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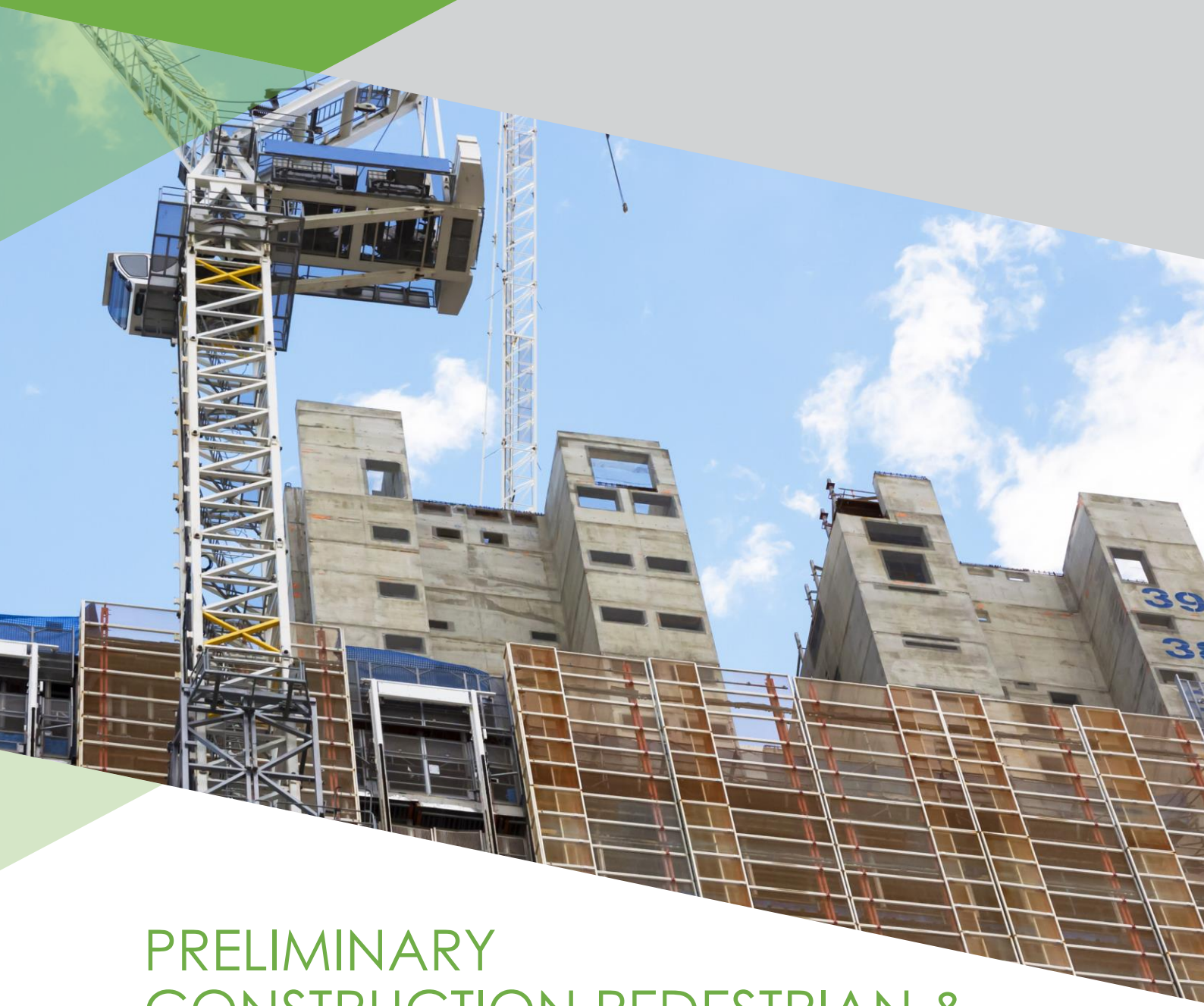
TRAFFIC AND TRANSPORT PLANNERS



