



Tel: 02 8004 1050
solution1traffic.com.au
info@solution1traffic.com.au
ABN 13 143 437 432

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

2-4 BURLEIGH ST & 20-24 RAILWAY PDE, BURWOOD.

PROPOSED MIXED-USE DEVELOPMENT

Prepared for:	NSW Housing Corporation Pty Ltd
Date Prepared:	January 2025
Revision:	3.0
Development Application #:	--

ABBREVIATIONS

Acronym	Description
TfNSW	Transport for New South Wales
TCAWS	Traffic Control at Worksites Manual Version 6.1 February 2022 (RMS)
NSWPS	New South Wales Police Service
NSWAS	New South Wales Ambulance Service
NSWFS	New South Wales Fire Service
TC	A person authorised in accordance with RMS and TCAWS to control traffic at road works.
TGS	Traffic Guidance Scheme - A Traffic Guidance Scheme prepared by Solution 1 Traffic Engineers in accordance with the requirements of the Contract as a means of planning and communicating individual traffic changes. The Traffic Control Plan shows all proposed traffic control devices and their layouts on a plan.
CTMP	Construction Traffic Management Plan - The Traffic Management Plan prepared by Solution 1 Traffic Engineers in accordance with the requirements of the Contract. It outlines how the works are integrated into the operation of the road network.

Contents

ABBREVIATIONS	2
INTRODUCTION	6
SECTION 2 - LOCATION AND EXISTING CONDITIONS	7
SURROUNDING ROAD NETWORK AND PARKING RESTRICTIONS	8
<i>Burleigh Street</i>	<i>9</i>
<i>Railway Parade</i>	<i>10</i>
<i>Hume Highway.....</i>	<i>11</i>
<i>Burwood Road.....</i>	<i>12</i>
<i>Shaftesbury Road</i>	<i>13</i>
<i>Parramatta Road</i>	<i>14</i>
SECTION 3 -DESCRIPTION OF THE PROPOSED DEVELOPMENT.....	15
<i>Proposed Development</i>	<i>15</i>
SECTION 4 - CONSTRUCTION TRAFFIC MANAGEMENT PLAN	16
<i>General Requirements.....</i>	<i>16</i>
<i>Hours of Work.....</i>	<i>16</i>
ROLES AND RESPONSIBILITIES	17
<i>Principal Contractor</i>	<i>17</i>
<i>Project Manager</i>	<i>18</i>
<i>Works Supervisor</i>	<i>18</i>
<i>Traffic Control Supervisor</i>	<i>18</i>
<i>Works Zone</i>	<i>18</i>
CONSTRUCTION METHODOLOGY	19
<i>Site Fencing/Security.....</i>	<i>22</i>
<i>Special Deliveries.....</i>	<i>22</i>
<i>Construction Vehicle Routes</i>	<i>23</i>
<i>Emergency Vehicle Access</i>	<i>23</i>
<i>Emergency Management</i>	<i>23</i>
<i>Incident reporting.....</i>	<i>24</i>
<i>Parking.....</i>	<i>24</i>
<i>Community Consultation</i>	<i>24</i>
<i>Pedestrian access arrangement.....</i>	<i>24</i>
<i>Induction.....</i>	<i>24</i>
SECTION 5 - SUMMARY AND RECOMMENDATIONS	24
SECTION 6 - ATTACHMENTS.....	25
ATTACHMENT A – ARCHITECTURAL PLAN.....	25
ATTACHMENT B – TRAFFIC GUIDANCE SCHEME(TGS).....	26

TABLES

TABLE 1 - PROPOSED CONSTRUCTION PROGRAM.....	22
--	----

FIGURES

FIGURE 1 - THE SITE LOCATION PLAN (SOURCE WHEREIS MAPS)	6
FIGURE 2 - SUBJECT SITE LOCATION (SOURCE: GOOGLE MAPS)	8
FIGURE 3 - SURROUNDING ROAD NETWORK (TfNSW WEBSITE)	8
FIGURE 4 - STREET VIEW OF BURLEIGH STREET (SOURCE: HTTPS://WWW.GOOGLE.COM/MAPS)	9
FIGURE 5 - STREET VIEW OF RAILWAY PARADE (SOURCE: HTTPS://WWW.GOOGLE.COM/MAPS)	10
FIGURE 6 - STREET VIEW OF HUME HIGHWAY (SOURCE: HTTPS://WWW.GOOGLE.COM/MAPS)	11
FIGURE 7 - STREET VIEW OF BURWOOD ROAD (SOURCE: HTTPS://WWW.GOOGLE.COM/MAPS)	12
FIGURE 8 - STREET VIEW OF SHAFTESBURY ROAD (SOURCE: HTTPS://WWW.GOOGLE.COM/MAPS)	13
FIGURE 9 - STREET VIEW OF PARRAMATTA ROAD (SOURCE: HTTPS://WWW.GOOGLE.COM/MAPS)	14
FIGURE 10 - 19.6M LONG TRUCK AND DOG TRAILER ACCESSING THE SITE	19
FIGURE 11 - PROPOSED TGS (WITHOUT WORK ZONE)	20
FIGURE 12 - PROPOSED TGS (WITH WORK ZONE)	21
FIGURE 13 - PROPOSED HEAVY VEHICLE ROUTE (SOURCE WHEREIS MAP)	23

COPYRIGHT

This report has been prepared by Solution1 Traffic Engineers. Reproduction without written authority from Solution1 Traffic Engineers is prohibited. Apart from any fair dealing for the purpose of private study, research, criticism, or review, as permitted under the Copyright Act 1968, no part of this report may be reproduced, transmitted, stored in a retrieval system, or adapted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without written permission.

Restrictions on Use

This report has been prepared specifically for NSW Housing Corporation Pty Ltd as the client. No part of this report may be referred to or quoted in any way without the written approval of the author. No party other than NSW Housing Corporation Pty Ltd may rely upon representation in this report for any purpose whatsoever, and the author accepts no liability for any such party relying upon this report.

Limits of Report

This report considers the particular instructions and requirements of our client. Solution1 Traffic Engineers has taken care in the preparation of this report. However, it neither accepts liability nor responsibility whatsoever in respect of:

Any use of this report by a third party,

Any third party whose interests may be affected by any decision made regarding the contents of this report and/or any conclusion drawn resulting from omission or lack of full disclosure by the client or the clients' consultants.

