Construction Traffic Management Plan

13-19 Canberra Avenue, St Leonards

Mixed-Use Development

Prepared for: Hyecorp Property Group

Prepared By: Matthew Young
RMS Prepare a Work Zone Traffic Management Plan
Certificate #: 0051718998

Wednesday, 6 October 2021
Document Number: SBMG02276-00 R1

Table of Contents

Rev	Date	Description
0	16/08/21	Initial Submission
1	06/10/21	Plans updated with latest architectural

1 Project Details

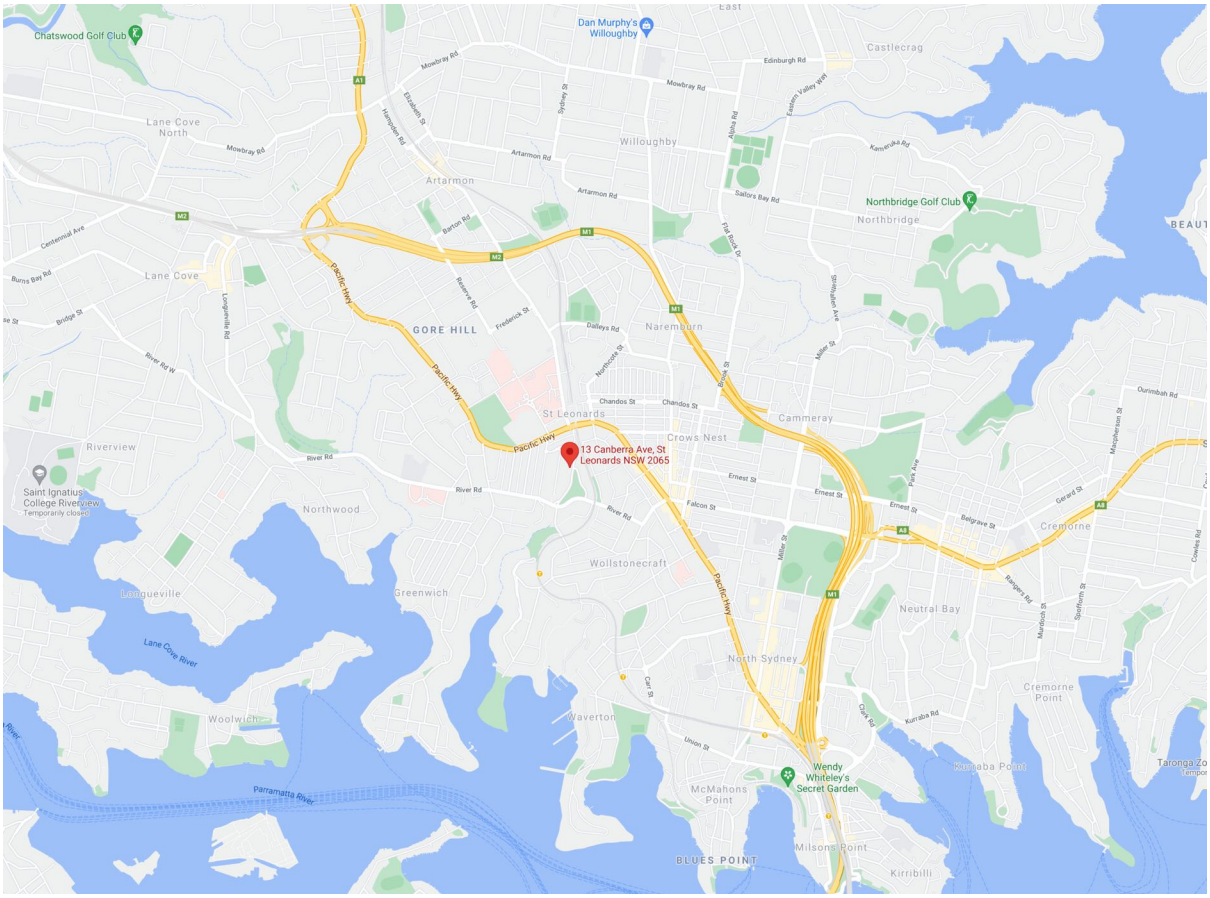
1.1 Project Summary

Project: Mixed-Use Development
Location: 13-19 Canberra Avenue, St Leonards NSW
Hours of Operation: Approved DA Hours

Scope of Works: Demolition of existing structures, bulk excavation, and construction of a new mixed-use building over basement level parking and associated landscaping. Construct pedestrian link along the southern boundary of the site

This Construction Traffic Management Plan has been prepared to support development application.

1.3 Location Map



1.4 Program of Works

This traffic management plan covers the stage(s) listed below, subsequent stages will require amendments and additional plans to be prepared.

