VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants
ACN 071 762 537 ABN 88 071 762 537

8 December 2021
Ref 21532

The General Manager
Maitland City Council
P.O. Box 220
Maitland NSW 2320

E: info@maitland.nsw.gov.au

Dear Mr David Evans PSM,

DA18/1394
PROPOSED BOARDING HOUSE DEVELOPMENT
21 & 22 BURNHAM CLOSE, THORNTON
CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Introduction

This Construction Traffic Management Plan has been prepared on behalf of The Applicant, *Zoe May Pty Ltd*, to review the traffic and parking arrangements to be implemented during construction of the abovementioned boarding house development, as per Council's DA submission requirement.

All correspondence on this matter must be addressed to The Applicant's representative:

Nigel Archer - Director
Zoe May Pty Ltd
P.O. Box 3275
THORNTON NSW 2322
M: 0427 660 047
E: nigel_archer@hotmail.com

It should be noted that *Varga Traffic Planning* accepts full responsibility for the preparation of this Construction Traffic Management Plan, but does not accept any responsibility for its implementation which is to be undertaken by others.

Site

The subject site comprises two allotments of land located at the far south-eastern end of the Burnham Close cul-de-sac, extending through to Taylor Avenue (Figures 1 and 2). The site has street frontages of approximately 20m in length to Burnham Close, approximately 11m in length to Taylor Avenue, and occupies a site area of approximately 1,610m^2.

The site is currently occupied by two single-storey dwelling houses, both with off-street parking. Vehicular access to the site is provided via respective driveways located off the Burnham Close site frontage. There is no existing vehicular access provided off the Taylor Avenue site frontage. A recent aerial image of the site and its surroundings is reproduced below.

Taylor Avenue has a typical pavement width of approximately 12m wide, with one traffic lane in each direction. A pedestrian crossing is located directly outside the site frontage, providing pedestrian access to *Thornton Shopping Centre*. Unrestricted kerbside parking is generally permitted along both sides of Taylor Avenue. Notwithstanding, No Stopping restrictions apply in the vicinity of the pedestrian crossing, including along the site frontage. A Bus Zone restriction also applies just south of the pedestrian crossing.

Burnham Close has a typical pavement width of approximately 6m wide, with two-way traffic flow permitted. A cul-de-sac turning head, with a diameter of 8m is provided at the far southern end of Burnham Close, directly outside the site frontage. Unrestricted kerbside parking is generally permitted along both sides of Burnham Close, including along the site frontage, as shown on the *Streetview* image below.

Street elevation view of site outside the Burnham Close site frontage

Proposed Development

The proposed development involves the demolition of the existing building on the site and the construction of a new two-storey boarding house development.

Off-street parking is to be provided in a new at-grade parking area located beneath and in front of the proposed building. Vehicular access to the car parking area is to be provided via a new entry/exit driveway located off the Burnham Close site frontage, as per the current arrangement.

Construction Schedule

The construction activities are expected to be undertaken over a duration of approximately 15 months, as set out below. All work on site (including demolition and earth works) must only occur between 7:00am and 5:00pm Monday to Saturday, as per Council's standard conditions. No work is to be carried out on Sundays or Public Holidays.

CONSTRUCTION PROGRAM – APPROXIMATE DURATIONS		
Stage	**Work**	**Duration**
1	Demolition	4 weeks
2	Excavation	2 weeks
3	Construction	13 months

Demolition & Excavation Stages

All demolition and excavated spoil material will be loaded *wholly* within the site, using small and medium rigid bogey trucks up to 8.8m in length. Trucks will endeavour to enter and exit the site in a forward direction via the existing driveways located off the Burnham Close site frontage, as illustrated on the attached *swept turning path* diagram and detailed on TCP No.1.

No work shall commence until a *notice of commencement* has been provided to Council. This notice is to be provided not less than two days from the date on which it is proposed to commence work.

An RMS-accredited traffic controller will be present at all times during truck movements to assist with truck manoeuvring and pedestrian safety.

Spoil and building materials shall not be placed, stored, thrown or caused to fall on any public roadway or footpath and are to be stored on site. The site manager will ensure that multiple trucks do not arrive at the same time unless they can all be accommodated within the site.

All vehicles entering and exiting the site with soil or demolished material must have their loads fully covered before entering the public roadway.

Sediment Control

All practicable measures must be taken, including the use of "truck scrubbers", to ensure that vehicles leaving the site do not deposit mud or debris on the road. Any mud or debris deposited on the road must be cleaned up immediately in a manner that does not pollute waters (i.e. by sweeping or vacuuming).

Concrete Pour & Construction Stage

Construction material deliveries, including concrete pumping, will also be unloaded *wholly* within the site, typically within the front setback area, as detailed on TCP No.2.

Similar to the demolition and excavation stages, trucks will enter and exit the site in a forward direction via the existing/future driveway located off the Burnham Close site frontage. Deliveries will again arrive on small and medium trucks up to 8.8m in length, as shown on the attached *swept turning path* diagrams.

Once the ground floor slab and upper floor level is complete, smaller deliveries can also load and unload within the ground floor parking area.

An RMS-accredited traffic controller will again be present at all times during truck movements to assist with truck manoeuvring and pedestrian safety.

All materials are to be stored on site. At no time are materials to be stored on Taylor Avenue, Burnham Close or any other road or Council property. The site manager will ensure that multiple deliveries do not occur at the same time, unless they can all be accommodated on site.

Works Zone

As mentioned above, loading/unloading activities for the proposed development will occur wholly within the site, and therefore a formally signposted Works Zone along the Burnham Close site frontage is not considered necessary. If the situation changes in the future for whatever reason, a Works Zone application will be made to Council. It should be noted that a Works Zone permit will be obtained prior and are subject to the approval of the Local Traffic Committee.

Hoarding & Site Amenities

In order to protect Council and adjoining properties, as well as the general public, it is proposed to install A-Class Hoarding and secure fencing around the perimeter of the site at the commencement of works, as shown in the attached Traffic Control Plans. As there will not be any loading/unloading from the Taylor Avenue and/or Burnham Close site frontages, B-Class hoarding is not considered necessary. As such, secure fencing will continue to be used along the site frontages.

Amenities and site sheds will be placed at various locations throughout the construction stages, typically within the front setback during the demolition and excavation stages. Once the construction stage commences, the site sheds and amenities will be located within the future at-grade parking area. These may be slightly moved at various stages throughout the entire construction programme, to suit what is happening on site.

Neighbouring Properties

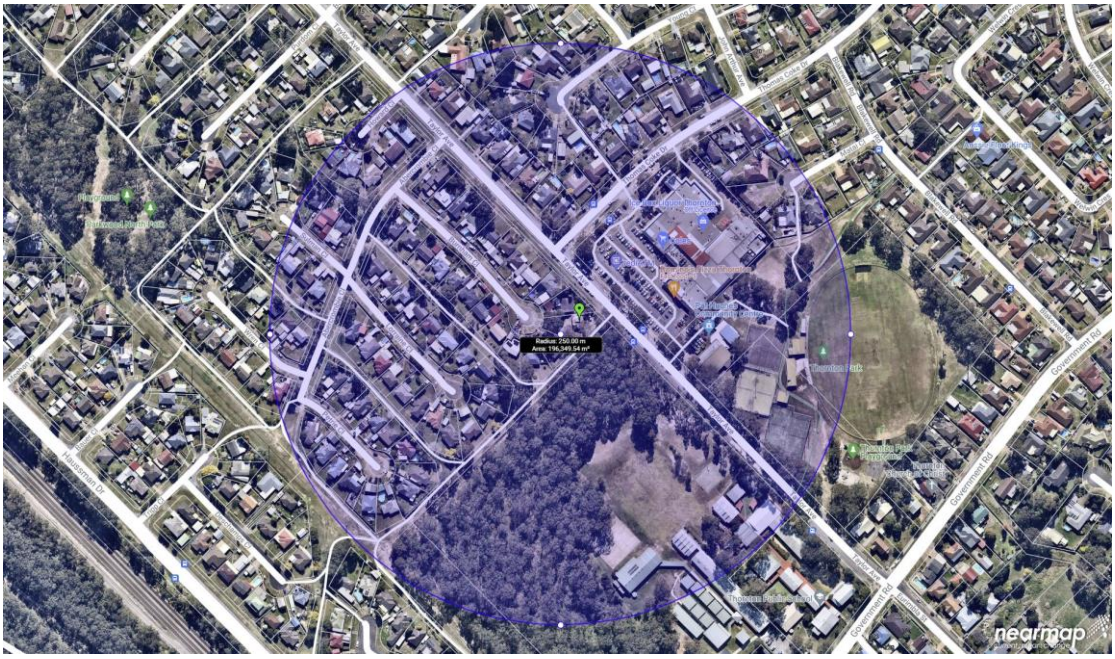
All neighbouring properties are to have their access maintained at all times. All nearby residents and businesses will be updated as necessary with respect to the construction process, by way of letterbox drop etc, and be provided with a phone number to contact the site manager.

A minimum seven (7) days notification should be provided to adjoining property owners prior to implementation of any temporary traffic control measures, with the *exception* of any emergency/safety rectification works.

Consultation Strategy

The site manager must liaise with the site managers of any nearby construction sites to ensure that appropriate measures are in place to prevent the combined impact of traffic and parking impacts of the developments, such as (but not limited to) concrete pours, crane lifts, dump truck routes etc.

In this regard, the aerial image below indicates that there are currently *no* major construction sites located within 250m radius of the site (or in the same street).

