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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

2 December 2024

Reference: 240797.02FA

The Trustee For Peter Wohl Family Trust
& The Trustee for Wohlren Family Trust
c/- Centurion Project Management
Level 25, 88 Phillip Street
Sydney NSW 200
Attention: Nick Winberg

CONSTRUCTION TRAFFIC MANAGEMENT PLAN OF THE RESIDENTIAL AGED CARE FACILITY AT 366 JAMISON ROAD, JAMISONTOWN

Dear Nick,

Reference is made to your request to provide a Construction Traffic Management Plan (CTMP) for the approved Residential Aged Care Facility at 366 Jamison Road, Jamisontown. This CTMP is to address the below requirement within the SEARs for SSD-68603709.

Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.

The existing road network within close proximity to the site has the following characteristics:

1.1.1 Jamison Road

- Unclassified COLLECTOR Road.
- Approximately 12m wide sealed carriageway facilitating two lanes of traffic (one in each direction) with kerbside parking.
- Signposted 50km/h speed limit.
- 'Bus Zone' restrictions on the southern side of the road near the site frontage.
- Generally, unrestricted kerbside parking on both sides of the road.

1.1.2 Harris Street

- Unclassified COLLECTOR Road.

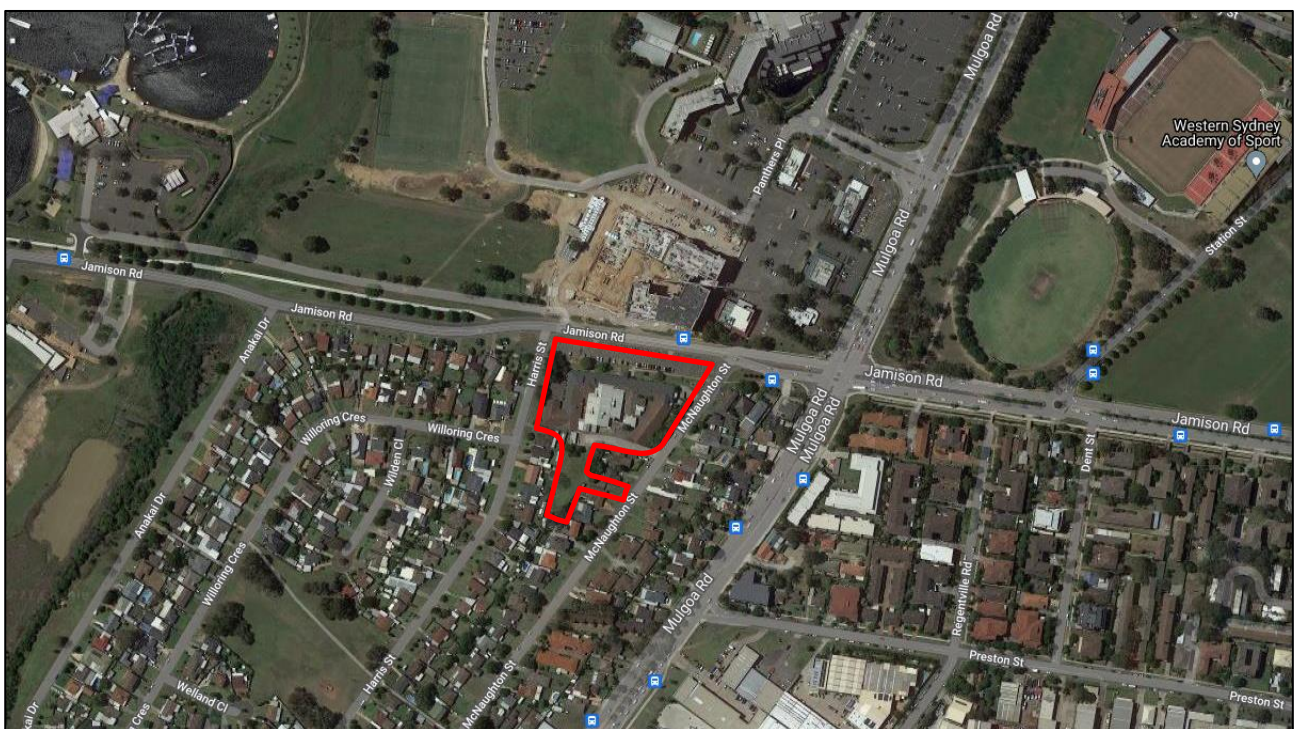
- Approximately 8m wide sealed carriageway facilitating two lanes of traffic (one in each direction) with kerbside parking.
- Default 50km/h speed limit.
- ‘No Stopping’ restrictions on the eastern side of the road towards Jamison Road.
- Generally, unrestricted kerbside parking on both sides of the road.

