



STANBURY
TRAFFIC PLANNING
TRAFFIC, PARKING & TRANSPORT CONSULTANTS

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

**APPROVED CAFÉ & RESTAURANT PRECINCT
78 – 88 TENCH AVENUE
JAMISONTOWN**

**PREPARED FOR C. & S. SENTAS PTY. LTD.
OUR REF: 16-003**



SEPTEMBER 2016

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1. INTRODUCTION

1.1 Scope of Assessment

Stanbury Traffic Planning has been commissioned by C. & S. Sentas Pty. Ltd. to prepare a Construction Traffic Management Plan (CTMP) for the construction of an approved café and restaurant precinct at 78 – 88 Tench Avenue, Jamisontown.

The purpose of this Plan is to provide details of the management of traffic and pedestrian movements to, from and adjoining the subject site associated with the construction stages of the abovementioned development. The Plan is required to be prepared in response to Condition of Consent No. 42 of DA 15/0335 issued by Penrith City Council.

This Plan provides the following scope of assessment:

- Section 2 provides a summary of the site locations, details, existing and surrounding land-uses;
- Section 3 describes the existing traffic, parking and transport conditions surrounding and servicing the subject development site including a description of the surrounding road network, traffic demands, operational performance and available public transport infrastructure;
- Section 4 describes the approved development;
- Section 5 describes the planned internal and external management during construction;
- Section 6 describes management measures to be implemented to ensure safe and efficient site access / egress by construction vehicles;
- Section 7 describes the construction staging and traffic generation characteristics; and
- Section 8 describes the ability or otherwise of the surrounding road network to accommodate the additional demand associated with the site construction works.

This Plan should be read in conjunction with Construction Certificate plans prepared by Morson Group.

2. SITE DETAILS

2.1 Site Location

The subject site is situated on the south-eastern side of Tench Avenue, approximately 130m to the north-east of M4 Motorway, Jamisontown. The site location is illustrated below and overleaf within a local and aerial context by **Figure 1** and **Figure 2**, respectively.

2.2 Site Description

The subject site provides a real property description of Lot 3 DP 30354 and a street address of 78 – 88 Tench Avenue, Jamisontown. The site predominantly forms a rectangular shaped parcel of land providing an approximate frontage to Tench Avenue of 130m. The site extends to the south-east away from Tench Avenue some 260m, thereby providing a total area in the order of 3.4 hectares.

2.3 Existing Uses

A Coffee Club restaurant building is currently located within the northern portion of the site, providing a leasable floor area of 480m². This restaurant provides an existing seating area of 314m².

The existing Coffee Club restaurant is serviced by a formal internal car parking area containing 41 passenger vehicle parking spaces located between the restaurant building and Tench Avenue, connecting with the frontage road via two separate ingress and egress driveways. This formalised frontage parking area also provides connectivity to a rear hardstand heavy vehicle servicing area, which also accommodates an informal passenger vehicle parking area.

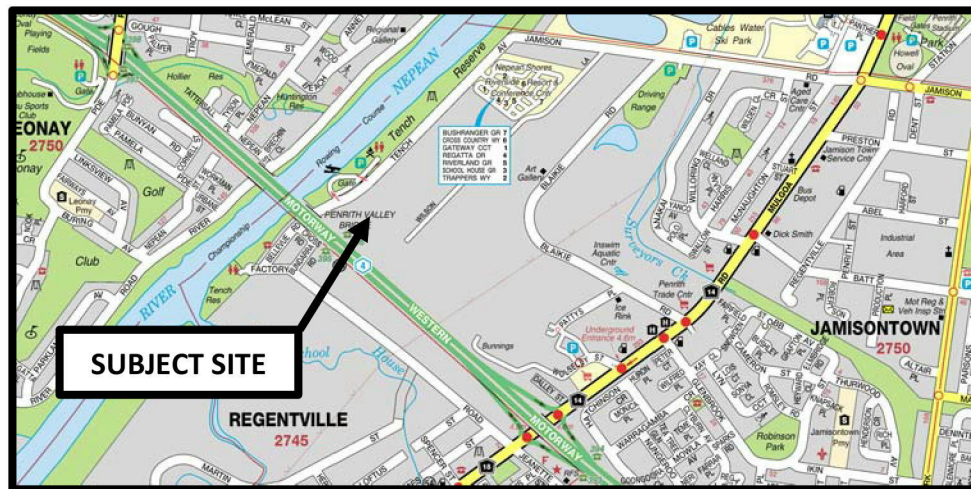
The existing egress further driveway provides connectivity to a service road which runs parallel to Tench Avenue, which also currently serves as an informal parking area.

2.4 Surrounding Uses

The site is adjoined to the south-west, south-east and north-east by rural residential parcels of land.

Tench Reserve, accommodating a series of recreation facilities, is located to the north-west, on the opposite side of Tench Avenue, abutting Nepean River.

FIGURE 1
SITE LOCATION WITHIN A LOCAL CONTEXT



Source: UBD's Australian City Streets – Version 4

FIGURE 2
SITE LOCATION WITHIN AN AERIAL CONTEXT



Source: Google Earth (accessed 26/07/16)

3. SURROUNDING ROAD NETWORK

3.1 Road Network Function and Control

Tench Avenue performs an access function to abutting development (including the subject site) and Tench Reserve under the care and control of Penrith City Council. It provides a south-west / north-east connection between Factory Road (with Bellevue Road) in the south-west and Jamison Road in the north-east.

Tench Avenue provides an 11m wide pavement providing one through lane of traffic in each direction, being separated by double barrier centre lines. Through traffic movements are separated from parallel parking within both shoulders by marked edge lines. Traffic flow is governed by a sign posted speed limit of 50km/h.

Tench Avenue forms an underpass below M4 Motorway to the south of the site, prior to becoming Bellevue Road, which in turn forms a T-junction with Factory Road, operating under major / minor priority control with Factory Road forming the priority route. Factory Road performs a higher order access function, linking the Nepean River foreshore with Mulgoa Road in the south-east, to which left in / left out movements are facilitated.