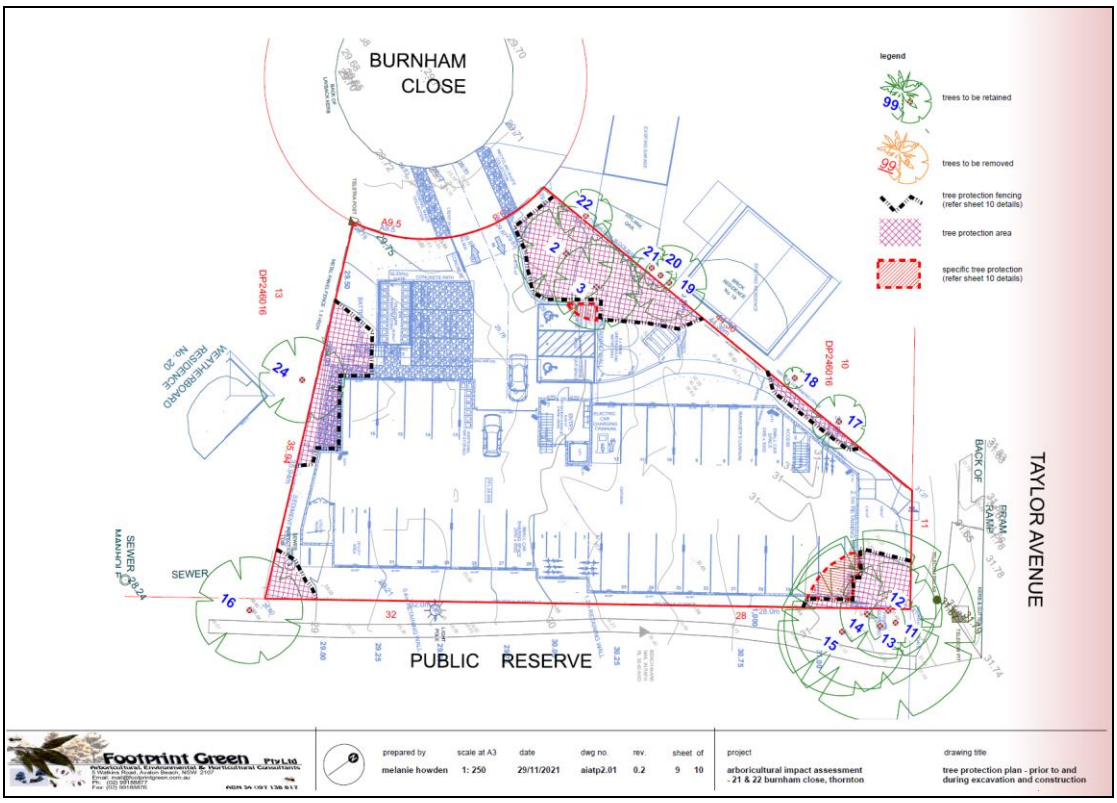


Tree Protection Devices

In order to preserve the protected tree/s located within the site and along the nature strip, no work shall commence until the tree protection measures are installed around the identified trees to be retained.

In this regard, a revised tree retention & removal plan prepared by the project arborist, *Footprint Green Pty Ltd*, illustrates the protected trees and their assigned Tree number within the site, and has been reproduced on the following page.

It is also noted that the *swept turning path* diagrams demonstrate that the construction vehicle movements will *not* encroach within the necessary tree protection areas throughout the demolition, excavation and construction stages of the project, when trucks are loading/unloading *wholly* within the site.



Construction Truck Routes

All heavy vehicles involved in the construction of the proposed development are to approach and depart the site via Taylor Avenue, Abercrombie Close and Burnham Close, as indicated on Figure 3.

The site manager will ensure that the route map is prominently displayed on the site and that all contractors and employees are given a copy of the route map and understand their obligations as part of their site induction procedure.

Light traffic roads and those subject to load or height limits will be avoided as well as minimising heavy vehicle movements during school peak periods.

Truck Movements

The proposed development is expected to generate the following truck movements during demolition, excavation and construction:

1. Demolition - approximately 1 to 2 trucks carrying out approximately 3 to 4 loads per day. This would not be every day as they would not be loading out every day of the demolition period.

2. Footing excavation - approximately 1 truck carrying out approximately 1 to 2 loads per day. This would not occur every day as they would not be loading out every day of the excavation period.

3. Concrete Pours - there are approximately 3 major concrete pours and a similar number of minor pours. Major pours would take approximately 6 hours to pour with 4 trucks per hour or say, 20 to 30 truck movements per day. Smaller pours would have a similar amount of truck movements per hour however the duration would be a lot shorter, say 3 to 4 hours maximum.

4. General Deliveries - these would occur intermittently throughout the project with the major deliveries being reinforcing steel, plasterboard and bricks. The remainder would generally comprise smaller truck deliveries. Depending on the stage of the programme, general deliveries will be in the order of 3-5 per day.

Impact of Works on the Public & Infrastructure

As discussed in the foregoing, construction vehicles involved in the proposed works will include a variety of small and medium rigid trucks up to and including 8.8m in length.

The proposed construction vehicle size is similar in length to Council's standard waste collection vehicle and removalist vehicles. The impact of the proposed works on pedestrians, cyclists, public transport, local traffic and emergency services is therefore expected to be negligible.

Notwithstanding, prior to *any* works commencing on site, the Applicant is to arrange and provide to Council a dilapidation and road surface condition report undertaken by a suitably qualified professional, in order to determine the existing condition of the road surface. This report will be referred to at the completion of the project in order to determine any damage, if any, as a consequence of construction truck movements. In this regard, a bond may be required to be provided to Council, prior to the commencement of works on site.

Traffic Control Plans

Two Traffic Control Plans (TCP No.1 & No.2) have been prepared which illustrate the traffic arrangements to be implemented during the demolition, excavation and construction activities on the subject site.

Key features of the Traffic Control Plans are:

- advance warning signs alerting approaching traffic of the presence of possible road works and a traffic controller ahead
- warning signs alerting pedestrians to watch their step as they walk in the vicinity of the construction site access driveway in Burnham Close

- A-Class hoarding along the Taylor Street site frontage, with secure fencing around the perimeter of the site

- a traffic controller situated outside the construction site access driveway in Burnham Close who will have the following responsibilities during truck movements and material deliveries associated with the project:

    1. to ensure the safety of pedestrian movements in the vicinity of the construction site access driveway off Burnham Close so that no pedestrian enters the path of a heavy vehicle,

    2. to control local traffic and pedestrian movements within the far south-eastern end of the Burnham Close cul-de-sac when trucks are entering and/or exiting the site.

It should be noted that the traffic controller may be members of the construction crew, as long as they are appropriately accredited by TfNSW.

The Traffic Control Plans have been prepared generally in accordance with the RMS's publication *Traffic Control at Works Sites (2018), version 5.0* and the Standards Australia publication *AS1742.3: Traffic Control Devices for Work Sites on Road.*

Permits

All necessary permits such as hoarding, mobile crane, roadway/footpath/nature strip occupation etc. will require separate approval from Council. Any related task-specific Traffic Control Plans will be prepared by the respective contractor and provided under separate cover.

Tradesmen and Contractor Parking

The site manager will ensure that there is adequate on-site parking available for employee, tradesperson and construction vehicles, where practical. The site manager will also inform contractors that they are *not* permitted to park their private vehicles in Burnham Close.

Parking shall be provided in the undercover parking area as soon as is practicable. In addition, staff will be encouraged to carpool and utilise public transport which will minimise traffic and parking impacts as a consequence of the construction process.

Public Transport

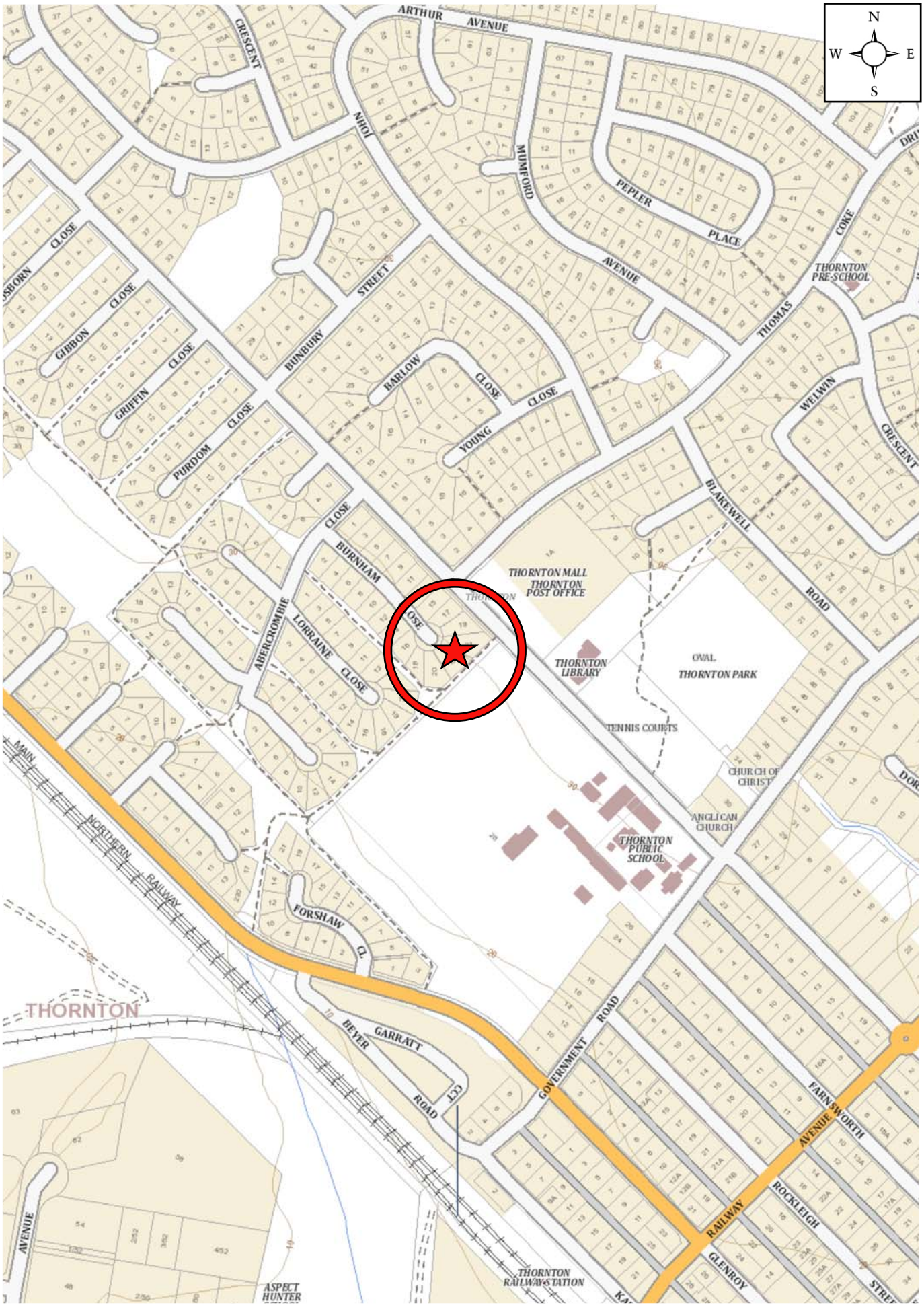
Thornton Railway Station is located approximately 800m walking distance south of the site. In addition, several bus services are also available within easy walking distance of the site, with the closest bus stops located within 50m walking distance along Taylor Avenue.

