehicle ingress and egress. Traffic controllers to give priority access to buses.

3.7 Construction Phases

a) Approach and Departure Routes

De Clambe Drive Access Point

- Approach Route – Traveling along Windsor Road, turn onto Showground Road, turn right onto De Clambe Dr and then turn into the site in a forward-facing direction.
- Departure Route 1 – In a forward-facing direction exit the site and turn right onto De Clambe Dr, turn left onto Showground Road and then turn onto Windsor Road.
- Departure Route 2 – In a forward-facing direction exit the site and turn right onto De Clambe Dr, turn right onto Andalusian Way, turn right onto Carrington Road and then either turn left onto Victoria Avenue and then onto Windsor Road or turn right onto Victoria Avenue, left onto Showground Road and then onto Windsor Road.
- Departure Route 3 – In a forward-facing direction exit the site and turn left onto De Clambe Dr, turn left onto Carrington Road and then turn onto Showground Road.

De Clambe Drive Works Zone

- Approach Route – Traveling along Windsor Road, turn onto Showground Road, turn right onto De Clambe Dr and then turn into the Works Zone in a forward-facing

direction.

- Approach Route 2 (Concrete AGI)- Traveling along Windsor Road, turn onto Showground Road, turn right onto Victoria Avenue, turn left onto Carrington Road, turn left onto De Clambe Dr and then turn into the Works Zone under the direction of onsite traffic controllers.
- Departure Route – In a forward-facing direction exit the Works Zone and continue west along De Clambe Dr, turn left onto Carrington Road and then turn onto Showground Road.
- Departure Route 2 - In a forward-facing direction exit the Works Zone under the direction of onsite traffic controllers and travel east along De Clambe Dr, turn left onto Showground Road and then turn onto Windsor Road.

Andalusian Way Access point

- Approach Route – Traveling along Windsor Road, turn onto Showground Road, turn right onto De Clambe Dr, turn left onto Andalusian Way and then turn into the site in a forward-facing direction.
- Approach Route 2 - Traveling along Windsor Road, turn onto Showground Road, turn right onto Carrington Road, turn right onto Andalusian Way and then turn into the site in a forward-facing direction.
- Departure Route 1 – In a forward-facing direction exit the site and turn right onto Andalusian Way, turn right onto Carrington Road and then either turn left onto Victoria Avenue and then onto Windsor Road or turn right onto Victoria Avenue, left onto Showground Road and then onto Windsor Road.
- Departure Route 2 – In a forward-facing direction exit the site and turn left onto Andalusian Way, turn right onto De Clambe Drive, turn left onto Showground Road and then turn onto Windsor Road.

b) Site Access

- Vehicle access is initially limited due to excavation footprint.
- Access points are installed along both De Clambe Dr and Andalusian Way
- Suitable vehicles may use the basement once its construction is complete.

c) Vehicle movements within the site

- Suitable vehicles may use the basement once its construction is complete.
- Once ground slab is poured, vehicles can utilise an area within the site along the western side of the site.

d) Loading and Unloading of Vehicles

- All vehicles to be loaded and unloaded from within the site boundaries or Works Zone.

e) Vehicle Queuing

- Vehicles to stand within the site boundary or approved Works Zone only.
- Drivers are to contact the site prior to turning onto Showground Road from Windsor Road to ensure there is adequate space.
- As an overflow area for vehicles waiting to access the site, they can utilise the site compound off De Clambe Drive.

f) Works Zone

- 28m Works Zone proposed along De Clambe Drive (See appendix A for location plan).
- 27m Works Zone proposed along Andalusian Way (See appendix A for location plan).

g) Standing Plant

- All equipment to be used within the site boundary.

- Concrete pour from within site boundaries or approved Works Zone, see Appendix B for relevant TCP.
- h) Material Handling
- Two onsite tower crane installed for moving material and equipment between levels
 - Forklifts or similar plant to be used wholly within the site to load and unload vehicles as required.
- i) Parking for Site Workers
- Site workers to park within site compound contained within the adjacent block (See item 3.4 for location overview).
 - Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.
 - Basement may be used by suitable vehicles once its construction is complete.
- j) Storage for Material, Waste and Equipment
- All storage to be located within the site boundaries only.
- k) Pedestrian Management
- Mandala Parade – Existing footpath and crossing points maintained throughout the project.
 - Doran Drive – Existing footpath and crossing points maintained throughout the project.
 - Andalusian Way - Footpath access closed along the site frontage during site operating hours. Pedestrians will be directed to use the existing footpath on the eastern side of Andalusian Way to travel past the site or alternatively they can utilise the maintained access path along the other frontages. The proposed pedestrian route uses existing kerb ramp crossing points to access the detour path of travel. Normal pedestrian access along Andalusian Way to be restored between shifts (outside of site operating hours).
 - De Clambe Drive – Footpath access closed along the site frontage during site operating hours. Pedestrians will be directed to use the existing footpath on the northern side of De Clambe Drive to travel past the site or alternatively they can utilise the maintained access path along the other frontages. The proposed pedestrian route uses existing kerb ramp crossing points to access the detour path of travel. Normal pedestrian access along De Clambe Drive to be restored between shifts (outside of site operating hours).
 - A-Class hoarding installed around the site boundary as required to restrict public access.
- l) Traffic Lanes
- Mandala Parade – Existing 2-way access maintained – Road is not used as part of the site approach or departure routes.
 - Doran Drive – Existing 2-way access maintained – Road is not used as part of the site approach or departure routes.
 - Andalusian Way – 2-way access maintained using normal lane widths with traffic controllers to manage traffic as required during site vehicle ingress and egress.
 - De Clambe Drive – 2-way access maintained using normal lane widths with traffic controllers to manage traffic as required during site vehicle ingress and egress. Traffic controllers to give priority access to buses.

4 Project Impact & Mitigation Measures

4.1 Construction Work Zone

There is no construction activity proposed that will impact the existgin traffic lanes surrounding the site. However, two construction work zones will be utilised for the loading/unloading & concrete pour activities throughout the project. Notification and application for Work Zones will be submitted to Council for off-site loading and unloading adjacent to site's boundary along De Calmbe Drive and Andalusian Way.

4.2 Traffic Control Plans

Arrangements for warning traffic and guiding traffic around and/or past the worksite are also shown in Traffic Control Plan (TCP) in Appendix B.

Qualified traffic controllers will be employed to manage traffic along De Clambe Drive and Andalusian Way as required during vehicle ingress and egress as per the Traffic Control Plans (TCP) in Appendix B.

Traffic Controllers to give priority access along De Clambe Drive for buses.

Pedestrians along a frontage with site access and / or Works Zone will be directed to use the existing footpath on the opposite side of the roadway during site operating hours. Normal pedestrian access to be restored out of site hours.

In the implementation of the TCP the following steps should be undertaken:

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

Where required the TCP may be changed/updated as necessary to reflect changes in traffic flow or work practices by an appropriately qualified traffic control designer only. Minor modifications to the TCP which have been identified in a Location Risk Assessment can be made by a person with a current "Prepare Work Zone TMP" qualification. Should the TCP be changed all relevant permits and details are to be forwarded to the PCA/Council as required.

4.3 Construction Worker Parking Strategy

Condition C30 states that, 'sufficient off-street parking has been provided for heavy vehicles and for site personnel (where required), to ensure that construction traffic associated with the development does not utilise on street parking or public parking facilities.'

All site workers will utilise the Site compound and parking area within the adjacent block as shown on the plan below.

The area within the site and proposed Works Zone has sufficient capacity to handle the vehicle movement required throughout the project. However, as an overflow should an issue arise where vehicle movements are delayed, to avoid heavy vehicles utilising surround streets, they can stand within the site compound.



All workers / contractors via their site induction and contract conditions are advised that they cannot utilise the Metro Parking facility accessible from De Clambe Drive nor can they use any other on-street parking area or facility not located within an approved Works Zone.

4.4 Surrounding Properties

- Existing access to surrounding properties maintained throughout the project.
- 2-way access along surrounding streets maintained throughout works.

4.5 Pedestrians

- Pedestrian access maintained around the site with detour routes installed during site operating hours along the De Clambe Drive and / or Andalusian Way frontages once they have active gate access and / or Works Zone to ensure a safe path of travel is provided at all times. These detour routes will have minimal impact to pedestrian flow as the majority of pedestrian traffic either use the footpath along Mandala Parade and Doran Drive where there is not impact to existing measures or their path of travel is able to accommodate the alternate route without having to cross at the footpath closure point. These measures will therefore have minimal to no impact to pedestrian activity

and also considering that normal conditions are completely restored out of site operating hours.

4.6 Cyclists

- No significant cyclist impact due to the project; existing travel routes to remain as per normal conditions.

4.7 Local Traffic

- Limited impact on traffic flow with existing traffic lanes maintained throughout works.
- Site vehicles are only using the proposed approach and departure routes which do not utilise Doran Drive or Mandala Parade to minimise impact to bus movements as well as passenger vehicles and Taxi services dropping of and picking up commuters along Mandala parade.

4.8 Emergency Services

- Access along surrounding streets maintained throughout the project with access to surrounding properties also as per existing conditions.
- Emergency vehicles are given priority access as per normal road rules.
- Traffic Controllers to hold site vehicles to provide through access for emergency vehicles as required.

4.9 Public Transport

- Public Transport access to be maintained as a priority throughout the project.
- The Mandala Parade and Doran Drive roadway and footpath to remain as per existing conditions to reduce impact on commuter access to bus and metro services.
- Site workers have adequate parking facilities within the site compound and are instructed to not use the Metro Commuter Parking Facility under any circumstances.
- Traffic Controllers managing traffic along De Clambe Drive will give priority access to buses to avoid impact on bus operations.

5 Cumulative Impact on Surrounding Constriction Sites

All concurrent major developments are located on the southern side of Carrington Road as shown on the image below.



The majority of vehicle movements for these concurrent developments are being serviced via Carrington Road. To reduce increased congestion, the main approach and departure routes for this site will be via Showground Road and De Clambe Drive.

When programming activities that require high vehicle movements or causes impact to the road network the site will consult with the following concurrent developments which are located within a 500m radius.

15-23 Partridge Avenue & 23-31 Ashford Avenue, Castle Hill

Deicorp

Site Contact: Miro Bucalina

Phone: 0422 168 418

Email: mbucalina@deicorp.com.au

16 Middleton Avenue, Castle Hill
Westbourne Constructions
Site Contact: Mujtaba Kohistani
Phone: 0452 227 328
Email: mujtaba@westbourne.net.au

Fishburn Crescent, Castle Hill
CBD Core
Site Contact: Marwan Isacc
Phone: 0418 788 667
Email: admin@cbdcore.com.au

Dawes Avenue, Castle Hill
N.I.C Constructions
Site Contact: Nick
Phone: 0414 682 424

Appendix A – Site Plans

- SBMG02509-21 – Approach and Departure Routes - Excavation Phase
- SBMG02509-22 – Approach and Departure Routes - Construction Phases
- SBMG02509-23 – Site Overview – Excavation Phase
- SBMG02509-24 – Site Overview – Construction Phase 1
- SBMG02509-25 – Site Overview – Construction Phase 2
- SBMG02509-26 – Works Zone – De Clambe Drive
- SBMG02509-27 – Works Zone – De Clambe Drive & Andalusian Way
Crane Plans (3 pages)

Appendix B – Traffic Control Plans

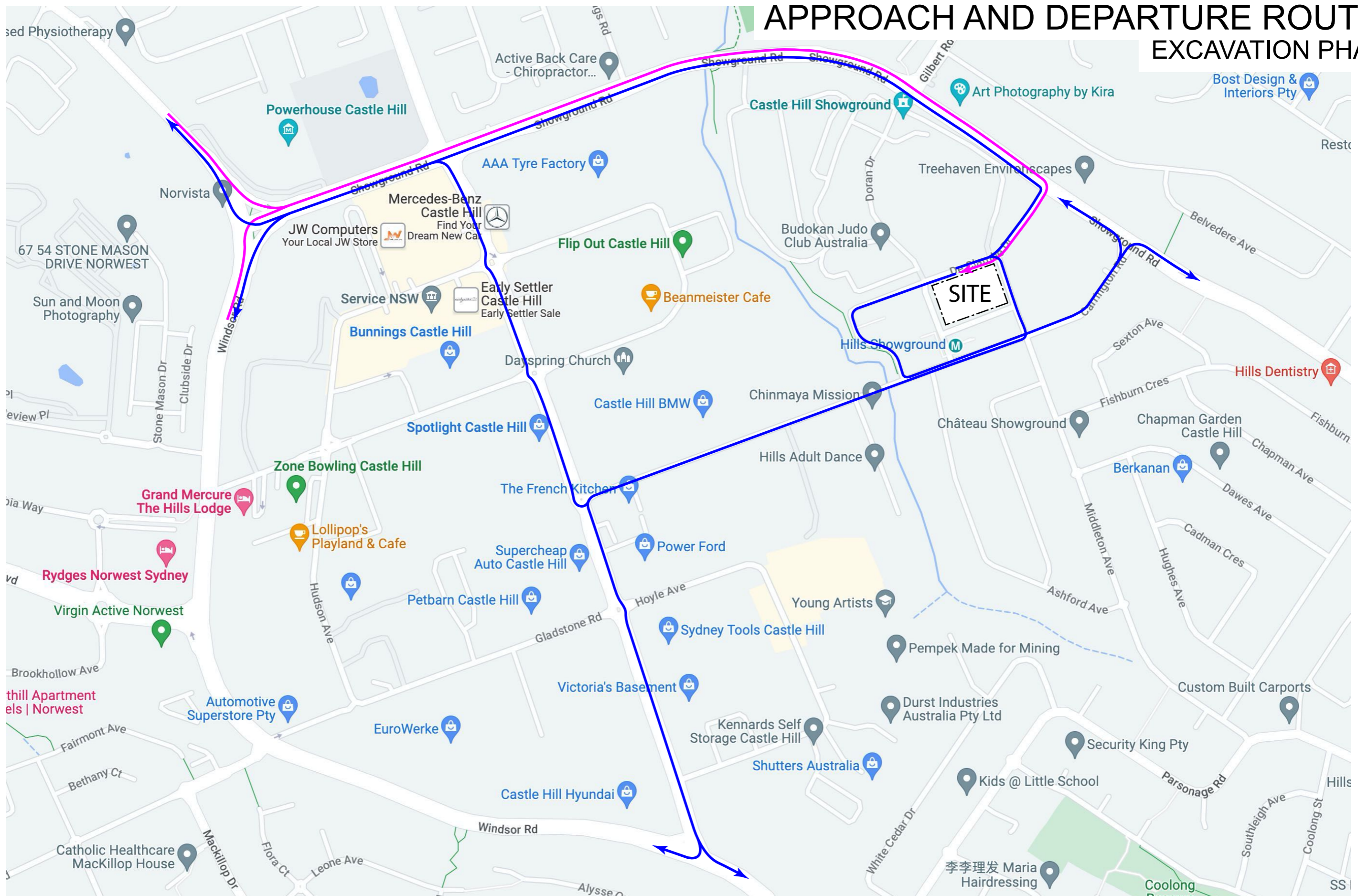
- SBMG02509-28 – Site Access – De Clambe Drive
- SBMG02509-29 – Works Zone Access – De Clambe Drive
- SBMG02509-30 – Concrete Pour – Reversing Vehicles
- SBMG02509-31 – Concrete Pour – Works Zone
- SBMG02509-32 – Site Access – Andalusian Way
- SBMG02509-33 – Works Zone Access – Andalusian Way

