



Traffic Management Plan

Plant Delivery / Removal

147-153 Kurraba Road, Kurraba Point

Prepared for: Earthworx

Prepared By: Matthew Young
RMS Prepare a Work Zone Traffic Management Plan
Certificate #: 0051718998
Expiry: 26/06/2021

Monday, 31 August 2020
Document Number: SBMG02133-00

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1 Project Details

1.1 Project Summary

Project: Residential Development

Location: 147-153 Kurraba Road, Kurraba Point NSW

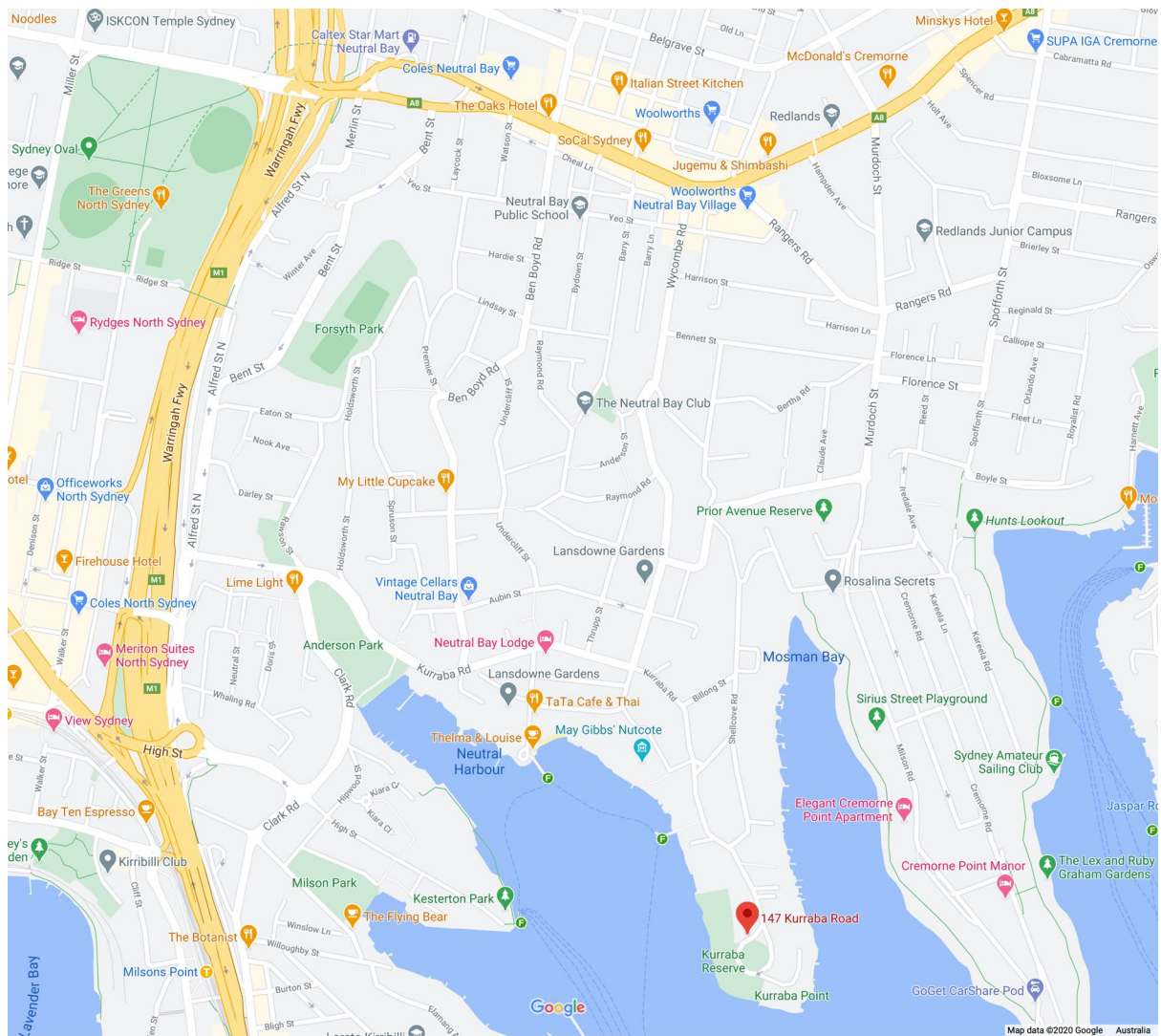
Site Operating Hours: 8:00pm – 5:00pm Monday – Friday
No work on Weekends or Public Holidays

Scope of Works: Delivery of up to 3 plant (2 x 35t Excavator & Piling Rig) using a 19m Articulated Vehicle and removal of the same plant once work is complete

1.2 Revisions

Rev	Date	Description
0	31/08/20	Initial Submission

1.3 Map



1.4 Description of works

Only 1 plant delivery to be carried out per day

Delivery

Description: One 19m articulated vehicle used to deliver each plant separately. Vehicle to use the proposed approach route (See appendix A) to access Kurraba Road and then use Billong Street to turn around and continue south along Kurraba Street in a reverse direction. The vehicle will reverse down Kurraba Road to stand as close to the site access point as possible to unload the plant. Rubber mats used under plant to protect the road surface.