Tench Avenue, to the north of the site, curves to the east to form Jamison Road, a collector road linking with Mulgoa Road under traffic signal control, prior to extending to Parker Road and Bringelly Road at Kingswood.

Mulgoa Road performs a State Road under the care and control of the Roads & Maritime Services. It provides an arterial function providing a north-south connection between Llandilo in the north (with Castlereagh Road and Cranebrook Road) and Wallacia in the south. Mulgoa Road, in the vicinity of Jamisontown, provides a four lane divided carriageway, with additional exclusive turning lanes provided on approach to major intersections, primarily governed by traffic signal control. Mulgoa Road provides full interchange facilities with M4 Motorway in the immediate precinct, linking to the greater Sydney metropolitan area to the east and Blue Mountains and beyond to the west.

3.2 Existing Traffic Volumes

Traffic surveys were undertaken by others in association with the Development Application in September 2014. Whilst these surveys are now approaching 2 years old, recent observations have indicated that the survey results remain valid. The 2014 traffic volume surveys indicated the following traffic demands during weekday commuter peaks:

- Tench Avenue accommodates a two directional peak hour traffic demand of between 300 – 350 vehicles per hour
- The existing Coffee Club site use generates in the order of 55 vehicle movements to and from the site; and

- Tench Reserve generates approximately 20 peak hour vehicle movements.

3.3 Existing Road Network Operation

Reference is made to the Roads & Maritime Services' *Guide to Traffic Generating Developments* in order to undertake an assessment of the operational performance of Tench Avenue. This publication indicates that a two lane two way carriageway accommodating peak hour directional traffic volumes less than 380 vehicles per hour provides a level of service 'A' / 'B'. Such a level service indicates free flow where drivers are virtually unaffected by others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is high, and the general level of comfort and convenience provided is excellent.

With respect to the above, it has been observed that motorists are able to enter and exit the subject site (and the opposing Tench Reserve) with a good level of safety and efficiency.

In a regional context, the subject precinct is provided with connectivity to the surrounding regional road network through the provision of traffic signals at the intersection of Mulgoa Road and Jamison Road. Peak demands within Mulgoa Road are considerable commensurate with the State Road function of the route, however the traffic signal control at Jamison Road provides exclusive turning phases thereby facilitating safe and efficient connectivity to / from the Tench Reserve precinct.

3.4 Public Transport

Westbus provides a single bus service along Tench Avenue being Route 795, operating between Warragamba and Penrith. This service operates a total of eight services on weekdays between approximately 7.00am and 4.00pm and six services on weekends and public holidays between approximately 9.00am and 7.00pm.

The closest bus stop is located immediately to the north of the site.

The abovementioned bus service connects with other bus services operating along Mulgoa Road and with the major public transport interchange at Penrith Railway Station.

3.5 Pedestrian / Cycle

Tench Avenue provides a shared path along the eastern side of Tench Avenue immediately adjacent to the subject site. This path provides connectivity to Tench Reserve which contains a further path running along the eastern Nepean River foreshore, linking with the Penrith CBD to the north and also to a regional east-west cycle trail adjoining M4 Motorway to the south.

4. APPROVED DEVELOPMENT

4.1 Built Form

The approved development involves the expansion of the existing Coffee Club restaurant development to provide an additional ten restaurant tenancies within three additional buildings.

The development involves the provision of approximately 1,700m² of additional leasable floor area in addition to the retention of the existing leasable floor area of 314m² within the Coffee Club building.

The development is to be serviced by two access driveways connecting with Tench Avenue in the northern and western corners of the site, as follows:

- The southern access driveway is to accommodate a combined ingress / egress function intersecting with Tench Avenue and the existing Tench Reserve ingress only access road under single lane circulating roundabout control; and
- The northern access driveway is to accommodate an ingress only function, intersecting with Tench Avenue approximately opposite the existing Tench Reverse egress roadway.

The abovementioned site access driveways are to provide connectivity to a large rear parking area containing 190 formalised parking spaces and 92 informal parking spaces, totalling 282 spaces.

The existing on-site parking areas as well as the existing informal parking area within the south-eastern Tench Avenue verge area is to be removed as part the development works.

Pedestrian access to the development is approved via a series of footpaths, linking with the existing shared path along the south-eastern side of Tench Avenue. Further, pedestrian connectivity between Tench Reserve and the subject site is approved via the provision of a new pedestrian refuge within Tench Avenue adjacent to the northern site access driveway.

5. SITE MANAGEMENT

5.1 Internal Site Construction Works

The existing Coffee Club business is to remain operational throughout the construction periods. A series of differing site management arrangements are to be implemented during the construction period to ensure that the provision of formalised internal passenger vehicle parking can be maximised and to minimise the impacts of the construction works on the safe and amenity of the existing restaurant operations.

5.1.1 Construction Phase 1

Construction Phase 1 will encompass a significant majority of the construction works, comprising new site building works in conjunction with the rear passenger vehicle parking area construction. Construction fencing is proposed to be erected around the northern, eastern and southern periphery of the Coffee Club building and the eastern periphery of the existing formalised off-street parking area to provide separation of this existing business from the remainder of the site. This will allow all building and rear car park construction works to occur, without impacting the existing formal site access / egress and passenger vehicle parking arrangements.

All site access by construction vehicles during Construction Phase 1 is to be obtained via an existing driveway connecting with Tench Avenue in the south-western corner of the site in order to largely separate construction traffic with the existing formal access driveways servicing the existing Coffee Club business, located within the north-western corner of the site and approximately central to site frontage.

Large construction vehicles are to travel along the south-western site boundary to access the currently vacant south-eastern portion of the site, where all heavy vehicle turnaround, loading and unloading is to occur. Upon the completion of this internal activity, large construction vehicles are to exit the site back to Tench Avenue via the abovementioned existing access driveway located within the south-western corner of the site.

Passenger vehicle parking demand associated with construction personnel is to be accommodated within a specifically designated area adjoining the south-western corner of the site, accessed immediately via the abovementioned construction ingress / egress driveway.

