

Construction Traffic Management Plan

University of Sydney, Camperdown Campus

Chau Chak Wing Museum

Prepared for: **FDC Construction & Fitout (NSW) Pty Ltd**
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RMS Prepare a Work Zone Traffic Management Plan
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1 Project Details

1.1 Project Summary

Project:	Chau Chak Museum	
Location:	The University of Sydney, Camperdown	
Hours of Operation:	Monday – Friday	0700 – 1700 – 5 pm
	Saturday	0800 – 1300 – 1 pm
	Sunday & Public Holidays	No Work

Builder	FDC Construction & Fitout (NSW) Pty Ltd
ABN	72 608 609 427
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Scope of Works:

The excavation and construction of the new Chau Chak Wing Museum

This Construction Traffic Management Plan has been prepared to satisfy condition "B24" in the Development Application No. SSD 7894

This Construction Management Plan includes a brief description of the proposed works as well as the planning strategies for dealing with the traffic generated resulting from the construction activities and how to accommodate the construction vehicles without resulting in any adverse impacts on the surrounding University grounds and streets.

1.2 Revisions

Rev	Date	Description
0	10 th May 2018	Initial Submission
1	11 th May 2018	review
2	17 th May 2018	Submission final
3		

1.3 Traffic and parking effects

On street parking is not available along University Ave.

Parking is permitted on University Place from Science Rd to University Ave (Fig 1)
Parking in this area will not be effected

The current speed limit on this Ave is 25 Km per hour both entering & exiting

This is the first of the two entrances off Parramatta Rd westbound.

This entrance is left turn in and left turn out only and filters into University Pl then Manning Rd.

Fig 1. Parking



1.4 Site Lay out

The site is bounded by University Ave on its eastern & southern boundary and University Place on its western boundary. With Parramatta Rd on the north side which is separated by an existing path way stone wall and footpath

There is an existing pedestrian pathway the northern boundary. This access will be closed to pedestrian traffic whilst construction is taking place. This is indicated in is marked in fig 2

Fig 2. Site & pedestrian walk way



The Hoarding for the site will be erected prior to the site establishment. The traffic control plans for this task are indexed below

- FDC Hoarding 1
- FDC Hoarding 2
- FDC Hoarding 3
- FDC Hoarding 4

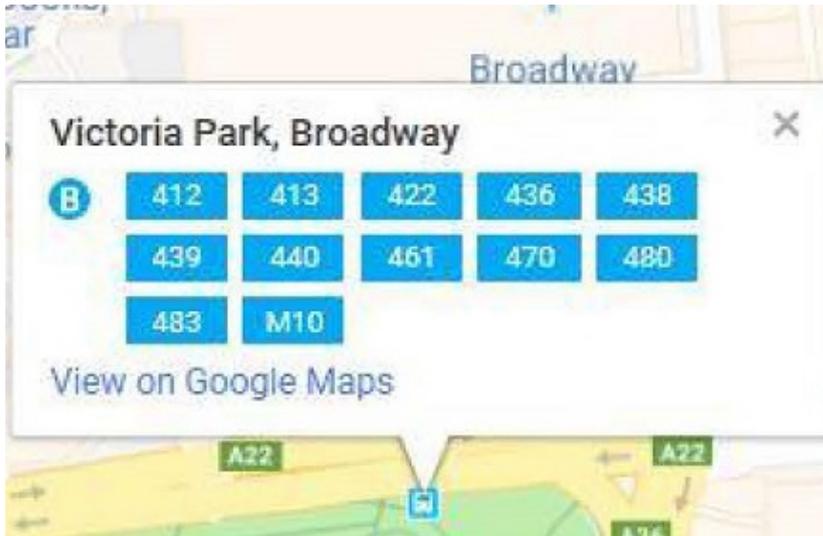
Fig 3 & 4 illustrates the proposed site lay out at the initial site establishment.