1.1.3 McNaughton Street

- Unclassified LOCAL Road.
- Approximately 11m wide sealed carriageway facilitating two lanes of traffic (one in each direction) with kerbside parking.
- Default 50km/h speed limit.
- Unrestricted kerbside parking on both sides of the road.

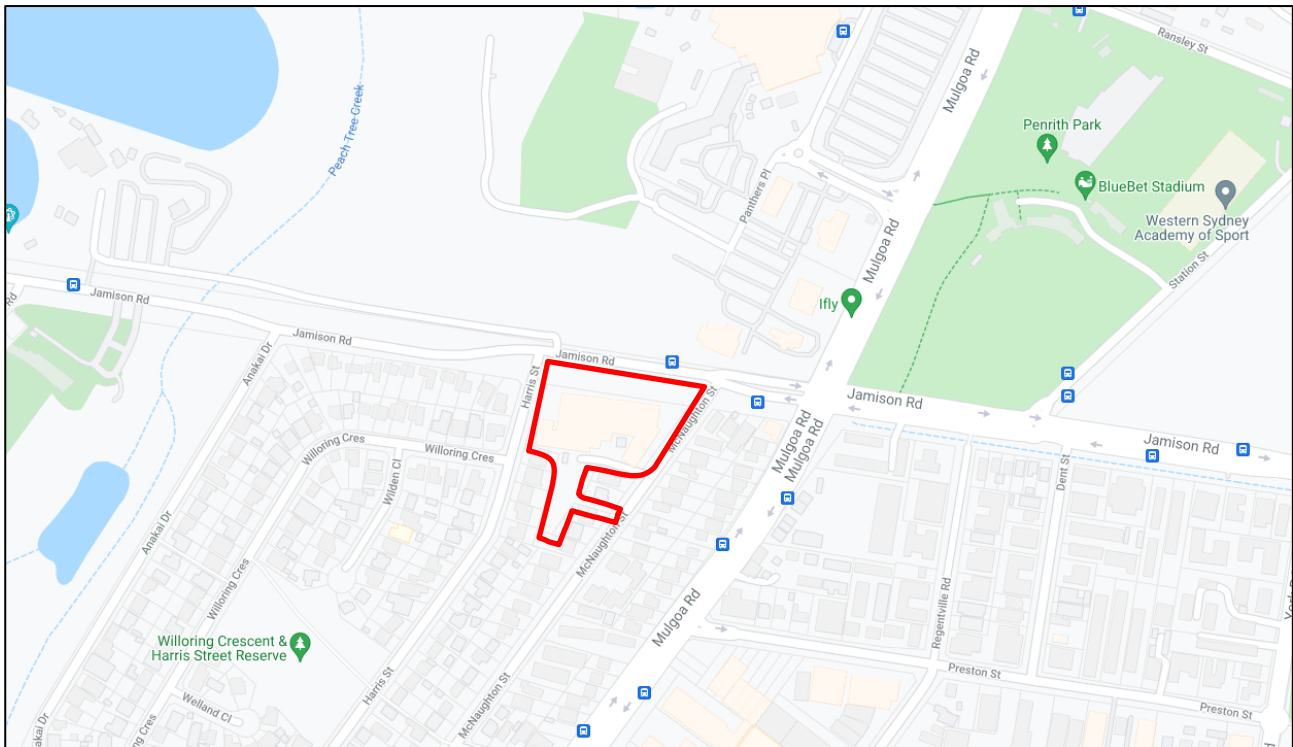
2 Site Context

The site location is shown in an aerial photo and a map in **Figure 1 & Figure 2** below.



— Site Location

FIGURE 1: SITE CONTEXT – AERIAL PHOTO



— Site Location

FIGURE 2: SITE CONTEXT – STREET MAP

3 Proposed Development

The proposed development includes the construction of infrastructure and other works required to facilitate the proposed senior living development. The development includes four (4) buildings across the site with a ground level porte cochere accessed from McNaughton Street and a basement car park accessed from Harris Street.

Plans of the proposed development have been reproduced within **Annexure A** for reference.

4 Duration of Construction

Construction is expected to occur over a total duration of 24 months. The expected milestones and durations are as follows:

TABLE 1: CONSTRUCTION ACTIVITIES

Activity	Duration
Demolition	3 months
Excavation	3 months
Structure	12 months
Fit-out	6 months
Total	24 months

This timeframe is indicative only and can possibly change due to delays, weather and construction certification details.

5 Construction Hours of Work

The work associated with the construction of the development is expected to be carried out between 7:00 AM – 6:00 PM Monday to Friday and Saturday 8 AM – 1 PM. No construction works are expected to occur on Sundays or Public Holidays

The enforcement of these hours of work is the responsibility of the site contractor and any other delegated authority. All sub-contractors and associated workers are to follow the hours of work as instructed by the site contractor. Any works outside of the approved hours of work must be approved by Council prior to carrying out the work.