1.4.1 Demolition Phase

Duration: 6 Weeks

General Type of Works:
- Removal of existing Island within Canberra to allow site vehicle access from site
- Demolition of existing structures
- Tree removal (as approved)
- Removal of demolished material from site

1.4.2 Excavation Phase

Duration: 2 Months

General Type of Works:
- Piling / shoring works
- Concrete pour associated with piling / shoring
- Excavation works for basement level
- Removal of excavated material from site

1.4.3 Construction Phase

Duration: 18 Months

General Type of Works:
- General construction activity for building structure (floor slabs, walls, etc.)
- Concrete pours
- Associated plumbing and electrical works
- Fit-out works
- Associated landscaping works
- Construction of pedestrian link along the southern site boundary

2 Existing Conditions

2.1 Roadways

Road Name	Direction	Lanes	Speed Limit	Kerb Restrictions	Pedestrian Access
Canberra Avenue	Both	2-way Local Road	50	- No stopping along the site frontage adjacent to the Duntroon Ave intersection - 2P parking permitted north of the site - unsignposted on-street parking permitted south of the site	Concrete footpath along the site frontage

2.2 Public Transport

Rail – St Leonards Station approx. 400m north from the site, however, the
Buses – Closest bus routes are along the Pacific Highway and River Road. No bus routes or stops along the site frontage
Taxi – No dedicated infrastructure located along Canberra Avenue.

2.3 Unique Conditions

- Existing site levels include an incline from the Canberra Ave frontage to the rear (western boundary).
- An existing traffic island which narrows access along the site frontage south of the Duntroon Ave intersection.

3 Proposed Management of Construction Vehicles

3.1 General

- A schedule of site inductions shall be held on regular occasions and as determined necessary to ensure all new employees are aware of the construction management obligations.

3.2 Demolition Phase

a) Daily Vehicle Movements:

	SRV	MRV	HRV	AV	Truck & Dog	Total
Length	6.4m	8.8m	12.5m	19m	18.4m	
Peak Movements (Vehicles)			8(4)			8(4)
Average Movements (Vehicles)			6(3)			6(3)

b) Approach and Departure Routes
- Approach Route – Traveling along the Pacific Highway, turn onto Berry Road, turn left onto Marshall venue, turn right onto Canberra Avenue and then turn right into the site in a forward-facing direction.
- Departure Route – In a forward-facing direction exit the site and turn left onto Canberra Avenue, turn left onto Marshall Avenue, turn right onto Berry Road and then turn onto the Pacific Highway.

c) Site Access
- Site vehicles to enter and exit the site from construction access points along the Canberra Avenue site frontage.

d) Vehicle movements within the site
- Vehicles will enter and exit the site in a forward-facing direction.

e) Loading and Unloading of Vehicles
- All vehicles to be loaded and unloaded within the site boundaries.

f) Vehicle Queuing
- Vehicles to stand within the site boundary.
- Drivers are to contact the site prior to turning onto Berry Road from the Pacific Highway to ensure there is adequate space.

g) Removal of material from site
- Vehicles are to be loaded within site boundaries with crushed aggregate and shaker grid to be installed prior to exit point once hardstand area is removed.
- Vehicles inspected prior to leaving the site and cleaned as required to minimise contamination of surrounding roadways.
- Where water is used for cleaning vehicles, appropriate sediment control measures will be taken to ensure untreated water is not allowed to directly enter the storm water system.

h) Works Zone
- None proposed.

i) Standing Plant
- All equipment to be used within the site boundary only.

j) Parking for Site Workers
- Site workers to park within site boundaries or surrounding off-street parking facilities

abiding by existing conditions.
- Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.

k) Storage for Material, Waste and Equipment
- All storage to be located within the site boundaries only.

l) Pedestrian Management
- Pedestrian access past the site as per existing conditions along the concrete footpath
- Traffic controllers onsite can manage pedestrian activity as required when vehicles are crossing the footpath.
- Boundary fencing installed around the site boundary as required to restrict public access.

m) Traffic Lanes
- Traffic controllers used as required to manage traffic along Canberra Avenue to all site vehicles to enter and exit the site due to the narrow travel path through the Duntroon Avenue intersection. Normal traffic conditions restored at other times.

n) Demolition along the site frontage.
- Due to the close proximity of the demolition works relating to existing brick walls etc along the Canberra Avenue site frontage a temporary footpath closure will be installed, and traffic controllers will manage a temporary travel path for pedestrians along the roadway. After hours between shifts the temporary fencing will be relocated to along the boundary to restore the existing pedestrian travel route along the footpath. See Appendix B for TCP

3.3 Excavation Phase

a) Daily Vehicle Movements:

	Up to HRV	AV	Truck & Dog	Total
Length	Up to 12.5m	19m	18.4m	
Peak Movements (Vehicles)	12(6)			12(6)
Average Movements (Vehicles)	8(4)			8(4)

b) Approach and Departure Routes
- Approach Route – Traveling along the Pacific Highway, turn onto Berry Road, turn left onto Marshall venue, turn right onto Canberra Avenue and then turn right into the site in a forward-facing direction.
- Departure Route – In a forward-facing direction exit the site and turn left onto Canberra Avenue, turn left onto Marshall Avenue, turn right onto Berry Road and then turn onto the Pacific Highway.

c) Site Access
- Site vehicles to enter and exit the site from construction access points along the Canberra Avenue site frontage.

d) Vehicle movements within the site
- Vehicles will enter and exit the site in a forward-facing direction.

e) Loading and Unloading of Vehicles
- All vehicles to be loaded and unloaded within the site boundaries.

f) Vehicle Queuing
   - Vehicles to stand within the site boundary.
   - Drivers are to contact the site prior to turning onto Berry Road from the Pacific Highway to ensure there is adequate space.