1.5 Public Transport

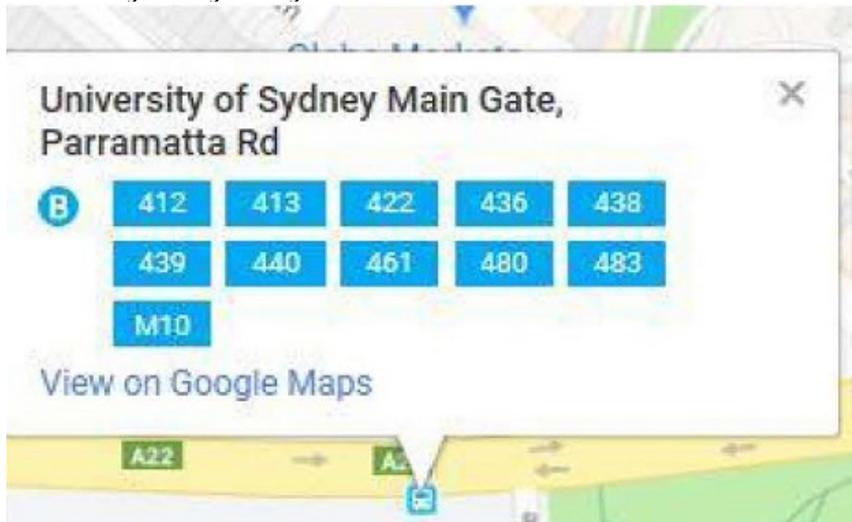
There are 4 bus stops west bound on Parramatta Rd and 3 bus stops east bound that service the university. The two stops below are the main stop effecting the site
West Bound:

- Victoria Park, Broadway- Bus routes indicated (fig 3)



The bus stop is 215m from the University Ave gate

- University of Sydney Main Gate – Parramatta Rd routes indicated (fig 4)



The bus stop is 30m from the access/egress gate

1.6 Site Establishment

The site is under the control of FDC Construction & Fitout Pty Ltd – from here on in will be referred to as FDC.

The hoarding installation is required prior to any delivery of site sheds, equipment etc. the erection of the hoarding will be approximately 5 days, traffic control will be in place whilst this is being undertaken.

After the installation all relevant signage will be erected on the hoarding clearly identifying that the foot path is closed and that there is no pedestrian access. The footpath opposite the site is the preferred access & egress pedestrian routes.

After the erection of the hoarding the remainder of the site will be set up in accordance with the FDC construction program.

2 Week duration

1.7 Excavation

The delivery of 30-ton excavator(s) will be delivered by a semi-trailer float and programmed as to not interfere with the general operation of the University

Once the excavator is on site it can start the process of bulking out of material from the site It is estimated that 2000 cubic meters of material will be removed

The material will be removed from site via a truck & dog combination –

3 Axle Truck and 3 Axle Dog Trailer (R12T12) at 48 tonnes GCM

4 Axle Truck and 3 Axle Dog Trailer (R22T12) at 50 tonnes GCM

1.8 Spoil removal

The first truck in the circuit of 20 will be able to park within the site prior to the start of the day. The 2nd & 3rd trucks to be parked in University Pl and the remainder of the trucks will be positioned within close proximity to the site

The proposed tipping facility for the excavated material will be either Eastern Creek land fill or Kimbriki land fill.

The truck route will be left into University Ave from Parramatta Rd Broadway only.

Eastern Creek:

Exiting from University Ave will be via a left turn under traffic lights onto Parramatta Rd. Then proceed to the M4 motorway and exit at the Eastern Ck turn off

Kimbriki

Exiting from University Ave will be via a right turn under traffic lights onto Parramatta Rd. Then proceed to Concord Rd turn right and follow until the junction of Ryde Rd and follow to Mona Vale Rd and turn right into the landfill

The truck will then proceed to the appropriate road to proceed to the land fill facility

Truck routes refer to TCP's

1.9 Construction Phase

During this phase of the build a number of tasks will overlap, the excavation will still be in progress, Piling and the erection of the tower crane will take place at week 2

The tower crane will arrive on 10 semi-trailers this task will be programmed to coincided with no classes or limited classes in the vicinity of the University Ave.

A 200t crane will be required to erect the tower crane this may spread out over 2 days

During this phase of the project will increase and on certain days will overlap with deliveries to site.

It is advisable that all deliveries be programmed to restrict the delivery vehicles clogging the roadway and restricting access to site.

University staff & students have the right of way at all times.

No parking of trucks or vans on the roadway either side of the site

The delivery driver should prior to arriving to site contact the FDC site foreman when they are a minimum of 10 minutes away, then the delivery driver can wait at a convenient location if there is no parking on site

A designated marshalling area for the concrete trucks will be determined and sign posted. This position will be predetermined during the site establishment.

