



Hammerhead Crane Deconstruction
At Garden Island

Traffic Management Plan

Prepared by
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for
Brookfield Johnson Controls

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1 PURPOSE

This Traffic Management Plan establishes the controls required to ensure the safe movement of all vehicles and pedestrians to, from, and on the deconstruction site.

The purpose of this document is to ensure that all parties concerned with this project have a full understanding of all of the measures proposed for the safe and successful completion of the deconstruction works.

This TMP shall apply to all Liberty Industrial workers, and to any sub-contractor(s) that are approved to undertake or perform work on the Deconstruction of the Hammerhead Crane project in Garden Island.

This TMP has been developed using the following:

- Liberty Industrial Management system;
- NSW Work Health and Safety Act 2011;
- NSW Work Health and Safety Regulation 2011;
- AS/NZS ISO 9001:1994: Quality systems - Model for quality assurance in production, installation and servicing;
- AS/NZS 4581 - 1999: Management System Integration – Guidance to Business, Government and Community Organisations;
- AS/NZS 4804 - 2001: Occupational Health and Safety Management Systems - General guidelines on principles, systems and supporting techniques;
- Industry Guidelines for the Workplace Relations and Occupational Health and Safety Components of the National Code of Practice for the Construction Industry.

2 THE SITE

Garden Island is the site of Fleet Base East of the Royal Australian Navy (RAN). Garden Island is the principal East Coast RAN Base, and is the home port to many of the RAN fleet.

The Hammerhead Crane (HHC) is a tower crane with a fixed tower and top slewing jib. It is located near the northern end of Fleet Base East (FBE).

3 SCOPE OF WORKS

The Scope of Work includes, but is not limited to, the following:

- Deconstruction of the crane and associated structures;
- Salvage of Heritage Items;
- Removal of scrap steel;
- Site rectification and clean up;

4 TRAFFIC MANAGEMENT

4.1 SITE BOUNDARY

Temporary panel fencing is erected around the perimeter of the deconstruction site identified in drawing “S400.00 Rev P1 – Hammerhead Crane Removal Route Investigation” (see Section 7 below) to define the site and work zone, restricting unauthorised access.

Access gates will be established within the above temporary panel fencing at the locations where the various vehicle routes identified on drawing “S400.00 Rev P1 – Hammerhead Crane Removal Route Investigation” (see Section 7 below) meet this fencing. These gates will be closed and secured at all times when not in use.

4.2 WORKER ACCESS / EGRESS

All workers will access and egress the FBE site via either the Main gate off Cowper Wharf St, or the secondary gate near “Harry’s Café DE Wheels” off Cowper Wharf roadway.

All workers involved in the project will have the appropriate security clearances and Defence passes, including an AFP background clearance check, and will have undergone the relevant site inductions.

4.3 VEHICLE SITE ACCESS / EGRESS

All vehicles will access and egress the FBE site via either the Main gate off Cowper Wharf St, or the secondary gate near “Harry’s Café DE Wheels” off Cowper Wharf roadway.

The drawing in Section 7 below identifies the various vehicle routes that are available at any given time.

Weekly consultation (or as required) with Brookfield Johnson Controls and FBE will held to determine the applicable routes each day.

All drivers who have to alight from their vehicle to carry out work are required to be Site inducted.

No induction is required for general deliveries, however workers requiring to go past the security post must be accompanied by an inducted worker.

Prior to entering the site, the Project Manager or delegate must be contacted to arrange access. Drivers will remain within their vehicles at a location specified until they are escorted into the site.

4.4 ROUTE INSPECTION

Prior to the implementation of the traffic management plan or any high risk traffic movements, an inspection of the proposed route will be undertaken by the Project Manager and the Client Representative.

The inspection will consider, but not be limited to, the following:

- Visibility at intersections;
- Width of load and the route to be taken;
- Condition of road shoulder and its weight bearing capacity;
- Areas of low clearance or height restrictions;
- Overhead services;
- Location of and availability of barricades for road closures;
- Location of Traffic Controllers as identified;
- Potential for disruption to operations;
- Permits required e.g. road closures;
- Authority to Work permit;
- Notifications required e.g. Operations, Security, other personnel;
- Potential for collisions;
- Potential for vehicle – person interactions;

On completion of the inspection a JHA will be developed to address the identified risks and the control measures required to address same.

4.5 LOADING / UNLOADING

All loads delivered to the deconstruction site are unloaded and loaded in the designated area as determined by the Project Manager or delegate.

When loading out deconstruction material from site, all trucks will be inspected prior to accessing the area to ensure the load is secure.

All truck drivers will follow designated road ways and they shall observe all road signs and directions to and from the area.

The laydown area there will function with one road IN and one road OUT and sign posted to this effect.