Traffic Management: Traffic Controllers to hold vehicles in all directions to allow the vehicle to turn around using Billong Street. Traffic controllers will escort the vehicle / plant south along Kurraba Road to ensure a safe travel path. Northbound vehicles to be held or managed around the plant as required by the escorting traffic controllers.

Pedestrian Management: Normal access along the footpath maintained along Kurraba Road, Site access traffic controller to manage pedestrian access as required when plant is crossing the footpath into the site.

Traffic Control Plan: SBMG02133-02 & SBMG02133-03

Aftercare Traffic Management: Not Applicable, normal traffic conditions restored once site vehicle depart the area.

Plant Removal

Description: One 19m articulated vehicle used to collect each plant separately. Vehicle to use the proposed approach route (See appendix A) to access Kurraba Road and then use Billong Street to turn around and continue south along Kurraba Street in a reverse direction. The vehicle will reverse down Kurraba Road to stand as close to the site access point as possible to load the plant. Rubber mats used under plant to protect the road surface.

Traffic Management: Traffic Controllers to hold vehicles in all directions to allow the vehicle to turn around using Billong Street. Traffic controllers will escort the vehicle / plant along Kurraba Road to ensure a safe travel path. Northbound vehicles to be held or managed around the plant as required by the escorting traffic controllers.

Pedestrian Management: Normal access along the footpath maintained along Kurraba Road, Site access traffic controller to manage pedestrian access as required when plant is crossing the footpath into the site.

Traffic Control Plan: SBMG02133-02 & SBMG02133-03

Aftercare Traffic Management: Not Applicable

1.5 Site Vehicle Movements.

See Appendix A – SBMG02133-01

2 Impact of Proposed Measures

Traffic Lanes – During plant delivery and removal traffic access to be impacted when the float vehicles is traveling along Kurraba Road between Billong Street and the site.

Pedestrians – Pedestrian access along the footpath is maintained throughout works. The site access traffic controller to manage pedestrian access along the footpath when the plant is crossing into the site. Plant to give way to pedestrian activity.

3 Measures to Reduce Impact

Traffic Management to be installed as per the TCPs in Appendix A with advanced warning signage to advise approaching vehicles to the upcoming works.

Each delivery / removal to be carried out on separate day to limit the duration of impact.

4 Impact on Public Transport

Buses – No bus infrastructure within the impacted section of Kurraba Road.

Rail – The closest station is Milsons Point which will not be impacted by the proposed works.

5 Provisions for Emergency Vehicles, Heavy Vehicles, Cyclists & Pedestrians.

Emergency Vehicles – A traffic path to be maintained past the vehicle and plant at all times. Where an emergency vehicle approaches the impacted area vehicle / plant movements will be stopped and traffic controllers will provide access along Kurraba Road.

Heavy Vehicles – The impacted section of Kurraba Road is not commonly used by heavy vehicles to the restricted access.

Cyclists – Traffic controllers to manage cyclists access past the vehicle / plant as required.

Pedestrians - Pedestrian access along the footpath is maintained throughout works. The site access traffic controller to manage pedestrian access along the footpath when the plant is crossing into the site. Plant to give way to pedestrian activity.

6 Impact on Existing and Future Developments

Impact from plant delivery or removal is limited to only during the delivery / removal activity. Once the vehicle leaves the area normal conditions are restored.

7 Impact of proposed measures on traffic movements in adjoining Council areas

The proposed traffic management and approach / departure routes are contained within the North Sydney Council LGA only.

8 Public Consultation

Written notification provided to impacted properties carried out prior to each delivery inline with North Sydney Council permit requirements.

