

Traffic Management Plan

RESIDENTIAL DEVELOPMENT

**61 MOBBS LANE, EPPING NSW
STAGE 2**

Prepared for: MERITON APARTMENTS PTY LTD

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RTA Design & Inspect Traffic Control Plans
Certificate #: 2243011145 Exp: 03/02/2014

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Appendix A - Plans

1 Project Details

1.1 Project Summary

Project: Residential Development (Stage 2)

Location: 61 Mobbs Lane, Epping NSW

Proposed Hours of Operation: As per existing stage 1 works

MONDAY - FRIDAY 0700 - 1700

SATURDAY 0800 - 1700

SUNDAY No Work

1.2 Scope of Works

Demolition of the existing, Excavation and site preparation, then construction of new residential development.

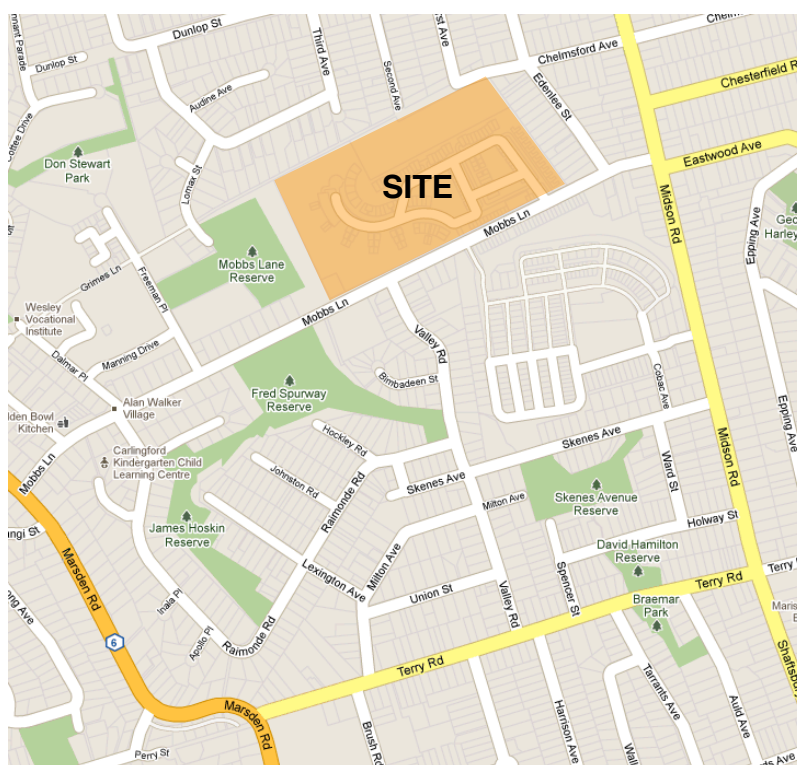
Included Stage(s):

1. Demolition
2. Excavation / Site preparation
3. Construction of new buildings

1.3 Revisions

Rev #	Date	Description
0	22/06/11	Initial Submission
1		
2		

1.4 Location Map



2 Existing Traffic Environment

2.1 Road Configurations

Mobbs Lane - 2 Way sealed road, one lane in each direction with a posted speed limit of 50km/h.

2.2 Traffic

(a) Vehicular

- Surrounding streets has low to medium traffic volumes in peak times consisting of mostly passenger vehicles.
- No on-street parking in proximity to site.

(b) Pedestrian

- Light pedestrian traffic on north side of the road using the existing concrete footpath.
- No existing foot path on Southern side of Mobbs Lane past site.

(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

- Eastwood Station is a 1.8km from site, it would be expected only a very small number of pedestrians would walk past site towards the train station along Mobbs Lane.

(b) Bus

- Bus stop locations next to site entrance and also opposite site on south side of Mobbs Lane.

(c) Other

- Taxi services may use this road, however not a high volume route.