Truck drivers are to follow the instruction of the plant operator at all times and be in radio contact with same. All vehicles are to be loaded to their prescribed weight limits.

On exiting the site, the trucks shall again be inspected and load restraints checked.

The truck driver is to complete a vehicle load check form for loaded vehicles leaving the site.

4.6 TRANSPORT TO AND FROM GARDEN ISLAND

All vehicles will use the Roads and Maritime Services (RMS) approved routes to and from Garden Island, averting residential streets, using Cowper Wharf Rd as the main entry and exit point.

All relevant council curfews and traffic control requirements for heavy haulage will be adhered to.

All RMS and council permits will be obtained.

Where loads exceed the allowable road limits, escorts will be utilised.

4.7 LOAD CAPACITY

The load capacity of the wharf around the HHC is limited to 2,500kg/m².

Deliveries, removals and the like **MUST** fall within the allowable limit unless otherwise approved by the structural engineer.

4.8 LOADING / UNLOADING VEHICLES

All loads delivered to the deconstruction site are unloaded and loaded in the designated area as defined by the Project Manager or delegate at time of entry.

When loading out deconstruction material, truck drivers are to follow the instruction of the plant operator at all times and be in radio contact with same. All vehicles are to be loaded to their prescribed weight limits.

4.9 PARKING

No vehicles other than those used to facilitate the deconstruction works are to be parked on site at any time.

4.10 SPEED LIMIT

All vehicles to comply with the designated signposted speed limits or in the absence the signs, 15km/hr.

All vehicles to comply with the approved load limits.

4.11 TRAFFIC CONTROL

A designated Traffic Controller will be used for all vehicle movements accessing the site via the secondary gate near "Harry's Café DE Wheels" off Cowper Wharf roadway – See Section 8 for Traffic Control Plan.

5 COMMUNICATION WITH BJC AND FBE

A weekly meeting to discuss the proposed vehicular traffic movements for that week will be held with Brookfield Johnson Controls and FBE to establish the correct access / egress routes for vehicles and to communicate the deconstruction works to be undertaken for that period and any impact this work may have on FBE workers.

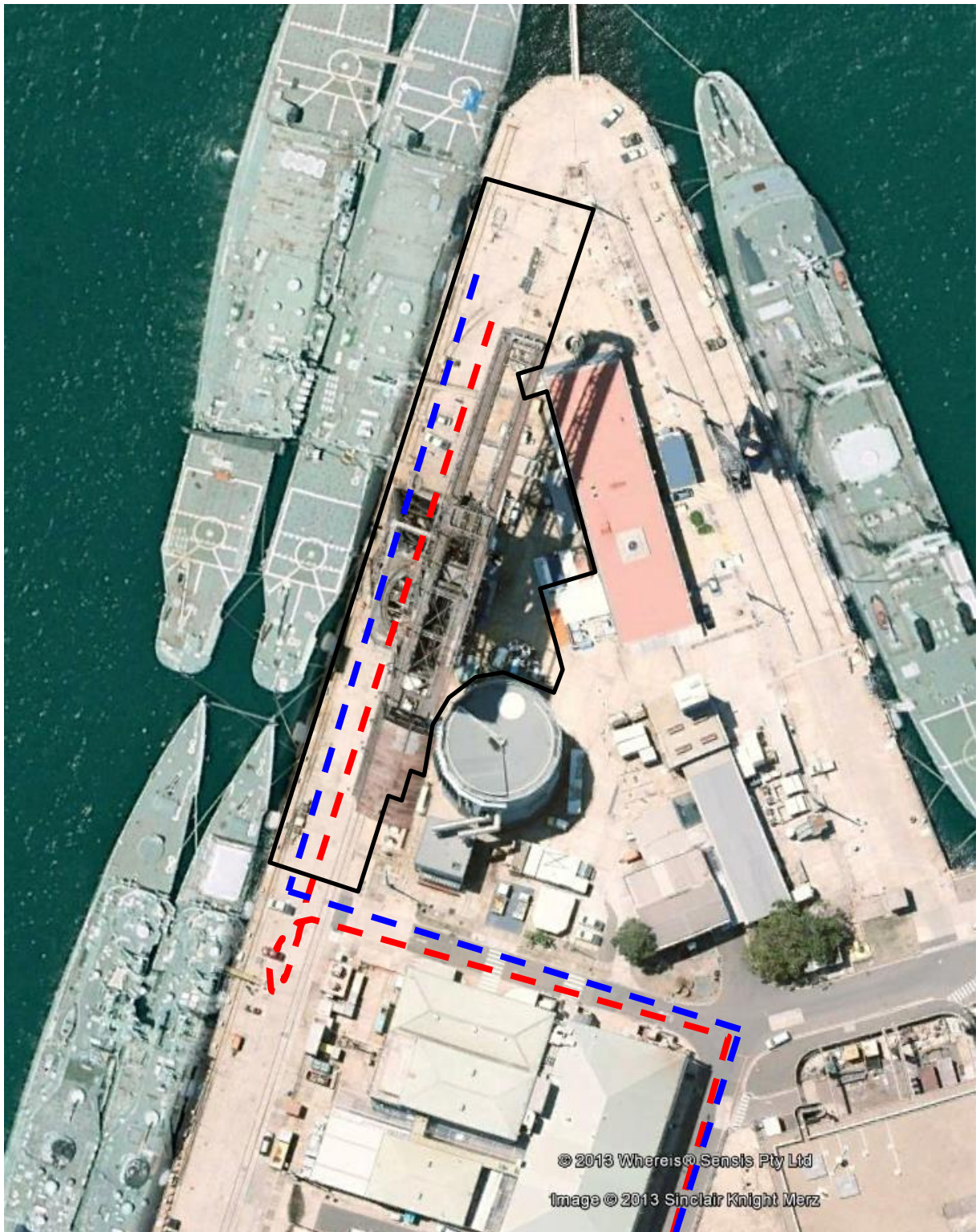
The weekly meeting will also address any impact that FBE may have on the deconstruction works for that period.