INTRODUCTION

Solution1 Traffic Engineers was commissioned by NSW Housing Corporation Pty Ltd Constructions to prepare a Construction Traffic Management Plan (CTMP) for the Proposed Mixed-Use Development located at 2-4 Burleigh Street & 20-24 Railway Parade, Burwood.

This Construction Traffic Management Plan has been documented to describe how the Project Management team shall implement and conduct its allocated site management responsibilities during the Construction phases of the development works 2-4 Burleigh Street & 20-24 Railway Parade, Burwood, NSW 2134.

The purpose of this report is to develop measures to minimise the overall impact of the construction activity on the surrounding road network. The report is structured as follows:

- Section 2: Location and Existing Conditions;
- Section 3: Description of the Proposed Construction;
- Section 4: Construction Traffic Management Plan;
- Section 5: Conclusions and Recommendations; and
- Section 6: Attachments

The site is currently occupied by a double-storey residential dwelling house and is shown in the location plan below:

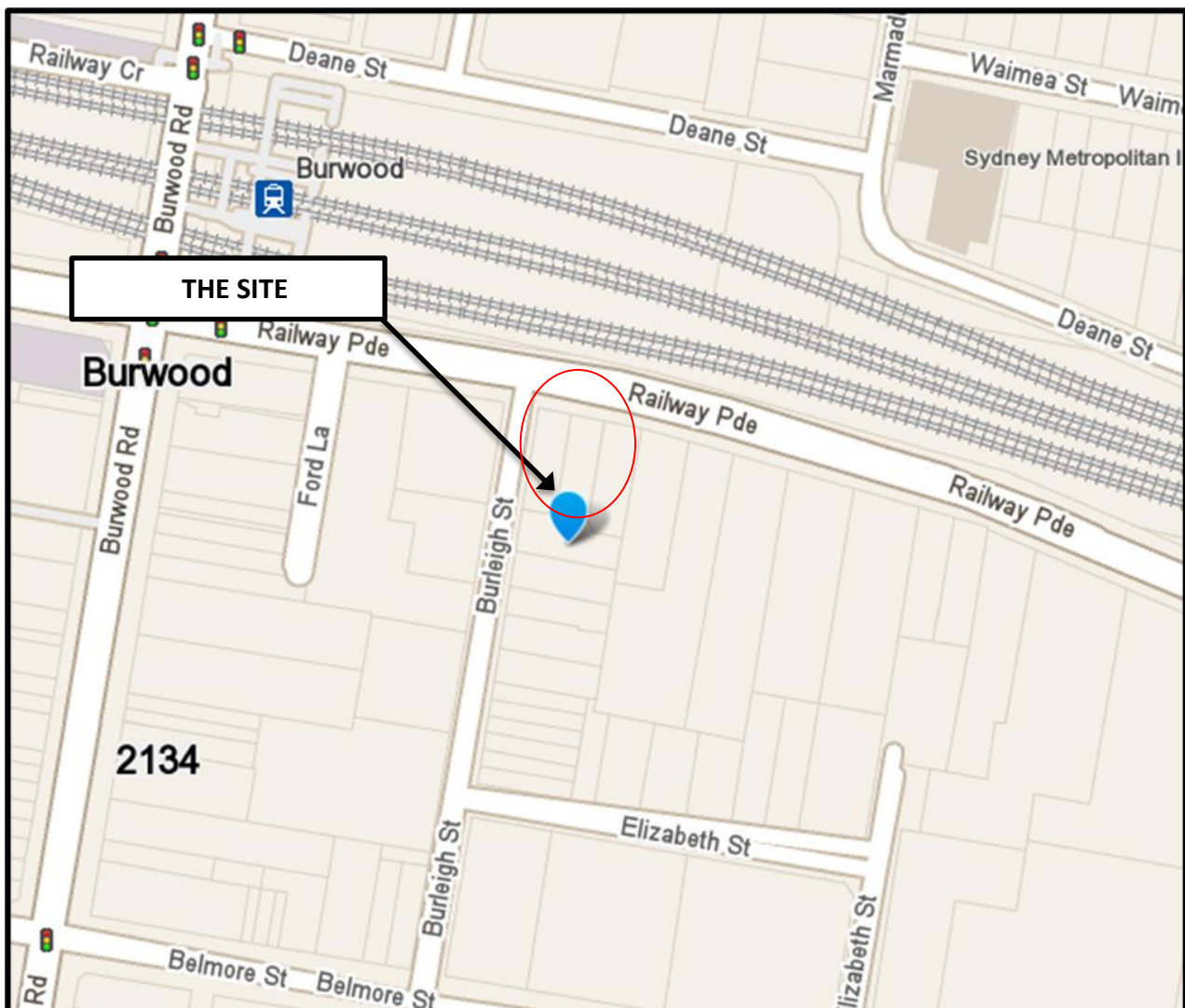


Figure 1 - The Site Location Plan (Source Whereis Maps)

When preparing the report, the following standards have been used as a reference:

- TfNSW Guide to Traffic Control at Work Sites 2022 (issue No. 6.1);
- Australian Standard 1742, Manual of Uniform Traffic Control Devices, Part 3; and
- Safe Work Australia - General Guide for Workplace Traffic Management.

Section 2 - Location and Existing Conditions

The proposed development is addressed as 2-4 Burleigh Street & 20-24 Railway Parade, Burwood, NSW. The site is located on the southern side of Railway Parade and the eastern side of Burleigh Street and is part of Burwood Council LGA.

The site, which is regular in shape and occupies an area of 1329 sqm, is surrounded by commercial housing on the East and South, Railway Parade on the North, and Burleigh Street on the West. A commercial building currently occupies the site, which is accessible via the combined entry/exit driveway located on Railway Parade and Burleigh Street.



Figure 2 - Subject Site Location (Source: Google Maps)

Surrounding Road Network and Parking Restrictions

The following section provides a detailed description of the surrounding roads. The road classification map is presented in **Figure 3**.

