31 July 2019

Mr Phil Warner
Manager Assets and Major Projects
Byron Shire Council

Attention: Joshua Winter

Dear Sir,

Re: DA10.2016.77.1 Byron Bay Bypass

Council has considered the various details and plans referenced below addressing conditions 5, 7, 9, 10, 13 and 22. The following comments are provided in relation to each of those conditions.

1. Condition 5 – Detailed Engineering Plans

Prior to the commencement of construction, a staging plan shall be approved by Council with detailed engineering plans for each of the stages. The plans are to be in general accordance with the approved plans under Condition No.2, as qualified by Condition 1, and incorporate the following detail to the extent relevant.

a) Each Set of drawings shall be accompanied by a Certification Report which must be signed by a suitably qualified Civil Engineer or Registered Surveyor. The Certification Report will comprise the certificate and check lists set out in Annexure DQS-A of the Northern Rivers Local Government Development & Design Manuals or the Roads and Maritime Services specifications. The information shown on the drawings shall be logically collected on discrete sheets generally in accordance with Annexure DQS-B and the Sample Drawings of the Northern Rivers Local Government Development & Designs or the Roads and Maritime Services specifications.

b) The Design Plans to demonstrate works are contained wholly within the road reserve and railway corridor crossing with appropriate clearances to property boundaries or Council shall provide appropriate road widening or open a temporary public road to accommodate the works.

c) The plans to incorporate details for any services including relocated infrastructure. Any proposed relocation water and sewer infrastructure to include details demonstrating

i) Development Design and Construction Manuals, Northern Rivers Local Government, 2009;

ii) Development Servicing Plan for Water Supply Services, Byron Shire Council, 2011;

iii) Development Servicing Plan for Sewerage Services, Byron Shire Council, 2011;

iv) Fire Flow Design Guidelines, Water Directorate, 2011;

v) WSAA Codes.

d) The plans to demonstrate compliance with the Section 138 Approval and associated concurrence from Roads and Maritime Service

e) Driveways to be reconstructed as necessary.

f) Street lighting plan consistent with the Visual Consideration and Recommendations by Design Team Ink in the GHD Environmental Impact Statement dated January 2016.

g) The design to include the following measures to protect rail infrastructure:

i) The rail crossing to be designed, approved and constructed in full consultation with JHR and in accordance with TfNSW (2014b) Construction of New Level Crossings Policy/Change in Use of a Level Crossing or as otherwise approved by TfNSW.

ii) The design to provide ongoing access to the rail corridor for land owner staff and contractor vehicles.

iii) For applicability with the preferred drainage strategy for the town centre.

h) Water quality from the proposal meets the relevant guidelines.

COMMENTS

The plans listed below are approved to satisfy this condition, subject to the following:

1. The approval relates to the portion of the Byron Bay Bypass through the SEPP 14 Wetlands only.
2. The sewer and water plans have been approved separately to address condition 5c).
3. Glare shields are to be provided to all street lights.
4. Construction is to be carried out in consultation with John Holland Rail and must comply with the Property Licenses issued by Transport for NSW.
5. Structural certification is to be provided for the major culvert structure.
6. All signage and line marking must be approved by Council's Local Traffic Committee prior to installation.
7. The following updates/amendments to plans be considered:
   a. Rock blanket under embankment should be shown as a Type D filter material as per NRLG Spec 233 (Drawing C002).
   b. The stone pitching shown is to be in accordance with RMS Spec R11 (Drawing C105).
   c. The vertical curve on Road 01 Chainage 1165 is short. This area is outside the SEPP 14 wetland hence outside the scope of works for BRS (Drawing C152).
   d. Pipe run F6/40 – H7/40 is shown as Class 2 pipe in plans and Class 4 in long section. Class 4 pipe should be shown in plan (Drawing C216).
   e. Pit G1/45 is incorrectly noted as S1/45 (Drawing C228).
   f. Concrete footpath detail to be updated to match standard drawing R-07 with 100mm thick concrete and SL62 mesh (Drawing C301).
   g. Detail for 'Concrete Apron' to be updated to note compliance with RMS Spec R83 (Drawing C301).

Plans			
Author	**Document Title**	**Document Reference**	**Revisio**
GHD	COVER SHEET AND LOCALITY PLAN	41-29578-G001	0
GHD	DRAWING INDEX	41-29578-G002	2
GHD	GENERAL ARRANGEMENT	41-29578-G003	2
GHD	TYPICAL SECTIONS SHEET 2 OF 5	41-29578-C002	2
GHD	TYPICAL SECTIONS SHEET 3 OF 5	41-29578-C003	1
GHD	TYPICAL SECTIONS SHEET 5 OF 5	41-29578-C005	2
GHD	CONTROL LINE SETOUT DETAILS	41-29578-C010	1
GHD	CONTROL LINE SETOUT TABLES	41-29578-C011	1

GHD	CONSTRUCTION DETAIL LAYOUTS SHEET 4 OF 7	41-29578-C104	1
GHD	CONSTRUCTION DETAIL LAYOUTS SHEET 5 OF 7	41-29578-C105	1
GHD	CONSTRUCTION DETAIL LAYOUTS SHEET 4 OF 7	41-29578-C106	1
GHD	ROAD01 LONGITUDINAL SECTION SHEET 2 OF 4	41-29578-C152	0
GHD	ROAD01 LONGITUDINAL SECTION SHEET 3 OF 4	41-29578-C153	0
GHD	ROAD01 LONGITUDINAL SECTION SHEET 4 OF 4	41-29578-C154	0
GHD	SURFACE DRAINAGE CATCHMENT AREAS SHEET 4 OF	41-29578-C204	1
GHD	SURFACE DRAINAGE CATCHMENT AREAS SHEET 5 OF	41-29578-C205	1
GHD	SURFACE DRAINAGE CATCHMENT AREAS SHEET 6 OF	41-29578-C206	1
GHD	DRAINAGE LAYOUT SHEET 4	41-29578-C214	1
GHD	DRAINAGE LAYOUT SHEET 5	41-29578-C215	1
GHD	DRAINAGE LAYOUT SHEET 6 OF 7	41-29578-C216	1
GHD	DRAINAGE LONGITUDINAL	41-29578-C228	1
GHD	DRAINAGE CROSS SECTIONS (CULVERT 5-1)	41-29578-C231	0
GHD	SETOUT DETAILS SHEET 4 OF 7	41-29578-C254	1
GHD	SETOUT DETAILS SHEET 5 OF 7	41-29578-C255	1
GHD	SETOUT DETAILS SHEET 6 OF 7	41-29578-C256	1
GHD	SETOUT TABLES SHEET 3 OF 4	41-29578-C260	0
GHD	SETOUT TABLES SHEET 4 OF 4	41-29578-C261	0
GHD	PAVEMENT AND SURFACE TYPE LAYOUTS LEGEND	41-29578-C301	2
GHD	PAVEMENT AND SURFACE TYPE LAYOUTS SHEET 4 OF 7	41-29578-C305	1
GHD	PAVEMENT AND SURFACE TYPE LAYOUTS SHEET 4 OF 7	41-29578-C306	1
GHD	PAVEMENT AND SURFACE TYPE LAYOUTS SHEET 4 OF 7	41-29578-C307	1
GHD	CROSS SECTIONS CONTROL LINE ROAD01 SHEET 7 OF 14	41-29578-C507	1
GHD	CROSS SECTIONS CONTROL LINE ROAD01 SHEET 8 OF 14	41-29578-C508	1
GHD	CROSS SECTIONS CONTROL LINE ROAD01 SHEET 9 OF 14	41-29578-C509	1
GHD	CROSS SECTIONS CONTROL LINE ROAD01 SHEET 10 OF 14	41-29578-C510	1

GHD	CROSS SECTIONS CONTROL LINE ROAD01 SHEET 11 OF 14	41-29578-C511	1
GHD	CROSS SECTIONS CONTROL LINE ROAD01 SHEET 12 OF 14	41-29578-C512	0

2. CONDITION 7 – Stormwater Management Plan

Prior to the commencement of construction, a detailed stormwater management plan shall be approved by Council. Stormwater is to be collected and discharged in accordance with Council's standards, currently Northern Rivers Local Government Development Design & Construction Manuals or the Roads and Maritime Services specifications. The drawings and management plan are to include, but not be limited to, the following items:

a) Catchment plan (included in the drawing set).
b) Measures to allow for the free flow of water from between the Bypass and the Rail Corridor into the Cumbebin Swamp to the west.
c) Stormwater quality must be suitable for discharge in accordance with Council's standards and Northern Rivers Local Government Development Design & Construction Manuals or the Road and Maritime Services specifications.
d) Proposed treatment measures for any swales and grassed embankments to filter stormwater run-off from the road prior to it entering the receiving environment. The embankments and or swales to be planted using suitable non-invasive species.
e) Include details on legal points of discharge as necessary including any easements.
f) Ensure drainage of water toward the rail corridor does not exceed predevelopment levels.

The plan is to be consistent with the findings and recommendations of the flood modelling for the bypass.

COMMENTS

The plans listed below are approved to satisfy this condition, subject to the following:

1. The approval relates to the portion of the Byron Bay Bypass through the SEPP 14 Wetlands only.

Plans			
Author	**Title**	**Reference**	**Revision**
BMT	Byron Bay Bypass Stormwater Management Plan	R.B23714.002.01_Stromwater	01
BMT	MUSIC Model - Developed Case	existing_issued20190717.sqz	-
BMT	MUSIC Model – Developed Case Unmitigated	developed_rev_issued20190723.sqz	-
BMT	MUSIC Model – Existing Case	developed_unmit_issued20190717.sqz	-
BMT	Byron Bay Bypass Stormwater Management Plan – Letter regarding catchment redirection	L.B23714.002.00	3 July 2019
BMT	Byron Bay Bypass – Swale Performance	F.B23714.003	24 July 2019

Ardill Payne	Swale Planting Plan	SK07	2
Humes	Humeceptor © Sizing Detailed Report	-	4 June 2019
Humes	Humeceptor © System Inspection and Maintenance Guide	-	Issue 1

3. Condition 9 – Public Safety Management Plan

Prior to the commencement of construction, a Public Safety Management Plan shall be approved by Council. This public safety management plan is to include provision for (but not be limited to):

a) Pedestrian barriers, alternative footpaths and ramps as necessary;
b) Lighting of the alternative footpaths between sunset and sunrise;
c) Hoardings and fencing around the site;
d) The loading and unloading of construction and materials;
e) Parking spaces for worker vehicles;
f) Removal of any such hoarding, fence or awning as soon as the particular work has been completed.

COMMENTS

The plans listed below are approved to satisfy this condition, subject to the following:

1. The approval relates to the portion of the Byron Bay Bypass through the SEPP 14 Wetlands only.

Plans			
Autho	**Report Title**	**Report Reference**	**Revision**
hazellbros	Public Safety Management Plan	PLN-CST-0014-Q19040	2.1

4. Condition 10 – Traffic Management Plan

Prior to the commencement of construction, a Traffic Management Plan shall be approved by Council. The plans and specifications are to include the measures to be employed to control traffic (inclusive of construction vehicles) during construction of the works. The traffic control plan is to be designed in accordance with the requirements of the Roads and Traffic Authority's Manual, Traffic Control at Work Sites Version 2, and the current Australian Standards, Manual of Uniform Traffic Control Devices Part 3, 'Traffic Control Devices for Works on Roads'.

The plan shall incorporate measures to ensure that motorists using road adjacent to the development, residents and pedestrians in the vicinity of the development are subjected to minimal time delays due to construction on the site or adjacent to the site.

The traffic control plan must be prepared by a suitably qualified and RTA/ RMS accredited Work Site Traffic Controller.

COMMENTS

The plans listed below are approved to satisfy this condition, subject to the following:

1. The approval relates to the portion of the Byron Bay Bypass through the SEPP 14 Wetlands only.

Plans			
Author	**Document Title**	**Reference**	**Revision**
hazellbros	Traffic Management Plan	PLN-CST-005-Q19040	2.1
hazellbros	Byron Bay Bypass Project – Methodology Appendix D – Proposed Haul Routes	FRM-CST-52	-

5. Condition 13 – Erosion and Sediment Control/ Soil and Water Quality Management Plan

As part of the CEMP, a detailed Soil and Water Management Sub Plans shall be prepared in consultation with the EPA, NSW Fisheries, the NPWS and BSC. The Plans shall be prepared in accordance with the Department of Housing's guideline Managing Urban Stormwater - Soils and Construction 1998, and the RTA's Guidelines for the Control of Erosion and Sedimentation in Roadworks. The Plans shall be approved by Council prior to the commencement of construction. The Soil and Water Quality Management Sub Plans shall contain, but not be limited to:

a) management of the cumulative impacts of the development on the quality and quantity of surface, including stormwater in storage, sedimentation basins and flooding impacts;
b) details of short and long-term measures to be employed to minimise soil erosion and the discharge of sediment to land and/or waters including the exact locations and capacities of sedimentation basins;
c) detailed erosion and sedimentation controls including a strategy to manage the extent of exposed ground surface during construction;
d) identification of all potential sources of water pollution and a detailed description of the remedial action to be taken or management systems to be implemented to minimise emissions of these pollutants from all sources within the subject site;
e) detailed description of water quality monitoring to be undertaken during the preconstruction, construction and operation stages of the project including base line monitoring, identification locations where monitoring would be carried out and procedures for analysing the degree of contamination of potentially contaminated water;
f) measures to handle, test, treat, re-use and dispose of stormwater, effluent and contaminated water and soil;
g) procedures for the re-use, treatment and disposal of water from sedimentation basins and constructed wetlands;
h) measures for the use of water reclaimed or recycled on-site;
i) contingency plans to be implemented in the event of fuel spills or turbid water discharge from the site; and,
j) a program for reporting on the effectiveness of the sedimentation and erosion control system against performance goals.

COMMENTS

The plans listed below are approved to satisfy this condition, subject to the following:

1. The approval relates to the portion of the Byron Bay Bypass through the SEPP 14 Wetlands only.

2. Condition 13 part 9(j) is satisfied in the hazellbros Soil and Water Management Sub-Plan Section 3.2 – Monitoring and Inspections, which forms part of the Construction Environmental Management Plan (CEMP).
3. The Soil and Water Management Plan provided by GHD notes that refuelling areas on site should be bunded. This is agreeable; however the erosion and sediment control plans do not show any bunded areas for refuelling. Designated fuelling areas on site are to be provided with appropriate bunding to ensure any spills are contained

Plans			
Auth	**Title**	**Reference**	**Revisio**
hazellbros	Byron Bay Bypass Construction Phase Erosion and Sediment Control Plan Stage 2 – Main Civil Works	3351-1015 Pages 1-5	2
GHD	Byron Bay Bypass Soil and Water Management Plan	22/19047	Novemb er

6. CONDITION 22 - Road Signage Plan

Prior to the commencement of construction a road signage plan shall be approved by Council. The Plan to include normal road signage (speed limits, warning signs etc) plus signage restrictions to prevent car parking, prohibition on overnight camping, and littering along the southern half of the Bypass Route south of the Glen Villa Resort to Browning Street. All regulatory signage to be approved by the Local Traffic Committee.