6 Construction Site Access

All vehicular access will be made via the two existing driveways from McNaughton Street, on the eastern boundary of the site. The vehicular crossing shall be amended to accommodate the swept paths of a 19m Truck and Dog for the purpose of deliveries etc.

All vehicular access to the site will be forward in and forward out from McNaughton Street. During the demolition phase, the largest vehicle able to access the site is a 19m Truck and Dog, which will enter and exit the site utilising both driveways.

During the excavation and structure phase, both Truck and Dog and Heavy Rigid Vehicles will utilise the southern driveway. Once the construction of the northern driveway is completed, HRV's will forward in and forward out of this space for all deliveries for the fit-out phase.



Further, any damage done to Council property including the existing road, verge or street trees along McNaughton Street by construction traffic related to the subject site is to be repaired as part of the dilapidation survey and bond.

All relevant construction site access swept paths are reproduced within **Annexure C**.

7 Work Zones

It is expected that all loading / unloading of deliveries / materials will be undertaken wholly on-site and not require a construction work zone along the site road frontage. If a construction work zone is required along these roadways, this is subject to a separate application and approval by Council and appropriate amendment of this CTMP.

8 Construction Staff & Parking Requirements

The expected staff requirements for the construction are as follows:

TABLE 2: CONSTRUCTION STAFF

Activity	Duration	No. Staff
Demolition	3 months	10
Excavation	3 months	10
Structure	12 months	30
Fitout	6 months	30

It is expected that as a worst case, a total of 30 workers will be on-site at any one-time. Assuming car occupancy of 2 workers per vehicle (car pool and public transport use) would equate to 15 parked vehicles. When the basement is constructed and certified (if necessary), it may be feasible for staff to park within the basement car park, alleviating overflow parking during the internal finish / fitout period which is likely to generate the highest parking demand.

In any case, the generation of some 15 staff vehicles is relatively low there is room for some site parking for construction staff during all stages.

9 Construction Traffic

Construction traffic generated by the development is relatively low, with about five (5) weekly deliveries by trucks whilst staff traffic will generally occur early in the morning (7am) and finish in the afternoon from 3-5pm. Given the average staff to be on-site at any one time it is likely less than 16 movements will occur during the morning and afternoon period.

10 Construction Vehicle Haulage

All construction vehicles required to access site will utilise the existing road network. The largest construction vehicle required to access site / the proposed works zone on McNaughton Street is a 19m Truck and Dog and is to access site via Jamison Road

Swept Path Tests have been undertaken to ensure the relevant construction vehicles can adequately manoeuvre the proposed haulage route to and from both proposed works zones. The swept path results are reproduced within **Annexure B**.

11 Pedestrian Management

The site frontage along Harris Street and McNaughton Street has existing pedestrian footpaths which are to remain open to pedestrian access at all times. These frontages on the outside of the construction fence are to be free of any waste, construction material or trip hazards associated with the development. Only authorised personnel are permitted on-site and must be inducted by the site manager / OH&S officer. Site fencing on the along the frontages should also be regularly inspected for potential trip hazards or encroachment onto the verge where pedestrians will walk.

If a construction work zone is required along any of the frontages, it may be necessary to implement a traffic controller to monitor pedestrian traffic across the temporary construction driveway and through the work zone, particularly if on-street loading is to be undertaken, although this is unlikely and not currently part of this CTMP.

If necessary during construction, the site foreman/manager must install appropriate type A or type B hoarding to allow free access to pedestrians at all times.

12 Traffic Guidance Scheme

Traffic Guidance Scheme (TGS) for the subject construction is shown in **Annexure C** with the truck loading swept paths shown in **Annexure B**. Some modifications to the on-site layout are required depending on the size of vehicle for deliveries. The TGS is based on Roads & Maritime Services (RMS) Traffic Control at Worksites.

For the duration of demolition, excavation and construction, the TGS shown in **Annexure C** shall be implemented and erected by a suitably qualified contractor.

Any proposed additional signage and road closures are to be approved by Council's Local Traffic Committee. Residents and businesses in the area are to be formally informed of the traffic changes via letterbox drop prior to the commencement of any construction activities.

13 Traffic Management Plan Checklist

Reference is made to the TfNSW (previously RTA) *Procedures for Use in the Preparation of a Traffic Management Plan*, version 2.0 December 2001. The following list addresses the required CTMP details.