Site Inductions

The requirements of this Construction Traffic Management Plan must be followed by the demolition, excavation and construction contractors, builders, owner and any subcontractors. The site manager will ensure that site inductions occur on a regular basis or as deemed necessary.
Please do not hesitate to contact me on telephone 9904 3224 should you wish to discuss any aspect of the above.

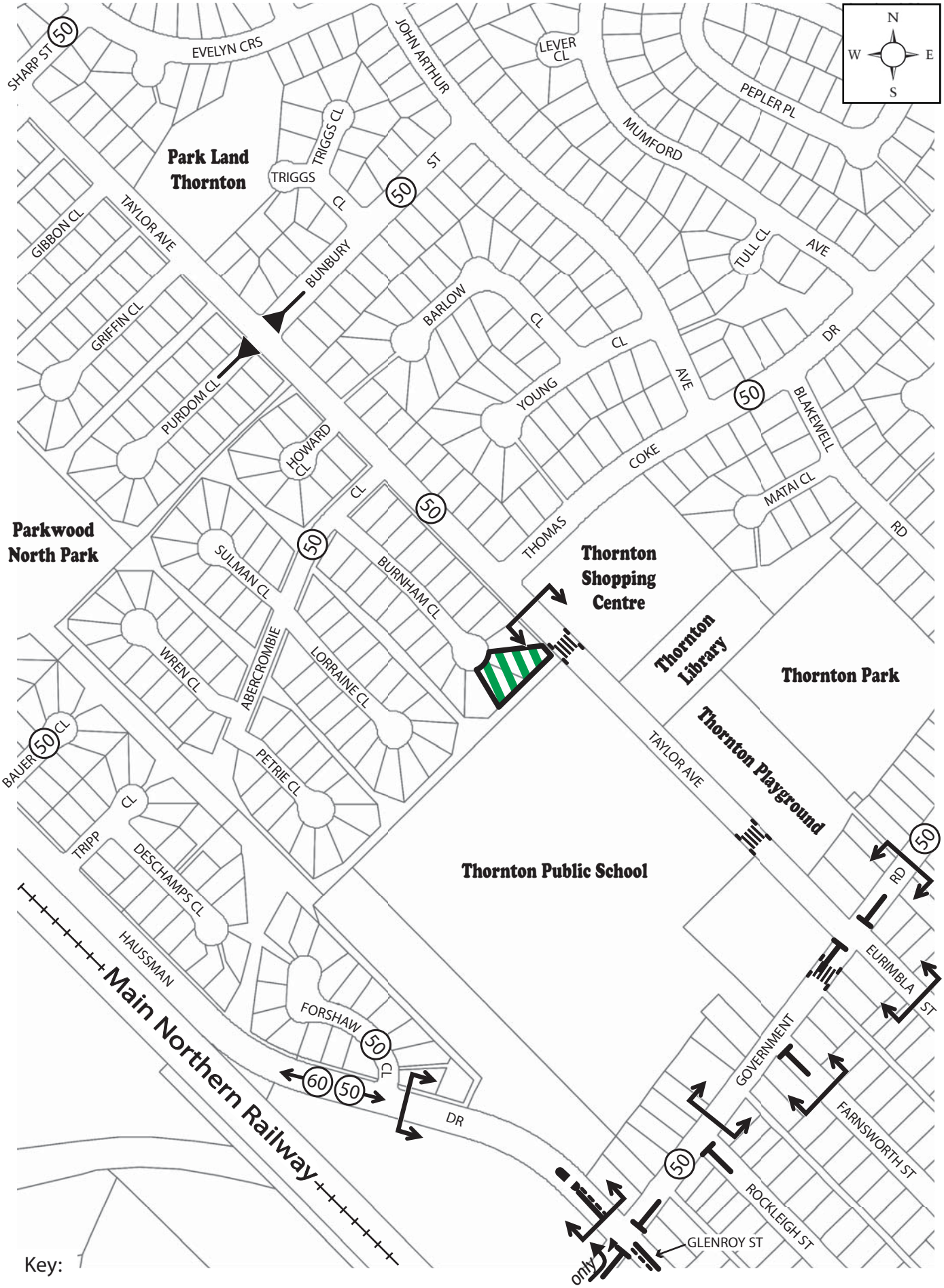
Yours sincerely

Chris Palmer
Executive Engineer B.Eng (Civil)
Varga Traffic Planning Pty Ltd



VARGA TRAFFIC PLANNING Pty Ltd
Traffic and Parking Consultants

LOCATION
FIGURE 1



Key:

Give Way Sign
Stop Sign
School Zone
50 Speed Limit
Pedestrian Crossing
Right-Turn Bay

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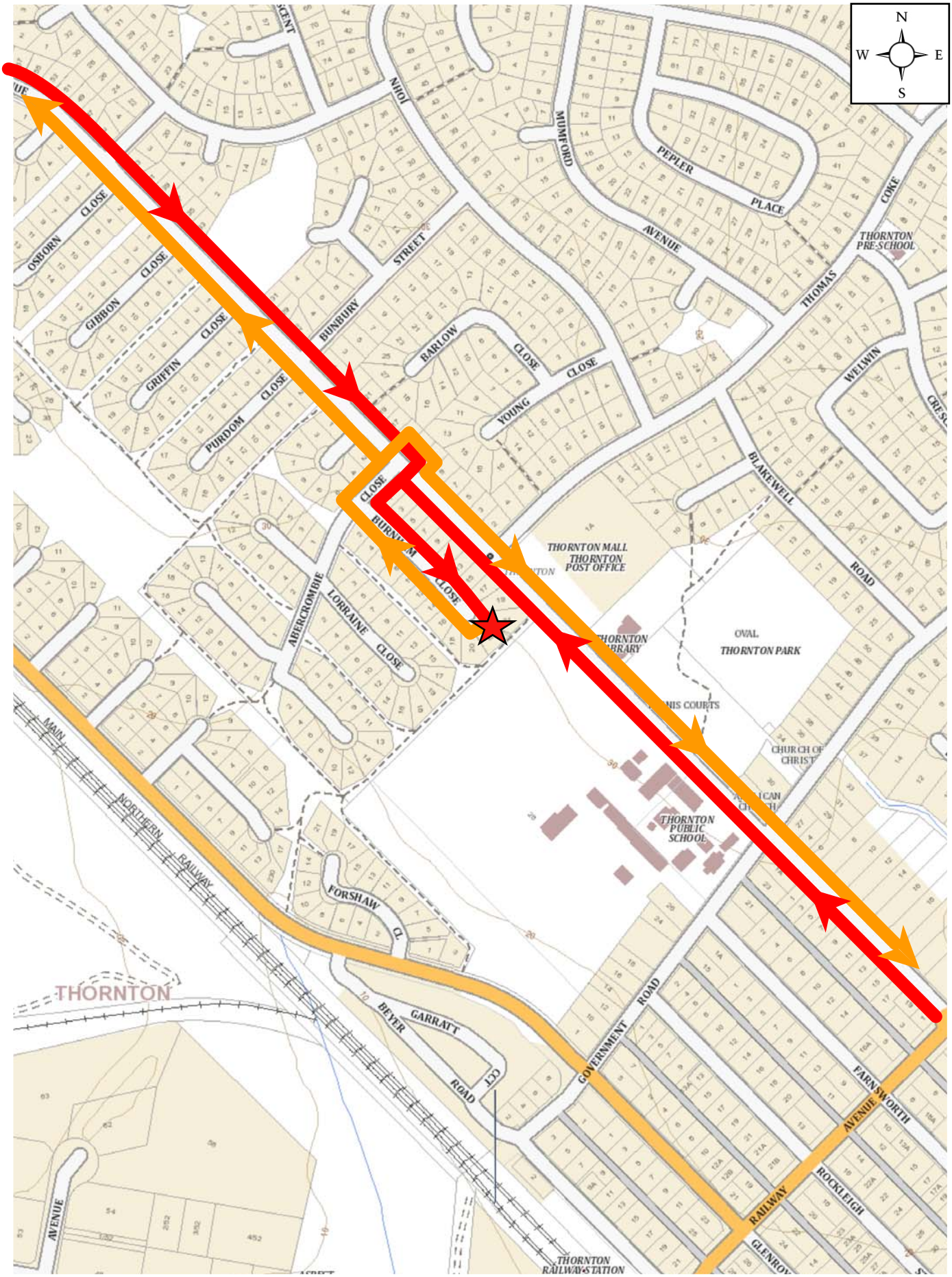
SITE & EXISTING TRAFFIC CONTROLS
FIGURE 2