Appendix C – Swept Paths

- SBMG02509-34 – Truck and Dog – De Clambe Drive – Site Access
- SBMG02509-35 – Articulated Vehicle – De Clambe Drive – Works Zone
- SBMG02509-36 – Medium Rigid Vehicle – De Clambe Drive – Site Access
- SBMG02509-37 – Heavy Rigid Vehicle – Andalusian Way – Site Access
- SBMG02509-38 – Articulated Vehicle – Andalusian Way – Works Zone

Appendix A

APPROACH AND DEPARTURE ROUTES EXCAVATION PHASE



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 ABN: 34 167 185 560
 www.sbmgplanning.com.au
 matt@sbmgplanning.com.au
 m: 0467 370 380

SBMG PLANNING

TRAFFIC CONTROL
 BUILDING & CONSTRUCTION
 SPECIAL EVENTS
 SWEEP PATH DIAGRAM

Project/Event:	MIXED-USE DEVELOPMENT		
Location:	2 MANDALA PARADE, CASTLE HILL NSW		
Client :	DEICORP PTY LTD		
Plan No.	SBMG02509-21	A	Date: 13TH APRIL 2023
SCALE: NOT TO SCALE			

PREPARED BY: MATTHEW YOUNG
 PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CARD No. TCT0048974

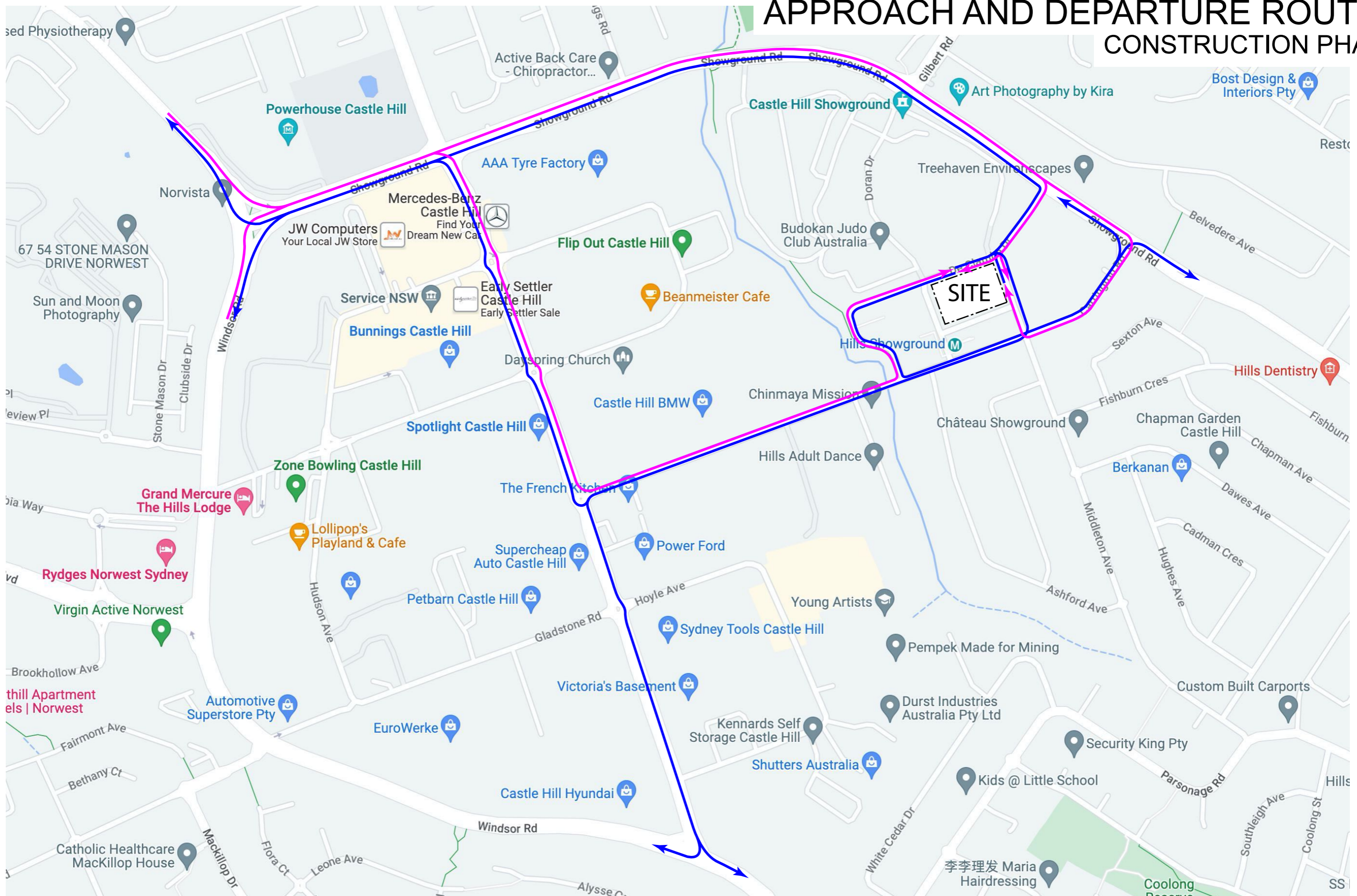
SIGNED: *[Signature]*

DATE	DESCRIPTION
13/04/23	A INITIAL SUBMISSION

LEGEND:

- SITE BOUNDARY
- SITE APPROACH ROUTE
- SITE DEPARTURE ROUTE

APPROACH AND DEPARTURE ROUTES CONSTRUCTION PHASE



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SBMG PLANNING

TRAFFIC CONTROL
 BUILDING & CONSTRUCTION
 SPECIAL EVENTS
 SWEEP PATH DIAGRAMS

Project/Event:	MIXED-USE DEVELOPMENT		
Location:	2 MANDALA PARADE, CASTLE HILL NSW		
Client :	DEICORP PTY LTD		
Plan No.	SBMG02509-22	A	Date: 13TH APRIL 2023
SCALE: NOT TO SCALE			

PREPARED BY: MATTHEW YOUNG
 PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CARD No. TCT0048974

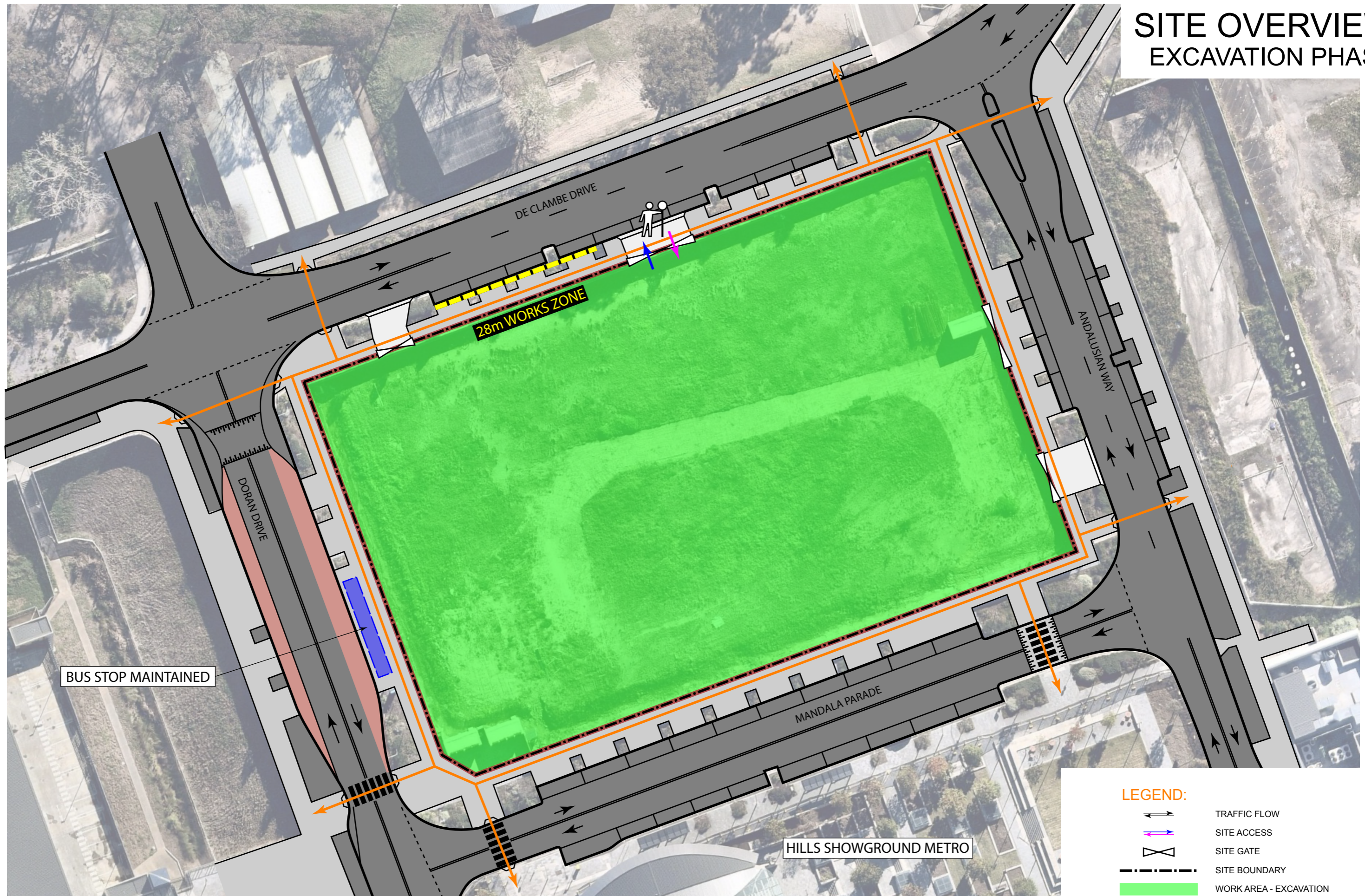
SIGNED: *[Signature]*

DATE	DESCRIPTION
13/04/23	A INITIAL SUBMISSION

LEGEND:

- SITE BOUNDARY
- SITE APPROACH ROUTE
- SITE DEPARTURE ROUTE

SITE OVERVIEW EXCAVATION PHASE



LEGEND:

- TRAFFIC FLOW
- SITE ACCESS
- SITE GATE
- SITE BOUNDARY
- WORK AREA - EXCAVATION
- A-CLASS HOARDING
- WORKS ZONE
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER

Sbmg Pty Ltd
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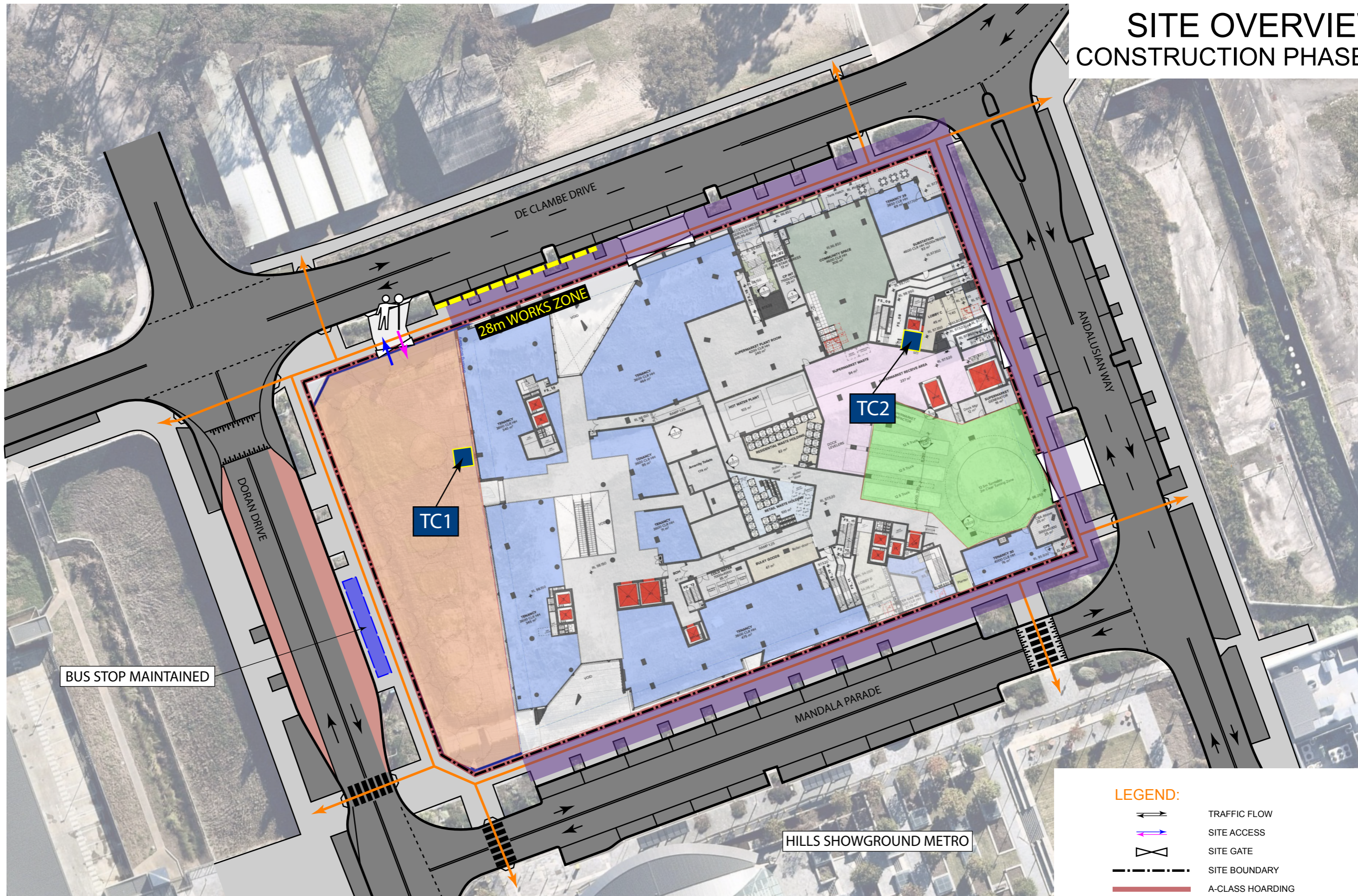
Project/Event:	MIXED-USE DEVELOPMENT		
Location:	2 MANDALA PARADE, CASTLE HILL NSW		
Client :	DEICORP PTY LTD		
Plan No.	SBMG02509-23	A	Date: 13TH APRIL 2023
SCALE: NOT TO SCALE			