- A. Description or detailed plan of proposed measures
Is the detailed plan of the proposed measures necessary?
Yes
- B. Identification and assessment of impact of proposed measures
Is a detailed assessment required?
No – The expected generated construction traffic is relatively low and is not expected to measurably increase expected delays or impacts on surrounding network performance.
- C. Measures to ameliorate the impact of re-assigned traffic
Is an assessment required?
No – The expected generated construction traffic is relatively low and is not expected to measurably increase expected delays or impacts on surrounding network performance. The site is located close to the arterial road of Jamison Road therefore minimising infiltration to local streets.
- D. Assessment of public transport services affected
Is an assessment required?
No – There are no existing bus stops which will be affected by the proposed works. The required staff levels are also not expected to add loading above what the surrounding public transport network can cater for with its current services and frequency and as such, public transport will not be affected.
- E. Details of provision made for emergency vehicles, heavy vehicles, cyclists and pedestrians
Are these details required?

No – The proposed works will not adversely impact the current on-street conditions, including access around the site for pedestrians.

- F. Assessment of effect on existing and future developments with transport implications in the vicinity of the proposed measures

Is an assessment required?

No – There are no existing bus stops which will be affected by the proposed works. The required staff levels are also not expected to add loading above what the surrounding public transport network can cater for with its current services and frequency and as such, public transport will not be affected.

- G. Assessment of effect of proposed measures on traffic movements in adjoining Council areas

Is an assessment required?

No – The expected generated construction traffic is relatively low and is not expected to measurably increase expected delays or impacts on surround network performance. The site is located close to the arterial road of Jamison Road therefore minimising infiltration to local streets and impact on residential amenity.

- H. Public consultation process

Is a public consultation process required?

No – The current traffic flow conditions will remain unaltered and therefore no impact on existing traffic flows along local and arterial roads will be evident.

Please contact the undersigned should you require further information or assistance.

Yours faithfully

McLaren Traffic Engineering



Craig McLaren

Director

BE Civil, Grad Dip (Transport Engineering), MAITPM, MITE

RPEQ 19457

RMS Accredited Level 3 Road Safety Auditor [1998]

RMS Accredited Traffic Management Plan Designer [2018]

ANNEXURE A: CONCEPT SITE PLAN



ANNEXURE C: SWEEPED PATH TESTING



JAMISON ROAD / MCNAUGHTON STREET - TRUCK AND DOG ENTRY AND EXIT



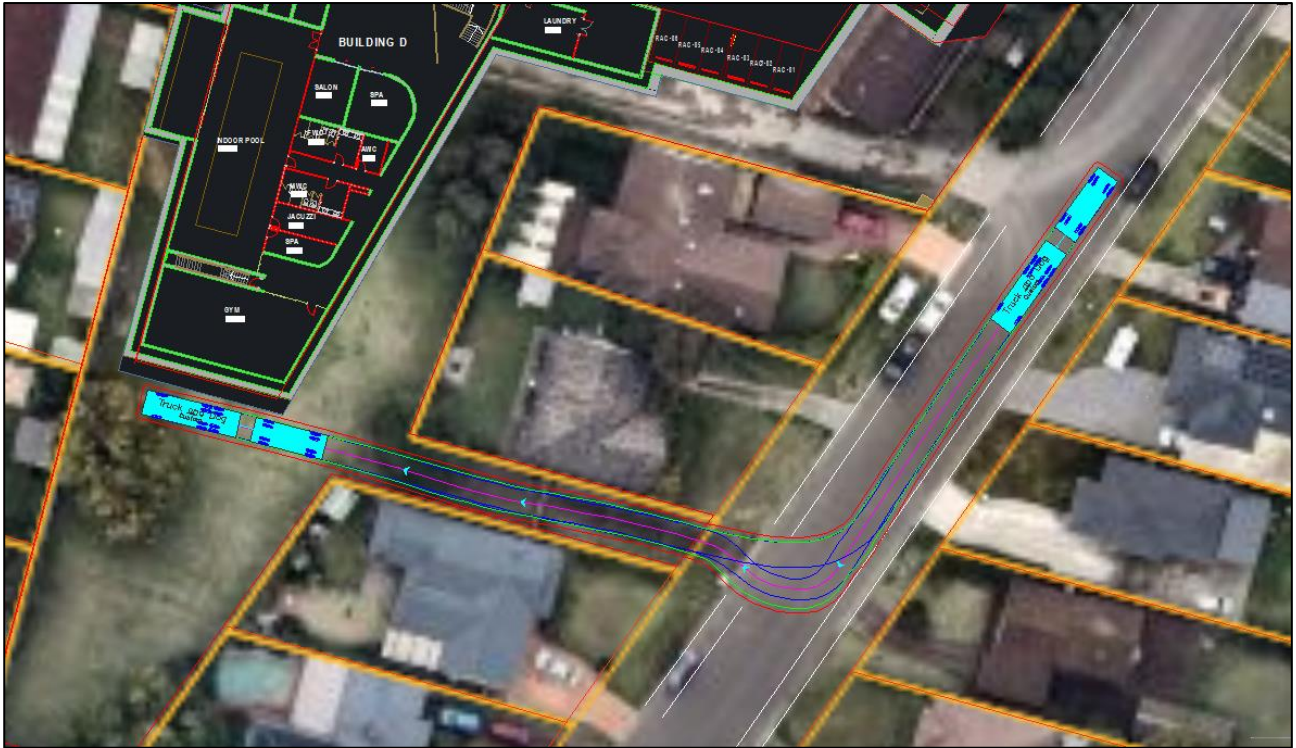
JAMISON ROAD / MCNAUGHTON STREET - HRV ENTRY AND EXIT