Construction site offices / sheds are to be located immediately adjacent to the abovementioned internal passenger vehicle parking area within the subject site, but separate to the existing Coffee Club operation.

An aerial site plan has been modified to illustrate the abovementioned general site management characteristics during Construction Phase 1, a copy of which is contained within **Appendix 1**.

5.1.2 Construction Phase 2

Following the completion of the new building works and the rear passenger vehicle parking area (Construction Phase No. 1), Construction Phase No. 2 will commence, comprising the site frontage works between the restaurant buildings and Tench Avenue.

These works will necessitate the closure of the existing formalised frontage passenger vehicle parking area and the relocation of this activity to the northern portion of the new rear passenger vehicle parking area, constructed during Construction Phase 1. Public passenger vehicle ingress movements are to continue to occur via the existing access driveway connecting with Tench Avenue in the north-western corner of the site. The existing centrally located public egress access driveway is to be closed and public passenger vehicle egress movements are to occur via the driveway connecting with Tench Avenue in the south-western corner of the site.

The construction vehicle site access arrangements during Construction Phase 2 are to be consistent with that implemented during Construction Phase 1, via the existing driveway connecting with Tench Avenue in the south-western corner of the site, sharing the driveway with the abovementioned public passenger vehicle egress movements.

Large construction vehicles are to access the frontage construction area directly via the ingress access driveway connecting with Tench Avenue in the north-western corner of the site. These vehicles will then travel through the frontage construction area in a forward direction and exit the site via the disused central driveway connecting with Tench Avenue approximately central to the site frontage.

Passenger vehicle parking demand associated with construction personnel and construction site offices sheds arrangements during Construction Phase 2 are to be consistent with that implemented during Construction Phase 1.

An aerial site plan has been modified to illustrate the abovementioned general site management characteristics during Construction Phase 2, a copy of which is contained within **Appendix 2**.

5.2 External Public Domain Works

The development involves a series of road upgrading measures associated with the development including the following:

- Driveway construction / removal;
- The removal of the existing informal access road and parking area within the south-eastern Tench Avenue verge adjacent to the south-western portion of the site and the provision of a series of pedestrian pathways linking the existing public shared path to the internal café / restaurant frontage forecourt;

- The construction of a single lane circulating roundabout within Tench Avenue to supplement the southern site access driveway; and
- The construction of a pedestrian refuge within Tench Avenue adjoining the northern side access driveway.

The first two of the abovementioned external construction work components will necessitate the full occupation of the south-eastern Tench Avenue verge between the site boundary and the south-eastern Tench Avenue kerb alignment. This will further necessitate the diversion of pedestrian and cycle movements within the south-eastern Tench Avenue path to the existing parking lane adjoining the south-eastern Tench Avenue kerb alignment. These pedestrian and cycle movements will be protected from adjoining through movements within Tench Avenue by the placement of appropriate barriers along the existing south-eastern Tench Avenue edge line. Unrestricted access / egress will be maintained to the existing Coffee Club premises and adjoining properties, notwithstanding this occupation of the south-eastern Tench Avenue verge.

A Traffic Control Plan provided within **Appendix 3** provides a summary of the pedestrian and traffic management measures to be implemented associated with these public domain works. All traffic management measures included within the Plan is certified as being in accordance with the Roads & Maritime Services' *Traffic Control at Work Sites*.

It is further noted that the last two of the abovementioned external construction work components will require a staged occupation of the trafficable Tench Avenue pavement. The extent this occupation and the traffic and pedestrian management measures to be implemented during these works will be formulated by the engaged civil contractor following approval to the civil construction plans. This staged public road occupation will be undertaken in accordance with a series of staged Traffic Control Plans which will be prepared by the civil contractor and submitted to and subject to assessment and approval by Council's Local Traffic Committee when appropriate.

5.3 Parking Control

It has previously been presented that passenger vehicle parking demand associated with construction personnel is to be accommodated within a specifically designated area adjoining the south-western corner of the site, accessed immediately via the driveway connecting with Tench Avenue in the south-western corner of the site.

All construction employee / tradesperson passenger vehicle parking (limited to 20 vehicles at any one time) is to be accommodated within this parking area. No passenger vehicle parking is to occur within the adjoining public road network, Tench Reserve or within the off-street parking area servicing the Coffee Club business.

5.4 Hours of Operation

Construction works are to occur during the following periods in accordance with Condition of Consent No. 33 of DA15/0335:

- Mondays to Fridays, 7am to 6pm; and
- Saturdays, 7am to 1pm (if inaudible on neighbouring residential premises), otherwise 8am to 1pm.

No work is to occur on Sundays and Public Holidays.

6. SAFE INGRESS / EGRESS OF CONSTRUCTION TRAFFIC

6.1 Construction Vehicle Classification

Vehicles up to and including Medium Rigid Vehicles (MRVs) will access the subject site during all periods of construction.

6.2 Construction Vehicle Access / Egress Management

The following has been previously presented with respect to site access arrangements for heavy construction vehicles:

- All site access / egress is to be obtained via the existing driveway connecting with Tench Avenue in the south-western corner of the site during Construction Phase 1; and
- All site ingress and egress is to be obtained via the existing driveways within the north-western corner of the site and central to the site frontage respectively during Construction Phase 2.

All site access / egress during all development stages will be undertaken in a forward manner unless specific approach is obtained from Penrith City Council. These vehicles will approach and depart the site from and to the north via Tench Avenue thereby entering via a left turn and exiting via a right turn.

All construction vehicle site access and egress movements are to be strictly controlled by appropriately qualified traffic controllers. A Traffic Control Plan for these supervised site access and egress movements including long term signage to be provided advising approaching motorists of the potential for turning trucks has been prepared by this Practice, a copy of which is contained in **Appendix 4**.

Traffic controllers are not to stop traffic on the public street to allow trucks to enter or leave the site. They must wait until as suitable gap in traffic flows allows them to assist construction vehicles to enter or exit the site. The Roads Act does not give any special treatment for trucks leaving a construction site – the vehicles already on the road have right of way. Pedestrians may be held for only short periods to ensure safety when trucks are leaving or entering but must not be stopped in anticipation i.e., at all times the pedestrians have right of way on the footpath, not the construction vehicles.