g) Removal of material from site
   - Vehicles are to be loaded within site boundaries with crushed aggregate and shaker grid to be installed prior to exit point once hardstand area is removed.
   - Vehicles inspected prior to leaving the site and cleaned as required to minimise contamination of surrounding roadways.
   - Where water is used for cleaning vehicles, appropriate sediment control measures will be taken to ensure untreated water is not allowed to directly enter the storm water system.

h) Works Zone
   - None proposed.

i) Standing Plant
   - All equipment to be used within the site boundary only.

j) Parking for Site Workers
   - Site workers to park within site boundaries or surrounding off-street parking facilities abiding by existing conditions.
   - Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.

k) Storage for Material, Waste and Equipment
   - All storage to be located within the site boundaries only.

l) Pedestrian Management
   - Pedestrian access past the site as per existing conditions along the concrete footpath
   - Traffic controllers onsite can manage pedestrian activity as required when vehicles are crossing the footpath.
   - Boundary fencing installed around the site boundary as required to restrict public access.

m) Traffic Lanes
   - Traffic controllers used as required to manage traffic along Canberra Avenue to all site vehicles to enter and exit the site due to the narrow travel path through the Duntroon Avenue intersection. Normal traffic conditions restored at other times.

3.4 Construction Phase

a) Daily Vehicle Movements:

	Up to MRV	HRV	AV	Truck & Dog	Total
Length	Up to 8.8m	12.5m	19m	18.4m	
Peak Movements (Vehicles)	8(4)	8(4)			16(8)
Average Movements (Vehicles)	4(2)	4(2)			8(4)
Concrete Pours (pour days only	20(10)	2(1)			22(11)

Concrete Pour Schedule: approx. 1 day each week per level

b) Approach and Departure Routes
   - Approach Route – Traveling along the Pacific Highway, turn onto Berry Road, turn left onto Marshall venue, turn right onto Canberra Avenue and then turn right into the site in a forward-facing direction where possible.
   - Departure Route – In a forward-facing direction exit the site and turn left onto Canberra Avenue, turn left onto Marshall Avenue, turn right onto Berry Road and then turn onto the Pacific Highway.

c) Site Access
   - Vehicle access limited to the southern end of the site due to excavation footprint.
   - Traffic management to be installed as per TCP in appendix B for any vehicle needing to reverse into the site.
   - Suitable vehicles may use the basement once its construction is complete.

d) Vehicle movements within the site
   - Suitable vehicles may use the basement once its construction is complete.
   - Vehicle to utilise the area in the south-eastern corner of the site where the future pedestrian link is to be constructed for vehicle movements as required.

e) Loading and Unloading of Vehicles
   - All vehicles to be loaded and unloaded from within the site boundaries.

f) Vehicle Queuing
   - Vehicles to stand within the site boundary.
   - Drivers are to contact the site prior to turning onto Berry Road from the Pacific Highway to ensure there is adequate space.

g) Works Zone
   - None proposed.

h) Standing Plant
   - All equipment to be used within the site boundary.
   - Concrete pour from within site boundaries. Traffic controllers to manage site ingress and egress for AGIs, see Appendix B for relevant TCPs.

i) Material Handling
   - Onsite tower crane installed for moving material and equipment between levels
   - Forklifts or similar plant to be used wholly within the site to load and unload vehicles as required.

j) Parking for Site Workers
   - Site workers to park within site boundaries or surrounding off-street parking facilities abiding by existing conditions.
   - Site workers will be encouraged to use public transport to travel to and from the site with facilities available onsite for tool and equipment storage.
   - Basement may be used by suitable vehicles once its construction is complete.

k) Storage for Material, Waste and Equipment
   - All storage to be located within the site boundaries only.

l) Pedestrian Management
   - Pedestrian access past the site as per existing conditions along the concrete footpath
   - Traffic controller located at gate to manage pedestrian activity when vehicles are crossing the footpath.
   - Boundary fencing installed around the site boundary as required to restrict public access.

m) Traffic Lanes
   - 2-way access maintained along Canberra Avenue.

n) Driveway / Footpath / Kerb Works
   - Pedestrian detour to be installed during site operating hours with onsite traffic controllers to assist pedestrians around the work area as required (see appendix B for TCP). Pedestrian detour subject to Council approval as required.

4 Impact of Project

4.1 Surrounding Properties

- Existing access to surrounding properties maintained throughout the project.
- Traffic controllers onsite to manage site vehicle access along the site frontage due to the narrow travel path to ensure 2-way access is maintained past the site throughout works.

4.2 Pedestrians

- Pedestrian access maintained along the footpath for all works except the initial demolition works for the brick fencing etc. next along the site frontage, however as this is on for a short period of time and traffic controllers will manage a temporary travel path the impact to pedestrians wanting to travel along Canberra Avenue will be minimal
- Traffic controllers used as required for pedestrian safety when vehicles are crossing the footpath.

4.3 Cyclists

- No significant cyclist impact due to the project; existing travel routes to remain as per normal conditions.
- Traffic controllers to manage site vehicles access to ensure a safe travel path along Canberra Avenue past the site is maintained throughout the project.

