



# Draft Construction Traffic Management Plan

11 Gibbons Street, Redfern - Affordable Housing

St George Community Housing



## Revision Record

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# 1 Introduction

## 1.1 Background

TTM Consulting was engaged by St George Community Housing (SGCH) to prepare a draft Construction Traffic Management Plan (CTMP) to be implemented during the construction phase of a proposed development at 11 Gibbons Street, Redfern. The proposal involves the development of an eighteen-storey building comprising social and affordable housing units, ground floor commercial/retail space.

The recommendations from this plan will be incorporated in the final CTMP prepared by the engaged contractor. The final CTMP will be prepared prior to construction on site and will be implemented during the construction phases.

## 1.2 Site Location

The site is located at 11 Gibbons Street, Redfern as shown in Figure 1-1. The site has road frontages to Gibbons Street, Marian Street and William Lane.

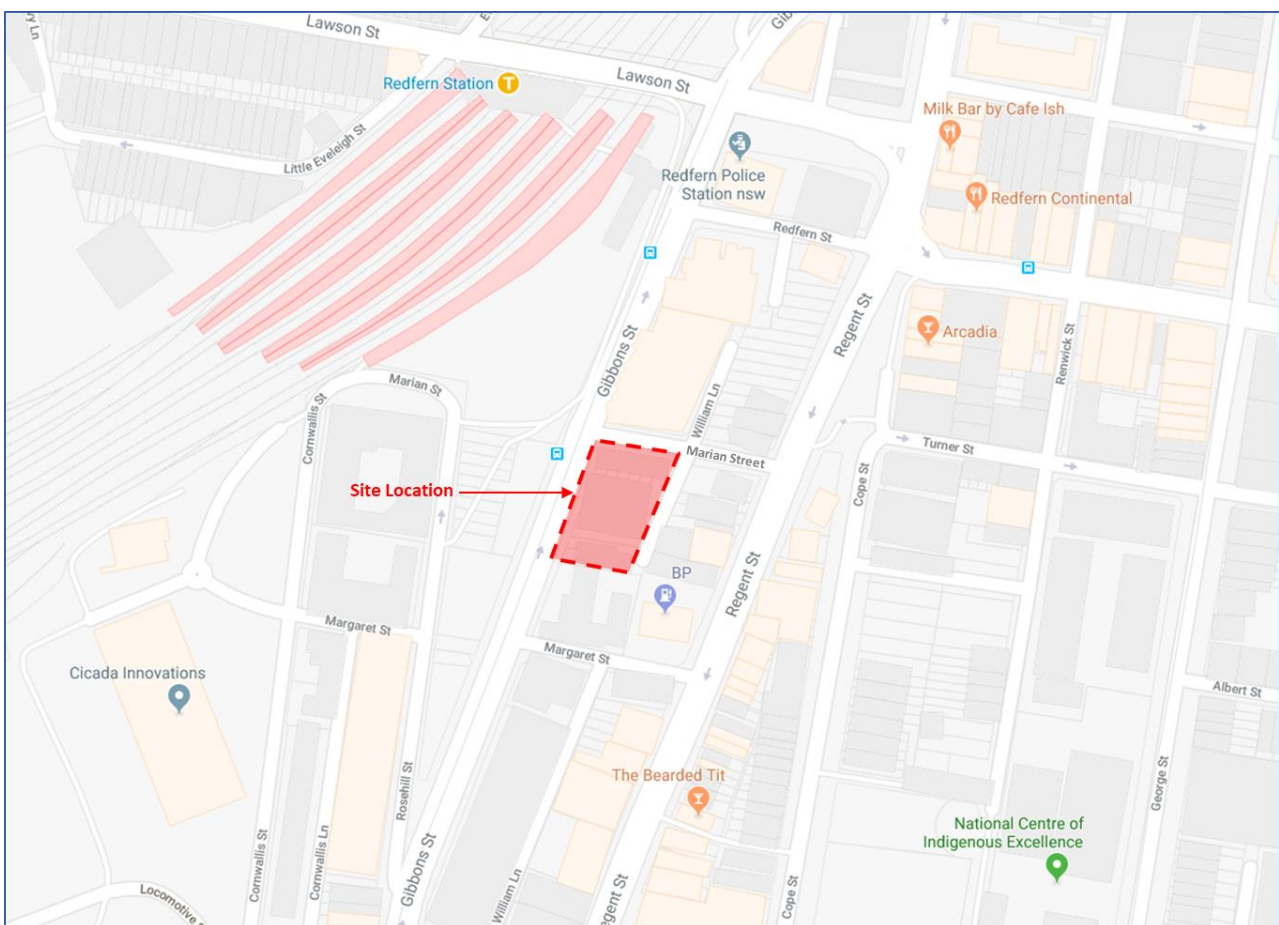


Figure 1-1: Site Location

## 1.3 Scope

The intended works that are to be carried out during the construction phase will be within the site boundary and along streets on the site frontage. These works include excavation and loading of construction materials.

## 1.4 Objective of this Plan

The primary objective of this draft Construction Traffic Management Plan (CTMP) is to ensure safe and efficient movement of vehicles and pedestrians on to, off and around the site, whilst minimising disruptions / impacts and maintaining a safe environment for both vehicular and pedestrian traffic external to the site.

## 1.5 Guidelines and Design Standards

The draft Construction Traffic Management Plan (CTMP) has been developed in accordance with the requirements of the RTA (RMS) Traffic Control at Work Sites Manual (Version 5, issued July 2018).

## 1.6 Limitations of this CTMP

The draft CTMP developed by TTM only considers the impact of works on traffic and pedestrians. Impacts on other aspects in the local environments, such as noise, are not considered here and need to be assessed separately and incorporated as necessary.

The CTMP is based on advice supplied by SGCH regarding the expected characteristics and requirements of the construction program.

## 1.7 Key Personnel and Contact Details

The following are key CTMP personnel with contact details:

- Contact: Kim Gray, Development Manager
- Office: (02) 8974 9743
- Mobile: 0427 190 876
- Email: kim.gray@sgch.com.au

### **TTM Consulting Pty Ltd:**

- Paul Cai: Traffic Consultant (Roads and Maritime Services Prepare Workzone Traffic Management Plan certified)
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## 2 Existing Transport Infrastructure

### 2.1 The Road Network

Gibbons Street and Regent Street are state roads administered by the NSW Roads and Maritime Services (RMS). Marian Street and William Lane are administered by City of Sydney Council. The characteristics of roads near the site are shown below in Table 2-1.

Table 2-1: Road Characteristics

Road	Speed limit	Lanes	Road Authority
Gibbons Street	60kph	4 (one-way)	RMS
Regent Street	60kph	4 (one-way)	RMS
Marian Street	50kph	1 (one-way)	Council
William Lane	40kph	laneway	Council

Gibbons Street is a one-way four lane street with unrestricted parking on the western side of Gibbons Street. There is a bus zone and a taxi zone on the western side. Clearway restrictions (6am-10am, 3pm-7pm; Mon-Fri) and 2P parking restrictions (10am-3pm, Mon-Fri; 8:30am-12:30pm, Sat) apply on the eastern side of the street.

Regent Street is a one-way four lane street with parking areas on both side of the street. There is an indented layby for buses along with bus stops. A small area is reserved for motor bikes parking opposite Marian Street. 1P parking restrictions (8:30am-6pm, Mon-Fri; 8:30am-12:30pm, Sat) apply along both sides of the street.

Marian Street is a one lane street which acts as a connector between Gibbons Street and Regent Street. It forms Right-In-Right-Out intersections with Regent Street and Gibbons Street respectively. There are approximately four 1P parking spaces on one side and 'No Stopping' restrictions on the other side. There is a GoGet car share spot near Gibbons-Marian Street intersection.

William Lane is a narrow laneway running across Marian Street. It provides rear access to developments for parking and loading/unloading purposes. 'No Stopping' and 'No Parking' restrictions apply along the laneway.



## 2.2 Walking and Cycling Facilities

Pedestrian footpaths are located along the site frontage on Gibbons Street and Marian Street. The footpaths are approximately two metres wide. There is good connectivity for pedestrians across streets with kerb ramps provided. Figure 2-1 shows the pedestrian footpaths near the site.