**DEMOLITION PHASE – TRUCK AND DOG FORWARD ENTRY AND FORWARD EXIT
(OPTION ONE)**



**DEMOLITION PHASE – TRUCK AND DOG FORWARD ENTRY AND FORWARD EXIT
(OPTION TWO)**



EXCAVATION PHASE – TRUCK AND DOG FORWARD ENTRY (OPTION ONE)



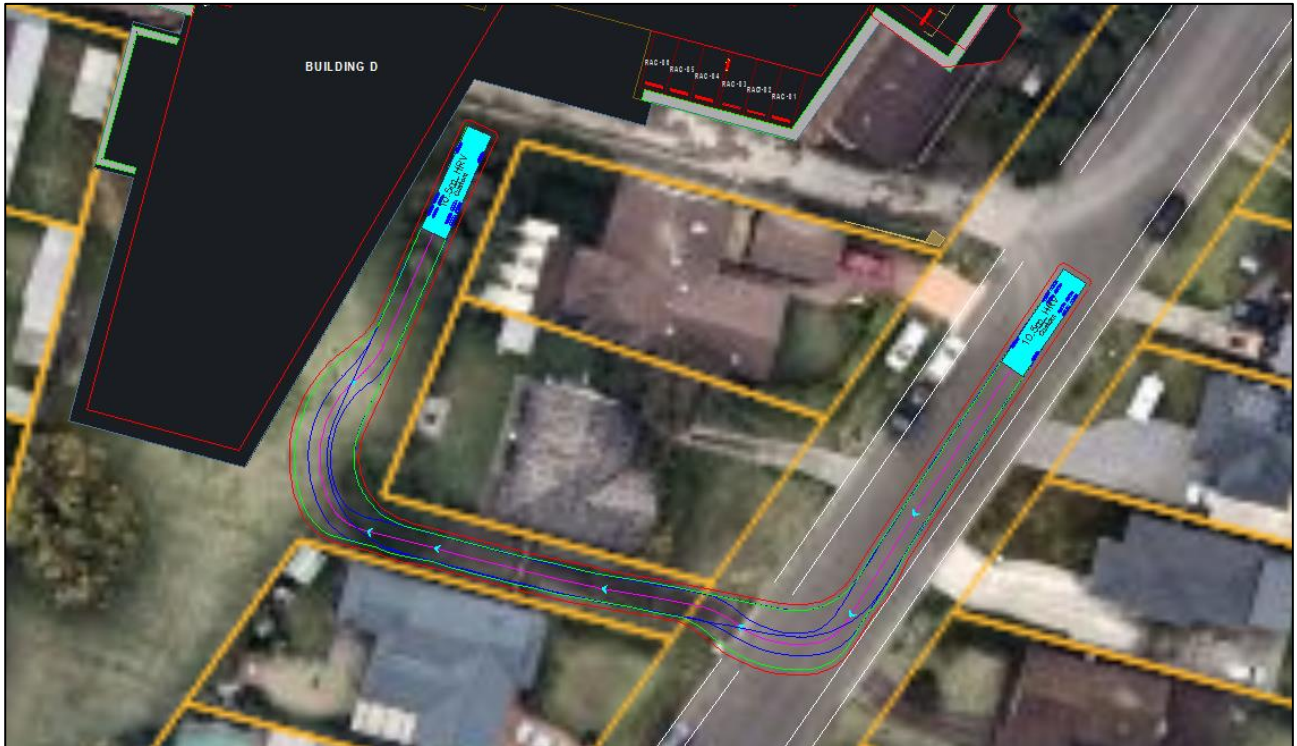
EXCAVATION PHASE – TRUCK AND DOG FORWARD EXIT (OPTION ONE)



