PETER STEWART HOMES

05/04/2023

CMP for 39 The Esplanade, Mount Pleasant.

Brief of construction – construction of 2x two-level houses and 4x three-level houses. Construction to be over a period of 2 years using standard residential building practices and materials. The property has only one adjoining complete home and this is located at 16 View Street and a dilapidation report has been carried out on said property and forwarded as part of this report. We have also forwarded a site plan showing items referred to in the CMP. All building materials, works and staff are to be within the properties boundaries Apart from the verge and crossover works listed below).

Site plan – please see separate document attached.

Verge/crossovers – existing crossovers to be used during construction, new crossovers as per DA approval to be constructed at end of construction ready for occupancy.

Stakeholders engagement plan – this project is not of the nature that it requires such a plan. It is the construction of 6 residential houses.
However, we have personally met with the adjacent and adjoining neighbours and passed on our details and will do a letter drop to surrounding properties once works begin with contact information if anyone has a problem or query during construction. The site will also have clear signage with contact details.

Complaints management – we will deal with all complaints immediately and for any that cannot be resolved we will abide by local laws and regulations and inform the city of Melville if a dispute cannot be remedied.
Point of contact for complaints: Dean Stewart 0400 946 794
2nd Point of contact – PSH office 9206 3586 or pstewarthomes@bigpond.com
We will create an in house complaints register.

City footpath and verge and roads – we will maintain the footpath in its current state (see photo file attached to email). We will rectify any damage if it occurs. Photos of the existing verge and footpath serves as a dilapidation report for this item. Photos of current footpath condition has been forwarded to the city.

Adjacent building dilapidation report – 16 view street.
A copy is attached and has been given to the owner of said property.

Traffic management plan – no traffic or pedestrian issues will arise from this development.

City verge to property line – was covered with weeds and dead plants, this has been removed and will be replaced at end of the project with graded mulch gardens/landscaping.

Council trees – there are no council trees of significance on the site, this was double checked at first feature survey of land and shown on site plan for DA. There is one tree on site that has had a TPZ fence added to it for the duration of the project but this is on owners land, not council verge.

Road and footpath obstructions – there will be none for this project. All works are maintained on site.

Parking – trades and deliveries will park onsite (mainly lot 5 and 6 to begin with and then at each of the premises for fit out). Some trades may park in existing parking spaces adjacent to site, following the parking signage. Delivery drivers will enter site and then unload their materials. No road closures will be necessary.

Work zone permit – our workzone is on the owners land and we will not need to have a workzone on the council land. We will notify council in writing if this situation chganges at any time and we require a permit.

Enviromental impact of project – the form of construction (standard residential brick and slab) shall not have any detrimental affects to the surrounding area including the swan/canning river system. All works will be to Australian standards in relation to dust/waste control and disposal and all works will be carried out from 7am to 7pm Monday to Saturday. No dewatering is required onsite for this project. No additional stormwater management plan is required for this project.

Work hours – between 7am and 7pm Monday to Saturday

Control of dust and sand groundworks – prior to digging (24hours) areas will be saturated with water and then a water hose will be used during cut and fill works to minmise the dust. Clean fill to be used to minimise dusty soils. The builder has already removed the top 400mm layer of black thin dusty soil from site and cleaned up after. This will greatly reduce dust being blown around by the elements during works.

Control of dust and sand during construction – best practices and australian standards will be used throughout the project for cleanest possible site works, including wet cutting of materials and no overload of debris/general rubbish.

Clean up dust and sand – if during works adjacent areas are affected by dust and sand from our premises then we will undertake to manually clean and clear the dust/sand.

Lighting – no external lighting will be put in place.

14/07/2023

Revised 14/07/2023

Additional information for CMP for 39 The Esplanade, Mount Pleasant.

[redacted]

[redacted],

Please see additional information as requested in your email 11/07/2023.
Additional note added for Building services in regards to verge permit as per email 14/07/2023.

CMP for 39 The Esplanade, Mount Pleasant.

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A copy is attached and has been given to the owner of said property.

City verge to property line – was covered with weeds and dead plants, this has been removed and will be replaced at end of the project with graded mulch gardens/landscaping.

Council trees – there are two council trees of significance on the site, this was double checked at first feature survey of land and shown on site plan for DA. These trees have a TPZ fence erected. There are four trees on site that has have a TPZ fence added to them for the duration of the project but this is on owners land, not council verge.

Road and footpath obstructions – there will be none for this project. All works are maintained on site.

Parking – trades and deliveries will park onsite (mainly lot 5 and 6 to begin with and then at each of the premises for fit out). Some trades may park in existing parking spaces adjacent to site, following the parking signage. Delivery drivers will enter site and then unload their materials. No road closures will be necessary.

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Clean up dust and sand – if during works adjacent areas are affected by dust and sand from our premises then we will undertake to manually clean and clear the dust/sand.

Lighting – no external lighting will be put in place.

Vehicle wash downs – this will be on-site, see site plan. Wash down will not leave site as it is in centre of block.

Control of vibration – industry standards compaction plant will be used to compact the soil including only single man/hand-controlled plate compacter within 2 meters of any adjoining property (16 view street).

Stormwater – at present there is minimal stormwater run off from the vacant land. We will not divert any stormwater from the site during works and as soon as site soakwells are in place and construction begins we will plumb stormwater into said soakwells.

Dewatering – no dewatering works are to take place on-site.

Waste management – minimal wastage will occur and what is produced will be removed from site in a clean and safe way, utilising skip bins and on occasion a bobcat and 10-tonne truck.

Hazardous materials – there are no hazardous materials to be removed from site.

Site storage and amenities – please see attached site plan for location.

Crane – cranes and concrete pumps will not use airspace above adjoining properties or council road reserve. Please see site plane for proposed position of mobile crane when required on site.

Scaffold and materials hoist – scaffold will only be to perimeter of properties as and when required and not fall outside property boundaries. Each house may have a residential materials hoist but again this will be as part of the scaffolding and not outside the property boundaries.

Perimeter fencing – fencing will be installed to the perimeter of the worksite.

PLEASE SEE ADDITIONAL PAGES THAT INCLUDES EXTRA INFORMATION REQUESTED AND THUS SUPPLIED AFTER FEEDBACK FROM RELVANT COUNCIL DEPARTMENTS :

Health services.

Disruption to surrounding areas.

Groundworks will take place with the smallest sized machinery relevant for the job purpose. Some groundworks have already taken place to allow for the construction of number 37 the esplanade. At this time most fill from the site was removed so that large pills of fill where not left onsite, this is the plan for the entire project. We have also cleared vegetation from the site and at that time we removed from the whole site the top 300mm to500mm of loose black dusty dirt down to a clean fill level, at this time we constantly watered the area and also cleaned surrounding streets and properties, the black dirt being the most likely form of disruption to neighbours has now been eliminated. We have removed this dirt so future groundworks do not raise black dust , however we will still continue to use water trucks and onsite hoses and sprinklers during earthworks to keep the air clear and disruption to surroundings minimised. We have stated in our CMP that we will clean up if any surrounds are affected, but we do not anticipate this as the black dust has been removed from the site. As stated above we will minimise mounds of fill and instead remove from site and then return clean fill if necessary. The main fill needed for lot one and two will be spread evenly across lot 3,4,5 and 6 and compacted so there are no large piles of fill. The cut of lots four and five will be used to fill behind lots one and two retaining walls.

Stormwater run-off.

The current site does not have sediment run off during storms and the works we are undertaking reduces any run-off potential as opposed to increasing run off. The cut of lot one and two has removed the large hill on site that may have produced stormwater run-off or flooding, in heavy storms, as the block was sitting naturally, so the stormwater run-off onto the esplanade and the stormwater drains has been drastically decreased. On Rockwood street there is an existing pillar and post retaining wall that will be kept in place for as long as viably possible and this wall is higher than the land cut behind it so there will be no run-off onto Rockwood street. The pillar and post wall will only be removed once all the land behind it has been cut to lower levels so there is not a slope of dirt from our site to Rockwood street.

Delivery of goods.

Lot five and six already have a roadbase hardstand for parking and deliveries, and the nominated common access area between lots 1,2,3,4 will also be roadbase hardstand for deliveries and concrete trucks. Construction on site is staggered so that materials for lots one and two can be delivered to hardstand on lot 3 and 4 and lots 3 and 4 deliveries to lot 5 and 6. Once all homes are built to same levels then lots 1,2 3 and 4 will have deliveries direct to their lots via common driveway and lots 5 and 6 will have deliveries straight to those lots.

Works will be schedulled so that there are no delivery stock on site when the washdown area is required.

The common area hardstand area is long enough to park a concrete pump and one concrete truck all within site boundaries so this is how concrete works will take place with no spillage onto the esplanade, rockwood street or view road.

Rangers services.

Lots 5 and 6 have adequate space for parking of vehicles for the initial construction of lot 1 and 2 to level one height. This will also be true upto the basement construction of lot 3 and 4 (same time as level one slab for lot one and two). Once lot 1 and 2 are at level one and lot 3 and 4 are at basement level (same heights as each other) then trades working on these homes can park direct at these buildings or in the common access driveway if no deliveries or craneworks are taking place that day. Trades working at lots five and six will park at lots 1 to 4 also if necessary. Towards the end of the project if parking overflow is required we may apply for a verge permit for lot 5 and 6 on view street for their fit out trades, but at this stage we do not anticipate this because by fit out stage their will be plenty of parking at lots 1 through 4 (including these properties garages and driveways).
We anticipate approcximately four to six vehicles a day on site for the duration of the build. At fit out stage there could be as many as 10 vehicles but with over 18 car spaces alone if we use lot 1,2,3 and 4 garages and drives.

Traffic safety.

As stated in the CMP we are containing all on site, however as requested we have engaged the services of a traffic management company to produce a full plan for the CMP.

Building services.

Peter Stewart homes will be applying for a verge permit on view road once this area/verge is required for use for the project, until that time we will not use the verge as shown on the CMP plan we are intending to utilise the land inside the perimeter for all deliveries and vehicles. Once we do require and apply for the verge permit for view road we will follow the city of melvilles permits guidelines and conditions.

Crossover permits.

At the stage of construction that we are to construct the threee crossovers approved in the development approval plans (2x View street and 1x Rockwood streeet) we will apply at the city of melville for crossover approvals separate from the building license. However our traffic management plan covers the construction of the crossovers for cross reference.

Sincerely,

Dean Stewart.

14/07/2023

Revised 14/07/2023

Additional information for CMP for 39 The Esplanade, Mount Pleasant.

C/O: Gavin Davey, Planning officer.

Dear Gavin,

Please see additional information as requested in your email 11/07/2023. Additional note added for Building services in regards to verge permit as per email 14/07/2023.

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Sincerely,

Dean Stewart.

EXISTING CROSSOVER TO BE REMOVED AND KERB LINE REINSTATED

NEW DRIVEWAY CROSSOVERS TO COUNCIL DETAILS

VIEW ROAD

Four cubic meter skip bin if required at times.

79.36

23.43

27.47

28.46

No. 18 VIEW ROAD
PROPOSED
LOT 5
Area - 384m²

No. 39C THE ESPLANADE
PROPOSED
LOT 4

Vehicle wash down area

No. 39 THE ESPLANADE
PROPOSED
LOT 1
Area - 400m²

Possible secondary site toilet.

15.72

15.09

15.51

10.41

12.41

14.45

5.00

6.00

4.67

3.97

30.62

22.49

26.36

30.26

26.10

No. 20 VIEW ROAD
PROPOSED
LOT 6
Area - 384m²

No. 19 ROCKWOOD STREET
PROPOSED
LOT 3
Area - 350m²

No. 39B THE ESPLANADE
PROPOSED
LOT 2
Area - 400m²

THE ESPLANADE

8.90

15.09

14.68

12.99

12.77

9.81

NEW TRUNCATION

Amenities

Materials delivery and crane area

6.00

6.00

22.62

2.83

8.00

2.83

18.16

8.80

6.00

6.00

NEW TRUNCATION

26

ROOCKWOOD STREET

COMMON PROPERTY DRIVEWAY.

NEW CROSSOVER TO EXISTING KERB - TO COUNCIL DETAILS

WORKS ON ROADS
TRAFFIC MANAGEMENT PLAN

BUILDING LOT DEVELOPEMENT
39 THE ESPLENADE, MOUNT PLEASANT

HIGHWAYS TRAFFIC
JULY 2023- JULY 2024

I Mikayla Smith (AWTM Cert No. 22-11374-01) declare that I have designed this Traffic Management Plan following a site inspection on 15/07/2023. The Traffic Management Plan prepared, **with no variations,** is in accordance with the Main Roads Code of Practice, AGTTM and AS 1742.3

Signature:  Date: 17/07/2023

	Name / Company	Accreditation Details	Date	Signed
TMP designed by:	Mikayla Smith Highways Traffic	22-11374-01	17/07/2023	
TMP Reviewed by:	Nicole Murphy Highways Traffic	23-11533-03	17/07/2023	
RTM reviewed and endorsed by:				
Compliance Audit to be undertaken by:				
Road Authority Review by:				
Road Authority Authorisation	Road authority authorisation of the implementation of traffic signs and devices is given for Traffic Management Plan No.554-01 Signed Authorised Officer Date (Print Name) Position			

TMP No: 554-01	Rev. No: 1	Date: 17/07/2023

Revision Register

Revision Number	Revision Date	Comments	Section / Page No.	Revised By
1	17/07/2023	TMP preparation	Whole Document	Mikayla Smith

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1. INTRODUCTION

1.1 Purpose and Scope

This Traffic Management Plan (TMP) outlines the traffic control and traffic management procedures to be implemented by Highways Traffic to manage potential hazards associated with the traffic environment during the project.

The project involves the development of lot 5 & 6 39 The Esplanade, Mt Pleasant.

1.2 Objective and Strategies

The objectives of the Traffic Management Plan is to ensure:

- The safety of the road workers.
- All road users, including vulnerable road users, are safely guided around, through or past the work site.
- The performance of the road network is not unduly impacted and the disruption and inconvenience to all road users are minimised for the duration of the works.
- Impacts on users of the road reserve and adjacent properties and facilities are minimised.

In an effort to meet these objectives the Traffic Management Plan will incorporate the following strategies:

- Providing a sufficient number of traffic lanes to accommodate vehicle volumes.
- Ensuring delays are minimised.
- Ensuring all road users are managed including motorists, pedestrians, cyclists, people with disabilities and people using public transport.
- Ensuring work activities are carried out sequentially to minimise adverse impacts.
- Provision will be made for works personnel to enter the work area in a safe manner in accordance with safety procedures.
- All entry and exit movements to and from traffic streams shall be in accordance with the requirements of safe working practices.

2. PROJECT OVERVIEW

2.1 Location

Figure 1 Site Location

2.2 Project Details, Site Assessment and Site Constraint /Impacts

ITEM	DESCRIPTION
Project	Building lot development
Location	39 The Esplanade, Mt Pleasant
Road Classification, Existing Speed Limit	Access Road 50km/h
Road Authority	City of Melville
Local Government	City of Melville
Principal	Apollo Southern Pty Ltd
Prime Contractor	Peter Stewart Homes
Sub-Contractor	N/A.
Scope of Works	Development of lot 5 & 6, 39 The Esplanade, Mt Pleasant
Staging of Work / Temporary Traffic Management	Multiple stage of works consisting of: • Setup of relevant TGS. • Undertaking of building lot development. • Pack up of traffic management. These steps shall be repeated as required.
Project Date	26th July 2023 -26th July 2024

ITEM	DESCRIPTION
Hours / Days of Work	Monday – Saturday 07:00 – 19:00.
Duration of Work	1 Year.
Other Constraints	At the time of production of this TMP, no other constraints could be identified.
Concurrent/adjacent Works or Projects	At the time of the production of this TMP no special events or other works could be identified.

2.3 Existing Traffic and Road Environment

ITEM	DESCRIPTION
Traffic Volume and Composition	There are not currently any available traffic volumes on Main Roads traffic map for the View Road, The Esplenade or Rockwood Street however, traffic volumes observed during a site visit during the proposed work hours were moderate.
Existing road configuration	Single lane both directions, undivided.
Existing pedestrian / cyclist facilities	Pedestrian paths provided; no cycle lanes provided.

2.4 Overview of Proposed TTM

ITEM	DESCRIPTION
Temporary Traffic Management Descriptions	The works consist of Advance warning signage for trucks & pedestrian management not within 30m of a signalised intersection therefore, these works are not considered Complex Traffic Management arrangement as defined by the MRWA CoP Cl 4.2.3.
Speed zone dates and times	N/A
Lane Closures dates and times	N/A
Road Closures dates and times	N/A
Signal modifications description	N/A
Proposed lane widths	Lane widths shall be maintained at a minimum of 3m.
Road Safety Barrier	Not applicable as the works do not include any excavations.

2.5 Project Representatives

POSITION	NAME	CONTACT DETAILS
Road Authority Representative	City of Melville	melinfo@melville.wa.gov.au
Local Government	City of Melville	melinfo@melville.wa.gov.au
Project Manager / Prime Contractor	Dean Stewart	dean.stewart@iinet.au
Site Supervisor/Manager	Peter Stewart	peter.stewart@iinet.au
TMP Design	Mikayla Smith	mikayla@highwaystraffic.com.au

TMP Implementation	Highways Traffic	operations@highwaystraffic.com.au

Peter Stewart Homes have engaged Highways Traffic to prepare this Traffic Management Plan and associated controls for the works.