4.4 Local Traffic

- Limited impact on traffic flow with existing traffic lanes maintained throughout works.

4.5 Emergency Services

- Access along surrounding streets maintained throughout the project with access to surrounding properties also maintained.
- Emergency vehicles are given priority access when traffic controllers are managing traffic past the site.

4.6 Public Transport

- Existing public transport infrastructure unaffected by this project.

Appendix A – Site Plans

SBMG02276-01 – Approach and Departure Routes - All Phases
SBMG02276-02 – Site Overview – Demolition Phase
SBMG02276-03 – Site Overview – Excavation Phase
SBMG02276-04 – Site Overview – Construction Phase

Appendix B – Traffic Control Plans

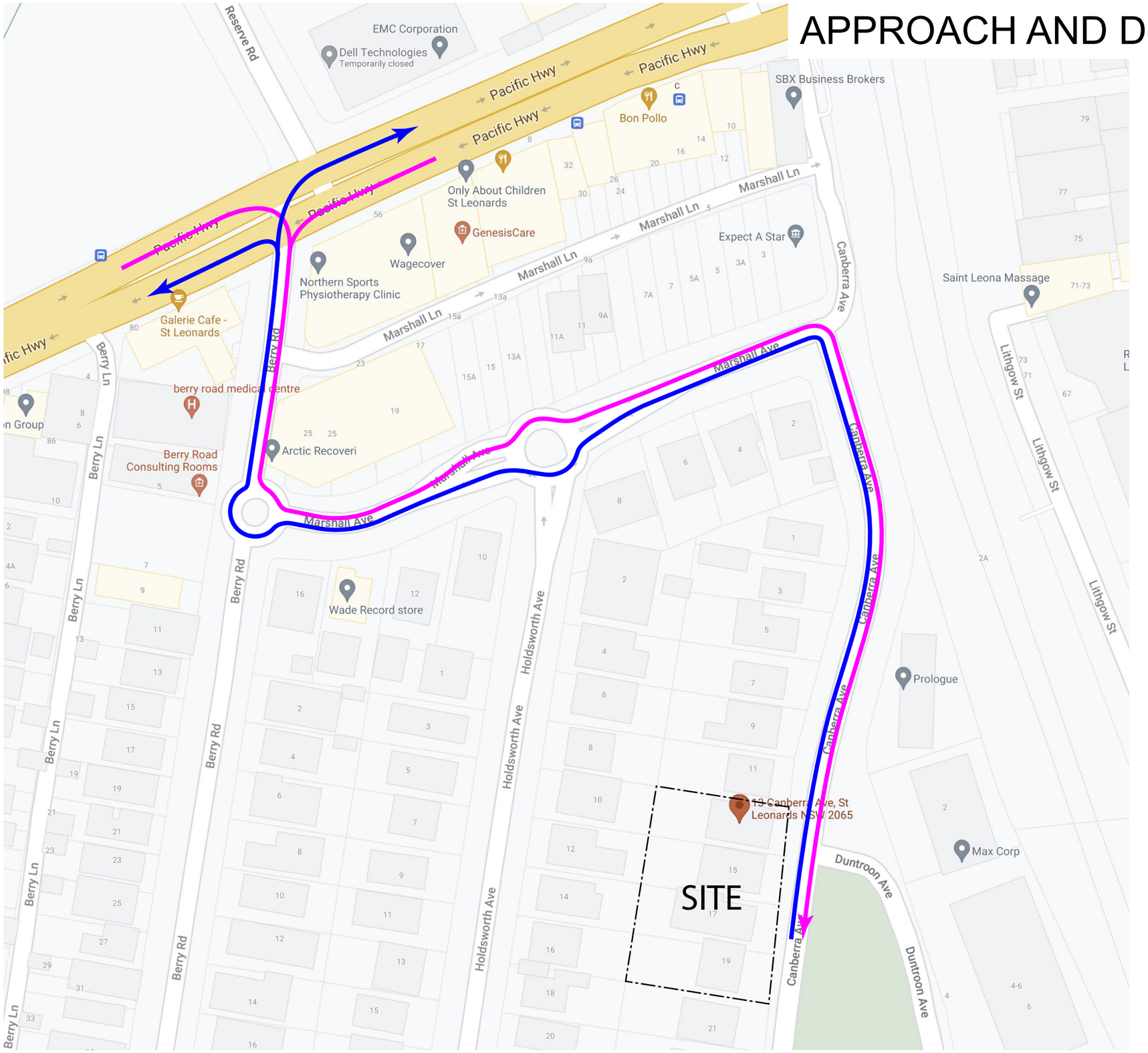
SBMG02276-05 – Site Access
SBMG02276-06 – Site Access - Reversing Vehicles
SBMG02276-07 – Demolition along the site frontage
SBMG02276-08 – Footpath / Driveway / Kerb Works

Appendix C – Swept Paths

SBMG02276-09 – HRV – Approach Route
SBMG02276-10 – HRV – Departure Route
SBMG02276-11 – HRV – Site Access – Demolition Phase
SBMG02276-12 – HRV – Site Access – Excavation Phase
SBMG02276-13 – HRV – Site Access – Construction Phase