The timing of site access and exit movements will be sensitive to the surrounding land uses and traffic flow demands. In this regard, heavy vehicle site ingress and egress movements will be minimised where possible during road network peak periods (being 7.00am – 9.00am and 3.00pm – 6.00pm).

No queuing / marshalling of construction vehicles is to occur in any public road.

6.3 Construction Vehicle Transport Routes

Construction vehicles are anticipated to utilise the M4 Motorway and connecting Sydney Orbital Motorway network to access and vacate the subject site. The following provides a summary of the proposed inbound and outbound routes:

Inbound Route from the West

- M4 Motorway, left turn to Mulgoa Road, left turn to Jamison Road, Tench Avenue and thence a left turn to the site.

Outbound Route to the West

- Right turn to Tench Avenue, Jamison Road, right turn to Mulgoa Road and thence a right turn to M4 Motorway.

Inbound Route from the East

- M4 Motorway, right turn to Mulgoa Road, left turn to Jamison Road, Tench Avenue and thence a left turn to the site.

Outbound Route to the East

- Right turn to Tench Avenue, Jamison Road, right turn to Mulgoa Road and thence a left turn to M4 Motorway.

The proximity of the site to the adjoining Regional and State Road network is such that construction vehicles are able to access and depart the site creating very little disturbance to surrounding local road traffic flow or residential amenity. In addition, it is noted that the multiple directional traffic lanes of a majority of these approach and departure State Road travel routes are such that heavy vehicle manoeuvring is able to occur without any unreasonable encroachment on opposing travel lanes, kerbs and / or parking lanes.

None of the abovementioned transport roads are designated as light thoroughfares or are restricted by load limits. As such inspections of their width, alignment and parking conditions are such that construction vehicles are anticipated to be able to utilise the routes with a reasonable level of safety and efficiency.

7. PROJECT STAGING - TRAFFIC GENERATION

7.1 Construction Staging

Consultation with the developer in conjunction with the experience of this Practice with other developments of similar scale has indicated that the works are anticipated to be predominantly completed as follows within the five stages, as follows

- Stage 1 – Site Establishment & Slab Works – 4 weeks;
- Stage 2 – Structure – 20 weeks;
- Stage 3 – Fitout – 4 weeks;
- Stage 4 – Internal Roads & Car Park – 3 weeks; and
- Stage 5 – Site Frontage and Public Domain – 4 weeks.

Construction Phase 1 is to comprise Stages 1 – 4 whilst Construction Phase 2 is to comprise Stage 5.

7.2 Construction Traffic Generation

The following provides a summary of the likely construction vehicle traffic generation of the proposed works during these stages:

- **Stage 1 – Site Establishment & Slab Works**
Time period – 4 weeks
Total traffic generation – 80 trucks
Average weekly traffic generation – 20 truck loads
Maximum hourly traffic generation – 1 truck load
- **Stage 2 – Structure**
Time period – 20 weeks
Total traffic generation – 800 truck loads
Average weekly traffic generation – 40 truck loads
Maximum hourly traffic generation – 2 truck loads
- **Stage 3 – Fitout**
Time period – 4 weeks
Total traffic generation – 80 truck loads
Average weekly traffic generation – 20 truck loads
Maximum hourly traffic generation – 1 truck load
- **Stage 4 – Internal Roads & Car Park**
Time period – 3 weeks
Total traffic generation – 120 truck loads
Average weekly traffic generation – 40 truck loads
Maximum hourly traffic generation – 2 truck loads

- **Stage 5 – Site Frontage & Public Domain**

Time period – 4 weeks

Total traffic generation – 40 truck loads

Average weekly traffic generation – 10 truck loads

Maximum hourly traffic generation – 1 truck load

It is acknowledged that during different stages of the construction that varying types of vehicles will access the site from MRVs through to employee passenger vehicles. Further, it is anticipated that there will occasionally be an overlap of one or more of the above phases with a combination of the above phase traffic generation travelling to and from the site during any one particular day or period. The above stage traffic generation summary indicates that the sites are projected to generate up to 2 heavy vehicles per hour; that is 2 ingress movements and 2 egress movements.

During periods of more heavy construction vehicle generation (i.e. concrete pours), drivers will be instructed by radio when to arrive at the site to ensure that there is no vehicle queuing or parking within the surrounding local road network. This is to be strictly adhered.

8. IMPACTS ASSESSMENT

8.1 Traffic Impact

Recent traffic observations have indicated that whilst traffic demands within the surrounding State and regional road network are considerable during peak periods, traffic signal controls provided at major approach junctions (Mulgoa Road intersections with Jamison Road and M4 Motorway) however provide motorists wishing to access / exit the Tench Avenue precinct with safe and efficient connectivity.

Traffic demands within the local road network immediately servicing the subject site (Jamison Road and Tench Avenue) are significantly reduced, providing motorists with a good level of service and allowing vehicles to access and vacate the site and immediate precinct with a good level of safety and efficiency.

In order to diminish the potential impacts of the construction works on the surrounding road network, construction vehicle access and egress movements will be minimised during the commuter peak periods (7.00am – 9.00am and 3.00pm – 6.00pm).

Further, qualified traffic controllers are to assist all site access and egress movements thereby minimising any vehicular conflicts with construction vehicles.

The previously presented traffic generation summary indicates that the site construction works are projected to generally generate up to 2 heavy vehicles per hour. Such an additional traffic load is not anticipated to have an unreasonable impact on the safety and efficiency of the adjoining road network.

8.2 Impacts on Pedestrians

Pedestrian demands within Tench Avenue are notable commensurate with the recreational nature of the adjoining Tench Avenue reserve. Notwithstanding this, impacts on pedestrian will be limited to the movement of construction vehicles over the eastern footpath between Tench Avenue and the subject site.

Pedestrian movements within the eastern Tench Avenue footpath are to be governed by appropriately qualified traffic controllers during the movement of construction vehicles to and from the site.