The TMP will be implemented by Highways Traffic acc No 0056 or by an accredited traffic management contractor chosen by HT to implement the traffic management schemes on HT's behalf.

3. RISK MANAGEMENT

The following details the preliminary assessment of site hazards likely to be encountered, the level of risk associated with each, and the control proposed. Note that the risk level is the level of assessed risk ***without*** the controls in place. The controls listed have been determined as being appropriate in reducing the risk to a level that is acceptable.

The hierarchy of control has been utilised to ensure that the highest practicable level of protection and safety is selected:

- Elimination
- Substitution
- Isolation
- Engineering
- Administration
- Personal Protection Equipment

In evaluating the options, a key consideration is whether the option takes traffic around, through or past the worksite.

3.1 Risk Classification Tables

QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

Level	Consequence	Description
1	Insignificant	Mid-block hourly traffic flow per lane is equal to or less than the allowable lane capacity detailed in AGTTM. No impact to the performance of the network. Affected intersection leg operates at a Level of Service (LoS) of A or B. No property damage.
2	Minor	Mid-block hourly traffic flow per lane is greater than the allowable road capacity and less than 110% of the allowable road capacity as detailed in AGTTM. Minor impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of C. Minor property damage.
3	Moderate	Midblock hourly traffic flow per lane is equal to and greater than 110% and less than 135% of allowable road capacity as detailed in AGTTM. Moderate impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of D. Moderate property damage.
4	Major	Midblock hourly traffic flow per lane is equal to and greater than 135% and less than 170% of allowable road capacity as detailed in AGTTM. Major impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of E. Major property damage.
5	Catastrophic	Midblock hourly traffic flow per lane is equal to and greater than 170% of allowable road capacity as detailed in AGTTM. Unacceptable impact to the performance of the network. Intersection performance operates at a Level of Service (LoS) of F. Total property damage.

WHS QUALITATIVE MEASURES OF CONSEQUENCE OR IMPACT

Level	Consequence	Description
1	Insignificant	No treatment required
2	Minor	First aid treatment required.
3	Moderate	Medical treatment required or Lost Time Injury
4	Major	Single fatality or major injuries or severe permanent disablement
5	Catastrophic	Multiple fatalities.

QUALITATIVE MEASURES OF LIKELIHOOD

Level	Likelihood	Description
A	Almost certain	The event or hazard: is expected to occur in most circumstances, will probably occur with a frequency in excess of 10 times per year.
B	Likely	The event or hazard: Will probably occur in most circumstances, will probably occur with a frequency of between 1 and 10 times per year.
C	Possible	The event or hazard: might occur at some time, will probably occur with a frequency of 0.1 to 1 times per year (i.e., once in 1 to 10 years).
D	Unlikely	The event or hazard: could occur at some time, will probably occur with a frequency of 0.02 to 0.1 times per year (i.e., once in 10 to 50 years).
E	Rare	The event or hazard: may occur only in exceptional circumstances, will probably occur with a frequency of less than 0.02 times per year (i.e., less than once in 50 years).

IMPORTANT NOTE: The likelihood of an event or hazard occurring shall first be assessed over the duration of the activity (i.e., "period of exposure"). For risk assessment purposes the assessed likelihood shall then be proportioned for a "period of exposure" of one year.

Example: An activity has a duration of 6 weeks (i.e., "period of exposure" = 6 weeks). The event or hazard being considered is assessed as likely to occur once every 20 times the activity occurs (i.e., likelihood or frequency = 1 event/20 times activity occurs = 0.05 times per activity). Assessed annual likelihood or frequency = 0.05 times per activity x 52 weeks/6 weeks = 0.4 times per year. Assessed likelihood = Possible.

QUALITATIVE RISK ANALYSIS MATRIX – RISK RATING

	CONSEQUENCE				
Likelihood	**Insignificant (1)**	**Minor (2)**	**Moderate (3)**	**Major (4)**	**Catastrophic (5)**
Almost certain (A)	**Low 5**	**High 10**	**High 15**	**Very High 20**	**Very High 25**
Likely (B)	**Low 4**	**Medium 8**	**High 12**	**Very High 16**	**Very High 20**
Possible (C)	**Low 3**	**Low 6**	**Medium 9**	**High 12**	**High 15**
Unlikely (D)	**Low 2**	**Low 4**	**Low 6**	**Medium 8**	**High 10**
Rare (E)	**Low 1**	**Low 2**	**Low 3**	**Low 4**	**Medium 7**

MANAGEMENT APPROACH FOR RESIDUAL RISK RATING

Residual Risk Rating	Required Treatment
Very High	Unacceptable risk. **HOLD POINT**. Work cannot proceed until risk has been reduced.
High	High priority, WHS MR and Roadworks Traffic Manager (RTM) must review the risk assessment and approve the treatment and endorse the TGS prior to its implementation.
Medium	Medium Risk, standard traffic control and work practices subject to review by accredited AWTM personnel prior to implementation.
Low	Managed in accordance with the approved management procedures and traffic control practices.

3.2 Risk Register

Generic Risks

Item	Risk Event	Consequence	Pre–treatment Risk			Treatment	Residual Risk			TMP/TGS Reference
			L	C	RR		L	C	RR	
1	Distracted or impaired motorists may crash into workers during setup / pickup of TTM signs and devices	Serious injury to workers	B	4	VH16	• Personnel implementing TMP/TGS are to be qualified with a minimum BWTM, are aware of correct procedures and follow safe work practises as outlined in SWMS. • Use vehicle with 2 flashing beacons to shadow workers on foot, equipment should be unloaded from the non-traffic side or the rear of the vehicle - lookout person to warn of approaching traffic. • Refer to section 7.2 of the TMP for additional guidance on setup / pickup	C	3	M9	7.2
2	Onsite implementation incorrect signage or device layout	Inadequate protection of the work site resulting in near misses	B	3	H12	• Personnel implementing TMP/TGS are to be qualified with a minimum BWTM. • On completion of setting out the traffic control measures drive through site check shall be performed to ensure compliance with TGS and recorded in daily diary. • Adjustment of signs and devices within tolerances specified AGTTM 3 – 2.5.3	D	3	L6	6.2.2.3, 7.3.2
3	TTM signage displaced risk of noncompliance due to windy conditions, heavy vehicles, or traffic speed	Inadequate protection of the work site resulting in near misses	C	3	M9	• Portable temporary signage shall be appropriately weighted as per COP 6.3.1 • Contractor / traffic supervisor (minimum BWTM) to undertake regular site checks of the traffic control measures and make necessary adjustments to ensure visibility.	D	3	L6	Appendix C
4	Topography or sight distance restricting motorists view increased risk of traffic conflicting with site and personnel or accidents/collisions	Vehicle collisions	B	3	H12	• Operational check shall be carried out once the TGS's have been implemented to ensure devices are operating correctly and determine if any onsite adjustments are required using the tolerances specified in section 7.3.2 • Establish advanced warning temporary speed zone & repeater signs where required.	C	3	M9	7.3.2, Appendix C
5	Topography or sight distance restricting motorists view increased risk of traffic conflicting with site and personnel or accidents/collisions	Personal injury	B	3	H12	• Operational check shall be carried out once the TGS's have been implemented to ensure devices are operating correctly and determine if any onsite adjustments are required using the tolerances specified in section 7.3.2 • Establish advanced warning temporary speed zone & repeater signs where required.	C	3	M9	7.3.2, Appendix C

Item	Risk Event	Consequence	Pre–treatment Risk			Treatment	Residual Risk			TMP/TGS Reference
			L	C	RR		L	C	RR	
6	Vegetation creates obstruction or shadowing decreased visibility to approach signs, increased risk of traffic conflicting with site and personnel or accidents/collisions	Personal injury	B	3	H12	Reposition signs / devices in a clear position. Increase warning distances by 25% where necessary until signage is clear. Regular site checks, flashing lights on vehicles, PPE.	C	3	M9	7.3.
7	Vegetation creates obstruction or shadowing decreased visibility to approach signs, increased risk of traffic conflicting with site and personnel or accidents/collisions	Vehicle collisions	B	3	H12	Reposition signs / devices in a clear position. Increase warning distances by 25% where necessary until signage is clear. Regular site checks, flashing lights on vehicles, PPE.	C	3	M9	7.3.
8	Disposing of litter / cigarette butts into the environment	Damage to flora, injury to fauna	C	3	M9	All personnel to contain rubbish in their vehicles or into bins if available	D	3	L6	3.2
9	Placement of signs and devices on plants or bushes within a sensitive area or which may harbor fauna	Damage to flora, injury to fauna	C	2	L6	Sign distancing may be adjusted within the tolerances providing in Section 7.3.2	D	2	L4	7.3.2
10	Due to road alignments, advertising signage, shadows or vegetation, the signs and devices may become illegible	• Vehicle collisions • Failure to comply with signs and devices • Unsuspecting drivers	C	4	H12	• T/C's to reposition signs and devices to allowable tolerances (min 10% less or 25% more than D, Cones to a maximum of 10% more), as required • Regular site inspections to occur	D	4	M8	7.3.2

Site Specific Risks

Item	Risk Event	Consequence	Pre–treatment Risk			Treatment	Residual Risk			TMP/TGS Reference
			L	C	RR		L	C	RR	
1	Accidents due to dust, potholes, loose stones etc caused by truck movements	Injury to road users Damage to Vehicles	C	3	M9	Peter Stewart Holmes shall have the responsibility to ensure regular monitoring, upkeep, watering and maintenance is conducted and actioned immediately where risks become present.	D	3	L4	3.2
2	Several Trucks arriving at the same time could lead to trucks queuing/waiting on View Road or Rockwood Street.	Traffic congestion Traffic accident/ collision	B	3	H12	Trucks to be spaced out to ensure there is no queuing of Trucks on View Road or Rockwood Street. Deliveries should be avoided during peak hours.	C	3	M9	3.2
3	Traffic unaware of work vehicles entering site, cause rear end collision	Vehicle collisions	C	4	H12	Advanced warning signage truck symbolic shall be implemented prior to the site entrance.	D	4	M8	7.4 TGS 01 & 02
4	Traffic unaware of work vehicles entering site, cause rear end collision	Personal injury	B	3	H12	Advanced warning signage truck symbolic shall be implemented prior to the site entrance.	C	3	M9	7.4 TGS 01 & 02

Item	Risk Event	Consequence	Pre–treatment Risk			Treatment	Residual Risk			TMP/TGS Reference
			L	C	RR		L	C	RR	
5	Unexpected movement of vehicles, equipment in, out & around of the site, potentially causing an accident with passing traffic.	Personal injury	B	3	H12	Vehicles shall decelerate slowly & signal their intention by indicator to leave the traffic stream – rotating lights shall be activated. A spotter may act as a gate keeper to allow entry into site. Vehicles leaving the worksite should be travelling at 15kph and shall only enter traffic stream when advised by the "spotter" when it is safe so – rotating lights turned off.	C	3	M9	7.4
6	Sun glare resulting in decreased visibility for road users resulting in impact with worksite equipment.	Damage to equipment	C	2	L6	Contractor and traffic supervisor (minimum BWTM) to undertake regular audits of the traffic control measures and make necessary adjustments to ensure visibility.	D	2	L4	Appendix C
7	Sun glare conditions resulting in decreased visibility for road users resulting in impact with work site personnel.	Injury to personnel	C	4	H12	Contractor and traffic supervisor (minimum BWTM) to undertake regular site checks of the traffic control measures and make necessary adjustments to ensure visibility.	D	4	M8	Appendix C
8	Poor weather conditions resulting in decreased visibility for road users resulting in impact with worksite equipment.	Damage to equipment	C	2	L6	Contractor and traffic supervisor (minimum BWTM) to undertake regular audits of the traffic control measures and make necessary adjustments to ensure visibility.	D	2	L4	5.1.1
9	Poor weather conditions resulting in decreased visibility for road users resulting in impact with work site personnel.	Personal injury	C	4	H12	Contractor and traffic supervisor (minimum BWTM) to undertake regular site checks of the traffic control measures and make necessary adjustments to ensure visibility.	D	4	M8	5.1.1
10	Signage left on site at nighttime could lead to decreased readability for passing motorised resulting in vehicle crashes, entry into site etc	Vehicle collisions Near misses	C	3	M9	All signs and devices are to be of Class 1 retro-reflective materials.	D	3	L6	4.3
11	Signage left on site at nighttime could lead to decreased readability for passing motorised resulting in vehicle crashes, entry into site etc	Worker injuries	B	3	H12	All signs and devices are to be of Class 1 retro-reflective materials.	C	3	M9	4.3
12	Work vehicles entering site could entice unsuspecting following vehicles to enter into site	Worker injuries	B	3	H12	• Entering vehicle to display flashing beacons just prior to entry. • Entering vehicle to slow down prior to entry. • Use Hazard indicators when in site.	C	3	M9	7.4
13	Work vehicles entering site could entice unsuspecting following vehicles to enter into site	Near misses Rear end collisions	C	2	L6	• Entering vehicle to display flashing beacons just prior to entry. • Entering vehicle to slow down prior to entry. Use Hazard indicators when in site.	D	2	L4	7.4

Item	Risk Event	Consequence	Pre–treatment Risk			Treatment	Residual Risk			TMP/TGS Reference
			L	C	RR		L	C	RR	
14	Trucks unloading close to access point, possible with other trucks arriving and queuing close to or on the road causing collision	• Traffic congestion • Traffic accident/ collision	C	4	H12	• All trucks are to be unloaded away from the site access point ensuring there is adequate space for vehicles to navigate past the trucks, with a clear line of sight. Access to and from the site may be assisted by a spotter to assist drivers entering the traffic stream when required.	D	4	M8	3.2
15	Trucks unloading close to access point, possible with other trucks arriving and queuing close to or on the road causing collision	Personal Injury	B	3	H12	• All trucks are to be unloaded away from the site access point ensuring there is adequate space for vehicles to navigate past the trucks, with a clear line of sight. Access to and from the site may be assisted by a Spotter to assist drivers entering the traffic stream when required.	C	3	M9	3.2
16	Loss of communication with other onsite personnel, (or if necessary heavy transport), resulting in vehicle collision or physical injury	Vehicle collisions	C	3	M9	• Ensure all communications devices (UHF CB Radios/Mobile Phones) are functional and compatible. Confirm UHF channel to be used by all relevant personnel. • Cease work immediately and relocate to a 'safe' parking area in the event of an incident, near miss or communications breakdown. • Handheld UHF radios shall be carried in each vehicle for 'out-of-vehicle' work or as emergency spare. Observe good radio communication protocols	D	3	L6	7.5
17	Loss of communication with other onsite personnel, (or if necessary heavy transport), resulting in vehicle collision or physical injury	Personal injury	B	3	H12	• Ensure all communications devices (UHF CB Radios/Mobile Phones) are functional and compatible. Confirm UHF channel to be used by all relevant personnel. • Cease work immediately and relocate to a 'safe' parking area in the event of an incident, near miss or communications breakdown. • Handheld UHF radios shall be carried in each vehicle for 'out-of-vehicle' work or as emergency spare. Observe good radio communication protocols	C	3	M9	7.5
18	Pedestrians / Cyclists using the PSP/footpath near advance warning signs may slip, trip, or fall from introduced obstacle	Personal Injury	B	3	H12	Cones to be placed near the edges of the signs to highlight the sign placement. Signs to be placed off the footpath where possible or in areas where pedestrian movement is lower i.e., beginning of turn pocket	C	3	M9	3.2
19	Passing pedestrians on footpaths near worksite could slip, trip, or fall from ground obstacles	Personal injury	B	3	H12	Worksite to be kept clean as work procedures commence/finish. Pedestrian walkways to remain clear at all times. Pedestrian watch your step signs will be installed	C	3	M9	3.2
20	The interaction of non-motorised road users with	Personal injury	B	3	H12	Worksite to be kept clean as work procedures commence/finish.	C	3	M9	3.2

Item	Risk Event	Consequence	Pre–treatment Risk			Treatment	Residual Risk			TMP/TGS Reference
			L	C	RR		L	C	RR	
	through traffic and work plant may result in increased potential for conflict and injury.					Pedestrian walkways to remain clear at all times. Traffic Controllers (BWTM) will be onsite to guide pedestrians around the works as and when necessary. Stop pedestrians and cyclists as required where trucks are entering.				

4. TRAFFIC MANAGEMENT PLANNING AND ASSESSMENT

4.1 Traffic Assessment and Analysis

4.1.1 Traffic and Speed Data

A summary of recent traffic data is provided below:

Location	Vehicles per day (% heavy vehicles)	Date	Source
View Road	Unavailable	2023	Traffic Map
Rookwood Street	Unavailable	2023	Traffic Map
The Esplanade	Unavailable	2023	Traffic Map

A summary of recent speed data is provided below:

Location	Posted Speed (km/h)	85th Percentile Speed (km/h)	Date	Source
View Road	50km/h	Unavailable	2023	Road Information Mapping System
Rookwood Street	50km/h	Unavailable	2023	Road Information Mapping System
The Esplanade	50km/h	Unavailable	2023	Road Information Mapping System

4.1.2 Traffic Flow Analysis

There are not currently any available traffic volumes on Main Roads traffic map for the View Road, Rookwood Street & the Esplanade however, traffic volumes observed during a site visit during the proposed work hours were minimal and will not be impacted by trucks entering and exiting.

