

Traffic Management Plan

MIXED USE RESIDENTIAL, RETAIL AND COMMERCIAL DEVELOPMENT

330 CHURCH STREET, PARRAMATTA NSW

Prepared for: MERITON APARTMENTS PTY LTD

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RTA Design & Inspect Traffic Control Plans
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1 Project Details

1.1 Project Summary

Project: Mixed Use Residential, Retail and Commercial Development

Location: 330 Church Street, Parramatta NSW 2150

Proposed Hours of Operation: Normal construction hours (Monday-Friday 0700 - 1700 & Sat 0800 - 1500).

1.2 Scope of Works

Demolition of the existing, Excavation and site preparation, then construction of new mixed use development containing residential, retail and commercial spaces.

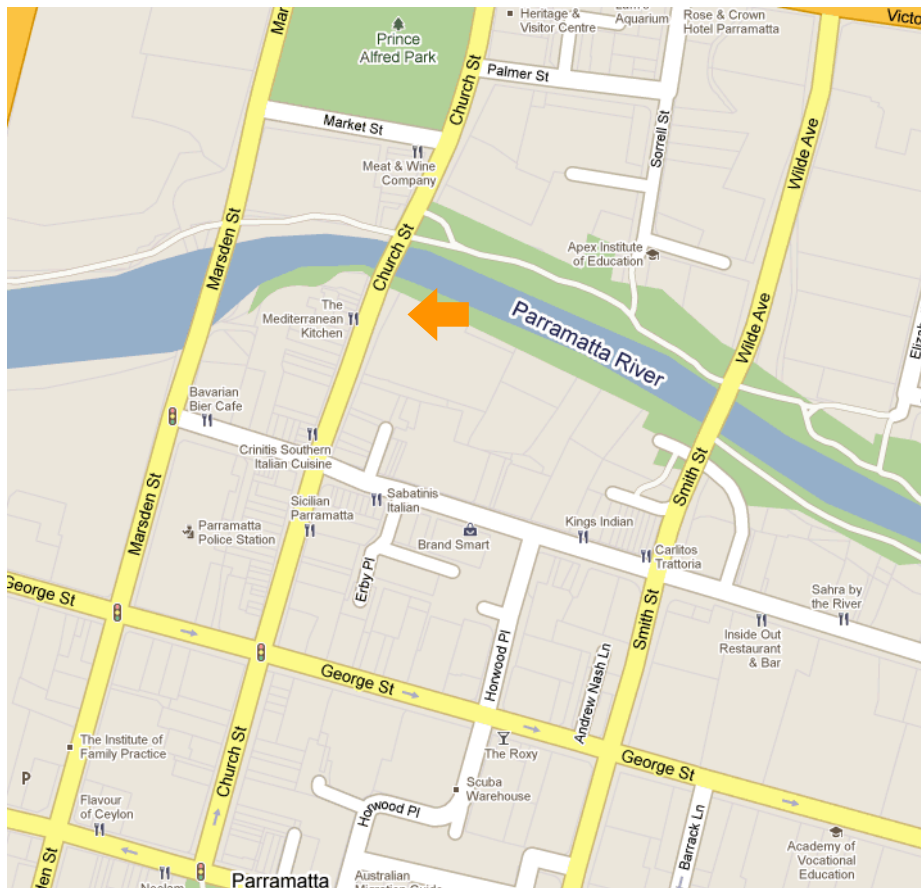
Included Stage(s):

1. Demolition
2. Excavation / Site preparation
3. Construction of new building(s)

1.3 Revisions

Rev #	Date	Description
0	17/06/11	Initial Submission
1		
2		

1.4 Location Map



2 Existing Traffic Environment

2.1 Road Configurations

Church Street - One lane in each direction past site divided by BB Line with a posted speed limit of 40km/h at all times. Parking lanes on both sides where there is no marked pedestrian crossing.

Phillip Street - One lane in each direction at Phillip Lane divided by BB Line with a posted speed limit of 40km/h at all times. Parking lanes on both sides where there is no marked pedestrian crossing.

Phillip Lane - Two way road undivided with a posted speed limit of 40km/h at all times. Metered parking along the western side only. Lane used for access to Multilevel parking area and parking access to the GE building.

2.2 Traffic

(a) Vehicular

- Surrounding Streets have high traffic volumes mainly consisting of passenger and light commercial vehicles.
- All on-street parking use meters with a 1 hour limit during weekday peak hours

(b) Pedestrian

- High pedestrian traffic area (signs posted around CBD)
- Pedestrian crossing via marked pedestrian bays and at traffic signals.
- Concentrated retail and commercial area generating a high flow of pedestrians in and out of area.

(c) Cyclist

- Limited cycle use observed during site inspections (carried out weekdays during proposed construction hours), however as there are no dedicated cycleways installed around the site area, cyclists must therefore use existing roadways and obey normal road rules.

