



Preliminary Construction Traffic Management Plan

for a Concept Plan and Stage 1 Project Plan relating to the construction of a residential development on the corner of epping road and herring road, macquarie park

prepared on behalf of Stamford Land Corporation by
TRAFFIX traffic & transport planners
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traffix
traffic & transport planners

po box 1061
potts point nsw 1335
t: +61 2 8324 8700
f: +61 2 9380 4481
w: www.traffix.com.au
abn: 66065132961



OPERATIONAL ASPECTS OF CONSTRUCTION TRAFFIC MANAGEMENT PLAN (CTMP)

The information below forms part of the Preliminary Construction Traffic Management Plan as required by the Department of Planning. The principles identified will be incorporated into a final CTMP once contractors have been appointed and the construction methodology and schedule are finalised. At such time a final CTMP will be developed in accordance with the relevant requirements of the Australian Standards and the RTA.

At this time, the following matters are considered relevant:

Hours of Construction

The hours of construction which are to be sought for the duration of the project (approximately 4.5 years) are:

- Mon-Friday: 7.30am to 5.30pm;
- Sat: 7.30am to 3.30pm;
- No work on Sundays or Public Holidays

Access

Access to the site is proposed via both Epping Road and Herring Road via a new staged road connection to Epping Road (in the location of the proposed new Type 3 Road) and via the existing driveway crossing within Herring Road.

At this stage it is expected that Epping Road will facilitate exit movements only with the Herring Road access to accommodate both entry and exit movements. It is however noted that on occasion access to the site may be required via Epping Road. Should this be required a suitable plan of management will be implemented to ensure that no conflicts occur at the site access.

Truck Movements

The truck movements associated with the construction activities of the site will vary depending on the stage of works being undertaken. However for planning purposes the truck movements per day for each stage of works has been estimated as:

- Stage 1: 30-50 truck movements per day;
- Stage 2: 30-50 Truck movements per day

These movements will be associated with the access locations identified above. At this time it is anticipated that all entry movements will occur via the existing Herring Road access, with all exit movements to occur via either the existing Herring Road access or the proposed access to Epping Road.

Truck Types

During the demolition and excavation stages, trucks will generally be 'truck and dog' combinations with occasional rigid vehicles. During the subsequent stages of the construction it is likely that



trucks will vary depending on deliveries. For planning purposes it is assumed that the largest vehicle accessing the site will be 19.0 metre articulated vehicles. The majority of deliveries however will occur using either 8.8m MRV's or 12.5m HRV.

The Epping Road and Herring Road accesses will be designed to ensure that all vehicles can exit the site in a safe and efficient manner and will not create any adverse impacts on users of the road network.

Site Workers

It is anticipated that the number of workers associated with the site will vary from between 50 to 200 workers depending on the stage of works. Workers will be strongly encouraged to use public transport or car pool and due to the location of the site it is anticipated that up to 15% will utilise public transport with an additional 20% car pooling. Based on these assumptions the arrival and departure of workers will equate to approximately 150 entry movements and 150 exit movements per day. These trips will generally occur outside peak periods or on the peak 'shoulders' and as such will have a minimal impact on the operation of key intersections. However, should these trips coincide with the peak periods, the level of generation proposed will have a similar impact to that of the development when fully operational which has been shown to have no unacceptable impact on the existing road network.

Parking for workers will generally be provided on site. During the demolition and excavation stages, employee parking will be provided for up to 30 vehicles. During the subsequent stages of construction, most workers will be able to park within the basement car park that will have capacity for up to 700 vehicles which is more than required.

Pedestrian Management

During the construction stages security fencing will be provided to protect pedestrians at all times. At this stage A Class Hoardings are proposed along both frontages with swing gates to be implemented at both site access locations to ensure pedestrian safety is not compromised during entry and exit movements of heavy vehicles.

Appropriate documentation of the above construction activities and required Traffic Control Plans (TCP) will be undertaken during Project Application and/or cc stages when the final construction program is known. All TCP's and documentation will be done in accordance with the requirements of the RTA and relevant Australian Standards and submitted to the RTA and Council for approval and will ensure that any disruptions to the local community is minimised.