PREPARED BY: MATTHEW YOUNG
 PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CARD No. TCT0048974

SIGNED:

DATE	DESCRIPTION
E	
D	
C	
B	
13/04/23	A INITIAL SUBMISSION

SITE OVERVIEW CONSTRUCTION PHASE 1



- LEGEND:**
- TRAFFIC FLOW
 - SITE ACCESS
 - SITE GATE
 - SITE BOUNDARY
 - A-CLASS HOARDING
 - B-CLASS HOARDING
 - WORKS ZONE
 - PEDESTRIAN ROUTE
 - TRAFFIC CONTROLLER

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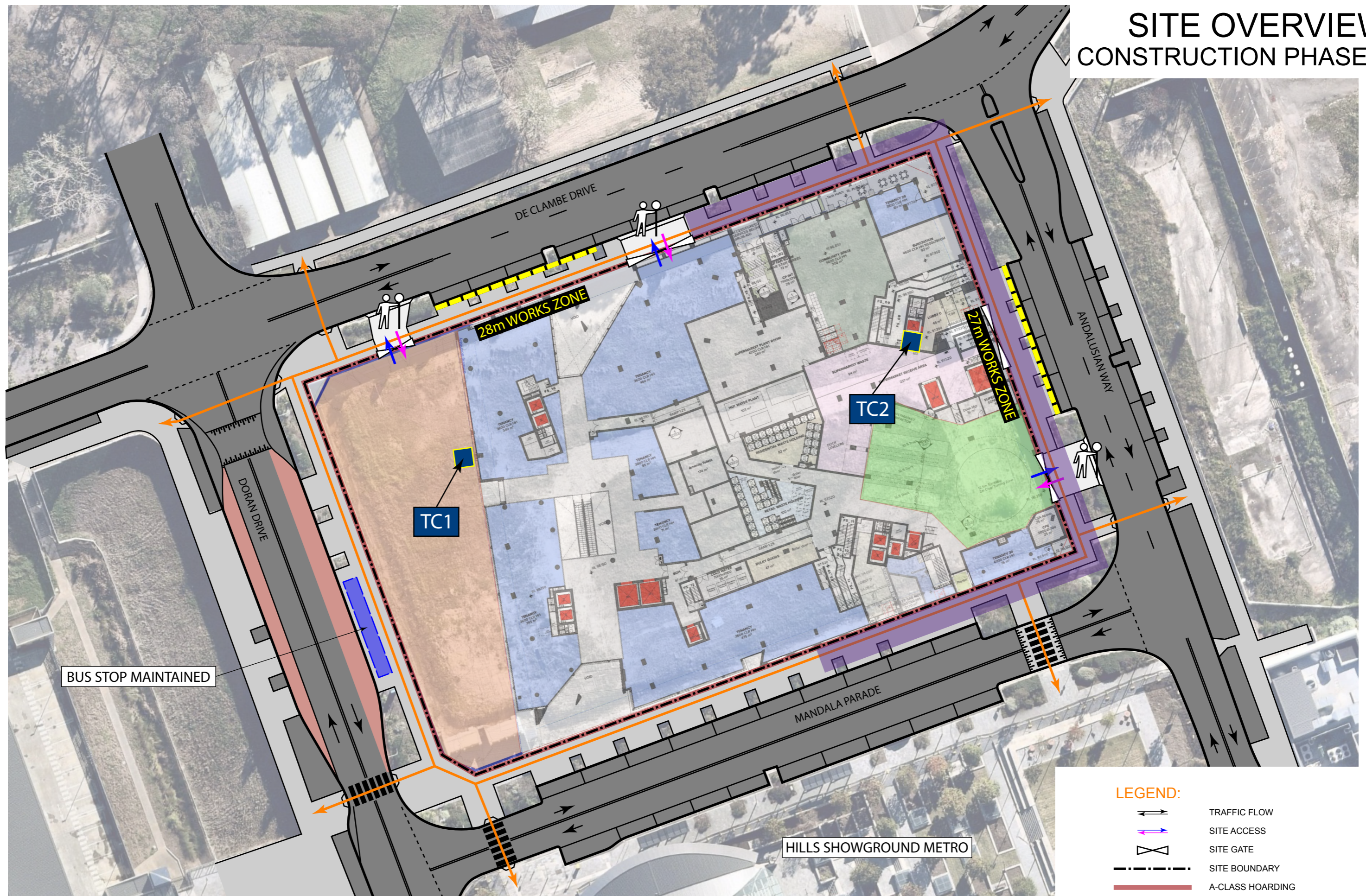
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Location:	2 MANDALA PARADE, CASTLE HILL NSW		
Client :	DEICORP PTY LTD		
Plan No.	SBMG02509-24	A	Date: 13TH APRIL 2023
SCALE: NOT TO SCALE			

PREPARED BY: MATTHEW YOUNG
 PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CARD No. TCT0048974










SIGNED:

DATE	DESCRIPTION
E	
D	
C	
B	
13/04/23	A INITIAL SUBMISSION

SITE OVERVIEW CONSTRUCTION PHASE 2



LEGEND:


-  TRAFFIC FLOW
-  SITE ACCESS
-  SITE GATE
-  SITE BOUNDARY
-  A-CLASS HOARDING
-  B-CLASS HOARDING
-  WORKS ZONE
-  PEDESTRIAN ROUTE
-  TRAFFIC CONTROLLER

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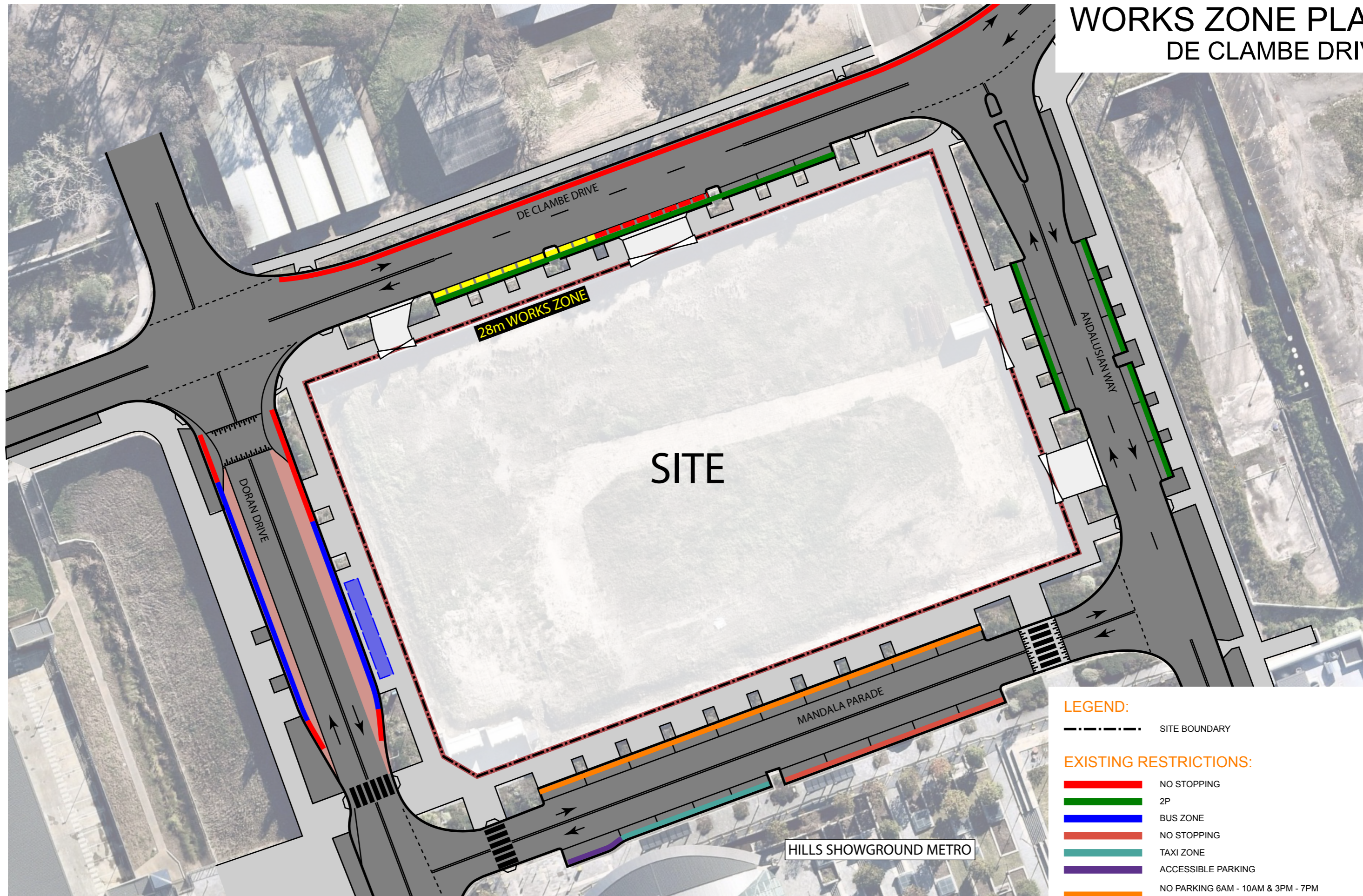
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Location:	2 MANDALA PARADE, CASTLE HILL NSW		
Client :	DEICORP PTY LTD		
Plan No.	SBMG02509-25	A	Date: 13TH APRIL 2023
SCALE: NOT TO SCALE			

PREPARED BY: MATTHEW YOUNG
 PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CARD No. TCT0048974

SIGNED: 

DATE	DESCRIPTION
E	
D	
C	
B	
13/04/23	A INITIAL SUBMISSION

WORKS ZONE PLAN DE CLAMBE DRIVE



- LEGEND:**
- SITE BOUNDARY
 - EXISTING RESTRICTIONS:**
 - NO STOPPING
 - 2P
 - BUS ZONE
 - NO STOPPING
 - TAXI ZONE
 - ACCESSIBLE PARKING
 - NO PARKING 6AM - 10AM & 3PM - 7PM
2P AT OTHER TIMES

- PROPOSED RESTRICTIONS:**
- NO STOPPING
 - WORKS ZONE 7AM - 6PM MON - FRI & 8AM - 1PM SAT
2P AT OTHER TIMES

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 www.sbmgplanning.com.au
 matt@sbmgplanning.com.au
 m: 0467 370 380

Project/Event:	MIXED-USE DEVELOPMENT			
Location:	2 MANDALA PARADE, CASTLE HILL NSW			
Client :	DEICORP PTY LTD			
Plan No.	SBMG02509-26	A	Date:	13TH APRIL 2023
SCALE: NOT TO SCALE				

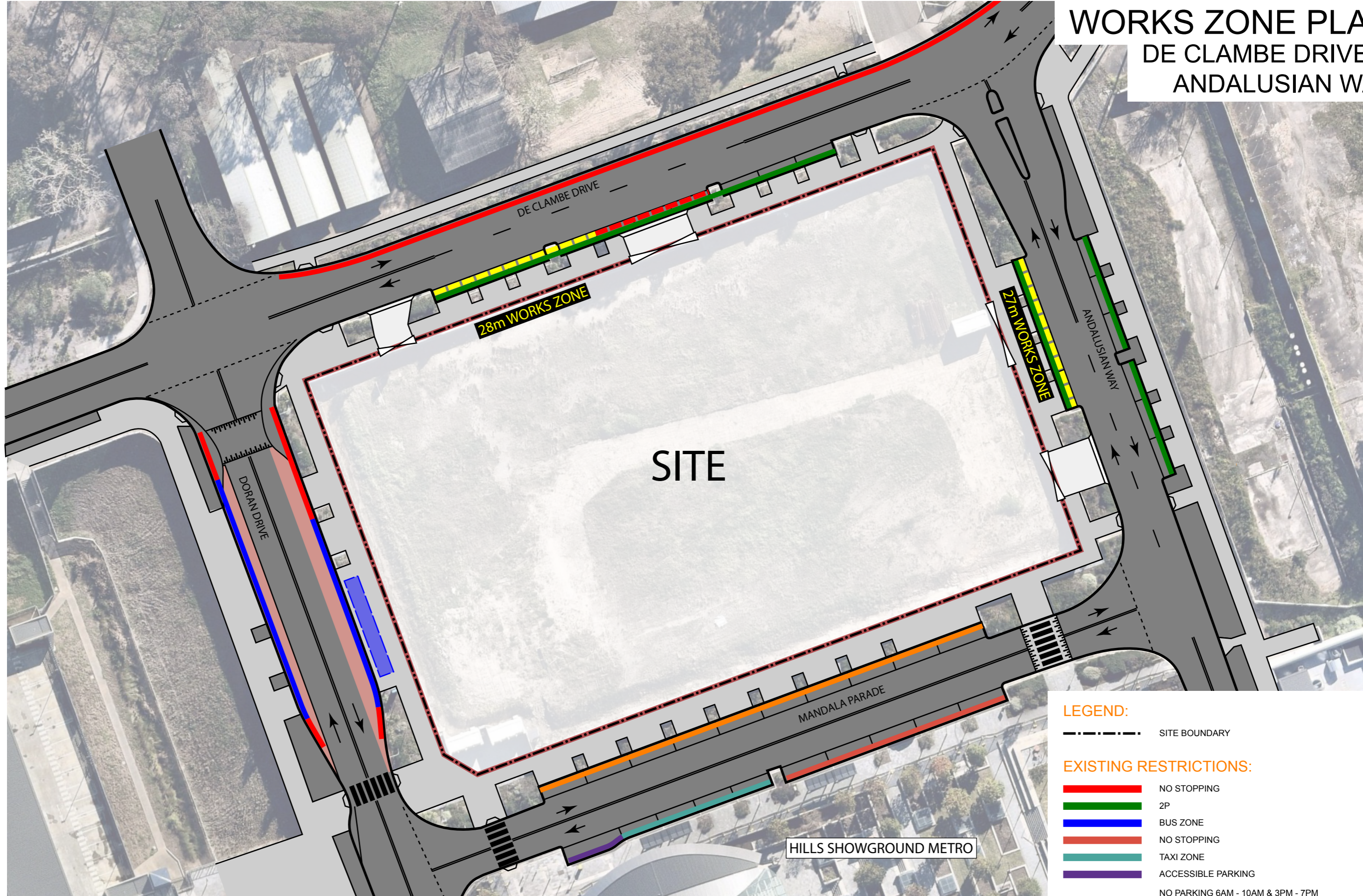
PREPARED BY: MATTHEW YOUNG
 PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CARD No. TCT0048974