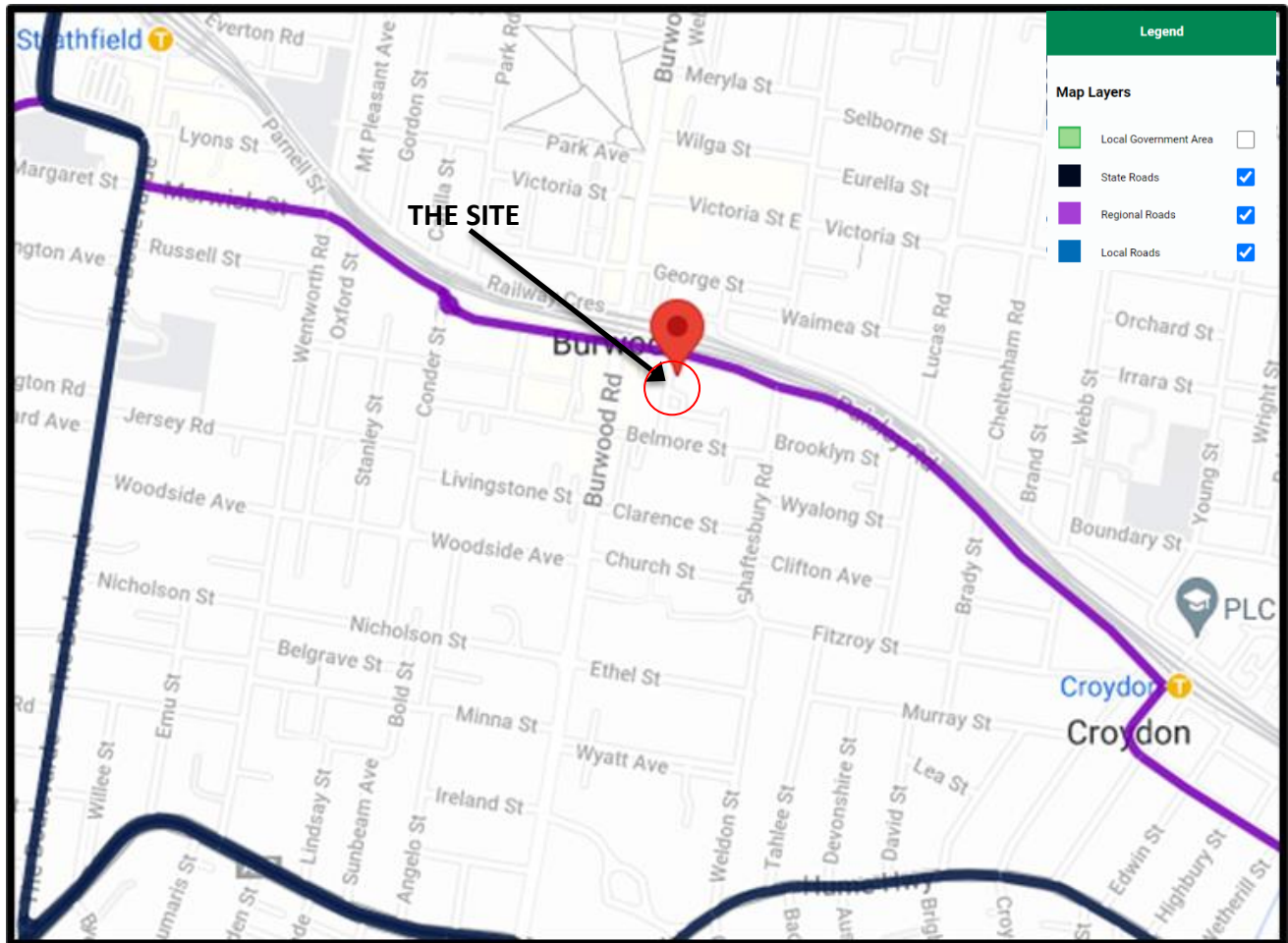


Figure 3 - Surrounding Road Network (TfNSW WEBSITE)

Burleigh Street

Burleigh Street is classified as a local road and follows a North-South alignment. The carriageway consists of one traffic lane, and on-street parking is permitted. Burleigh Street accommodates one-way traffic flow(northbound) and connects Belmore Street on the south to the Railway Parade on the north.

A paved footpath is available on either side of the carriageway, and Burleigh Street has a posted speed limit of 40kmph. The street view image of Burleigh Street along the site frontage is presented in **Figure 4** below:



Figure 4 - Street View of Burleigh Street (Source: <https://www.google.com/maps>)

Railway Parade

Railway Parade is classified as a Regional Road and follows an East-West alignment. It connects Shaftesbury Road on the East and Wentworth Road on the West. The carriageway along the Railway Parade is undivided and comprises one traffic lane in each direction, with on-street parking permitted.

A paved footpath is present on either side of the carriageway, and Railway Parade has a posted speed limit of 40 kmph. The street view image of the Railway Parade along the site frontage is presented in **Figure 5** below:



Figure 5 - Street View of Railway Parade (Source: <https://www.google.com/maps>)

Hume Highway

Hume Highway is classified as a State Road and follows an East-West alignment. The carriageway is undivided and comprises two traffic lanes in each direction. Within the suburb of Burwood, Hume Highway has a posted speed limit of 60 kmph.

The carriageway has a paved footpath on either side of the road, and street parking is prohibited. The street view image of Hume Highway along the site frontage is presented in **Figure 6** below:



Figure 6 - Street View of Hume Highway (Source: <https://www.google.com/maps>)

Burwood Road

Burwood Road is classified as a local road and follows the North-South direction. The carriageway consists of one traffic lane, and on-street parking is permitted. Burwood Road connects Fifth Avenue on the south to Bay View Park on the north.

A paved footpath is available on either side of the carriageway, and Burwood Road has a posted speed limit of 40 kmph. The street view image of Burwood Road is presented in **Figure 7** below:



Figure 7 - Street View of Burwood Road (Source: <https://www.google.com/maps>)

Shaftesbury Road

Shaftesbury Road is classified as a local road and follows the North-South direction. The carriageway consists of one traffic lane, and on-street parking is permitted. Burwood Road connects Fitzroy Street on the south to the Great Western Highway on the north.