2.4 Existing Traffic Generating Areas

Surrounding area is mainly residential houses and some townhouses. A small shopping area consisting of takeaway outlets & small retailers.

2.5 Other Environmental Considerations

Existing site entry is at the top of a slight crest.

2.6 Considerations for Impact Reduction

Consideration is given to:

- maintaining existing footpath
- maintaining existing bus stop locations.
- reducing the number of residential areas impacted by having site vehicles pass their property.
- Minimise impact to the intersection of Mobbs Lane & Marsden Road as it is not controlled by traffic signals.

3 Proposed Construction Vehicle Management

3.1 Site Entry & Exit

Entry - From Marsden Road turn onto Terry Road, turn left onto Midson Road, turn left at Mobbs Lane and then turn right into site in a forward facing direction using existing site entry way.

Exit - Turn left from existing site exit in a forward facing direction onto Mobbs Lane eastbound then turn right onto Midson Road, turn right onto Terry Road, then use Marsden Road.

3.2 Traffic Control - Entry & Exit

Truck turning advanced warning signage will be placed on approach to site entry / exit location in both directions of Mobbs Lane, traffic controllers are not required at this location for vehicle movement.

3.3 Vehicle Movements within site

Minimal movement within site boundaries, utilising existing internal sealed road network.

3.4 Work Zones

No proposed Work Zone.

3.5 Standing Plant Locations (i.e Cranes)

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

3.6 Parking for Site Workers

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

3.7 Loading and Unloading of Equipment and Materials

All vehicles to be loaded from within site boundaries on hard stand areas.

3.8 Storage of Equipment, Materials and Waste

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

3.9 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. A shaker pad is installed near the site exit and all vehicles exiting site must cross this pad and be inspected prior to leaving site.

4 Project Impact

4.1 Residents

Existing residential driveways and access points will not be affected by this project.

4.2 Pedestrians & Cyclists

There will be minimal disruption to pedestrians and cyclists, site workers to use caution when crossing existing driveway to ensure pedestrian / cyclist safety.

4.3 Emergency Services

Normal access conditions through Mobbs Lane.