# PRELIMINARY CONSTRUCTION PEDESTRIAN & TRAFFIC MANAGEMENT PLAN

**Alternations and Additions to the Royal Motor Yacht Club**
**46 Prince Alfred Parade, New Port NSW 2106**

Reference: 22.628r02v01
Date: February 2023

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# DOCUMENT VERIFICATION

| Job Number | 22.628 | | | |
|---|---|---|---|---|
| **Project** | Royal Motor Yacht Club<br>46 Prince Alfred Parade, Newport NSW 2106 | | | |
| **Client** | Royal Motor Yacht Club | | | |
| **Revision** | Date | Prepared By | Checked By | Signed |
| v01 | 01/02/2023 | Thomas Yang | Thomas Yang |  |

# TRAFFIC CONTROL PLAN CERTIFICATES

| Prepare a Work Zone Traffic Management Plan | | | |
|---|---|---|---|
| **Name** | Thomas Yang | **Certificate No.** | TCT1026821 |

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# CONTENTS

# 1. INTRODUCTION

TRAFFIX has been commissioned by Royal Motor Yacht Club Broken Bay to prepare a preliminary Construction Pedestrian and Traffic Management Plan (CPTMP) plan to accompany a Development Application (DA) relating to alterations and additions to the existing Royal Motor Yacht Club (RMYC) located at 46 Prince Alfred Parade, Newport.

The proposed development will involve:

- Internal refurbishment of existing club facility to improve amenity and upgrade member services;
- Construction of a two-storey extension to the west of the existing clubhouse to provide improved dining and social facilities for members;
- Provision of improved accessibility and fire safety compliance to existing parts of the building; and
- Upgrade sustainability performance of new and upgraded building.

It is noteworthy that a comprehensive CPTMP is to be prepared separately once a builder has been appointed and the construction methodology can be confirmed. This plan documents the preliminary construction traffic management arrangements relating to site establishment/demobilisation, excavation, structure, and fitout/finishes stages of construction and provides a framework for which a future CPTMP can be developed and implemented.

This Preliminary CPTMP plan has been prepared to address Council's RFI. It is also anticipated that a suitable condition of consent requiring a comprehensive CPTMP to be submitted to Council prior to the release of any Construction Certificate.

The plan is structured as follows:

- Section 2: Outlines the CPTMP requirements
- Section 3: Documents existing traffic conditions
- Section 4: Describes the overall construction program
- Section 5: Describes the proposed traffic management arrangements
- Section 6: Concludes the plan

# 2. CPTMP REQUIREMENTS

## 2.1 Traffic Guidance Schemes

The Traffic Guidance Schemes (TGSs) that are to be included in the Final CPTMP, should be implemented taking due account of on-site conditions as will occur over the construction period in consultation with the appointed contractor. Accordingly, construction crew are expected to respond in a pro-active manner to ensure the plan is implemented to maximum effect and with no outstanding safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is available.
- Installations should be checked intermittently during the course of the day/s; and
- A Transport for New South Wales (TfNSW) certified Traffic Controllers shall be on-site during work hours to supervise vehicle and pedestrian movements.

It is noted that TRAFFIX is responsible for the preparation of this CPTMP only and not for its implementation, which is the responsibility of the project manager/contractor.

# 3. EXISTING CONDITIONS

## 3.1 Location and Site

The subject site is located at 46 Prince Alfred Parade, Newport) and is legally described as:

- Lot 329 on DP824292;
- Lot 262 on DP752046;
- Lot 7 on DP4689;
- Lot 6 on DP110670;
- Lot 5 on DP4689;
- Lot 3 on DP225339;
- Lot 3 on DP791314;
- Lot 1 on DP791314; and,
- Lot 330 on DP824292;

The subject site is located approximately 1.7-kilometres northwest of Newport Town Centre and 26.0-kilometres northeast of Sydney Central Business District (CBD). More specifically, the subject site is located at the bend just south of the intersection of Prince Alfred Parade and Herbert Avenue.

