



**CONCEPT PROPOSAL AFFORDABLE
HOUSING AND BUILD TO RENT
DEVELOPMENT, 2A GREGORY PLACE,
HARRIS PARK.**

**DRAFT CONSTRUCTION TRAFFIC
MANAGEMENT PLAN**

17 June 2022

REF: 20.21.068

CONCEPT PROPOSAL AFFORDABLE HOUSING AND BUILD TO RENT DEVELOPMENT, 2A GREGORY PLACE, HARRIS PARK.

CONSTRUCTION TRAFFIC

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1	LOCATION
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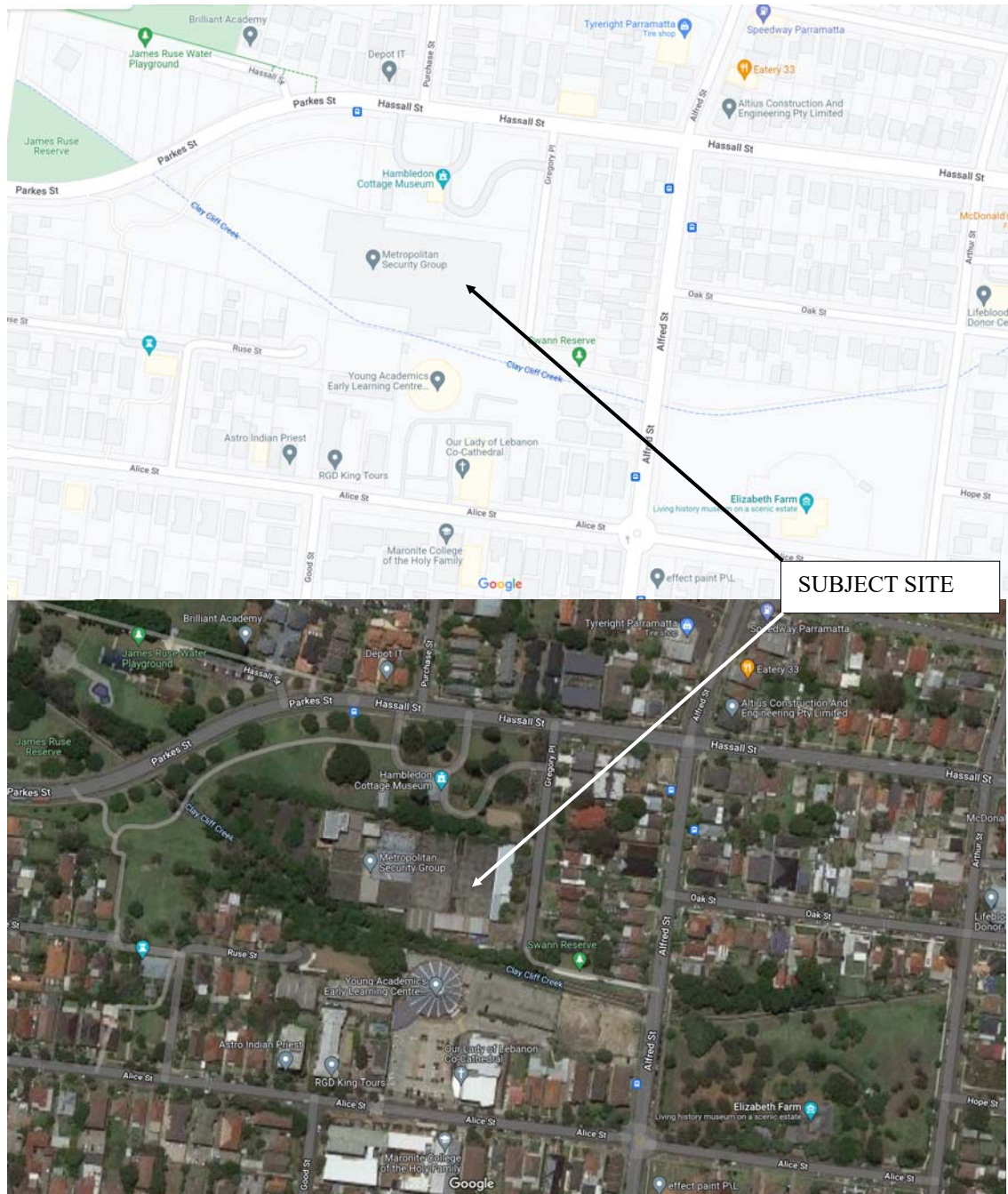
APPENDIX A INDICATIVE TRAFFIC CONTROL PLAN

1. **INTRODUCTION**

This Conceptual Construction Traffic Management Plan (CTMP) has been prepared to describe a method of demolition of the existing development and the construction of a high density affordable housing and build to rent development at 2A Gregory Place, Harris Park for an application to the NSW Government Secretary's environmental assessment requirements (SEARs Reference, SSD 31179510) under (See figure 1).