COMMENTS

The plans listed below are approved to satisfy this condition, subject to the following:

1. The approval relates to the portion of the Byron Bay Bypass through the SEPP 14 Wetlands only.
2. All regulatory signage must be approved by Council's Local Traffic Committee prior to installation.

Plans			
Author	**Drawing Title**	**Drawing**	**Revision**
Ardill Payne & Partners	Sign and Linemarking Layouts Sheet 4 of 7	C354	3
Ardill Payne & Partners	Sign and Linemarking Layouts Sheet 5 of 7	C355	3
Ardill Payne & Partners	Sign and Linemarking Layouts Sheet 6 of 7	C356	3

Should you have any further queries please contact me in the first instance

Yours faithfully

Chris Larkin
Manager Sustainable Development

Appendix D

Traffic Management Plan

Prepared for

Byron Bay Bypass Project

This Plan should be read in conjunction with the Integrated Construction Management Plan

DOCUMENT CONTROL & DISTRIBUTION

REVISION REGISTER

Rev.	Date	Prepared by	Reviewed by	Approved by
1.0	12/06/2019	BW	CS	CS
2.0	21/06/2019	BW	CS	CS
2.1	02/07/2019	BW	CS	CS

REVISION STATUS

Rev.	Section Changes
1.0	Initial Submission
2.0	Added Compliance References & Staging Plans
2.1	Minor changes in line with BSC review

DISTRIBUTION LIST

Position	Name	Organisation
Project Manager	Chris Sharpe	HBG
Superintendents Representative	Lewis Ford	BSC

Once this template has been downloaded from HBWay it becomes a Project Record and the Plan reference in the header and the revision number in the footer should be amended to reflect the name of the Project.

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1 Purpose

1.1 Purpose & Application

This Traffic Management Plan (TMP) addresses the specific traffic management requirements of the Project and details both the management and operational processes that ensure construction activities can be achieved while satisfying the needs of all stakeholders.

Traffic will be managed in such a way as to provide a safe environment for our workforce and the general public as a priority and then to reduce, as much as possible, disruptions to those using these areas such as through traffic, local traffic, pedestrians, business operators and residents etc.

This Traffic Management Plan (TMP) has been designed in accordance with the requirements of the Roads and Traffic Authority's Manual, Traffic Control at Work Sites Version 5 and the current Australian Standard AS/NZS 1742, Manual of Uniform Traffic Control Devices Part 3, 'Traffic Control Devices for Works on Roads'.

1.2 Policy

Hazell Bros is a high profile business visible in our local communities. We strive to meet the communities' expectations as we go about our business.

Our interactions with local community members will always be respectful. We will always listen with care and appreciate the views of local communities and individuals. Hazell Bros is active in the communities in which we work.

We are committed to our people, our clients, the local community, the environment and other stakeholders in all works we perform. From the Board, Managing Director and senior managers through to our teams working on project sites, these commitments are part of everything we do.

2 Key Project Issues

The following key issues and how they are handled will determine the success in terms of impact on the road users through the project:

Item	Issue	Proposed Treatment / Mitigation
1	Maintaining Access for Local Residents (neighbouring properties)	- Provide suitable temporary access and - Notify residents of works program.
2	Maintaining Access for Local businesses	- Provide suitable temporary access and - Notify residents of works program.
3	Maintaining traffic flows through and past the worksite (including reducing que lengths).	- Minimise delays by implementing suitable detours (if available), - Minimise lane closures where possible, - Monitoring que lengths whilst traffic is being stopped. - Traffic controllers to focus on keeping traffic moving and not stopping residents & business operators
4	Maintaining pedestrian and cyclist access through and around site	- Delineate and provide signage for pedestrians into the designated footpaths, - Providing appropriately ramped access between surface level changes,

		- temporary shared paths will be surfaced with either concrete, asphalt or tightly bound and compacted gravels. - Conditions will be monitored by the management team daily.
5	Managing the import and export of construction plant and materials (including contaminated wastes)	- The bulk import and export of materials will be planned to occur from the southern end of the project for stage 2 to help reduce congestion along Shirley, Butler and Jonson Streets. - Plan for import trucks to backload export material to minimise amount of trucks accessing the site and reduce congestion around the worksite (where site allows). - Provide traffic control around the entry and exit points to avoid lengthy delays and queuing. - During Site Inductions all personnel (including heavy vehicle operators) will be briefed in the details of Emergency Response Plans in regard to traffic incidents and the reporting process. - The site entry signage will identify “The grounds at this site are subject to a Contaminated Soil Management Sub-Plan. All personnel working on site must report to the Site Office for a site-specific induction prior to commencing work” - Designated routes for movements of contaminated materials will be identified within internal Vehicle Movement Plans and relevant TGS when movement of contaminated materials is identified.
6	Managing the closure of existing public parking areas	- Provide notice and signage to general public via leaflet drops, signage and public notice boards identifying the closure of carparks and any alternative areas that may be available
7	Managing Illegal camping and parking	- Report any illegal camping or site access to the local authorities for action.
8	Managing the site during special events and holidays	- Minimise lane closures around events - Plan export and import to occur outside of peak travel times or prior or post events.
9	Managing the site after hours	- Ensure the site is secured at the end of each shift (perimeter fencing in place and gates locked with appropriate signage in place). - Ensure CCTV cameras & time lapse cameras installed and operating. - Implement routine patrols by security guards (if required). - During prolonged planned closures ensure the site is inspected regularly for conformance (Xmas period). - Ensure 2 contact details will be provided to BSC and Police for notification of any incidents or action required outside working hours.
10	Coordination with adjacent works	- Coordinate traffic and pedestrian control arrangements and site access with adjacent construction works and utility contractors, e.g. Bus Interchange.

3 Requirements & Approvals (Legal and Other)

There are a number of approvals and permits required prior to commencing work including:

Requirement	Required by	Responsibility
BSC Approval of this TMP	Prior to commencement	HB
BSC Approval of TGS per stage	Prior to implementation	HB

4 Project Compliance References

There are a number of project compliance requirements required prior to commencing work including:

Contract Reference Document	Compliance Requirement	Applicable Section of this Plan
RFT A4.11.7 (Pg 39/81)	Provide a detailed Traffic Management Plan	ALL
RFT A4.18 (Pg 46/81)	Project Message Boards The message boards must be displayed in a visible location throughout the duration of construction and will display progress updates of the project, with the wording and colouring to be provided by the Principal and will be updated weekly throughout construction	7.1
RFT A4.19 (Pg 46/81)	Site Constraints • Temporary items, such as interim street lighting, shall need to be installed and maintained in an operational condition during the period between demolition of existing infrastructure and installation of new infrastructure; • Safe and adequate access is to be maintained at all times for disabled persons along the footpath and to the occupied premises at all times, including wheelchair access; • Clearance must be provided for public transport buses • Provision for emergency egress is to be provided through the work area in the event of fire or any other emergency event; • The Tenderer is to ensure that access to all properties (residential, office, commercial and all others) affected by the works are retained;	

	• Protection of street trees, buildings and landscaping.	
RFT A4.20 (Pg 47/81)	Site Access & Limitations The Tenderer is required to contain the works within fenced / barricaded areas that prevent access by the public. Materials and equipment must not be stored outside fenced / barricaded areas, without written approval by Byron Shire Council's Representative.	Section 7.3 Section 7.4 Section 7.7 Section 8 Also refer to Emergency Response Plan
RFT A4.22 (Pg 47/81)	Parking of Vehicles Apart from vehicles that are essential for the works, no other vehicles shall be parked on the site. The Tenderer is responsible for organising the removal of any unauthorised vehicles parked on the Site.	Section 7.7
CEMP Table 1-1 (Pg7/566)	COC Clause 12b – Site Access & Traffic	Section 6.3 Section 6.4
CEMP Table 1-1 (Pg8/566)	COC Clause 12d – Working Hours	Section 6.5
CEMP Section 2.4 (Pg19/566)	Construction Access Requirements	Section 6.7
REF Section 3.3.6 (Pg31/1118)	Construction Access Requirements	Section 6.7
REF Section 6.7.3 (Pg81/1118)	Safeguards and measures: • A traffic management plan would be prepared and approved by Council prior to works commencing. • Worker parking would be located within the compound site as far as is practicable. • Carpooling would be investigated and use of vehicles to transport personnel to site minimised as far as practicable. • The queuing and idling of construction vehicles in residential streets would be minimised to reduce nuisance. • An emergency response plan would be developed for construction traffic incidents and/ or accidents. During site inductions, all heavy vehicle drivers would be provided with the emergency response plan for construction traffic incidents. • The community and local residents would be notified in advance of vehicle movements and anticipated effects on the local road network relating to site works. This would aim to reduce delays and access impacts for residents, public transport, pedestrians and cyclists.	ALL Section 6.7 Section 6.7 Section 2.5 & Section 7 Section 2.1, 2.2 & 6.4

	• Access to all private properties adjacent to the works would be maintained during construction, with disruptions minimized through discussions with relevant property owners.	Section 2.1 & 2.2 & 6.4
CEMP - CSMP Section 7.5.4.	• Signage at the entrance to the site would include: "The grounds at this site are subject to a Contaminated Soil Management Sub-Plan. All personnel working on site must report to the Site Office for a site-specific induction prior to commencing work"	Section 2.5
CSMP Section 7.5.4.	• 'A Traffic Management Plan would be prepared identifying routes for access and egress for the site. Council would be consulted prior to selecting the most suitable transport route for contaminated waste.'	Section 7 & Section 2.5

5 Key Traffic Related Roles and Responsibilities

In addition to the Project Organisational Chart and the Roles and Responsibilities detailed within Section 3.1 & 3.2 of the ICMP the table below details the key traffic management related elements:

ROLE	Responsibility
Project Manager & BSC Rep	Approval of this TMP
Project Manager & BSC Rep	Approval of TGS (per stage)
Project Manager & BSC Rep	Plan, carry out and document compliance audits as required
Project Manager/Engineers/Supervisors	Monitors the project and ensures that on-site activities meet the requirements of Management Plans
Traffic Management Designer	Design Traffic Guidance Schemes
Traffic Management Designer	Audit implementations
Supervisor and Project Engineers	Review TGS & Provide Construction input
Supervisor and Project Engineers	Supervise and Monitor Implementation of TGS
Supervisor & Nominated Traffic Controller (s)	Facilitate Perform Daily Inspections as required
ALL STAFF	Report Incidents / Accidents / Hazards

6 Objectives

Hazell Bros is committed to providing a safe work environment for employees and sub-contractors whilst providing safe passage for all road users including pedestrians and cyclists where applicable.

The key objectives of this plan are:

- Compliance with AS1742.3 and local regulations
- Compliance with RMS TCAWS
- Creating a safe site to pass through

- Minimising delay to traveling public
- Anticipate the impact the proposed construction will have on road users, local residents, businesses, schools, hospitals and community groups.
- To setup staging and a Traffic Guidance Scheme that ensures the safety of employees and the traveling public as far as practically possible
- The prevention of incidents/accidents
- Provision of temporary access which addresses the reasonable expectations of the property owners.
- Coordination of traffic management arrangements with adjacent construction projects.
- Provision of information signage
- Provision of Emergency Vehicle access over any part of the site.
- Address issues with regards overnight parking of construction plant
- Continual revision and amendment of the plan as required

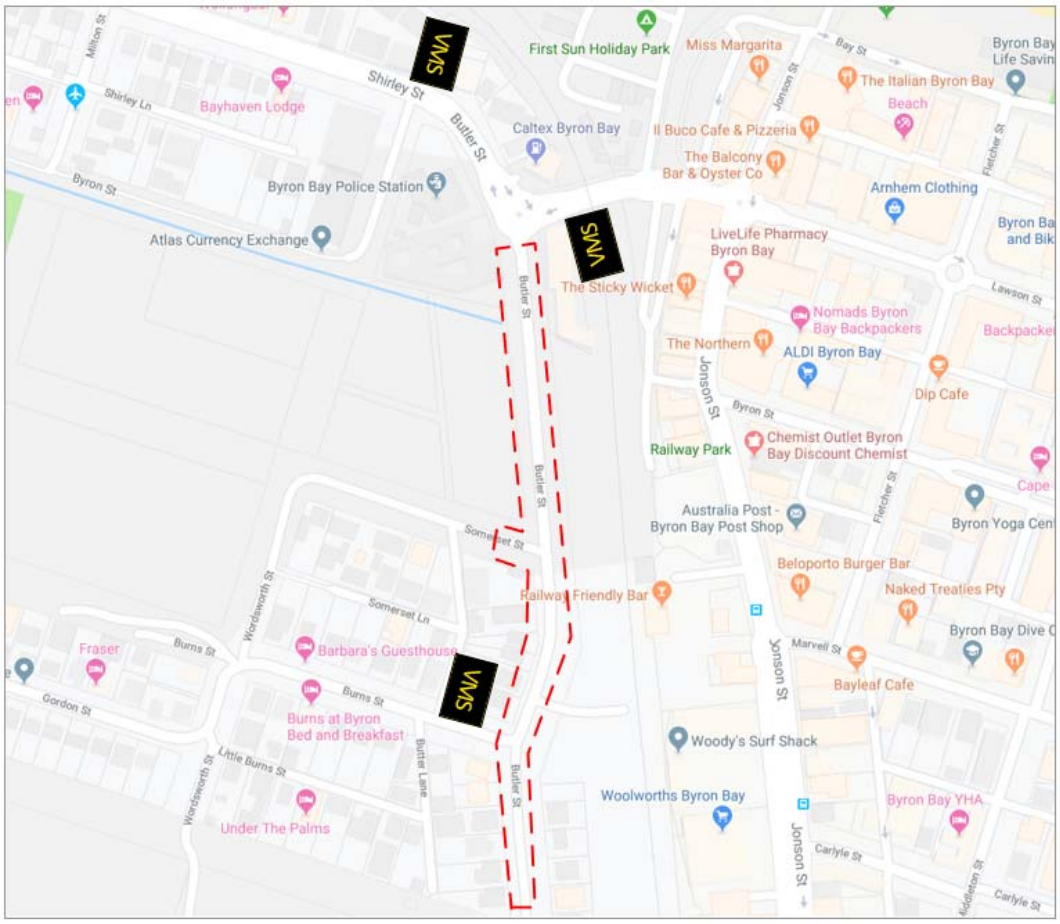
7 Traffic Management Strategy

7.1 Traffic Controllers and Communications

All traffic controllers on site will be appropriately trained and fully equipped to direct traffic in accordance with the requirements of TCAWS. Each will be responsible for ensuring that traffic flow is maintained safely and the safety of all personnel in and around the work area is maintained. Under the direction of the Traffic Control Supervisor, Traffic Controllers will take corrective action and notify the Hazell Bros representative if any problems occur.