SIGNED:

DATE	DESCRIPTION
13/04/23	A INITIAL SUBMISSION
	E
	D
	C
	B



WORKS ZONE PLAN DE CLAMBE DRIVE & ANDALUSIAN WAY



- LEGEND:**
- SITE BOUNDARY
 - EXISTING RESTRICTIONS:**
 - NO STOPPING
 - 2P
 - BUS ZONE
 - NO STOPPING
 - TAXI ZONE
 - ACCESSIBLE PARKING
 - NO PARKING 6AM - 10AM & 3PM - 7PM
2P AT OTHER TIMES
- PROPOSED RESTRICTIONS:**
- NO STOPPING
 - WORKS ZONE 7AM - 6PM MON - FRI & 8AM - 1PM SAT
2P AT OTHER TIMES

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Project/Event:	MIXED-USE DEVELOPMENT		
Location:	2 MANDALA PARADE, CASTLE HILL NSW		
Client :	DEICORP PTY LTD		
Plan No.	SBMG02509-27	A	Date: 13TH APRIL 2023
SCALE: NOT TO SCALE			

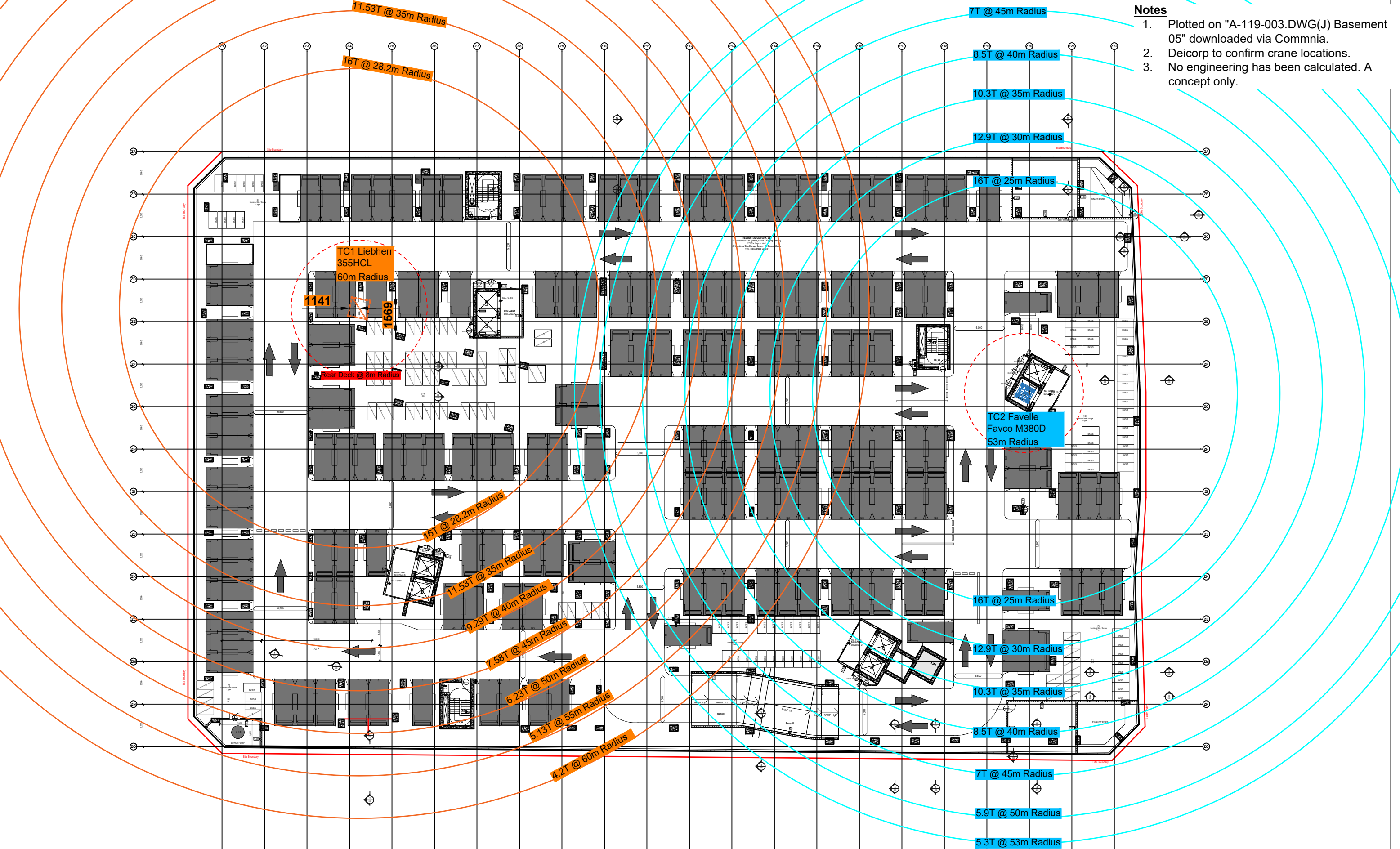
PREPARED BY: MATTHEW YOUNG
 PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CARD No. TCT0048974

SIGNED:

DATE	DESCRIPTION
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	D
	C
	B
13/04/23	A INITIAL SUBMISSION



- Notes**
1. Plotted on "A-119-003.DWG(J) Basement 05" downloaded via Commnia.
 2. Deicorp to confirm crane locations.
 3. No engineering has been calculated. A concept only.



Rev	Date	Description	By	Chk
P1	01/03/23	Issued for information	RN	TN

RRS
RESOLUTION
 RIGGING SERVICES

Unless agreed by Resolution Rigging Services Pty Ltd in writing, intellectual property rights in any information or data supplied is owned by Resolution Rigging Services

Crane	Model	Jib	Max Capacity	Towers	Hoist Speed	Luff Speed	Slew Speed
TC1	355HC-L	60m	16 tonne	500HC	171m/min	1.8min-max	0.7rev/min
TC2	M380D	53m	16 tonne	305IC	160m/min	1min-max	1rev/min

Project:
Showground Doran Drive

Client:

Title:
RRS-365-Deicorp Showground Doran Drive- 355HC-L & M380D-Radius-B5-P1

Drawn:
Rhys Noronha

Checked:
Tony Noronha

Approved:
Tony Noronha

Drawing Number:
RRS-365

Sheet Number:
Sheet 01

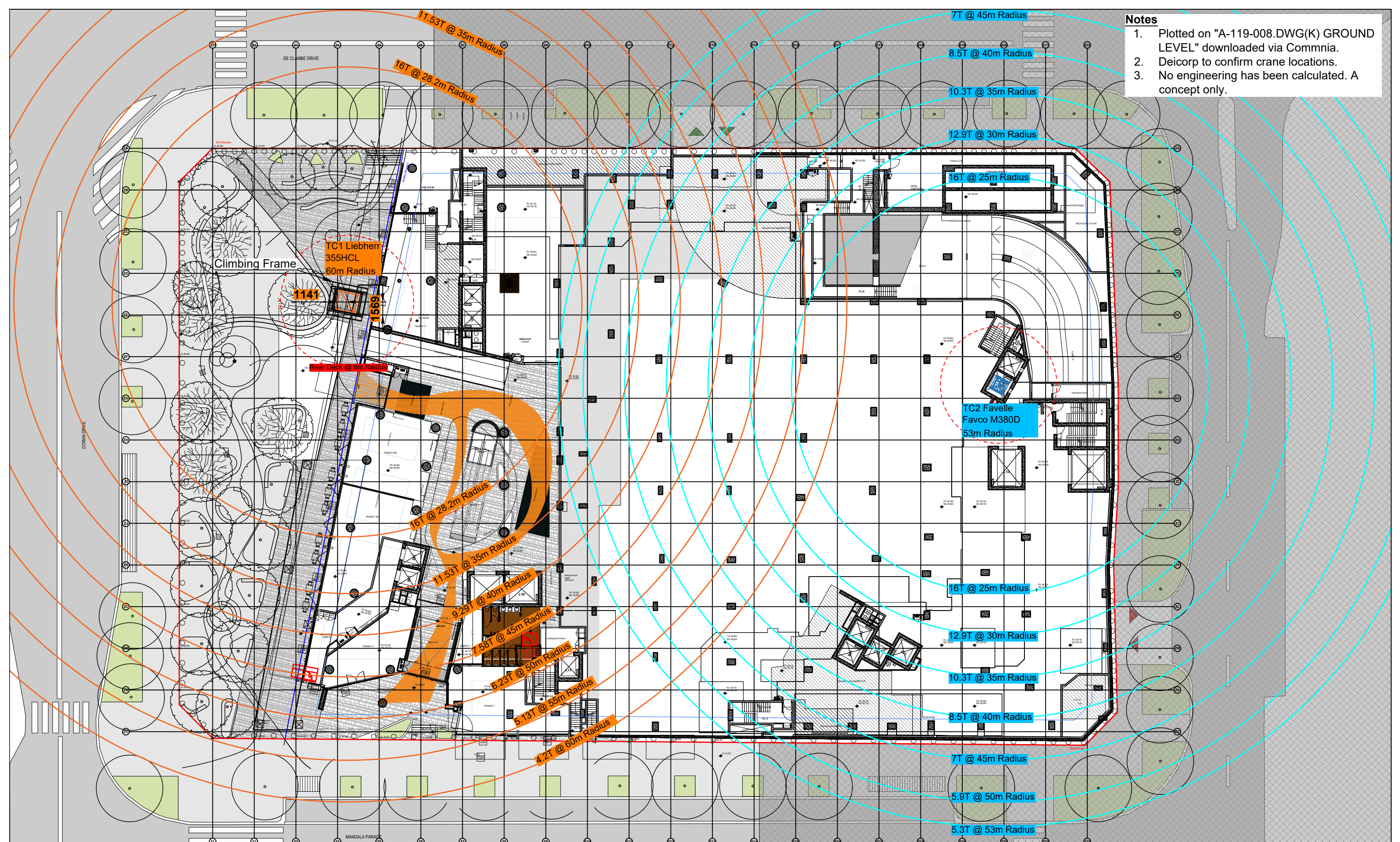
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Date: 01/03/2023

PRELIMINARY ONLY - NOT FOR CONSTRUCTION

Do not scale off this drawing. If you need dimensions please contact Resolution Rigging Services

- Notes**
1. Plotted on "A-119-008.DWG(K) GROUND LEVEL" downloaded via Commnia.
 2. Deicorp to confirm crane locations.
 3. No engineering has been calculated. A concept only.



Rev	Date	Description	By	Chk
P1	01/03/23	Issued for information	RN	TN

RRS
RESOLUTION
 RIGGING SERVICES

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Crane	Model	Jib	Max Capacity	Towers	Hoist Speed	Luff Speed	Slew Speed
TC1	355HC-L	60m	16 tonne	500HC	171m/min	1.8min-max	0.7rev/min
TC2	M380D	53m	16 tonne	305IC	160m/min	1min-max	1rev/min

Project:
Showground Doran Drive

Client:

Title:
RRS-365-Deicorp Showground Doran Drive- 355HC-L & M380D-Radius-GF-P1

Drawn:
Rhys Noronha

Checked:
Tony Noronha

Approved:
Tony Noronha

Drawing Number:
RRS-365

Sheet Number:
Sheet 02

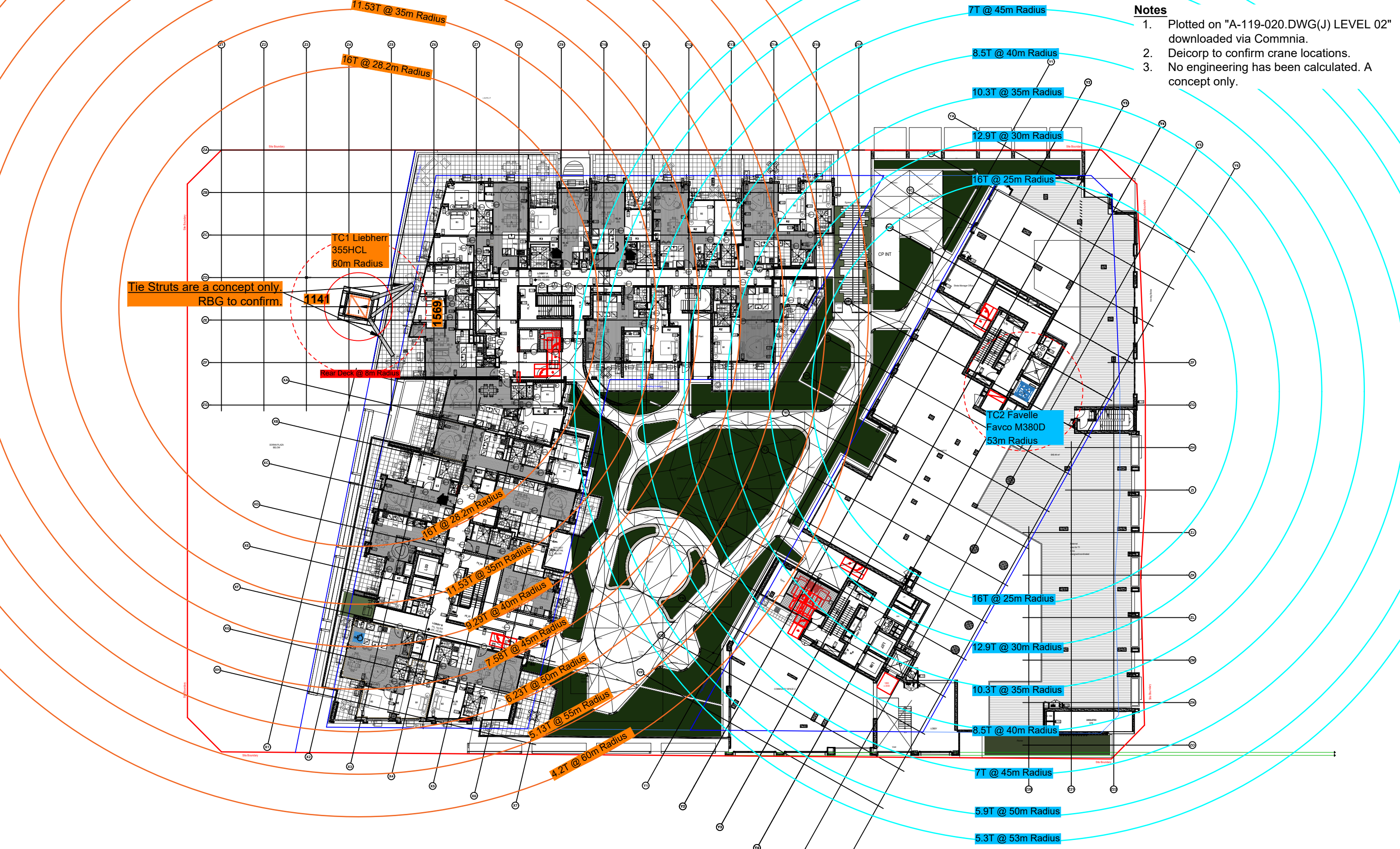
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Date: 01/03/2023

PRELIMINARY ONLY - NOT FOR CONSTRUCTION

Do not scale off this drawing. If you need dimensions please contact Resolution Rigging Services

- Notes**
1. Plotted on "A-119-020.DWG(J) LEVEL 02" downloaded via Commnia.
 2. Deicorp to confirm crane locations.
 3. No engineering has been calculated. A concept only.