A paved footpath is available on either side of the carriageway, and Shaftesbury Road has a posted speed limit of 50 kmph. The street view image of Shaftesbury Road is presented in **Figure 8** below:



Figure 8 - Street View of Shaftesbury Road (Source: <https://www.google.com/maps>)

Parramatta Road

Parramatta Road is classified as a State Road and follows an East-West alignment. The carriageway is divided and comprises three traffic lanes in each direction. Within the suburb of Burwood, Parramatta Road has a posted speed limit of 60 kmph.

The carriageway has a paved footpath on either side of the road, and on-street parking is prohibited. The street view image of Parramatta Road is presented in **Figure 9** below:



Figure 9 - Street View of Parramatta Road (Source: <https://www.google.com/maps>)

Section 3 -Description of the Proposed Development

Proposed Development

The proposal involves the construction of a mixed-use development comprising residential development, hotel and commercial offices. The proposed development will accommodate the following uses:

- Two-bedroom x 48 dual key units;
- Hotel room x 120 rooms; and
- Commercial office – 998sqm.

Additionally, ancillary function rooms, a restaurant, a cafe, and a gym will be provided to support the proposed hotel's operation.

The proposal involves providing 138 on-site parking spaces, including ten disabled spaces. Access to the basement-level car park will be provided via a combined entry/exit driveway located on the Railway Parade frontage. Commercial vehicle access will be provided via the driveway on the Burleigh Street frontage. A porte-cochere will be provided for the hotel patrons to be dropped off. Entrance to the porte-cochere is provided via the Railway Parade, and exit will be located on Burleigh Street.

Architectural plans associated with the proposal have been prepared by PTI Architects, and the plans indicating the car park are presented in **Appendix A**.

Section 4 - Construction Traffic Management Plan

The primary objective of this traffic management plan is to develop measures to minimise the impact of the proposed construction activity on the surrounding road network. This CTMP presents details of the proposed construction methodology and includes the following information:

- General Requirements;
- Proposed hours of construction;
- Roles and Responsibilities;
- Description of the proposed construction methodology (Staging information);
- Site Access Arrangement, including pedestrian access;
- Details in relation to the number and size of the construction vehicles likely to access the site;
- An assessment of the proposed construction traffic activity on the surrounding road network;
- Vehicle Route Plan; and
- To facilitate the proposed construction activity, a Traffic Guidance Scheme (TGS) will be implemented to manage the affected section of the road.

General Requirements

All vehicles, including the delivery truck accessing the site, should obey all relevant road rules and adhere to the posted speed limits. In addition to the above, the drivers are required to implement the following:

- All vehicles transporting loose material will have the entire load covered and/or secure to prevent any large items, excess dust or dirt particles from depositing onto the roadway, providing access to the site;
- Drive in a manner that minimises vehicle noise and emissions;
- While accessing the site, the drivers are required to adhere to the nominated vehicle travel route;
- All loading and unloading will be restricted within the site;
- Avoid blocking intersections and local roads;
- The lead contractor is required to monitor the road network providing site access and take all necessary measures to rectify any road deposit results; and
- Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like under any circumstances.

Hours of Work

All works will be undertaken during the following hours

- Monday to Friday – 7:00 am to 6:00 pm; and
- Saturday – 8:00 am -1:00 pm.

No work will be undertaken on Sundays and/or public holidays. The site will always remain locked when it is not in operation.

Roles and Responsibilities

Principal Contractor

The Principal Contractor has an obligation to ensure all work at the construction workplace is carried out in a manner that will:

- Prepare a written construction safety plan in accordance with the regulations before construction work starts;
- Ensures compliance with the contract requirements;
- Provide a safe passage for both pedestrians and vehicular traffic through/ past and around the work site; and
- Minimise delays and inconvenience to the community.

To fulfil the above obligations, all those engaged in work on this project are to compile the requirements contained within the Construction Traffic Management Plan.

This will be achieved by

- Providing clear direction and support in maintaining the objectives and standards set out in this Construction Traffic Management Plan (CTMP);
- The use of only accredited Traffic Controllers and approved regulatory and advisory signs;
- Providing suitable communication between supervisory staff and the Traffic Controllers, e.g., radio transceiver or mobile phone;
- Providing the means necessary to achieve a safe working environment;
- Reviewing procedures and best work practices;
- Providing control measures to minimise the generation of dust and other environmental hazards effectively;
- Monitor the use of any Safe Work Method Statement to ensure that all persons to whom the statement applies comply with the statement;
- Not allow a person to start construction work unless the Principal Contractor has sighted the person's general induction evidence (Blue / White Card);
- Ensure a person has been given a site-specific induction for the workplace before allowing the person to start construction work and
- Ensure that all persons working have the opportunity to read and or understand the Construction Traffic Management Plan prior to starting construction work.

Project Manager

The following list of requirements is not exhaustive for the responsibilities of a Project Manager:

- The involvement and competence of contractors and suppliers are fundamental to the success of this project. Subcontractor procurement for this service is to be in accordance with the procedures “Managing Contractor Compliance” and “Purchasing”;
- Programming of the works;
- Outlines the high-risk construction activity, i.e., Working on or adjacent to a road;
- Monitoring, reviewing, and amending the Traffic Management Plan as required;
- Managing non-conformances / corrective action and minor incidents; and
- Ensure that an applicable Safe Work Method Statement (which may be generic if the activity is performed in the same way and in the same or similar circumstance) is delivered through training to all persons affected on the construction site.

Works Supervisor

The following list of requirements is not exhaustive for the responsibilities of a supervisor:

- Ensure compliance with the approved CTMP, TCAWS & TfNSW’s specification and the contract requirements;
- Periodic inspection of traffic control devices on a daily basis prior to commencement of work in conjunction with the Traffic Controllers’ Supervisor;
- Ensure that all Traffic Controllers are, in fact licensed or accredited to perform the duties of a Traffic Controller; and
- Identify non-conformances and implementation of corrective actions.

Traffic Control Supervisor

The nominated sub-contractor is responsible for but not limited to the following:

- Implementation of the approved Construction Traffic Management Plan in accordance with the Traffic Control at Worksites Manual and all other relevant documents;
- Ensuring the conflicting regulatory speed signs are covered during works and at the completion of works to reinstate the current regulatory speed for each individual street/road;
- The monitoring and recording of changes in traffic movements;
- Advising supervisory staff in the first instance of any non-conformances, accidents, near misses or complaints; and
- Providing only duly accredited Traffic Controllers, Subcontractors & Suppliers.