4.1.3 Temporary Speed Zones

The existing speed limit of 50km/h shall be retained on View Road, Rookwood Street & The Esplanade as this is sufficient for worker on foot not within 3m-12m of traffic.

4.1.4 Existing Traffic signals

N/A.

4.1.5 Impact to adjoining network

Works do not include road closures therefore, no impact to the adjoining network is expected.

4.1.6 End of Queue Treatment

Works do not include stop/slow therefore, end of queue treatment is not required.

4.1.7 Portable Traffic Control Devices (PTCDs)

N/A

4.1.8 Speed Management

Works do not include a speed reduction; therefore, speed management is not required.

4.1.9 Excavations or Above Ground Hazards

There will be above ground hazards in the form of temporary traffic management signage which will be implemented off the traffic lanes on verge.

4.2 Road Users

4.2.1 Pedestrians

Pedestrians may be affected by the works as works will result in site fencing replacing the existing retaining wall on Rockwood Street therefore, pedestrians watch your step signage shall be implemented.

4.2.2 Cyclists

There are not currently any cycle lanes in the vicinity of the works however, cyclists may be impacted by trucks entering/exiting site Cyclists shall abide by the signage set out by traffic management as per other road users.

4.2.3 Public Transport

There are not currently any bus routes/stops in the vicinity of the works therefore, PTA will not be impacted by the works.

4.2.4 Heavy and Oversized Vehicles

View Road, Rookwood Street & The Esplanade do not form part of the MRWA RAV network therefore, MRWA HVS will not be impacted by the works.

4.2.5 Existing Parking Facilities

Existing parking facilities will not be affected by the works.

4.2.6 Access to Adjoining Properties / Business

Access to adjoining properties/businesses shall be maintained & assisted by traffic management.

4.2.7 Rail Crossings

There are no rail crossings in the vicinity of these works.

4.2.8 School Crossings

There are no school crossings in the vicinity of these works.

4.2.9 Special Events and Other Works

At the time of the production of this TMP no special events or other works could be identified.

4.2.10 Emergency Vehicle Access

Traffic management shall monitor for emergency vehicles around the worksite and shall ensure emergency vehicles have a clear and unobstructed route through the worksite.

4.3 Night Work Provisions

N/A.

4.4 Road Safety Barriers

The works do not include any excavations therefore, not applicable.

4.5 Shadow Vehicles

A shadow vehicle with 2 flashing beacons is not required to shadow workers on foot as per section 6.13 and table 16 scenario 3 of Main Roads CoP.

4.6 Consultation and Communication / Notification

4.6.1 Other Agencies

Emergency services shall be notified prior to works, City of Melville shall be consulted prior to works.

4.6.2 Public

Due to the low impact nature of the works no public notification is scheduled for the works.

5. SITE ASSESSMENT

5.1 Provision to Address Environmental Conditions

5.1.1 Adverse Weather

Weather is not expected to adversely impact on the effectiveness of the traffic control detailed on the attached TGS's. Notwithstanding this, should adverse weather conditions be encountered during the works, the following contingency plans should be activated. Note: any adjustments to the plan shall be risk assessed and approved by someone holding a WTM or AWTM accreditation. Major changes will require road authority approval.

5.1.1.1 Rain

In the event of rain, an on-site assessment shall be made and sign spacing, and tapers may be extended by 25% to account for increased stopping distances. Slippery (T3-3) signs may be placed as required and all changes shall be recorded in the daily diary.

If rain occurs, Traffic Management Personnel shall inspect the site and where signage and / or devices are not clearly visible, signage may need to be adjusted to improve visibility or if necessary, provide additional signage and delineation. Where stopping distances are adversely affected by wet surfaces, spacing between signs may need to be adjusted to provide increased reaction time for drivers. In cases where it is determined that the rain is so heavy that the risk is considered unacceptable, all work shall cease until rain has cleared. All changes shall be noted in the daily diary.

5.1.1.2 Floods

Should works be affected by flooding to the extent that the worksite becomes impassable, or risk is considered unacceptable, all work shall cease immediately, and Traffic Controllers (and other personnel if necessary) shall be deployed immediately to close the site and direct traffic around the flooded area (under the direction of the project manager or traffic manager). Emergency services and the Road Authority shall be notified immediately, and Traffic

Controllers shall remain onsite until emergency services and the Road Authority personnel arrive and take control of the site.

5.1.1.3 Other adverse weather (strong winds, thunderstorms, etc.)

In the event of other adverse weather, an on-site assessment shall be made and in the event of thunderstorms, sign spacing, and tapers may be extended by 25% to account for increased stopping distances. Slippery (T3-3) signs may be placed as required and all changes shall be recorded in the daily diary.

In the event of strong winds, extra weights shall be placed on all signage legs and an on-site assessment shall be made, if conditions are deemed too dangerous for works to continue, works shall cease and reinstatement crew shall pack up and leave site, traffic management shall then pack up all signage and delineators and leave site.

5.1.2 Sun Glare

Where sun glare is identified as adversely affecting a driver's ability to sight signage and / or traffic control devices, sign locations may need to be adjusted and additional delineation and/or traffic control devices provided to address the risk from glare. Additionally, in the event that traffic control is adversely affected by glare at sunset and sunrise, traffic controllers may need to assist in maintaining low traffic speeds.

All changes are to be noted in the daily diary.

5.1.3 Fog, Dust and Smoke

Where fog, dust or smoke is identified as adversely affecting a driver's ability to sight signage and / or traffic control devices, sign locations may need to be adjusted and additional delineation and/or traffic control devices provided to address the risk. All changes are to be noted in the daily diary.

Should works be affected by fog, dust, or smoke to the extent that risk is considered unacceptable, all work shall cease immediately, and Traffic Controllers (and other personnel if necessary) shall be deployed immediately to close the site.

5.1.4 Road Geometry, Terrain, Vegetation and Structures

Signage and delineators will be clearly visible at all times due to good clearing and terrain in the signage positioning areas, signage shall be duplicated on both sides of the roadway on multi lane carriageways. Vegetation is not expected to have any impact on these works.

Signs may be repositioned by the traffic supervisor (minimum BWTM) to ensure the optimum position is obtained for maximum visibility. All changes shall be recorded in the daily diary. Tolerances as per the AS 1742.3 Minimum 10% less or Maximum 25% more than the distances specified.

5.2 Existing Traffic and Adverting Signs

Any conflicting signage shall be covered as per CoP 6.4 in accordance with clause 4.2.6 of AS1742.3

6. SAFETY PLAN

6.1 Work Health and Safety

All persons and organisations undertaking these works or using the roadwork site have a duty of care under statute and common law to themselves, workers, and all site users, lawfully using the site, to take all reasonable measures to prevent accident or injury.

This TMP forms part of the overall project Safety Management Plan and provides details on how all road users considered likely to pass through, past, or around the worksite will be safely and efficiently managed for the full duration of the site occupancy and works.

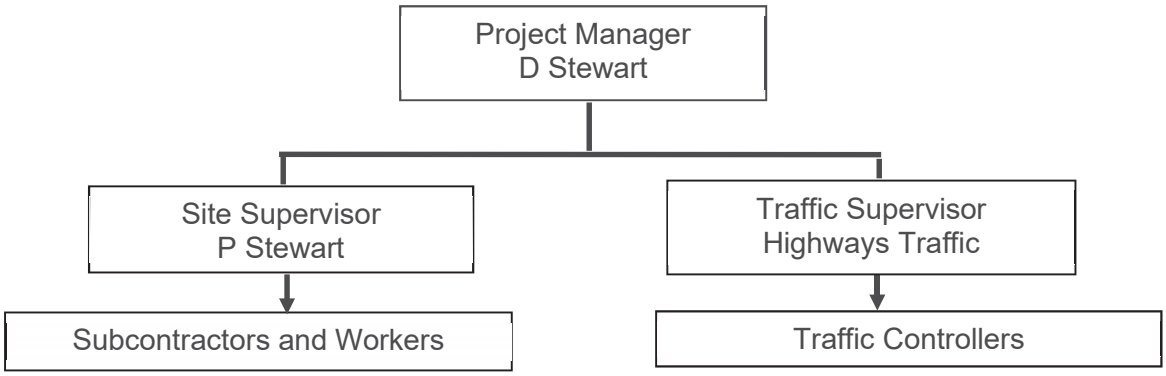
6.2 Roles and Responsibilities

6.2.1 Responsibilities

The Project Manager has the ultimate responsibility to ensure the TMP is implemented for the prevention of injury and property damage to employees, contractors, sub-contractors, road users and all members of the public.
The Project manager will ensure all site personnel are fully aware of their responsibilities, and that Traffic Controllers are appropriately trained and accredited and that sufficient controllers are available to ensure appropriate breaks are taken.
All personnel engaged in the field activities will follow the correct work practices as required by the CoP, AGTTM and AS1742.3.
All personnel will not commence or continue work until all signs, devices and barricades are in place and operational in accordance with the requirements of the TMP.
All personnel responsible for temporary traffic management shall ensure that the number, type and location of signs, devices and barricades are to a standard not less than Appendix F of this plan, CoP, AGTTM and AS1742.3 (except where specifically detailed in this TMP with reasons for the variations). Should a situation arise that is not covered by this TMP, CoP, AGTTM or AS1742.3, the Road Authority Representative shall be notified.

6.2.2 Roles

The following diagram outlines the responsibility hierarchy of this contact.



6.2.2.1 Project Manager

The project manager shall:

- Ensure all traffic control measures of this TMP are placed and maintained in accordance with this plan and the relevant Acts, Codes, Standards and Guidelines
- Ensure suitable communication and consultation with the affected stakeholders is maintained at all times.
- Ensure inspections of the temporary traffic management are undertaken in accordance with the TMP, and results recorded. Any variations shall be detailed together with reasons.
- Review feedback from field inspections, worksite personnel and members of the public, and take action to amend the traffic control measures as appropriate following approval from the Road Authority's Representative
- Arrange and/or undertake any necessary audits and incident investigations.

6.2.2.2 Site Supervisor

The site supervisor is responsible for overseeing the day-to-day activities, and is therefore responsible for the practical application of the TMP, and shall:

- Instruct workers on the relevant safety standards, including the correct wearing of high visibility safety vests.
- Ensure traffic control measures are implemented and maintained in accordance with the TMP.
- Undertake and submit the required inspection and evaluation reports to management.
- Render assistance to road users and stakeholders when incidences arising out of the works affect the network performance or the safety of road users and workers.

- Take appropriate action to correct unsafe conditions, including any necessary modifications to the TMP.

6.2.2.3 Traffic Management Personnel

- At least one person on site shall be accredited in Basic Worksite Traffic Management and shall have the responsibility of ensuring the traffic management devices are set out in accordance with the TMP.
- Traffic management sites involving 'complex traffic arrangements' on Main Roads controlled roads, shall have at least one person with either Worksite Traffic Management or Advanced Worksite Traffic Management accreditation on-site at all times when road workers are present.
- At least one person accredited in Advanced Worksite Traffic Management shall be available to attend the site at short notice at all times to manage variations, contingencies, and emergencies, and to take overall responsibility for traffic management.

6.2.2.4 Traffic Controllers

Traffic Controllers shall be used to control road users to avoid conflict with plant, workers, traffic, and pedestrians, and to stop and direct traffic in emergency situations.
Traffic Controllers shall:

- Operate in accordance with AGTTM Part 7: Traffic Controllers
- Be accredited in Basic Worksite Traffic Management
- Hold a current Traffic Controller's accreditation.
- Be relieved from their duty after not more than 2 hours for a period of rest or "other duties" of at least 15 minutes as required by AGTTM and/or OS&H Regulations.

6.2.2.5 Workers and Subcontractors

Workers and Subcontractors shall

- Correctly wear high visibility vests, in addition to other protective equipment required (e.g., footwear, eye protection, helmet sun protection etc.), at all times whilst on the worksite
- Comply with the requirements of the TMP and ensure no activity is undertaken that will endanger the safety of other workers or the general public.

Enter and leave the site by approved routes and in accordance with safe work practices.

6.3 Personal Protective Equipment (PPE)

All personnel entering the work site shall correctly wear high visibility vests to AS/NZS 4602, in addition to other protective equipment required on a site-by-site basis (e.g., protective footwear, eye protection, helmet, sun protection, respiratory devices etc.) at all times whilst on the worksite.

6.4 Plant and Equipment

All plant and equipment at the workplace shall meet statutory requirements and have the required registration, licences or certification where required. All mobile equipment shall be fitted with suitable reversing alarms. All mobile plant and vehicles shall be fitted with a pair of rotating flashing yellow lamps in accordance with AS1742.3 clause 4.14.1. All workers will be made aware of the safe work practice at the time of the site induction.

6.5 Trip Hazards

The worksite and its immediate surroundings shall be suitably protected and free of hazards, which could result in tripping by cyclists or pedestrians. Hazards, which cannot be removed, shall be suitably protected to prevent injury to road users, including those with sight impairment. Where level differences are significant, suitable barriers, which preclude pedestrian access shall be used.
Where works extend beyond daylight hours and adjacent lighting is insufficient to illuminate hazards to cyclists or pedestrians, appropriate temporary lighting shall be installed.
The worksite shall be kept tidy to reduce the risk to workers.

7. IMPLEMENTATION

7.1 Traffic Guidance Schemes

The Traffic Guidance Scheme (TGS) outlined in Appendix F and listed below have been provided for the following stages to demonstrate the type of controls that will be implemented throughout the term of the contract. All sign and device requirements are shown on each TGS. Should the use of additional (not shown on the TGS or listing of devices) or reduced number of devices be required due to unforeseen needs, they shall be recorded within the Daily Diary as a variation to the TMP, following prior approval.

Construction Stages	Traffic Management Stages	TGS Number and version	Details
Stage 1	1	01	Pedestrian management, trucks entering/ exiting symbolic signage.
	2	02	trucks entering/ exiting symbolic signage.

7.2 Sequence and Staging

Before work commences, signs and devices at approached to the work area shall be erected in accordance with the relevant TGS, in the following order:

Delineation devices will be placed in the same sequence. i.e., those furthest in advance of the works placed first.

TGS 01

1. Installation of advance warning truck signage on View Road.
2. Installation of pedestrian watch your step signage on Rookwood Street.

TGS 02

1. Installation of advance warning truck signage on View Road.
2. Installation of advance warning truck signage on Rookwood Street.

Removal of traffic control signs and devices should be undertaken in the reverse order or erection, progressing from the work area out towards the approaches.

TTM personnel shall only cross traffic lanes within gaps in traffic - lookout person shall be available to warn of approaching traffic or at the designated pedestrian crossing.

7.3 Traffic Control Devices

7.3.1 Sign Requirements

All signs used shall conform to the designs and dimensions as shown in Australian Standard AS 1742.3, AGTTM and the CoP.
Prior to installation, all signs and devices shall be checked by the Site Supervisor or a suitably qualified person to ensure that they are in good condition and meet the following requirements: -

- Mechanical condition - Items that are bent, broken or have surface damage shall not be used.
- Cleanliness - Items should be free from accumulated dirt, road grime or other contamination.

- Colour of fluorescent signs - fluorescent signs whose colour has faded to a point where they have lost their daylight impact shall be replaced.
- Retro reflectivity. - Signs used for night-time or in low light conditions whose retro reflectivity is degraded either from long use or surface damage and does not meet the requirements of AS 1906 shall be replaced.
- Battery operated devices - shall be checked for lamp operation and battery condition.

Where signs do not conform either to the requirements of AS 1742.3 or would fail to pass any of the above checks, they shall be replaced on notice.
Signs and devices shall be positioned and erected in accordance with the locations and spacing's shown on the drawings. All signs shall be positioned and erected such that:

- They are properly displayed and securely mounted.
- They are within the driver's line of sight.
- They cannot be obscured from view.
- They do not obscure other devices from the driver's line of sight.
- They do not become a possible hazard to workers or vehicles; and
- They do not deflect traffic into an undesirable path.

Signs and devices that are erected before they are required shall be covered by a suitable opaque material. The cover shall be removed immediately prior to the commencement of work.
Where there is a potential for conflict of information between existing signage and temporary signage erected for the purpose of traffic control, the existing signs shall be covered. The material covering the sign shall ensure that the sign cannot be seen under all conditions i.e., day, night, and wet weather. Care will be taken to ensure existing signs are not damaged by the covering material or by adhesive tape.

7.3.1.1 Securing Signs and Devices

Signs and devices shall be appropriately weighted to ensure they are secure.

7.3.2 Tolerances on positioning of signs and devices

Where a specific distance for the longitudinal positioning of signs or devices with respect to other items or features is stated, for the spacing of delineating devices or for the length of tapers or markings, the following tolerances may be applied: -

(a) Positioning of signs, length of tapers or markings:
(i) Minimum, 10% less than the distances or lengths given.
(ii) Maximum, 25% more than the distances or lengths given.