P1	01/03/23	Issued for information	RN	TN	
Rev	Date	Description	By	Chk	



Unless agreed by Resolution Rigging Services Pty Ltd in writing, intellectual property rights in any information or data supplied is owned by Resolution Rigging Services

Crane	Model	Jib	Max Capacity	Towers	Hoist Speed	Luff Speed	Slew Speed
TC1	355HC-L	60m	16 tonne	500HC	171m/min	1.8min-max	0.7rev/min
TC2	M380D	53m	16 tonne	305IC	160m/min	1min-max	1rev/min

Project: Showground Doran Drive	Title: RRS-365-Deicorp Showground Doran Drive- 355HC-L & M380D-Radius-L2-P1	Drawing Number: RRS-365
Client:	Drawn: Rhys Noronha	Sheet Number: Sheet 03
	Checked: Tony Noronha	Scale: 1:400
	Approved: Tony Noronha	Date: 01/03/2023

PRELIMINARY ONLY - NOT FOR CONSTRUCTION

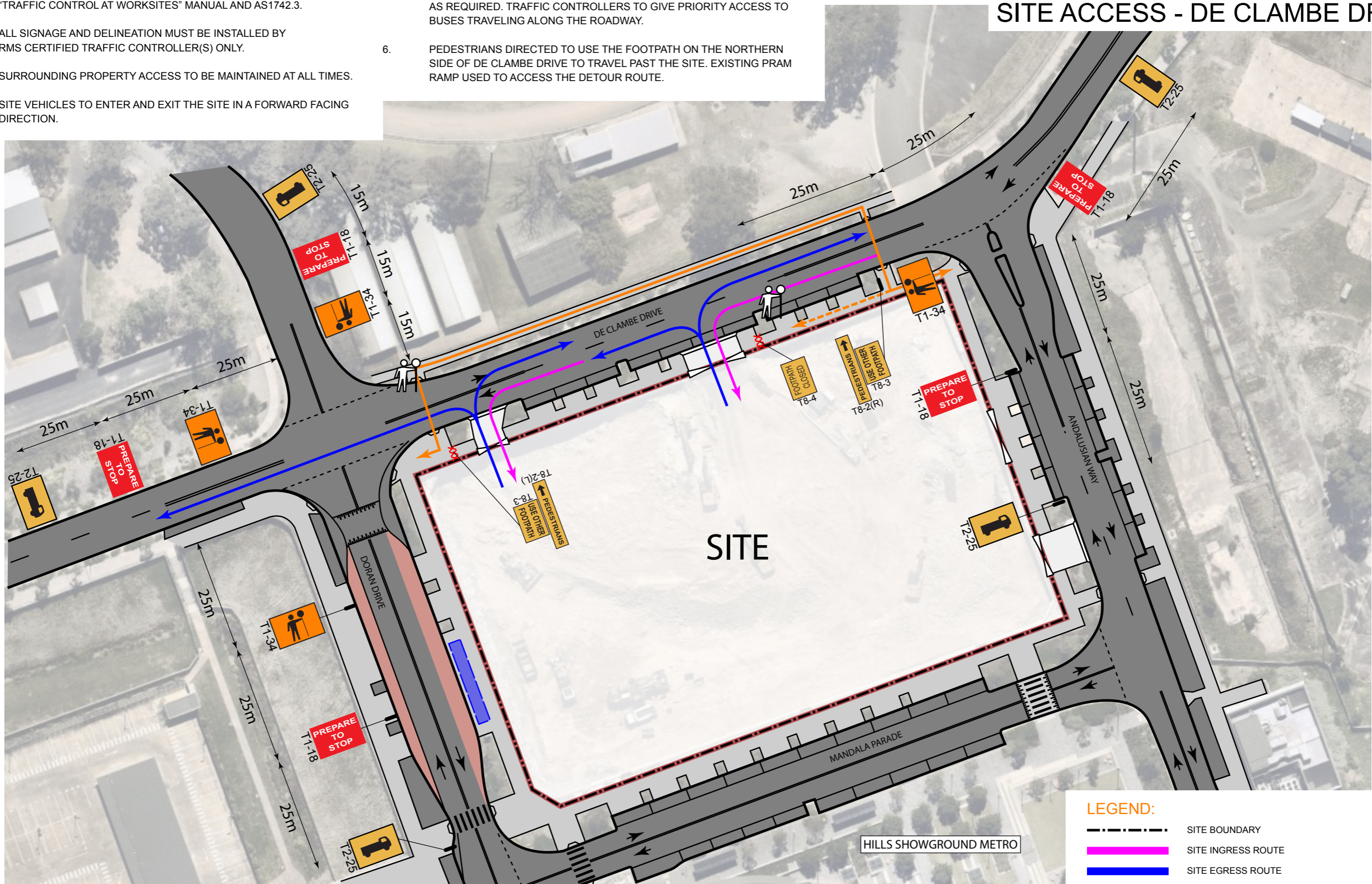
Do not scale off this drawing. If you need dimensions please contact Resolution Rigging Services

Appendix B

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. SITE VEHICLES TO ENTER AND EXIT THE SITE IN A FORWARD FACING DIRECTION.
5. TRAFFIC CONTROLLERS TO MANAGE TRAFFIC ALONG DE CLAMBE DRIVE AS REQUIRED. TRAFFIC CONTROLLERS TO GIVE PRIORITY ACCESS TO BUSES TRAVELING ALONG THE ROADWAY.
6. PEDESTRIANS DIRECTED TO USE THE FOOTPATH ON THE NORTHERN SIDE OF DE CLAMBE DRIVE TO TRAVEL PAST THE SITE. EXISTING PRAM RAMP USED TO ACCESS THE DETOUR ROUTE.

TRAFFIC CONTROL PLAN SITE ACCESS - DE CLAMBE DRIVE



LEGEND:

- SITE BOUNDARY
- SITE INGRESS ROUTE
- SITE EGRESS ROUTE
- EXPANDABLE PEDESTRIAN BARRIER
- PEDESTRIAN DETOUR ROUTE
- PEDESTRIAN LOCAL ACCESS - PARKING SPACES
- TRAFFIC CONTROLLER

Sbmg Pty Ltd
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SBMG PLANNING

TRAFFIC CONTROL | BUILDING & CONSTRUCTION | SPECIAL EVENTS | SWEEP PATH DIAGRAMS

Project/Event:	MIXED-USE DEVELOPMENT
Location:	2 MANDALA PARADE, CASTLE HILL NSW
Client :	DEICORP PTY LTD
Plan No.	SBMG02509-28
A	Date: 13TH APRIL 2023
SCALE: NOT TO SCALE	

PREPARED BY: MATTHEW YOUNG
 PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CARD No. TCT0048974

SIGNED:

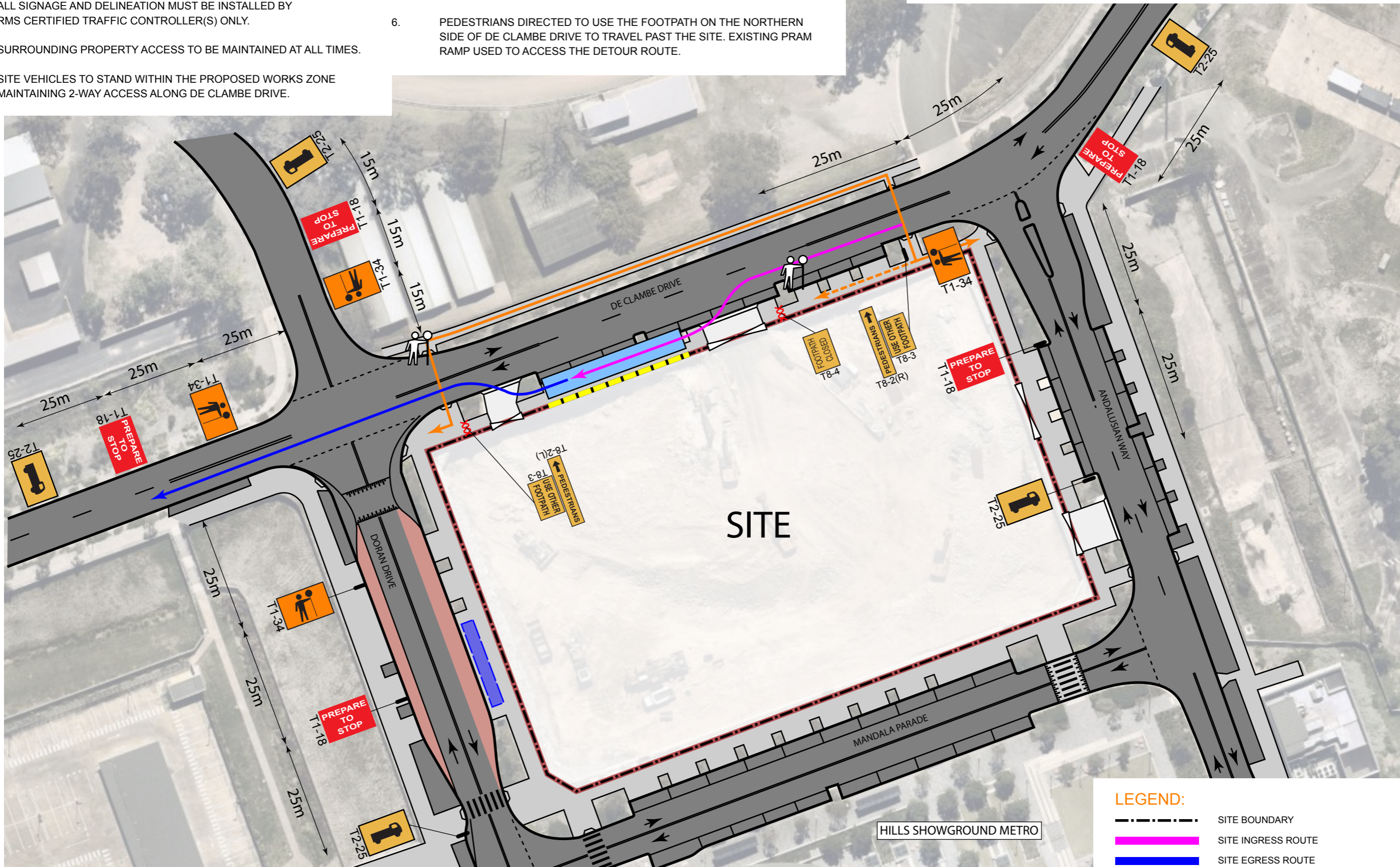
DATE	DESCRIPTION
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13/04/23	A INITIAL SUBMISSION



NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. SITE VEHICLES TO STAND WITHIN THE PROPOSED WORKS ZONE MAINTAINING 2-WAY ACCESS ALONG DE CLAMBE DRIVE.
5. TRAFFIC CONTROLLERS TO MANAGE TRAFFIC ALONG DE CLAMBE DRIVE AS REQUIRED. TRAFFIC CONTROLLERS TO GIVE PRIORITY ACCESS TO BUSES TRAVELING ALONG THE ROADWAY.
6. PEDESTRIANS DIRECTED TO USE THE FOOTPATH ON THE NORTHERN SIDE OF DE CLAMBE DRIVE TO TRAVEL PAST THE SITE. EXISTING PRAM RAMP USED TO ACCESS THE DETOUR ROUTE.