The site has an irregular shaped configuration with a total site area of approximately 16.6-hectares plus multiple wharves to accommodate boat parking. It has a northern boundary to adjacent residential developments measuring approximately 133.0-metres and other boundaries to Crystal Bay.

Vehicular access to the site is currently provided via the driveway access at the bend on Prince Alfred Parade just south of the intersection of Prince Alfred Parade and Herbert Avenue.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.


**Figure 1: Location Plan**


Figure 2: Site Plan

## 3.2 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- Prince Alfred Parade: a local collector road that generally traverses in a north-south direction between Loombah Street in the north and Irrubel Road in the south. It is subject to 50km/hr speed zoning and accommodates a single lane of traffic in each direction. On-street parking is not permitted on either side.

As seen from **Figure 3**, the site is conveniently located with respect to the collector roads serving the region, with connections to the north and south via Prince Alfred Parade.


**Figure 3: Road Hierarchy**

# 4. OVERVIEW OF CONSTRUCTION PROGRAM

## 4.1 Construction Program

A detailed construction program will be developed by the appointed builder prior to the commencement of any works. The schedule is expected to detail all scheduled start and finish dates of each stage of the construction process.

Nevertheless, the following stages are expected to be addressed by the comprehensive CTMP report in response to a suitable Condition of Consent.

- Site Establishment/Demobilisation;
- Demotion;
- Bulk Excavation;
- Structure; and,
- Fitout & Finishes.

## 4.2 Times of Operation

The construction hours are expected to be generally in accordance with the NSW Interim Construction Noise Guidelines summarised below.

- Monday to Friday: 7:00am to 6:00pm.
- Saturday: 8:00am to 1:00pm.
- Sunday or Public Holiday: No construction activities are to be carried out at any time.

## 4.3 Site Establishment Plans

Detailed site establishment plans will be prepared by the builder at a later stage once the exact construction methodology is determined.

## 4.4 Construction Vehicle Volumes

The number of peak hour and daily truck volumes are to be provided by the appointed builder. Nevertheless, the expected traffic volumes are expected to be moderate when compared to

the overall traffic movements on the adjacent road network. Truck movements are expected to be scheduled outside of peak network periods where possible.

In addition, workers typically arrive and depart the site (i.e. arriving at 6am and departing at 4pm) outside of the network peaks, further reducing traffic impacts.

## 4.5 Road Safety

The road safety at each key intersection will be assessed once the construction truck volumes and truck routes are determined. It is expected that any identified pedestrian, bicycle or vehicle safety issues will be appropriately managed through the implementation of Traffic Guidance Schemes at key intersections or conflict points in the vicinity of the site.

## 4.6 Vehicular Access

Construction vehicles are envisaged to utilise the existing access driveway on Prince Alfred Parade. All trucks are to enter the exit the site in a forward direction and a SafeWork NSW certified traffic controller will be located at the access gate to supervise vehicular and pedestrian movements.

## 4.7 Trucks Arriving to Site

All trucks will be linked via CB radio and/or hands-free mobile and will only be called to the site when required and when there is capacity within the site to accommodate the truck. Truck movements will also be staged to mitigate the potential for on-street queuing. This management arrangement of loading / unloading / deliveries will help minimise on-street queuing and will result in minimal disruptions to the surrounding road network.

## 4.8 Truck Routes

The proposed truck routes make use of Transport for NSW (TfNSW) Main Roads where possible, with a copy of the routes provided to all drivers prior to attending the site. The proposed truck routes are presented in **Figure 4** and summarised as follows.

- Ingress to subject site: (*Inbound*)
  1. Trucks will arrive on Prince Alfred Pde (northbound).
  2. Turn left into site.
- Egress from the subject site: (*Outbound*)
  1. Trucks will turn right out of site.
  2. Continue straight along Prince Alfred Pde (southbound).