Currently there are 90 concrete pours programmed and at an average of 8 trucks per pour. Each truck will carry approximately 6m³ per load. The trucks shall be spaced as to not park on University Ave or University Pl. Traffic control will be assisting the trucks to reverse into site

The construction requires 100 concrete tilt slabs. The tilt slab are 6m long x 600mm wide x 250mm thick.

These will be delivered by semi-trailer which will be able to be parked on site for the tower crane to unload and install. There are occasions that a 20t franna crane will be required on site to install some of the tilt slabs

1.10 Fit Out

During the fit-out stage of the project it is expected that the number of trades and personal required onsite will increase dramatically. The coordination of the unloading and loading of trade vehicles in front of the site entrance will need to be monitored to restrict the impact on

Deliveries should be scheduled for either after 830 am or before 3 pm on the day or last thing the day prior this will alleviate the clogging of the roadway by delivery trucks/ vans.

2. Proposed Traffic Management

2.1 General

A. Site Vehicles

Site vehicles enter and exit the site in a forward-facing direction where possible, traffic controller to be used as required to facilitate reversing in or out of site.

All drivers will be made aware of the approved routes prior to commencing work at the site as part of the site induction.

Vehicles will be scheduled in such a manner as to not require queuing on the road network surrounding the site.

B. Road Occupancy

Approval from Sydney University prior to effecting University Ave & lane
All Traffic Control Plans (TCPs) associated with this CTMP will comply with relevant Australian Standards and RMS Traffic Control at Worksites Manual.

C. Parking for Site Workers

Throughout the project site workers will park within the site boundaries where possible or alternatively using existing on-street parking with existing parking restrictions.

D. Public Transport

Surrounding public transport access unaffected during this project.

E. Surrounding Roads

Site vehicles are to use approved routes only for access to and from the site.

Construction traffic to be scheduled where possible outside of peak times minimise impact to existing traffic

Truck queuing on surrounding streets is not permitted or required during this project.

F. Loading / Unloading Vehicles

All vehicles loading / unloading to be contained within site boundaries or under traffic control from University Ave

G. Road Occupancy

i. Standing Plant - All plant will be located within site boundaries.

ii. Parking for Site Workers – All site workers will park as per the university parking signage

H. Storage for Equipment, Materials and Waste.

All located within site boundaries to the rear

I. Removal of Excavated Materials from Site

All site vehicles to be loaded within site boundaries.

Vehicles will be checked and cleaned prior to exit to ensure surrounding roadways are not contaminated with spoil.

Water from the area above the site entry and exits to be diverted to an approved sediment filter or trap by a bund or drain located above, and vehicle tracks to be swept as required (weekly as a minimum).

J. Pedestrian Management

A hoarding has been erected to prevent pedestrian access. The footpath on the northern side of University Ave and the eastern side of University Lane has been closed for the duration of the work

2.2 Construction

A. Vehicle Movements Within Site – Same as previous stages with basement level to be used when construction is complete.

B. Loading/Unloading Vehicles – Same as previous stages

C. Road Occupancy - The movement of semi-trailers into University Ave off Parramatta Rd will require approval from RMS via an approved ROL. This will allow the truck to complete the turn in a safe manner from the 2nd lane after the bus lane

D. Storage for Equipment, Materials and Waste – Within site boundaries with the basement level to be used once construction is complete.

E. Pedestrian Management – Pedestrians will be directed to the opposite side of the road

2.3 Fit Out

F. Site Entry & Exit Routes – Same as previous stages.

G. Vehicle Movements Within Site – Same as previous stage.

H. Loading / Unpacking Vehicles – Same as previous stage.

I. Road Occupancy

i. Parking for Site Workers – Same as previous stage

J. Storage for Equipment, Material and Waste – Same as previous stage.

K. Pedestrian Management – Pedestrian access along footpath maintained throughout this stage.

3 Project Impact

3.1 Residents / Surrounding Property Owners

- As the work is wholly within the grounds of the University the effect on residents or business is highly unlikely

3.2 Pedestrians & Cyclists

Existing pedestrian and cyclist's access along University Ave And Lane will be via the southern side footpath along University Ave and by the western footpath along University Lane

Site vehicles are to wait for a suitable gap in both pedestrian and vehicular traffic before proceeding to minimise impact to existing traffic flow.

3.3 Emergency Services

Access on University Ave and lane will be maintained throughout the project. Priority is given to emergency vehicles as per normal procedure.

Notice to be given 14 days prior to any work that restricts the normal flow of traffic

3.4 Local Traffic

Access along The University Ave & lane will remain as per normal conditions.