Appendix A

APPROACH AND DEPARTURE ROUTES
ALL PHASES



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SBMG PLANNING — TRAFFIC CONTROL · BUILDING & CONSTRUCTION · SPECIAL EVENTS · SWEPT PATH DIAGRAMS

Project/Event:	MIXED-USE DEVELOPMENT			
Location:	13-19 CANBERRA AVENUE, ST LEONARDS NSW			
Client :	HYECORP PROPERTY GROUP			
Plan No.	SBMG02276-01	A	Date:	16TH AUGUST 2021
SCALE: NOT TO SCALE				

PREPARED BY: MATTHEW YOUNG
RMS PREPARE A WORKZONE TRAFFIC MANAGEMENT PLAN CERTIFICATE No. 0051718998

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	B	
16/08/21	A	INITIAL SUBMISSION

LEGEND:

- SITE BOUNDARY
- SITE APPROACH ROUTE
- SITE DEPARTURE ROUTE

SITE OVERVIEW
DEMOLITION PHASE

LEGEND:

- SITE BOUNDARY
- TRAFFIC FLOW
- SITE ACCESS
- SITE GATE
- SHAKER GRID
- INTERNAL VEHICLE TRAVEL PATH

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Client :	HYECORP PROPERTY GROUP			
Plan No.	SBMG02276-02	A	Date:	16TH AUGUST 2021
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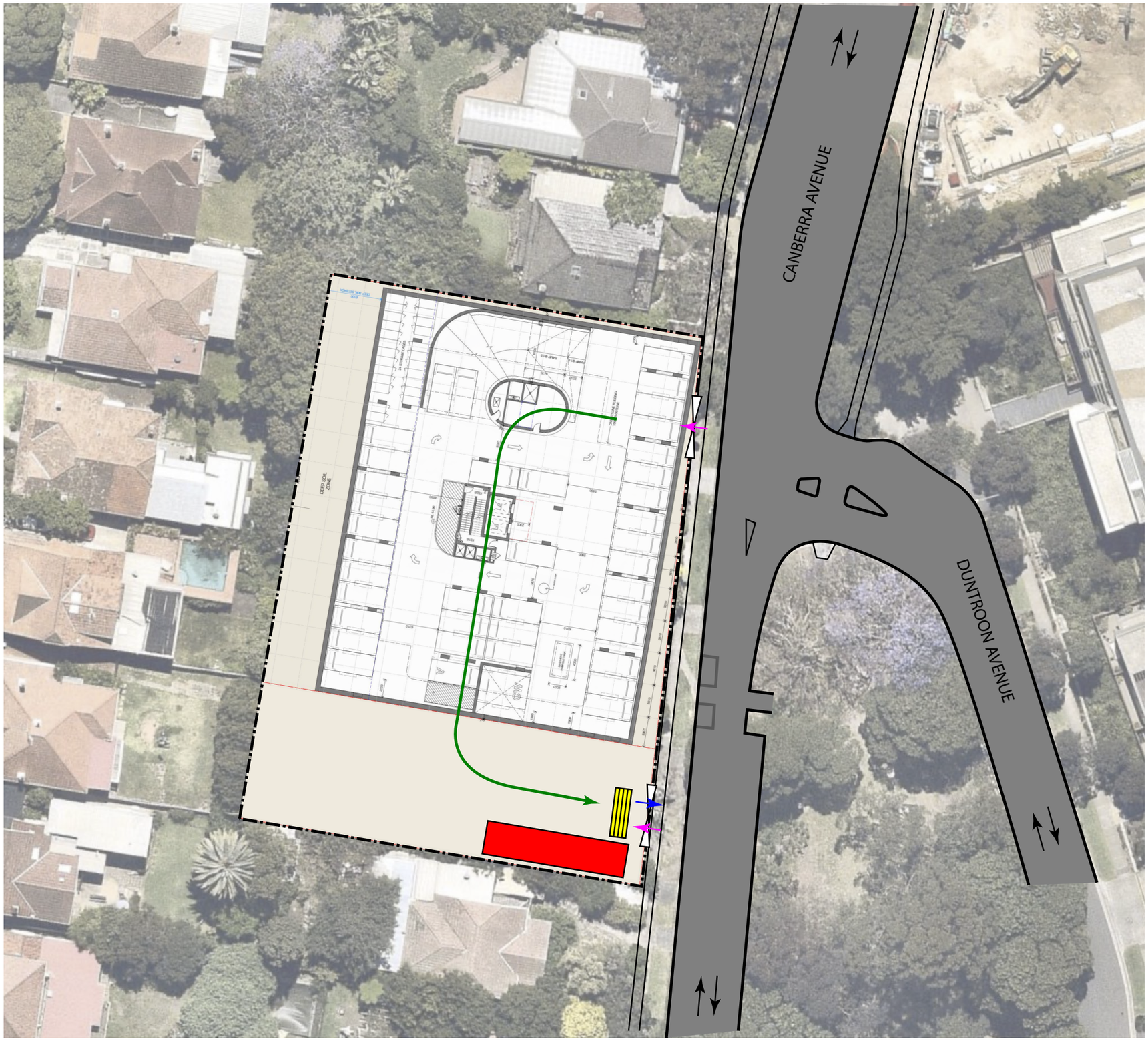
SITE OVERVIEW
EXCAVATION PHASE