This plan will describe the proposed demolition, construction, traffic generation, vehicle approach/departure routes, impact upon the surrounding road network and address the following requirements issues:

- i. Details of parking arrangements for all employees and contractors, including layover areas for large trucks during all stages of works.
- ii. The proposed truck routes to and from the site including details of the frequency of truck movements for all stages of the development.
- iii. The size of trucks for exportation of fill, concrete pour and deliveries.



LOCATION

Fig 1

2. PROJECT DESCRIPTION

The proposal involves demolition of the existing buildings and construction of 3 separate high density apartment blocks for affordable housing in 3 stages. All 3 Stages consist of a single building.

The demolition will involve the removal of a considerable amount of material to provide for construction of the proposal. Detailed amounts of material to be exported off site has not been calculated at this point in the proposal.

The site is of sufficient size to contain all demolition and construction activities within the property boundaries.

The largest vehicle expected at the site is an articulated vehicle or medium rigid truck and up to 19m in length for the removal of material and delivery of concrete and other construction material. No estimates on the number of vehicles required for the demolition or construction have been calculated at this stage. All vehicles will enter the site in a forward direction, be loaded on site and exit in a forward direction.

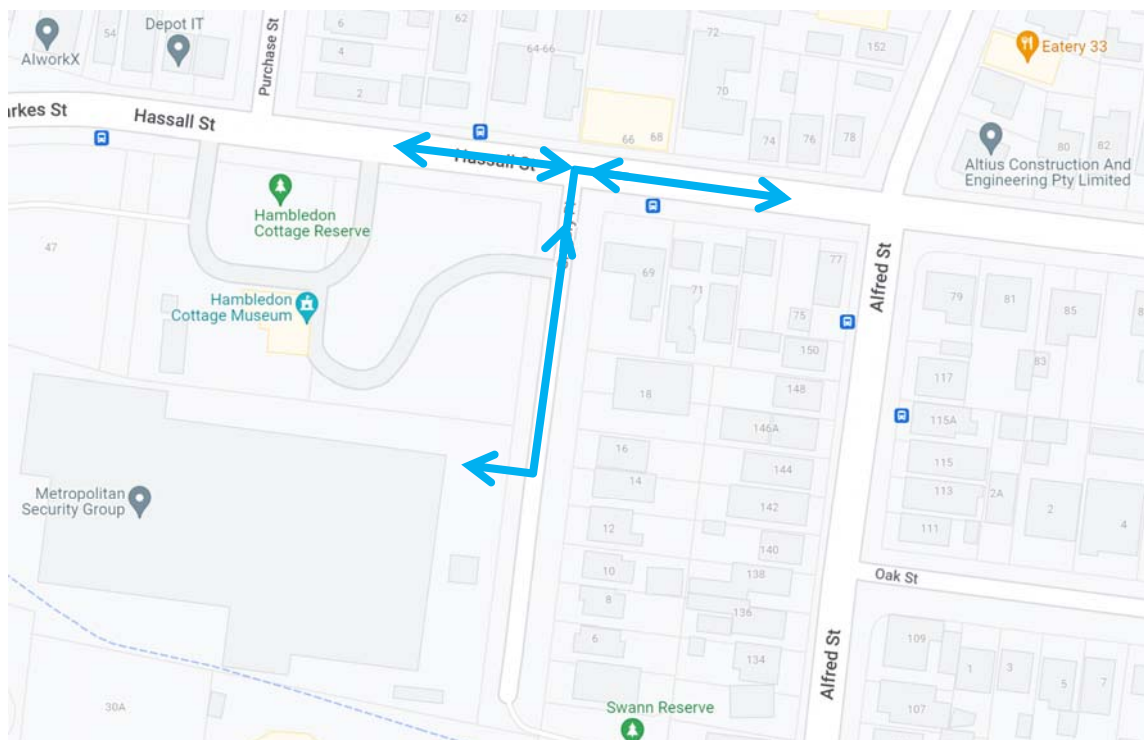
Areas for delivery of material on site will be dedicated within the boundary of the site.