All traffic controllers and the Project Supervisors will be in communications via UHF radios.

Community Message boards will be provided in locations as per councils request, as detailed in the map below (Stage 1 - only). These boards will be used to help inform the community of the construction project and any restrictions. Messages will be approved by the Superintendent.



7.2 Speed Restrictions

Speed restrictions will be implemented in accordance with AS1742.3 and TCAWS to reflect the activities on site.

Unless otherwise specified the following table shall be observed during all work operations:

STAGE	Days	Times	Number of Lanes in Each Direction	Minimum Lane Widths	Minimum Clearance to Objects	Minimum Posted Speeds
STAGE 1: Butler Street to Wentworth Street	All	All	1	3.2	0.5	40
* STAGE 1: Butler Street to Wentworth Street (Utility Upgrades)	Work Days	7am-6pm	Maintain 2 -way flow using traffic controllers under stop / go Arrangements	3.2	0.5	40
STAGE 3: Jonson St Intersection (new roundabout)	All	All	1	3.2	0.5	40
*To be confirmed by BSC unless otherwise approved						

7.3 Public Transport

Provisions shall be made to maintain existing bus stop/bays. Where these bays need to be relocated temporarily to enable the works to proceed, the temporary location will be as near as possible to the existing location. Adequate notice will be provided to the operators of the buses and the general public with regards to the relocation of such bays. The construction team will always endeavour wherever possible to supply a minimum of 2 weeks' notice. Site signage will be erected to direct passengers.

7.4 Local Access

Communication with all stake holders will be in accordance with the Community Liaison Plan.

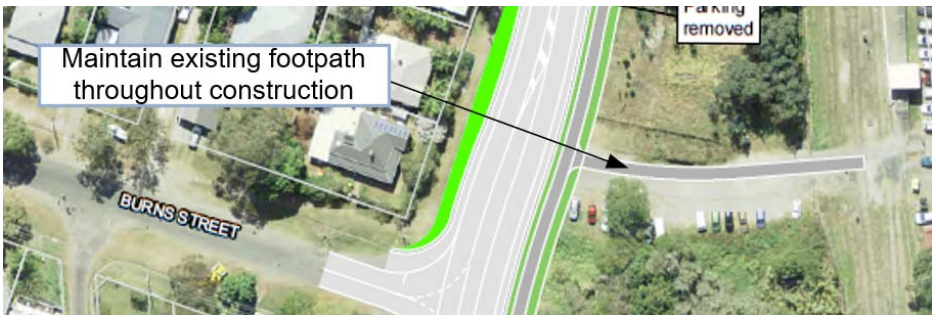
Community Information Sessions will be held with the local residents and property owners bi monthly to help update residents on construction progress, issues and constraints.

As the construction progresses, adjacent residents and businesses will be contacted prior to commencement by Hazell Bros Management (PM/PE/SV/CLO) to ensure that allowances are made in relation to the requirements of both construction and the resident or businesses.

Temporary or alternative accesses will be provided for each existing access to ensure access is maintained to properties during construction.

For Stage 1 a temporary shared path (2.0m wide) will be provided aligned on the western verge of Butler Street from Wentworth to Burns Street to meet the existing concrete path at Somerset Street, this will be in place whilst the Western side is constructed. When the Western side is constructed the path on the Eastern side will be opened to maintain access.

The existing footpath access across the Rail Corridor and construction site (refer image below), this path will be appropriately signed and fenced.



As there are no traffic access points throughout stage 2 works. No pedestrian access will be allowed through the fenced site.

For Stage 3 a single shared path (2.0m wide) will be maintained through the worksite at all times and all stages of construction.

7.5 Working Hours

The majority of the work will be carried out during the day shift 7.00am to 6.00pm Monday to Friday. Work on Saturdays when required will be from 8.00am to 1.00pm.

Works outside these hours that may be permitted include:

i) the delivery of materials which is required outside these hours as requested by Police or other authorities for safety reasons

ii) Work required to maintain traffic management in the Byron Bay Area

iii) emergency work to avoid the loss of lives, property and/or to prevent environmental harm

iv) any other work as agreed through the Construction Noise and Vibration Management Plan

It is envisaged that some works may be undertaken at night to take advantage of the reduced traffic flow, slower minimum lane speed and availability of lane closures. Any night work will be subject to prior approval of the Superintendent and communications with adjacent residents.

All traffic management for night work shall be in accordance with TCAWS Sec. 9.2. TCP's for night works will detail lane closures and signage in accordance with relevant authority. Adequate temporary lighting will be provided to ensure the safety of construction personnel and the public.

In line with our Community Liaison Plan, Local residents will be informed of the timing and duration of works as per COC sub clause 12(d), at least 48 hours prior to commencement. In all cases a minimum of 1 week minimum notice will be endeavoured to given where possible.

7.6 Staging of the Works

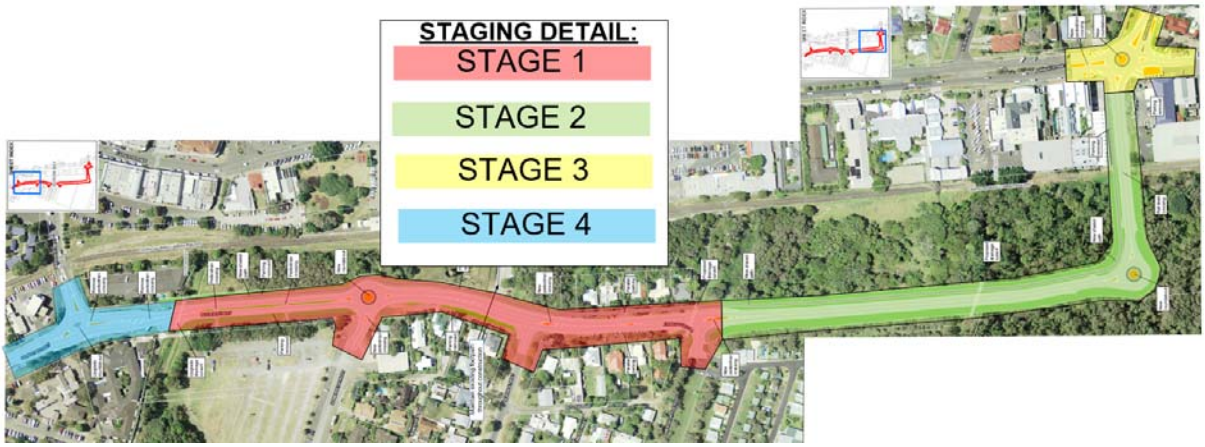
The programming of construction activities will be developed to provide for the minimisation of disruption to traffic flow.

During the course of the project, traffic may be transferred from existing pavements to new pavements on temporary pavements or ramping constructed to comply with the approved TCP/TGS's and approved TMP.

The specific configuration of signage, lane widths and barriers are included in Appendix A and detailed on Traffic Control Plan's (TCP's Appendix E and Staging Drawings (Appendix B).

The project will be constructed in 4 main stages:

- Stage 1: CH 180 to 650 (existing road reserve – Butler Street)
- Stage 2: CH650 to 1180 (new road corridor – Wetlands Area)
- Stage 3: CH1180 to 1260 (Jonson & Browning Street Roundabout)
- Stage 4: CH 0 to 180m (Existing Shirly Street & Butler Street Roundabout)



Stage 1 of the works will be constructed in 4 Phases to maintain traffic and pedestrian movements as per the typical cross sections detailed in Appendix, with the main access from the north via Shirley Street:-

- Stage 1 Early Works – Pavement widening western side, utility adjustments.
- Stage 1.1 – Construct the eastern side (southbound) pavement and landscaping.
- Stage 1.2 – Construct the western (northbound) pavement and landscaping
- Stage 1.3 – Construct central pavement, roundabout and pedestrian refuges.
- Stage 1.4 – Construct final surfacing, pavement markings, signage and landscaping

Stage 2 will be a closed site (no public access), construction and plant movements will occur from both ends of the site with the majority of heavy haul movements occurring from the south to avoid congestion at the northern end. An internal vehicle movement plan will be detailed as construction progresses.

Stage 3 will be completed in 5 Phases to maintain traffic and pedestrian movements key stages are detailed below: (staging plans also detailed in Appendix)

- Stage 3 Early Works – Short term closures to facilitate Service Relocations
- Stage 3.1 – Pavement Works on the Eastern Side
- Stage 3.2 – Pavement Works on the Western Side
- Stage 3.3 – Pavement Works on the New Roundabout
- Stage 3.4 – Construction of outer medians, driveways and shared paths
- Stage 3.5 – Installation of the Wearing Course, Signage and line marking.

Stage 4 of the project is currently being designed by BSC, traffic planning will be undertaken when the final design is issued.

7.7 Construction Access

Construction machinery will access the site via Shirley Street and Butler Street from the north and Browning Street from the south. The traffic guidance schemes will detail traffic management and access safeguard measures by way of vehicle movement plans to ensure safe passage of motorists, pedestrians and cyclists during the construction phase.

Carpooling for construction workers, to avoid excessive vehicle movements, will be considered and implemented where possible.

Vehicle parking for the workforce will be allocated within the project limits or designated and approved areas. For Stage 1 – parking will be proposed within the approved area in Butler Street Reserve, whilst Stages 2 to 3 may require parking to be within delineated areas onsite (within Stage 2, whilst it is not open to the public). Stage 4 car parking is likely to be accommodated either in Butler Street Reserve or off Shirley Street.

8 Contingency Plan

In the event that an unforeseen event arises we have considered alternative plans to be able to manage the situation in a responsive and timely manner. These are:

8.1 Major Incident

A major incident is described as:

- Where a fatality or injury occurred or a real potential for fatality or injury exists
- Where significant property damage is involved
- Where emergency services (police, fire) control is appropriate e.g. where lane cannot be cleared and traffic flow stops.

Hazell Bros personnel will immediately conduct the following:

- Stop work
- Advise appropriate emergency services if required/notify inspector
- Contact site first aid officer to assist with first aid if required
- If necessary, make adjustments to traffic control devices to enable access to crash site for emergency vehicles
- Assist emergency services if requested to establish traffic movement around the crash site
- Reinstate traffic control measures and make area safe
- Complete incident report

Where an incident occurs outside of working hours, it is likely that the Principal/Relevant Authority will contact the Hazell Bros out of hours contact person who will then ascertain the steps to be taken including mobilisation of a crew to secure and manage the site.

8.2 Minor Incident

A minor incident is described as an event where the event has caused or had potential to cause minor delays or minor damages to property or personnel.

Hazell Bros personnel will immediately conduct the following:

- Check for any injured personnel and arrange medical assistance if required.
- If possible move vehicles to clear lane
- Notify Supervisor who will advise appropriate emergency services if required
- Hazell Bros site staff reinstate traffic control measures and make area safe
- Complete incident report

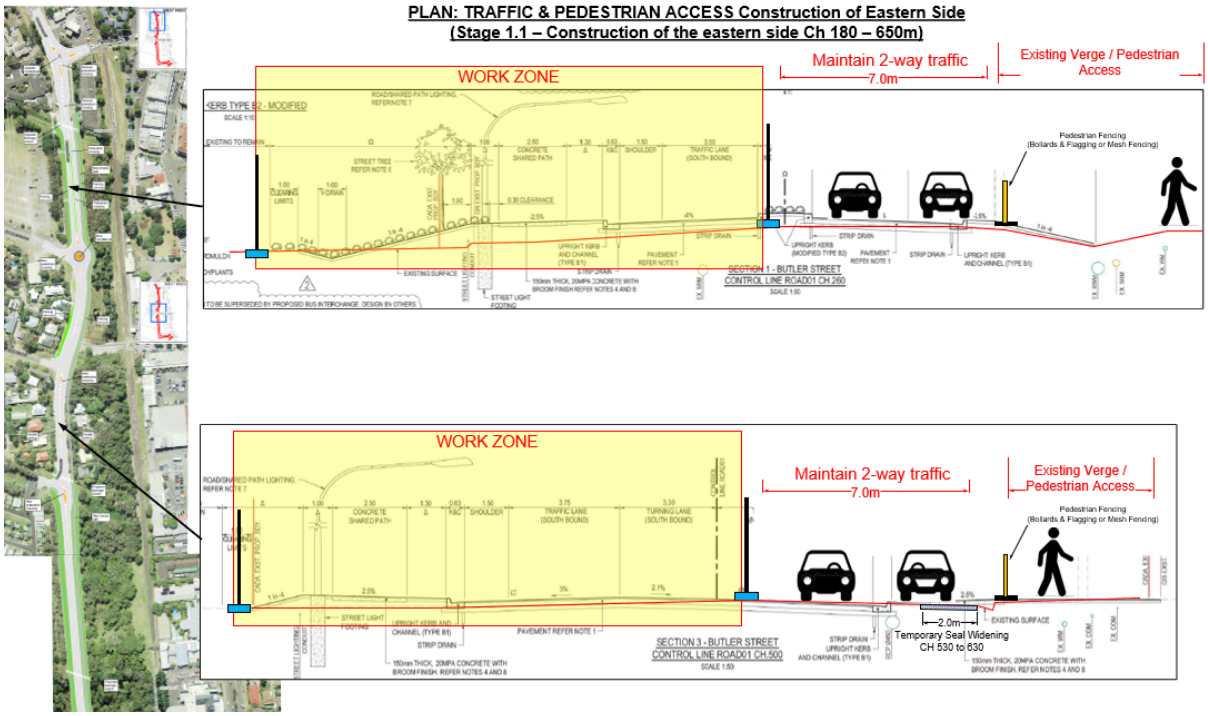
Where a minor incident occurs outside of working hours, it is likely that the Principal/Relevant Authority will contact the Hazell Bros out of hours contact person who will then ascertain the steps to be taken including mobilisation of a crew to secure and manage the site.

