BASTA TRAFFIC MANAGEMENT

Traffic Management Plan
1 Garner Rd
ST MARYS

BAINI DESIGN

Ref. CTMP2020AG0016

DOCUMENT CONTROL

VERSION	DATE	PREPARED BY	SIGNED
001	15/11/19	Patrick Bastawrous PWZTMP #0052158257	

This Traffic Management Plan has been written in accordance with AS1742.3, the RMS Traffic Control at Work Sites manual Version 5, the NSW Roads Act (1993), the NSW Roads Regulation (2008), and local regulations applied by governing bodies and road owners.

Changes to this document may only be made by the original author or their authorised representative.

DISTRIBUTION LIST

The final version of this Traffic Management Plan, and all subsequent revised versions, shall be distributed to the following parties:

- Claire Baini – 02 9188 8250 - claire@bainidesign.com.au

CLIENT SIGNOFF

I, Claire Baini, authorised representative of Baini Design, hereby agree that this Traffic Management Plan meets the expected requirements of the project and is accurate at time of signing. Additionally, I undertake to advise BASTA Traffic Management immediately of any changes which may impact this Traffic Management Plan.

Signed: _____ Date: _____

Table of Contents

1 INTRODUCTION

1.1 History

Baini Design has commissioned BASTA Traffic Management to develop this Construction Traffic Management Plan (CTMP) to assess the impacts to the local traffic infrastructure resulting from construction activities associated with the subject site at 1 Garner Road, St Marys.

The project proposes to build a Residential Flat Building.

This CTMP has been developed to accompany the Development Application being submitted by Baini Design.

1.2 Objectives and Strategies

This CTMP aims to:

- identify, assess, and control traffic hazards arising as a result of the activities being performed;
- manage traffic flow impacts, ensuring that suitable performance is maintained on the local and surrounding road network; and
- minimise the impacts and disruptions to residents, businesses and road users in the immediate surrounding area.

In order to achieve the above objectives, this CTMP will employ strategies to:

- ensure delays are kept to a minimum;
- ensure the safe management of all road users;
- ensure work personnel enter and exit the site in a safe manner; and
- ensure all vehicle movements are performed safely.

2 EXISTING CONDITIONS

2.1 Site Details

The site is located at 1 Garner Street, St Marys situated in the Penrith City Council government area.

The site is within walking distance to the local shopping facilities and 1.3km to the nearest Train Station.