**Figure 4. Truck Routes**

## 4.9 Swept Path Analysis

Swept path analysis has been undertaken of the proposed truck routes for the critical manoeuvres into and out of the site using a truck and dog trailer vehicle. The swept path analysis is provided in **Appendix A** and confirm that satisfactorily access and egress to / from the site can be achieved, in accordance with the requirements of AS 2890.2 (2018).

## 4.10 Traffic Guidance Schemes

Traffic Guidance Schemes (TGS) will be prepared in accordance with the TfNSW Traffic Control at Worksites Manual and AS 1742.3 during all stage of construction, as necessary. The TGSs would generally relate to the following traffic related impacts:

- Vehicle access to/from the site;
- Footpath closures;
- Vehicle lane/cycle lane closures;
- Road closures and detours;
- Vehicle access to/from works zone/s; and
- Public domain works.

The development of these TGS will be undertaken in coordination with the appointed builder once the construction methodology is confirmed. The TGSs are to be included in the comprehensive CPTMP and would be approved by Council or the Private Certifying Authority.

## 4.11 Works Zone

A Works Zone is unlikely to be required along the site's street frontage and may not be appropriate along the section of prince Alfred Parade in the immediate vicinity of the site during construction.

## 4.12 Pedestrian Control

Pedestrian access surrounding the site will be managed safely during all construction stages. It is expected that 'A-Class' hoarding and associated access gate/s will be installed around the perimeter of the construction areas to provide security to the site and pedestrians. Pedestrian footpaths will not be closed without appropriate pedestrian control measures, such as detours or traffic controller's assistance. No crane works will be permitted over pedestrian footpaths

without footpath closures/detours or 'B-Class' hoardings. Pedestrian access to neighbouring properties shall be maintained at all times and no building materials shall be placed, dumped or left on any Council road or footpath area. Footpaths are to remain in a safe condition for use by pedestrians. A TfNSW certified traffic controller will also be positioned at any vehicle access point to manage vehicle movements and to ensure pedestrian safety.

## 4.13 Employee Parking

Carpool to and from site will be encouraged and it is expected that limited off-street parking will be available. Any on-site parking would, however, be prioritised to construction employees who carpool, in order to minimise the impact on the surrounding streets. This would be further detailed subject to the detailed CTMP when more information is available regarding employee numbers.

# 5. CONCLUSION

In summary, the preliminary CPTMP outlines the high-level construction principles that would be implemented during any post approval construction. It is noted that significant input is typically required for a project of this scale, and that a comprehensive report will be prepared with the builder in response to a suitable condition of consent.

# APPENDIX A

Swept Path Analysis



## Notes:

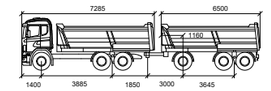
This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards *(AS/NZS 2890.1:2004 Parking facilities - Off-street car parking,* and/or *AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities*). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

| Rev. | Revision Note | By. | Date |
|---|---|---|---|
| A | Swept Path Analysis | TY | 31-01-23 |

## Vehicle Profile




Isuzu CXY 415_Config 1

mm

| | | | |
|---|---|---|---|
| First Unit Width | : 2490 | Lock to Lock Time | : 6.0 |
| Trailer Width | : 2490 | Steering Angle | : 37.7 |
| First Unit Track | : 2440 | Articulating Angle | : 70.0 |
| Trailer Track | : 2440 | | |

## Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

## Client

Royal Motor Yacht Club

## Scale / Plan Orientation

0 3 6 9 12m

1:300 @ A3

## Project Description

Royal Motor Yacht Club
46 Prince Alfred Parade, Newport NSW 2106

## Drawing Prepared By

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## Drawing Title

Preliminary CPTMP - Swept Path Analysis

Top: Truck & Dog Trailer Entry
Bottom: Truck & Dog Trailer Exit

| Drawn: | Checked: | Date: |
|---|---|---|
| TY | - | 08-04-22 |

22.628d01v01 TRAFFIX Preliminary CPTMP Swept Path Analysis.dwg

| Project No. | Drawing Phase | Drawing No. | Rev. |
|---|---|---|---|
| 22.628 | DA | TX.01 | A |