9 Appendix A – List of Planned TCPs / Configurations

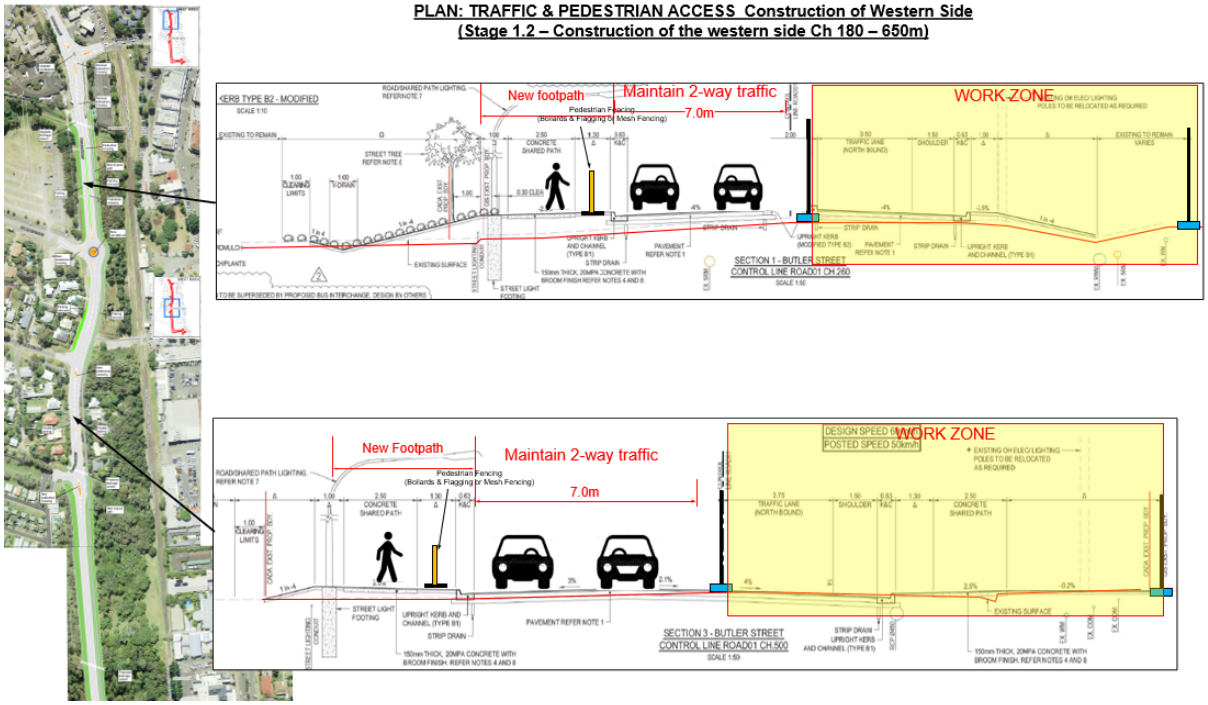
TCP NUMBER	TCP NAME	Approx. Duration	Start	Finish
VARIOUS				
1	Short Term Shoulder Closure	<8hrs	Various	Various
2	Short Term Lane Closure	<8hrs	Various	Various
Stage 1				
3	STAGE 1.1 EAST SIDE ONLY CHAINAGE 189-650 (Brownfield)	46 days	Wed 24/07/19	Wed 25/09/19
4	STAGE 1.2 WEST SIDE ONLY CHAINAGE 189-650 (Brownfield)	63 days	Tue 20/08/19	Fri 27/11/19
5	STAGE 1.3 - MEDIAN WORKS CHAINAGE 189-650	11 days	Mon 18/11/19	Mon 3/12/19
6	STAGE 1.4 - FINAL SURFACE & FURNITURE CH 189-650m	5 days	Tue 3/12/19	Mon 9/12/19
Stage 2				
7	AREA 3 - CHAINAGE 650-1175 (Wetlands - Greenfield) – FULL CLOSURE	110 days	Fri 20/09/19	Mon 9/03/20
Stage 3				
8	EARLY WORKS – Short Term Works (Includes all PUPS)	160 days	Wed 17/07/19	Thu 12/03/20
9	STAGE 4.1 - Construct Eastern Side	17 days	Mon 10/02/20	Tue 3/03/20
10	STAGE 4.2 - Construct Western Side	17 days	Wed 4/03/20	Thu 26/03/20
11	STAGE 4.3 - Construct Roundabout & Median Islands	12 days	Fri 27/03/20	Wed 15/04/20
12	STAGE 4.4 - Construct Outer islands	8 days	Thu 16/04/20	Mon 27/04/20
13	STAGE 1.4 - FINAL SURFACE & FURNITURE CH 189-535m	10 days	Tue 28/04/20	Mon 11/05/20
Stage 4	**TBA**	**TBA**	**TBA**	**TBA**

10 Appendix B - Traffic Management Staging Diagrams

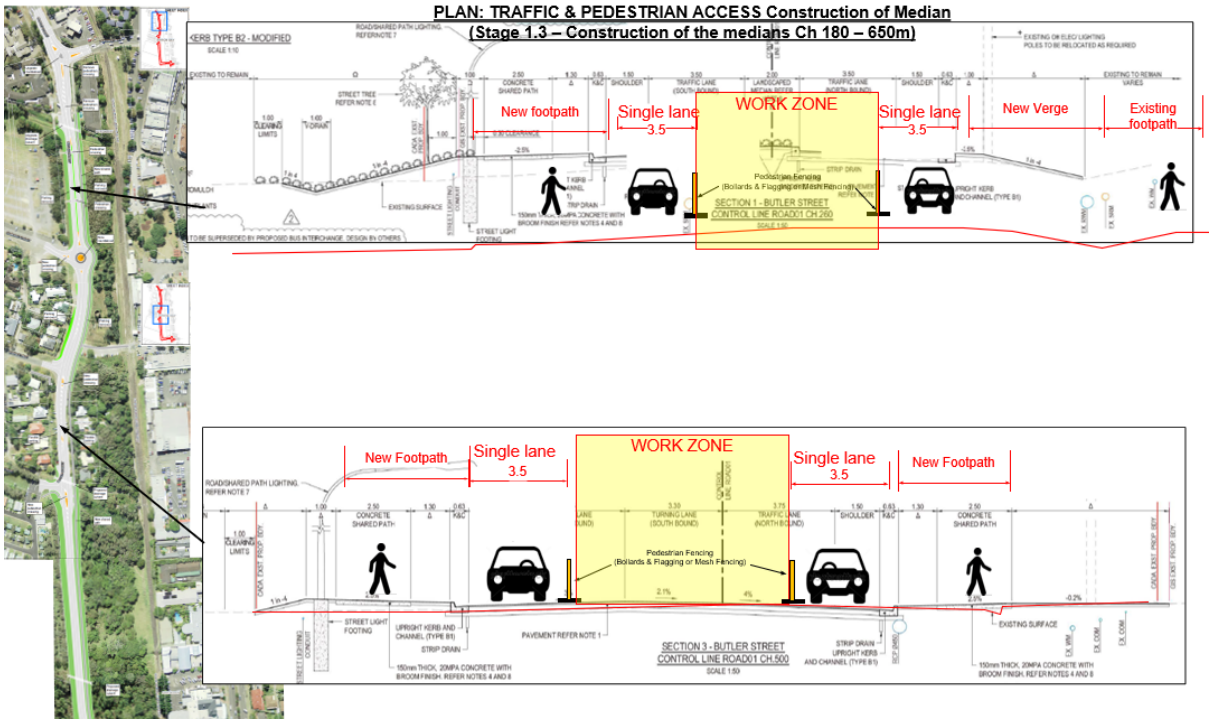
Stage 1.1 – Construction of Eastern Side (Southbound)



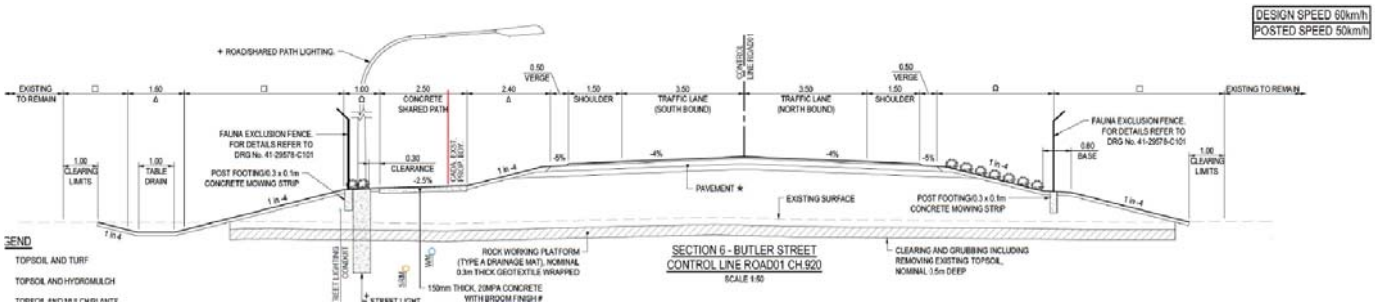
Stage 1.2 – Construction of Western Side (Northbound)



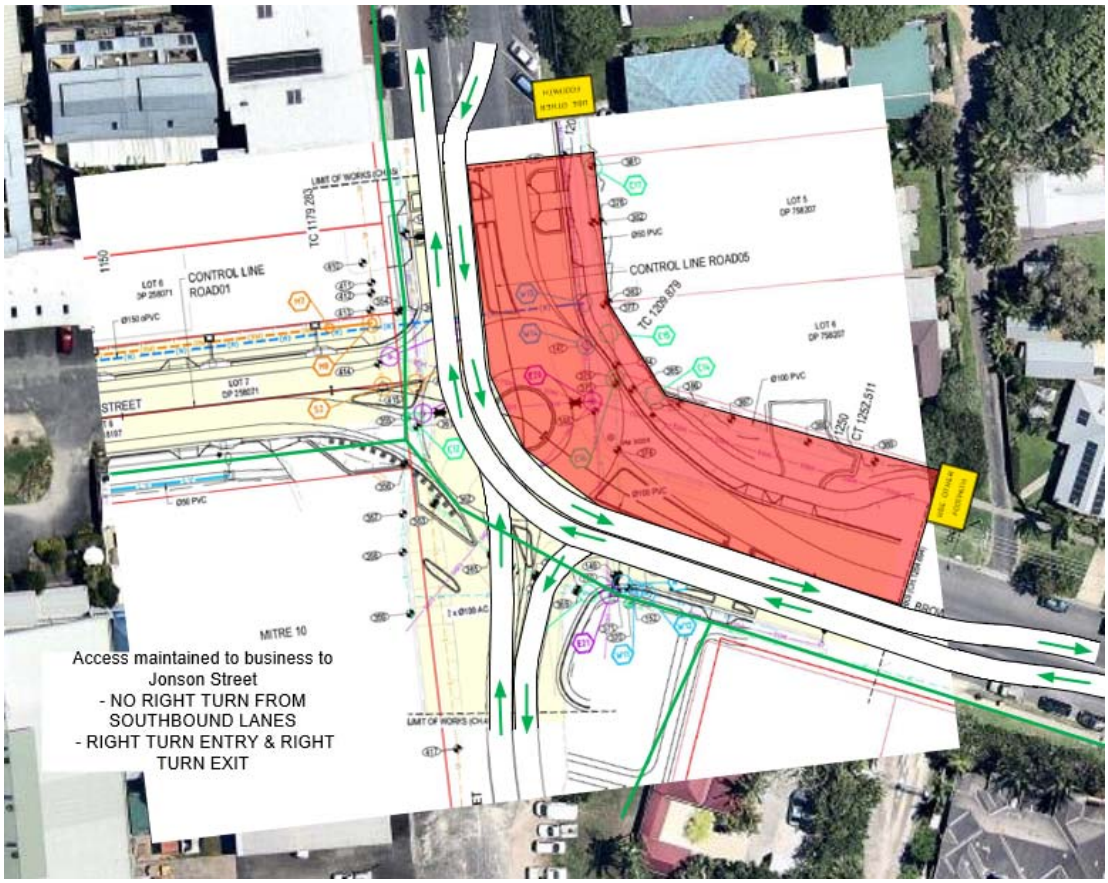
Stage 1.3 – Construction of Medians



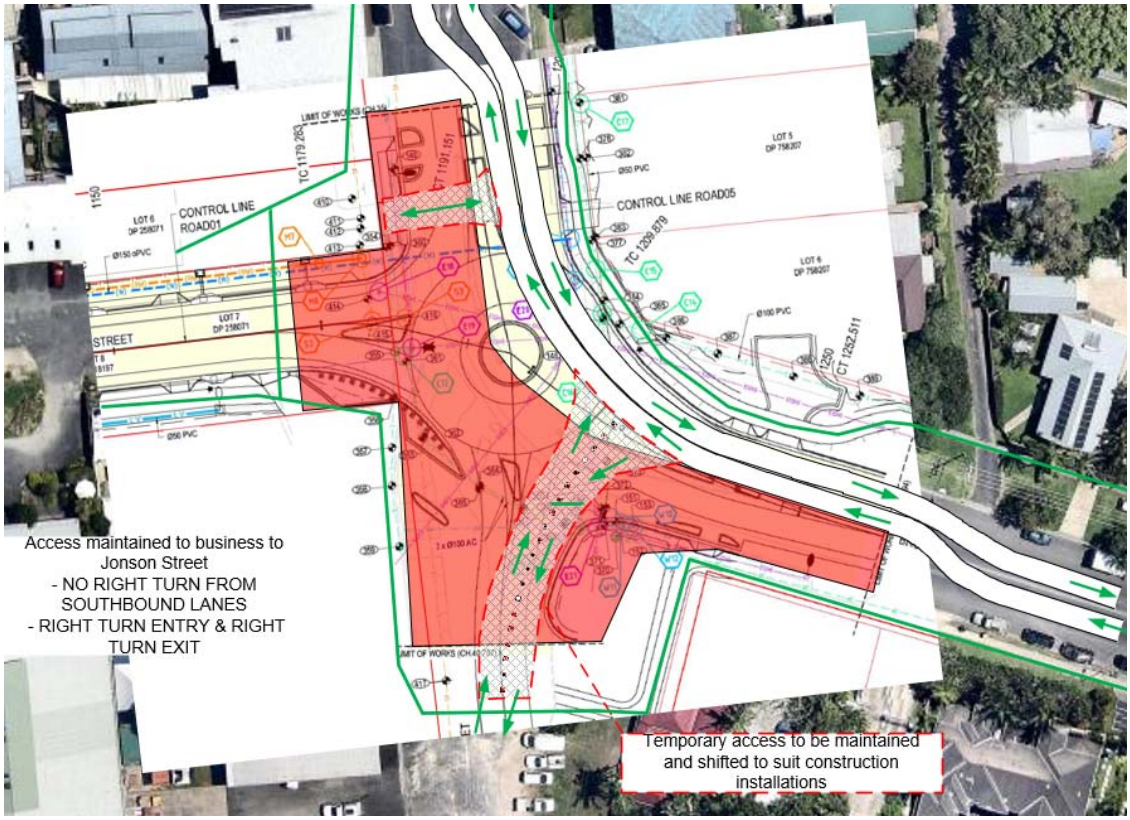
Stage 2 – Construction within Wetlands Area



