

Construction Traffic Management Plan Construction Methodology Plan

FOR A
MIXED USE DEVELOPMENT
AT
23 FISHER ROAD, DEE WHY, NSW, 2099

PREPARED BY

Rose Architectural Design

51 Riley Street Woolloomooloo Australia
T [61 2] 9356 2800 F [61 2] 9356 2811
E admin@rosecorp.com.au

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Although the site is not heavily constrained and access is not considered difficult, the following Construction Traffic Management & Construction Methodology Plan has been prepared to set the framework for a more detailed plan post development approval.

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Vehicular Access and Egress from the site

Parking

Site Management – Sediment Control

Loading and unloading of materials

Craneage and Concrete Pumping

Storage of Excavated Materials, Construction Materials and Waste

Vehicular Access and Egress from the site

Access and egress from the site will be via Fisher Road only in a south bound utilising the current existing vehicular crossing points. Gates will be installed within the construction site fencing. Suitable signage will be erected to the gates to warn pedestrians of construction activity and pedestrians will be directed to use an alternate footpath if necessary. Stop signs will also be erected at the gates forcing all vehicles to stop before exiting the site. All vehicles must also exit in a forward direction, unless traffic control is provided.

Parking

Parking for construction workers will be within the site boundaries. It is expected the majority of workers will arrive via public transport.

Site Management – Sediment Control

The control of sedimentation will be as per the Erosion and Sediment Control Plan. This will include the installation of silt fencing, sedimentation barriers around drains and hardstand areas or crushed rock at the site entrances. The hardstand areas or crushed rock are designed to remove the bulk of the dirt and mud that may accumulate on truck tyres. The Builder will also conduct regular street sweeps along the access route to ensure the roads adjacent the site entrances are kept clean of any dirt and debris.

Loading and unloading of materials

All materials will be loaded and unloaded either at the designated work zone area or loading bays for the site. Upon arrival, delivery trucks will enter the designated loading zones for unloading by crane or HIAB. Witches hats will be placed 1m outside of trucks and workers are to remain within the confines of this designated area.

Any deliveries requiring a telehandler to unload will follow the above procedure with two traffic controllers to stop traffic whilst the telehandler is on the road. Materials will be placed in the loading zone for crane crew to lift.

Craneage and Concrete Pumping

Craneage for the site will be a tower crane that will be permanently located on site until completion of the building. In the case of mobile cranes or pumps, these may be located within the loading zone. The concrete pump will be set up in the designated work zone within the site. Concrete trucks will arrive to site via appropriate heavy vehicle routes. Concrete trucks will not be allowed to use local roads for access.

Storage of Excavated Materials, Construction Materials and Waste

All materials will be stored within the site boundaries. Site bins will be provided within the designated materials laydown area within the site. Any excess excavated material not needed for backfilling will be disposed via the designated heavy vehicle routes nominated.