Appendix A – Plans

SBMG02133-01 – Approach and Departure Routes
SBMG02133-02 – Traffic Control Plan – Kurraba Road & Billong Street
SBMG02133-03 – Traffic Control Plan – Kurraba Road – Site

Appendix B – Swept Paths

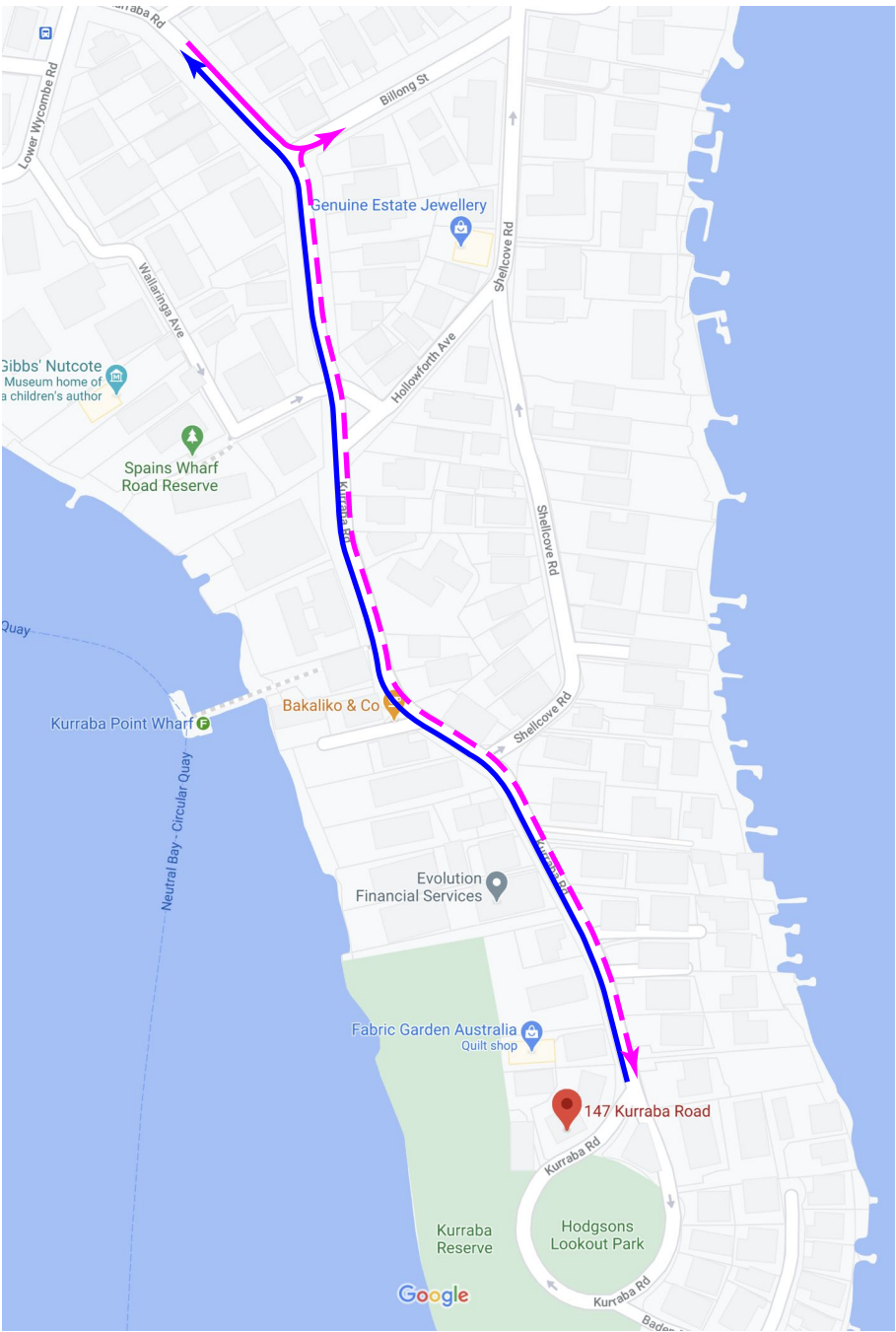
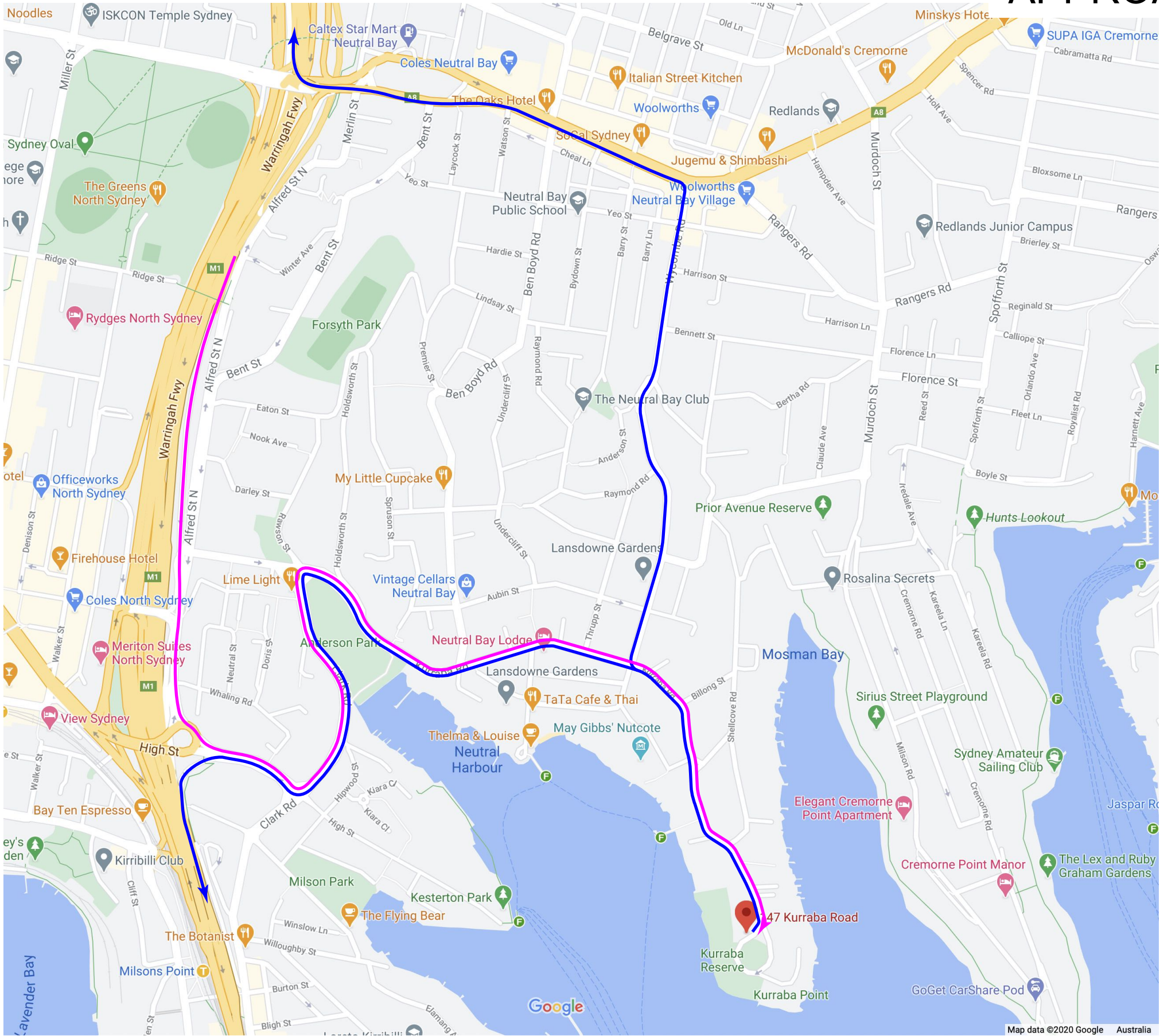
SBMG02133-04 – AV – Approach Route
SBMG02133-05 – AV – Approach Route
SBMG02133-06 – AV – Turning Area
SBMG02133-07 – AV – Departure Route
SBMG02133-08 – AV – Departure Route