(b) Spacing of delineating devices:
(i) Maximum, 10% more than the spacing shown.
(ii) No minimum.

These tolerances shall not apply where a distance, length or spacing is already stated as a maximum, a minimum or a range.

7.3.3 Flashing Arrow Signs

Where flashing arrow signs are required to better delineate lane tapers, these signs will comprise a matrix of lamps or light emitting elements in the form of an arrow that is flashed in a cyclical manner to provide advance warning. The sign shall have a minimum dimension of 2400 mm. x 1200 mm. and conform to the requirements of AS/NZS 4192. The Project Site Supervisor shall ensure that all equipment used meets the Australian Standard.

7.3.4 Delineation and Edge Clearance

Cones shall be used for delineation on these works, cones shall comply with 4.11.1 and table 4.6 AS 1742.3. Cones shall be placed out at 4m as per table 4.7 AS 1742.3 in accordance with Clause 1.3.16.

Edge clearance of 0.3m shall be provided.

7.4 Site Access for Work Vehicles

Construction and/or traffic management vehicles entering and exiting the traffic stream shall be mindful of the conditions that may affect the safety of these movements.
Access points shall be noted on the TGS and traffic controllers, work personnel and suppliers notified. Traffic Controllers may assist work vehicles enter and exit the work area.
All entry and exit movements will be in accordance with the Road Traffic Code and shall be undertaken in the following manner:
Vehicles shall:

- Decelerate slowly and signal their intention by indicator to leave the traffic stream.
- Activate the vehicle's rotating yellow lamp, where fitted, once a speed of 20 km/h. has been reached and at least 50m prior to the exit location.
- Switch on the vehicle hazard lights once the vehicle is stationary.
- Where risks associated with unassisted exit or entry to or from the traffic stream are high, Traffic Controllers should be used to assist entry and exit movements.

Vehicles fitted with rotating amber lamps shall have the vehicle's rotating lamp activated prior to entering the traffic stream and shall undertake the following.

- Switch off the vehicle hazard lights.
- Indicate intention to enter the traffic stream using direction indicators.
- Ensure there is a suitable gap from oncoming traffic to allow for a safe entry manoeuvre; and,
- Turn off the rotating yellow lamp(s) once a speed of 40 km/h is reached.

Entry and exit manoeuvres shall be avoided in close proximity to intersections. Work personnel shall not cross traffic streams on foot unless absolutely necessary.
Construction or traffic management vehicles shall only be parked where indicated on the Traffic Guidance Scheme. Vehicles shall not obstruct paths and be parked an adequate distance from intersections or driveways to ensure clear sight lines remain for all road users.

7.5 Communicating TMP Requirements

The traffic management requirements for this project shall be communicated via the following channels to project personnel, subcontractors, site visitors and other persons who will be on-site (as required):

- Site Induction
- Daily Pre-starts
- Toolbox Talks

All members of the traffic management crew and work crew will carry two-way radios for communication on site.

8. EMERGENCY ARRANGEMENTS AND CONTINGENCIES

8.1 Traffic Incident Procedures

In the event of an incident or accident, whether or not involving traffic or road users, all work shall cease, and traffic shall be stopped as necessary to avoid further deterioration of the situation. First Aid shall be administered as necessary, and medical assistance shall be called for if required.
Road plant within the work area that may impact on any services requiring access to a crash site will be cleared from the area quickly as necessary.

8.1.1 Serious Injury or Fatality

In the case of serious injury or fatality occurring within the traffic management site all work shall cease immediately, machinery and vehicles turned off and the area cleared of personnel as soon as possible. Traffic Controllers (and other personnel if necessary) shall be deployed immediately to ensure no traffic or other road users approach the area.
An Ambulance and Police shall be called on telephone number 000 where life threatening injuries are apparent.
All road workers and traffic management personnel shall preserve the scene leaving everything in situ, until direction is given by Police or WorkSafe.

A site-specific detour route and/or road closure point will be determined, signed, and controlled by traffic management personnel and advised to Police, who will take charge of the site upon arrival. Detour routes will be determined so as to cater for all types of vehicles required to use them. An example of how to manage an emergency can be found in Section 5 of AGTTM Part 10.
All site personnel shall be briefed on control procedures covering incidents and crashes that result in serious injury or fatalities.

8.1.2 Minor Incident or Vehicle Break Down within Site

Broken down vehicles and vehicles involved in minor non-injury crashes shall be temporarily moved to the verge as soon as possible after details of the crash locations have been gathered and noted. Where necessary to maintain traffic flow, vehicles shall be temporarily moved into the closed section of the work area behind the cones, providing there is no risk to vehicles and their occupants or workers. Suitable recovery systems shall be used to facilitate prompt removal of broken down or crashed vehicles. Assistance shall be rendered to ensure the impact of the incident on the network is minimised.
Any traffic crash resulting in non-life-threatening injury shall be reported to the WA Police Service on 131 444.
Details of all incidents and accidents shall be reported to the Site Supervisor and Project Manager using the incident report form at Appendix “C” (or similar).

8.2 Emergency Services

Emergency services shall be notified of the proposed works nature, location, date, and times as well as contact details for the site supervisor.
On-site traffic controllers will be equipped with mobile communications to advise and/or liaise with emergency services to ensure a prompt response should the need arise.

8.3 Dangerous Goods

Should any incident arise involving vehicles transporting dangerous goods, all work shall cease immediately, machinery and vehicles turned off and the area cleared of personnel as soon as possible. Traffic Controllers (and other personnel if necessary) shall be deployed immediately to ensure no traffic or other road users approach the area.
Emergency services shall be notified of the proposed works nature, location, date, and times as well as contact details for the site supervisor. All site personnel shall be briefed on evacuation and control procedures.

8.4 Damage to Services

In the event that gas services are damaged, all work shall cease immediately, machinery and vehicles turned off and the area cleared of personnel as soon as possible. Traffic Controllers (and other personnel if necessary) shall be deployed immediately to ensure no traffic or other road users approach the area. The Police Service and relevant supply authority shall be called immediately. Damage to any other services shall be treated in a similar manner except machinery may remain operational and access may be maintained where it is safe to do so.
All site personnel shall be briefed on evacuation and control procedures.

8.5 Failure of Services

8.5.1 Failure of Traffic Signals

In the event that traffic signal infrastructure near the worksite is damaged or fails to operate correctly, all work shall cease immediately, and Main Roads WA Road Network Operation Centre (RNOC) shall be notified immediately (phone 138 111).

8.5.2 Failure of Street Lighting

In the event that street lighting is damaged and fails to operate or operates incorrectly, Traffic Controllers (and other personnel, if necessary, with appropriate temporary lighting) shall be deployed immediately if the lighting failure adversely affects road user safety to control traffic movements as required. Western Power shall be notified immediately.

8.5.3 Failure of Power

In the event that power infrastructure is damaged and poses a risk through live current, Traffic Controllers (and other personnel if necessary) shall be deployed immediately to secure the site and prevent entry to the area affected by live power. Western Power shall be notified immediately (phone 13 13 51).

8.6 Emergency Contacts

In the event of an emergency the following relevant authorities must be contacted and advised of the nature of works, location, type of emergency and contact details for the site supervisor.

Emergency Service	E-mail/Website	Phone (Emergency)
WA Police Service	State.Traffic.Intelligence.Planning.&.Co-ordination.Unit@police.wa.gov.au	000
St. John Ambulance	Operations_soc@stjohnwa.com.au	000
DFES	www.dfes.wa.gov.au/contactus/pages/dfesoffices.aspx	000
Power	http://www.westernpower.com.au/customerservice/contactus/	13 13 51
Gas	enquiries@atcogas.com.au	13 13 52
Main Roads	enquires@mainroads.wa.gov.au	138 111
MRWA RNOC	RNOC.Control.Room.Information.Desk@mainroads.wa.gov.au	138 111

9. MONITORING AND MEASUREMENT

9.1 Daily Inspections

Prior to works commencing the Site Supervisor shall communicate the Traffic Management Plan to all key stakeholders and affected parties.
On completion of setting out the traffic control measures; the site is to be monitored for a suitable period of time. If traffic speeds on the approaches to the work site are assessed as being above the temporary posted speed zone for the work site, the Site Supervisor is to initiate action to modify the approach signage and tapers in accordance with the requirements of AGTTM/CoP. All such actions are to be recorded in the Daily Diary. Should road users be observed to continue to travel in excess of the posted speed limit, the police may be requested to attend the site to enforce the temporary posted speed limit.
The Advanced Worksite Traffic Management accredited supervisory person at the worksite may conditionally approve changes made to a complex traffic management plan subject to review and endorsement of the change by an RTM as soon as practicably possible.
The Traffic Management Contractor shall ensure that all temporary signs, devices, and controls are maintained at all times. To achieve this, procedures in line with the requirements outlined in AGTTM Part 6 will be instituted. The monitoring program shall incorporate inspections:

- Before the start of work activities on site,
- During the hours of work,
- Closing down at the end of the shift period, and
- After hours.

A daily record of the inspections shall be kept indicating.

- When traffic controls where erected,
- When changes to controls occurred and why the changes were undertaken,
- Any significant incidents or observations associated with the traffic controls and their impacts on road users or adjacent properties.

The Traffic Management Contractor shall ensure that personnel are assigned to monitor the traffic control scheme. Inspections shall at least satisfy the following requirements.

9.1.1 Before works start

- Confirm TMP and TGS are suitable for the day's activities.
- Inspect all signs and devices to ensure they are undamaged, clean and comply with the requirements depicted on the TGS.
- All lamps should be checked and cleaned as necessary.
- After any adjustments have been made to the signs and devices, conduct a drive through inspection to confirm effectiveness.

9.1.2 During work hours

- Designate and ensure that appropriate work personnel drive through the site periodically to inspect all signs and devices and ensure they are undamaged and comply with the requirements depicted on the Traffic Guidance Schemes;
- Attend to minor problems as they occur.
- Conduct on the spot maintenance/repairs as required.
- When traffic controllers are on the job, ensure they remain in place at all times. Relieve controllers as necessary to ensure attentiveness is retained.
- During breaks or changes in work activities remove or cover any signs that do not apply (e.g., PREPARE TO STOP, Workers symbolic).
- Re-position signs and devices as required by work processes throughout the day and keep records of any changes.

9.1.3 Closing down each day

- Conduct a pre-close down inspection, allowing time for any appropriate maintenance works.
- Remove all signage (e.g., Prepare to Stop, Symbolic Workers).
- Drive through site and confirm all signs and devices are operating correctly with no misleading visual cues.
- Record details of inspection and any changes made to layout.

9.1.4 After hours

N/A.

9.2 TMP Audits and Inspections

No TMP audits or inspections are scheduled for these works.

9.3 Records

A daily diary recording all inspections including variations to the approved TMP shall be kept using the Daily Diary.
The Traffic Supervisor is to record all inspections made on a daily basis and at those times prescribed by the Traffic Management Implementation Standards. Upon completion of each day the Traffic Supervisor shall provide copies of the daily diary record to the Project Manager.
The Traffic Supervisor is to record all variations made to the approved Traffic Management Plan on a daily basis and clearly indicate the nature of the variations and the reason for the variations. Upon completion of each day the Traffic Supervisor shall provide copies of the variation record to the Project Manager.

9.4 Public Feedback

Feedback from the public will be managed in accordance with the Project Community and Stakeholder Engagement Plan.

10. MANAGEMENT REVIEW AND APPROVALS

10.1 TMP Review and Improvement

As this project is of a long-term nature, a review of the effectiveness of the TMP shall be undertaken by the project manager as part of the close-out procedure and a copy of any findings shall be provided to Highways Traffic.

10.2 Variations

There are no variations included in this TMP however, on-site variations, if required shall only be made following approval by the Traffic Supervisor and recorded in the daily diary. In emergency situations, on-site variations shall be made and recorded in the daily diary, and the traffic supervisor notified as soon as practicable. Any changes which require alteration to the design of the traffic management shall be consulted to and approved by the designer.

10.3 Approvals, Authorisations and Permits

Before works commence it is necessary to seek approval from the following:

City of Melville.

APPENDIX A – NOTIFICATION OF ROADWORKS

Notifications are to be distributed at least one (1) week in advance of works
Where the traffic management is to interfere with traffic signal operation, prior approval is required 3wks in advance via enquiries@mainroads.wa.gov.au
Where the works will place restrictions on Oversize and/or Restricted Access Vehicles Main Roads HVS requires at least 2 weeks' notice.

TMP Ref No.:	544-01	Comms sent to MRWA Rep:	Yes ☐	No ☐	N/A ☑
If no provide reason, if yes provide Email / contact	LGA controlled road				
Anticipated start date:	26th July 2023	Anticipated finish date:	26th July 2024		
Daily work hours:	07:00-19:00 Monday - Saturday	Is weekend work applicable?:	Yes ☑	No ☐	
Location of works	39 The Esplanade, Mt Pleasant				
Description of works:	Lot Development works.				
Description of T/M:	trucks entering/ exiting symbolic signage, pedestrian management				
Posted Speed Limit:	50km/h	Worksite limit:	50km/h	After hours limit:	50km/h
Effects on traffic flows	minimal				

Are lanes closed at signals:	Yes ☐	No ☐	N/A ☑	Are signal loops affected	Yes ☐	No ☐	N/A ☑
Will signal phases change	Yes ☐	No ☐	N/A ☑	Will signals revert auto	Yes ☐	No ☐	N/A ☑
Date of signal "black out":	N/A			Times of signal "black out":	N/A		
WA Police required?:	Yes ☐	No ☑		Dates for Police attendance :	N/A		
Any bridges located in works	Yes ☐	No ☑		Will changes occur on bridges?:	Yes ☐	No ☑	
Are school zones within works?:	Yes ☐	No ☑		Will crossings be altered during works?:	Yes ☐	No ☑	

Oversize and/or Restricted Access Vehicle Roadwork Restrictions

Location of works (include – road name, nearest intersection or marked location and SLKs)									
Road Name(s) Bridge number if applicable									
Nearest Intersection / Marked location / SLK's									
Additional Information									
Width Restriction (>2.5m)	Yes ☐	No ☑	Width limit		Height Restriction (>4.3m)	Yes ☐	No ☑	Height Limit	
Will the width restrictions be in place outside the daily work hours?						Yes ☐	No ☑		
With prior notice can restrictions be removed	Yes ☐	No ☐	N/A ☑	Notice needed					
Is a wider combination achievable if there is a 1.2m ground clearance	Yes ☐	No ☐	N/A ☑	Notice needed					
Can T/M be altered onsite to accommodate the Oversize	Yes ☐	No	N/A ☑	Onsite Contact					
Further Info Contact				Prior notice Contact					
Any road closure impacts on RAV's	Yes ☐	No ☐	N/A ☑	Has detour been MRWA HVS Approved	Yes ☐	No ☐	N/A ☑		

Traffic Management Contractor.	Highways Traffic				
Postal Address:	Po Box 392, Applecross WA 6953. & 3 Downing St, Carlisle WA 6101				
Telephone:	9330 4937	Email:	enquiries@highwaystraffic.com.au	Facsimile:	9330 4929
Contact:	Mikayla Smith				
Telephone:	9330 4937	Email:	mikayla@highwaystraffic.com.au	Mobile:	9330 4937
After hours contact:	Highways Traffic	Email:	operations@highwaystraffic.com.au	Mobile:	9330 4937

Road Authority:	City of Melville				
Postal Address:	City of Melville, Locked Bag 1, Booragoon WA 6954				
Telephone:	9364 0666	Email:	melinfo@melville.wa.gov.au	Facsimile:	
Telephone:		Email:		Mobile:	

Contractor:	Peter Stewart Holmes				
Postal Address:	69 Adams Road, Mariginiup WA 6078				
Contact:	Dean Stewart	Email:	dean.stewart@iinet.au	Phone:	0400 946 794
Supervisor:	Peter Stewart	Email:	peter.stewart@iinet.au	Mobile:	0415 849 086

Distribution List	Email
WA Police State Traffic Coordination	State.Traffic.Intelligence.Planning.&.Co-ordination.Unit.SMAIL@police.wa.gov.au
Fire & Emergency Services	fesa@fesa.wa.gov.au
Local Government Authority	melinfo@melville.wa.gov.au

APPENDIX B – VARIATION TO STANDARDS

N/A

APPENDIX C – RECORD FORMS

Daily Diary

CLIENT: _____ **Supervisor:** _____ **Date:** _____

Location & Job details:		**TMP No.:**	
		TGS No.:	

Day Works ☐ **Night Works** ☐ **Weather Conditions:** _____

Start Time:		**Site set up commenced:**		**Site set up completed:**		**Lunch break start time:**	
Pull down commenced:		**Pull down completed:**		**End Time:**		**Lunch break end time:**	

Crew Members:	**Equipment Used Rego No. of each:**	**Hours worked**	**Crew Members:**	**Equipment Used Rego No. of each:**	**Hours worked**
1.			**7.**		
2.			**8.**		
3.			**9.**		
4.			**10.**		
5.			**11.**		
6.			**12.**		

Arrow Board -		VMS Board-	
SMWS Signed Yes ☐ **No** ☐	Prestart Meeting Yes ☐ **No** ☐	Vehicle Prestart Yes ☐ **No** ☐	
Fuel Yes ☐ **No** ☐	Amount: **$**	Amount: **Ltrs**	Admin No.

