



Tel: 02 8004 1050
www.solution1traffic.com.au
info@solution1traffic.com.au
ABN 18 162 361 042

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

521 BARRENJOEY ROAD, BILGOLA BEACH, NSW 2107

Proposed Residential Development

Prepared for:	Peter Downes Designs
Date Prepared:	June 2021
Revision:	1.1
Northern Beaches Council Application #:	TBA

INDEX

Introduction.....	3
Background and Existing Conditions	4
Figure 1: Location of the Subject Site.....	4
Figure 2: Aerial View of the Subject Site	5
Site Details.....	6
Approach	6
Construction/Works Zone	6
Site Access.....	6
Hours of Operation.....	7
Stages & Expected Work Periods.....	7
Site Fencing/Security	7
Sediment Control.....	8
Impact of Works	9
Public Car Parking.....	9
Pedestrians.....	9
Public Transport & Emergency Services	9
Public Safety Measures.....	9
Council Approvals.....	10
Public Notifications/Neighbours.....	10
Truck Details & Movements.....	11
Truck Sizes & Frequencies	11
Truck Loading/Unloading.....	11
Truck Movements.....	11
Company Contact Details.....	12
Appendix A – Traffic Management Plan - Trucks	13
Appendix B – Traffic Management Plan – Traffic Controllers	14
Appendix C – Truck Movements	15
Appendix D – Swept Path Diagrams – 8.8m MRV	16

Introduction

Solution 1 Traffic Engineers was commissioned by Peter Downes Designs to prepare a Construction Traffic Management Plan (CTMP) for approval of the proposed residential development at 521 Barrenjoey Road, Bilgola Beach (Sydways 180 C17).

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 each phase of the development works at 521 Barrenjoey Road, Bilgola Beach (the Project).

A fundamental aim of this Plan is to ensure all construction is properly facilitated, integrated and coordinated so as to deliver certainty to the objectives of the Project.

This Plan provides an approach that:

- advises how the project management team will comply with the requirements of the contract relating to both the demolition and construction;
- defines the project objectives and targets of particular relevance to each phase;
- describes constraints specific to each phase and the project in general;
- describes the process for the identification and control of risks specific to each phase; and
- details the proposed strategy for each phase, with particular regard to establishment resourcing, site organisation and demolition and construction controls.

In the course of preparing this CTMP, the subject site and its environs have been inspected, plans of the development examined, and all relevant council requirements and documentation collected and analysed.

Background and Existing Conditions

Location and Land Use

The subject site is located at 521 Barrenjoey Road, Bilgola Beach, on the northern side of Barrenjoey Road. The nearby land uses are all residential.

Figure 1 provides an overview of the area and its surrounding land uses whilst **Figure 2** provides an aerial view of the immediate area surround the subject site.