Key: Approaching Traffic

Departing Traffic

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HEAVY VEHICLE ROUTE MAP

FIGURE 3

NOTE: TREES TO BE REMOVED INDICATED IN RED DASHED LINE

NOTE: EXISITNG NEIGHBOURING TREES TO BE PROTECTED AS PER ARBORICULTURAL IMPACT ASSESSMENT BY FOOTPRINT GREEN PTY LTD 22/09/2021

winter sunrise
summer sunrise
winter sunset
summer sunset

10
DP246016

TELECOM PILLAR
11.0m
METAL PANEL FENCE 1.5 HIGH
GUTTER 33.68
SILL 31.50LINTEL
RIDGE 35.78
BRICKRESIDEN
CENo. 19
44.36m
BRICKRESIDEN
CENo. 21
28.0m
COOL NORTH EASTERLY BREEZES
HOT WESTERLY WINDS
GUTTER 33.1
HIPLANKGA
R.
PATIO
PAVED
GUM
SBZ
TPZ
METAL PANEL FENCE
BENCH MARKNAIL
IN PATHRL 30.40
AHD
SEWERINSPECT
IONLID
11
DP246016
CLOTHESLINE
SILKY OAK
GUM
IRONBARK
GDNSH
WATER METRE
CONCRETEPAD
METAL PANEL FENCE
CARPORT
LIGHT POST
SEWERMANH
OLE
28.24
WATER METRE
TELSTRA POST
12
DP246016
FIBRE
CEMENTRESIDENCE
No. 22
EXISITNG DWELLINGS AND ASSOCIATED BUILDINGS TO BE DEMOLISHED
LIGHTP
32m
PUBLIC RESERVE
METAL PANEL FENCE 1.5 HIGH
PAPER BARK
SILL 30.22LINTEL
35.94m
13
DP246016
COLD SOUTHERLY WINDS
GUTTER 31.55
RIDGE
GUTTER 31.525
WEATHERBOARDRESID
ENCENo. 20
GUM

SITE ANALYSIS

Written dimensions to take preference over scale

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DATE	ISSUE	ISSUED FOR	DRAWN
09.11.20	I	ADDITIONAL ROOM	NW
13.11.20	J	RFI	NW
23.11.20	K	REVISED RFI	NW
25.03.21	L	INFO ACCESSIBLE CAR SPACE	NW
30.08.21	M	FOR REVIEW	NW
13.09.21	N	ADD REVISED BASIX	NW
28.09.21	O	ADDITIONAL BIN STORAGE	NW
07.10.21	P	REVISE SHADOW DIAGRAMS	NW
21.10.21	Q	ADDITIONAL SHADOW DIAGRAMS	NW
04.11.21	R	ADD SERVICE AREA LINE & AMEND MANAGERS DOOR	NW
18.11.21	S	MAJOR DESIGN AMENDMENTS	NW
19.11.21	T	ISSUE FOR CONSULTANTS	NW
23.11.21	U	ADD STAIR TO WEST	NW
25.11.21	V	AMEND CAR PARKING & MAILBOX LOCATION	NW
06.12.21	W	MINOR NOTATION AMENDMENTS	NW
07.12.21	X	REMOVE BR FROM SOUTH END	NW

Lot 11 &12 #21 & 22 Burnham Close,

Thornton DP 246016

CLIENT: ZOE MAY PTY LTD

SCALE: 1:200
DATE: 8/12/2021
DRAWN: Karen
SHEET No: 3 OF 24
JOB NUMBER
SD21BURN

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SITE COVERAGE

BUILDING	812.11m²
DRIVEWAY	142.93m²
PATHS	90.47m²
BIN ENCLOSURE	18.29m²
	1063.80m²
TOTAL SITE AREA	1609.6m²
SITE COVERAGE	**66.09%**

SUBJECT TO SECTION J REPORT AT CC STAGE

BASIX
REFER TO PAGE 24

TAYLOR AVENUE

SECURITY GATE TO ENTRY
1500 HIGH PALISADE FENCE
PRIVATE COURTYARD
GUM
GUM
GUM
2.1m RETAINING WALL
1.8m RETAINING WALL
OUTLINE OF EXISTING BUILDING TO BE DEMOLISHED
EXISTING RESIDENCE
1800 HIGH COLORBOND FENCE
ACCESS
SMALL CAR SPACE 2450 x 5000
MANAGER'S CARPARK
CARPARK
ELECTRIC CAR CHARGING CARPARK
ADDITIONAL BIN STORAGE
PARCEL POSTAGE STORAGE
ENTRY
PV BATTERY STORAGE UNDER STAIRS
LIFT
FFL 28.850
UTILITY ROOM
CLOTHESLINE
CONCRETE
COVERED PICNIC TABLE
2 x 5000lt UNDERGROUND WATER TANK
EXISTING GARAGE
2100mm HIGH BLOCK WALL
SILKY OAK
RETAINING WALL
ACCESSIBLE CAR SPACE
SHARED AREA
ACCESSIBLE CAR SPACE
FIRE HYDRANT BOOSTER
RECYCLING WASTE COLLECTION
GENERAL WASTE COLLECTION
MAILBOX
CONCRETE
LIGHT POST
IN
OUT
CONCRETE PATH
PERMEABLE PAVING 44.74 m²
VISITOR PARKING
VISITOR PARKING
VISITOR PARKING
LINE OF BUILDING ABOVE
SLIDING GATE
SLIDING GATE
BIN ENCLOSURE 5900x3100x2100h
COVERED BIN WASHING AREA
TAP
BATTER SLOPE
CUT 2150
CUT 2350
CUT 400
CUT 350
1.2m RETAINING WALL
0.4m RETAINING WALL
1500 HIGH PALISADE FENCE
PAPER BARK
1800 HIGH COLORBOND FENCE
SEDIMENT FENCE
35.94m
44.36m
BENCH MARK NAIL IN PATH RL 30.40 AHD
winter sunrise
summer sunrise
winter sunset
summer sunset
BURNHAM CLOSE
PUBLIC RESERVE

NOTE: GENERAL WASTE COLLECTION ARRANGEMENT TO BE CONFIRMED BY MAITLAND CITY COUNCIL

LEGEND

RETAINING WALLS

SITE PLAN ~ CARPARK PLAN

Written dimensions to take preference over scale

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Lot 11 &12 #21 & 22 Burnham Close,

Thornton DP 246016

CLIENT: ZOE MAY PTY LTD

SCALE: 1:200, 1:100
DATE: 8/12/2021
DRAWN: Karen
SHEET No: 4 OF 24
JOB NUMBER
SD21BURN

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BASIX

REFER TO PAGE 24

SUBJECT TO SECTION J REPORT AT CC STAGE

BR=BOARDING ROOM

FIRST FLOOR PLAN

planning and drafting solutions

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DATE	ISSUE	ISSUED FOR	DRAWN
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18.11.21	S	ADD FOOTPATH DIMENTS	NW
19.11.21	T	ISSUE FOR CONSULTANTS	NW
23.11.21	U	ADD STAIR TO WEST	NW
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Lot 11 &12 #21 & 22 Burnham Close,

Thornton DP 246016

CLIENT: ZOE MAY PTY LTD

HIA GreenSmart PROFESSIONAL

ABSA Association of Building Sustainability Assessors

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SCALE: 1:175

DATE: 8/12/2021

SHEET No: 5 OF 24

JOB NUMBER

SD21BURN

BASIX

REFER TO PAGE 24

SUBJECT TO SECTION J REPORT AT CC STAGE

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sheer designs

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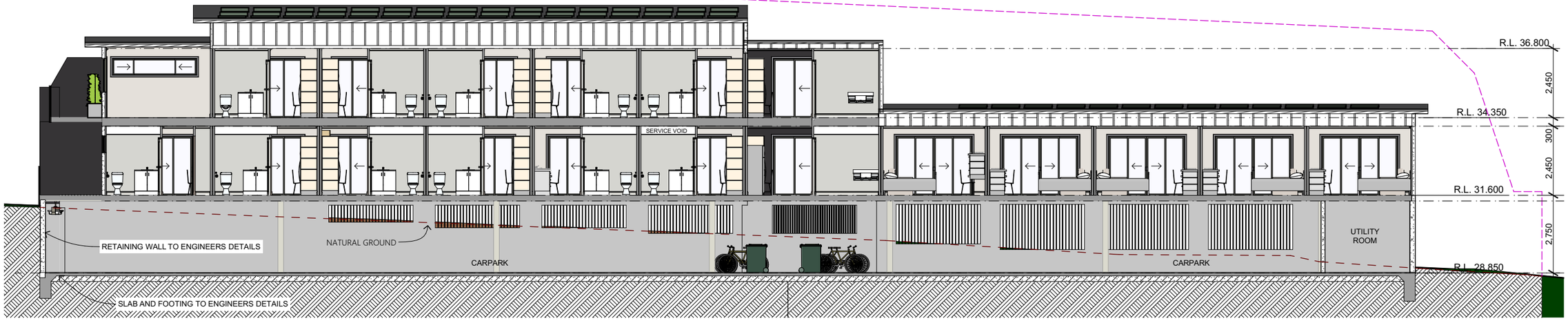
Written dimensions to take preference over scale

