



Tel: 02 8004 0460  
www.auswideconsulting.com.au  
info@auswideconsulting.com.au  
ABN 13 143 427 432

## CONSTRUCTION TRAFFIC MANAGEMENT PLAN

### **36 BARDO ROAD, NEWPORT, NSW 2106**

*Proposed Seniors Living Development*

Prepared for:	PopovBass Architects
Date Prepared:	December 2022
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Northern Beaches Application #	TBA

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## Introduction

AusWide Consulting was commissioned by Popov Bass to prepare a Construction Traffic Management Plan (CTMP) for approval of a proposed Seniors Living development at 36 Bardo Road, Newport NSW 2106.

This CTMP has been documented to describe how the project management team shall implement and conduct its allocated site management responsibilities during the demolition and construction phases of the development works at 36 Bardo Road, Newport (the Project).

A fundamental aim of this CTMP 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 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.

This CTMP has been prepared based on the following information:

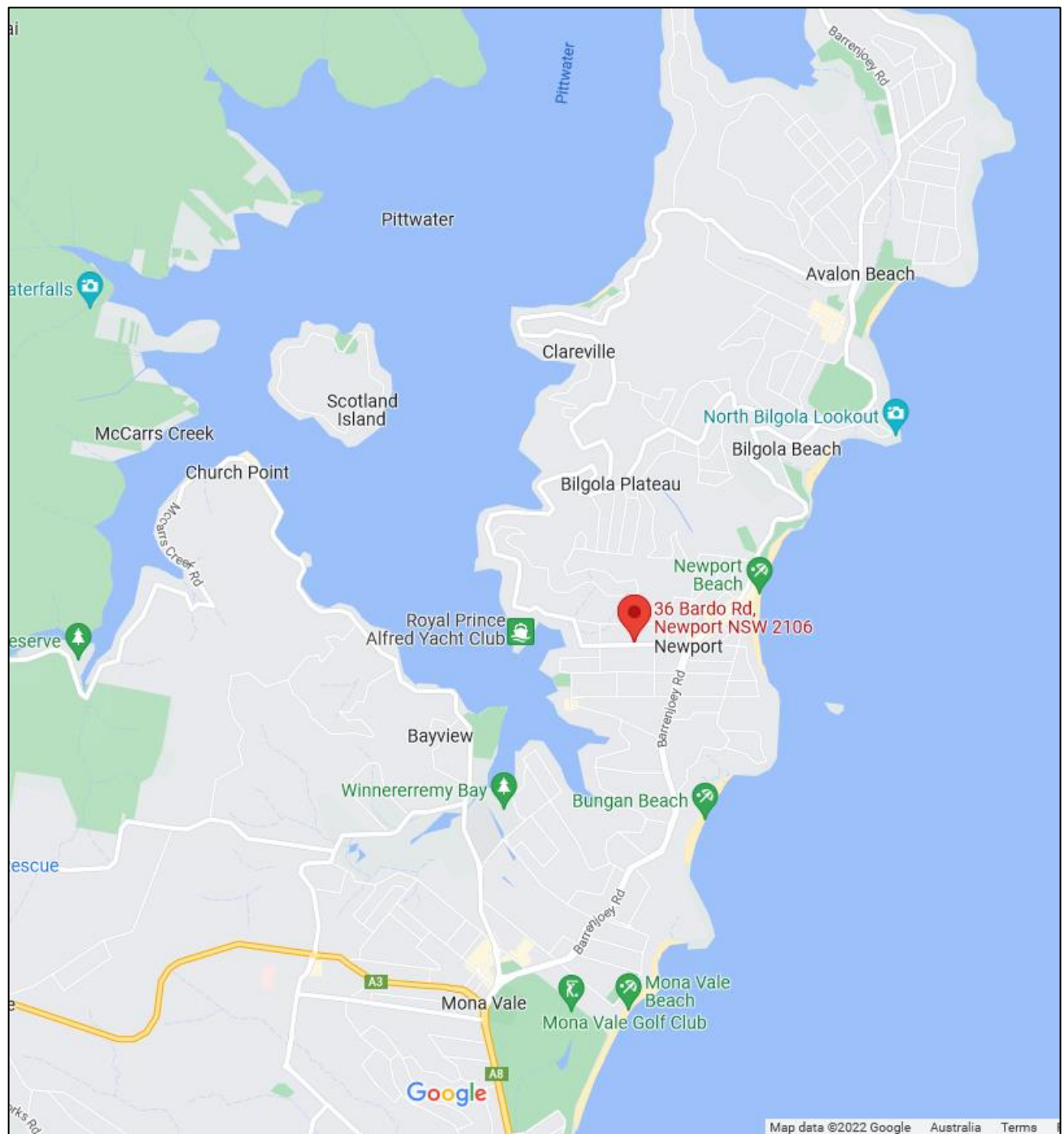
- Architectural Plans provided by PopovBass (26/10/2022)