LEGEND:

- SITE BOUNDARY
- TRAFFIC FLOW
- SITE ACCESS
- SITE GATE
- SHAKER GRID
- INTERNAL VEHICLE TRAVEL PATH
- SITE SHEDS AND AMENITIES

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Project/Event:	MIXED-USE DEVELOPMENT			
Location:	13-19 CANBERRA AVENUE, ST LEONARDS NSW			
Client :	HYECORP PROPERTY GROUP			
Plan No.	SBMG02276-03	B	Date:	6TH OCTOBER 2021
SCALE: NOT TO SCALE				

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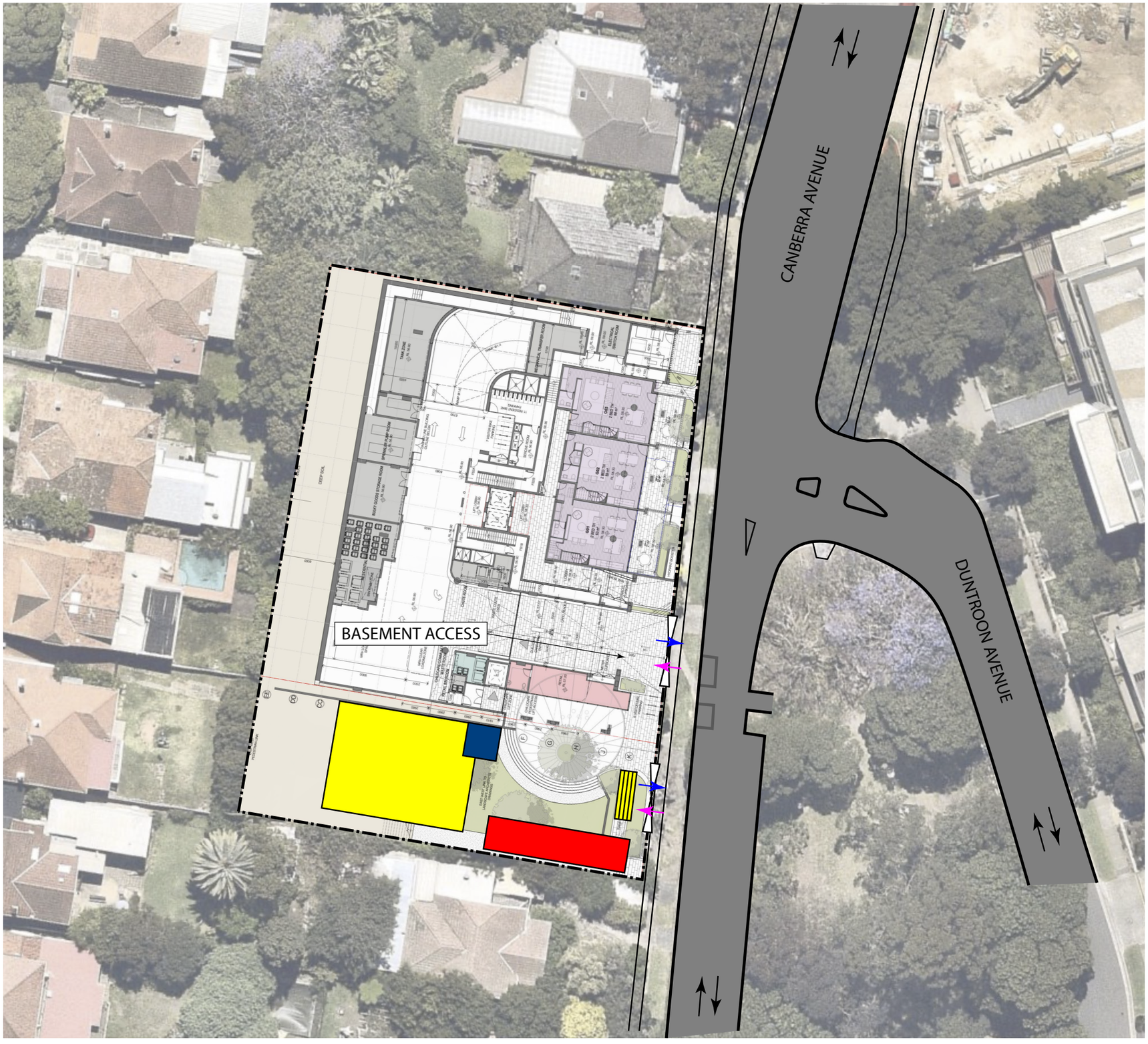
SITE OVERVIEW
CONSTRUCTION PHASE



LEGEND:

- SITE BOUNDARY
- TRAFFIC FLOW
- SITE ACCESS
- SITE GATE
- SHAKER GRID
- SITE SHEDS AND AMENITIES
- STORAGE AREA
- TOWER CRANE

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Appendix B

TRAFFIC CONTROL PLAN
SITE ACCESS

NOTES:

1. ALL SIGNAGE TO BE INSTALLED IN ACCORDANCE WITH RMS "TRAFFIC CONTROL AT WORKSITES" MANUAL AND AS1742.3.
2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. SURROUNDING PROPERTY ACCESS TO BE MAINTAINED AT ALL TIMES.
4. SITE VEHICLES TO ENTER AND EXIT IN A FORWARD-FACING DIRECTION.
5. TRAFFIC CONTROLLERS TO HOLD VEHICLES IN BOTH DIRECTIONS ALONG CANBERRA AVENUE AND APPROACHING THE INTERSECTION ALONG DUNTROON AVENUE TO ALLOW SITE VEHICLES TO ENTER AND EXIT THE SITE. NORMAL 2-WAY ACCESS RESTORED AT OTHER TIMES.
6. SITE VEHICLES TO GIVE WAY TO PEDESTRIANS WHEN ENTERING AND EXISTING THE SITE.