Traffic Management Drive Through Site Checks (conducted every 2 hours)

Time of check to be entered							
Are signs upright, clean, visible, level & stable	☐	☐	☐	☐	☐	☐	☐
Are taper lengths correct	☐	☐	☐	☐	☐	☐	☐
Are speed limit signs correct and doubled up	☐	☐	☐	☐	☐	☐	☐
Are sign spacing's correct	☐	☐	☐	☐	☐	☐	☐
Are cone/bollard alignments straight & spaced correctly	☐	☐	☐	☐	☐	☐	☐
Are devices operating correctly	☐	☐	☐	☐	☐	☐	☐
Have pedestrians been catered for	☐	☐	☐	☐	☐	☐	☐
Are lane widths & road surface condition adequate	☐	☐	☐	☐	☐	☐	☐
Are vehicle queue lengths acceptable	☐	☐	☐	☐	☐	☐	☐
Time of 2 hourly breaks for traffic controllers (if applicable)	☐	☐	☐	☐	☐	☐	☐

Site Setup as per TGS ☐ Yes ☐ No (if not note changes in comment section below)	Did an incident occur ☐ Yes ☐ No (if yes complete incident report form)

Time:	**Notes/Comments/Incidents to Report:**

CREW LEADER: _____ **CLIENT REP NAME:** _____ **SIGNATURE:** _____

Incident Report Form

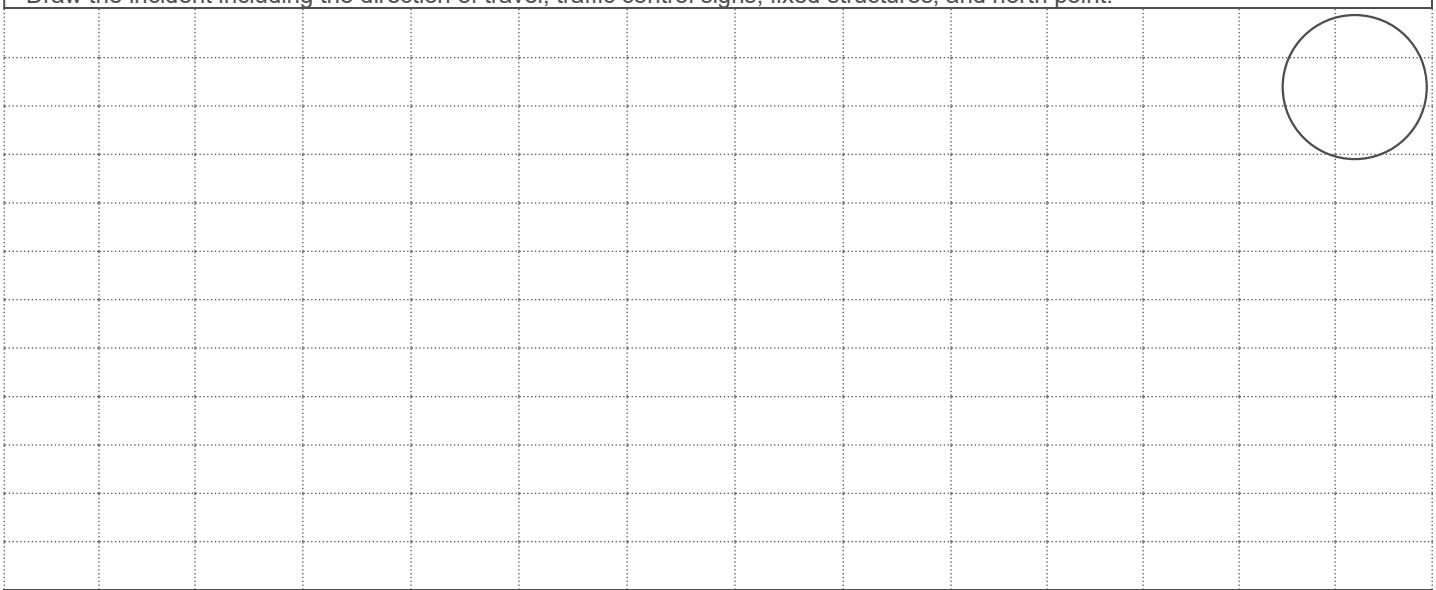
A: Details of Incident	Reported to: Supervisor TM Company Police Other:		
OSH Incident Report No		Police report No.	
Date:		Time:	
Fatality	***Road Surface***	***Atmospheric Conditions***	***Light Conditions***
Injury	Sealed	Clear	Day Light
Property Damage	Unsealed	Overcast	Night Time
Near miss		Raining	Dawn/Dusk
Police attended YES NO	***Road Conditions***	Hail / Snow	***Street Lighting***
	Wet	Windy	On
Time of attendance:	Dry	Fog/Smoke/Dust	Off
	Dirt / Debris (On Rd)	Other:	Not Provided
Other relevant details:			

B: Details of Traffic Management in place:			
TMP No:		TGS No:	
Time last inspected:		Accreditation No (of inspector):	
Date TMP Approved:		TMP Planner / Company:	
TGS changes made:			

C: Descriptions of Vehicles:			
Detail (make, model / pedestrian etc)	Rego No	Direction	Brief description of driver
Vehicle 1:			
Vehicle 2:			
Vehicle 3:			
Vehicle 4:			

D: Description of Incident:

Draw the incident including the direction of travel, traffic control signs, fixed structures, and north point.



E: Attachments	Approved TMP	Approved TGS	Daily Diary	SWMS	(Attach Copies)
F: Police Report	Name		Position		Company
Report Made	Date		WA Pol Ref No.		
In Person	Yes	No	Phone	Yes	No	Email	Yes	No
G: Form Author	Name	Company	Signed		

APPENDIX D – TRAFFIC ANALYSIS AND VOLUME COUNTS

APPENDIX E – ROADWAY ACCESS AUTHORISATION PERMIT

APPENDIX F – TRAFFIC GUIDANCE SCHEMES

DESIGNED & DRAWN BY:
MIKAYLA SMITH
STAP-AWTM-22-11374-02

REVIEWED BY:
NICOLE MURPHY
STAP-AWTM-23-11533-03

3 DOWNING STREET, CARLISLE WA 6101
P: 9330 4937 | F: 9330 4929
PLANNING@HIGHWAYSTRAFFIC.COM.AU
WWW.HIGHWAYSTRAFFIC.COM.AU

CLIENT: PETER STEWART HOMES

TGS NUMBER: 01

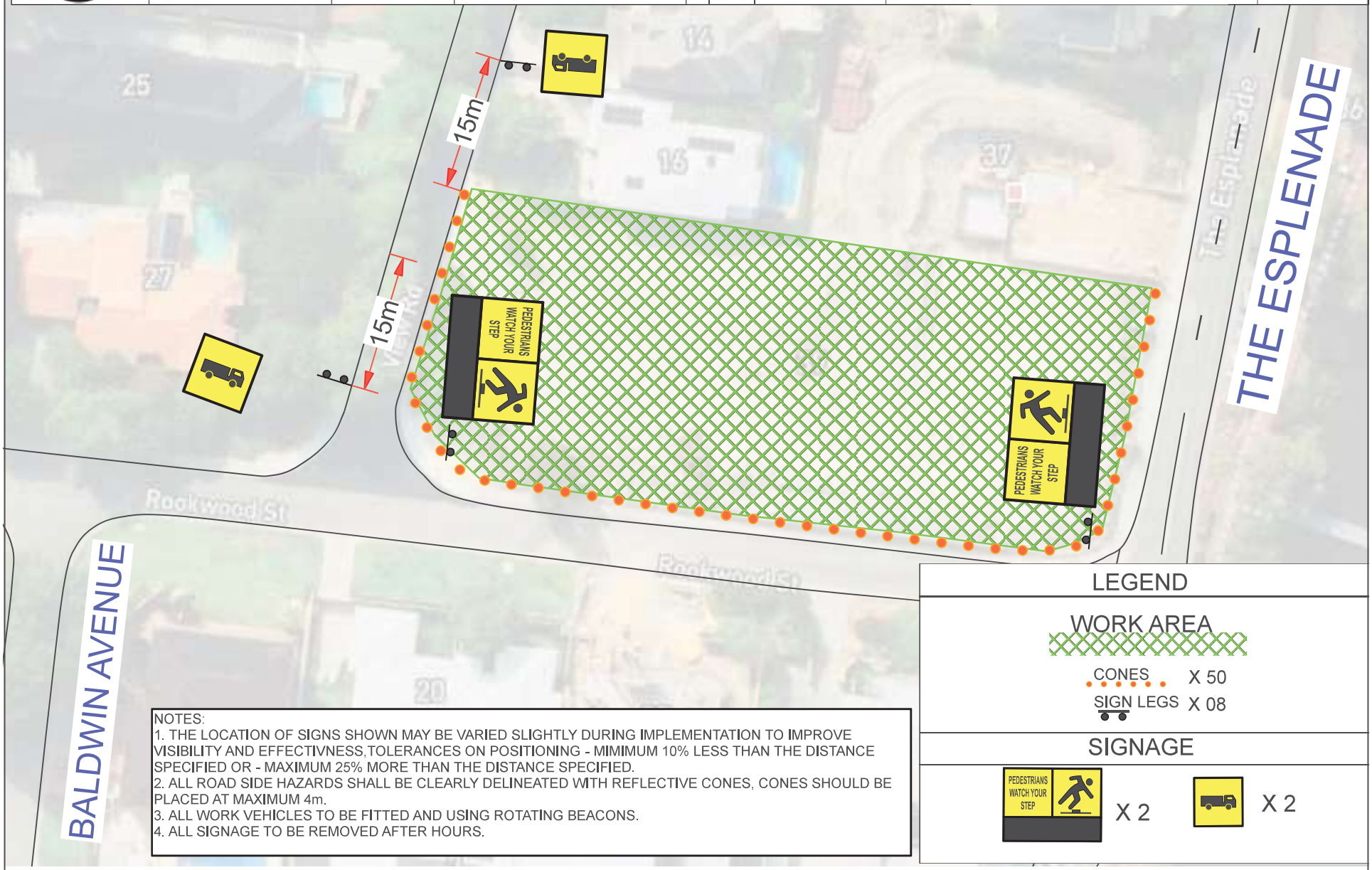
REV:	DATE:	DESCRIPTION:
1	17/07/2023	ISSUED FOR CLIENT REVIEW

TITLE: BUILDING LOT DEVELOPEMENT

LOCATION: Lot 5 & 6, 39 THE ESPLENADE, MT PLEASENT

INSTALLATION: 26th July 2023 -26th July 2024 Monday – Saturday 07:00 – 19:00

N



NOTES:
1. THE LOCATION OF SIGNS SHOWN MAY BE VARIED SLIGHTLY DURING IMPLEMENTATION TO IMPROVE VISIBILITY AND EFFECTIVNESS,TOLERANCES ON POSITIONING - MIMIMUM 10% LESS THAN THE DISTANCE SPECIFIED OR - MAXIMUM 25% MORE THAN THE DISTANCE SPECIFIED.
2. ALL ROAD SIDE HAZARDS SHALL BE CLEARLY DELINEATED WITH REFLECTIVE CONES, CONES SHOULD BE PLACED AT MAXIMUM 4m.
3. ALL WORK VEHICLES TO BE FITTED AND USING ROTATING BEACONS.
4. ALL SIGNAGE TO BE REMOVED AFTER HOURS.

LEGEND

WORK AREA

CONES X 50

SIGN LEGS X 08

SIGNAGE

PEDESTRIANS WATCH YOUR STEP X 2

X 2

HIGHWAYS TRAFFIC

DESIGNED & DRAWN BY:
MIKAYLA SMITH
STAP-AWTM-22-11374-02

REVIEWED BY:
NICOLE MURPHY
STAP-AWTM-23-11533-03

3 DOWNING STREET, CARLISLE WA 6101
P: 9330 4937 | F: 9330 4929
PLANNING@HIGHWAYSTRAFFIC.COM.AU
WWW.HIGHWAYSTRAFFIC.COM.AU

CLIENT: PETER STEWART HOMES

TGS NUMBER: 02

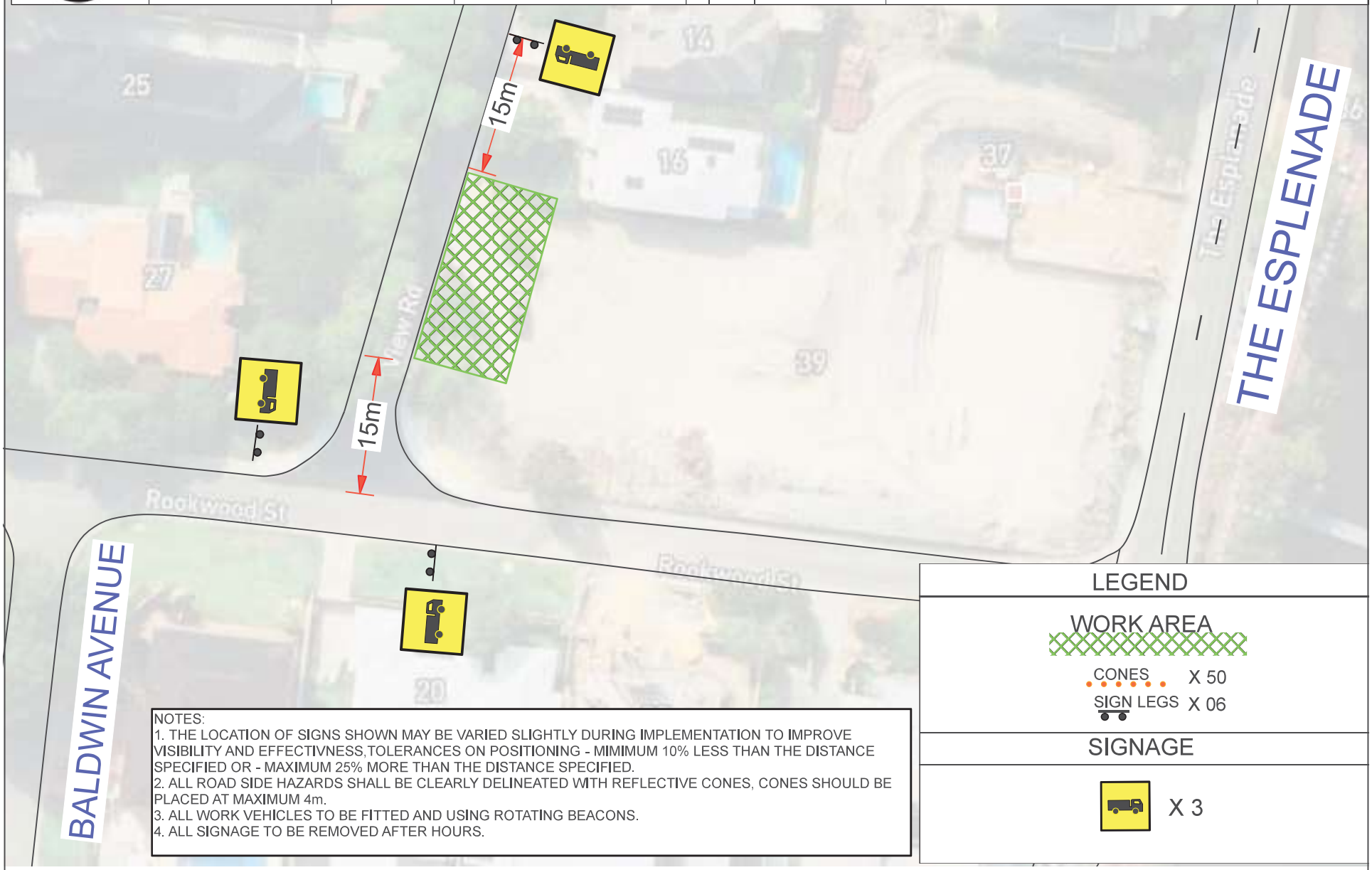
REV:	DATE:	DESCRIPTION:
1	17/07/2023	ISSUED FOR CLIENT REVIEW

TITLE: BUILDING LOT DEVELOPEMENT

LOCATION: Lot 5 & 6, 39 THE ESPLENADE, MT PLEASENT

INSTALLATION: 26th July 2023 -26th July 2024 Monday – Saturday 07:00 – 19:00

N



NOTES:
1. THE LOCATION OF SIGNS SHOWN MAY BE VARIED SLIGHTLY DURING IMPLEMENTATION TO IMPROVE VISIBILITY AND EFFECTIVNESS,TOLERANCES ON POSITIONING - MIMIMUM 10% LESS THAN THE DISTANCE SPECIFIED OR - MAXIMUM 25% MORE THAN THE DISTANCE SPECIFIED.
2. ALL ROAD SIDE HAZARDS SHALL BE CLEARLY DELINEATED WITH REFLECTIVE CONES, CONES SHOULD BE PLACED AT MAXIMUM 4m.
3. ALL WORK VEHICLES TO BE FITTED AND USING ROTATING BEACONS.
4. ALL SIGNAGE TO BE REMOVED AFTER HOURS.