## Background and Existing Conditions

### Location and Land Use

The subject site is located at 36 Bardo Road, Newport, on the northern side of Bardo Road and the nearby land uses on all sides are mainly residential with a kindergarten opposite the site.

**Figure 1** provides an overview of the area and its surrounding land uses.



**Figure 1: Location of the subject site**

## Site Details

### Description of Works

The proposed development consists of demolition of the existing dwellings and construction of a seniors living apartment building.

### Approach

The major external constraints on the project and construction responsibilities 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;
- Monitoring and managing acoustic impact during demolition and excavation;
- 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 (footpath and kerbside) 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.

### Hours of Operation

The hours of construction are 6:00am – 5:00pm (Mon - Sat).

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

### Construction Zone

A construction zone will be required. All deliveries and trucks will park within the construction zone to load/unload.

## **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 Establishment** (2 weeks)

**Site Works & Demolition** (4 weeks)

**Excavation & Bulk Site Filling** (4 weeks)

**Concrete Floor Slabs** (8 weeks)

**Framing** (3 weeks)

**Roofing** (3 weeks)

**Brickworks** (8 weeks)

**Glazing and Lockup** (8 weeks)

**Finishing and Fit-Out Trades** (10 weeks)

**Total Duration 50 Weeks**

## **Site Fencing**

1.8m high temporary fencing will be installed at the front of the site for security and safety in accordance with Workcover requirements. This fencing will remain entirely within the site and therefore not encroach onto the footpath.

## **Surrounding Businesses**

There is a childcare centre, Bardo Road Kindergarten, opposite the site.

No contractors will park outside Bardo Road Kindergarten on the southern side of Bardo Road between 7am to 10am and 3pm to 5pm.

All trucks will take care with the childcare centre close by.

Trucks will be recommended to park on the northern side of Bardo Road, onsite (basement carpark once built) or Bishop Street.

## 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 150 mm 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 within the construction zone.
- Workers will park either on site or in the surrounding streets in unrestricted parking zones.
- Where possible, workers will catch public transport or car pool.

### **Pedestrians**

It is expected that, due to the works occurring totally within the site, pedestrians will be affected minimally by the works. Signage at both ends of the work site will advise pedestrians to “watch your step”. A Traffic Controller may be required to assist pedestrians safely around the worksite as needed.

### **Public Transport & Emergency Services**

Being that the works and deliveries will occur within the site and the construction zone, both Public Transport Services and Emergency Vehicle Access will not be affected by the works.

### **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. Traffic Controllers may be required at some stages.

## Truck Details & Movements

### Truck Sizes/Frequencies

**Site Establishment** (2 weeks) – 1-2 deliveries per day.

**Site Works & Demolition** (4 weeks) - Truck & Dog, Semi-Trailer – 5 per week.

**Excavation & Bulk Site Filling** (4 weeks) – Semi Trailer, 22T Excavator – 2 times.

**Concrete Floor Slabs** (8 weeks) - Concrete Trucks, Concrete Line Pump – 3 per day.

**Framing** (3 weeks) - 14T Delivery Trucks – 1-2 per week.

**Roofing** (3 weeks) - 14T Delivery Trucks – 1-2 per week.

**Brickworks** (8 weeks) - 14T Delivery Trucks – 1-2 per week.

**Glazing and Lockup** (8 weeks) - 14T Delivery Trucks – 1-2 per week.

**Finishing and Fit-Out Trades** (10 weeks) - Various Delivery Trucks & Vans – 3-5 per week.

### Truck Loading/Unloading

All trucks will load/unload within the construction zone. A Traffic controller will be on site to assist the truck to enter and exit the site as needed.