Unimpeded pedestrian access to adjoining developments will be maintained at all times. Construction site boundary hoarding will protect pedestrians from dust and debris.

No unreasonable impacts on the safety or mobility of pedestrians are therefore anticipated during the construction works associated with the subject development.

8.3 Impacts on Existing Coffee Club Operation

8.3.1 Construction Phase 1

During Construction Phase 1 the existing formalised public site access and passenger vehicle parking arrangements servicing the Coffee Club restaurant are to remain as currently exists and all construction vehicle traffic is to be physically separated from public vehicle movements associated with the restaurant operation.

The impacts of the construction works during Construction Phase 1 are therefore to be limited to the temporary deletion of the existing informal passenger vehicle parking area to the south of the restaurant building. This informal parking demand will therefore be temporarily relocated to existing on-street parking areas within Tench Avenue or in formal parking areas within Tench Reserve. Recent observations have indicated that sufficient capacity exists within the surrounding public road and reserve parking areas to accommodate this current unapproved informal on-site parking demand in a safe and efficient manner.

8.3.2 Construction Phase 2

During Construction Phase 2, the existing formal and informal on-site passenger vehicle parking demand is to be relocated to and accommodated within the northern portion of the new rear passenger vehicle parking area constructed during Construction Phase 1. This parking area will provide additional capacity to that currently capable of being accommodated within the existing on-site formal and informal parking areas and accordingly result in an improved parking situation for the surrounding precinct.

It is acknowledged that public and construction vehicles will share the existing ingress driveway in the north-western corner of the site during Construction Phase 2. The extent of interaction between construction and public vehicle movements is however expected to be minimal with construction vehicles being accommodated within the site frontage area and public vehicles being accommodated within the new rear parking area. All site ingress movements by construction vehicles will be governed by qualified traffic controllers to minimise any interaction with public site access movements in any case. These traffic controllers will also supervise the movement of pedestrians from Tench Avenue to the Coffee Club restaurant building as required.

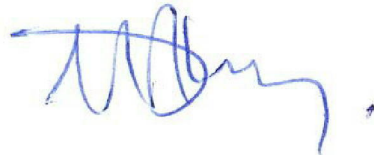
9. SUMMARY AND CERTIFICATION STATEMENT

This Construction Traffic Plan provides a description of the traffic management measures to be incorporated during the construction of an approved café and restaurant precinct at 78 – 88 Tench Avenue, Jamisontown. Having regard to this Plan, the following summary is provided:

- All construction works (with the exception of public domain works associated with the development) are to be accommodated wholly within the site such that no long term occupation of the adjoining public road network is required;
- The existing Coffee Club business is to continue to remain operational during the construction periods, whereby construction fencing will appropriately separate this existing use, access and parking area from the on-site construction works during the various construction phases;
- As a minimum, the existing formalised on-site passenger vehicle parking provision (41 spaces) is to be maintained for public use associated with the ongoing restaurant operation during all phases of the construction;
- All site access / egress by construction vehicles is to be separated as much as is practicable from public vehicular / pedestrian movements associated with the existing Coffee Club business;
- All site ingress and egress movements are to occur in a forward direction to / from Tench Avenue;
- The largest vehicles expected to service the site during the construction works will be MRVs;
- All passenger vehicle parking associated with the construction works is to occur on-site, separate from the existing Coffee Club parking areas;
- Construction transit routes are to be in accordance with that contained within Section 6.3 of this Plan, whereby routes are limited to State Roads as much as is practicable;
- The construction works are to occur over approximately 35 weeks;
- The peak traffic generation of the construction works associated with the development is projected to be 2 heavy vehicles per hour;
- The surrounding road network is considered to be suitably capable of accommodating the construction traffic generation, incorporating the traffic management measures proposed; and
- The impacts of the construction on the ongoing restaurant operation are anticipated to be limited to the temporary loss of existing unapproved on-site informal passenger vehicle parking during Construction Phase 1;

- Recent observations have indicated that sufficient capacity exists within the surrounding public road and reserve parking areas to accommodate this current unapproved informal on-site parking demand in a safe and efficient manner.

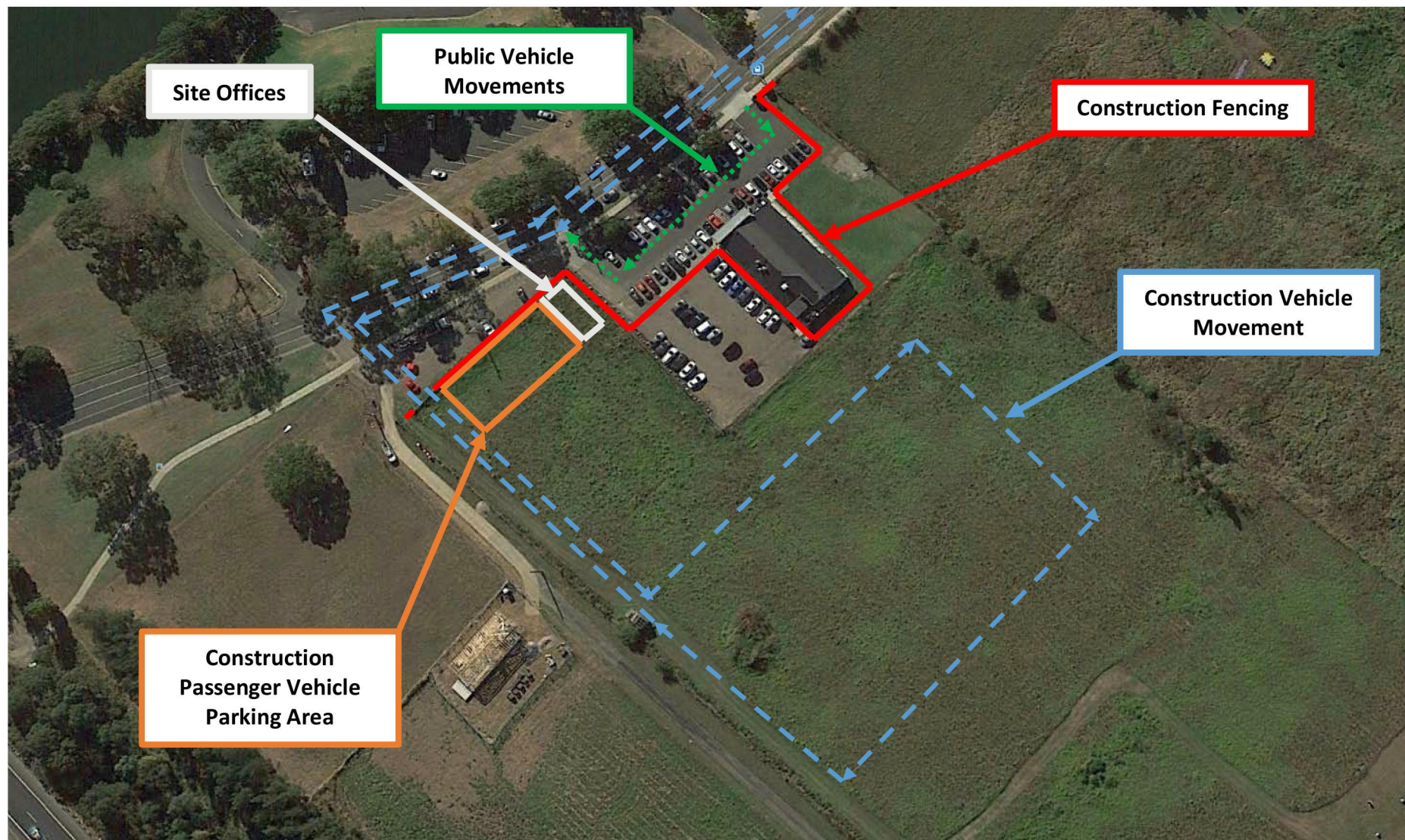
I certify that the traffic and pedestrian management measures proposed to be implemented by this Construction Traffic Management Plan are appropriate to satisfy the local traffic and pedestrian demands associated with the construction of the subject café and restaurant precinct development.