Figure 2-1: Existing pedestrian facilities near the site



The proposed development site does not have direct access to bicycle paths or lanes. There are some bicycle paths present near the site. The location of bicycle facilities is shown in Figure 2-2.

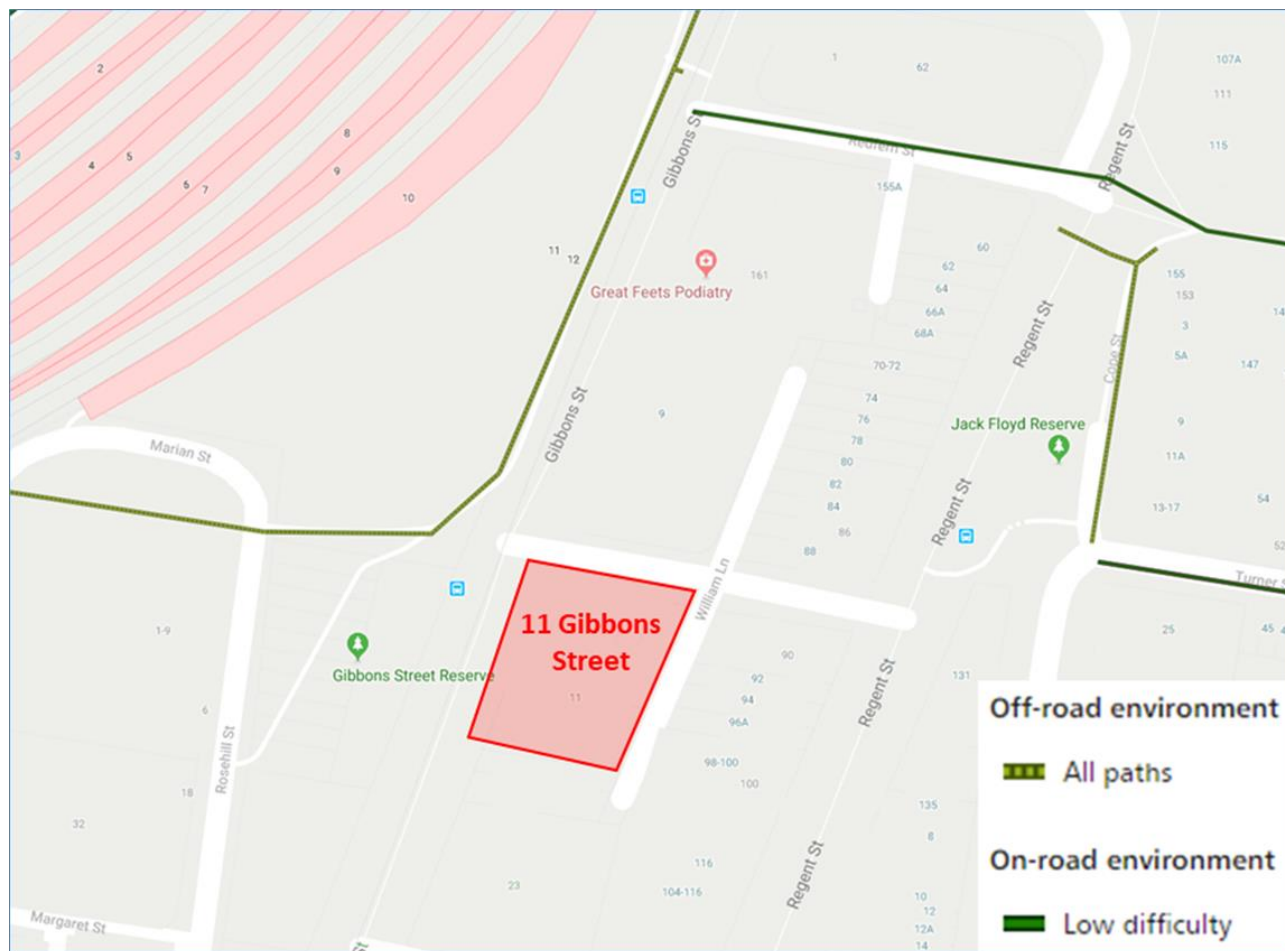


Figure 2-2: Bicycle facilities near site<sup>1</sup>

<sup>1</sup> Source: <http://www.sydneycycleways.net/map/>

## 3 Proposed Traffic Management Strategy

### 3.1 Duration of Works and Daily/Weekly Schedule

The works are to be undertaken as per the following condition:

- Construction Works (including deliveries of materials and equipment) between:
  - Monday to Friday (other than public holidays): 7:00 am to 6:00 pm.
  - Saturday: 7:00am to 1:00 pm (if inaudible on neighbouring residential premises), otherwise 8am to 1pm.
  - Prohibited on Sundays and public holidays.

The construction duration is shown in Table 3-1. The construction durations shown are estimates and may vary depending on the contractor's schedule.

Table 3-1: Construction duration

Activities	Duration	Construction vehicles
Demolition + Remediation	1-2 months	up to 5 two-way trips per day
Excavation + Shoring	1-2 months	up to 30 two-way trips per day
Construction	18 months	up to 20 two-way trips per day

### 3.2 Construction Permits

#### 3.2.1 Works Zone

An application for a works zone fronting the subject site on Gibbons Street and/or Marian Street during the construction phase will be submitted to Council.

A minimum of 30 metres is preferred for the works zone along Gibbons Street. This works zone will be used for unloading precast concrete panels from semi-trailers. It is noted that clearway restrictions (6am-10am, 3pm-7pm; Mon-Fri) are present along Gibbons Street.

The Marian Street Works Zone will be restricted to the site frontage. This would be subject to assessment by Council and its local traffic committee.

The works zone applications will be separate to this Construction Traffic Management Plan.

The work zones will be used to accommodate construction vehicle parking and unloading of construction materials by a tower crane. Concrete pours are likely to be done from the William Lane extension. The proposed length and duration of the work zone is subject to the needs of the client, Council's and RMS approval.

### 3.2.2 Road Closure

Any construction activities that will likely impact the operational efficiency of the road network, a road occupancy licence “ROL” will be applied and submitted to the relevant authorities.

This will be a separate application to the CTMP.

### 3.2.3 Other Permits

A Standing Plant permit, temporary road/footpath closure and hoarding will be applied and submitted to the relevant authorities, when required.

This would be a separate application to the CTMP.

## 3.3 Type and Number of Construction Vehicles

Various types of trucks will visit the site. The maximum sized design vehicle for the project is a truck and dog. At most, typical construction vehicles are expected to generate up to 30 two-way trips per day during excavation. This is not forecast to occur for extended periods.

A crane will be used on-site and will be set up and dismantled within the site boundary.

A breakdown of the various construction vehicles and machinery that may be used is shown in Table 3-2.

Table 3-2: Construction vehicles and machinery that may be used on-site

Stage	Construction Vehicles
Excavation + Shoring	<ul style="list-style-type: none"> <li>truck and dog, semi-trailer, medium rigid vehicles (MRV), small rigid vehicle (SRV), Concrete trucks and Flat Bed trucks</li> <li>Multiple Excavators: 6t, 12t, 20t and 40t</li> <li>piling rig screw piles, Bored Piers, Anchoring Rig, etc.</li> <li>Concrete pump</li> </ul>
Construction	<ul style="list-style-type: none"> <li>tower cranes, forklift, material hoists, bobcat, excavator</li> <li>Concrete pump, Concrete trucks</li> <li>bins for rubbish removal varying sizes</li> <li>5t machines, concrete pumps and concrete trucks</li> <li>Delivery Trucks Semi trailers, Flat Bed trucks, MRV and SRV.</li> </ul>

### 3.4 Working on Footpaths

Any construction activities (loading and unloading etc.) that will occur on the footpath will require Council approval. An application will be submitted to Council for construction activities undertaken on the footpath, if required.

### 3.5 Pedestrian Management

During the various construction stages, pedestrian movements around the site will be maintained as much as possible. Use of B class hoardings is recommended for Gibbons Street and Marian Street.