LEGEND:

- SITE BOUNDARY
- TRAFFIC FLOW
- SITE ACCESS
- SITE GATE
- SHAKER GRID
- INTERNAL VEHICLE TRAVEL PATH
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER

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TRAFFIC CONTROL PLAN
SITE ACCESS - REVERSING VEHCLES

NOTES:

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6. SITE VEHICLES TO GIVE WAY TO PEDESTRIANS WHEN ENTERING AND EXISTING THE SITE.

LEGEND:

- SITE BOUNDARY
- TRAFFIC FLOW
- SITE ACCESS
- SITE GATE
- SHAKER GRID
- VEHICLE STANDING
- SITE APPROACH ROUTE (FORWARD DIRECTION)
- SITE APPROACH ROUTE (REVERSE DIRECTION)
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER
- PEDESTRIAN MANAGEMENT

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Plan No.	SBMG02276-06	B	Date:	6TH OCTOBER 2021	
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TRAFFIC CONTROL PLAN
DEMOLITION ALONG SITE FRONTAGE

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6. PEDESTRIAN ACCESS MANAGED BY ONSITE TRAFFIC CONTROLLERS DURING SITE OPERATING HOURS. AFTER HOURS TEMPORARY FENCING RELOCATED TO THE SITE BOUNDARY TO RESTORE NORMAL PEDESTRIAN ACCESS ALONG THE FOOTPATH.

LEGEND:

- SITE BOUNDARY
- TRAFFIC FLOW
- WORK AREA
- DELINEATION (i.e. TRAFFIC CONES)
- PEDESTRIAN BARRIER
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER
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TRAFFIC CONTROL PLAN
FOOTPATH WORKS / KERB WORKS / DRIVEWAY WORKS

NOTES:

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LEGEND:

- SITE BOUNDARY
- TRAFFIC FLOW
- WORK AREA
- SITE VEHICLE STANDING
- DELINEATION (i.e. TRAFFIC CONES)
- PEDESTRIAN BARRIER
- PEDESTRIAN ROUTE
- TRAFFIC CONTROLLER
- PEDESTRIAN MANAGEMENT

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16/08/21	A	INITIAL SUBMISSION

Appendix C

Scale 1:300

0 3 15 30 45

Notes:

VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.

AS/NZS 2890.2:2002 HRV - HEAVY RIGID VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 12.500m.

DIAGRAM ILLUSTRATES TURNING MANOEUVRES REQUIRED FOR TRUCKS TO ACCESS THE SITE USING THE PROPOSED VEHICLE TRAVEL PATHS.

SCALE: 1:300 @A1

Rev Notes:
A - INITIAL SUBMISSION

Legend:
- FRONT OVERHANG - FORWARD-FACING
- WHEEL PATH - FORWARD-FACING
- FRONT OVERHANG - REVERSE DIRECTION
- WHEEL PATH - REVERSE DIRECTION

SWEPT PATH DIAGRAM

FORWARD-FACING DIRECTION
APPROACH ROUTE

Project: MIXED-USE DEVELOPMENT
Location: 13-19 CANBERRA AVE, ST LEONARDS

Prepared By: MATTHEW YOUNG

Plan:	Issue:	Date:
SBMG02276-09	A	16/08/21

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SBMG PLANNING

Scale 1:300

0 3 15 30 45

Notes:

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SWEPT PATH DIAGRAM

FORWARD-FACING DIRECTION
APPROACH ROUTE

Project: MIXED-USE DEVELOPMENT
Location: 13-19 CANBERRA AVE, ST LEONARDS

Prepared By: MATTHEW YOUNG

Plan:	Issue:	Date:
SBMG02276-10	A	16/08/21

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Scale 1:200

0 5 10 20

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SCALE: 1:200 @A1

Rev Notes:
A - INITIAL SUBMISSION

Legend:
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- WHEEL PATH - FORWARD-FACING
- FRONT OVERHANG - REVERSE DIRECTION
- WHEEL PATH - REVERSE DIRECTION

SWEPT PATH DIAGRAM

FORWARD-FACING DIRECTION
DEMOLITION PHASE

Project: MIXED-USE DEVELOPMENT
Location: 13-19 CANBERRA AVE, ST LEONARDS

Prepared By: MATTHEW YOUNG

Plan:	Issue:	Date:
SBMG02276-11	A	16/08/21

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Notes:

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DIAGRAM ILLUSTRATES TURNING MANOEUVRES REQUIRED FOR TRUCKS TO ACCESS THE SITE USING THE PROPOSED VEHICLE TRAVEL PATHS.