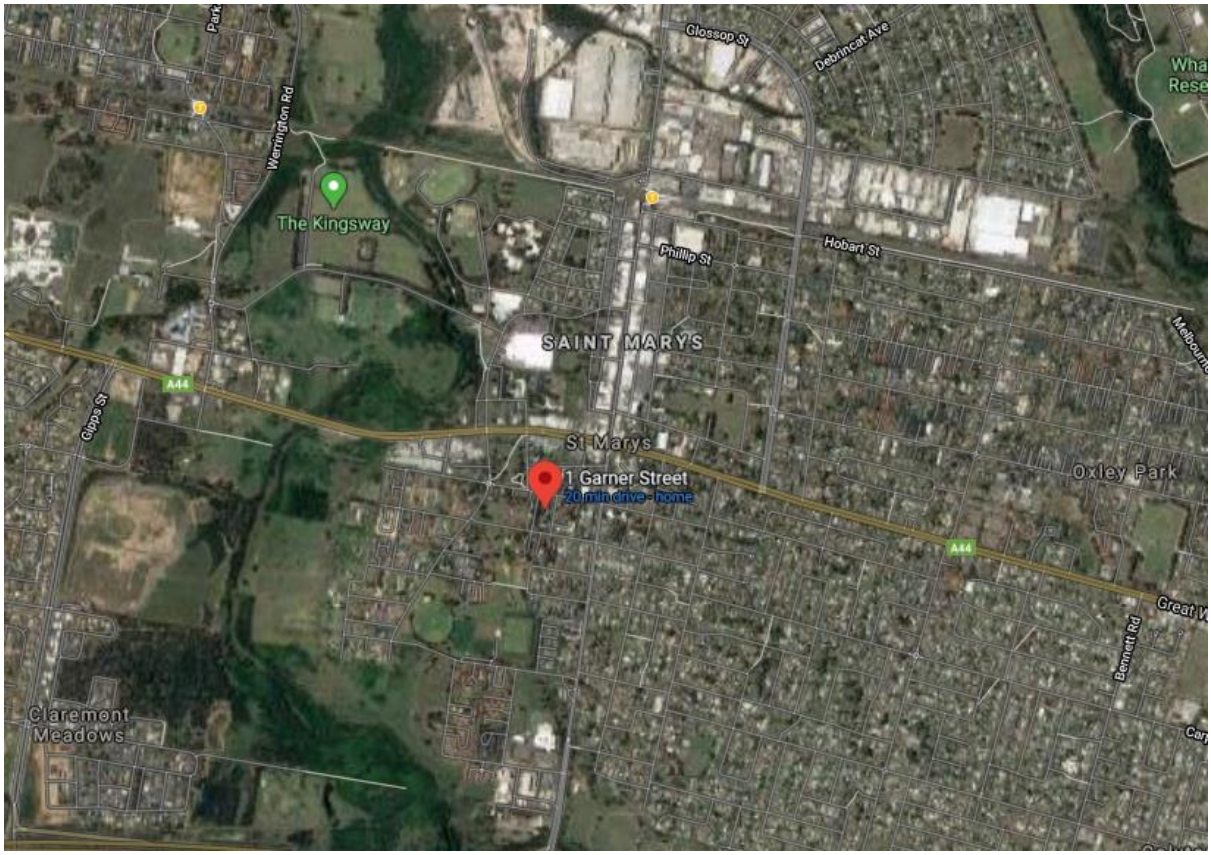


Figure 2-1 - Site and surrounding area

2.2 Surrounding Road Network

2.2.1 Great Western Highway

Great Western HWY (GWHY) is an RMS controlled road linking Sydney to the Western Suburbs in a multi-lane 2-way configuration. The general speed along this road is 80km.

2.2.2 Major Collectors

Mamre Road is a RMS controlled road running from north to south, in a multi-lane, 2-way configuration.

2.2.3 Local Road

The local roads under the jurisdiction of Penrith Council which are anticipated to be used during the course of the project are; Putland Street, Garner Street and Saddington Street.

2.3 Pedestrians and Cyclists

There is no significant pedestrian and cyclist traffic expected in the area. The site is within close proximity to Our Lady of the Rosary Primary School, however truck movements will be managed to minimise any movements through the school zone during the school drop-off and pick-up times.

A-Class hoarding will be installed on the Garner Street frontage, along with temporary fencing on the other boundaries, to maintain site security.

2.4 Public Transport Facilities

2.4.1 Bus Services

No bus services will be impacted during the course of the project.

2.4.2 Train/Light Rail Services

St Marys Station, on the T1 line, is situated approximately 1.3km to the north of the site.

2.4.3 Ferry Services

Not applicable to this project.

2.5 Adjacent Construction Activities

There is no significant development activity in the immediate vicinity.

3 CONSTRUCTION ACTIVITIES

3.1 Project Duration and Program Staging

The construction activities will be conducted in three overlapping stages:

- Stage 1 – early works and excavation
- Stage 2 – structure construction
- Stage 3 – finishes

The entire construction period is expected to take approximately 11 Months.

PROJECT STAGE	CONSTRUCTION ACTIVITIES	DURATION
Stage 1 Early Works and Excavation	Demolition of existing structures Bulk excavation	2 months
Stage 2 Structure Construction	Construction of footings Construction of Residential Flat Building	7 months
Stage 3 Finishes	Interior fitout Planting of gardens Construction of paths and external features	3 months
TOTAL DURATION		**12 months**

3.2 Hours of Work

Penrith City Council, has permitted the following working hours:

- 7:00am to 6:00pm, Monday to Friday
- 7.00am to 1.00pm, Saturday if inaudible, otherwise 8.00am to 1.00pm
- No work on Sundays or public holidays

3.3 Site Access

Access to the site will be via the existing driveway on Garner Street, as per the diagram below. A suitably qualified traffic controller shall be posted at the site gate to act as a spotter. This traffic controller will not stop traffic on Garner Street.

Figure 3-1 – Site Access

3.4 Construction Vehicles and Deliveries

It is expected that construction vehicle traffic and deliveries will be limited to 10 movements per day during Stage 1, increasing to a peak volume of 20 per day during the bulk excavation stage, then reducing to 10 per day during the construction and finishing stages.