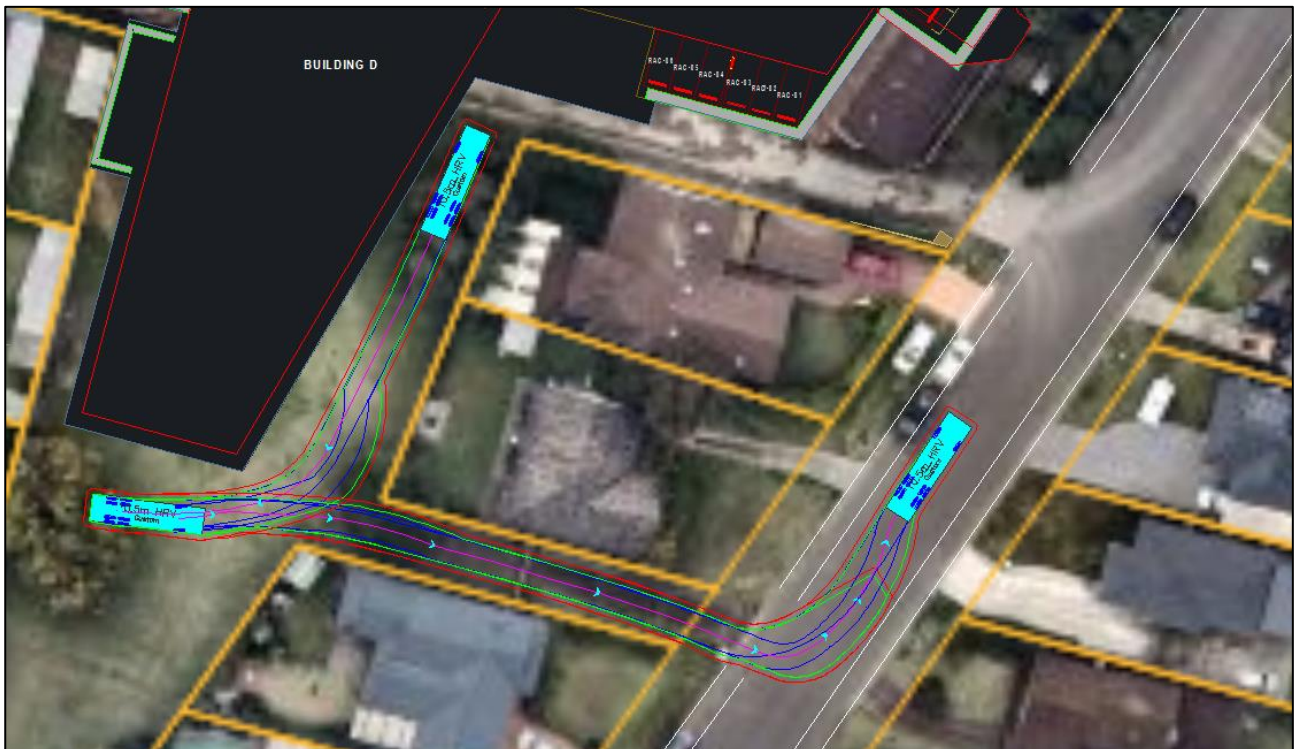
EXCAVATION PHASE – TRUCK AND DOG FORWARD ENTRY (OPTION TWO)