4.4 Local Traffic

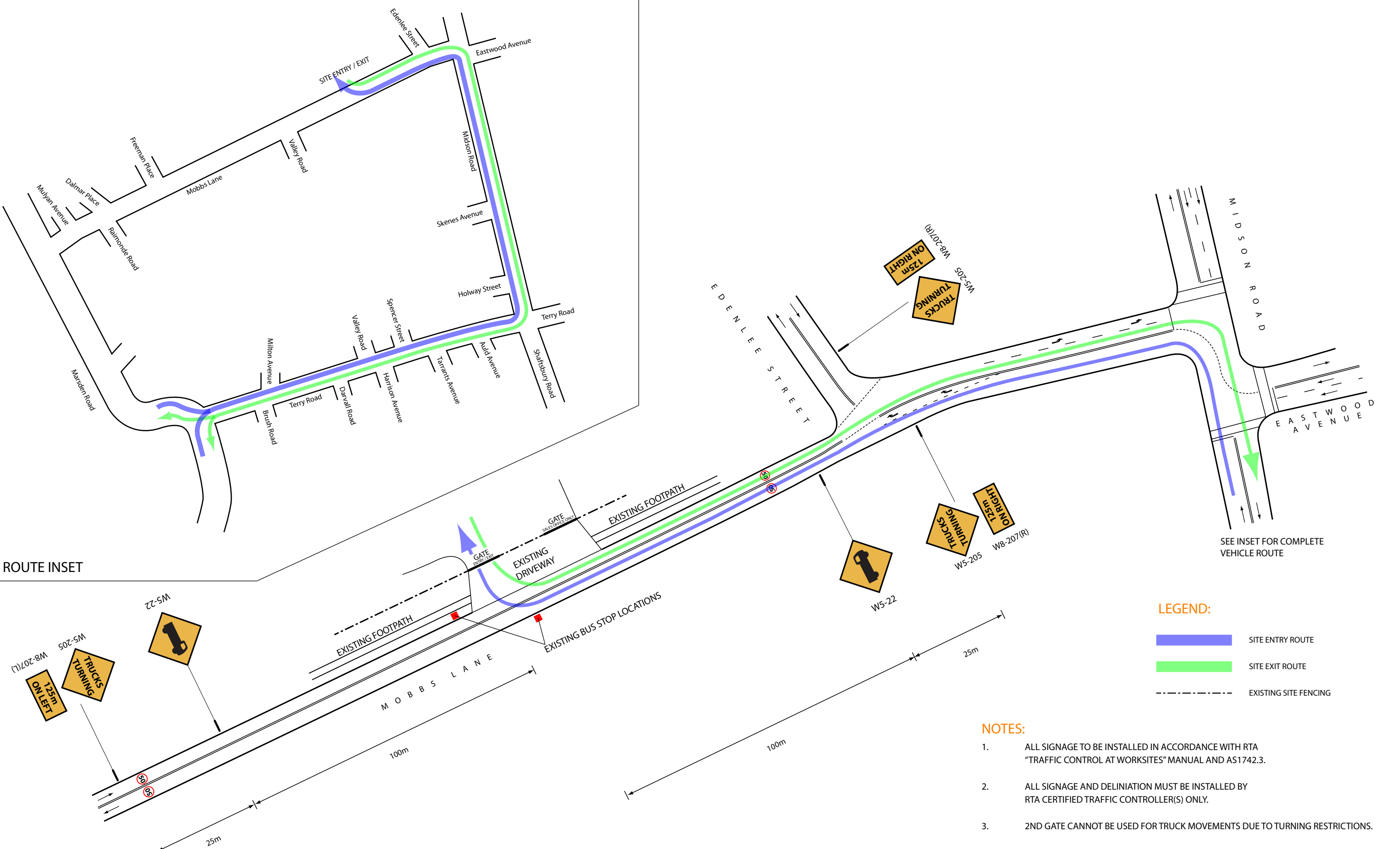
Normal access conditions through Mobbs Lane. Site entry and exiting have been used throughout stage one works without causing notable impact to exiting traffic flows.

4.5 Impact on Community & Businesses

No community or business impact

Appendix A - Plans

NRSP94468 - Vehicle Routes



LEGEND:

- SITE ENTRY ROUTE
- SITE EXIT ROUTE
- EXISTING SITE FENCING

- NOTES:**
- ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RTA "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
 - ALL SIGNAGE AND DELINIATION MUST BE INSTALLED BY RTA CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
 - 2ND GATE CANNOT BE USED FOR TRUCK MOVEMENTS DUE TO TURNING RESTRICTIONS.

NIRS

TRAFFIC PLANNING

1300 440 730

Fax: 02 8580 4890

PO Box 4051, Penrith Plaza NSW 2750

www.nationalroadsealing.com

Project/Event:	RESIDENTIAL DEVELOPMENT (STAGE 2)				
Location:	61 MOBBS LANE, EPPING NSW				
Client :	MERITON APARTMENTS				
Plan No.	NRSP9468		Date:	21ST JUNE 2011	
SCALE: NOT TO SCALE					

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PREPARED BY: MATTHEW YOUNG

RTA DESIGN & INSPECT TRAFFIC

CONTROL PLANS

CERTIFICATE No. 2243011145

Expiry: 04/02/2014

SIGNED:

DATE	DESCRIPTION
	E
	D
	C
	B
21/06/11	A INITIAL SUBMISION

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					
Center-line on approach to Traffic Controller position	All Cases	4					
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15	0	15	
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	46-55	15	15	30	
separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	56-65	30	30	60	
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70	115	
Merge tapers	51-70 / >70	9 / 12	76-85	N/A	80	130	
Lateral shift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145	
Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160	
FIGURES EXTRACTED FROM RTA TCWS MANUAL v4.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO			> 105	N/A	110	180	