3. PROJECT IMPACT

- 3.1 No cranes are proposed on the public footway for the excavation or construction phases of the project. No scaffolding will be required along the frontage of the site and pedestrian's pathway past the site will be maintained.
- 3.2 Construction delivery vehicles will utilise the existing driveways off Gregory Place for entry and exit from the site. Employees/sub-contractor vehicles and equipment will be wholly contained on site, except for works required for the new driveway on the footpath area.
- 3.3 No works zone is proposed on street and no construction associated material will be stored on street or on footpath areas. The site is of sufficient size to cater for all construction materials and vehicles to be catered for and stored on site.
- 3.4 All truck movements will occur during the hours conditioned by Council for activities on the site in accordance with any consent.
- 3.5 Individual traffic control plans will be prepared by an accredited Traffic Controller for management of heavy vehicles entering and exiting the site off Gregory Place. These Traffic Control Plans will include advanced signposting and a Traffic Controller (lollipop person) at the site entrance driveway.
- 3.6 No full or partial road closures are envisaged at this time. Construction activities will have some impact on the movement of pedestrians as a result of the required vehicle access to the site. During the activities that impact on

pedestrian movements, appropriate traffic control will be provided to direct pedestrians safely around the worksite. Attached as Appendix A is an indicative Traffic Control Plan for the construction of a vehicle driveway.

- 3.7 All employee parking will be catered for on site. All demolition removal and construction deliveries will be provided for onsite, along with any layover areas required. The majority of workers on site will be sub-contractors and therefore the average daily workers on site are difficult to estimate. Onsite parking will be provided during demolition and excavation. When basement is poured workers, vehicles can be provided in basement.
- 3.8 A grid shaker is proposed on site to reduce spoil being tracked onto local and State roads the transporting of spoil onto the roadway as indicated in the following plan. A street sweeper will be engaged as required by the project Manager or Council officers.



Approach and departure routes 

- 3.9 All drop of and pick up of materials will occur on site. The approach and departure routes to/from the site will occur along Gregory Place to Hassall Street.
- 3.10 Construction vehicles will be articulate or medium rigid trucks with dog trailers (19m maximum). Larger transport vehicles if required would be subject to the normal application process.

4. MEASURES TO AMELIORATE

As the proposed truck and car traffic generation is unlikely to have a significant effect on the surrounding road system, no amelioration is proposed.

6. PUBLIC TRANSPORT

No Public transport services are affected by this proposal. Construction personnel will be encouraged to use public transport wherever possible, however, given that most employees will be sub-contractors who require their own vehicle with tools this is unlikely to be realistic.

7. EMERGENCY VEHICLES

Emergency vehicles and other road users will not be affected by this proposal.

8. IMPACT UPON EXISTING AND FUTURE DEVELOPMENTS

The traffic generated by the construction of the proposal will not have any affect upon existing or known future development proposals.

9. TRAFFIC IMPACT UPON ADJOINING COUNCILS

The proposed truck routes, as a result of the need to dump spoil from the site at the receiving facility as well as receive concrete from a batching plant, may impact on main roads within the adjoining council areas. This impact will be low given the low additional volumes that the construction is anticipated to generate.

10. PUBLIC CONSULTATION

All adjoining properties will be notified prior to works commencing.