All truck movements shall follow the route as shown in Appendix B. This path will follow the described route:

- Inbound
    - Vehicles will be required to approach from GWHWY
    - Travel south along Mamre Road
    - west onto Putland Street
    - South onto Garner Street
    - Access site
- Outbound
    - Exiting from the site
    - south onto Garner Street
    - east onto Saddington Street
    - north onto Mamre Road
    - Access state road network from GWHWY

3.5 Construction and Delivery Vehicle Types/Sizes

The types of vehicles expected to be used during the project include:

- Demolition trucks (class 4 three axle)
- Concrete trucks (class 4 three axle)
- Delivery trucks (class 3 two axle).

3.6 Works Zone

A Works Zone may be required along the frontage of the site on Garner Street. It is the responsibility of the applicant to apply for a work zone if/when necessary.

3.7 Staff and Contractors

The volume of staff on site is expected to vary in each stage of the project, with peak staff numbers expected during the building of the Residential Flat Dwellings (Stage 3).

CONSTRUCTION STAGE	EXPECTED NUMBER OF STAFF PER DAY	EXPECTED PEAK ARRIVAL TIME	EXPECTED PEAK DEPARTURE TIME
Stage 1	8	0600-0800	1500-1700
Stage 2	15	0600-0800	1500-1700
Stage 3	8	0600-0800	1500-1700

As there are no major attractors in the area, the parking in the local area is not in high demand. Therefore staff will be able to park in the local streets without impacting the amenity of the area. As such, no disruption to local parking areas is anticipated at any stage throughout the project.

3.8 Spoil and Dust Control

The client staff (and/or the traffic controller stationed at the site gate) shall monitor any areas where there is potential for spoil or dust to be tracked/dropped onto the public roadway and deploy street sweepers for clean-up as required.

4 TRAFFIC IMPACT ASSESSMENT

4.1 Additional Traffic and Parking

Due to the proximity to the state road network, this project is not expected to place a significant burden on the surrounding local roads. As a result, control measures in addition to designated access routes will not be required to manage the traffic generated.

4.2 Public Transport

There is no anticipated impact on the Public Transport network.

4.3 Pedestrian and Cycling Facilities

The proposed works are not expected to have any impact on nearby pedestrian walkways or cycling facilities. A traffic controller will be provided at the access gate where pedestrians will interface with construction vehicles.

4.4 Emergency Vehicles

Emergency vehicle access is not to be impacted by the proposed works. Any temporary implementation of traffic control, lane closures, road closures, or other modifications to the traffic flow surrounding the site must ensure that emergency vehicles maintain full access to, and through, the site and its neighbours

5 TRAFFIC MANAGEMENT

5.1 Principles of Traffic Management

To ensure the safety of all persons involved with or impacted by these works, the following overall principles of traffic management will be applied:

- Provision of a safe and appropriate environment for all road users, including pedestrians and cyclists, motorists, service vehicles, and construction vehicles.
- Minimisation of impacts on pedestrian movements.
- Management and control of vehicle movements on entry and exit of the site.
- Where practical, maintaining existing capacity for traffic flow and parking facilities in the immediate and surrounding areas.
- Maintaining access to all properties in the immediate and surrounding areas.
- Restriction of construction vehicle movements to designated routes as per section 3.8.

5.2 Traffic Control Plans

The Traffic Control Plan (TCP) included in Appendix A serves to warn motorists of the increased construction traffic and has been drawn in accordance with Australian Standard AS1742.3, the RMS Traffic Control at Work Sites manual Version 5, relevant state legislation, and local requirements and guidelines.

All TCPs must be implemented by properly licensed traffic controllers, possessing at minimum "Apply Traffic Control Plans" qualification. Changes to the attached plans may only be made by these staff within the tolerances provided for in legislation, with major changes only being made by staff holding a 'Prepare Work Zone Traffic Management' qualification.

The attached TCPs must be implemented taking into account local/latent conditions and/or any changes to the road system that may occur.

It must be noted that BASTA Traffic Management assumes no responsibility for implementation of TCPs by a third party contractor.

5.3 Vehicle Access

- Access to surrounding properties must be maintained at all times.
- Construction vehicles may not park in public spaces, nor may they stage/queue on public roadways. All construction vehicles are to be contained within the site. The Site Manager shall schedule trucks to ensure that no queuing occurs on public roads.
- Public traffic remains a priority at all times.