SCALE: 1:150
DATE: 8/12/2021
SHEET No: 6 OF 24

JOB NUMBER
SD21BURN

SECOND FLOOR PLAN



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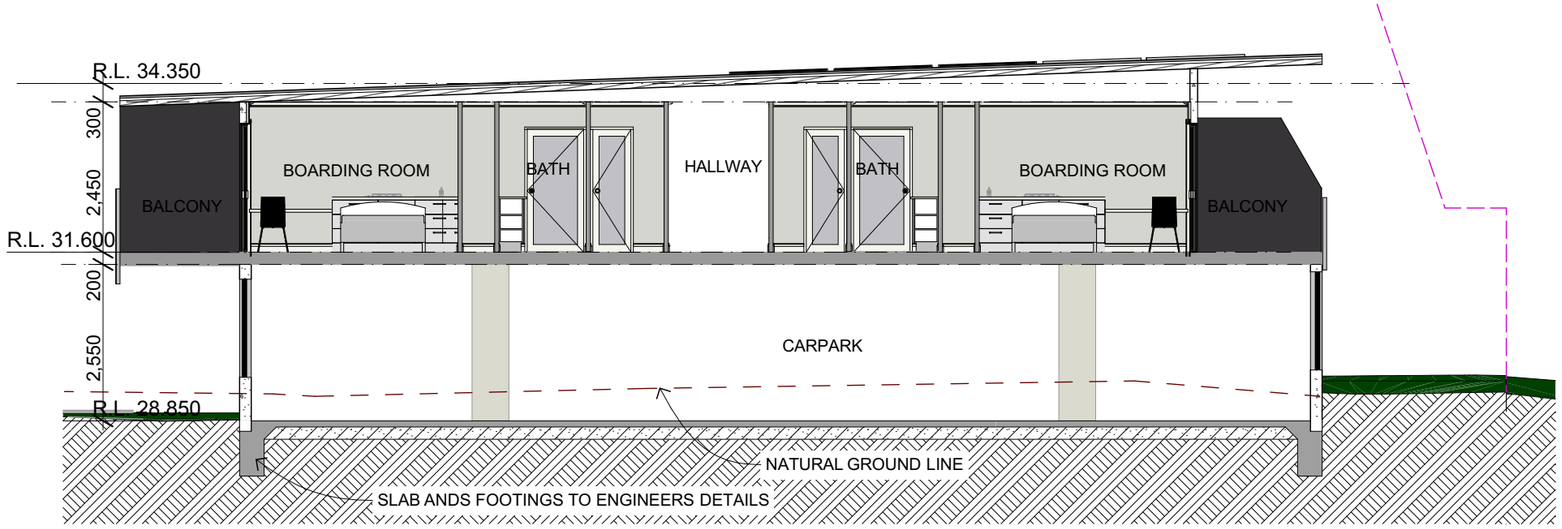

B SECTION 1:100

NOTE:

- THE BUILDER SHALL CHECK ALL DIMENSIONS AND VERIFY ERRORS AND OMISSION WITH THE DESIGNER. DO NOT SCALE.
- ALL CONCRETE WORKS CONSTRUCTED IN ACCORDANCE WITH AS2870-2011
- ALL TIMBER FRAMING TO BE CONSTRUCTED IN ACCORDANCE WITH AS1684.2-2010
- ALL STEEL FRAMING TO BE CONSTRUCTED IN ACCORDANCE WITH AS3923-1993
- TERMITE PROTECTION IN ACCORDANCE WITH AS3660.1-2014
-STORMWATER IN ACCORDANCE WITH HYDRAULIC PLAN BY MARLINE BUILDING SERVICES ENGINEERS REF. (JOB No. 10468)

BASIX
REFER TO PAGE 24

SUBJECT TO SECTION J REPORT AT CC STAGE

SECTIONS

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www.sheerdesigns.com.au
ABN 71 257 223 323

Written dimensions to take preference over scale

DATE	ISSUE	ISSUED FOR	DRAWN
09.11.20	I	ADDITIONAL ROOM	NW
13.11.20	J	RFI	NW
23.11.20	K	REVISED RFI	NW
25.03.21	L	INFO ACCESSIBLE CAR SPACE	NW
30.08.21	M	FOR REVIEW	NW
13.09.21	N	ADD REVISED BASIX	NW
28.09.21	O	ADDITIONAL BIN STORAGE	NW
07.10.21	P	REVISE SHADOW DIAGRAMS	NW
21.10.21	Q	ADDITIONAL SHADOW DIAGRAMS	NW
04.11.21	R	ADD SERVICE AREA LINE & AMEND MANAGERS DOOR	NW
18.11.21	S	MAJOR DESIGN AMENDMENTS	NW
19.11.21	T	ISSUE FOR CONSULTANTS	NW
23.11.21	U	ADD STAIR TO WEST	NW
25.11.21	V	AMEND CAR PARKING & MAILBOX LOCATION	NW
06.12.21	W	MINOR NOTATION AMENDMENTS	NW
07.12.21	X	REMOVE BR FROM SOUTH END	NW

Lot 11 &12 #21 & 22 Burnham Close,
Thornton DP 246016

CLIENT: ZOE MAY PTY LTD

SCALE: 1:100, 1:150
DATE: 8/12/2021
DRAWN: Karen
SHEET No: 11 OF 24
JOB NUMBER
SD21BURN ©

sheer designs planning and drafting solutions

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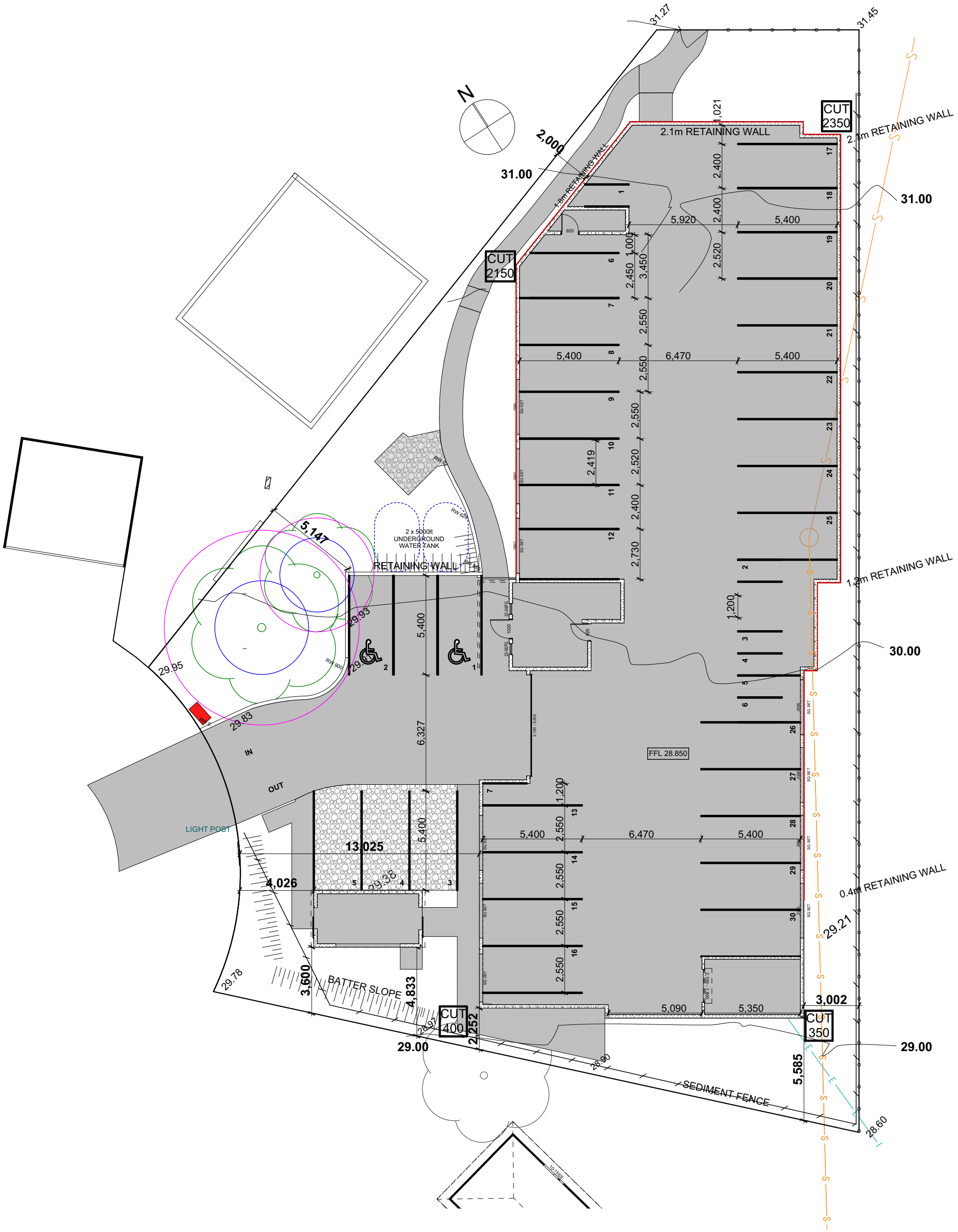

EARTHWORKS

Written dimensions to take preference over scale

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ACN 151 574 686
ABN 84 151 574 686

DATE	ISSUE	ISSUED FOR	DRAWN
09.11.20	I	ADDITIONAL ROOM	NW
13.11.20	J	RFI	NW
23.11.20	K	REVISED RFI	NW
25.03.21	L	INFO ACCESSIBLE CAR SPACE	NW
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25.11.21	V	AMEND CAR PARKING & MAILBOX LOCATION	NW
06.12.21	W	MINOR NOTATION AMENDMENTS	NW
07.12.21	X	REMOVE BR FROM SOUTH END	NW