2.3 Public Transport

(a) Rail

- Parramatta Station is a 900m walk from site, it would be expected many pedestrian would walk past site towards the train station along Church Street.

(b) Bus

- Multiple bus stop locations along Church Street (See Appendix A).
- Free Shuttle Bus service location on Church Street on front of site.

(c) Other

- Taxi are utilised frequently along all surrounding streets with one Taxi Zone outside Riverside Theatre.
- Ferry Services leave via wharf at eastern end of Phillip Street.

2.4 Existing Traffic Generating Areas

Surrounding area is concentrated with various retail and commercial buildings.

2.5 Other Environmental Considerations

Mail Zone is located on Church Street on front of site location

2.6 Considerations for Impact Reduction

Consideration is given to:

- Minimising impact to existing pedestrian activity surrounding the proposed development site (Includes maintaining stairs from the bridge to the river and connecting footpath).
- Reduce impact to local traffic by routing trucks away from the main traffic areas.
- Maintaining existing public transport access on Church Street.
- Minimise impact to surrounding businesses.
- Limit the requirement to remove existing parking areas to reduce impact to the public.

3 Proposed Construction Vehicle Management

3.1 Site Entry & Exit

Entry Route - Vehicles turn onto Wilde Avenue from Victoria Road then turn right onto Phillip Street, Right onto laneway between the Parkroyal & GE Buildings and left into proposed loading / unloading zone in a forward facing direction.

Exit Route - Exit loading / unloading zone in a forward facing direction head south along laneway, turn left onto Phillip Street, left onto Wilde Avenue, then turn onto Victoria Road.

3.2 Vehicle Movements within site

Minimal movement within site boundaries.

3.3 Work Zones

No proposed Work Zone.

3.4 Standing Plant Locations (i.e Cranes)

Where required, standing plant to be located parking area at rear of site.

3.5 Parking for Site Workers

Site workers to park using existing parking areas surrounding site and subject to existing restrictions.

3.6 Loading and Unloading of Equipment and Materials

All vehicles to be loaded from proposed area at rear of building (See appendix A).

3.7 Storage of Equipment, Materials and Waste

The storage area for all equipment, materials and waste are within site boundaries. See Appendix A

3.8 Removal of Excavated Materials from Site

Where it is required to remove excavated materials from site trucks will be loaded in hard stand area at rear of building, all vehicles to be checked (cleaned as required) and covered to ensure spoil does not contaminate streets along exit route.

4 Project Impact

4.1 Residents

Site located in commercial & retail zone, residential areas not in close proximity to site. Access to hotels located near site will remain as per normal conditions throughout the project.

4.2 Pedestrians & Cyclists

Existing pedestrian access along Church Street to remain as normal with the stairs from the bridge to the footpath along to the river to also be maintained. Hoarding to be installed over pedestrian access ways when work is being carried out overhead. Existing pedestrian access from Phillip Lane to footpath along the river will be reduced, however access from multilevel parking area will be maintained.

Cyclist access to remain as per normal conditions along roadways.

4.3 Emergency Services

Access along Church & Phillip Streets to remain as per normal conditions and access through laneway will not be impeded by site vehicles.