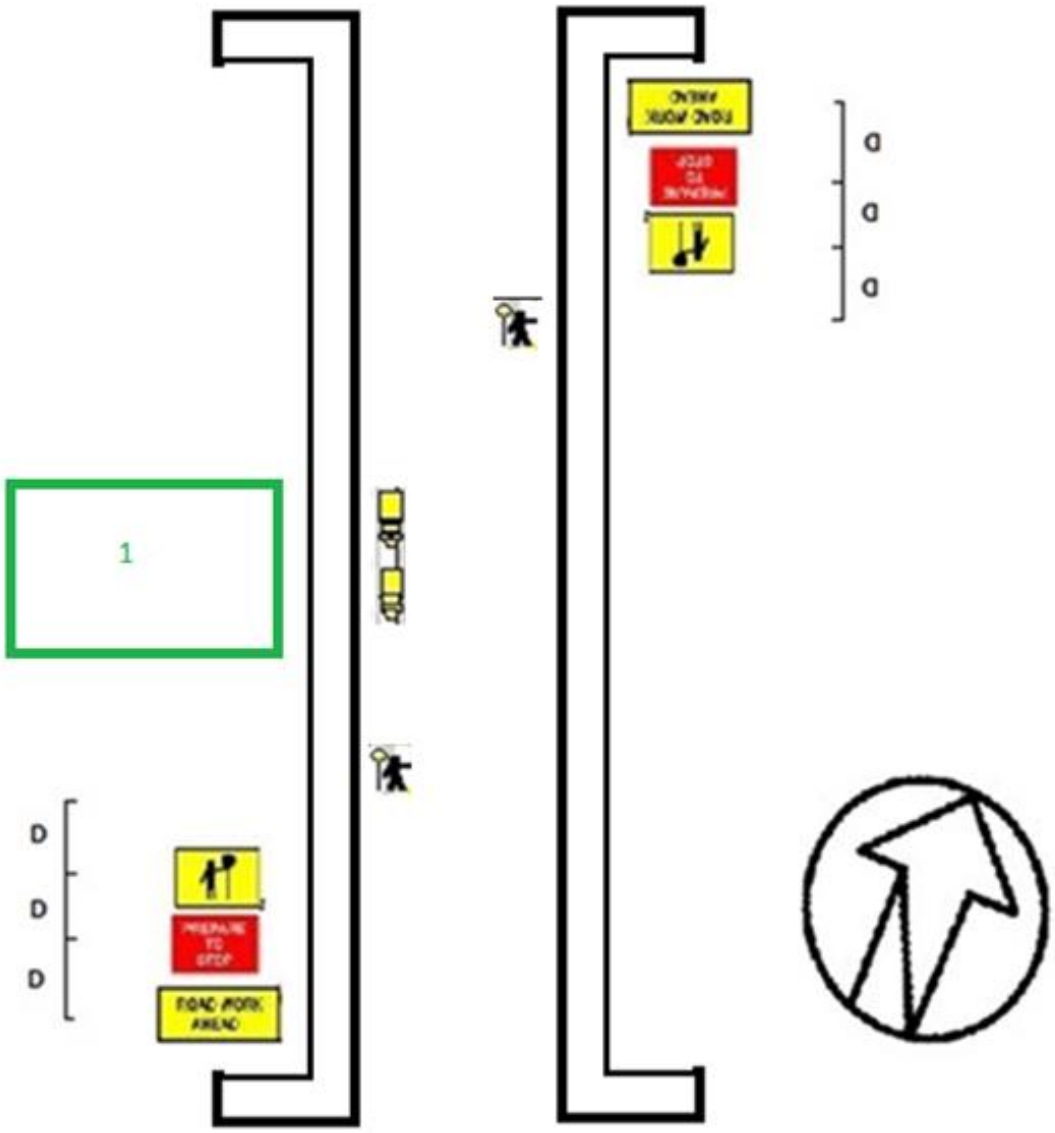
6 CONCLUSIONS

Based on the information gathered in the preparation of this traffic management plan and its subsequent findings, the following conclusions have been made:

- The surrounding road network is adequate to support the additional traffic volume created by this project.
- Access to surrounding businesses, properties, and facilities can be maintained to an acceptable standard throughout the life of the project.
- Local parking facilities will not be affected by this project