Appendix A

APPROACH AND DEPARTURE ROUTE

PLANT DELIVERY & REMOVAL

19m ARTICULATED VEHICLES



- LEGEND:**
- SITE APPROACH ROUTE (FORWARD-FACING)
 - SITE APPROACH ROUTE (REVERSE DIRECTION)
 - SITE DEPARTURE ROUTE (FORWARD-FACING)



SBMG
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TRAFFIC CONTROL
BUILDING & CONSTRUCTION
SPECIAL EVENTS
SWEEP PATH DIAGRAM

Project/Event:	RESIDENTIAL DEVELOPMENT			
Location:	147-153 KURRABA ROAD, KURRABA POINT NSW			
Client :	EARTHWORX PTY LTD			
Plan No.	SBMG02133-01	A	Date:	31ST AUGUST 2020
SCALE: NOT TO SCALE				

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

SIGNED: 

DATE	DESCRIPTION
	E
	D
	C
	B
31/08/20	A INITIAL SUBMISSION

RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS			RECOMMENDED TAPER LENGTHS				
Purpose an usage	Approach Speed (km/h)	Max Spacing (m)	Approach speed (km/h)	Traffic control at start	Lateral shift taper	Merge taper	
All purposes on residential or commercial streets	<=50	4					
Center-line on approach to Traffic Controller position	All Cases	4					
Outer edge of traffic lane - i.e. working on shoulder	51-70 / >70	18 / 24	< 45	15	0	15	
Separating opposing traffic on 2 lane 2 way road	51-70 / >70	12 / 18	46-55	15	15	30	
separating opposing traffic on a multilane undivided road	51-70 / >70	12 / 18	56-65	30	30	60	
adjacent to a closed lane on a multilane road	51-70 / >70	18 / 24	66-75	N/A	70	115	
Merge tapers	51-70 / >70	9 / 12	76-85	N/A	80	130	
Lateral shift tapers	51-70 / >70	12 / 18	86-95	N/A	90	145	
Protecting freshly painted lines	51-70 / >70	24 / 60	96-105	N/A	100	160	
FIGURES EXTRACTED FROM RMS TCWS MANUAL v5.0 (TABLES 5.1 & 5.2). REFER TO MANUAL FOR FURTHER INFO			> 105	N/A	110	180	

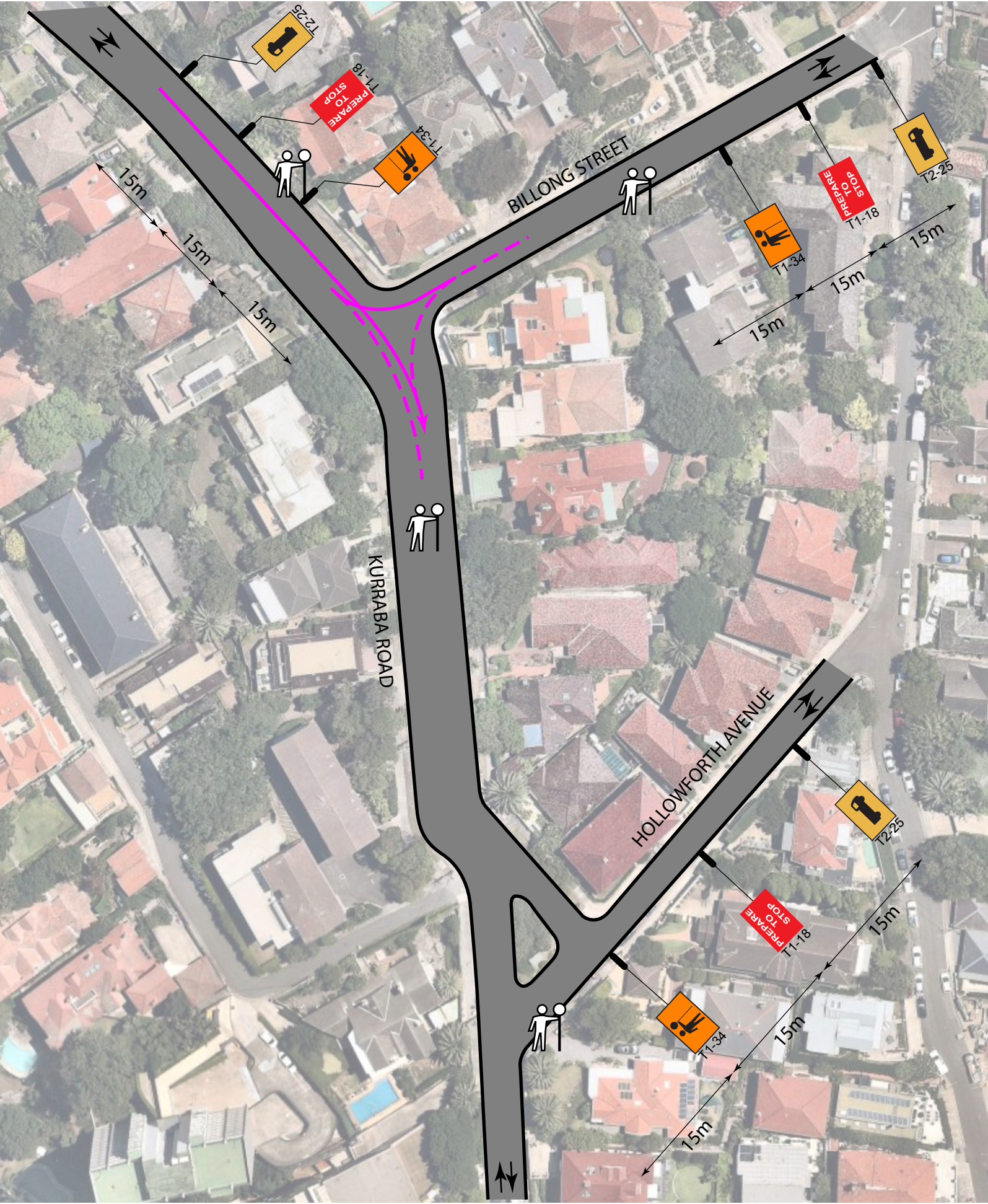
TRAFFIC CONTROL PLAN
19m ARTICULATED VEHICLES