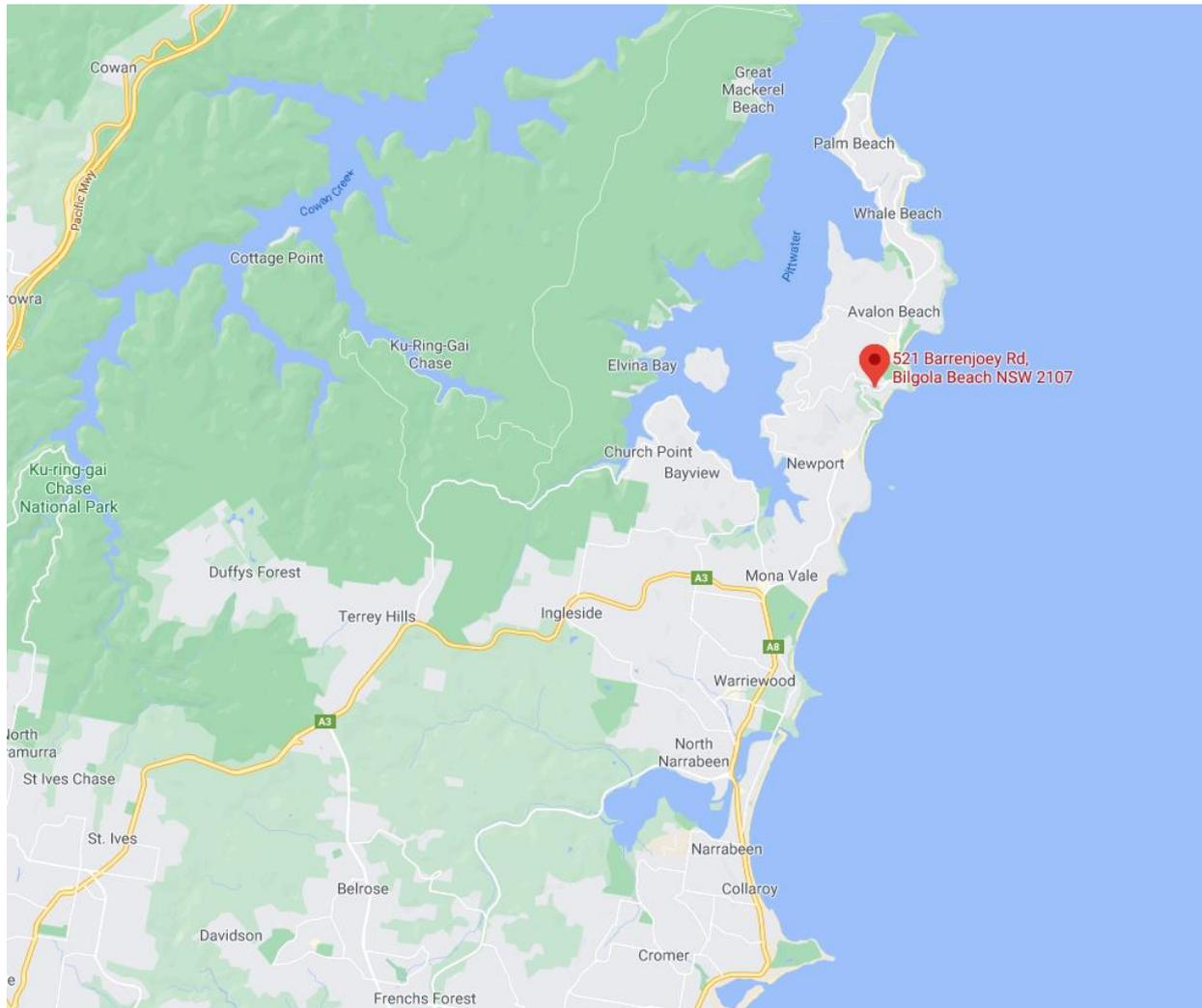


Figure 1: Location of the subject site



Figure 2: Aerial View of the Subject Site

Site Details

Approach

The major external constraints on the project and construction responsibilities that the builder will take ownership of include:

- Maintaining smooth traffic and pedestrian flow with minimal disruptions to the surrounding streets and land users;
- Undertaking works with minimal impact on residential neighbours;
- Adequate treatment of the groundwater and surface water flowing across the site;
- Ensuring safe access and egress from the site with traffic control procedures implemented for heavy vehicle movements as required;
- Ensuring safe pedestrian passage across the site perimeter and footpath;
- Ongoing maintenance responsibility for the council assets throughout the life of the development construction works until final certification.

Upon commencement, our project team's immediate tasks will be to:

- Implement WorkSafe practices, staff inductions and usual construction protocols to all workers entering the site,
- Install appropriate site safety and regulatory signage on site, and source traffic management signage,
- Implement sediment control measures.

Construction/Works Zone

No Construction/Works Zone will be required. All vehicles will load and unload from within the site.

Site Access

Site access will be via Barrenjoey Road.

The site foreman or delegated site staff will provide point management as required to ensure safe passage by pedestrians that may walking past the site or along Barrenjoey Road and to manage road incursions with the appropriate safety warnings and signage during vehicle movements.

Hours of Operation

The proposed hours of demolition and excavation are restricted to 8:00am – 5:00pm (Mon – Fri) only.

The proposed hours of construction and delivery of materials are restricted to 7:00am – 5:00pm (Mon – Fri) and 8:00am – 1:00pm (Sat)

No work will be carried out on Sundays or Public Holidays.

Stages & Expected Work Periods

These stages are listed as a guide only at the planning stage of the project and may vary subject to availability of trades, weather conditions, etc.

Site Preparation (2 weeks)
Excavation, Driveway & Tunnel (10 weeks)
Concrete Floor Slabs (8 weeks)
Framing (8 weeks)
Roofing (7 weeks)
Brickworks (7 weeks)
Glazing & Lockup (6 weeks)
Finishing & Fit-Out Trades (16 weeks)

Total 64 Weeks

Site Fencing/Security

Temporary 1.8 metre high chain wire fencing will be erected around the entire site for security and safety in accordance with Workcover requirements. The fencing will not encroach at all onto the footpath.

Sediment Control

The most efficient and widely accepted sediment barrier for construction sites is a specially manufactured geotextile sediment fence. Sediment fences act like dams - trapping the sediment while allowing water to leave the site.

They are effective in retaining suspended solids coarser than 0.02 mm.