Lot 11 &12 #21 & 22 Burnham Close,

Thornton DP 246016

CLIENT: ZOE MAY PTY LTD

SCALE: 1:200
DATE: 8/12/2021
DRAWN: Karen
SHEET No: 12 OF 24
JOB NUMBER
SD21BURN ©

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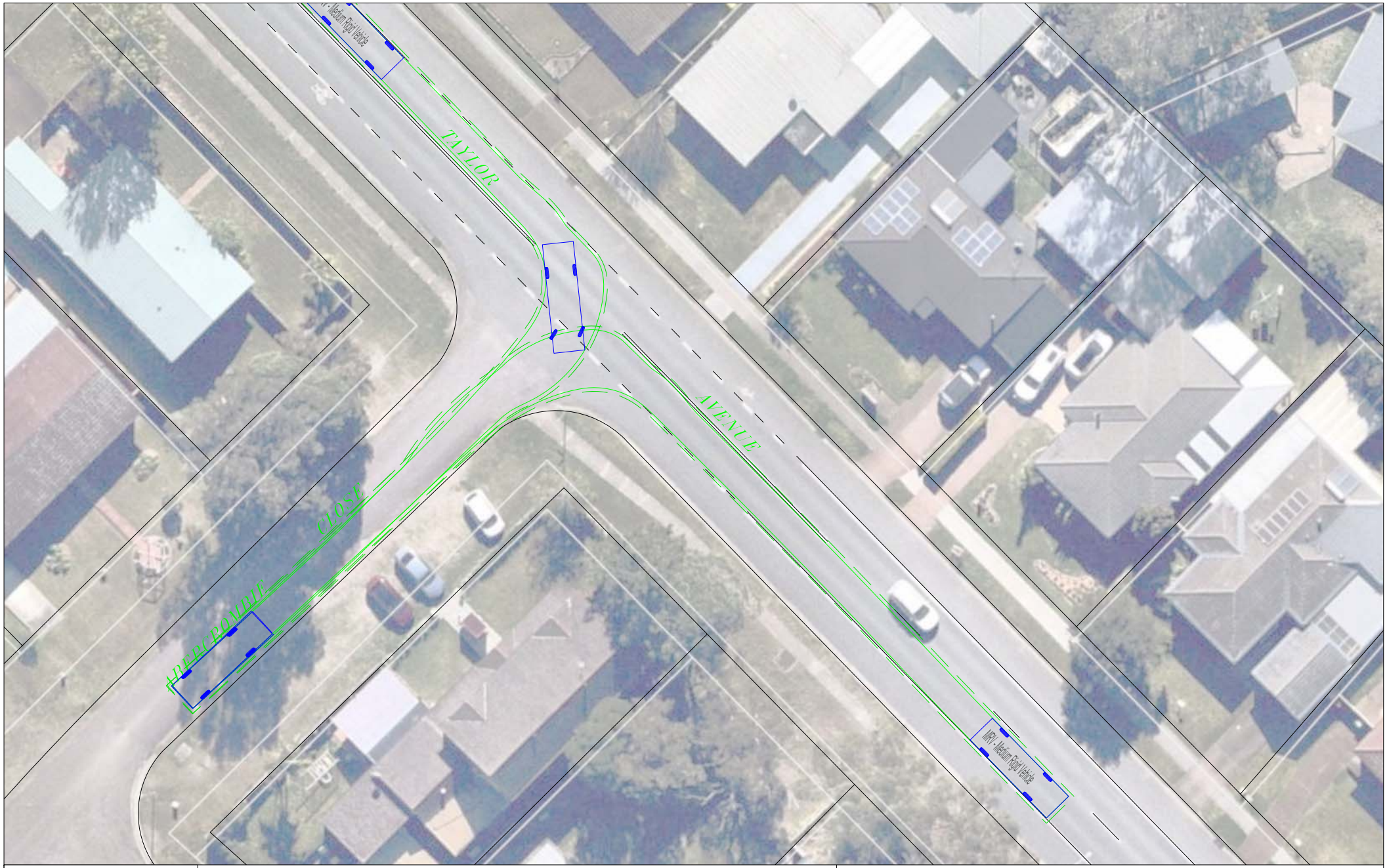

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20 Young Street
Neutral Bay, NSW 2089

Phone +61 2 9904 3224
PO Box 1868
Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

N

DRAWING TITLE
8.8M MRV TRUCK TURNING PATH
Entering Abercrombie Close from Taylor Avenue

ADDRESS
21 & 22 Burnham Close, Thornton

1:400 @ A4

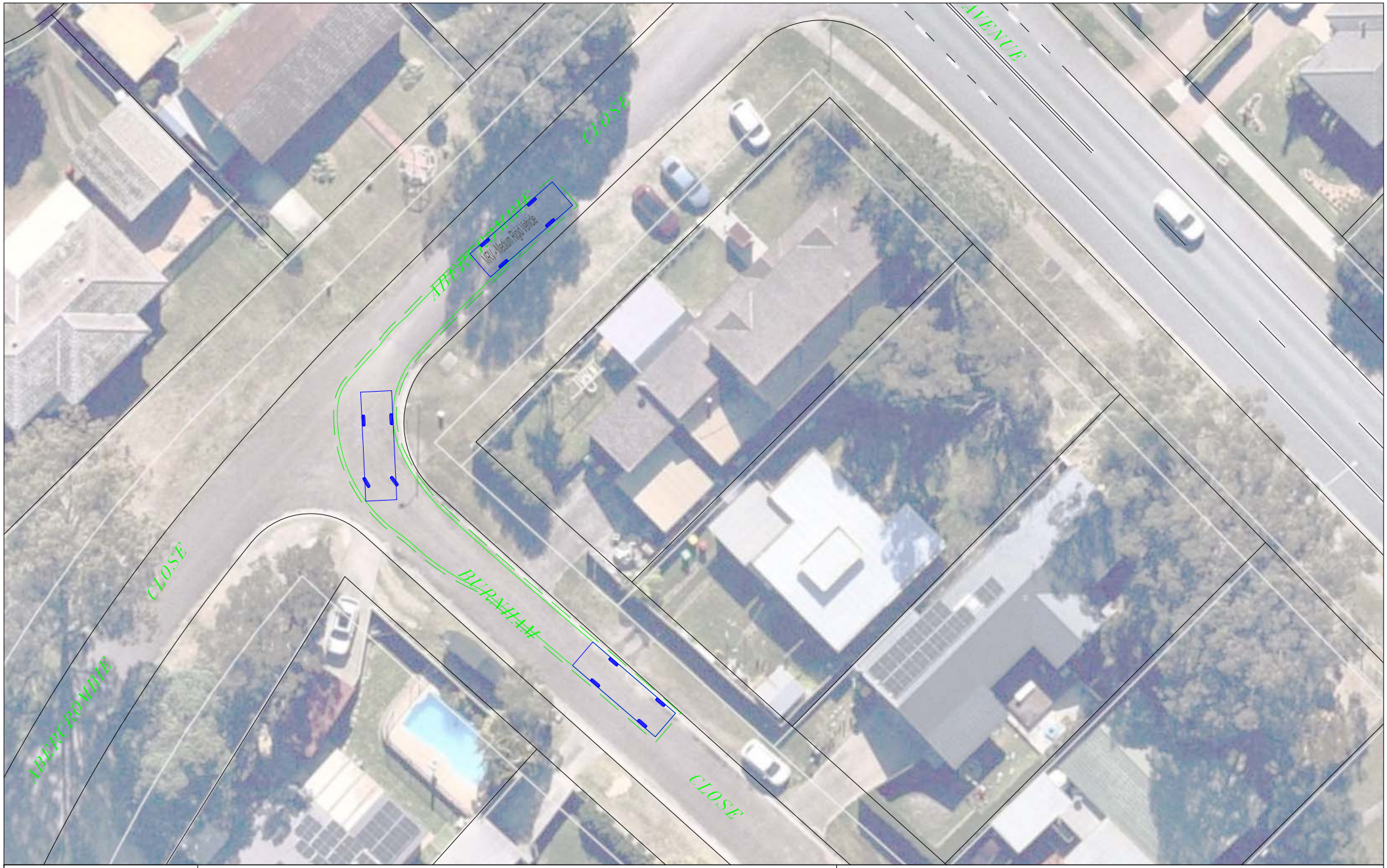
PROJECT NO.
21532

DATE DRAWN
2021-11-11

REVIEWED
CHRIS PALMER

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants



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8.8M MRV TRUCK TURNING PATH
Entering Burnham Close from Abercrombie Close