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. TRAFFIC CONTROLLERS TO STOP VEHICLES TO ALLOW FLOAT TRUCK TO TURN AROUND AN REVERSE DOWN KURRABA ROAD.
- 4. TRAFFIC CONTROLLER TO ESCORT VEHICLE WHEN REVERSING DOWN KURRABA ROAD. ONCE PLANT IS OFF-LOADED FROM THE TRAILER THE TRAFFIC CONTROLLER WILL ESCORT THE EQUIPMENT UNTIL IT IS WITHIN THE SITE BOUNDARY (RUBBER MATS USED TO PROTECT THE ROADWAY).

LEGEND:

- SITE APPROACH ROUTE (FORWARD-FACING)
- SITE APPROACH ROUTE (REVERSE DIRECTION)
- SITE DEPARTURE ROUTE (FORWARD-FACING)
- TRAFFIC CONTROLLER



SBMG PLANNING logo and contact information for Sbm Pty Ltd, including ABN, website, email, and phone number. It also lists services: Traffic Control, Building & Construction, Special Events, and Sweep Path Diagrams.

Table with project details: Project/Event (RESIDENTIAL DEVELOPMENT), Location (147-153 KURRABA ROAD, KURRABA POINT NSW), Client (EARTHWORX PTY LTD), Plan No. (SBMG02133-02), Date (31ST AUGUST 2020), and a scale note (SCALE: NOT TO SCALE).

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

Table with 2 columns: DATE and DESCRIPTION. It contains entries for E, D, C, B, and A, with the final entry being '31/08/20 INITIAL SUBMISSION'.

Table with 2 main sections: RECOMMENDED MAXIMUM SPACING OF CONES AND BOLLARDS and RECOMMENDED TAPER LENGTHS. It lists various traffic control scenarios and their corresponding spacing and taper lengths.

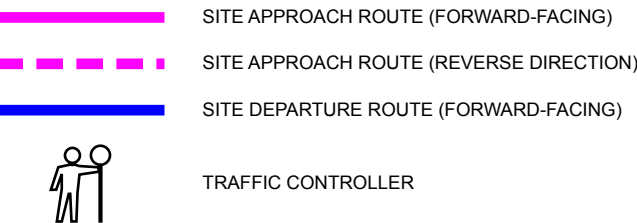
TRAFFIC CONTROL PLAN


19m ARTICULATED VEHICLES

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2. ALL SIGNAGE AND DELINEATION MUST BE INSTALLED BY RMS CERTIFIED TRAFFIC CONTROLLER(S) ONLY.
3. TRAFFIC CONTROLLER TO ESCORT VEHICLE WHEN REVERSING DOWN KURRABA ROAD. ONCE PLANT IS OFF-LOADED FROM THE TRAILER THE TRAFFIC CONTROLLER WILL ESCORT THE EQUIPMENT UNTIL IT IS WITHIN THE SITE BOUNDARY (RUBBER MATS USED TO PROTECT THE ROADWAY).

LEGEND:



Project/Event:	RESIDENTIAL DEVELOPMENT				
Location:	147-153 KURRABA ROAD, KURRABA POINT NSW				
Client :	EARTHWORX PTY LTD				
Plan No.	SBMG02133-03	A	Date:	31ST AUGUST 2020	
SCALE: NOT TO SCALE					

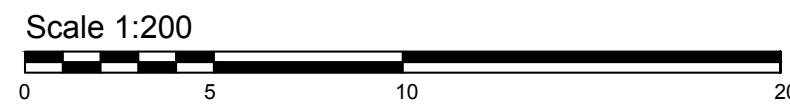
PREPARED BY: MATTHEW YOUNG
RMS PREPARE A WORKZONE
TRAFFIC MANAGEMENT PLAN
CERTIFICATE No. 0051718998

SIGNED: [Signature]

DATE		DESCRIPTION
	E	
	D	
	C	
	B	
31/08/20	A	INITIAL SUBMISSION

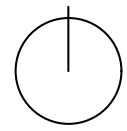
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Appendix B