Morgan Stanbury
Transport Planner & Road Safety Auditor
Design & Inspect Traffic Control Plan Certificate No. 2273015738

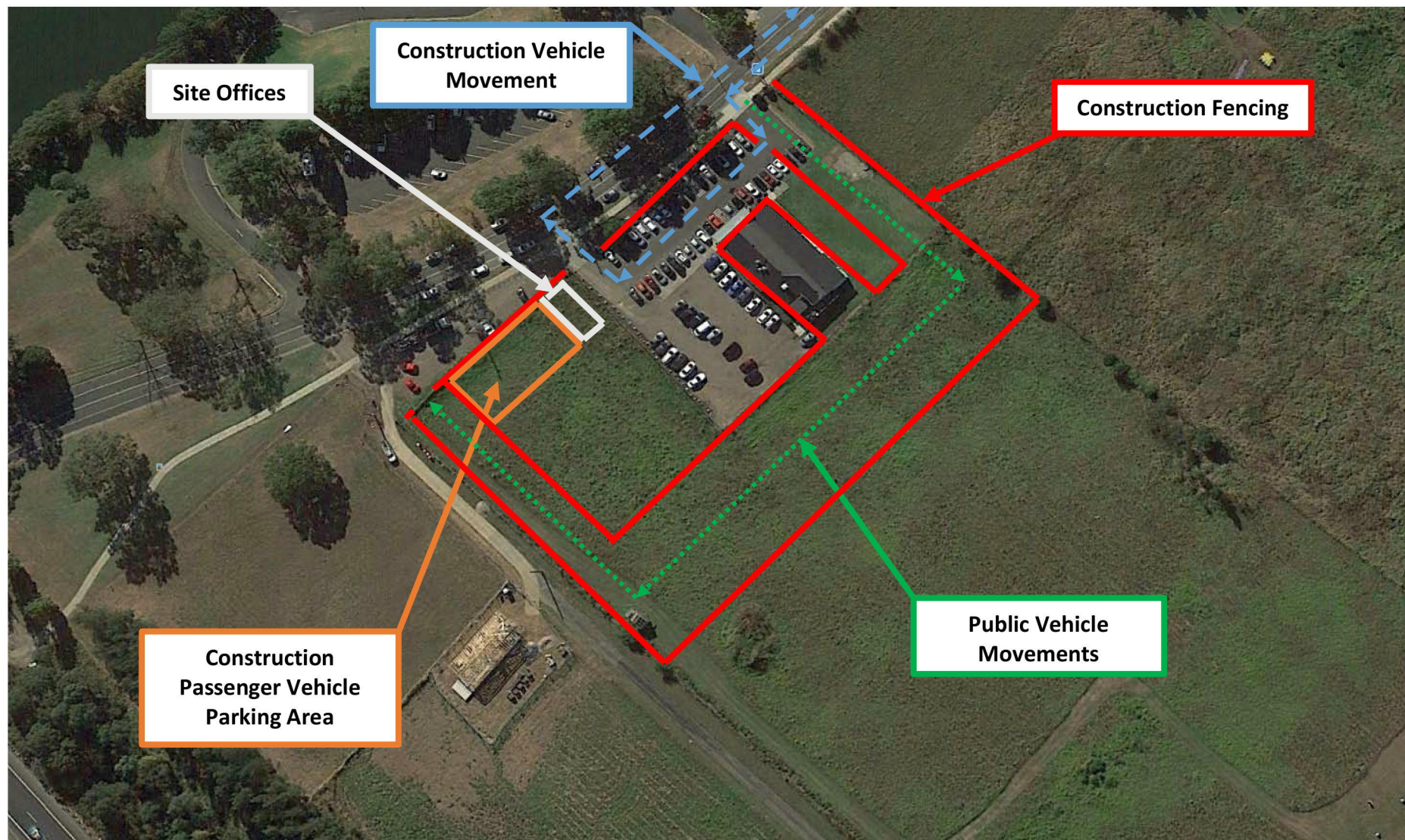