Works Zone

A Works Zone will be established at the site's frontage on Railway Parade. All vehicles will load and unload from this Zone.

Construction Methodology

The proposed construction will be undertaken in the following stages:

- Site Preparation
- Shoring and Bulk Excavation;
- Internal Fitout; and
- Final Landscaping/ Public Domain.

Site preparation is likely to be completed within one week. During this stage, all vehicular access will be provided via the Railway Parade frontage Street, which will be restricted to a standard truck and dog trailer.

Construction of the basement structure and ground floor will commence following the completion of the excavation works and is likely to be completed within six (6) months from the commencement date. During this stage, all vehicular access will be provided via the Railway Parade frontage Street. All vehicular access to the site will be restricted to a standard truck and dog trailer.

A swept path assessment was undertaken using AutoCAD vehicle tracking software. The swept path assessment was undertaken using a standard truck and dog trailer. A copy of the swept path is presented in the **Figure 10** below:



Similar to the final excavation stages, construction material deliveries, including concrete pumping, will initially be unloaded within the proposed Works Zone along the Railway Parade site frontage, as detailed in the attached Works Zone plan and **Figure 12**.

Material deliveries, including concrete pumping, will be restricted to a maximum of 19.0m in length during the loading/unloading activities along the proposed kerbside area. Once the basement and ground floor slab are complete, smaller deliveries can also be loaded and unloaded within the basement parking and lower ground floor loading bay areas. A tower crane will be installed to allow the transfer of materials onto the site.

B-Class hoarding will be installed above the footpath area to ensure the footpath remains open to the public at all times

To facilitate trucks accessing the site and minimise the impact of the construction on the local traffic, a Traffic Guidance Scheme (TGS) is proposed. A copy of the proposed TGS is presented in Figure 11 & Figure 12 below:

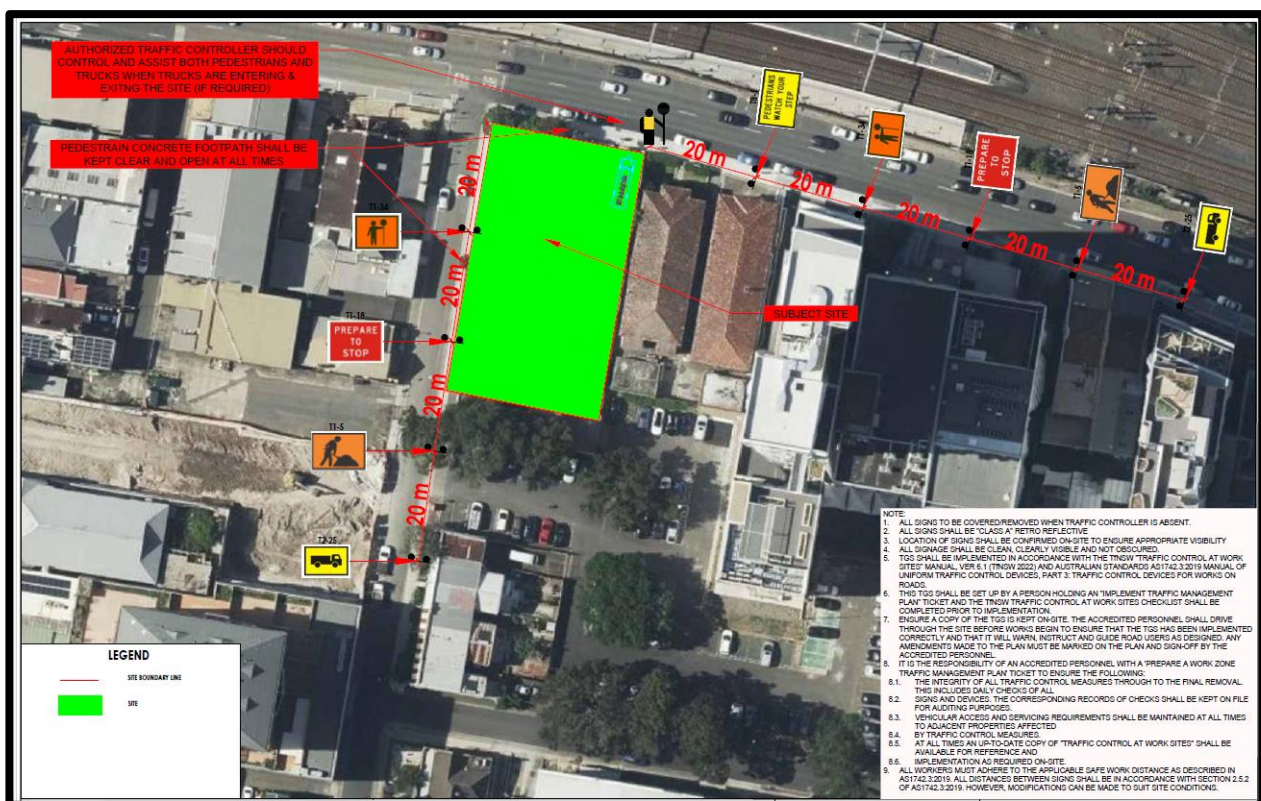


Figure 11 - Proposed TGS (without work zone)

A Works Zone will be established at the frontage of the site on the Railway Parade. We note that at any one time, there will be only one truck service at the site.