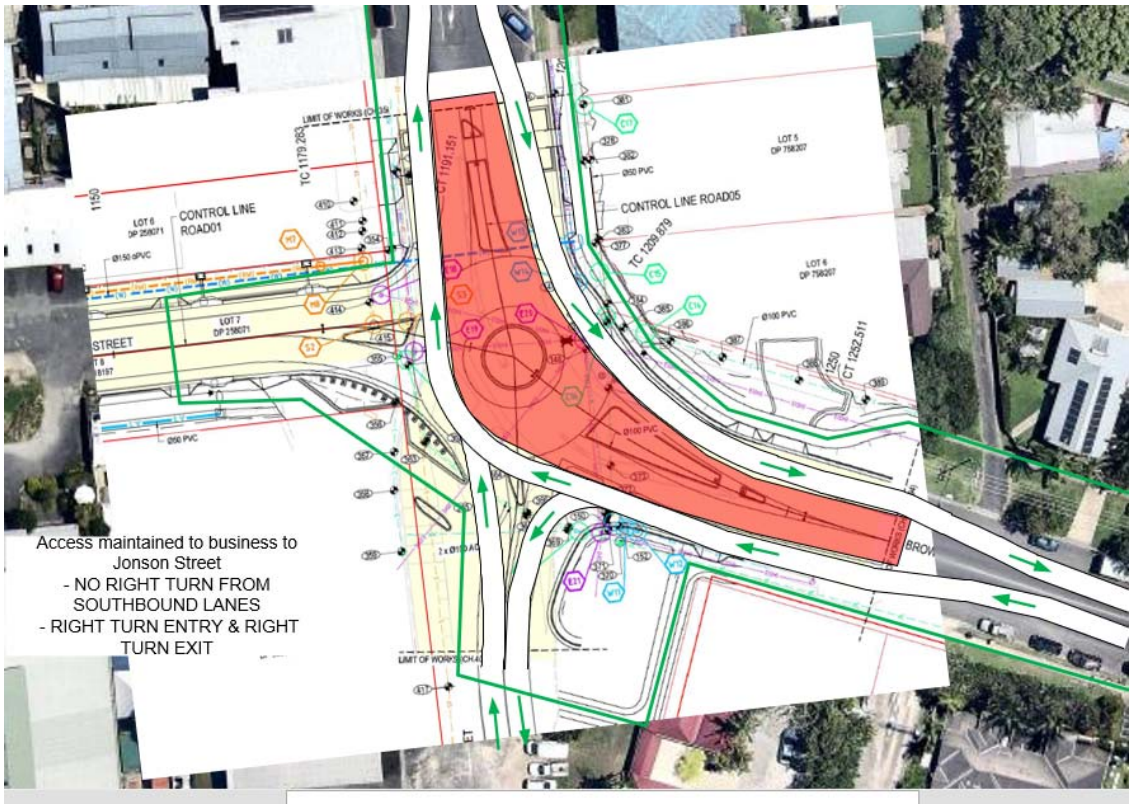
Stage 3.1 Construct Eastern Side (Southbound)



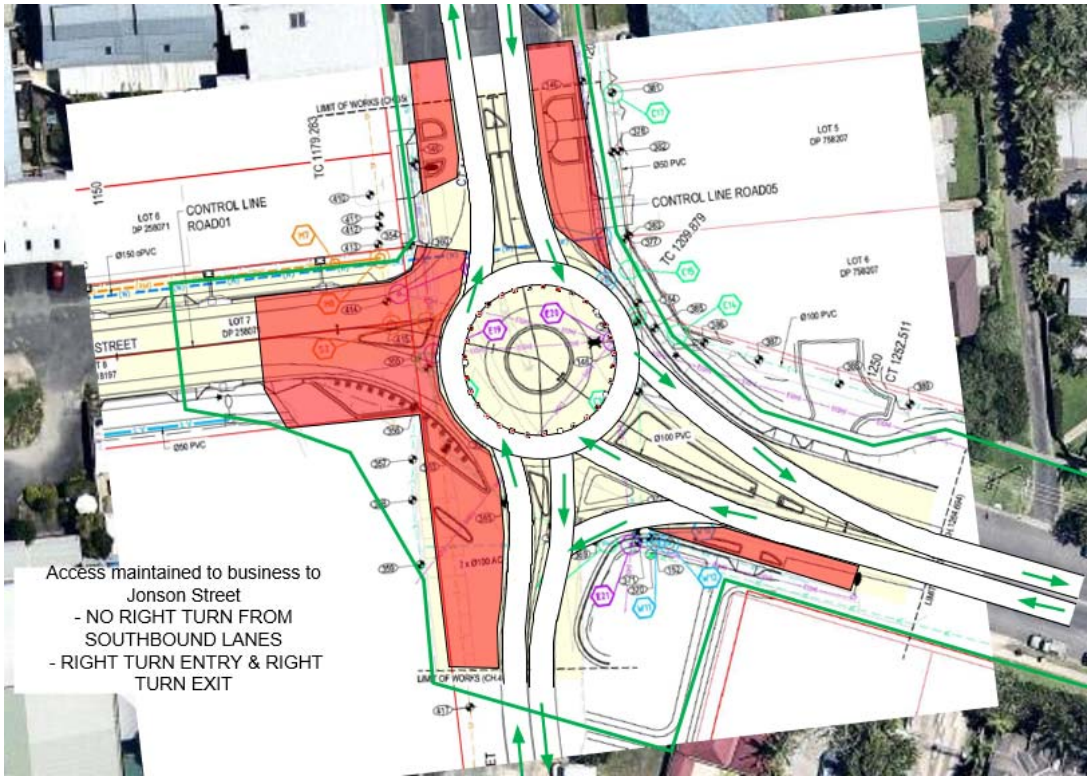
Stage 3.2 Construct Western Side (Northbound)



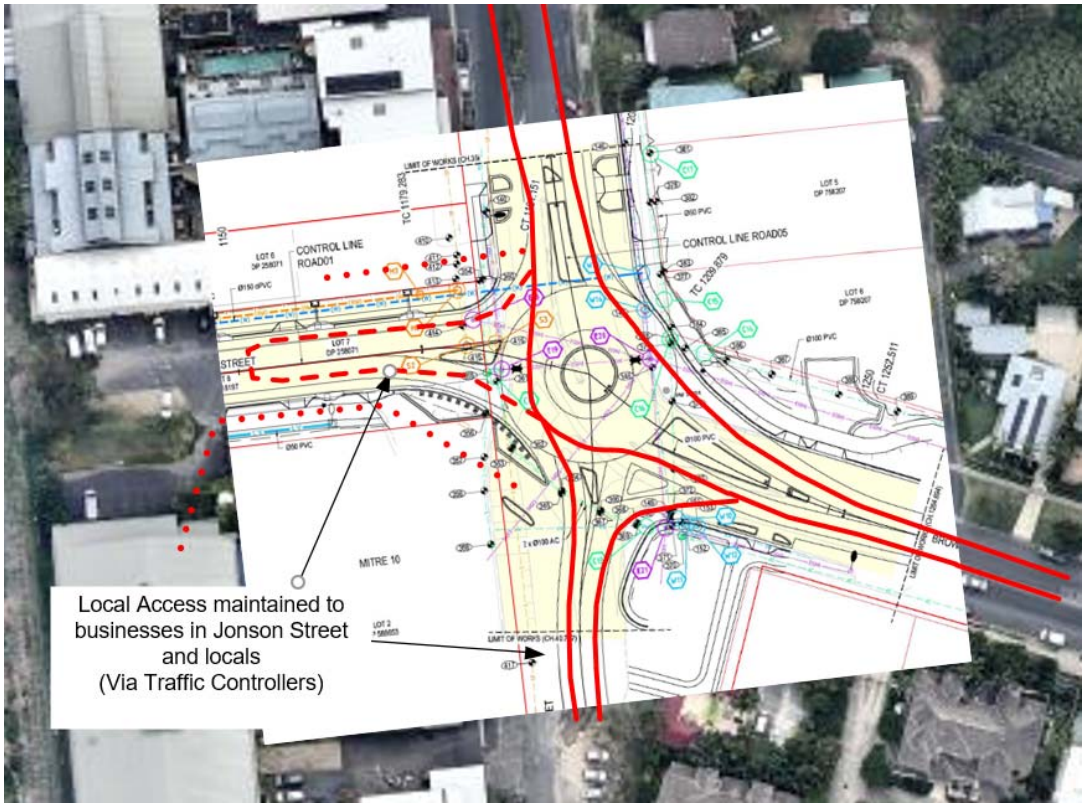
Stage 3.3 – Construct Roundabout Pavement



Stage 3.4 – Construct outer medians



Stage 3.5 – Construct Wearing Course, Signs & Lines



11 Appendix C – Daily Signage Inspection Record Form

Traffic Management Daily Record

FRM-CST-102A

Project:	
Date:	
Time:	
Location:	
TCP Number:	
Person Inspecting:	

Inspection Type		
Installation ☐	Daily Check ☐	Removal ☐

Is the TCP approved? (Government, Council)	Yes ☐	No ☐
Are all signs installed as shown on TCP?	Yes ☐	No ☐
Do the signs and devices provide adequate safety for traffic, plant and pedestrians?	Yes ☐	No ☐
Is there adequate separation between traffic and worksite?	Yes ☐	No ☐
Is the driveable surface in a suitable condition for the signed speeds?	Yes ☐	No ☐
Are all delineation devices in place and visible as per TCP?	Yes ☐	No ☐
Is the traffic flowing freely through the worksite?	Yes ☐	No ☐
Are all permanent existing speed signs in the work area covered?	Yes ☐	No ☐

If you answered any of the above with no, what are the corrective actions?

Have any changes from the original plan been made?	Yes ☐	No ☐
If yes, details?		
Who has approved the changes?		

Have there been any traffic incidents inside the work area?	Yes ☐	No ☐
If yes, details? (Date, time, description)		

Signed:	
Checked:	

Document Owner: Construction Manager
Controlled copy available electronically
Printed copy current on day of printing only: 21/06/2019

Date of Issue 01/12/2015
Page 1 of 1
Version 1.0

12 Appendix D – Traffic Audit Form

Project Details	**Job No**:		**Date:**	
	Project:			
	Name of Auditor:			
	Supervisor/ Project Manager:			
	Expected Duration:			
	Weather Conditions:			
	Time of Audit:			

		Yes	No	N/A
TMP	Has a TMP been prepared (sighted)?			
	Is the plan endorsed by a qualified person?			
	Do the works require complex traffic arrangements/ detours?			
Approval	Has the Road Authority approved the works?			
	Have they accepted the TMP?			
	Have all other required approvals been obtained (heritage/ enviro)?			
Conditions	Are there restrictions on working hours?			
	Are these working hours being adhered to?			
	Does the TMP require communication of traffic changes to the public?			
	Are communication requirements being followed?			
	Does the project / TMP require a Road Safety Audit?			
	Are all other general conditions being complied with?			
	Are records of traffic management on the site being kept in accordance with AS1742.3, Appendix A?			
Personnel	Is a qualified person on site during all working hours?			
	Is high visibility clothing being worn in accordance with AS1742.3?			
	Are traffic control personnel working at the time of the audit?			
	If yes, do they hold a Traffic Controller qualification?			
	Are Traffic Controllers managing traffic effectively?			
	Is communication between Traffic Control personnel effective and appropriate?			
Signs & Devices	Are signs and devices set out in accordance with the TMP?			
	Are side roads adequately signed?			
	Are signs upright, clean and legible?			
	Are sign supports stable and straight?			
	Can all signs and devices be easily seen by road users?			

		Yes	No	N/A
Speed Restriction	Is the speed limit through the works appropriate for the location and conditions? Refer AS1742.3, Section 4.9.			
	Are speed limit signs located on both sides of the road?			
	Are speed limit repeater signs positioned every 500m?			
Traffic Lights	Are portable traffic signals in use at the time of audit?			
	If yes, are they proceeded by a PREPARE TO STOP sign?			
	Is the current mode of operation in balance with traffic demand?			
	Maximum observed delay time of queues under stop conditions?		minutes	
	Is the maximum observed delay time less than 8 minutes?			
Road Surface	Are lane widths adequate?			
	Is the line marking clear and obvious to road users?			
	Is road surface condition adequate for all users (motorcycles / caravans)?			
Pedestrian Safety	Are the works in an area where cyclists, pedestrians or disabled persons are likely to enter the worksite?			
	Can cyclists and pedestrians safely traverse the site?			
	Are footpaths and shared paths cleared of signs?			
	Have warning signs been provided for pedestrians and cyclists?			
	If footpaths have been closed / rerouted, can bicycles, wheelchairs and prams traverse them?			
Lane Closures	Do the temporary works involve lane closures?			
	Are taper lengths in accordance with AS1742.3, Section 4.8?			
	Are cones/ bollards upright, correctly spaced and neatly aligned?			
	Are box outs or other excavations present?			
	Are protective treatments provided as per AS1742.3, Appendix D?			
	Is sufficient width provided between the rear of any barrier and the excavation to allow for barrier deflection?			
	Are water filled barriers actually filled with water?			
	Are approach ends of barriers well separated from approaching traffic or protected by a crash cushion?			
Variable Message Boards	Are variable message signs in use?			
	Does the use of Variable Message Boards comply with the road authority COP?			
	Are displayed messages in accordance with the COP?			
Miscellaneous	Is traffic management required overnight?			
	Does it comply and is there an inspection regime / night audit program?			
	Are signs that should be in place only while workers are on the road, removed / covered after hours?			