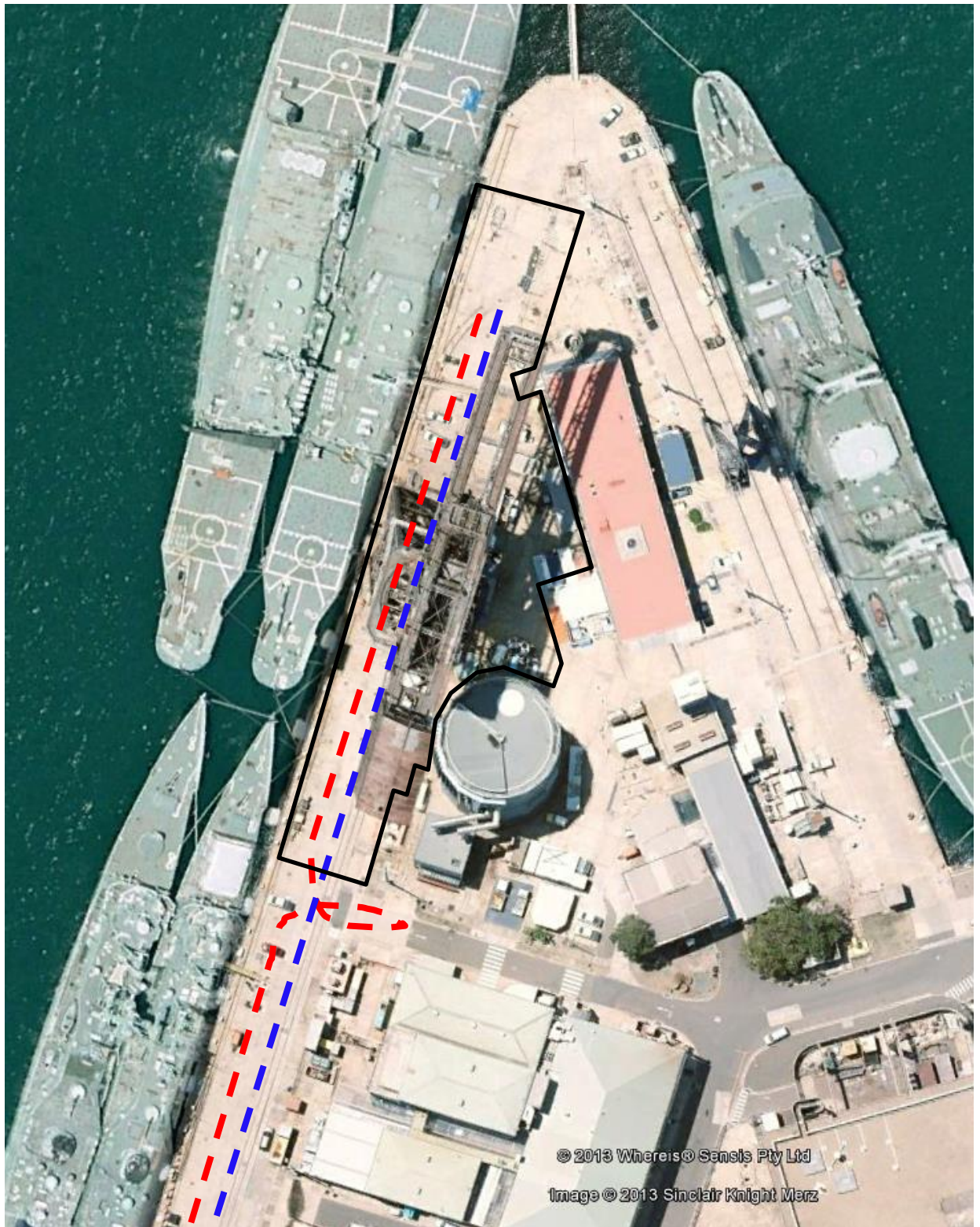
6 ACCESS & EMERGENCY VEHICLES

The Naval and Emergency services has passage rights through the site. This could mean emergency vehicles will pass through the site at any time. In the event that any emergency vehicle is on site, they are to be afforded clear access and right of way.