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1:400 @ A4

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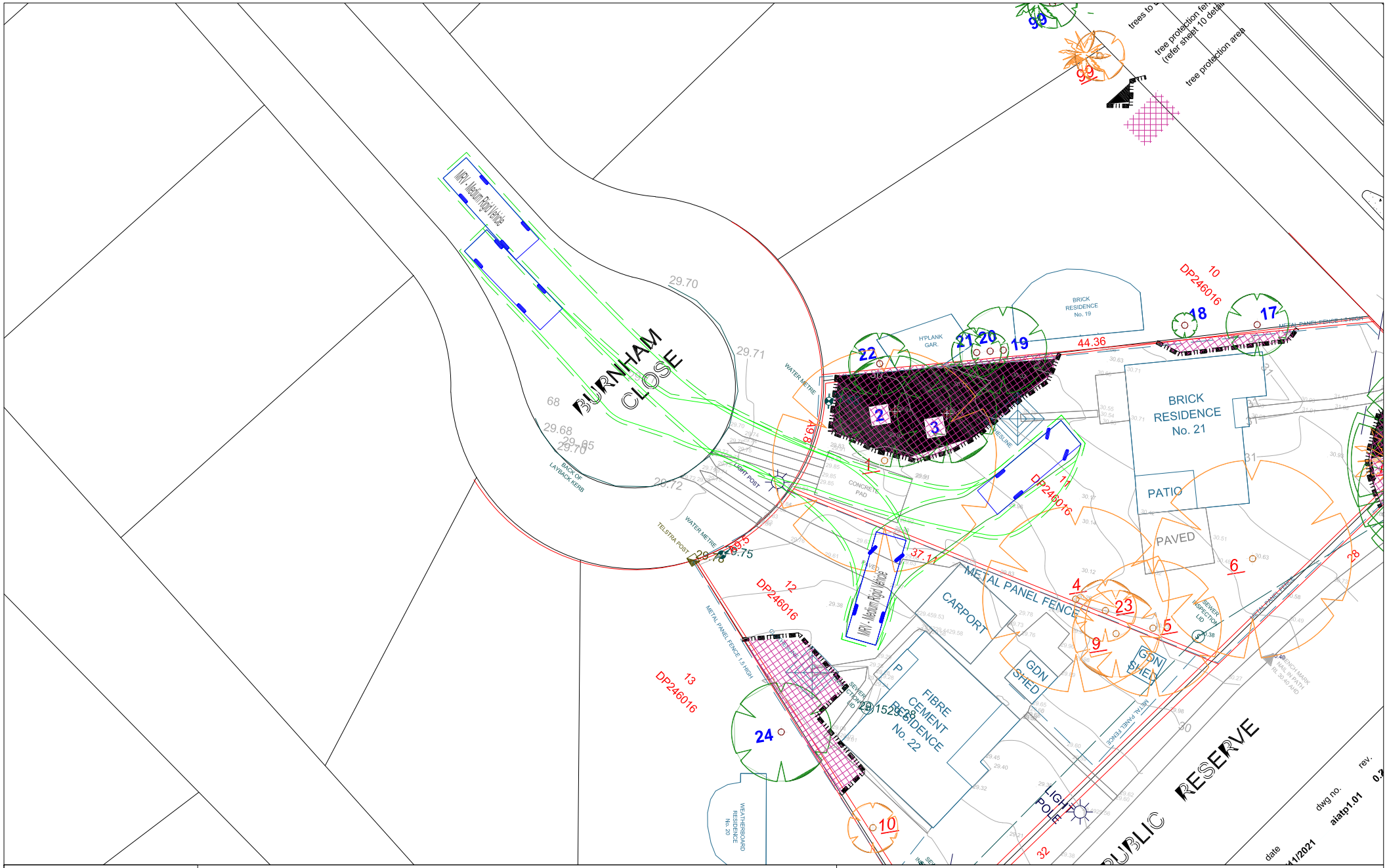

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Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

N

DRAWING TITLE
8.8M MRV TRUCK TURNING PATH
Entering / Exiting On-site Loading & Unloading Area during Demolition & Excavation Stage

1:400 @ A4

ADDRESS
21 & 22 Burnham Close, Thornton

PROJECT NO.
21532

DATE DRAWN
2021-11-29

REVIEWED
CHRIS PALMER

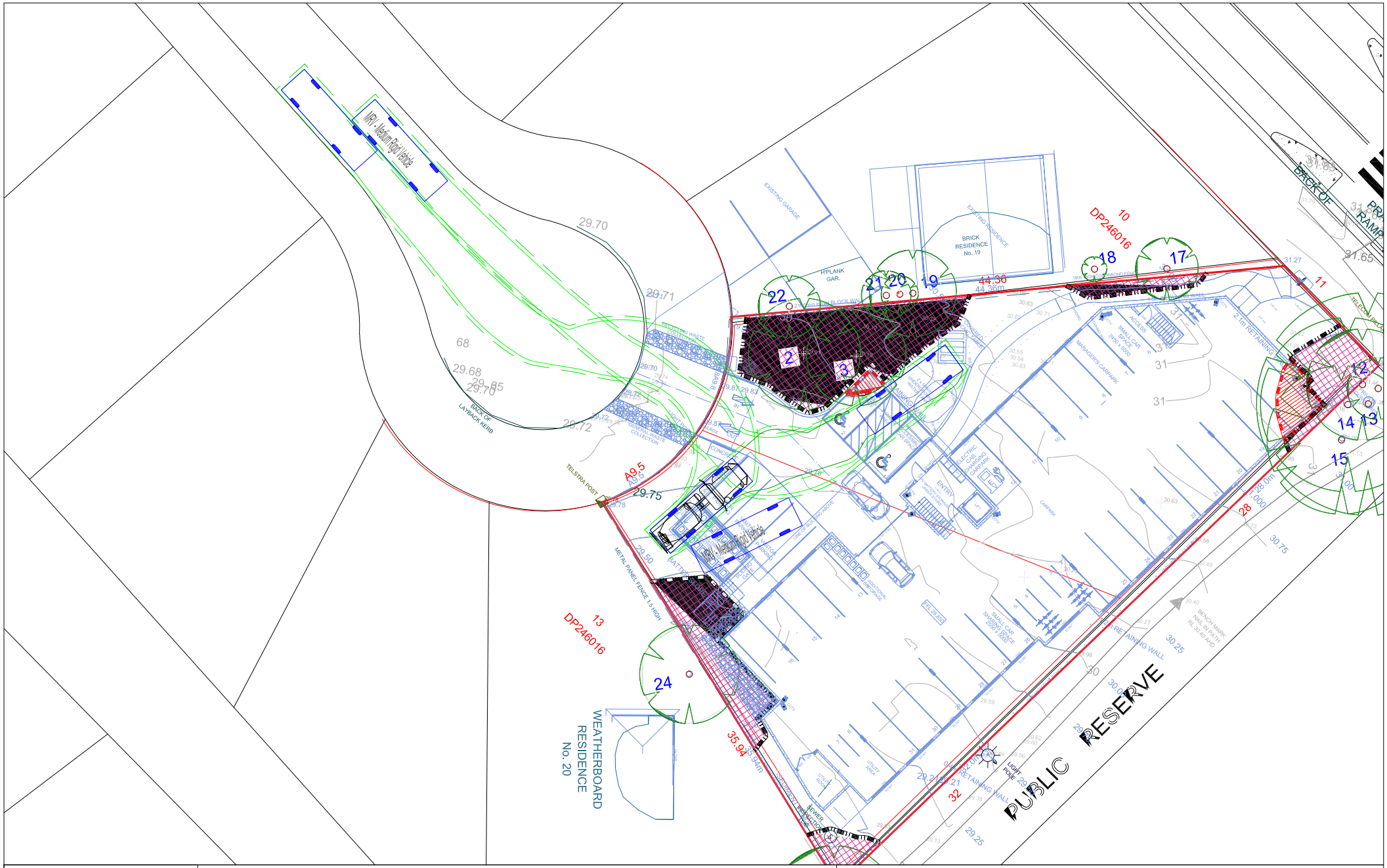
PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

dwg no. atatp1.01

rev.

date 11/2021



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Neutral Bay, NSW 2089
www.vargatraffic.com.au
Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

N

DRAWING TITLE
8.8M MRV TRUCK TURNING PATH
Entering / Exiting On-site Loading & Unloading Area during Construction & Concrete Pour

1:400 @ A4

ADDRESS
21 & 22 Burnham Close, Thornton

PROJECT NO.
21532

DATE DRAWN
2021-11-29

REVIEWED
CHRIS PALMER

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
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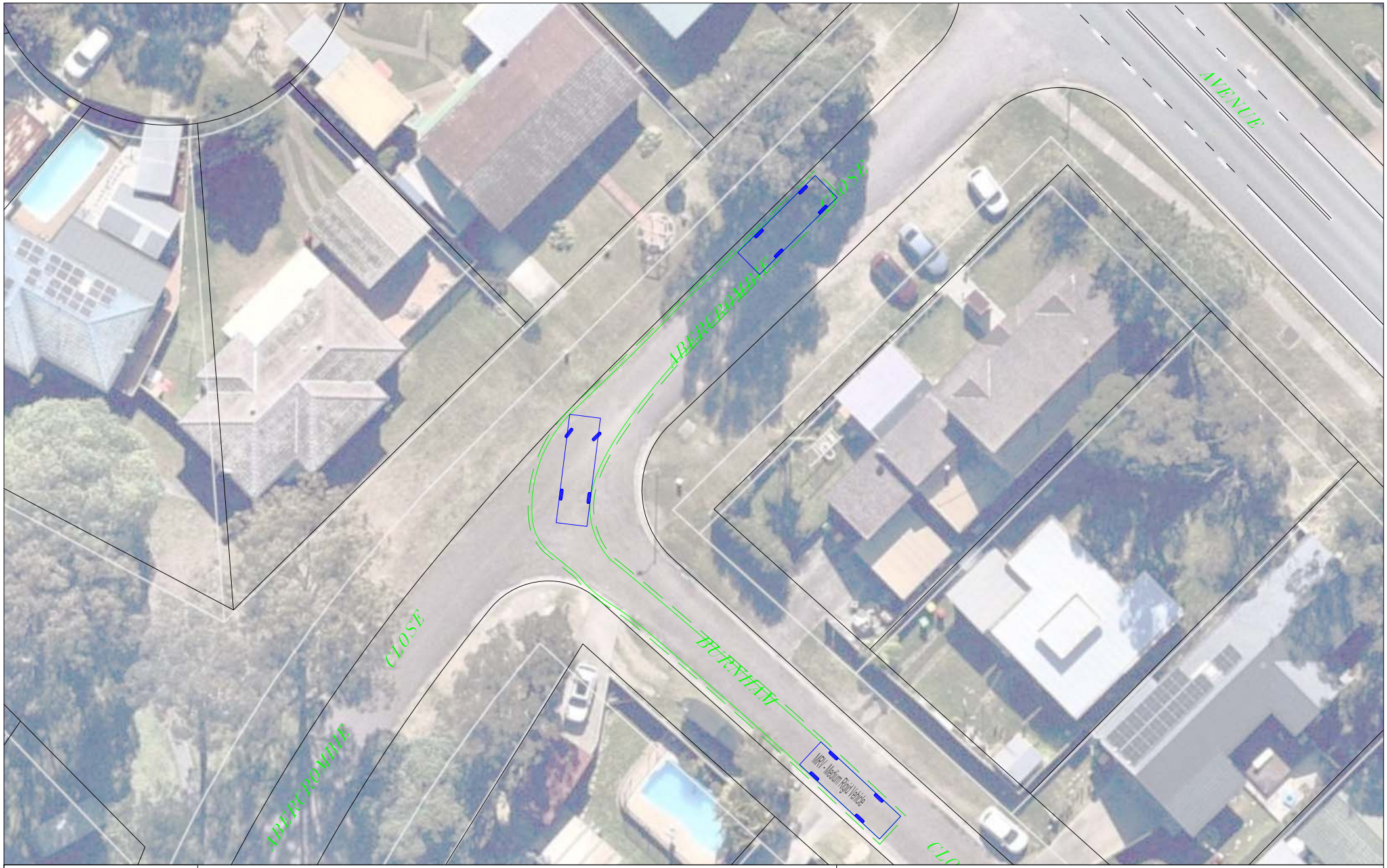