APPENDIX A – TCP

Public Domain Works



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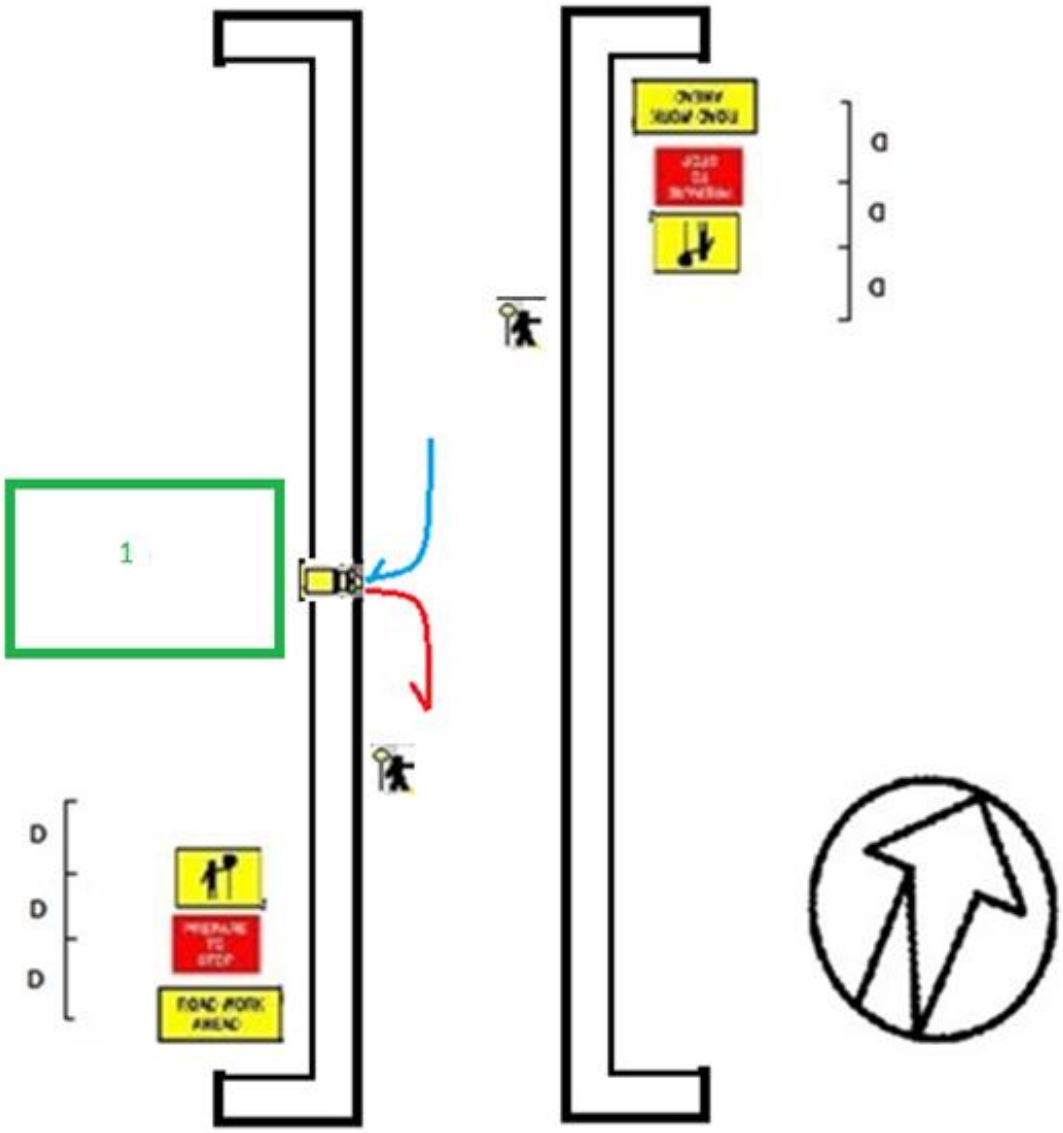
Cert No.: 0052158257
EXP: 25/09/2022
Plan: AG0016

Comments:

This plan was prepared by Patrick Bastawrous from BASTA Traffic Management in accordance with Australian Standards and the RMS Traffic Control at Work Sites Version 4 2010. The plan is designed for the safe loading and unloading of materials on the subject site. BASTA Traffic Management holds no responsibility for the implementation of this TCP unless BASTA Traffic Management Employees are used to implement and monitor the TCP. All ROL and Council Permits are the responsibility of the client to obtain unless BASTA Traffic Management has been engaged to obtain necessary approvals.