Notes:
VEHICLE PATHS CALCULATED USING AUTODESK
AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.
AS/NZS 2890.2:2002 AV - ARTICULATED VEHICLE
USED WITH A KERB TO KERB TURNING RADIUS OF
12.500m.
DIAGRAM ILLUSTRATES TURNING MANOEUVRES
REQUIRED FOR TRUCKS TO APPROACH THE SITE

SCALE: 1:200 @A1



Rev Notes:
A - INITIAL SUBMISSION

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

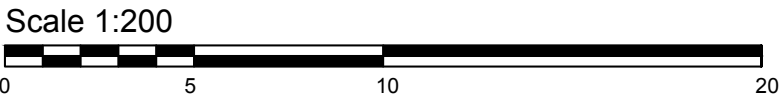
SWEPT PATH DIAGRAM
FORWARD-FACING DIRECTION
APPROACH ROUTE

Project: RESIDENTIAL DEVELOPMENT
Location: 147-153 KURRABA ROAD, KURRABA

Prepared By: MATTHEW YOUNG
Plan: SBMG02133-04 Issue: A Date: 31/08/20

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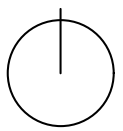


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VEHICLE PATHS CALCULATED USING AUTODESK
AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.

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Rev Notes:
A - INITIAL SUBMISSION

Legend:

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

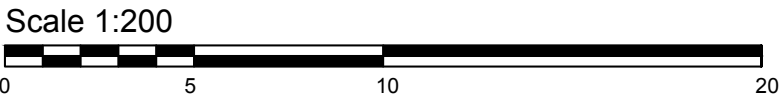
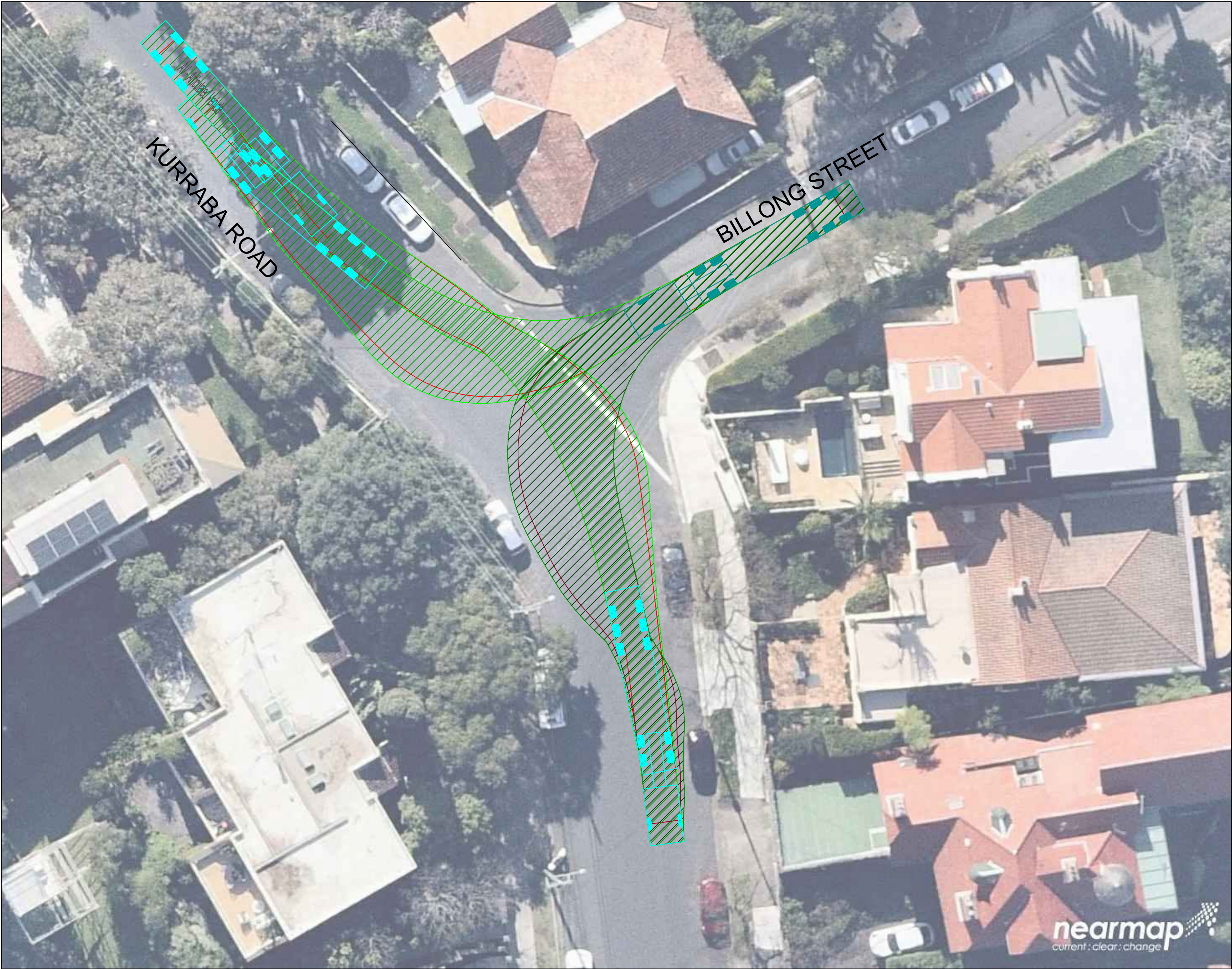
SWEPT PATH DIAGRAM
FORWARD-FACING DIRECTION
APPROACH ROUTE