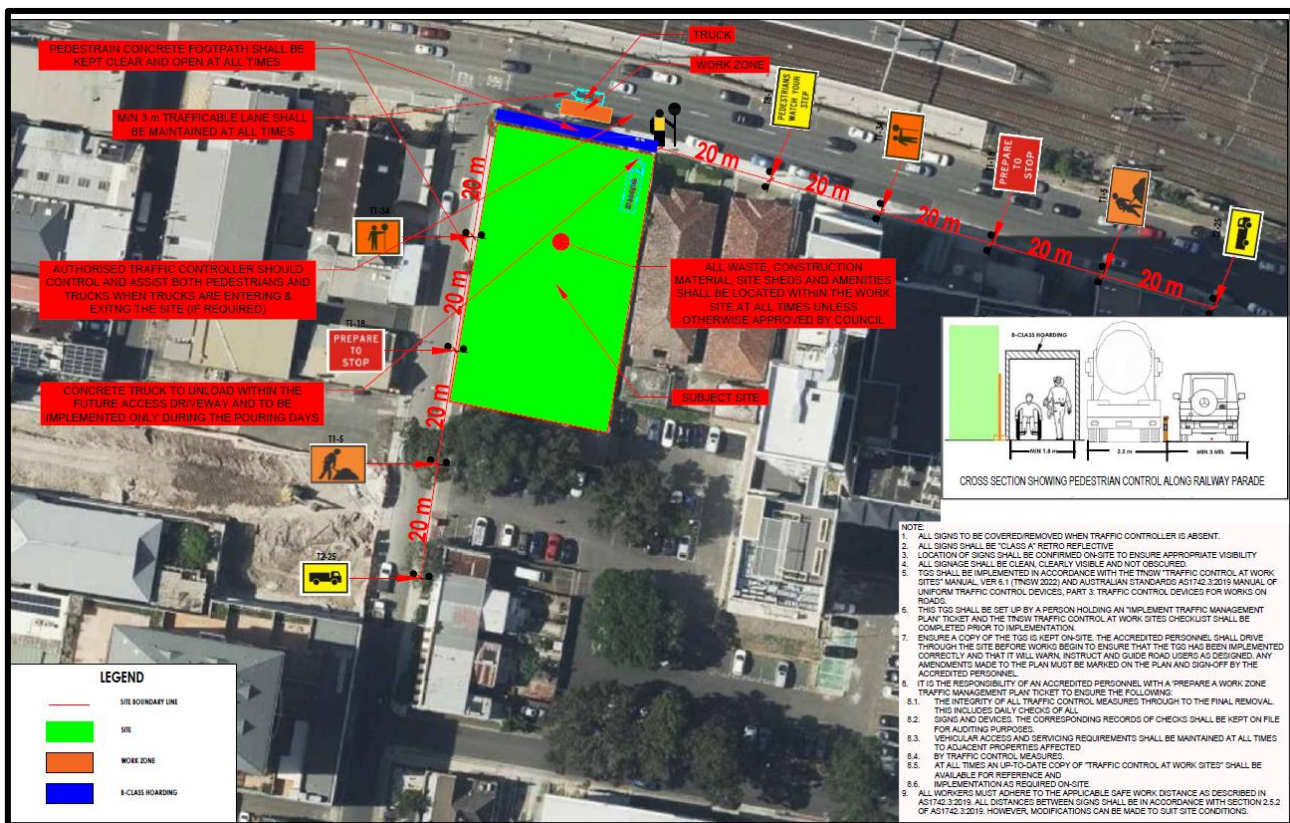


Figure 12 - Proposed TGS (with work zone)

Please note during all stages of the construction, all roads, including footpaths, will be kept open and accessible to the general public. A concrete boom pump and a standard concrete truck will be utilised to undertake the proposed construction works.

The proposed construction program summary is summarised in the table overleaf.

Table 1 - Proposed Construction Program

Stages	Duration of Works	Largest vehicle	No. of Delivery Vehicle/trucks required
Site Establishment	1 weeks	Truck and Dog	5
Shoring and Bulk Excavation	6 Months	Truck and Dog	10
Structure/ Facade	11 Months	Semi-Trailers and Rigid	10
Internal Fitout	8 months (concurrent part with structure)	Semi-Trailers and Rigid	10
Final Landscaping/ Public Domain	3 months	Semi Trailers and Rigid	5

Site Fencing/Security

Type A or B Class Hoarding will be installed at the site's frontages to secure the perimeter from unauthorised access, protect the public from construction works, and prevent dust and debris from escaping from the site.

Special Deliveries

As part of the construction process, no special delivery vehicle types are anticipated to access the site. However, in future, if a special delivery is required to access the site, will only be allowed following approval from the Burwood Council.

Construction Vehicle Routes

The site is located within the residential area, and therefore, the proposed vehicle routes (for construction vehicles) will have regard for the surrounding traffic and on-street parking activity in the vicinity of the site. All vehicles approaching the site from the northern and western suburbs will access the site via the connection of Parramatta Road, Shaftesbury Road and Railway Parade and exit the site via the connection of Railway Parade, Burwood Road and Parramatta Road.

The figure below indicates the proposed heavy vehicle route.