Demolition and excavation



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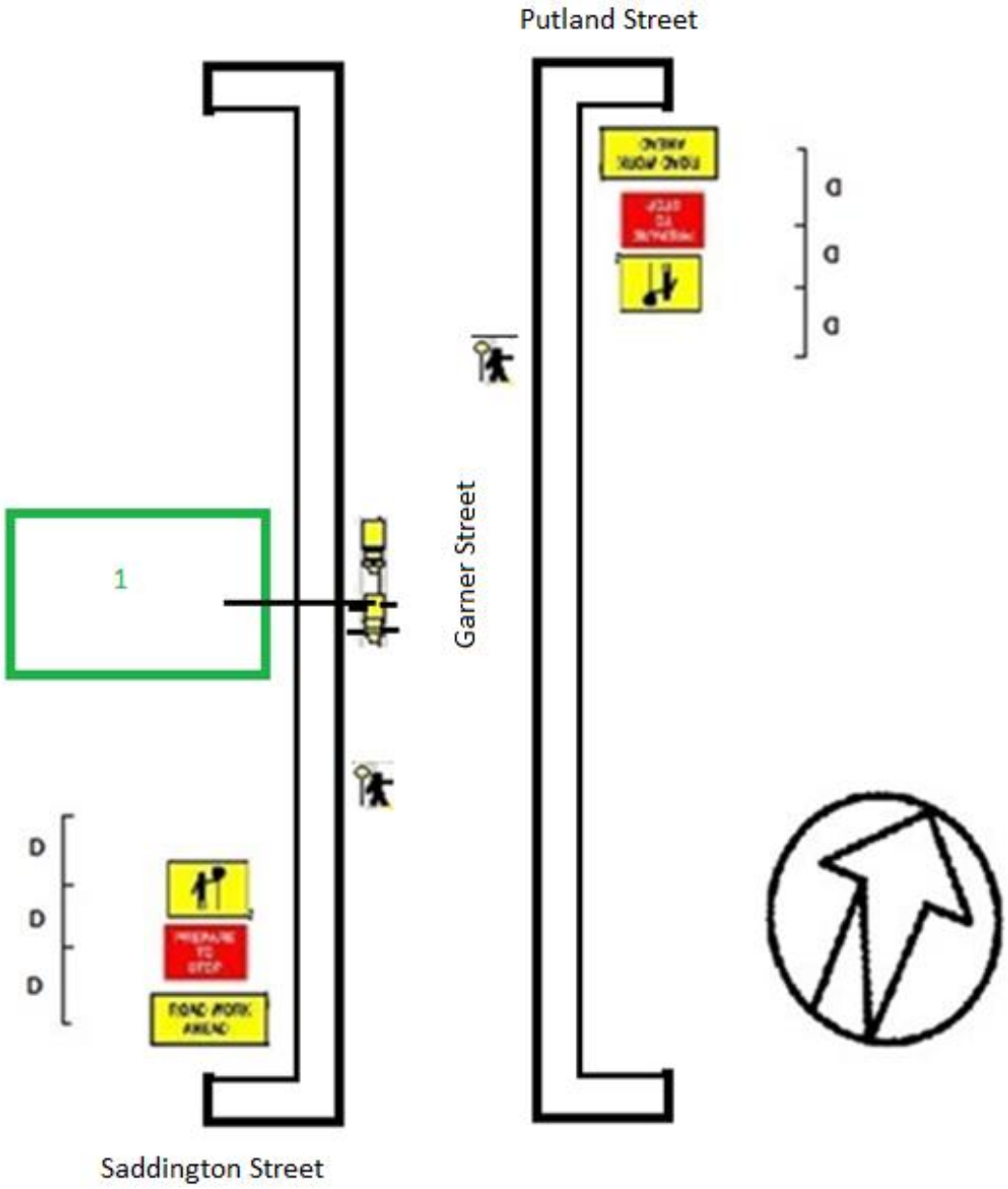
Construction/concrete pours



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APPENDIX B – TRUCK ROUTES