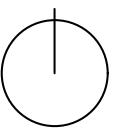
Project: RESIDENTIAL DEVELOPMENT
Location: 147-153 KURRABA ROAD, KURRABA

Prepared By: MATTHEW YOUNG
Plan: SBMG02133-05 Issue: A Date: 31/08/20

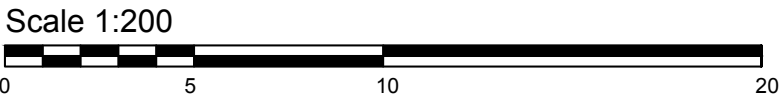
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<p>Notes:</p> <p>VEHICLE PATHS CALCULATED USING AUTODESK AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.</p> <p>AS/NZS 2890.2:2002 AV - ARTICULATED VEHICLE USED WITH A KERB TO KERB TURNING RADIUS OF 12.500m.</p> <p>DIAGRAM ILLUSTRATES TURNING MANOEUVRES REQUIRED FOR TRUCKS TO APPROACH THE SITE</p>	SCALE: 1:200 @A1				SWEPT PATH DIAGRAM TURNING AREA APPROACH ROUTE	
	Rev Notes: A - INITIAL SUBMISSION				Project: RESIDENTIAL DEVELOPMENT Location: 147-153 KURRABA ROAD, KURRABA	
					Prepared By: MATTHEW YOUNG	
	Legend: FRONT OVERHANG - FORWARD-FACING WHEEL PATH - FORWARD-FACING FRONT OVERHANG - REVERSE DIRECTION WHEEL PATH - REVERSE DIRECTION				Plan: SBMG02133-06	Issue: A Date: 31/08/20
				Sbm Pty Ltd abn: 34 167 185 560 plans@sbmgplanning.com.au PO Box 8136 Glenmore Park NSW 2745		



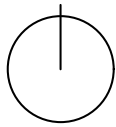


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AUTOCAD 2017 & AUTODESK VEHICLE TRACKING 2017.

AS/NZS 2890.2:2002 AV - ARTICULATED VEHICLE
USED WITH A KERB TO KERB TURNING RADIUS OF
12.500m.

DIAGRAM ILLUSTRATES TURNING MANOEUVRES
REQUIRED FOR TRUCKS TO DEPART THE SITE

SCALE: 1:200 @A1



Rev Notes:
A - INITIAL SUBMISSION

Legend:

FRONT OVERHANG - FORWARD-FACING
WHEEL PATH - FORWARD-FACING
FRONT OVERHANG - REVERSE DIRECTION
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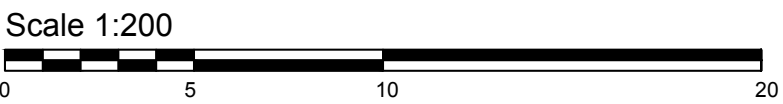
SWEPT PATH DIAGRAM
FORWARD-FACING DIRECTION
DEPARTURE ROUTE

Project: RESIDENTIAL DEVELOPMENT
Location: 147-153 KURRABA ROAD, KURRABA

Prepared By: MATTHEW YOUNG
Plan: SBMG02133-07 Issue: A Date: 31/08/20

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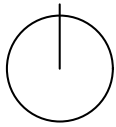
DIAGRAM ILLUSTRATES TURNING MANOEUVRES
REQUIRED FOR TRUCKS TO DEPART THE SITE

SCALE: 1:200 @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
DEPARTURE ROUTE

Project: RESIDENTIAL DEVELOPMENT
Location: 147-153 KURRABA ROAD, KURRABA

Prepared By: MATTHEW YOUNG
Plan: SBMG02133-08 Issue: A Date: 31/08/20

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