LEGEND

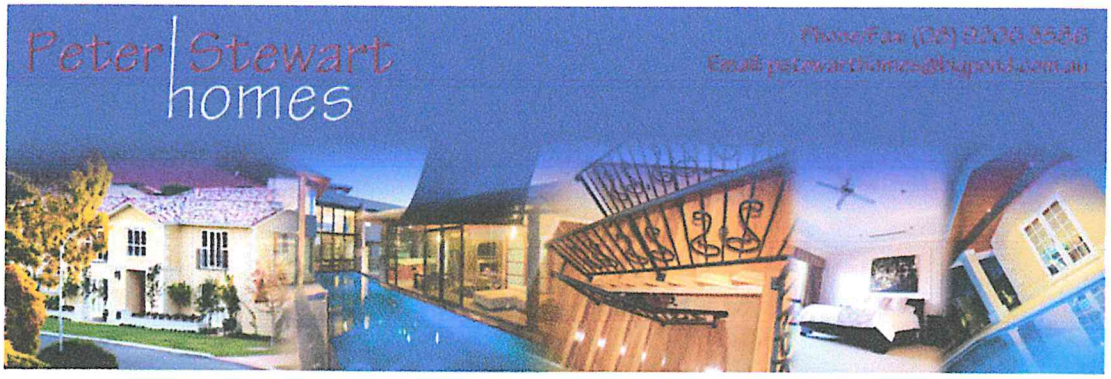
WORK AREA

CONES X 50

SIGN LEGS X 06

SIGNAGE

X 3



14/04/2023

Dilapidation report 16 View street, Mount Pleasant

To whom it may concern,
Please see dilapidation report for 16 view street.

General conditions – the property is a two-story home in good condition. There are no significant structural faults visible. This report is a dilapidation report of seen faults, it is not a full building inspection to ascertain if the property was constructed properly i.e. footings inspections, roof structure inspection.
We found minor cracks throughout the home and have listed these below.

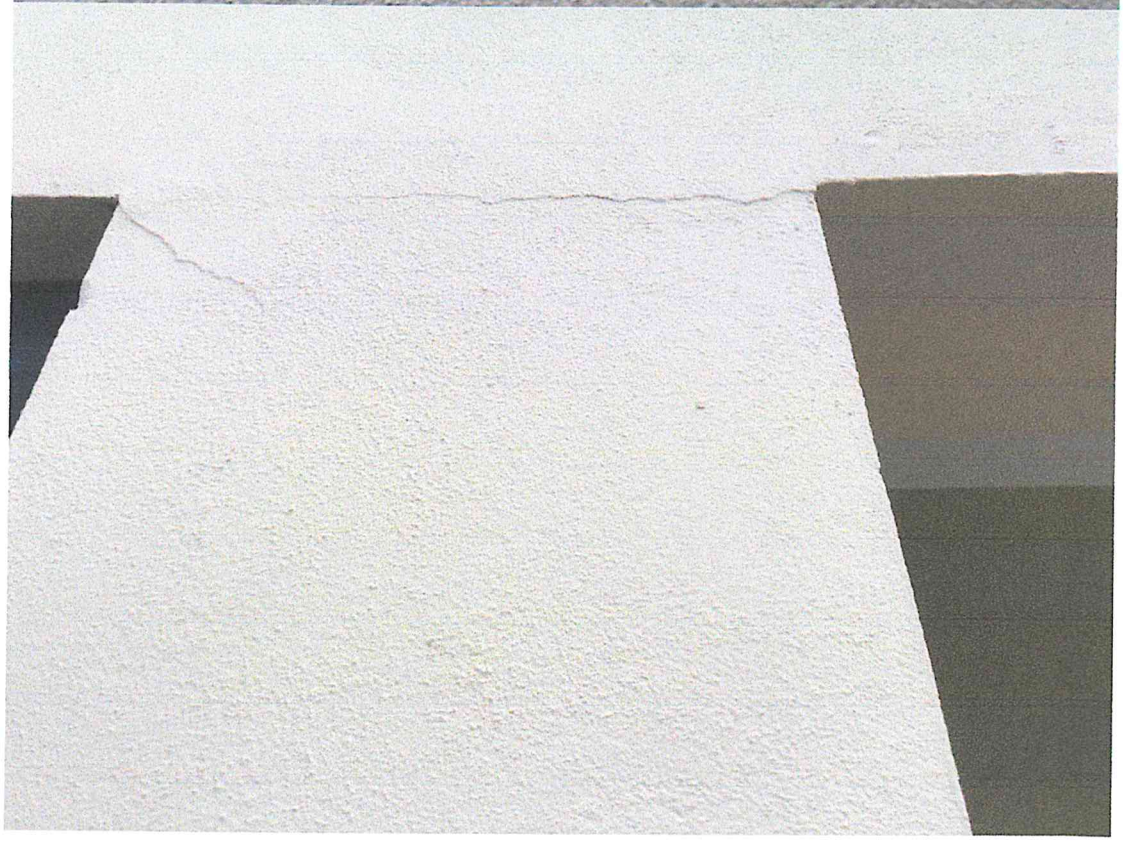
Internal.
Settlement and movement cracks to usual locations - cornice joins, cornice to wall junctions and some cracks to plaster just below cornice line and in corner of rooms. Cracks all minor. See pictures attached, some cracks so minor they don't appear in pictures without zooming. Cracks found in theatre, study, rear lounge, kitchen/meals, Powder room on ground floor and then beds 1,2,3 and master and then ensuite and WIR have very small crack lines at the cornice to wall junction.

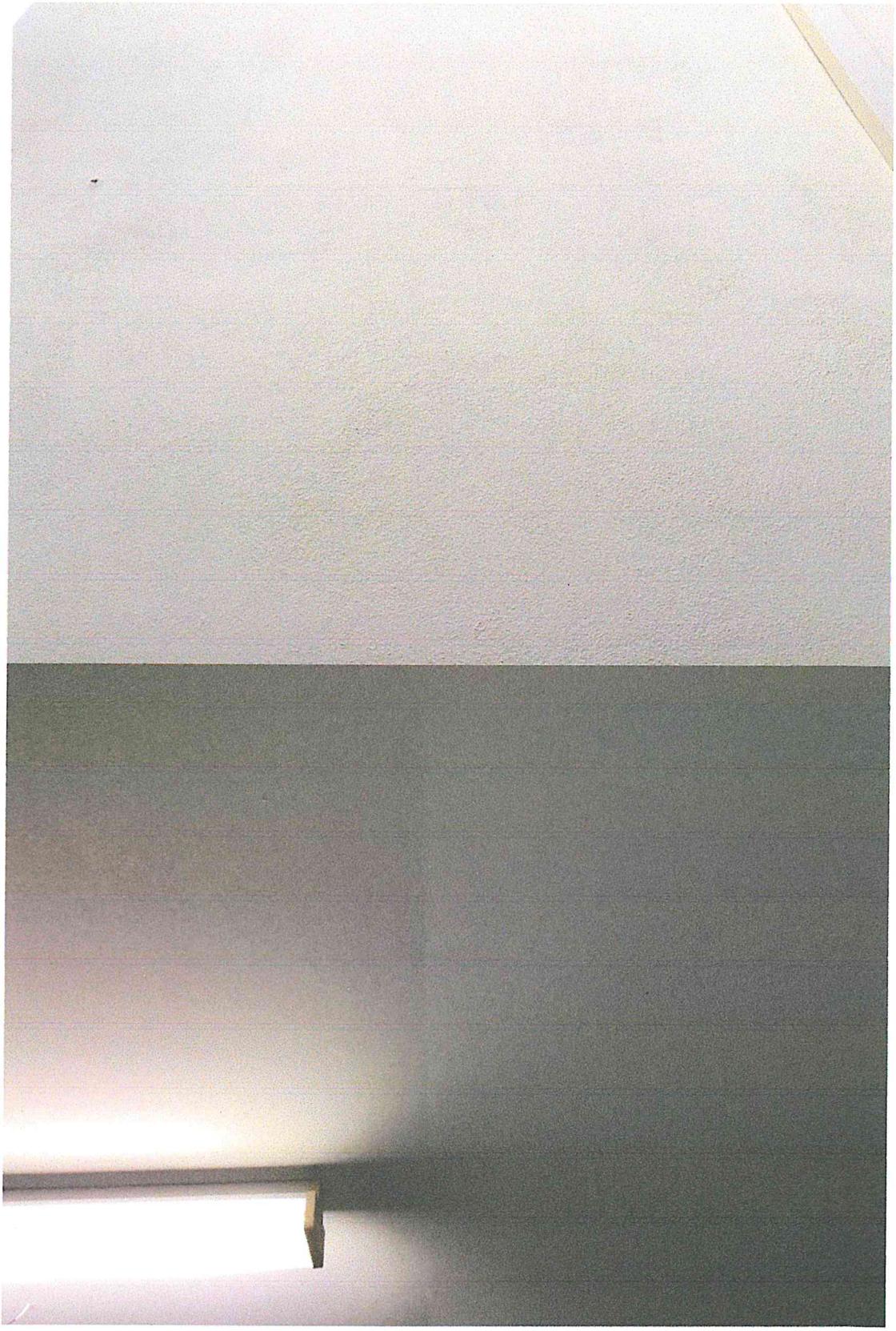
Garage.
Some signs of water damage from a minor leak unknown and also the joins in the boards (flushed and painted) are visible but not cracked. Photos attached.

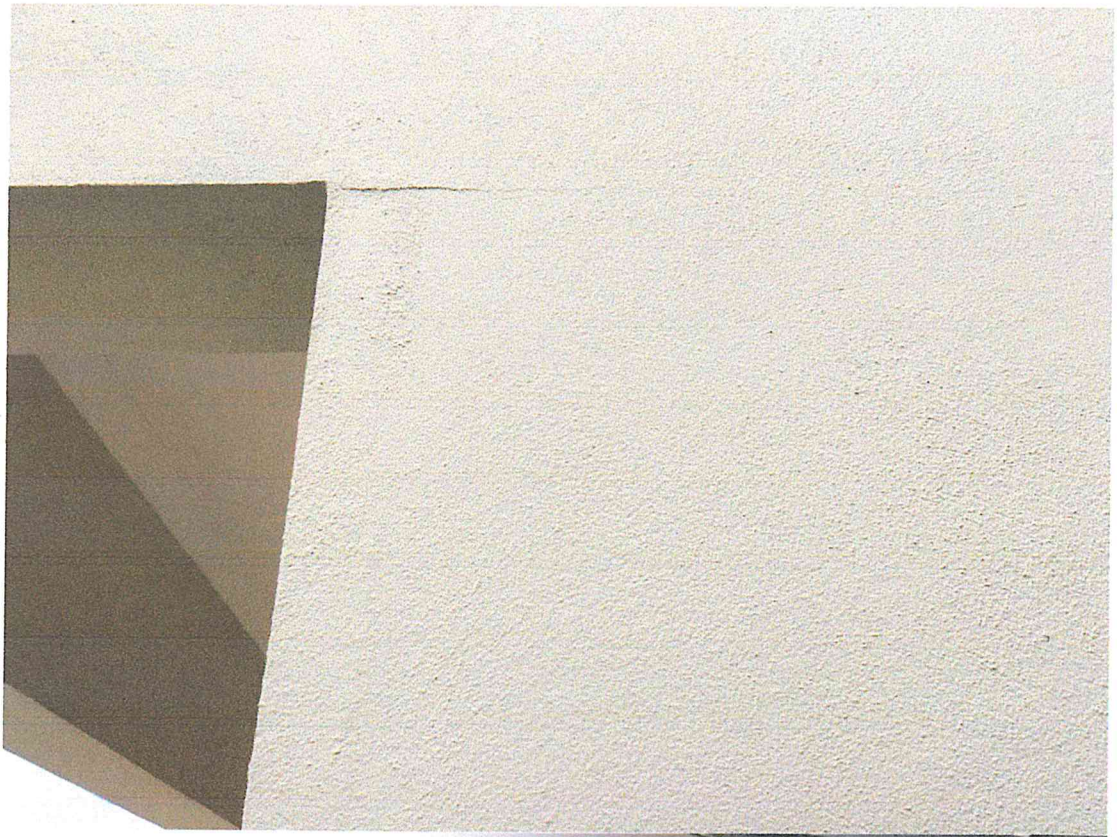
Externally
Cracks at structural joins – lintle locations and pier to wall junctions (where tbars would be present under brick and render and moved/settled over time). Again, pictures are attached.