**NOTE:** All loads must be covered.

### Truck Movements

Truck movements to the site will be in accordance with the route outlined in **Appendix C**. Vehicles will enter the construction zone on Bardo Road in a forward motion. Once materials are unloaded, or at the completion of work, the vehicles will exit the construction zone in a forward motion. Traffic controllers may stop traffic for a short period of time to assist where needed.

**NOTE:** As much as possible, truck movements will be evenly spaced during the development stages to avoid traffic congestion on site.

## **Company Contact Details**

### **Builder**

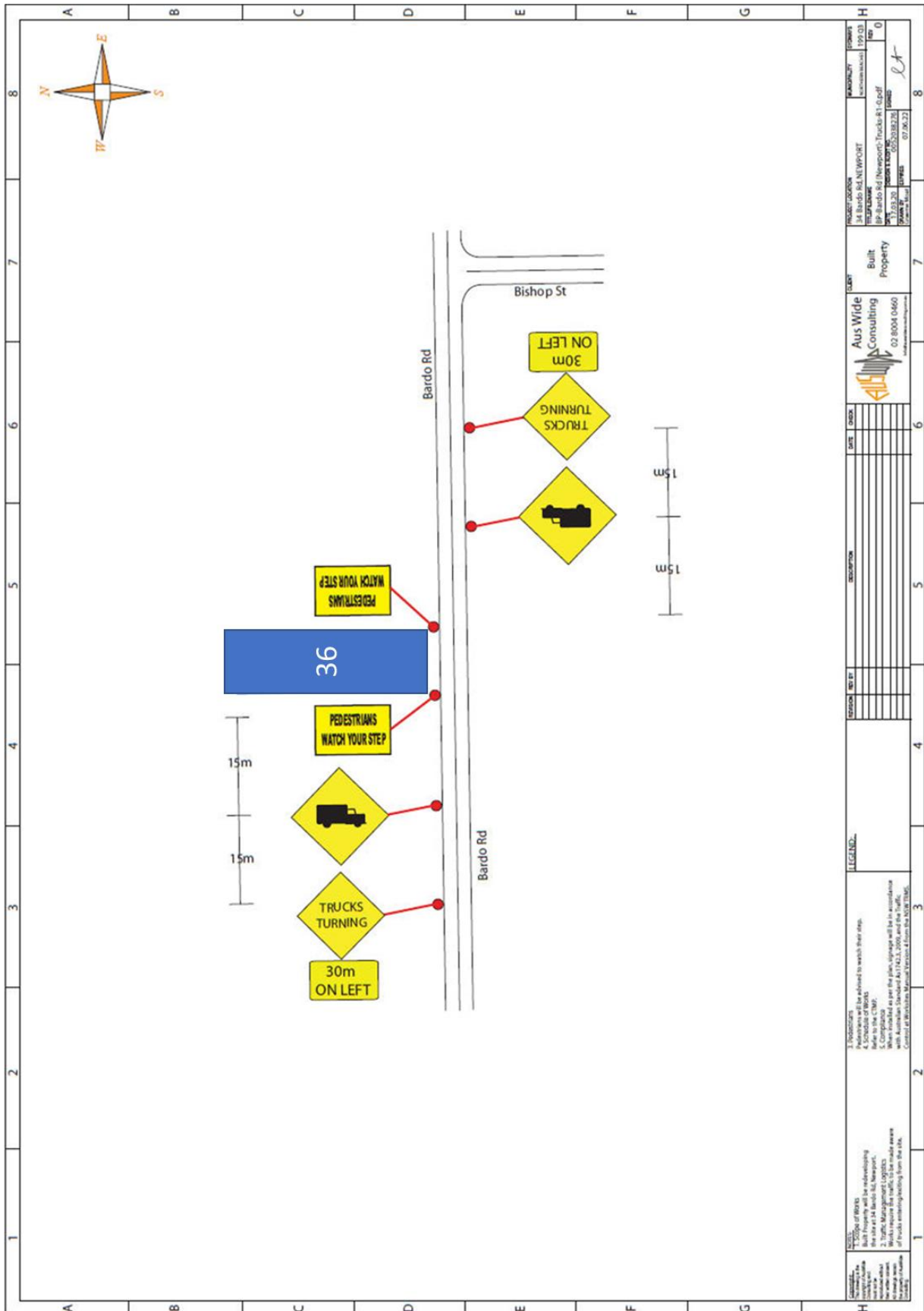
TBA

Project Manager – TBA

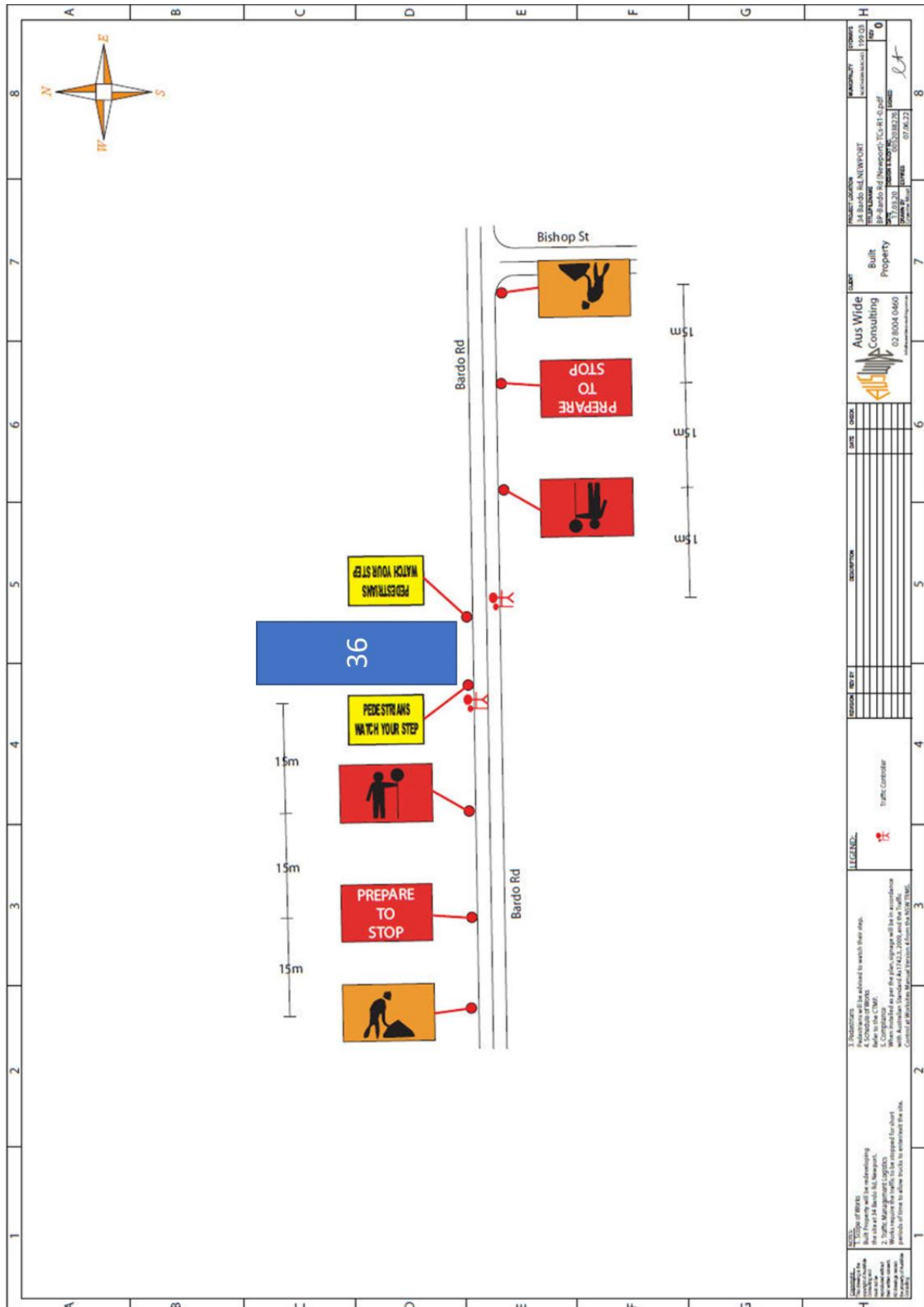
Site Manager – TBA

Traffic Manager/OHS Officer – TBA

# Appendix A - Traffic Control Plan - Trucks



# Appendix B – Traffic Control Plan – Traffic Controllers



# Appendix C – Truck Movements



TRUCK ENTRY/  
EXIT DIRECTION