They are simple to construct, relatively inexpensive and easily moved as development proceeds.

When using a sediment fence, keep in mind that it will be effective within the following parameters:

- It is generally not designed to filter concentrated flows and therefore needs to be placed following the contours whenever possible.
- It should last for up to six months but requires regular maintenance and weekly checks are needed. The performance of a sediment fence diminishes considerably when crushed by delivery of building materials. It must remain vertical and keyed into the soil.
- Where the sediment fence is not installed correctly water will inevitably flow through the point of least resistance. Damaged fences must be repaired promptly.
- Sediment fences need to be trenched in at least 150mm and buried so the water flows through and not underneath.
- Soil on both sides of the fence must be compacted to avoid seepage under the barrier.

This will ensure that stormwater from the development does not enter adjoining properties, and that all water that enters the council stormwater system does not contain silt or other contaminants.

The following possible solutions may also be implemented during each phase of construction. These options will be developed further and consolidated into the overall management plan.

Demolition / Excavation – At the commencement of these works, screens and bunding at the perimeter of the site where stormwater may run off will be installed. Bunding will also be implemented around stormwater drains. Sand bags will be located on roadway drainage pits to prevent debris from the site entering the pit.

Vehicles and machinery will be reviewed and assessed prior to leaving the site to limit any transfer of site materials to the local road reserve. Diligent housekeeping will be implemented to minimise risk of dust/debris being washed into stormwater pits.

Construction - Drainage pits will be bunded or have filter cloth applied to ensure debris and silt does not enter the council's drains. Sand bags will be located on roadway drainage pits to prevent debris from the site entering the pit.

The bunded area will be cleaned periodically to remove any building materials, sand, rock, and organic matter.

Impact of Works

Public Car Parking

The impact on local traffic will be kept to a minimum. The following will be implemented to achieve this:

- Trucks and delivery vehicles will park to load/unload within the site.
- Workers will park in the surrounding streets.
- Where possible, labourers will car pool.

Pedestrians

It is expected pedestrians will be affected minimally by the works. Signage near the entry to the work site will advise pedestrians to “watch your step”.

When trucks are loading/unloading from within the site, an RMS ticketed “traffic controller” will assist pedestrians if required.

Public Transport & Emergency Services

Being that the works will occur within the site, both Public Transport Services and Emergency Vehicle Access will be minimally affected by the works. Where traffic controllers will require to stop traffic for short periods of time, right of way will always be given to emergency vehicles.

Public Safety Measures

The following safety measures will be put in place to ensure the safety of the public at all times:

Traffic Control - Traffic Control measures will be put in place to advise the public of the works and specific signage used depending on the type of works being done each day.

All site staff and subcontractors will be required to complete a site specific induction before commencing work on site. The induction will cover aspects relating to safety and amenity; including access, emergency evacuation procedures, location of first aid facilities, location of amenities, site hours, material handling, noise & dust policies and environmental management.

Prior to commencing works on site, all subcontractors will be required to submit a project specific Safety Management Plan. This plan will be reviewed by the builder for compliance with the overall Project Safety Plan.

All site staff will be adequately trained in the field of health and safety compliance.

Council Approvals

When traffic control is required, permits will be obtained from the Northern Beaches Council.

Public Notifications/Neighbours

When major works are being done, a letter drop will be done to nearby residents who may be affected as well as all stakeholders.

At key points along the construction timeline, and especially during heavy vehicle and equipment periods (e.g. excavation, concrete works etc.) the builder will communicate via a letter box drop, and email (where we have been provided with email addresses) to keep stakeholders informed on the project timeline and key issues.

Truck Details & Movements

Truck Sizes/Frequencies

Site Preparation (2 weeks) - 6m³ Tip Truck – 6 trips

Excavation, Driveway & Tunnel (10 weeks) - 1.7T Excavator – 2 trips, 6m³ Tip Truck – 10 trips

Concrete Floor Slabs (8 weeks) – 6m³ Concrete Trucks – 20 trips

Framing (8 weeks) – Flatbed Truck – 10 trips

Roofing (7 weeks) – Flatbed Truck – 10 trips

Brickworks (7 weeks) – Flatbed Truck – 15 trips

Glazing & Lockup (6 weeks) – Flatbed Truck – 10 trips

Finishing & Fit-Out Trades (16 weeks) – Utes & Vans – 4 trips per day

Total 64 Weeks

Truck Loading/Unloading

All trucks will load/unload within the site.