**EXCAVATION PHASE – TRUCK AND DOG FORWARD EXIT (2 MANOEUVRES)
(OPTION TWO)**



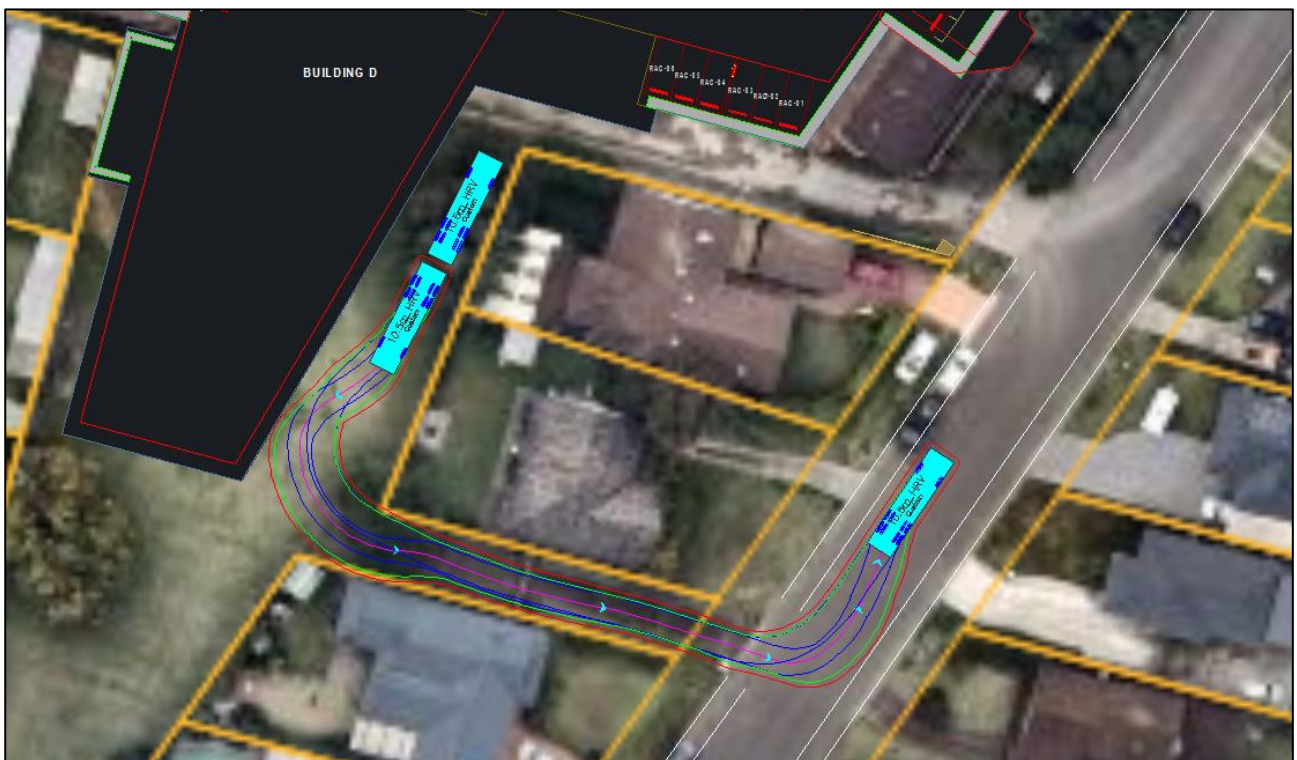
STRUCTURE PHASE – CONCRETE PUMP (10.5m HRV) FORWARD ENTRY



**STRUCTURE PHASE – CONCRETE PUMP (10.5m HRV) FORWARD EXIT
(2 MANOEUVRES)**



**STRUCTURE PHASE – CONCRETE TRUCK (10.5m HRV) FORWARD ENTRY
(2 MANOEUVRES)**



STRUCTURE PHASE – CONCRETE TRUCK (10.5m HRV) FORWARD EXIT



STRUCTURE PHASE – HRV FORWARD ENTRY (OPTION ONE)



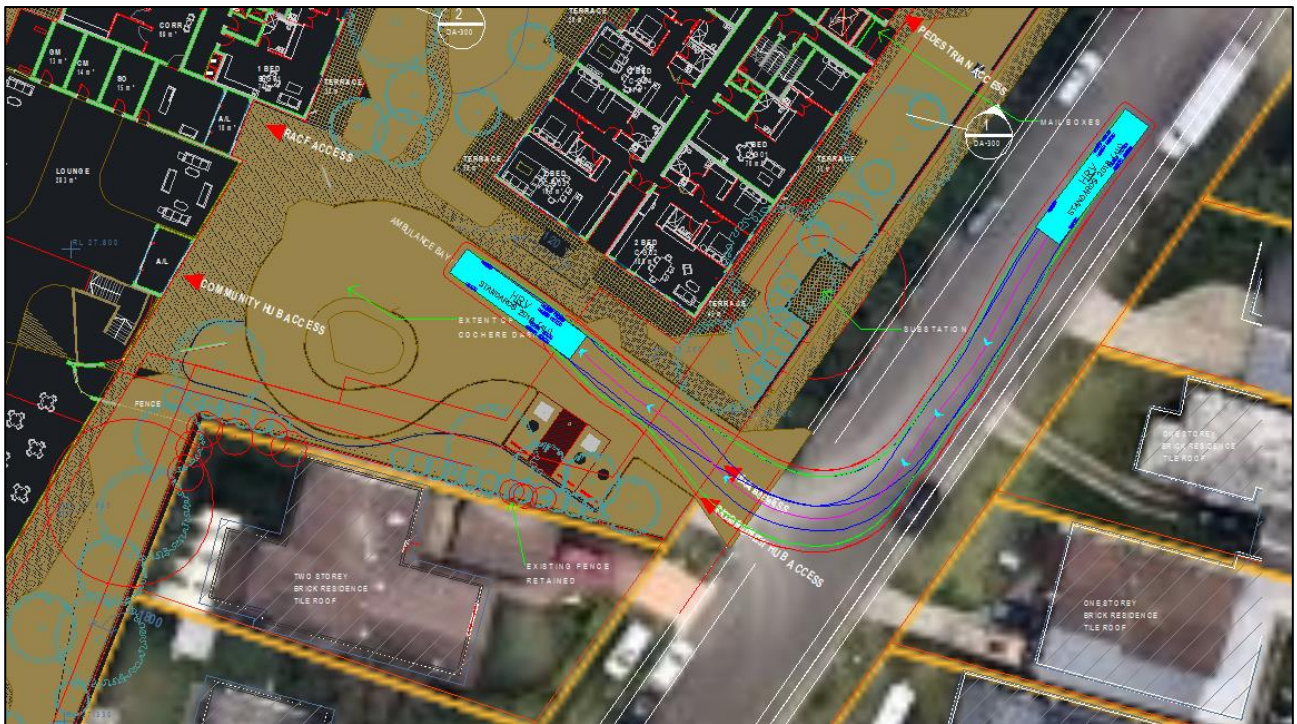
STRUCTURE PHASE – HRV FORWARD EXIT (2 MANOEUVRES) (OPTION ONE)