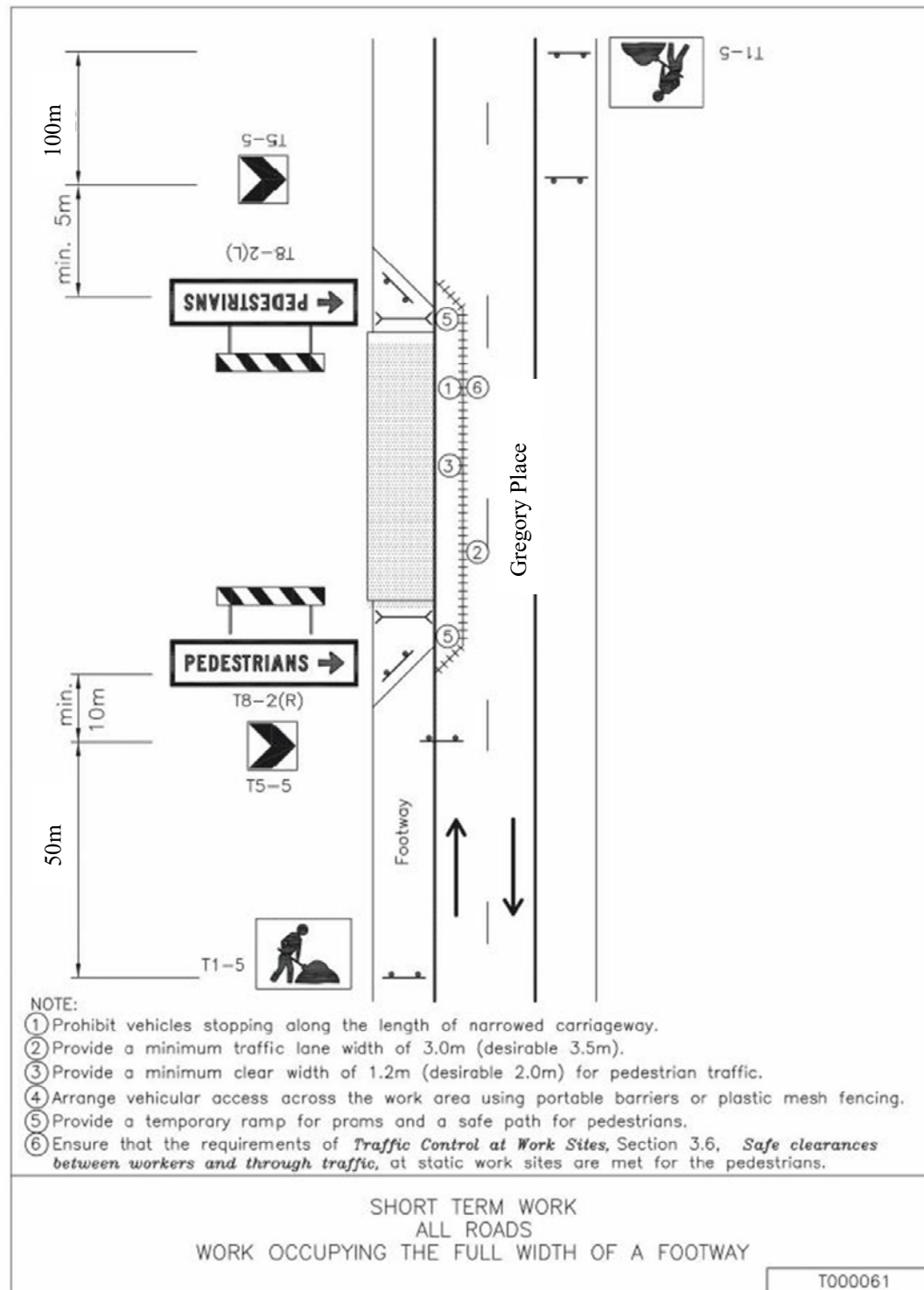
11. ROAD RESERVE MAINTENANCE

Road is to be kept in a serviceable state during the project. At the direction of Council, the applicant will be required to undertake maintenance of the road reserve. This will be at no cost to Council.

APPENDIX A INDICATIVE TRAFFIC CONTROL PLAN



Traffic Control at Work Sites



TCP 61



Traffic Control at Work Sites

	Flashing Arrow Sign (Left)
	Flashing Arrow Sign (Right)
	Separation Line
	Single Barrier Line - (BS)
	Double Barrier Line - (BB)
	Edge Line
	Traffic Cones
	Delineators
	Grader or Snow Plough (with flashing yellow lamps)
	Work Vehicle and Trailer (with flashing yellow lamps)
	Linemaker (with flashing yellow lamps)
	Tractor with Mower (with flashing yellow lamps)
	Work Vehicle or Truck (with flashing yellow lamps)
	Work Area
LIST OF STANDARD SYMBOLS SHEET 1 OF 3	
T000358	

T000358**C-2**September 2003
Issue 1



Traffic Control at Work Sites

	Antiglare screen
	Barrier Board Position
	Barrier Board
	Daytime Strobe
	Flashing Yellow Lamps (for sign mounting)
	Rotating Flashing Yellow Lamps (for vehicle mounting)
	Traffic Controller
	Reflector Carrier & Spotter
	Sign – single sided
	Sign – double sided
	Traffic Signal Position
	Traffic Signal Display
	Pedestrian Containment Fencing
LIST OF STANDARD SYMBOLS SHEET 2 OF 3	
T000359	

T000359