3.5 Public Transport

There is no impact to public transport. As a curtesy taxi companies to be notified of any work that restricts the normal flow of traffic

3.6 Impact on Community & Businesses

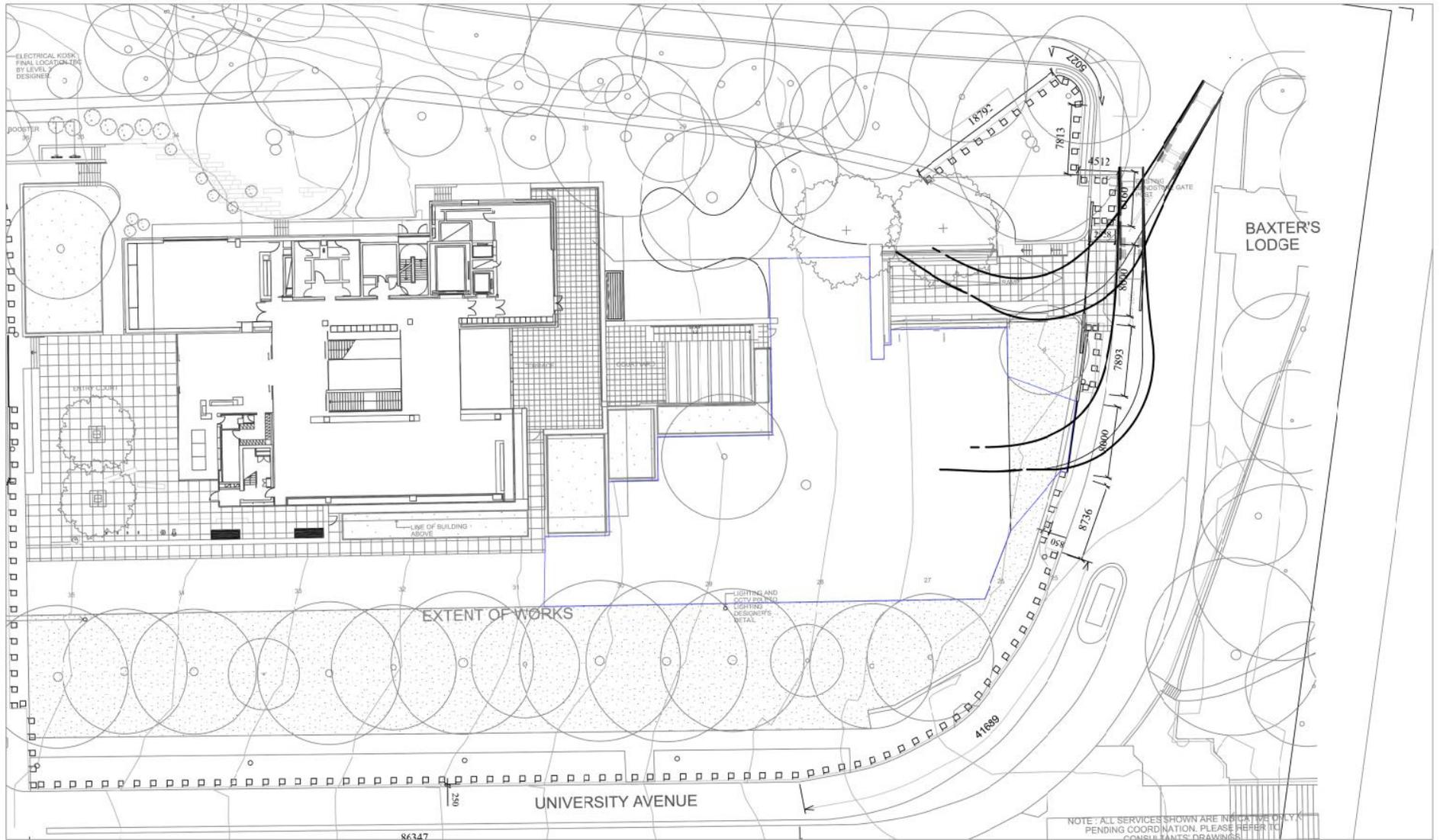
Impact to the community will be minimal

3.7 Truck routes and marshalling areas

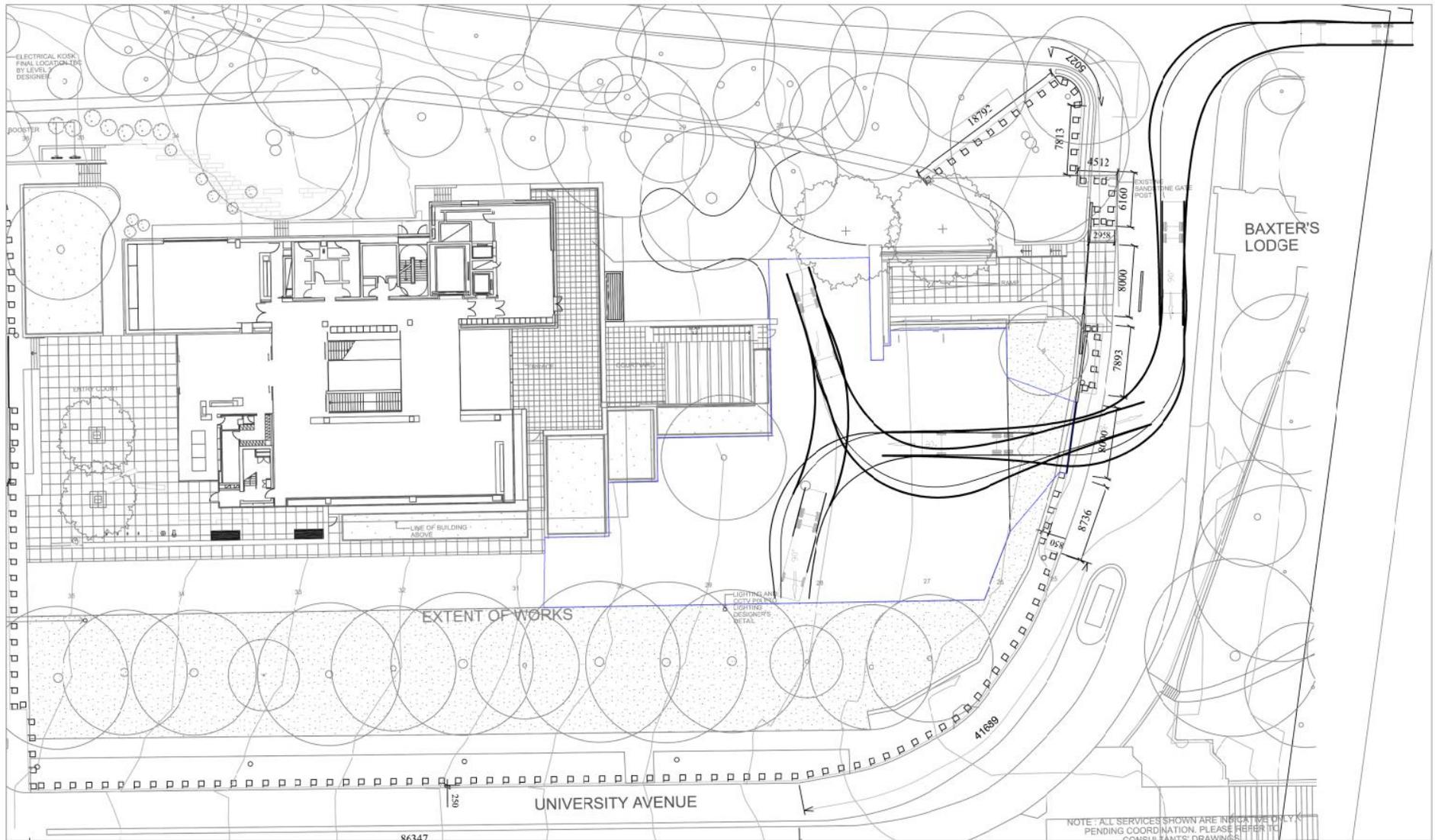
No Marshalling of trucks on University Ave. No trucks are to park in University Ave. If marshalling is required additional traffic control will be required in University Lane to assist truck conducting a 3-point turn. Truck to be spaced with sufficient margins to prevent marshaling of trucks on surrounding streets and suburbs.

The truck routes to the prescribed land fill has been addressed in 1.8.