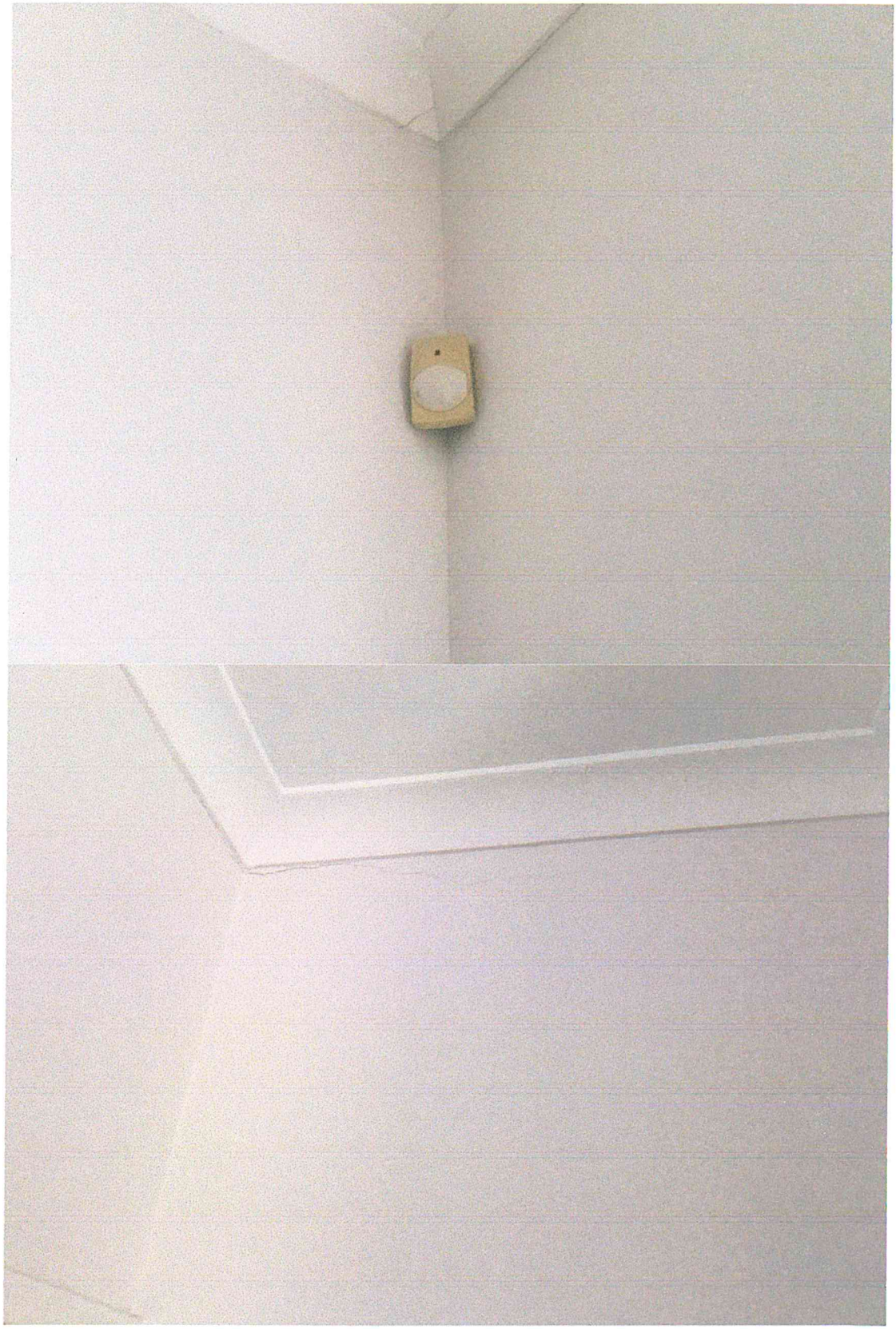
Kind regards,

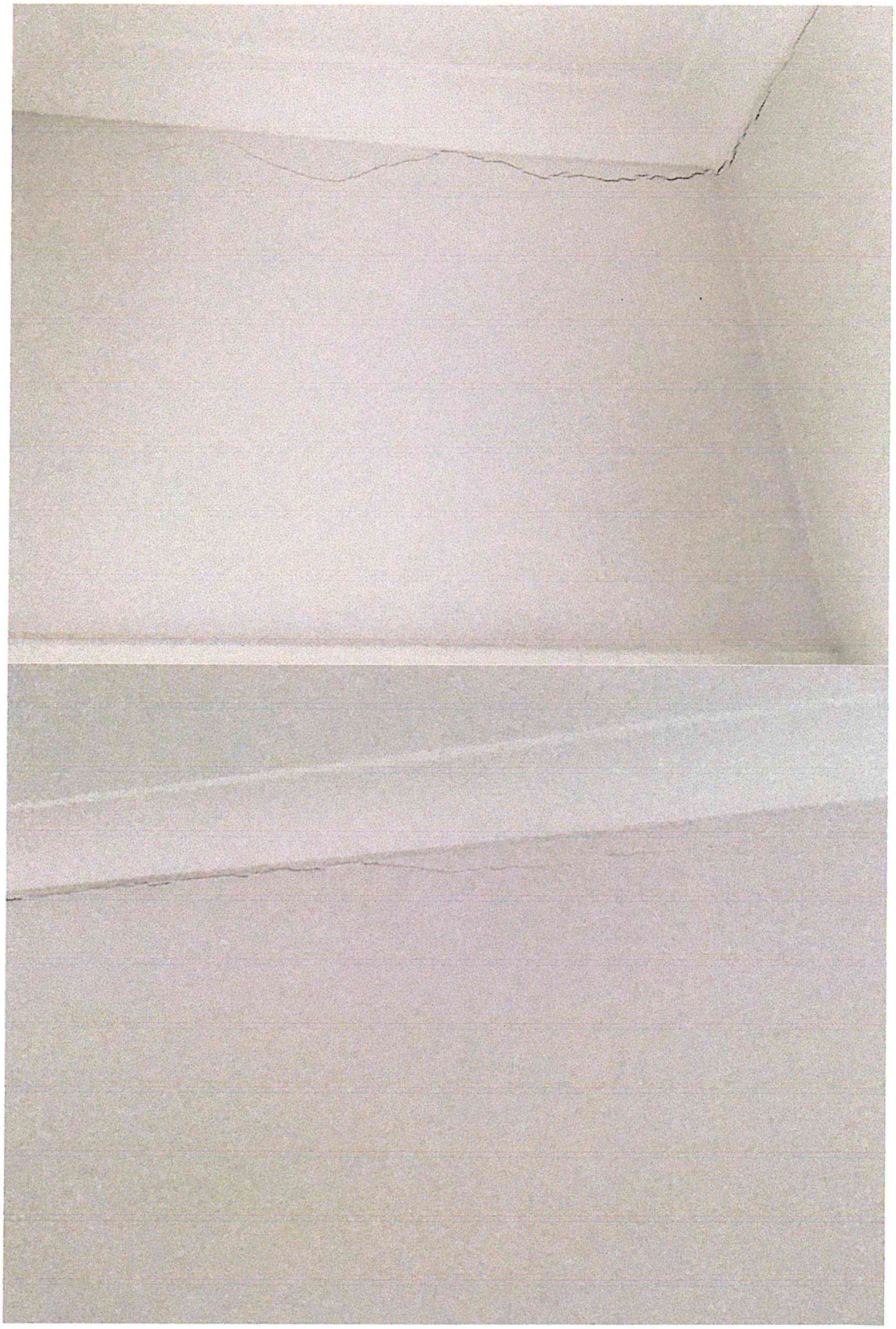
Dean Stewart.
(0400 946 794)