TRAFFIC CONTROL PLAN WORK ZONE ACCESS - DE CLAMBE DRIVE



LEGEND:

- SITE BOUNDARY
- SITE INGRESS ROUTE
- SITE EGRESS ROUTE
- WORKS ZONE
- VEHICLE STANDING AREA
- EXPANDABLE PEDESTRIAN BARRIER
- PEDESTRIAN DETOUR ROUTE
- PEDESTRIAN LOCAL ACCESS - PARKING SPACES
- TRAFFIC CONTROLLER

Sbmg Pty Ltd
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SBMG PLANNING

TRAFFIC CONTROL BUILDING & CONSTRUCTION SPECIAL EVENTS SWEPT PATH DIAGRAMS

Project/Event:	MIXED-USE DEVELOPMENT
Location:	2 MANDALA PARADE, CASTLE HILL NSW
Client :	DEICORP PTY LTD
Plan No.	SBMG02509-29
A	Date: 13TH APRIL 2023
SCALE: NOT TO SCALE	

PREPARED BY: MATTHEW YOUNG
 PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CARD No. TCT0048974

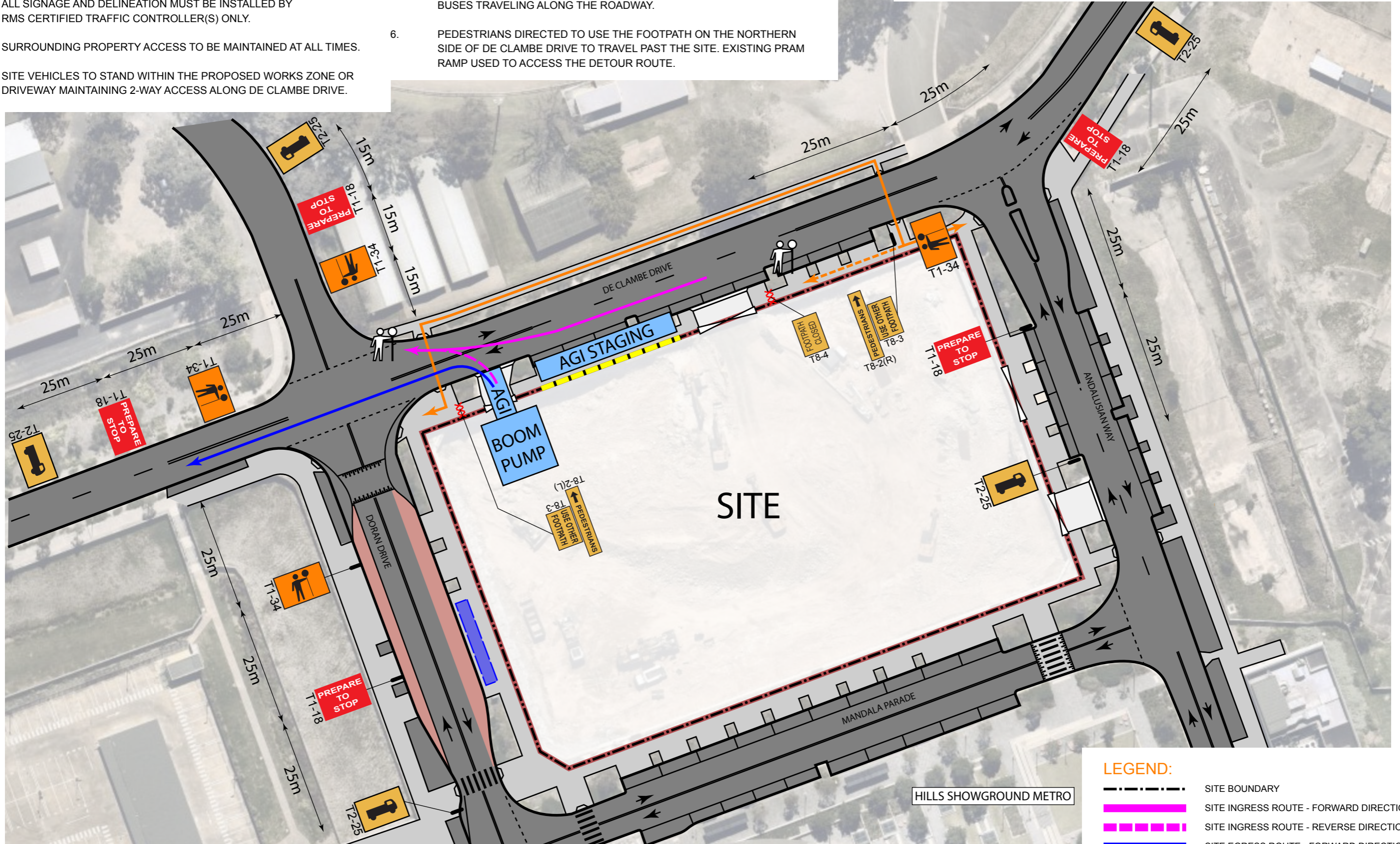
SIGNED:

DATE	DESCRIPTION
13/04/23	A INITIAL SUBMISSION
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	D
	E

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. SITE VEHICLES TO STAND WITHIN THE PROPOSED WORKS ZONE OR DRIVEWAY MAINTAINING 2-WAY ACCESS ALONG DE CLAMBE DRIVE.
5. TRAFFIC CONTROLLERS TO MANAGE TRAFFIC ALONG DE CLAMBE DRIVE AS REQUIRED TO ALLOW CONCRETE AGI VEHICLES TO REVERSE ONTO THE PUMP LOCATION. TRAFFIC CONTROLLERS TO GIVE PRIORITY ACCESS TO BUSES TRAVELING ALONG THE ROADWAY.
6. PEDESTRIANS DIRECTED TO USE THE FOOTPATH ON THE NORTHERN SIDE OF DE CLAMBE DRIVE TO TRAVEL PAST THE SITE. EXISTING PRAM RAMP USED TO ACCESS THE DETOUR ROUTE.

TRAFFIC CONTROL PLAN CONCRETE POUR - REVERSING VEHICLES



LEGEND:

- SITE BOUNDARY
- SITE INGRESS ROUTE - FORWARD DIRECTION
- SITE INGRESS ROUTE - REVERSE DIRECTION
- SITE EGRESS ROUTE - FORWARD DIRECTION
- WORKS ZONE
- VEHICLE STANDING AREA
- EXPANDABLE PEDESTRIAN BARRIER
- PEDESTRIAN DETOUR ROUTE
- PEDESTRIAN LOCAL ACCESS - PARKING SPACES
- TRAFFIC CONTROLLER

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Project/Event:	MIXED-USE DEVELOPMENT		
Location:	2 MANDALA PARADE, CASTLE HILL NSW		
Client :	DEICORP PTY LTD		
Plan No.	SBMG02509-30	A	Date: 13TH APRIL 2023
SCALE: NOT TO SCALE			

PREPARED BY: MATTHEW YOUNG
 PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CARD No. TCT0048974

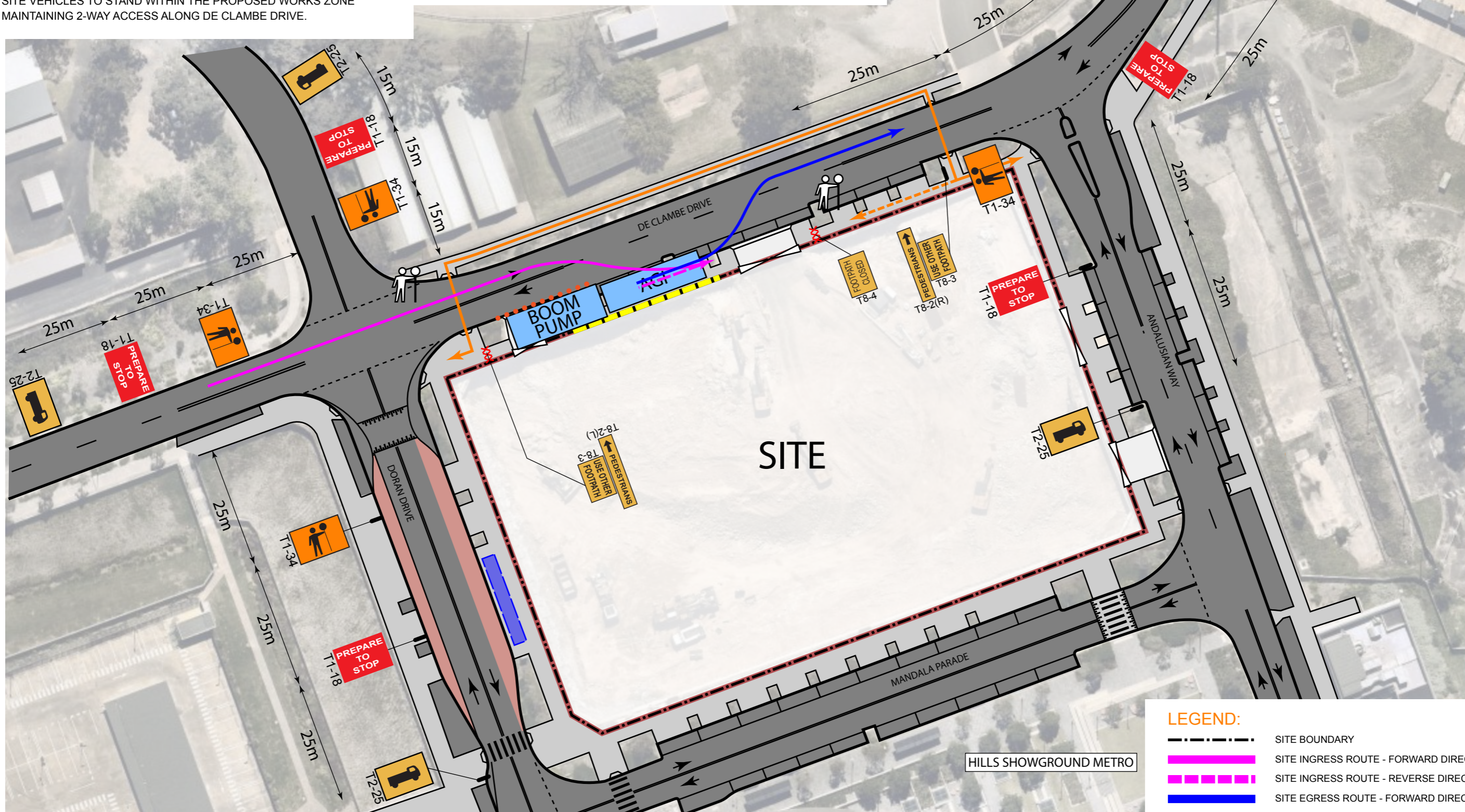
SIGNED:

DATE	DESCRIPTION
13/04/23	A INITIAL SUBMISSION

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. SITE VEHICLES TO STAND WITHIN THE PROPOSED WORKS ZONE MAINTAINING 2-WAY ACCESS ALONG DE CLAMBE DRIVE.
5. TRAFFIC CONTROLLERS TO MANAGE TRAFFIC ALONG DE CLAMBE DRIVE AS REQUIRED TO ALLOW CONCRETE AGI VEHICLES TO REVERSE ONTO THE PUMP LOCATION. TRAFFIC CONTROLLERS TO GIVE PRIORITY ACCESS TO BUSES TRAVELING ALONG THE ROADWAY.
6. PEDESTRIANS DIRECTED TO USE THE FOOTPATH ON THE NORTHERN SIDE OF DE CLAMBE DRIVE TO TRAVEL PAST THE SITE. EXISTING PRAM RAMP USED TO ACCESS THE DETOUR ROUTE.

TRAFFIC CONTROL PLAN CONCRETE POUR - WORKS ZONE



LEGEND:

- SITE BOUNDARY
- SITE INGRESS ROUTE - FORWARD DIRECTION
- SITE INGRESS ROUTE - REVERSE DIRECTION
- SITE EGRESS ROUTE - FORWARD DIRECTION
- WORKS ZONE
- VEHICLE STANDING AREA
- TRAFFIC CONES / BOLLARDS
- EXPANDABLE PEDESTRIAN BARRIER
- PEDESTRIAN DETOUR ROUTE
- PEDESTRIAN LOCAL ACCESS - PARKING SPACES
- TRAFFIC CONTROLLER

Sbmg Pty Ltd
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SBMG PLANNING
 TRAFFIC CONTROL BUILDING & CONSTRUCTION SPECIAL EVENTS SWEPT PATH DIAGRAM

Project/Event:	MIXED-USE DEVELOPMENT
Location:	2 MANDALA PARADE, CASTLE HILL NSW
Client :	DEICORP PTY LTD
Plan No.	SBMG02509-31
Date:	13TH APRIL 2023

SCALE: NOT TO SCALE

PREPARED BY: MATTHEW YOUNG
 PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CARD No. TCT0048974

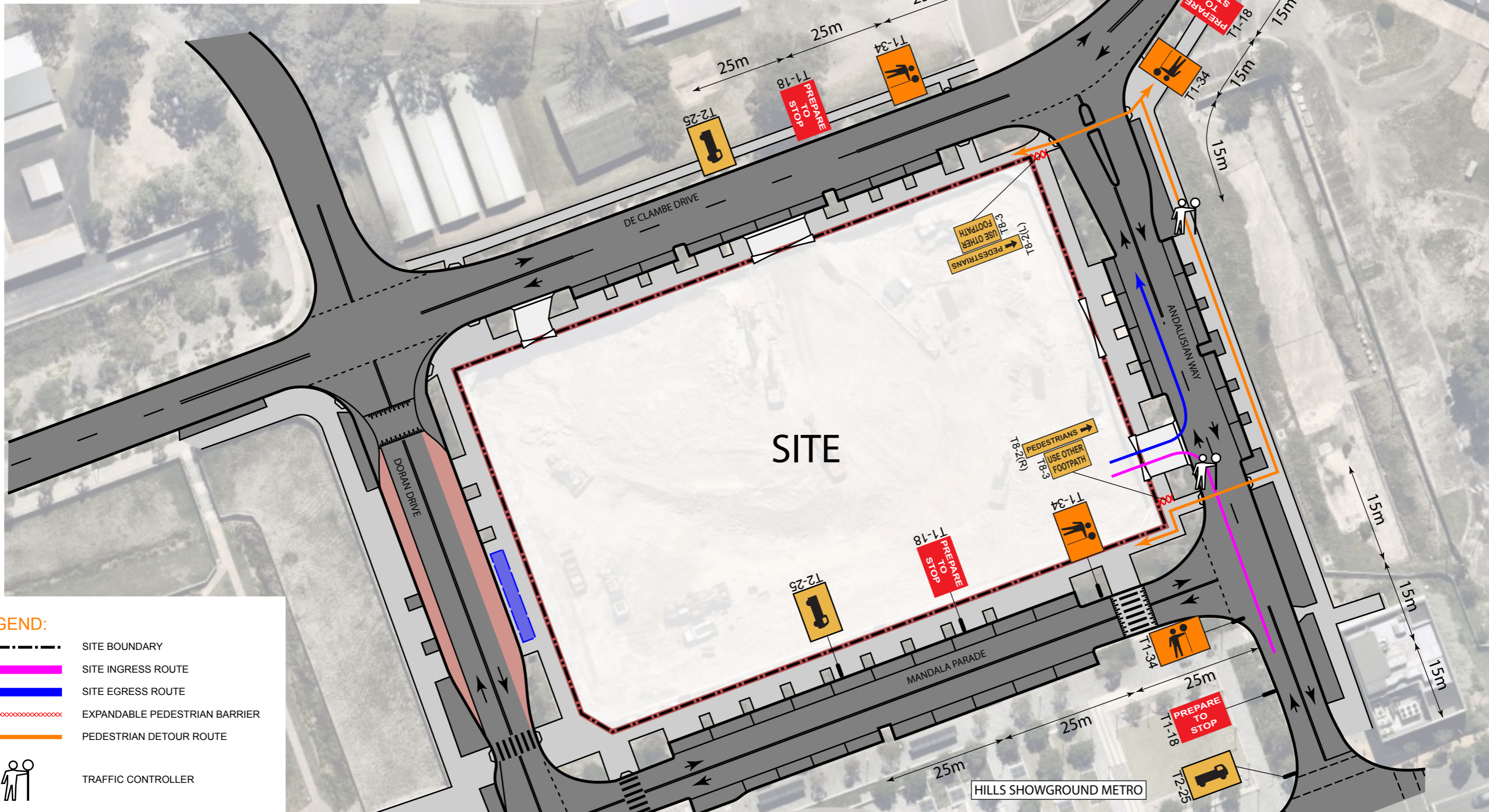
SIGNED:

DATE	DESCRIPTION
13/04/23	A INITIAL SUBMISSION

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. SITE VEHICLES TO ENTER AND EXIT THE SITE IN A FORWARD FACING DIRECTION.
5. TRAFFIC CONTROLLERS TO MANAGE TRAFFIC ALONG ANDALUSIAN WAY AS REQUIRED. TRAFFIC CONTROLLERS TO GIVE PRIORITY ACCESS TO BUSES TRAVELING ALONG THE ROADWAY.
6. PEDESTRIANS DIRECTED TO USE THE FOOTPATH ON THE EASTERN SIDE OF ANDALUSIAN WAY TO TRAVEL PAST THE SITE. EXISTING PRAM RAMP USED TO ACCESS THE DETOUR ROUTE.