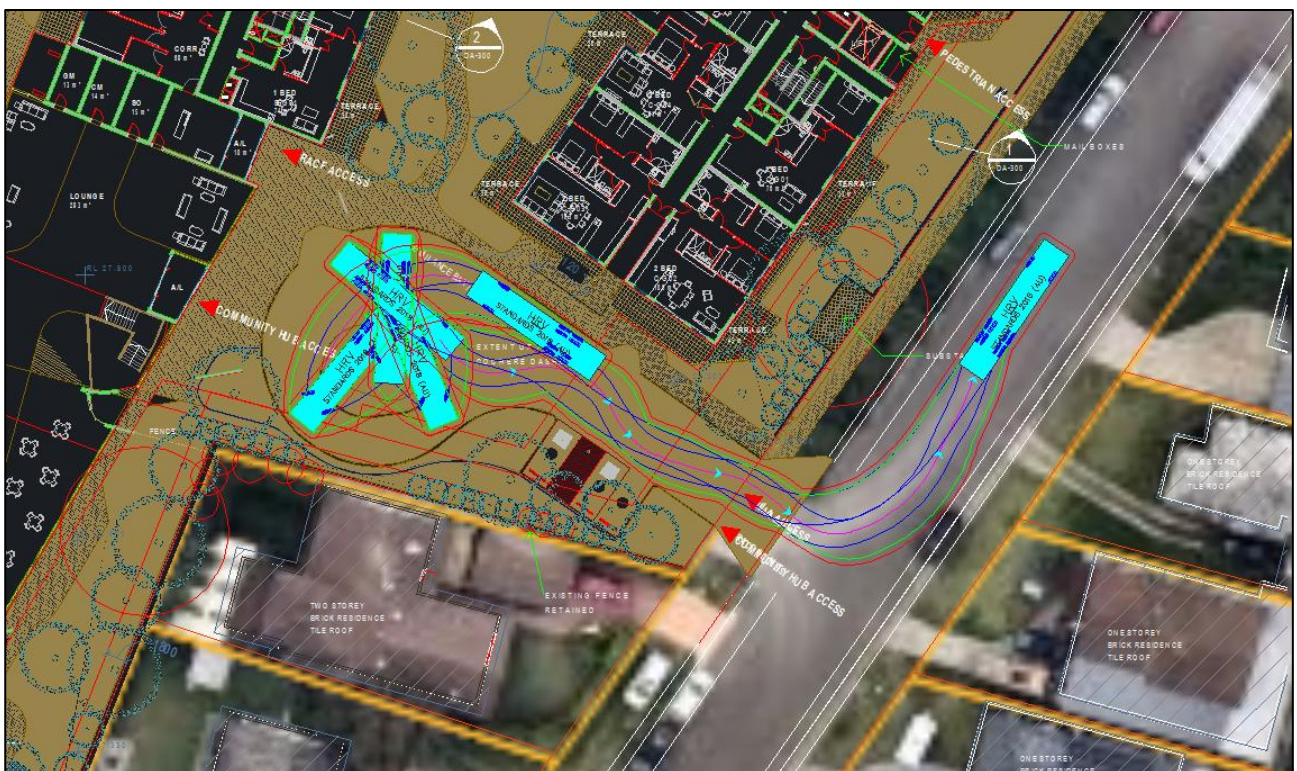
STRUCTURE PHASE – HRV FORWARD ENTRY (OPTION TWO)



STRUCTURE PHASE – HRV FORWARD EXIT (3 MANOEUVRES) (OPTION TWO)



FIT-OUT PHASE – HRV FORWARD ENTRY



FIT-OUT PHASE – HRV FORWARD EXIT (5 MANOEUVRES)

ANNEXURE D: TRAFFIC GUIDANCE SCHEME (TGS)