Description of non-conformance	Corrective action taken

Comments

Signed:	
Date:	

13 Appendix E – Project TCP's – Stages 1 and 2 initial only

TRAFFIC CONTROL PLAN

Long Term Work Zone
2 Way Traffic Contraflow (Working Hours)

PAGE 1 of 2

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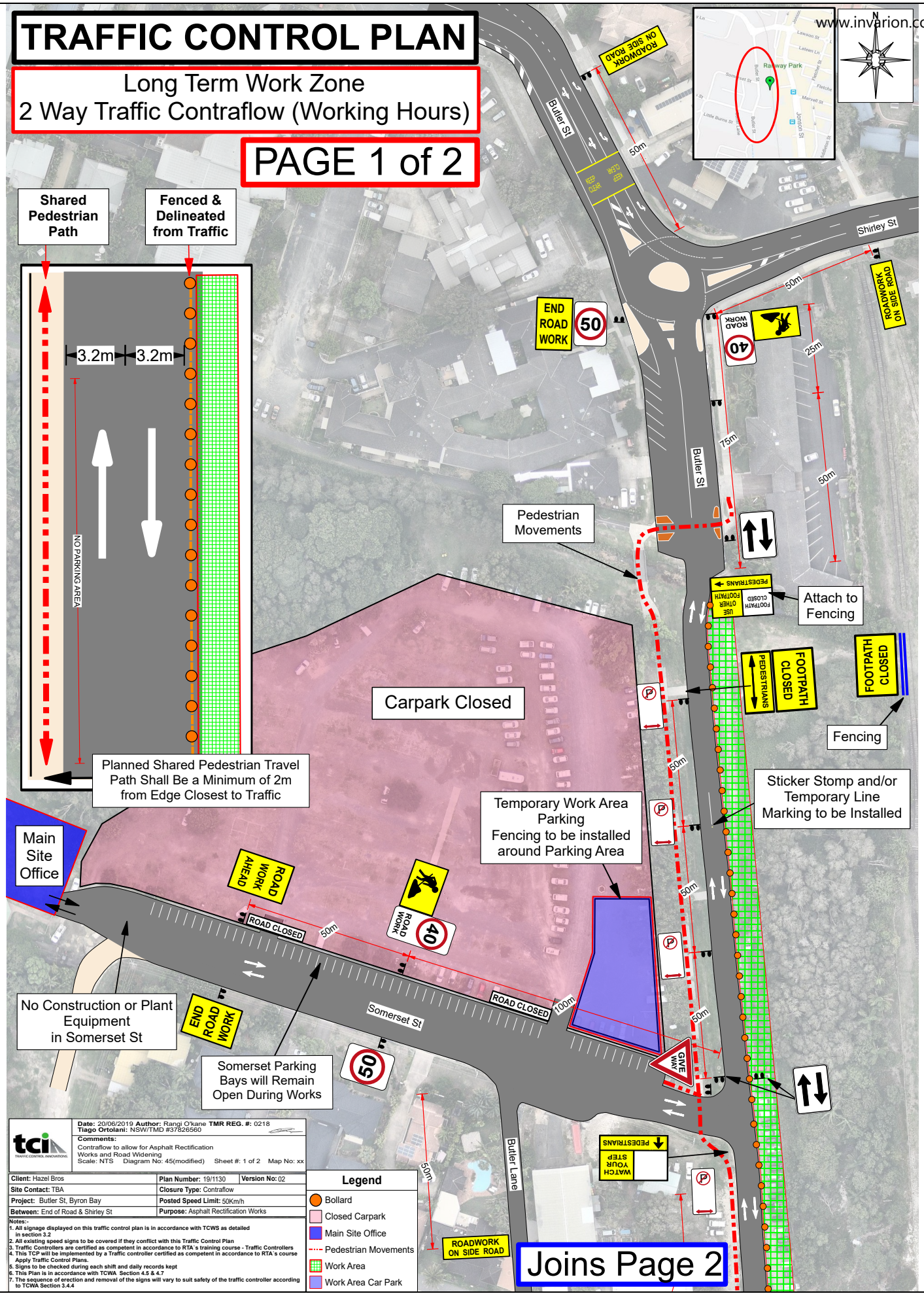

Date: 20/06/2019 **Author:** Rangi O'kane **TMR REG. #:** 0218
Tiago Ortolani: NSW/TMD #37826560

Comments:
Contraflow to allow for Asphalt Rectification Works and Road Widening
Scale: NTS Diagram No: 45(modified) Sheet #: 1 of 2 Map No: xx

Client: Hazel Bros	**Plan Number:** 19/1130	**Version No:** 02
Site Contact: TBA	**Closure Type:** Contraflow	
Project: Butler St, Byron Bay	**Posted Speed Limit:** 50Km/h	
Between: End of Road & Shirley St	**Purpose:** Asphalt Rectification Works	

Notes:-
1. All signage displayed on this traffic control plan is in accordance with TCWS as detailed in section 3.2
2. All existing speed signs to be covered if they conflict with this Traffic Control Plan
3. Traffic Controllers are certified as competent in accordance to RTA`s training course - Traffic Controllers
4. This TCP will be implemented by a Traffic controller certified as competent in accordance to RTA`s course Apply Traffic Control Plans.
5. Signs to be checked during each shift and daily records kept
6. This Plan is in accordance with TCWA Section 4.5 & 4.7
7. The sequence of erection and removal of the signs will vary to suit safety of the traffic controller according to TCWA Section 3.4.4

Legend
- Bollard
- Closed Carpark
- Main Site Office
- Pedestrian Movements
- Work Area
- Work Area Car Park

Joins Page 2

TRAFFIC CONTROL PLAN

Long Term Work Zone
2 Way Traffic Contraflow (Working Hours)

Joins Page 1

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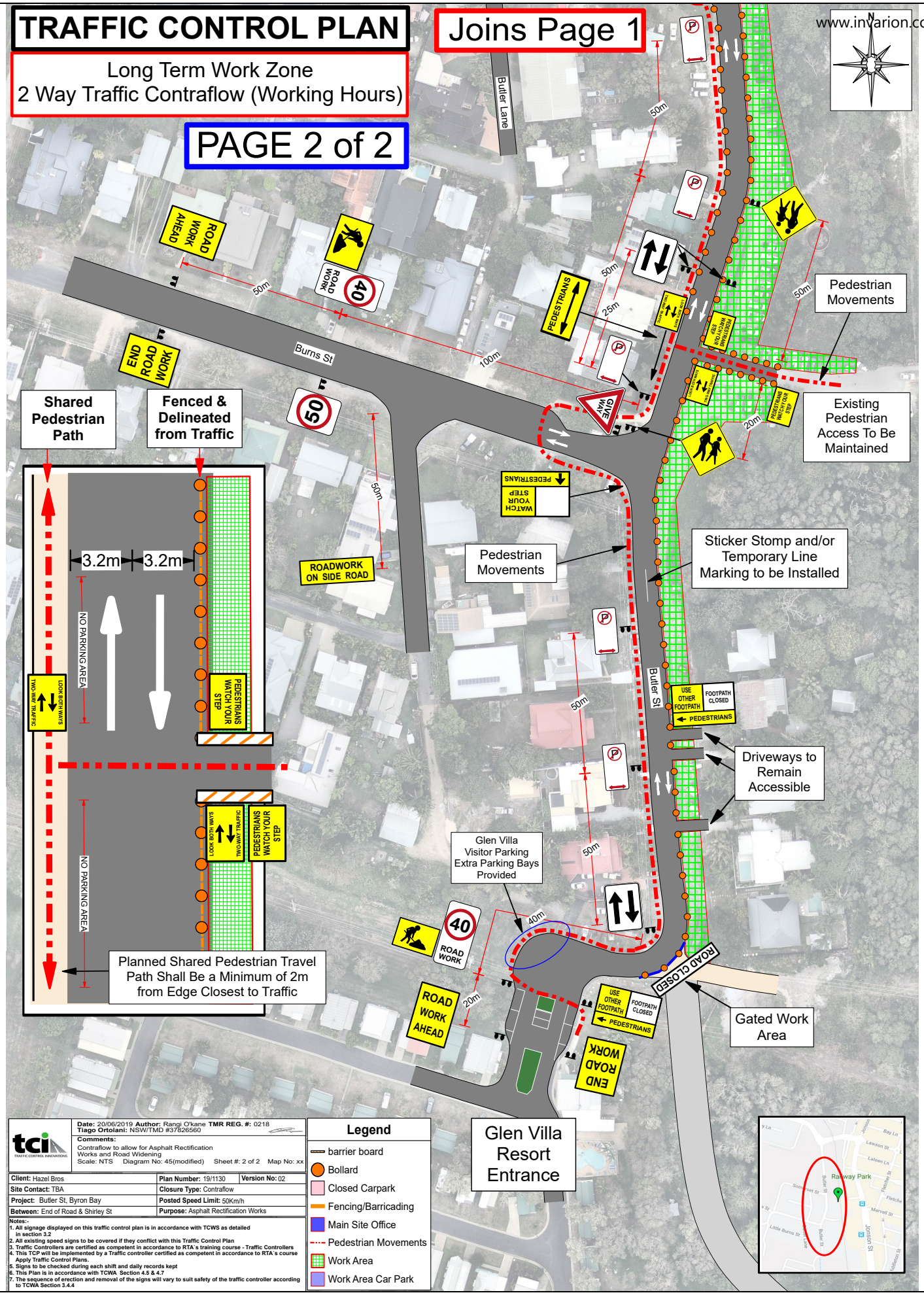


Legend

- barrier board
- Bollard
- Closed Carpark
- Fencing/Barricading
- Main Site Office
- Pedestrian Movements
- Work Area
- Work Area Car Park

Date: 20/06/2019 **Author:** Rangi O'kane **TMR REG. #:** 0218
Tiago Ortolani: NSW/TMD #37826560

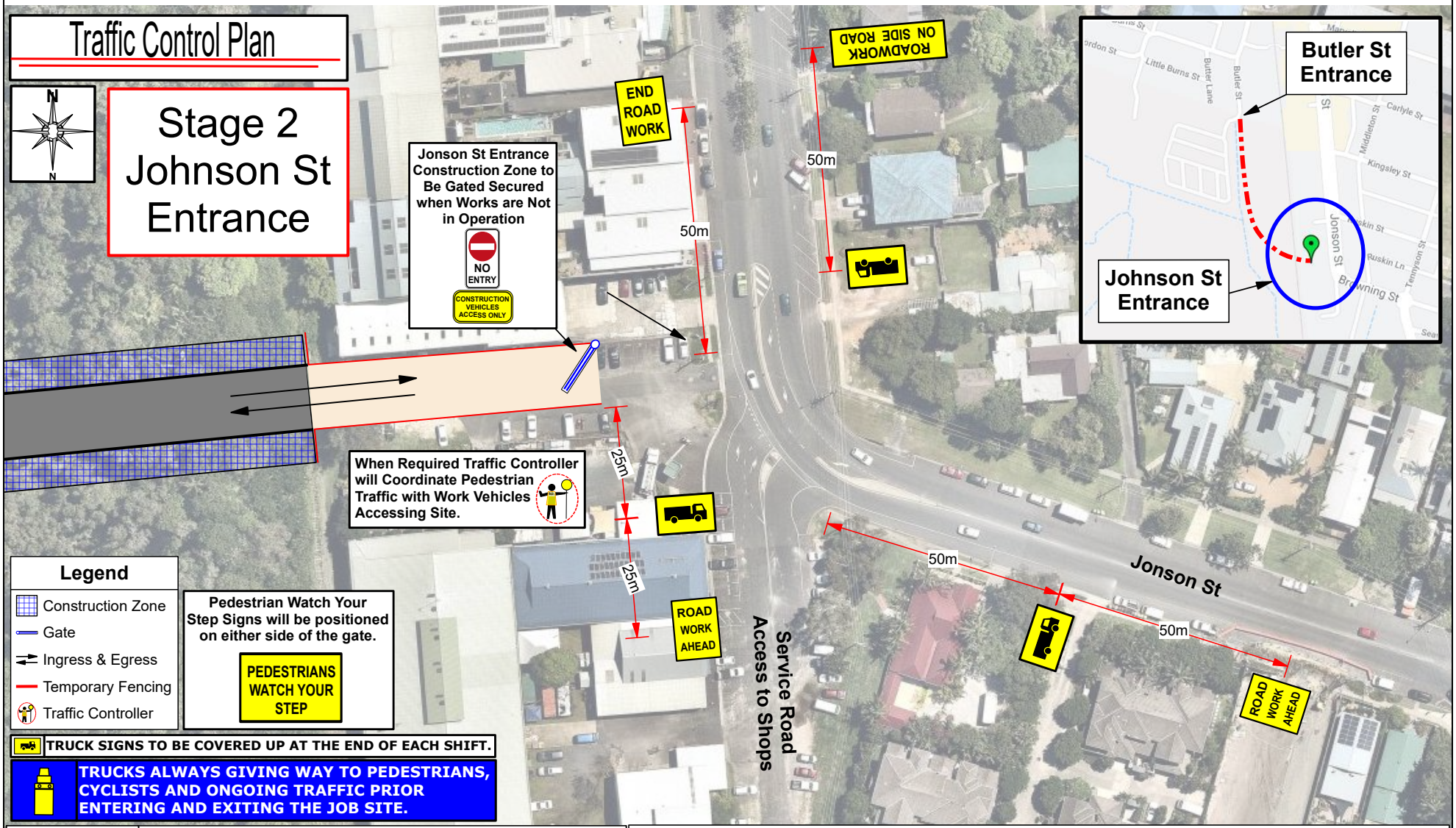
Comments:
Contraflow to allow for Asphalt Rectification Works and Road Widening
Scale: NTS Diagram No: 45(modified) Sheet #: 2 of 2 Map No: xx

Client: Hazel Bros	**Plan Number:** 19/1130	**Version No:** 02
Site Contact: TBA	**Closure Type:** Contraflow	
Project: Butler St, Byron Bay	**Posted Speed Limit:** 50Km/h	
Between: End of Road & Shirley St	**Purpose:** Asphalt Rectification Works	

Notes:-
1. All signage displayed on this traffic control plan is in accordance with TCWS as detailed in section 3.2
2. All existing speed signs to be covered if they conflict with this Traffic Control Plan
3. Traffic Controllers are certified as competent in accordance to RTA's training course - Traffic Controllers
4. This TCP will be implemented by a Traffic controller certified as competent in accordance to RTA's course Apply Traffic Control Plans.
5. Signs to be checked during each shift and daily records kept
6. This Plan is in accordance with TCWA Section 4.5 & 4.7
7. The sequence of erection and removal of the signs will vary to suit safety of the traffic controller according to TCWA Section 3.4.4

Traffic Control Plan

Stage 2 Johnson St Entrance



TRAFFIC CONTROL INNOVATIONS

Date: 03/07/2019 **Author:** Rangi O'kane **TMR REG. #:** 0218
Tiago Ortolani: NSW/TMD #37826560

Comments:

Advanced Warning Signage for Ingress & Egress of Heavy Vehicles for Civil & Road Widening Works.
Scale: NTS Diagram No: Truck Signs Sheet #: 1 of 1 Map No: xx