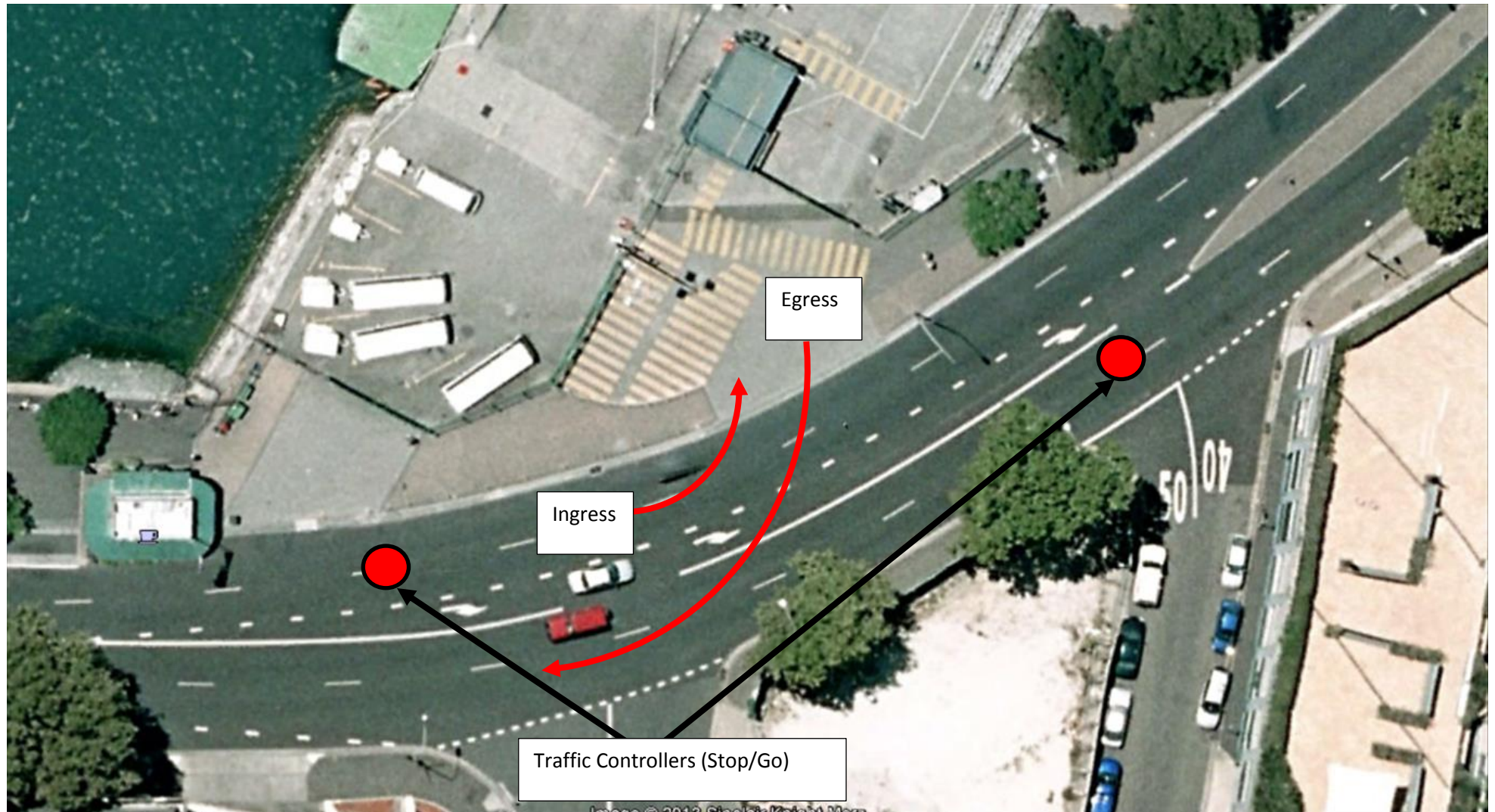
In the event of an emergency on site, the Liberty designated escort is there to clear passage as close as practical to the emergency location.

7 ACCESS & EGRESS ROUTES





8 TRAFFIC CONTROL PLAN



9 INTERNAL SITE TRAFFIC CONTROL