4.4 Local Traffic

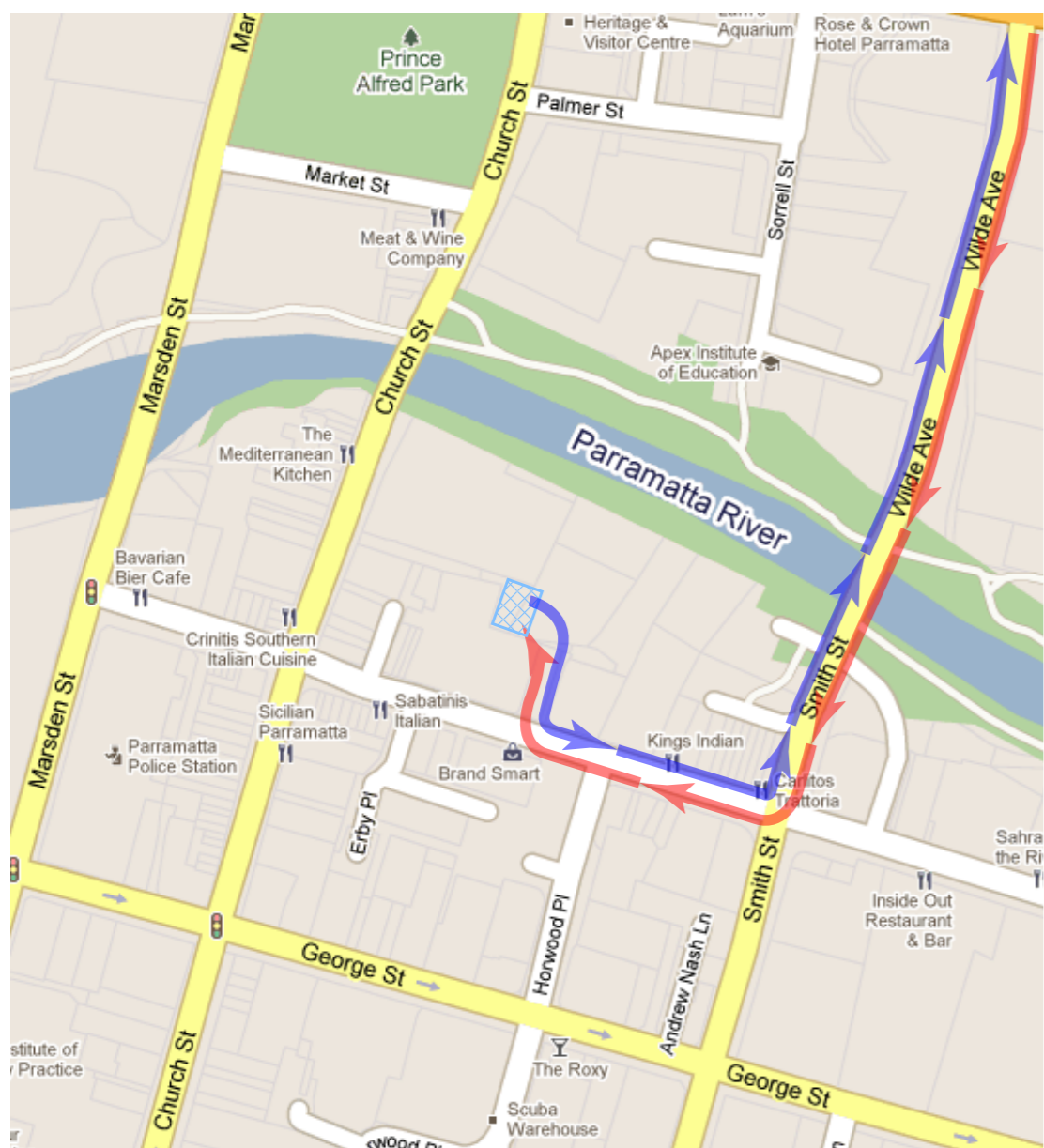
Access along Church Street to remain as per existing conditions. Limited impact to Phillip Street due to proposed as the entry and exit route, however trucks to be scheduled to ensure queues do not form along roadways. Entry and exit route used to minimise impact of site vehicles to CBD.

4.5 Impact on Community & Businesses

Minimal Impact to businesses surrounding site as pedestrian access way to be maintained and no road closures are proposed. Existing parking areas are to remain as normal except the small parking area at the rear of the building to be used as the proposed loading / unloading zone (approx. 20 parking spaces only).

Appendix A - Plans

NRSP94466 - Site Overview & Vehicle Routes



SITE VEHICLE ROUTES

ENTRY ROUTE
 EXIT ROUTE

LEGEND:

- SITE BOUNDARY
- PEDESTRIAN FENCING
- VEHICLE LOAD / UNLOAD ZONE
- HOARDING
- EXISTING METERED PARKING ZONE (GENERAL, LOADING ZONE, DISABLED PARKING & CAR SHARE)
- EXISTING BUS STOP ZONES
- EXISTING MAIL ZONE



RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS				
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper	
All purposes on residential or commercial streets	<=50	4	< 45	15	0	15	
Center-line on approach to Traffic Controller position	All Cases	4	46-55	15	15	30	
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	56-65	30	30	60	
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	66-75	N/A	70	115	
Separating opposing traffic on a multilane undivided road adjacent to a closed lane on a multilane road	51-70 / >70	12 / 18	76-85	N/A	80	130	
Merge tapers	51-70 / >70	9 / 12	86-95	N/A	90	145	
Lateral shift tapers	51-70 / >70	12 / 18	96-105	N/A	100	160	
Protecting freshly painted lines	51-70 / >70	24 / 60	> 105	N/A	110	180	

FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO

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Project/Event:	MIXED USE DEVELOPMENT		
Location:	330 CHURCH STREET, PARRAMATTA NSW		
Client :	MERITON APARTMENTS		
Plan No.	NRSP9466	A	Date: 17TH JUNE 2011
SCALE: NOT TO SCALE			



N

PREPARED BY: MATTHEW YOUNG
 RTA DESIGN & INSPECT TRAFFIC CONTROL PLANS
 CERTIFICATE No. 2243011145
 Expiry: 04/02/2014

SIGNED: *[Signature]*

DATE	DESCRIPTION
E	
D	
C	
B	
17/06/11	A INITIAL SUBMISSION