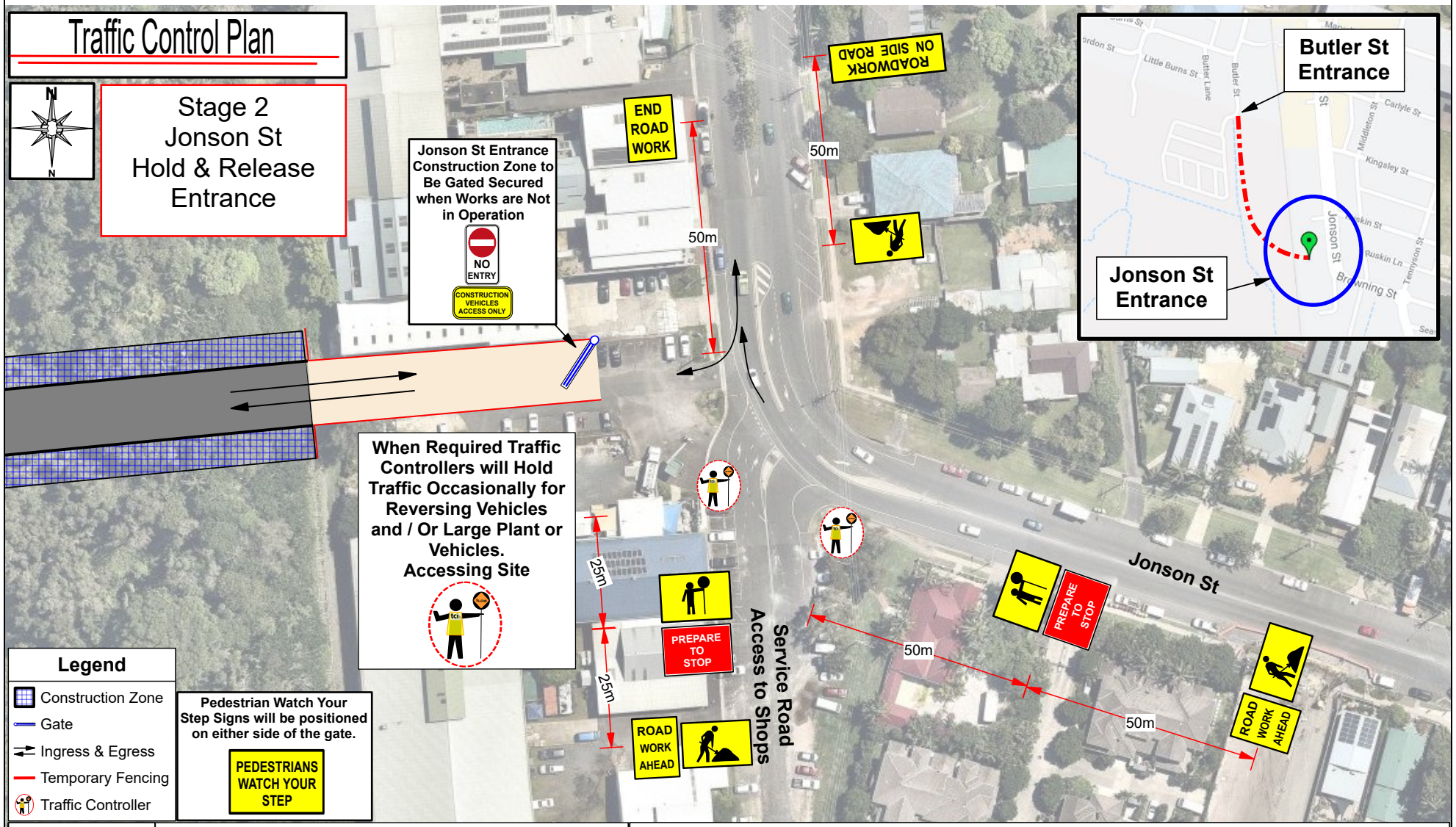
Client: Hazel Bros	**Plan Number:** 19/1262	**Version No:** 02
Site Contact: Ben Wedlock	**Closure Type:** Advanced Warning Signs	
Project: Jonson St, Byron Bay	**Posted Speed Limit:** 50Km/h	
Between: Browning St & Lawson St	**Purpose:** Civil Construction	

Notes:-

1. All signage displayed on this traffic control plan is in accordance with TCWS as detailed in section 3.2
2. All existing speed signs to be covered if they conflict with this Traffic Control Plan
3. Traffic Controllers are certified as competent in accordance to RTA`s training course - Traffic Controllers
4. This TCP will be implemented by a Traffic controller certified as competent in accordance to RTA`s course Apply Traffic Control Plans.
5. Signs to be checked during each shift and daily records kept
6. This Plan is in accordance with TCWA Section 4.5 & 4.7
7. The sequence of erection and removal of the signs will vary to suit safety of the traffic controller according to TCWA Section 3.4.4

Traffic Control Plan

Stage 2
Jonson St
Hold & Release
Entrance



Legend

- Construction Zone
- Gate
- Ingress & Egress
- Temporary Fencing
- Traffic Controller

TRAFFIC CONTROL INNOVATIONS

Date: 03/07/2019 **Author:** Rangi O'kane **TMR REG. #:** 0218
Tiago Ortolani: NSW/TMD #37826560

Comments:
Traffic Controllers will Hold traffic Occasionally for Reversing Vehicles and / Or Large Plant or Vehicles. Accessing Site

Scale: NTS Diagram No: 84 Sheet #: 1 of 1 Map No: xx

Client: Hazel Bros	**Plan Number:** 19/1263	**Version No:** 02
Site Contact: Ben Wedlock	**Closure Type:** Hold & Release	
Project: Jonson St, Byron Bay	**Posted Speed Limit:** 50Km/h	
Between: Browning St & Lawson St	**Purpose:** Civil Construction	

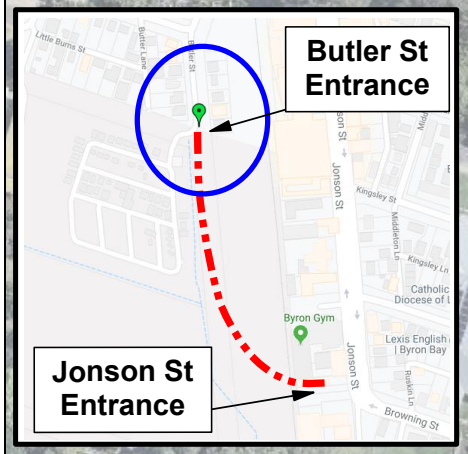
Notes:-

1. All signage displayed on this traffic control plan is in accordance with TCWS as detailed in section 3.2
2. All existing speed signs to be covered if they conflict with this Traffic Control Plan
3. Traffic Controllers are certified as competent in accordance to RTA`s training course - Traffic Controllers
4. This TCP will be implemented by a Traffic controller certified as competent in accordance to RTA`s course Apply Traffic Control Plans.
5. Signs to be checked during each shift and daily records kept
6. This Plan is in accordance with TCWA Section 4.5 & 4.7
7. The sequence of erection and removal of the signs will vary to suit safety of the traffic controller according to TCWA Section 3.4.4

Traffic Control Plan

Stage 2 Butler St St Entrance

This Plan Will Be Used in Conjunction with Stage 1



Legend

- Construction Zone
- Gate
- Ingress & Egress
- Temporary Fencing
- Traffic Controller

TRUCK SIGNS TO BE COVERED UP AT THE END OF EACH SHIFT.

TRUCKS ALWAYS GIVING WAY TO PEDESTRIANS, CYCLISTS AND ONGOING TRAFFIC PRIOR ENTERING AND EXITING THE JOB SITE.

Temporary Fencing

Butler St

For Advanced Warning Signage Refer to Stage 1 TCP-19/1130

For Advanced Warning Signage Exiting Glen Villa Refer to Stage 1 TCP-19/1130

50m

20m

Butler St Entrance Construction Zone to Be Gated Secured when Works are Not in Operation

NO ENTRY

CONSTRUCTION VEHICLES ACCESS ONLY

When Required Traffic Controller will Coordinate Pedestrian Traffic with Work Vehicles Accessing Site.

Glen Villa Resort Entrance

tci TRAFFIC CONTROL INNOVATIONS

Date: 28/06/2019 **Author:** Rangi O'kane **TMR REG. #:** 0218
Tiago Ortolani: NSW/TMD #37826560

Comments:

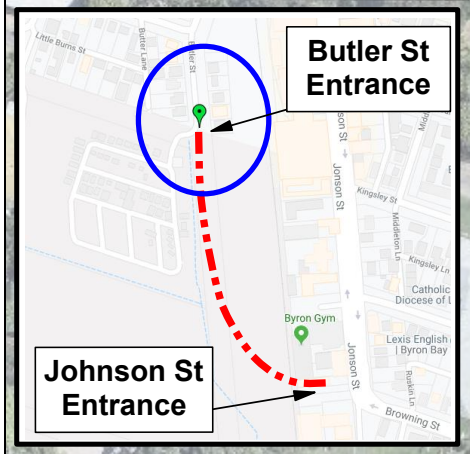
Advanced Warning Signage for Ingress & Egress of Heavy Vehicles for Civil & Road Widening Works.
Scale: NTS Diagram No: Truck Signs Sheet #: 1 of 1 Map No: xx

Client: Hazel Bros	**Plan Number:** 19/1264	**Version No:** 01
Site Contact: Ben Wedlock	**Closure Type:** Advanced Warning Signs	
Project: Butler St, Byron Bay	**Posted Speed Limit:** 50Km/h	
Between: Burns St & Glen Villa Resort Entrance	**Purpose:** Civil Construction	

Notes:-

1. All signage displayed on this traffic control plan is in accordance with TCWS as detailed in section 3.2
2. All existing speed signs to be covered if they conflict with this Traffic Control Plan
3. Traffic Controllers are certified as competent in accordance to RTA`s training course - Traffic Controllers
4. This TCP will be implemented by a Traffic controller certified as competent in accordance to RTA`s course Apply Traffic Control Plans.
5. Signs to be checked during each shift and daily records kept
6. This Plan is in accordance with TCWA Section 4.5 & 4.7
7. The sequence of erection and removal of the signs will vary to suit safety of the traffic controller according to TCWA Section 3.4.4

Traffic Control Plan



Stage 2
Butler St Entrance
Hold & Release

This Plan Will Be Used in Conjunction with Stage 1

For Advanced Warning Signage Refer to Stage 1 TCP-19/1130

For Advanced Warning Signage Exiting Glen Villa Refer to Stage 1 TCP-19/1130

Butler St

PREPARE TO STOP

50m

Traffic Controllers will Hold Traffic Occasionally for Reversing Vehicles and / Or Large Plant or Vehicles Accessing Site

PREPARE TO STOP

40m

Butler St Entrance Construction Zone to Be Gated Secured when Works are Not in Operation

NO ENTRY

CONSTRUCTION VEHICLES ACCESS ONLY

Glen Villa Resort Entrance

Legend

- Construction Zone
- Gate
- Ingress & Egress
- Temporary Fencing
- Traffic Controller

tci TRAFFIC CONTROL INNOVATIONS

Date: 28/06/2019 **Author:** Rangi O'kane **TMR REG. #:** 0218
Tiago Ortolani: NSW/TMD #37826560

Comments:

Traffic Controllers will Hold traffic Occasionally for Reversing Vehicles and / Or Large Plant or Vehicles. Accessing Site

Scale: NTS Diagram No: 84 Sheet #: 1 of 1 Map No: xx

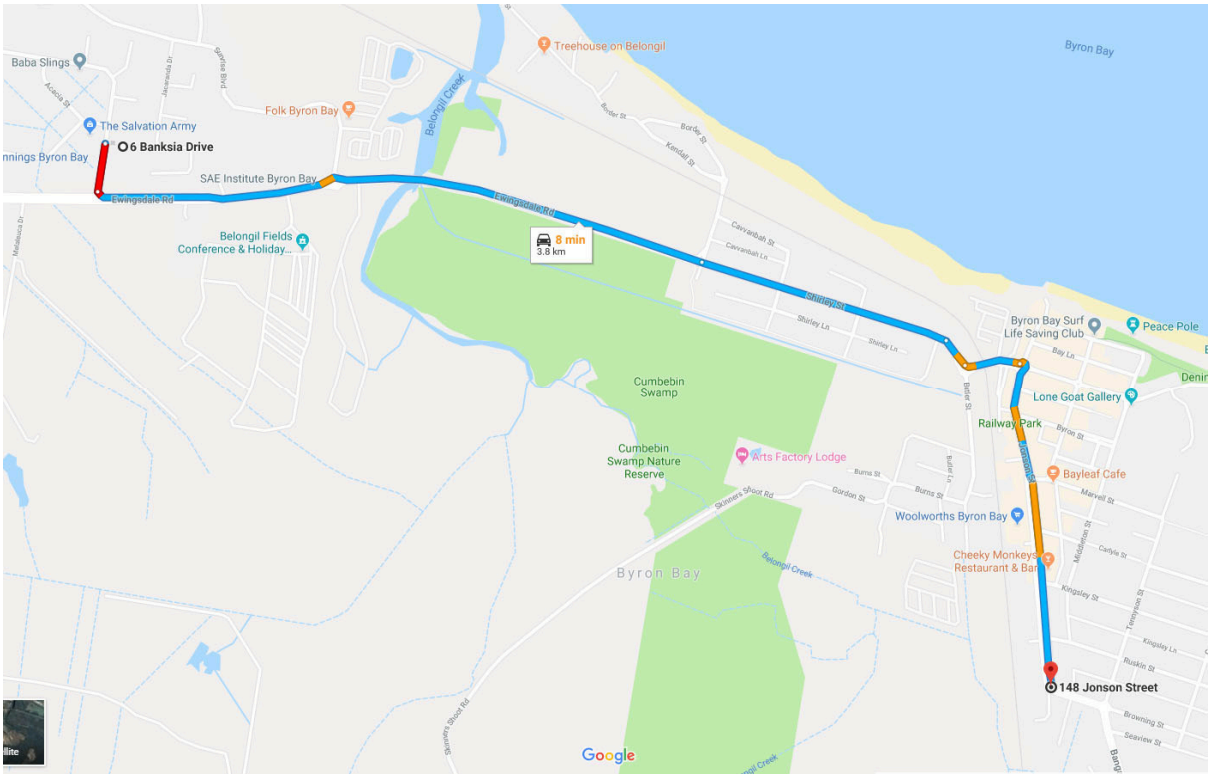
Client: Hazel Bros	**Plan Number:** 19/1265	**Version No:** 01
Site Contact: Ben Wedlock	**Closure Type:** Hold & Release	
Project: Butler St, Byron Bay	**Posted Speed Limit:** 50Km/h	
Between: Burns St & Glen Villa Resort Entrance	**Purpose:** Civil Construction	