Sweep 2 - Truck & Dog



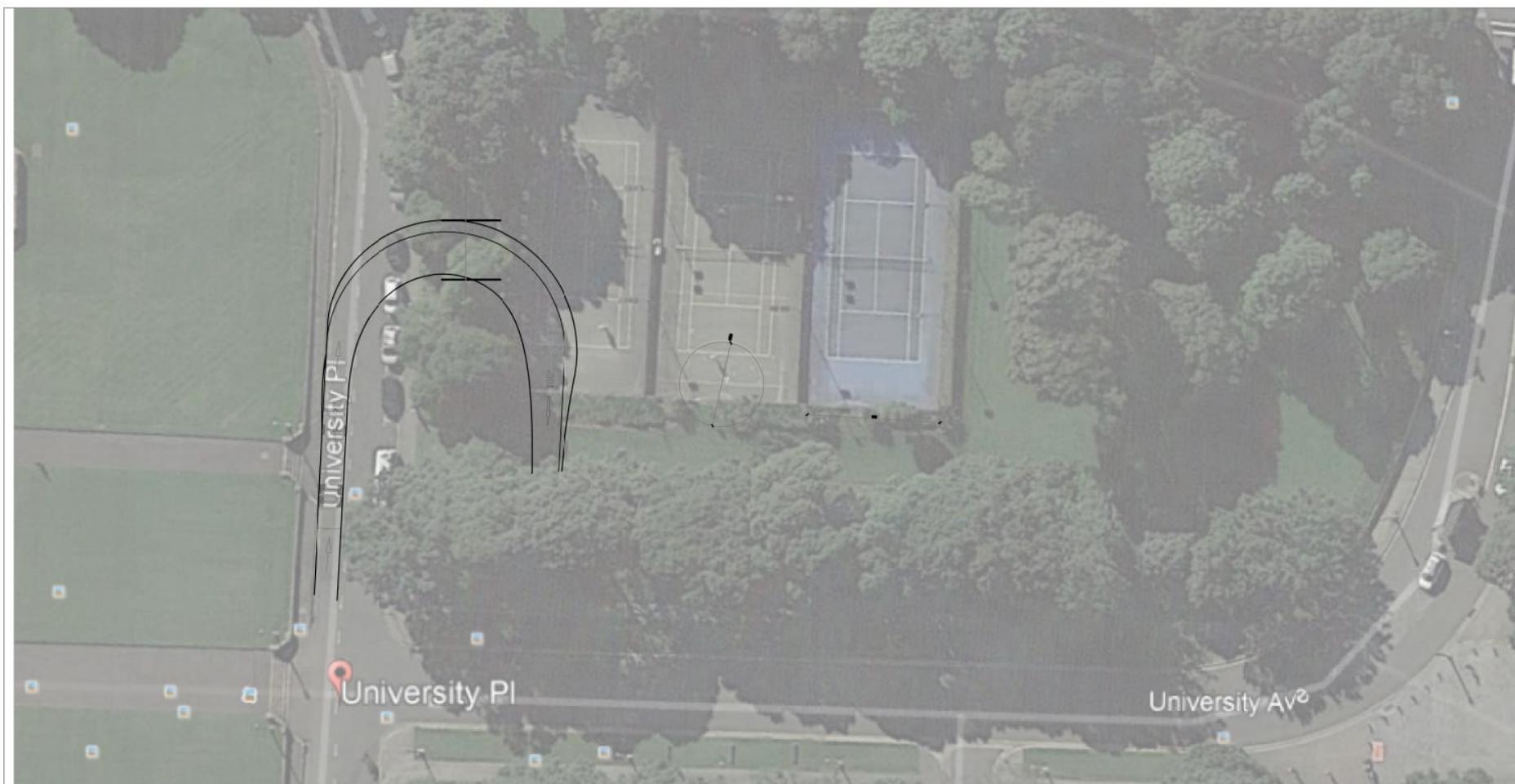
Sweep 1 - Truck & Dog



Rigid Service Vehicle into Gate 2
Gate width is critical min. 6.0 meters
Apply 180 degree turning circle to achieve in-site
turning as shown

CASE 1
SEMI-TRAILER TRAVELLING ON UNIVERSITY AVENUE TURNING INTO
UNIVERSITY LANE THAN REVERSING BACK ON UNIVERSITY PLACE
AND RETURNING ONTO UNIVERSITY AVENUE,

CASE 2
RIGID VEHICLE TURNING INTO WORK SITE VIA GATE 2 MAINTAINING 180'
TRAVEL PATH TO REQUIRED TRUCK STOP
GATE WIDTH IS CRITICAL TO NEGOTIATE ENTRY WHILST TURNING



Making 3 point turn on University Ave & lane
and then returning on University Ave.