30 September 2016

APPENDIX 1



SITE MANAGEMENT ARRANGEMENTS - CONSTRUCTION PHASE 1

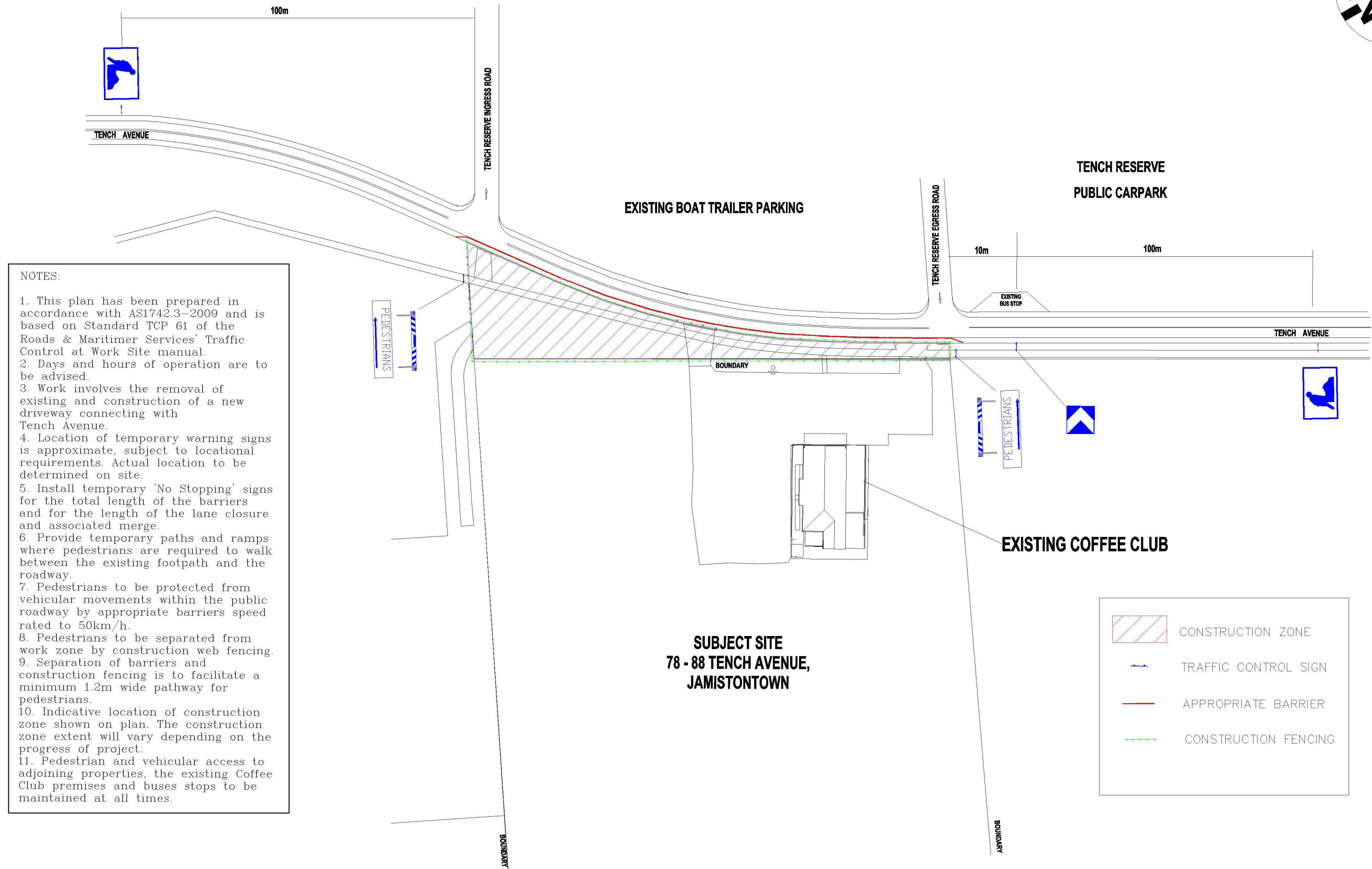
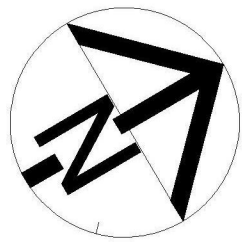
APPENDIX 2