TRAFFIC CONTROL PLAN SITE ACCESS - ANDALUSIAN WAY



LEGEND:

- SITE BOUNDARY
- SITE INGRESS ROUTE
- SITE EGRESS ROUTE
- EXPANDABLE PEDESTRIAN BARRIER
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROLLER

Project/Event: MIXED-USE DEVELOPMENT	
Location: 2 MANDALA PARADE, CASTLE HILL NSW	
Client: DEICORP PTY LTD	
Plan No. SBMG02509-32	A Date: 13TH APRIL 2023
SCALE: NOT TO SCALE	

PREPARED BY: MATTHEW YOUNG PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CARD No. TCT0048974 SIGNED:	DATE	DESCRIPTION
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	D	
	C	
	B	
13/04/23	A	INITIAL SUBMISSION

Sbmg Pty Ltd
 ABN: 34 167 185 560
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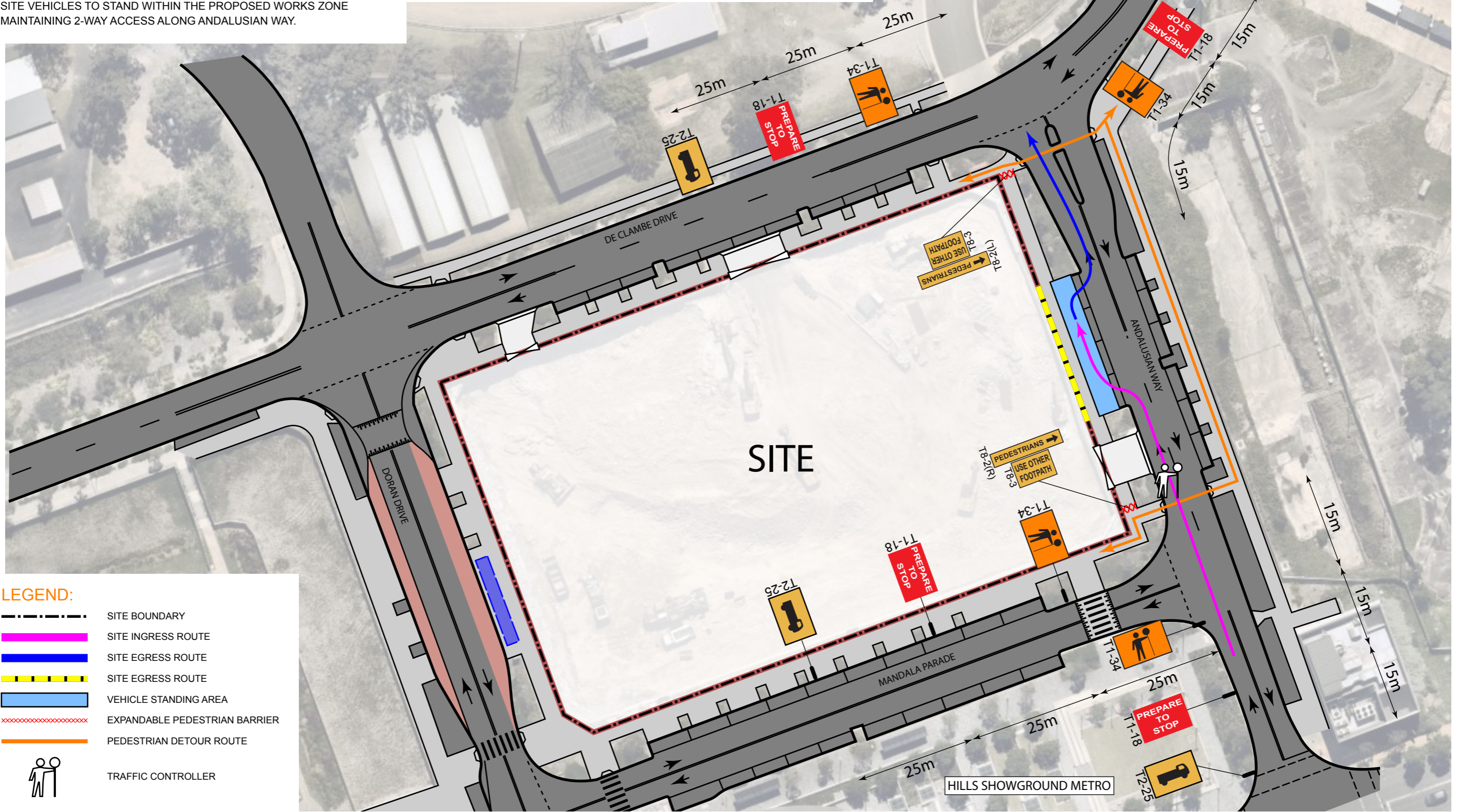
TRAFFIC CONTROL
 BUILDING & CONSTRUCTION
 SPECIAL EVENTS
 SWEEP PATH DIAGRAMS

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. SITE VEHICLES TO STAND WITHIN THE PROPOSED WORKS ZONE MAINTAINING 2-WAY ACCESS ALONG ANDALUSIAN WAY.
5. TRAFFIC CONTROLLER TO MANAGE TRAFFIC ALONG ANDALUSIAN WAY AS REQUIRED. TRAFFIC CONTROLLERS TO GIVE PRIORITY ACCESS TO BUSES TRAVELING ALONG THE ROADWAY.
6. PEDESTRIANS DIRECTED TO USE THE FOOTPATH ON THE EASTERN SIDE OF ANDALUSIAN WAY TO TRAVEL PAST THE SITE. EXISTING PRAM RAMPS USED TO ACCESS THE DETOUR ROUTE.

TRAFFIC CONTROL PLAN

WORKS ZONE ACCESS - ANDALUSIAN WAY



LEGEND:

- SITE BOUNDARY
- SITE INGRESS ROUTE
- SITE EGRESS ROUTE
- SITE EGRESS ROUTE
- VEHICLE STANDING AREA
- EXPANDABLE PEDESTRIAN BARRIER
- PEDESTRIAN DETOUR ROUTE
- TRAFFIC CONTROLLER

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SBMG PLANNING

TRAFFIC CONTROL BUILDING & CONSTRUCTION SPECIAL EVENTS SWEEP PATH DIAGRAM

Project/Event:	MIXED-USE DEVELOPMENT
Location:	2 MANDALA PARADE, CASTLE HILL NSW
Client :	DEICORP PTY LTD
Plan No.	SBMG02509-33
Date:	13TH APRIL 2023

SCALE: NOT TO SCALE

PREPARED BY: MATTHEW YOUNG
 PREPARE A WORKZONE
 TRAFFIC MANAGEMENT PLAN
 CARD No. TCT0048974

SIGNED: *[Signature]*

DATE	DESCRIPTION
13/04/23	A INITIAL SUBMISSION
	B
	C
	D
	E


Appendix C

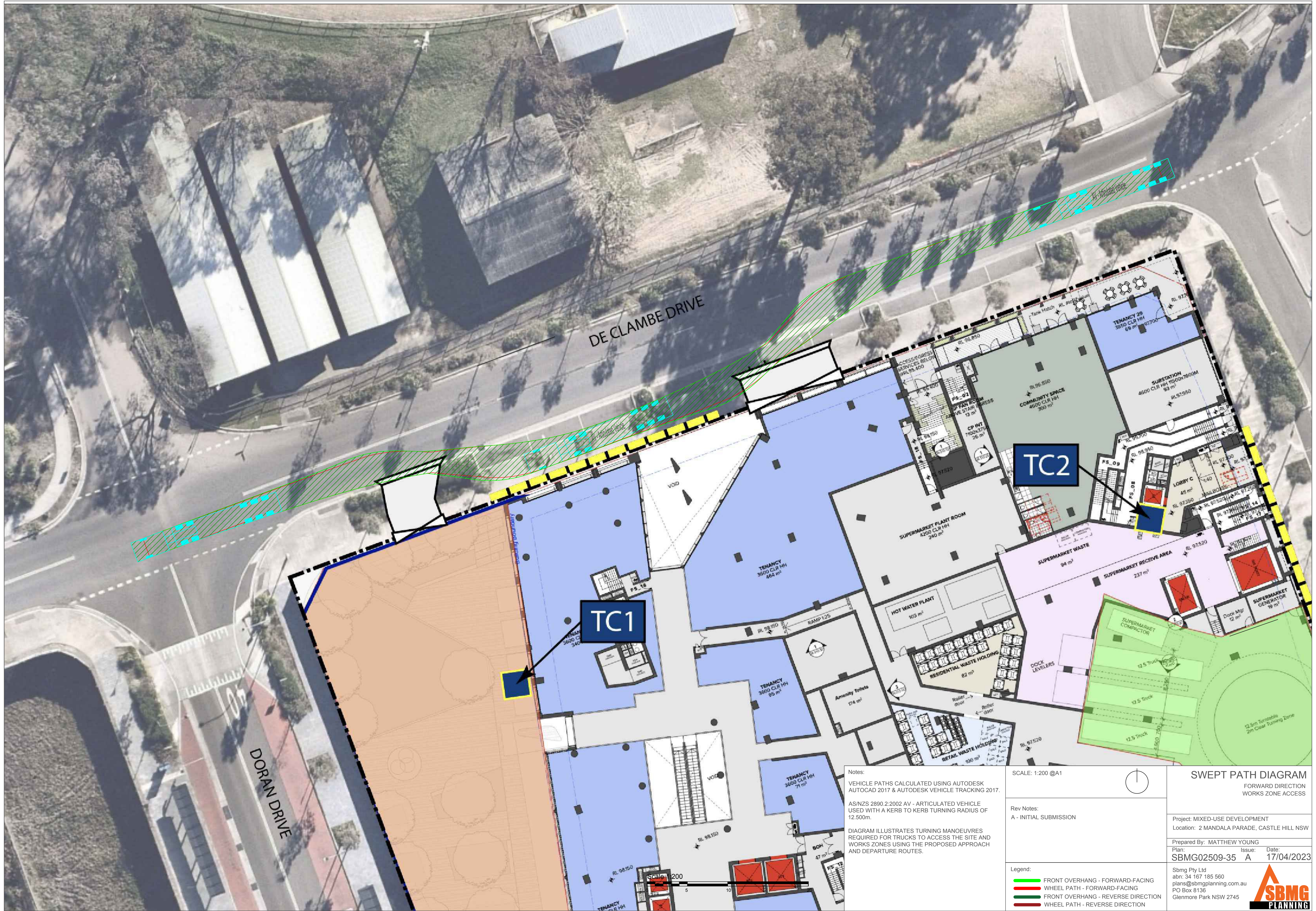


DE CLAMBE DRIVE

DORAN DRIVE



<p>Notes:</p> <p>VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.</p> <p>TRUCK AND DOG VEHICLE (18.4m IN LENGTH) USED WITH A KERB TO KERB TURNING RADIUS OF 10.000m.</p> <p>DIAGRAM ILLUSTRATES TURNING MANOEUVRES REQUIRED FOR TRUCKS TO ACCESS THE SITE AND WORKS ZONES USING THE PROPOSED APPROACH AND DEPARTURE ROUTES.</p>	<p>SCALE: 1:200 @A1</p>	<p>SWEPT PATH DIAGRAM FORWARD DIRECTION SITE ACCESS</p>
	<p>Rev Notes:</p> <p>A - INITIAL SUBMISSION</p>	
<p>Legend:</p> <ul style="list-style-type: none"> ▬ FRONT OVERHANG - FORWARD-FACING ▬ WHEEL PATH - FORWARD-FACING ▬ FRONT OVERHANG - REVERSE DIRECTION ▬ WHEEL PATH - REVERSE DIRECTION 		<p>Sbmg Pty Ltd abn: 34 167 185 560 plans@sbgmplanning.com.au PO Box 8136 Glenmore Park NSW 2745</p> 



Notes:
 VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
 AS/NZS 2890.2:2002 AV - ARTICULATED VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 12.500m.
 DIAGRAM ILLUSTRATES TURNING MANOEUVRES REQUIRED FOR TRUCKS TO ACCESS THE SITE AND WORKS ZONES USING THE PROPOSED APPROACH AND DEPARTURE ROUTES.