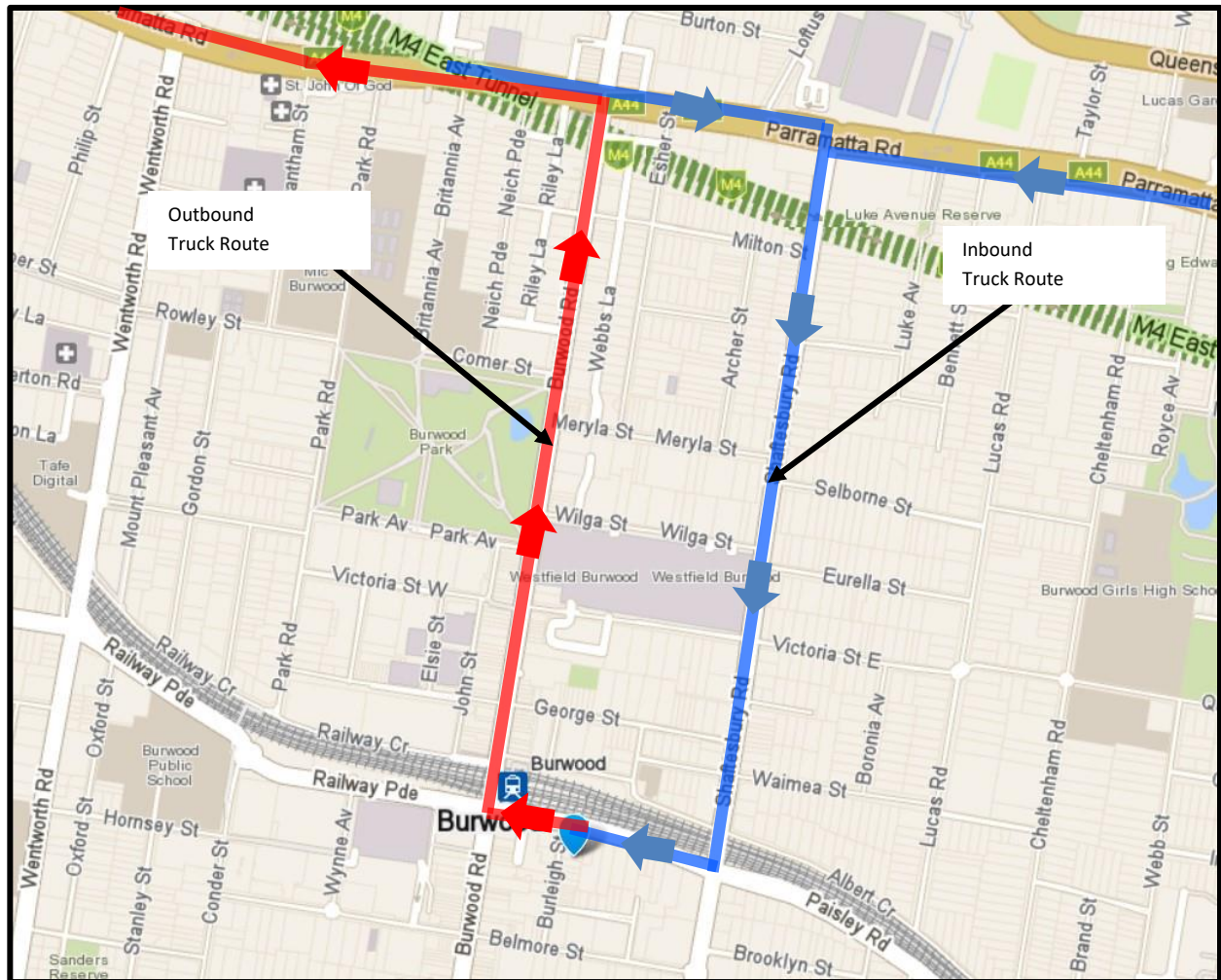


Figure 13 - Proposed Heavy Vehicle Route (Source Whereis Map)

Emergency Vehicle Access

The proposal does not involve closure of any public road and additionally, during all the stages of construction, vehicular access to the site will be maintained. Thus, the proposed construction does not hinder emergency vehicle access.

Emergency Management

Project Managers are to ensure staff are aware of:

- Evacuation requirements and assembly points
- First Aid locations
- First Aiders

The Emergency Management Plan has been developed and available on staff noticeboards.

Incident reporting

Any safety incident that occurs on site or in the office must be reported immediately as per the construction team nominated by NSW Housing Corporation Pty Ltd policies and procedures and reviewed by the Project & Safety Managers.

In the event of a traffic related accident within the site, Traffic Management Contractor shall immediately notify the principal's representative, the Police, and any necessary emergency services.

Parking

As part of the proposal, staff members are expected to organise their own travel arrangements, and no on-site parking will be provided. We note that the proposed development site is located within an area readily accessible via public transport—thus, the staff should be encouraged to use public transport.

Community Consultation

The site entrance will display the contact details of the on-site manager so that the community can discuss the construction process and its impact on the surrounding road network.

Pedestrian access arrangement

Access to the site will be restricted to authorised personnel only. In the event an unauthorised visitor requires access, they shall be accompanied by the site supervisor. All visitors to the site are required to adhere to the WH&S requirements and wear PPE to enhance visibility to moving traffic.

Furthermore, we understand no pedestrian footpath will be closed during any construction stages.

Induction

All staff and subcontractors working on-site are recommended to undertake a site induction. The induction process should include information detailing the permitted vehicle travel route for accessing the site, along with the Standard WH&S, environmental, driver protocols, emergency procedure, etc. The lead contractor should organise the site induction process on a regular basis.