Truck Movements

Trucks will be directed to the entry via mobile phone calls in advance to speed up movements and facilitate removal with minimal interference to local traffic and neighbours. This advance warning system will ensure site staff are ready to accept truck movements, materials deliveries and waste removal, thus avoiding trucks sitting in the general area waiting for acceptance from site management staff and greatly reduce turnaround and wait times on the street.

Where multiple vehicle movements are required during the day, trucks may be directed to wait along other regional roads to minimise congestion in the immediate surrounds of the construction site.

Company Contact Details

Builder

TBA

Project Manager – TBA

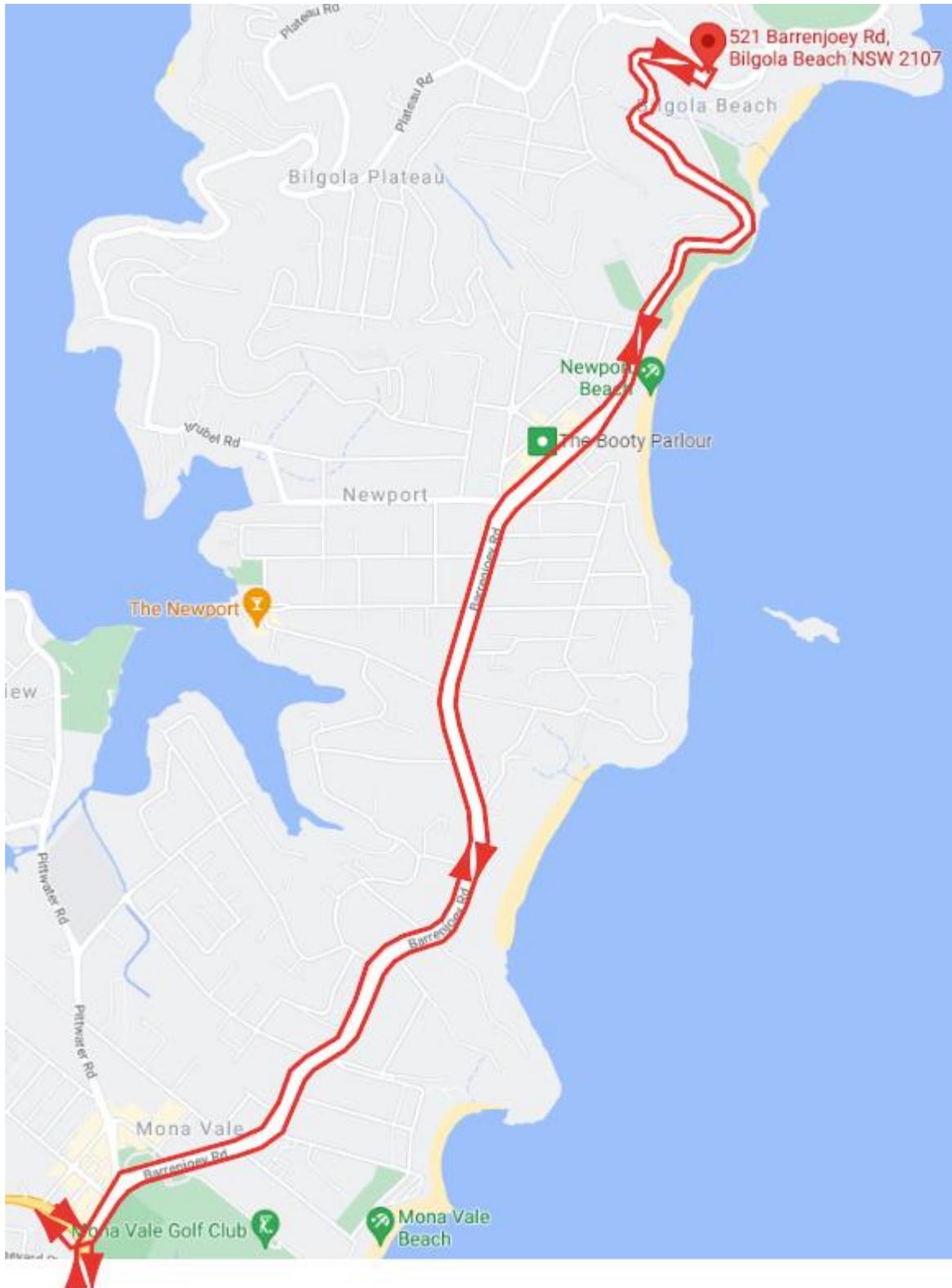
Site Manager – TBA

Traffic Manager/OHS Officer – TBA

Appendix C – Truck Movements



TRUCK ENTRY/
EXIT DIRECTION



Appendix D – Swept Path Diagrams – 8.8m MRV