SCALE: 1:200 @A1

Rev Notes:
 A - INITIAL SUBMISSION

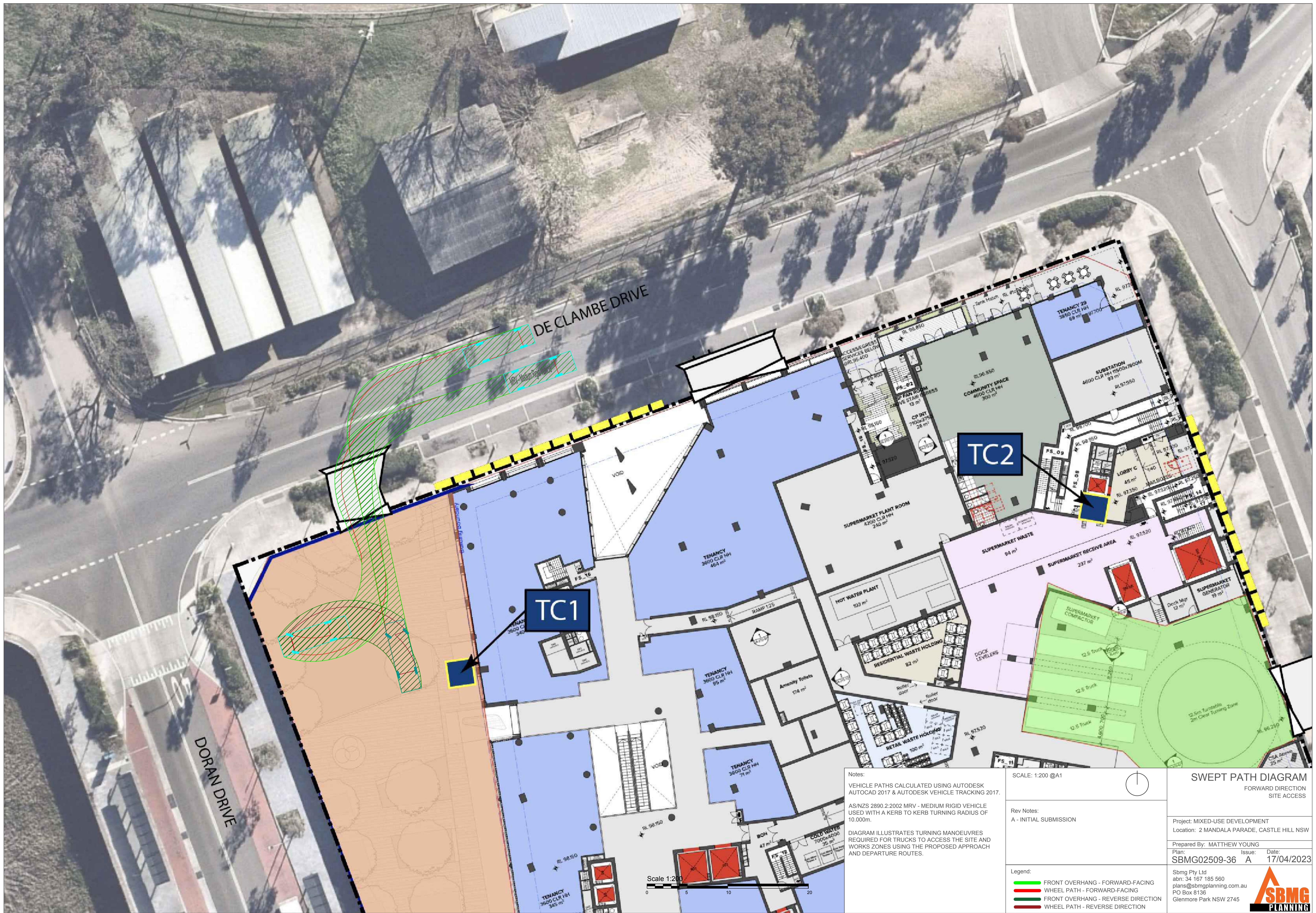
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 WHEEL PATH - FORWARD-FACING
 FRONT OVERHANG - REVERSE DIRECTION
 WHEEL PATH - REVERSE DIRECTION

SWEPT PATH DIAGRAM
 FORWARD DIRECTION
 WORKS ZONE ACCESS

Project: MIXED-USE DEVELOPMENT
 Location: 2 MANDALA PARADE, CASTLE HILL NSW

Prepared By: MATTHEW YOUNG
 Plan: SBMG02509-35 A Issue: 17/04/2023 Date: 17/04/2023

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Notes:
 VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
 AS/NZS 2890.2:2002 MRV - MEDIUM RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 10.000m.
 DIAGRAM ILLUSTRATES TURNING MANOEUVRES REQUIRED FOR TRUCKS TO ACCESS THE SITE AND WORKS ZONES USING THE PROPOSED APPROACH AND DEPARTURE ROUTES.

SCALE: 1:200 @A1

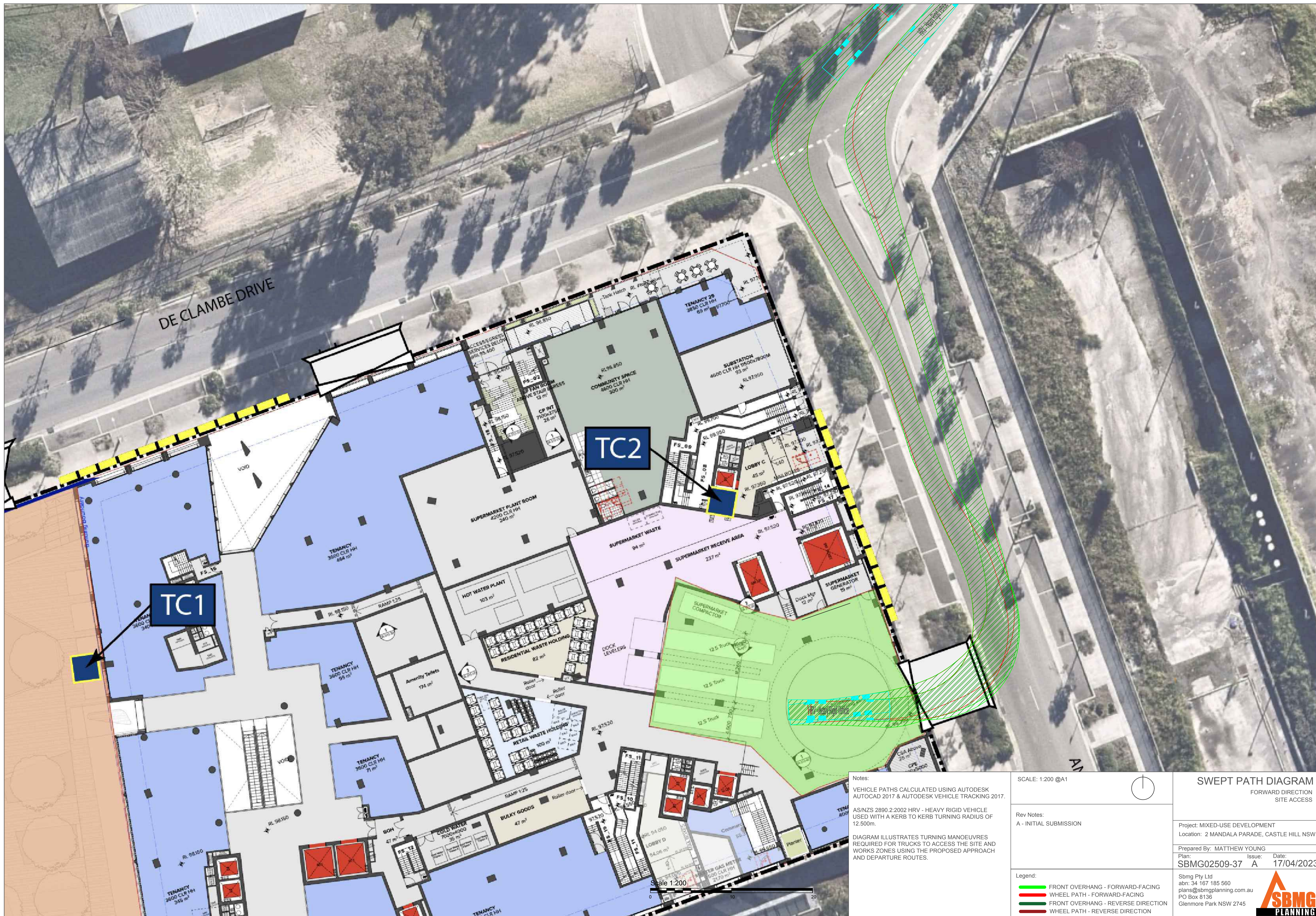
Rev Notes:
 A - INITIAL SUBMISSION

Legend:
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 WHEEL PATH - FORWARD-FACING
 FRONT OVERHANG - REVERSE DIRECTION
 WHEEL PATH - REVERSE DIRECTION

SWEPT PATH DIAGRAM
 FORWARD DIRECTION
 SITE ACCESS

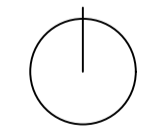
Project: MIXED-USE DEVELOPMENT
 Location: 2 MANDALA PARADE, CASTLE HILL NSW
 Prepared By: MATTHEW YOUNG
 Plan: SBMG02509-36
 Issue: A
 Date: 17/04/2023
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Notes:
 VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
 AS/NZS 2890.2:2002 HRV - HEAVY RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 12.500M.
 DIAGRAM ILLUSTRATES TURNING MANOEUVRES REQUIRED FOR TRUCKS TO ACCESS THE SITE AND WORKS ZONES USING THE PROPOSED APPROACH AND DEPARTURE ROUTES.

SCALE: 1:200 @A1



SWEPT PATH DIAGRAM
 FORWARD DIRECTION
 SITE ACCESS

Rev Notes:
 A - INITIAL SUBMISSION

Project: MIXED-USE DEVELOPMENT
 Location: 2 MANDALA PARADE, CASTLE HILL NSW

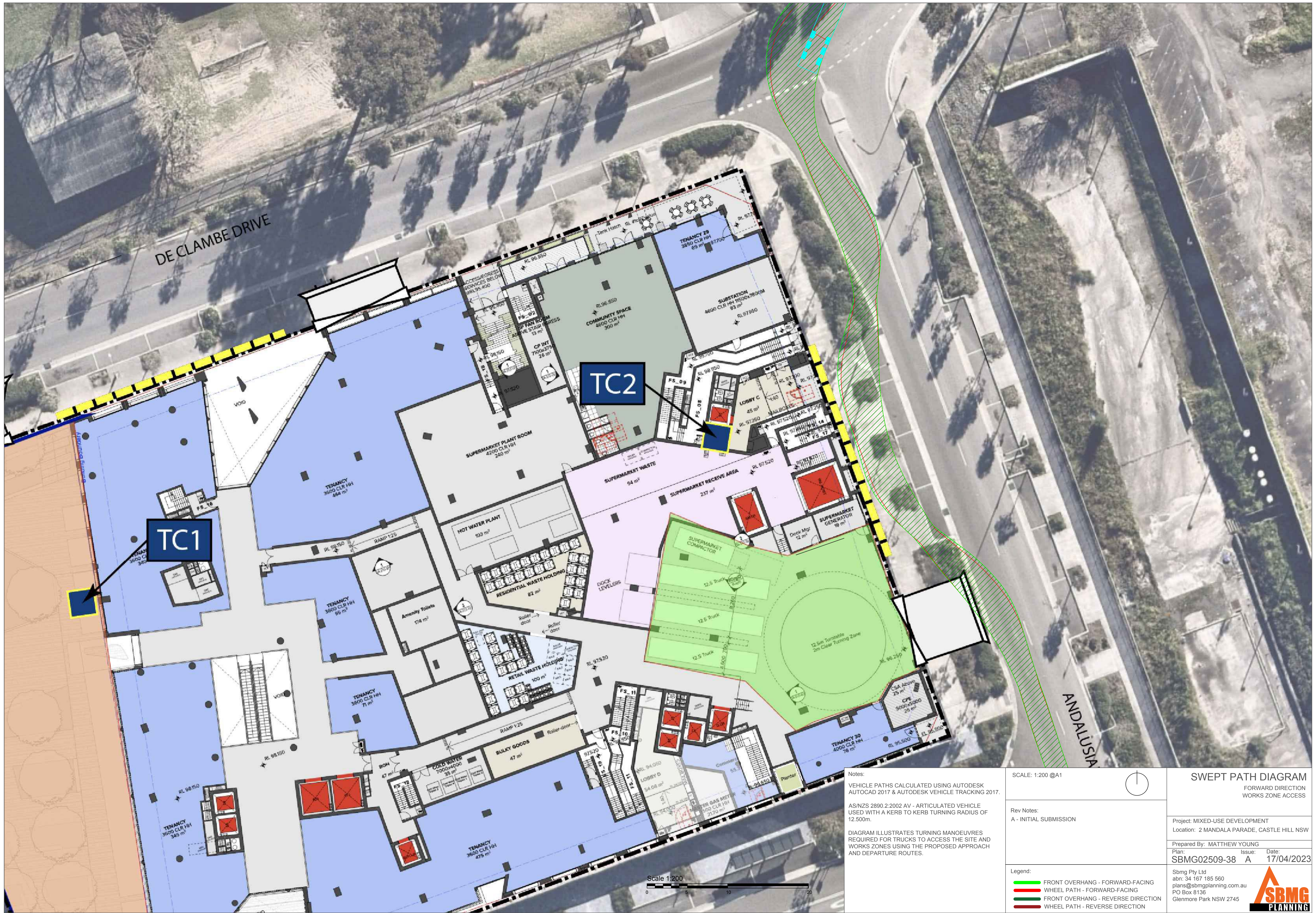
Prepared By: MATTHEW YOUNG
 Plan: SBMG02509-37 A Issue: 17/04/2023

- Legend:
- FRONT OVERHANG - FORWARD-FACING
 - WHEEL PATH - FORWARD-FACING
 - FRONT OVERHANG - REVERSE DIRECTION
 - WHEEL PATH - REVERSE DIRECTION

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Scale 1:200



DE CLAMBE DRIVE

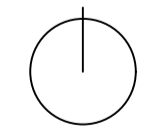
ANDALUSIA

TC1

TC2

Notes:
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 AS/NZS 2890.2:2002 AV - ARTICULATED VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 12.500m.
 DIAGRAM ILLUSTRATES TURNING MANOEUVRES REQUIRED FOR TRUCKS TO ACCESS THE SITE AND WORKS ZONES USING THE PROPOSED APPROACH AND DEPARTURE ROUTES.

SCALE: 1:200 @A1



SWEPT PATH DIAGRAM
 FORWARD DIRECTION
 WORKS ZONE ACCESS

Rev Notes:
 A - INITIAL SUBMISSION

Project: MIXED-USE DEVELOPMENT
 Location: 2 MANDALA PARADE, CASTLE HILL NSW

Prepared By: MATTHEW YOUNG
 Plan: SBMG02509-38 A Issue: 17/04/2023

Legend:
 FRONT OVERHANG - FORWARD-FACING
 WHEEL PATH - FORWARD-FACING
 FRONT OVERHANG - REVERSE DIRECTION
 WHEEL PATH - REVERSE DIRECTION

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