SCALE: 1:200 @A1

Rev Notes:
A - INITIAL SUBMISSION
B - UPDATED SITE PLANS

Legend:
- FRONT OVERHANG - FORWARD-FACING
- WHEEL PATH - FORWARD-FACING
- FRONT OVERHANG - REVERSE DIRECTION
- WHEEL PATH - REVERSE DIRECTION

SWEPT PATH DIAGRAM

FORWARD-FACING DIRECTION
EXCAVATION PHASE

Project: MIXED-USE DEVELOPMENT
Location: 13-19 CANBERRA AVE, ST LEONARDS

Prepared By: MATTHEW YOUNG

Plan:	Issue:	Date:
SBMG02276-12	B	06/10/21

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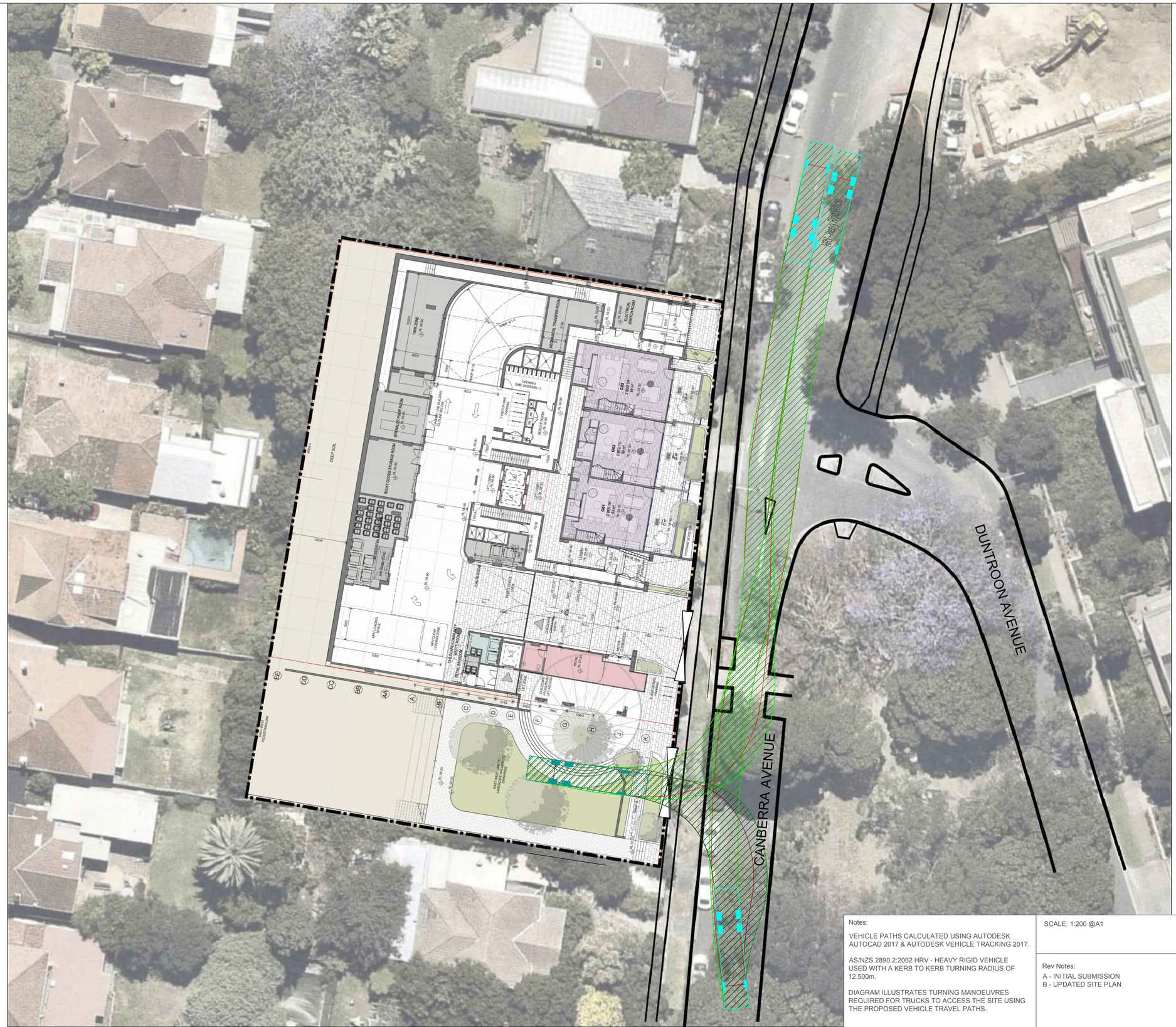

Notes:

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SCALE: 1:200 @A1

Rev Notes:
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B - UPDATED SITE PLAN

Legend:
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- WHEEL PATH - FORWARD-FACING
- FRONT OVERHANG - REVERSE DIRECTION
- WHEEL PATH - REVERSE DIRECTION

SWEPT PATH DIAGRAM

REVERSE DIRECTION
CONSTRUCTION PHASE

Project: MIXED-USE DEVELOPMENT
Location: 13-19 CANBERRA AVE, ST LEONARDS

Prepared By: MATTHEW YOUNG

Plan:	Issue:	Date:
SBMG02276-13	B	06/10/21

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