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Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

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DRAWING TITLE
8.8M MRV TRUCK TURNING PATH
Entering / Exiting On-site Loading & Unloading Area during Demolition & Excavation Stage

1:400 @ A4

ADDRESS
21 & 22 Burnham Close, Thornton

PROJECT NO.
21532

DATE DRAWN
2021-11-11

REVIEWED
CHRIS PALMER

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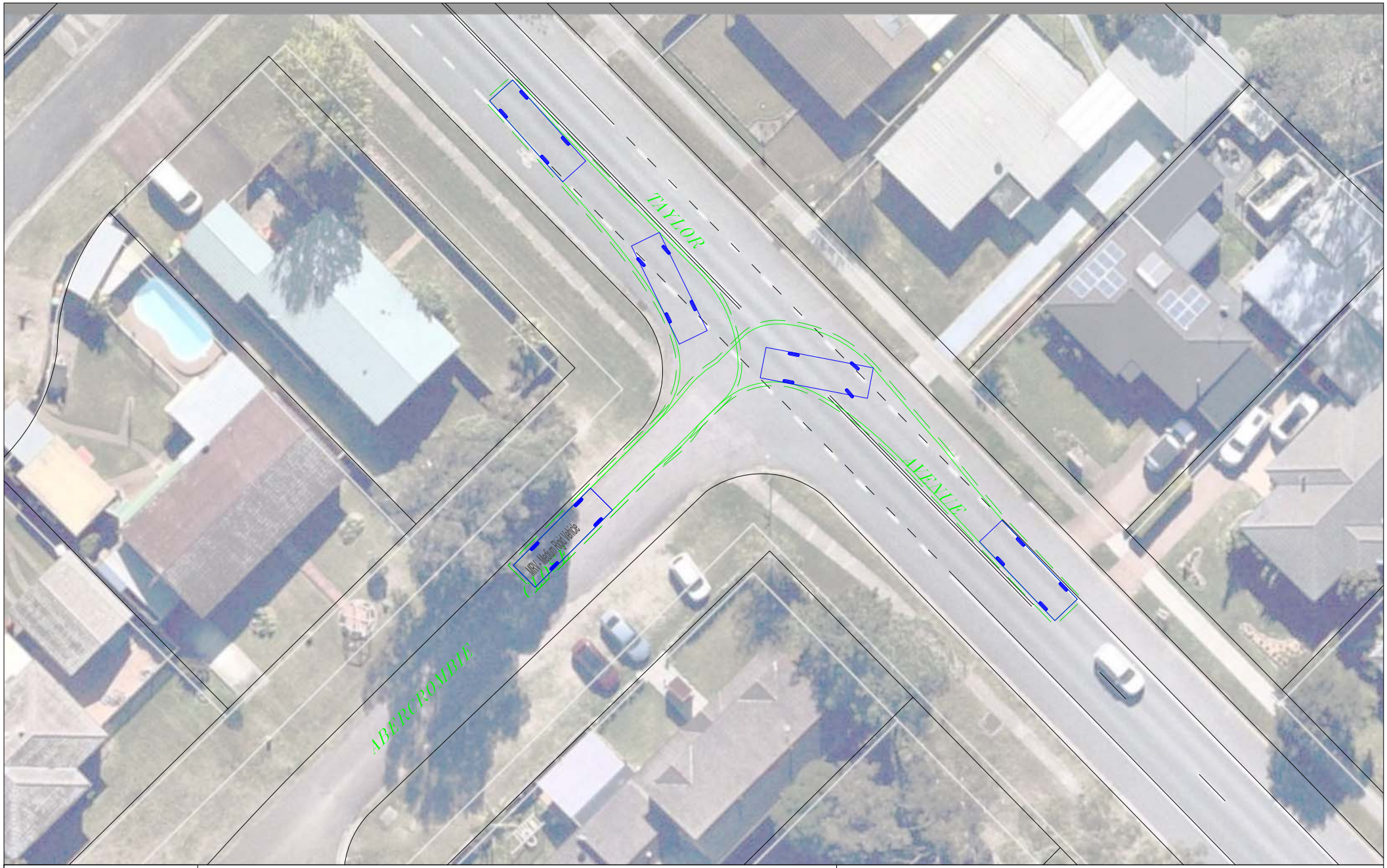

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Neutral Bay, NSW 2089
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Sydney, Australia

PROJECT
RESIDENTIAL DEVELOPMENT

N

DRAWING TITLE
8.8M MRV TRUCK TURNING PATH
Exiting back onto Taylor Avenue from Abercrombie Close

1:400 @ A4

ADDRESS
21 & 22 Burnham Close, Thornton

PROJECT NO.
21532

DATE DRAWN
2021-11-11

REVIEWED
CHRIS PALMER

PREPARED
DONALD LEE

VARGA TRAFFIC PLANNING Pty Ltd
Transport, Traffic and Parking Consultants

Notes:

Check regularly that signs are in correct position and clearly visible to approaching traffic.
Check regularly that signs have not been obscured by parked cars.
Signs are to be covered or removed at the end of the working day.
All traffic control works, signs and devices to comply with Australian Standard AS1742.3.
Adjustments to the TCP may be only made by persons holding an RMS "Prepare a Work Zone TMP" ticket.
Signs to be erected so they are visible to motorists and not a hazard to pedestrians.
The position of the signs, traffic controllers and equipment are only suggested locations, amendments to the locations may be required depending on site condition
Tolerances on positioning of signs and devices must be in accordance with AS1742.3 Cl 4.1.6.

LEGEND

Traffic Controller

Single Sided Sign

TRUCKS TURNING

TRUCKS TURNING

T1-5

T1-18 PREPARE TO STOP

T1-200

50m

30m

No. 1

No. 5

No. 9

No. 13

No. 17

No. 18

No. 20

TAYLOR AVENUE

BURNHAM CLOSE

CLOSE

SULMAN CLOSE

ABERCROMBIE

LORRAINE CLOSE

Thornton Shopping Centre

T8-1 PEDESTRIANS WATCH YOUR STEP

T8-1 PEDESTRIANS WATCH YOUR STEP

Site
No. 21 & 22

Future ground floor parking footprint (approx.)

TRAFFIC CONTROL PLAN No. 1

PROPOSED TRAFFIC ARRANGEMENTS DURING DEMOLITION & EXCAVATION STAGE WHEN TRUCKS ARE LOADING/UNLOADING WHOLLY WITHIN THE SITE

21-22 Burnham Close, Thornton

0m 25m 50m

Scale 1:800 @ A3 Size

"Prepare A Works Zone Traffic Management Plan" No. TCT1012159

Notes:

Check regularly that signs are in correct position and clearly visible to approaching traffic.
Check regularly that signs have not been obscured by parked cars.
Signs are to be covered or removed at the end of the working day.
All traffic control works, signs and devices to comply with Australian Standard AS1742.3.
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LEGEND

Traffic Controller

Single Sided Sign

TRUCKS TURNING

TRUCKS TURNING

T1-5

T1-18 PREPARE TO STOP

T1-200

50m

30m

No. 1

No. 5

No. 9

No. 13

No. 17

No. 18

No. 20

TAYLOR AVENUE

THOMAS COKE DRIVE

BURNHAM CLOSE

SULMAN CLOSE

CLOSE

ABERCROMBIE

LORRAINE CLOSE

TAYLOR AVENUE

Thornton Shopping Centre

Future outdoor at-grade parking to be used for loading/unloading

A-class hoarding along Taylor Ave site frontage

PEDESTRIANS WATCH YOUR STEP

T8-1

Site
No. 21 & 22

PEDESTRIANS WATCH YOUR STEP

T8-1

Future building footprint (approx.)

Secure site fencing to perimeter of site

TRAFFIC CONTROL PLAN No. 2

PROPOSED TRAFFIC ARRANGEMENTS DURING CONSTRUCTION & CONCRETE POURING ACTIVITIES WHEN TRUCKS ARE LOADING WHOLLY WITHIN THE SITE

21-22 Burnham Close, Thornton

0m 25m 50m

Scale 1:800 @ A3 Size

"Prepare A Works Zone Traffic Management Plan" No. TCT1012159