Notes:-

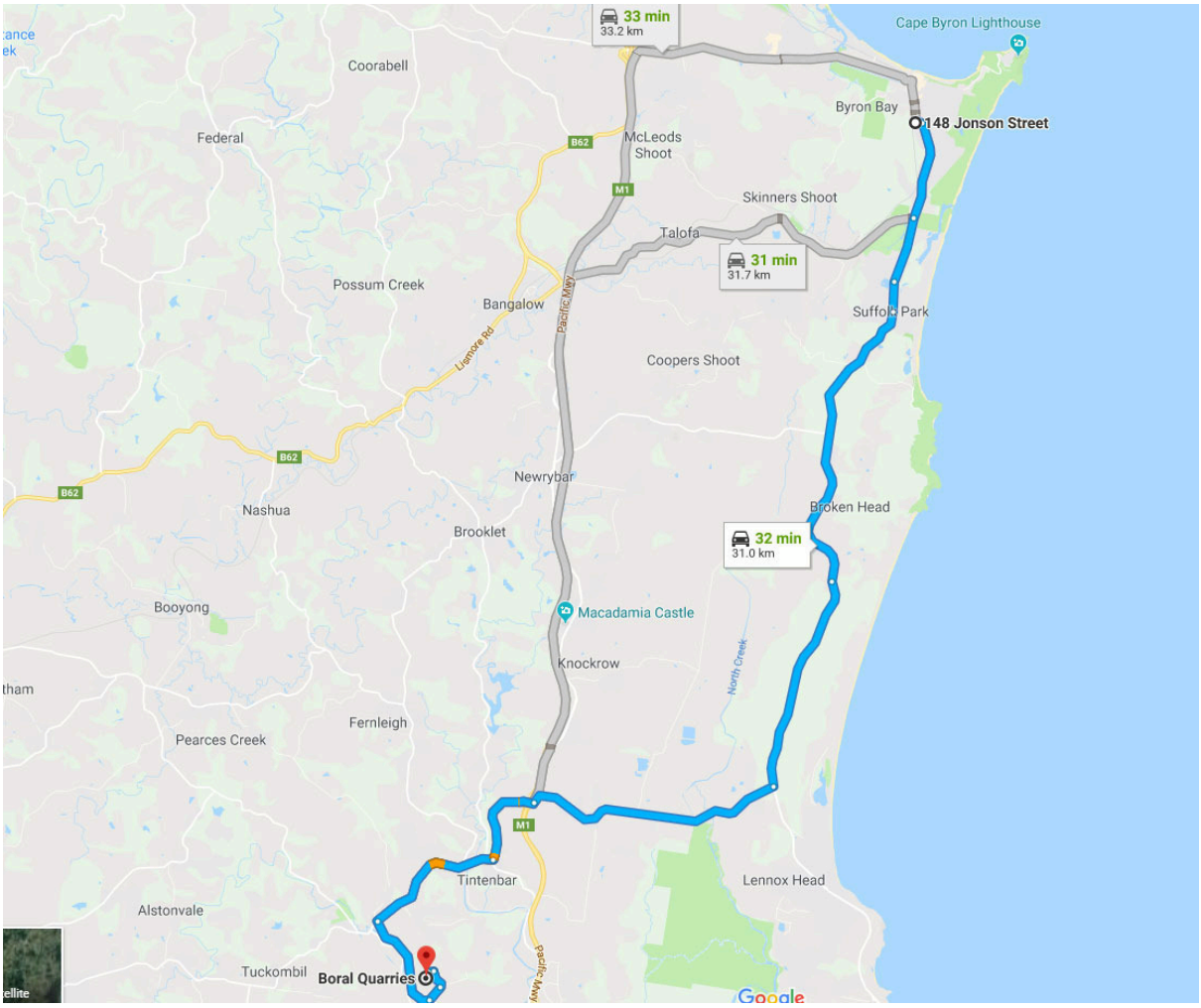
1. All signage displayed on this traffic control plan is in accordance with TCWS as detailed in section 3.2
2. All existing speed signs to be covered if they conflict with this Traffic Control Plan
3. Traffic Controllers are certified as competent in accordance to RTA`s training course - Traffic Controllers
4. This TCP will be implemented by a Traffic controller certified as competent in accordance to RTA`s course Apply Traffic Control Plans.
5. Signs to be checked during each shift and daily records kept
6. This Plan is in accordance with TCWA Section 4.5 & 4.7
7. The sequence of erection and removal of the signs will vary to suit safety of the traffic controller according to TCWA Section 3.4.4

APPENDIX D – PROPOSED HAUL ROUTES

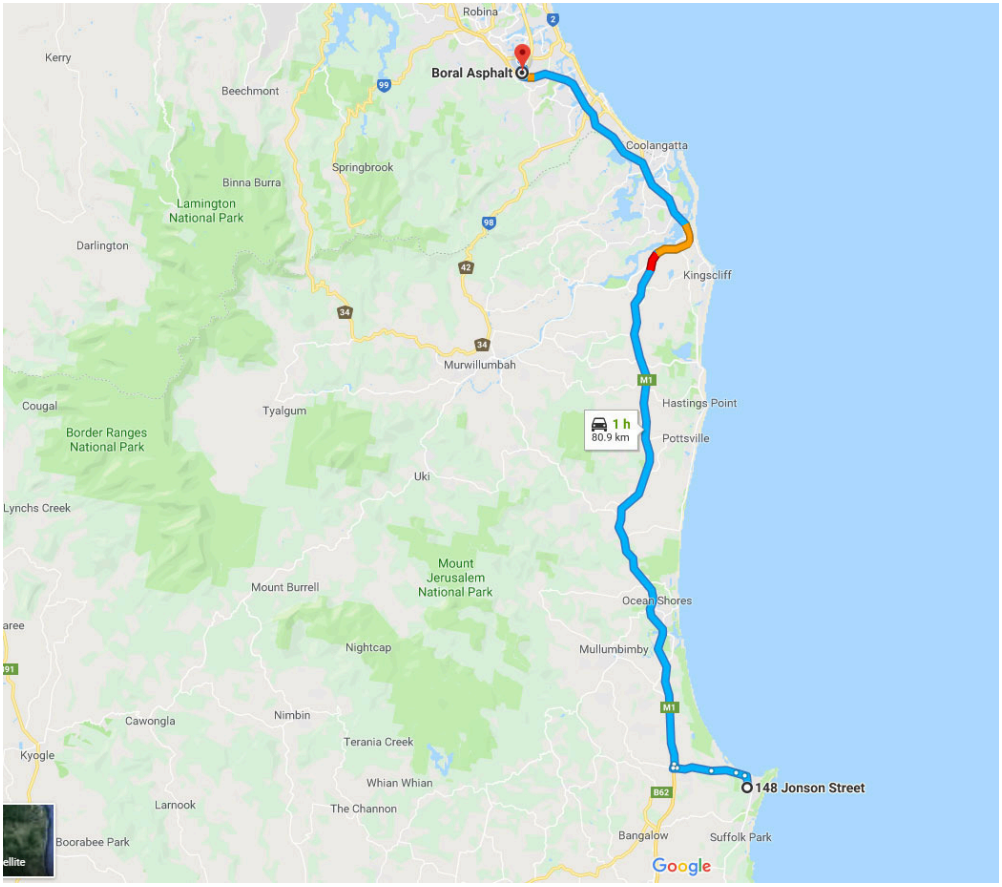
Concrete Supply:

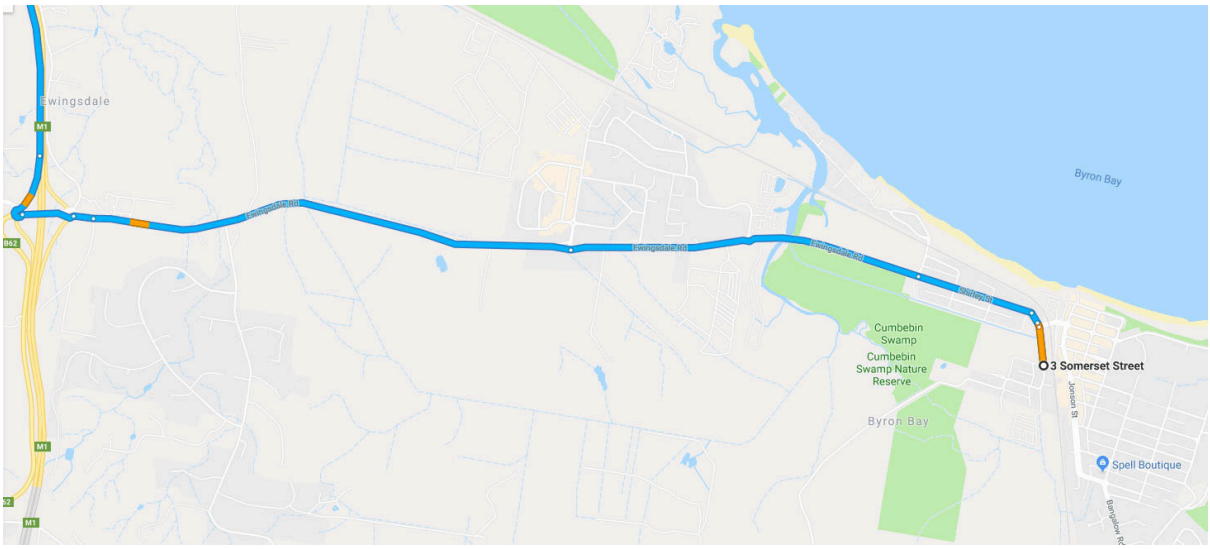


Embankment fill supply (Boral Quarry @ Teven)



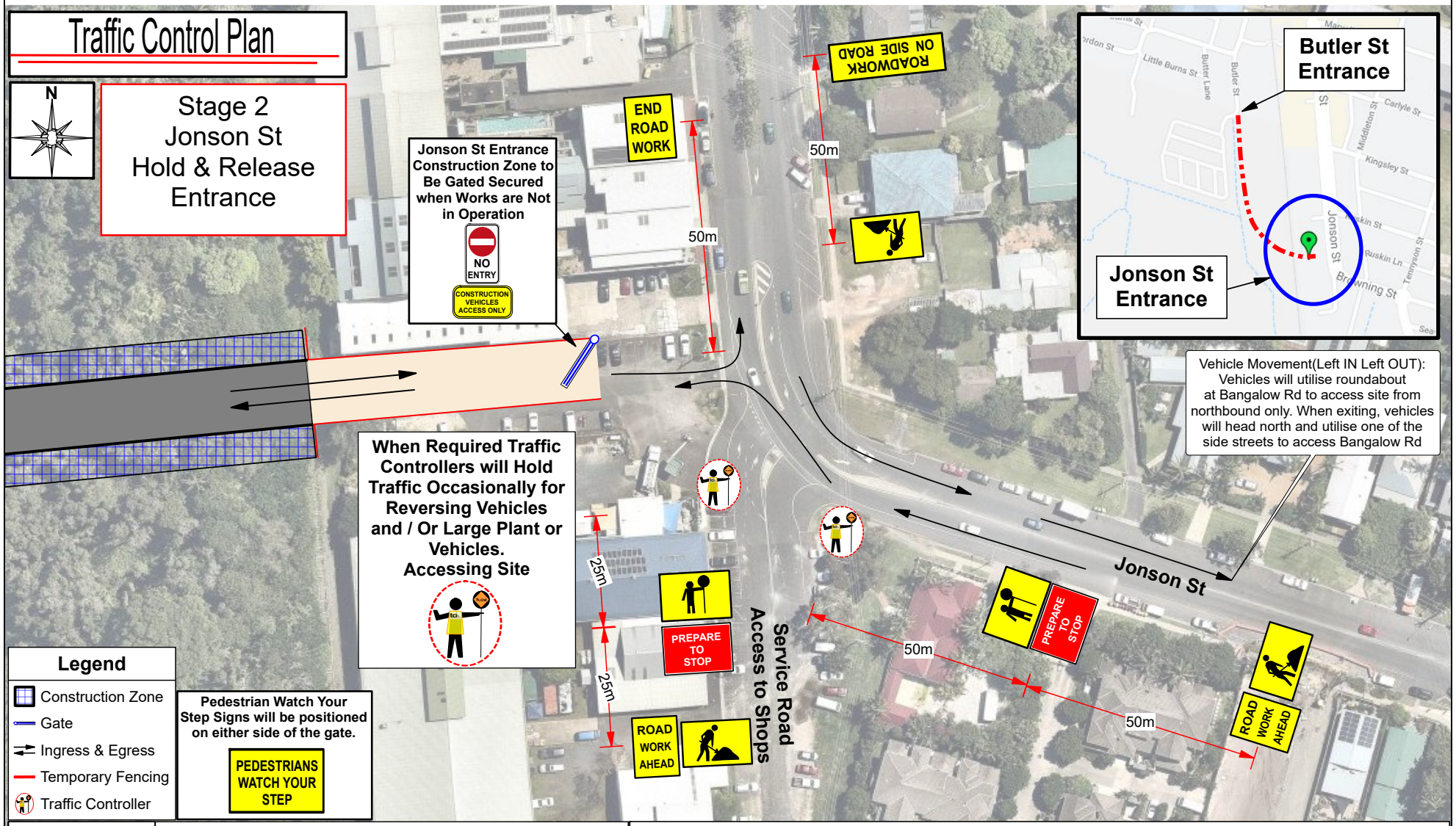
Supply of DGS20 stabilised pavement





Traffic Control Plan

Stage 2 Jonson St Hold & Release Entrance



Legend

- Construction Zone
- Gate
- Ingress & Egress
- Temporary Fencing
- Traffic Controller

Pedestrian Watch Your Step Signs will be positioned on either side of the gate.

PEDESTRIANS WATCH YOUR STEP

Date: 03/07/2019 **Author:** Rangi O'kane **TMR REG. #:** 0218
Tiago Ortolani: NSW/TMD #37826560

Comments:
Traffic Controllers will Hold traffic Occasionally for Reversing Vehicles and / Or Large Plant or Vehicles. Accessing Site

Scale: NTS Diagram No: 84 Sheet #: 1 of 1 Map No: xx

Client: Hazel Bros	**Plan Number:** 19/1263	**Version No:** 03
Site Contact: Ben Wedlock	**Closure Type:** Hold & Release	
Project: Jonson St, Byron Bay	**Posted Speed Limit:** 50Km/h	
Between: Browning St & Lawson St	**Purpose:** Civil Construction	

Notes:-

1. All signage displayed on this traffic control plan is in accordance with TCWS as detailed in section 3.2
2. All existing speed signs to be covered if they conflict with this Traffic Control Plan
3. Traffic Controllers are certified as competent in accordance to RTA`s training course - Traffic Controllers
4. This TCP will be implemented by a Traffic controller certified as competent in accordance to RTA`s course Apply Traffic Control Plans.
5. Signs to be checked during each shift and daily records kept
6. This Plan is in accordance with TCWA Section 4.5 & 4.7
7. The sequence of erection and removal of the signs will vary to suit safety of the traffic controller according to TCWA Section 3.4.4