SITE MANAGEMENT PLAN - CONSTRUCTION PHASE 2

APPENDIX 3

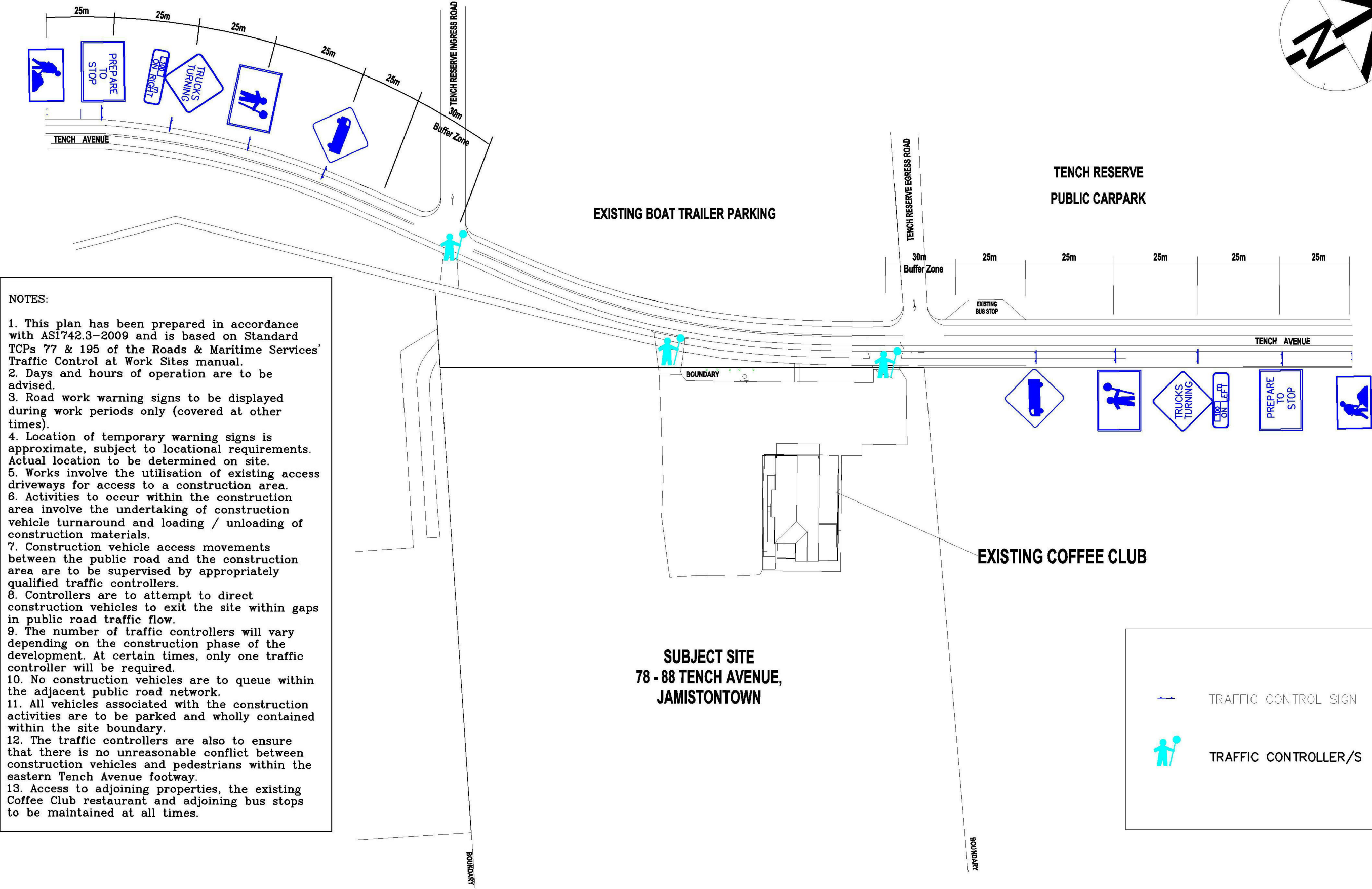
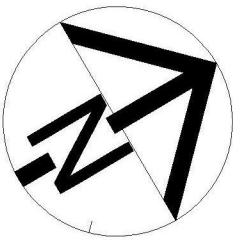
DRAWN BY CADD
DO NOT AMEND MANUALLY



- NOTES:
1. This plan has been prepared in accordance with AS1742.3-2009 and is based on Standard TCP 61 of the Roads & Maritime Services' Traffic Control at Work Site manual.
 2. Days and hours of operation are to be advised.
 3. Work involves the removal of existing and construction of a new driveway connecting with Tench Avenue.
 4. Location of temporary warning signs is approximate, subject to locational requirements. Actual location to be determined on site.
 5. Install temporary 'No Stopping' signs for the total length of the barriers and for the length of the lane closure and associated merge.
 6. Provide temporary paths and ramps where pedestrians are required to walk between the existing footpath and the roadway.
 7. Pedestrians to be protected from vehicular movements within the public roadway by appropriate barriers speed rated to 50km/h.
 8. Pedestrians to be separated from work zone by construction web fencing.
 9. Separation of barriers and construction fencing is to facilitate a minimum 1.2m wide pathway for pedestrians.
 10. Indicative location of construction zone shown on plan. The construction zone extent will vary depending on the progress of project.
 11. Pedestrian and vehicular access to adjoining properties, the existing Coffee Club premises and buses stops to be maintained at all times.

	CONSTRUCTION ZONE
	TRAFFIC CONTROL SIGN
	APPROPRIATE BARRIER
	CONSTRUCTION FENCING

APPENDIX 4



NOTES:

1. This plan has been prepared in accordance with AS1742.3-2009 and is based on Standard TCPs 77 & 195 of the Roads & Maritime Services' Traffic Control at Work Sites manual.
2. Days and hours of operation are to be advised.
3. Road work warning signs to be displayed during work periods only (covered at other times).
4. Location of temporary warning signs is approximate, subject to locational requirements. Actual location to be determined on site.
5. Works involve the utilisation of existing access driveways for access to a construction area.
6. Activities to occur within the construction area involve the undertaking of construction vehicle turnaround and loading / unloading of construction materials.
7. Construction vehicle access movements between the public road and the construction area are to be supervised by appropriately qualified traffic controllers.
8. Controllers are to attempt to direct construction vehicles to exit the site within gaps in public road traffic flow.
9. The number of traffic controllers will vary depending on the construction phase of the development. At certain times, only one traffic controller will be required.
10. No construction vehicles are to queue within the adjacent public road network.
11. All vehicles associated with the construction activities are to be parked and wholly contained within the site boundary.
12. The traffic controllers are also to ensure that there is no unreasonable conflict between construction vehicles and pedestrians within the eastern Tench Avenue footway.
13. Access to adjoining properties, the existing Coffee Club restaurant and adjoining bus stops to be maintained at all times.

SUBJECT SITE
78 - 88 TENCH AVENUE,
JAMISTONTOWN

TRAFFIC CONTROL SIGN

TRAFFIC CONTROLLER/S

A ORIGINAL ISSUE



STANBURY
TRAFFIC
PLANNING

TRAFFIC, PARKING & TRANSPORT CONSULTANTS

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TRAFFIC CONTROL PLAN
CONSTRUCTION SITE ACCESS SUPERVISION
BY TRAFFIC CONTROLLERS
ASSOCIATED WITH RESTAURANT DEVELOPMENT
78 - 88 TENCH AVENUE, JAMISTONTOWN

THIS PLAN IS BASED ON STANDARD TCP'S 77 & 195 OF RMS' TRAFFIC CONTROL AT WORK SITES
RTA WORK SITE TRAFFIC CONTROL CERTIFICATE No: 2273010103
MORGAN STANBURY:
NOT TO SCALE
FILE: 16-003
DATE: SEPTEMBER 2016

ISSUE
A
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