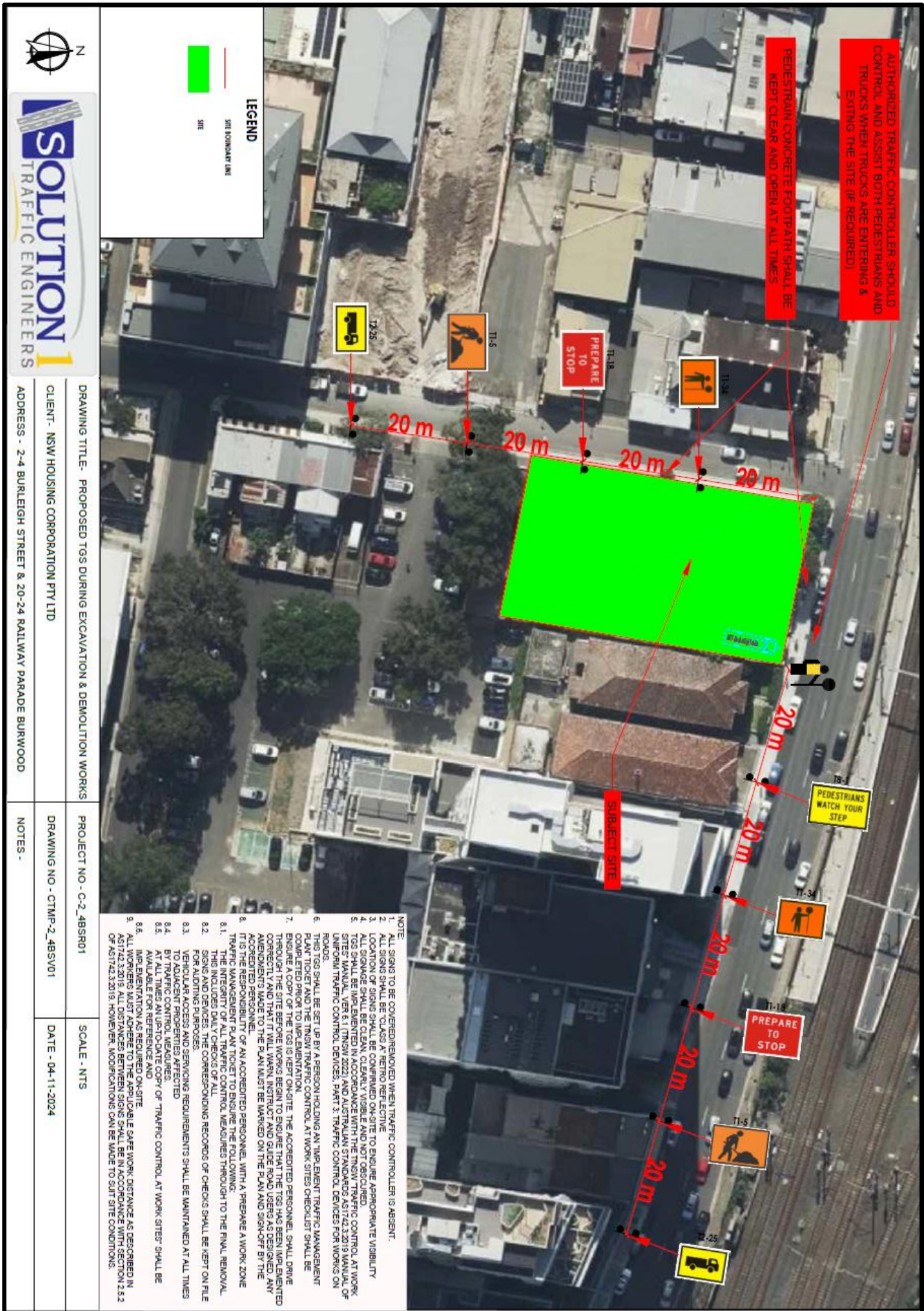
Section 5 - Summary and Recommendations

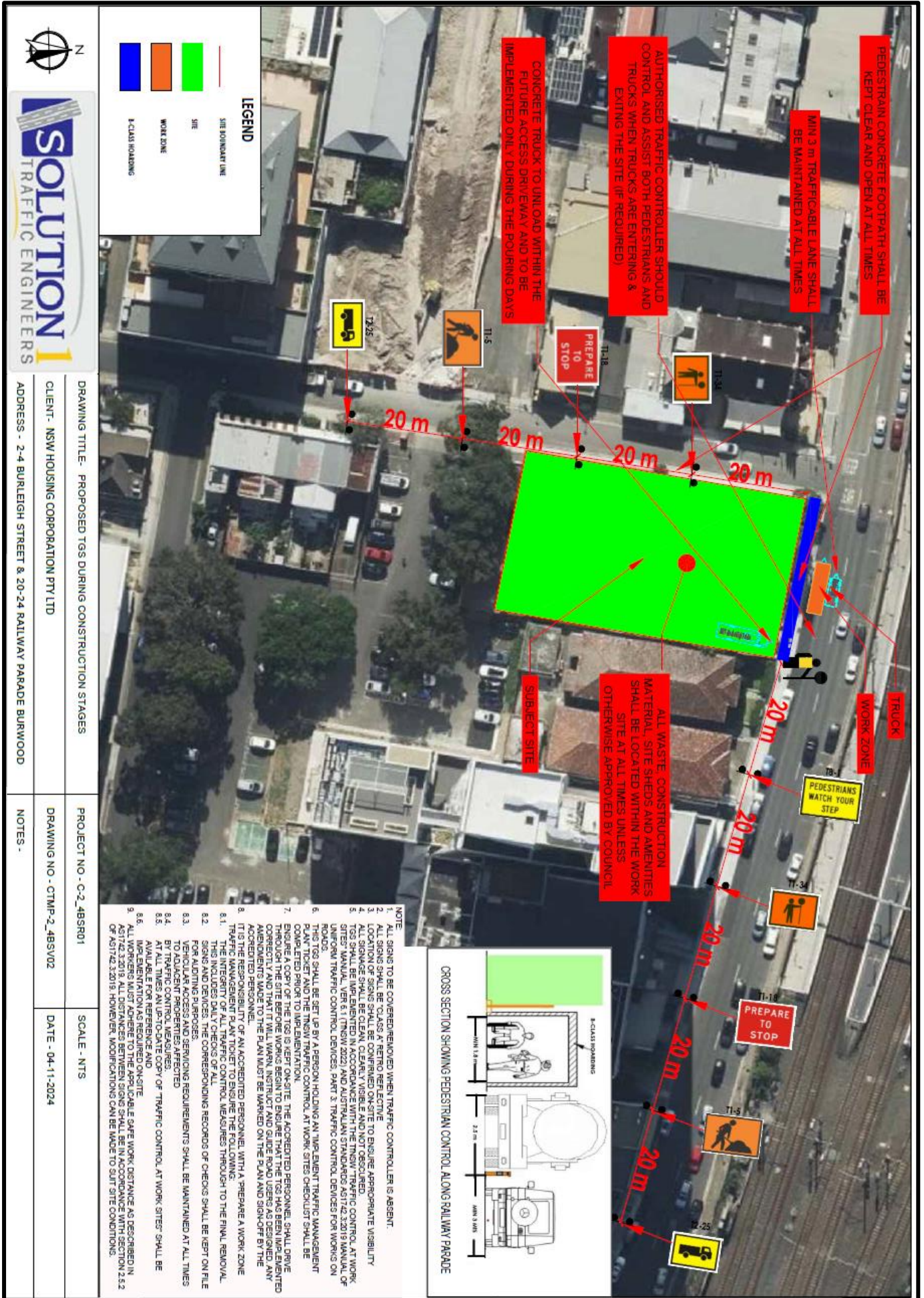
This CTMP details the measures to ensure a safe construction process and minimise any potential impact on the operation of the surrounding road network. We recommend a review post-implementation to determine efficiency, and if necessary, the CTMP should be amended to achieve the aim.

Section 6 - ATTACHMENTS

ATTACHMENT A – ARCHITECTURAL PLAN

ATTACHMENT B – TRAFFIC GUIDANCE SCHEME(TGS)





SOLUTION 1 TRAFFIC ENGINEERS	DRAWING TITLE- PROPOSED TOS DURING CONSTRUCTION STAGES CLIENT- NSW HOUSING CORPORATION PTY LTD ADDRESS - 2-4 BURLEIGH STREET & 20-24 RAILWAY PARADE BURWOOD	PROJECT NO - C-2_4BSR01 DRAWING NO - CTMP-2_4BSV02 DATE - 04-11-2024 SCALE - NTS NOTES -
--	--	---