Where works require the closure of an existing pedestrian route, a suitable alternative will be provided. Staff or traffic controllers will assist in pedestrian movements around the site when required.

Staff and traffic controllers will be assigned to manage the pedestrian movements while a tower crane is picking up construction materials from the vehicles on the proposed work zone, or during concrete pour from the work zone.

### 3.6 Materials Handling and Cranes

Loading and unloading is proposed to occur on-site or from the proposed work zones. Traffic controllers will assist in pedestrian and vehicular movements should it be required.

There will be various machinery used on-site during the different construction stages. This will include a crane, and excavators etc (see Table 3-2).

### 3.7 Haulage Route

During the excavation, shoring and construction vehicle movements for the project will be required to:

- Comply with relevant environment approvals.
- Minimise the number of vehicle movements by balancing earthworks and recycling excavated materials.
- Promote safe driving principles.
- Evaluate the need for temporary traffic control.
- Plan on-site vehicle movements.
- Avoid or minimise truck reversing and three point turns on site.

The proposed haulage route for semi-trailers and truck and dog is shown in Figure 3-1.

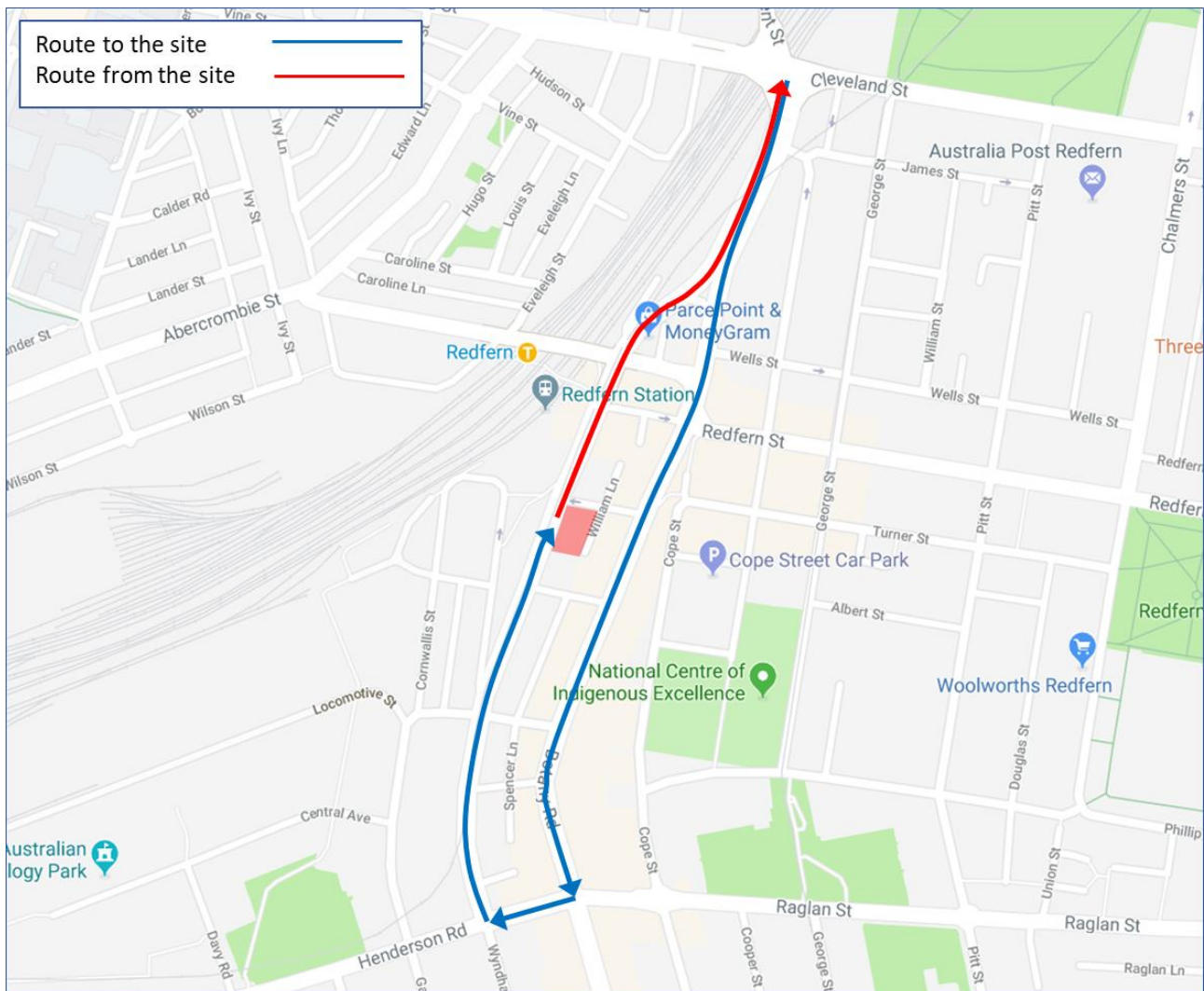


Figure 3-1: Haulage route

It is proposed that vehicles will:

- Arrive at the site traveling from Cleveland Street and turning right/left on to Regent Street, turning right from Botany Road (previously Regent Street), turning right on to Wyndham Street and continue to Gibbons Street and to the site.
- Depart from the site on to Gibbons Street, continue to Regent Street and turn right/left on to Cleveland Street.

### 3.8 Site Fencing

The construction site will be enclosed by fencing/hoarding to prevent access to the property and to protect the public / roadway from construction activities.

### 3.9 Traffic Management Requirements

Vehicles are to enter in a forward direction and exit in a forward direction only.

T1-200 traffic controller signs and other relevant signages are recommended to inform drivers of traffic controllers a head.

### 3.10 Traffic Control Plan

A Traffic Control Plan (TCP) has been developed for the unloading and construction activities (excavation and construction) from a 30 metre long works zone on Gibbons Street (refer to Appendix A). The 30 metres allows for vehicles to draw in and out of the zone without adversely affecting through traffic on Gibbons Street.

An additional works zone is proposed on Marian Street for consideration by Council. The length of this zone will require consideration of access to the driveway opposite.