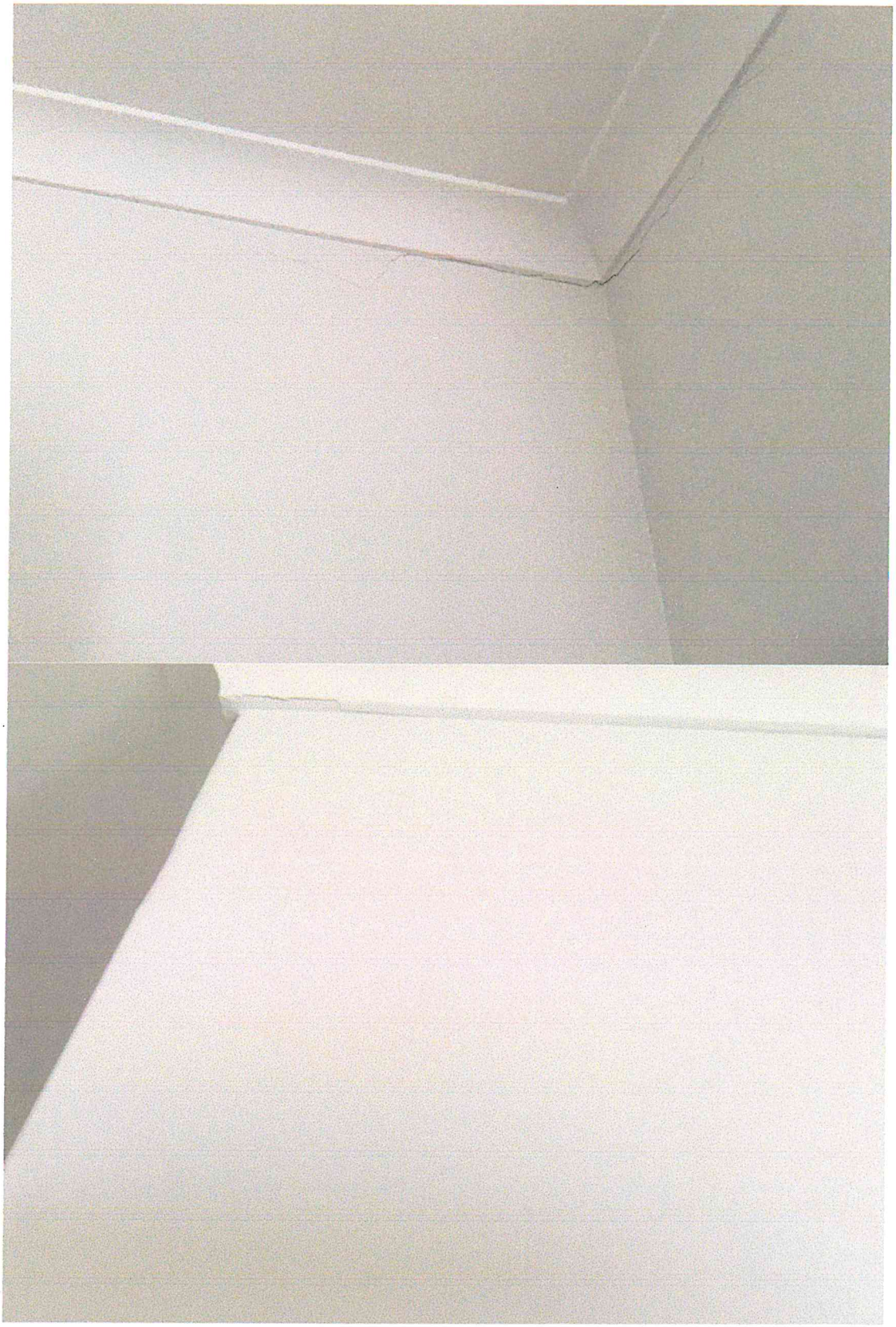


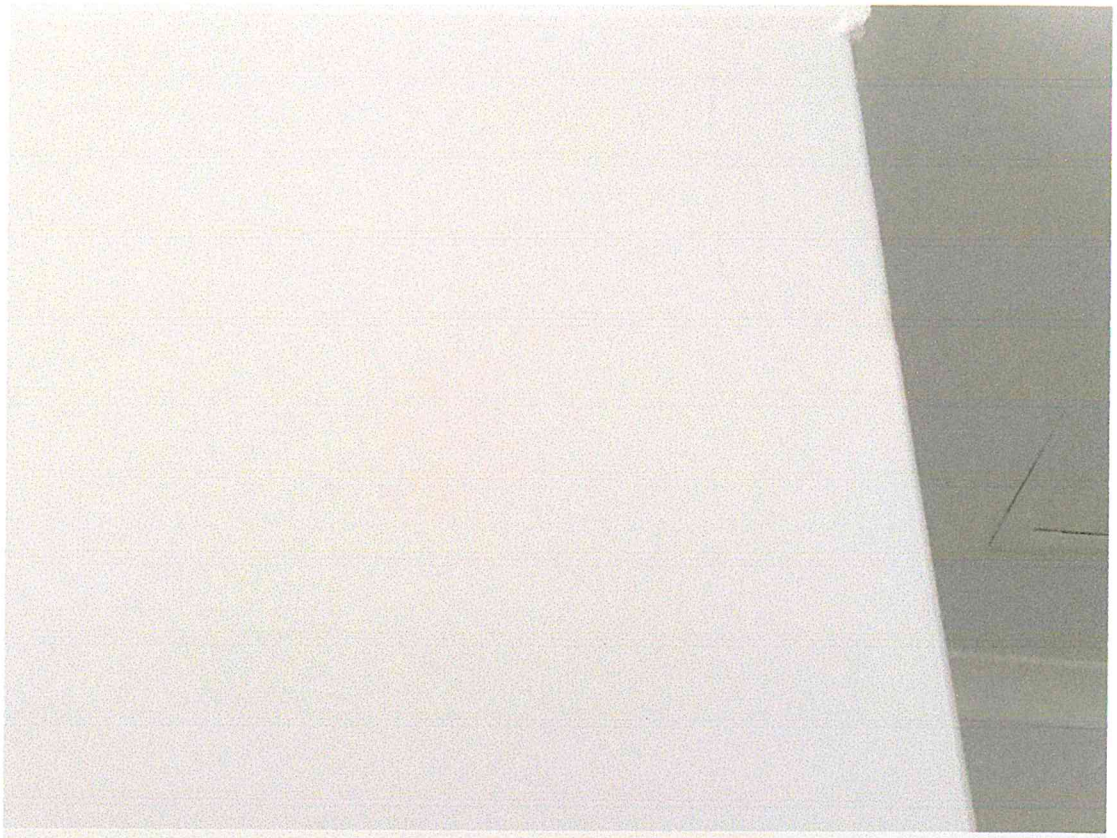


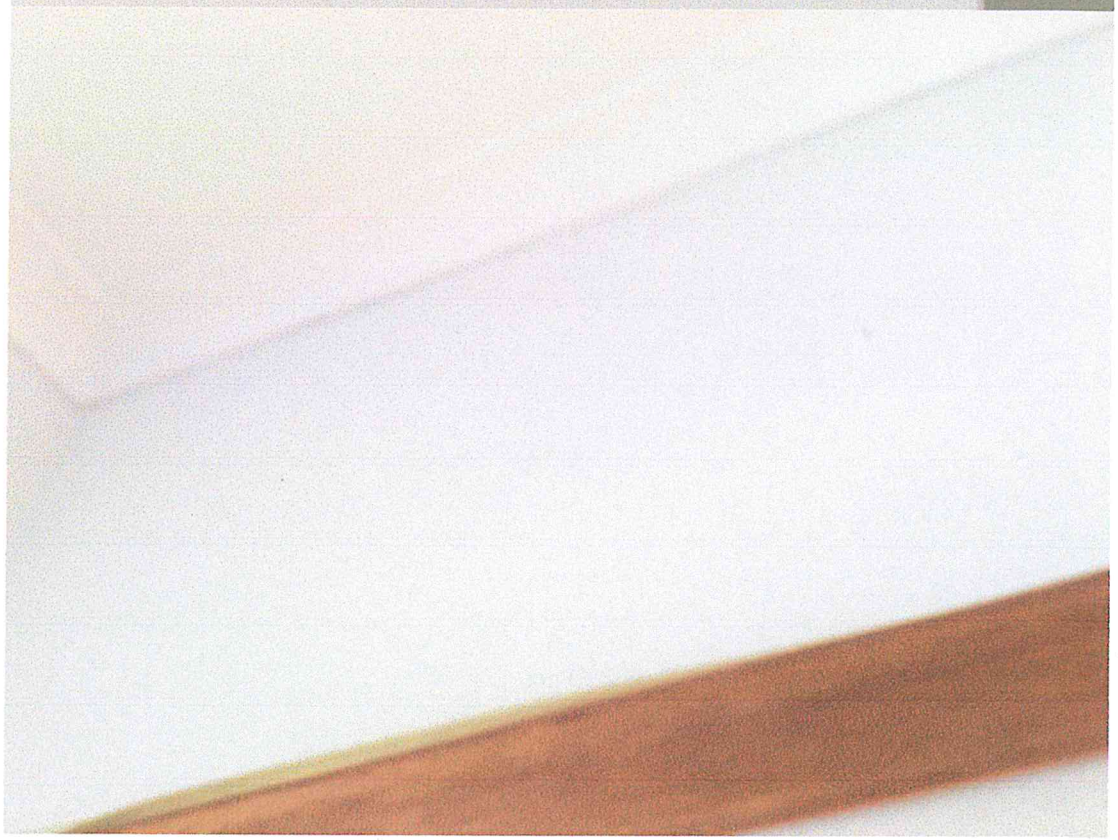


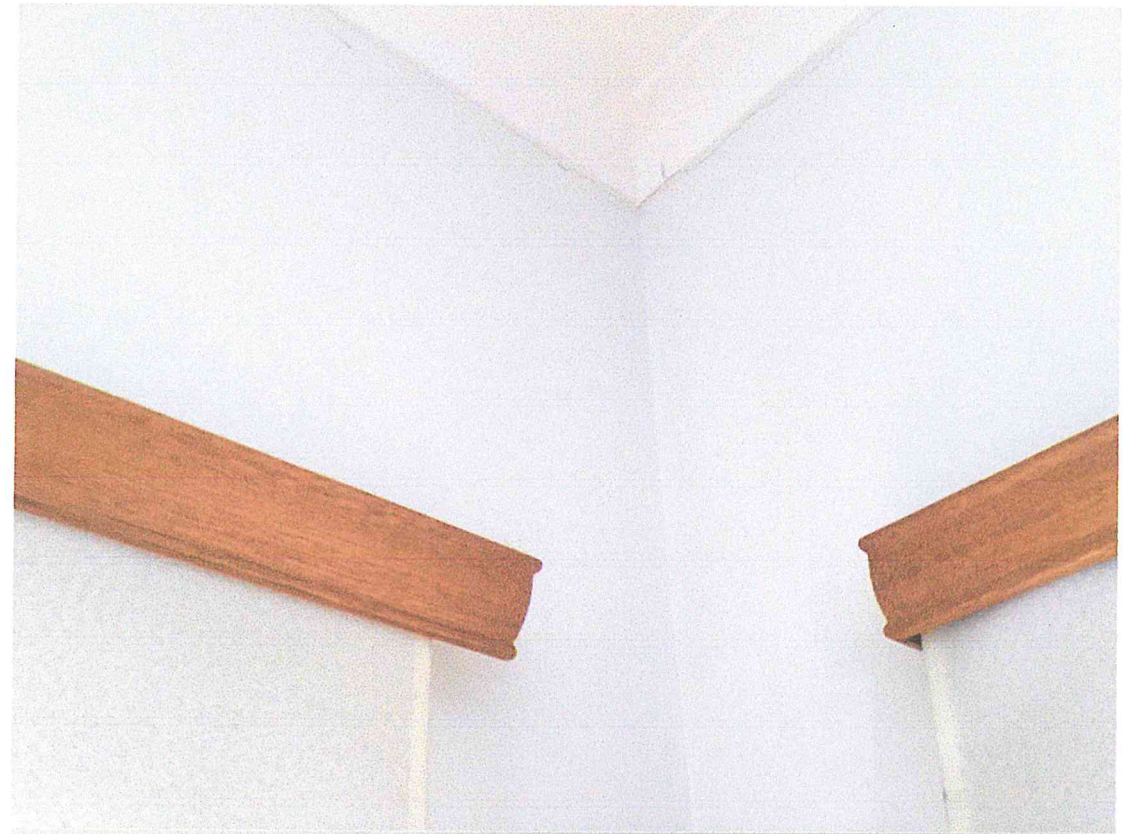


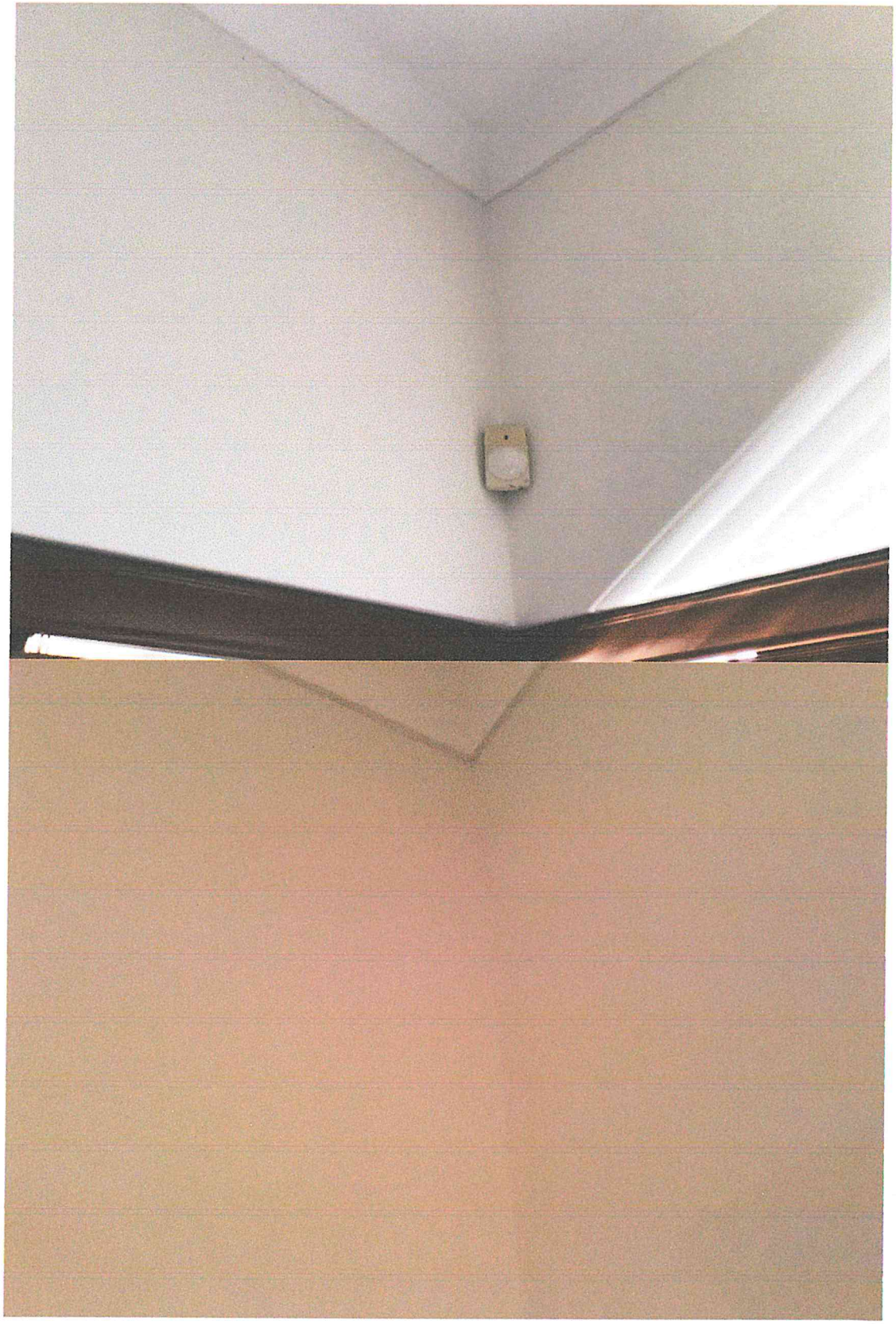


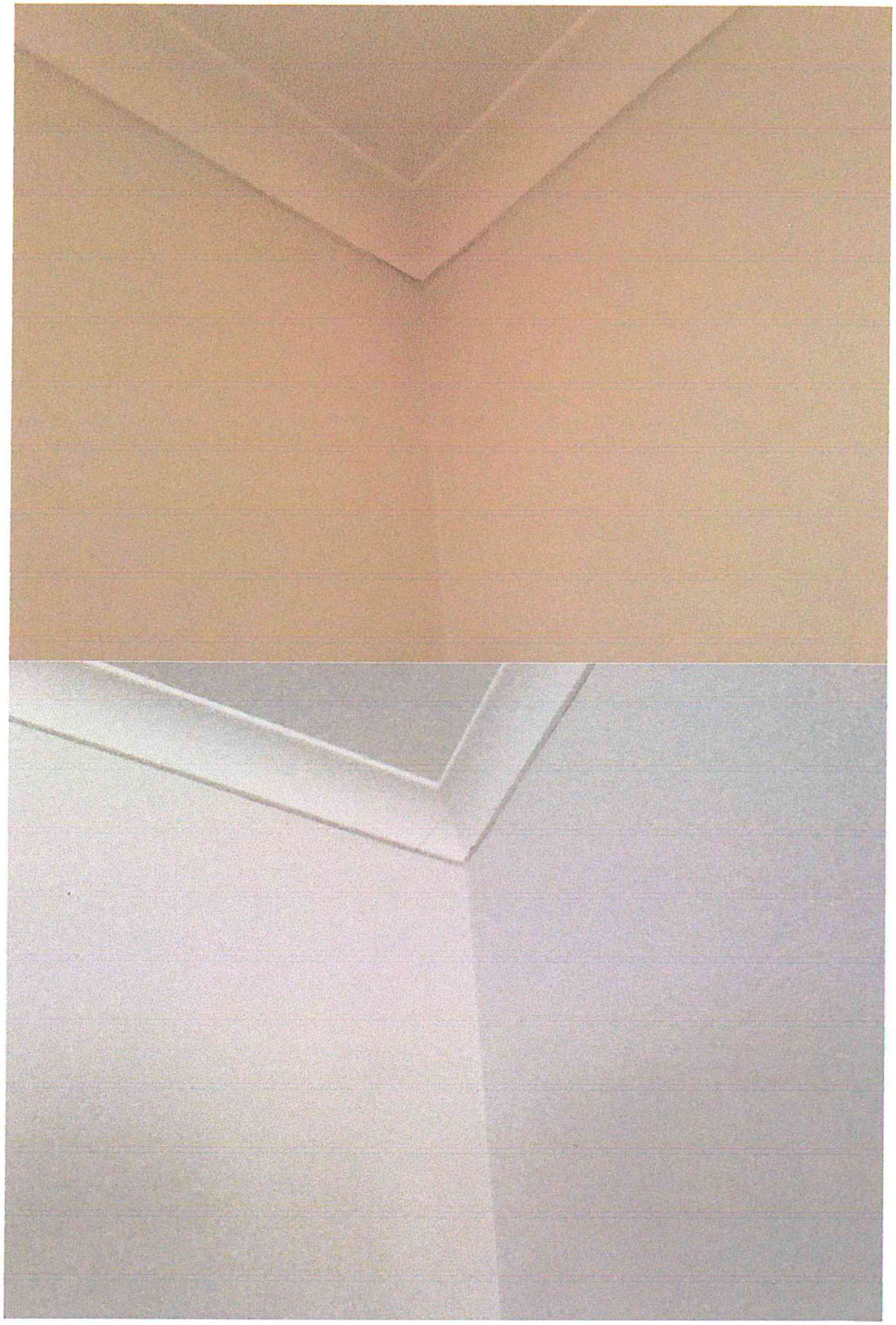


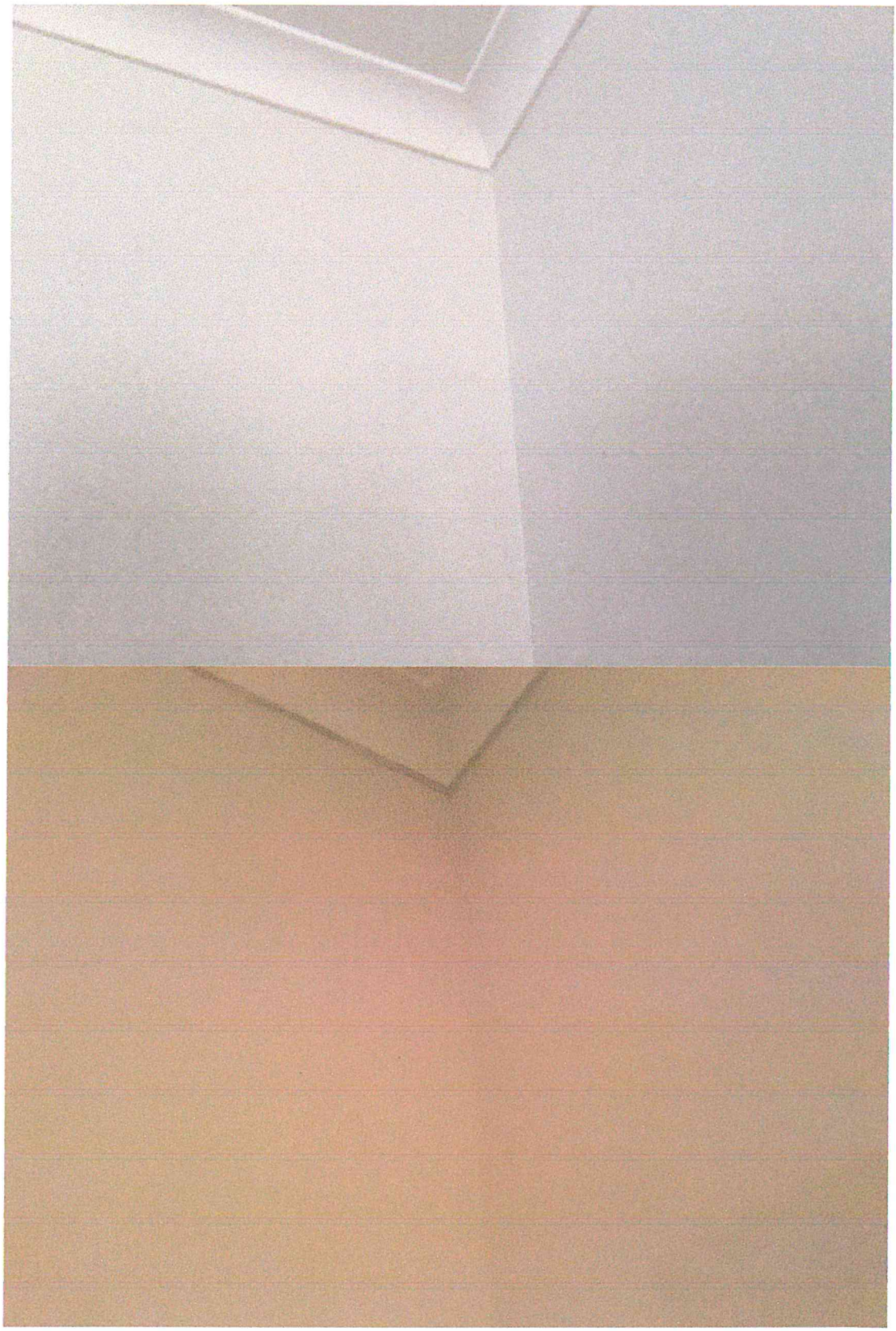






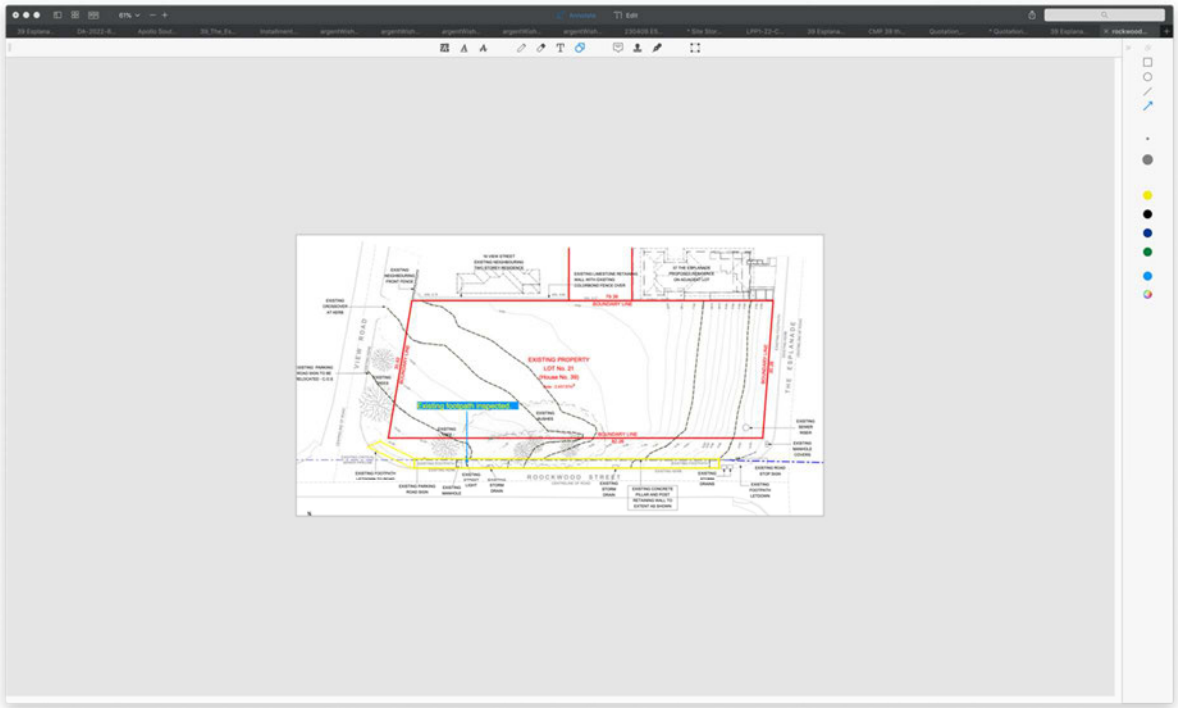






Addenda to CMP - Dilapidation report pavement 39 the esplanade.
(Roockwood street)

Brief description – the path and kerbing is aged and multiple cracks along its length. The stormwater drains are in fair condition. Area inspected shown below.



The path consists of 26 separate concrete segments, 19 of which are cracked. See attached photos. (Please request separate photo files we have on record if you want larger format sent through). I would suggest the city inspects and photographs the path for their records also for reference at end of works. Also pictures attached of cement spillage from adjacent property building works (roockwood street)

14/07/2023

Revised 14/07/2023

Additional information for CMP for 39 The Esplanade, Mount Pleasant.

C/O: Gavin Davey, Planning officer.

Dear Gavin,

Please see additional information as requested in your email 11/07/2023. Additional note added for Building services in regards to verge permit as per email 14/07/2023.

Health services.

Disruption to surrounding areas.

Groundworks will take place with the smallest sized machinery relevant for the job purpose. Some groundworks have already taken place to allow for the construction of number 37 the esplanade. At this time most fill from the site was removed so that large pills of fill where not left onsite, this is the plan for the entire project. We have also cleared vegetation from the site and at that time we removed from the whole site the top 300mm to500mm of loose black dusty dirt down to a clean fill level, at this time we constantly watered the area and also cleaned surrounding streets and properties, the black dirt being the most likely form of disruption to neighbours has now been eliminated. We have removed this dirt so future groundworks do not raise black dust , however we will still continue to use water trucks and onsite hoses and sprinklers during earthworks to keep the air clear and disruption to surroundings minimised. We have stated in our CMP that we will clean up if any surrounds are affected, but we do not anticipate this as the black dust has been removed from the site. As stated above we will minimise mounds of fill and instead remove from site and then return clean fill if necessary. The main fill needed for lot one and two will be spread evenly across lot 3,4,5 and 6 and compacted so there are no large piles of fill. The cut of lots four and five will be used to fill behind lots one and two retaining walls.

Stormwater run-off.

The current site does not have sediment run off during storms and the works we are undertaking reduces any run-off potential as opposed to increasing run off. The cut of lot one and two has removed the large hill on site that may have produced stormwater run-off or flooding, in heavy storms, as the block was sitting naturally, so the stormwater run-off onto the esplanade and the stormwater drains has been drastically decreased. On Rockwood street there is an existing pillar and post retaining wall that will be kept in place for as long as viably possible and this wall is higher than the land cut behind it so there will be

no run-off onto Rockwood street. The pillar and post wall will only be removed once all the land behind it has been cut to lower levels so there is not a slope of dirt from our site to Rockwood street.

Delivery of goods.
Lot five and six already have a roadbase hardstand for parking and deliveries, and the nominated common access area between lots 1,2,3,4 will also be roadbase hardstand for deliveries and concrete trucks. Construction on site is staggered so that materials for lots one and two can be delivered to hardstand on lot 3 and 4 and lots 3 and 4 deliveries to lot 5 and 6. Once all homes are built to same levels then lots 1,2 3 and 4 will have deliveries direct to their lots via common driveway and lots 5 and 6 will have deliveries straight to those lots.

Works will be schedulled so that there are no delivery stock on site when the washdown area is required.

The common area hardstand area is long enough to park a concrete pump and one concrete truck all within site boundaries so this is how concrete works will take place with no spillage onto the esplanade, rockwood street or view road.

Rangers services.

Lots 5 and 6 have adequate space for parking of vehicles for the initial construction of lot 1 and 2 to level one height. This will also be true upto the basement construction of lot 3 and 4 (same time as level one slab for lot one and two). Once lot 1 and 2 are at level one and lot 3 and 4 are at basement level (same heights as each other) then trades working on these homes can park direct at these buildings or in the common access driveway if no deliveries or craneworks are taking place that day. Trades working at lots five and six will park at lots 1 to 4 also if necessary. Towards the end of the project if parking overflow is required we may apply for a verge permit for lot 5 and 6 on view street for their fit out trades, but at this stage we do not anticipate this because by fit out stage their will be plenty of parking at lots 1 through 4 (including these properties garages and driveways).
We anticipate approcximately four to six vehicles a day on site for the duration of the build. At fit out stage there could be as many as 10 vehicles but with over 18 car spaces alone if we use lot 1,2,3 and 4 garages and drives.

Traffic safety.

As stated in the CMP we are containing all on site, however as requested we have engaged the services of a traffic management company to produce a full plan for the CMP.

Building services.

Peter Stewart homes will be applying for a verge permit on view road once this area/verge is required for use for the project, until that time we will not use the verge as shown on the CMP plan we are intending to utilise the land inside the

perimeter for all deliveries and vehicles. Once we do require and apply for the verge permit for view road we will follow the city of melvilles permits guidelines and conditions.

Crossover permits.

At the stage of construction that we are to construct the threee crossovers approved in the development approval plans (2x View street and 1x Rockwood streeet) we will apply at the city of melville for crossover approvals separate from the building license. However our traffic management plan covers the construction of the crossovers for cross reference.

Sincerely,

Dean Stewart.