William Lane is to be widened to accommodate a pedestrian path. This area could also be used as a temporary works zone during construction. The pedestrian path would be instated during the final stage of the construction.

On site activities are accommodated via the new laneway proposed between William Lane and Gibbons Street at the southern end on the site.

Further TCPs may be developed as required by the engaged contractor during the major construction works where traffic is affected.

### 3.11 Employee Parking

Employees, tradespeople and small construction vehicles will park around the surrounding streets of the subject site or on-site.

### 3.12 Driver Code of Conduct

Management of vehicular access to and from the site is essential to maintain the safety of the general public as well as the labour force. The following code is to be implemented as a measure to maintain safety within the site:

- Utilisation of only the designated transport routes.
- Drivers to maintain a sufficient distance from the temporary barriers that will be implemented around trees that form part of the endangered plant community.
- Construction vehicle movements are to abide by finalised schedules as agreed by the relevant authorities.

### 3.13 Site Inductions

The requirements of the final Construction Traffic Management Plan as approved will be followed. The site manager will ensure that site inductions occur on a regular basis or as deemed necessary.



## Appendix A Traffic Control Plan



## NOTES

1. All Traffic Control works; signs and devices to comply with Australian Standard AS 1742.3.
2. Adjustments to the TCP may be only made by persons holding an RMS "Prepare a Work Zone TMP" ticket.
3. All traffic control devices may only be set out by persons holding an RMS "Implement Traffic Management Plans" ticket.
4. Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
5. A 'risk assessment' shall be conducted on site, prior setup to determine the queue length and site distance to the active TCP.
6. The position of the signs, traffic controllers and equipment are only suggested locations, amendments to the locations may be required depending on site conditions.
7. Aerial image taken from NearMap - Accuracy not guaranteed and is intended as a guide only.



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## CONSTRUCTION TRAFFIC MANAGEMENT PLAN

### Draft Traffic Control Plan

#### 11 Gibbons Street, Redfern NSW

(Paul Cai: Roads and Maritime Services Prepare a Work Zone Traffic Management Plan Card NO. 0051553748)

TTM REFERENCE  
**18SYT0040**

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