



North Sydney Marist College Masterplan Construction Traffic and Pedestrian Management Plan

Prepared for:
Sydney Catholic Schools

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The Transport Planning Partnership

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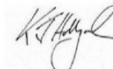
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- B. SWEEP PATHS
- C. TRAFFIC CONTROL PLAN

1 Introduction

1.1 Background

The Transport Planning Partnership (TPP) has prepared this Construction Traffic and Pedestrian Management Plan (CTPMP) on behalf of Sydney Catholic Schools. The CTPMP accompanies an Environmental Impact Statement (EIS) in support of State Significant Development Application for the proposed redevelopment of existing North Sydney Marist College campus.

1.2 Secretary's Environmental Assessment Requirements

On 21 July 2020, the DPIE issued the Secretary's Environmental Assessment Requirements (SEARS) for SSD-10473. Specifically, a Construction Traffic and Pedestrian Management Plan is required as part of the Environmental Impact Statement (EIS), in accordance with the SEARs for the proposed development.

The issues raised in the SEARs have been considered during the preparation of this report and are summarised in Table 1.1.

Table 1.1: Review of Compliance with SEARs

SEARS Transport, Traffic, Parking and Access	Report Reference
The preparation of a preliminary Construction Traffic and Pedestrian Management Plan to demonstrate the proposed management of the impact in relation to construction traffic addressing the following:	
assessment of cumulative impacts associated with other construction activities (if any).	Refer to Section 4.1
an assessment of road safety at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity.	Refer to Section 4.1 and Section 4.2
details of construction program detailing the anticipated construction duration and highlighting significant and milestone stages and events during the construction process.	Refer to Section 3.1 and Section 0
details of anticipated peak hour and daily construction vehicle movements to and from the site.	Refer to Section 4.1
details of on-site car parking and access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicle.	Refer to Section 3.4, 3.5, 3.8, 4.4, 4.6 and 4.7
details of temporary cycling and pedestrian access during construction.	Refer to Section 3.4 and 4.2

1.3 Purpose of the CTPMP

The purpose of this CTPMP is to assess the traffic and pedestrian implications and outline how vehicular, cyclist and pedestrian traffic and access will be managed during the construction period. This CTPMP provides a structured approach to manage traffic and access during construction to provide a safe road environment, minimise impact on the surrounding road network and maintain access for all road users and the local community.

Specifically, the purpose of this CTPMP is to:

- maintain vehicle and pedestrian access to/from adjacent properties at all times
- restrict construction vehicle movements to designated routes to/from the site
- manage and control construction vehicle activity in the vicinity of the site
- provide an appropriate and convenient environment for pedestrians and cyclists around the construction site
- minimise the impact of construction activity on traffic flows, emergency vehicle access, pedestrian movements and during peak school operations
- maintain appropriate public transport access
- carry out construction activity in accordance with the approved work hours.

The report has been prepared and checked by engineers who hold the Transport for NSW (TfNSW) Prepare a Work Zone Traffic Management Plan qualification.

2 Existing Conditions

2.1 Site Description

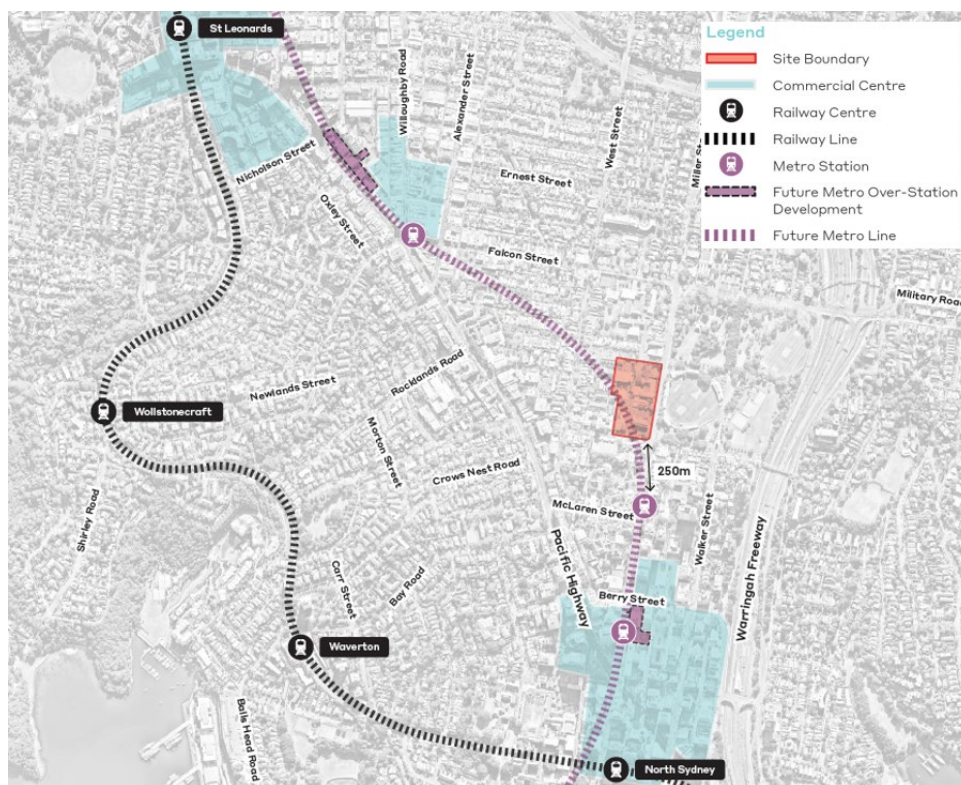
The site is located at 270 Miller Street, North Sydney within North Sydney LGA. It is bound by Carlow Street to the north, Ridge Street to the south, Miller Street to the east, and Ridge Lane to the west. It is surrounded by a mix of civic, residential and commercial uses.

It is approximately 700 m north of the North Sydney CBD and located opposite St Leonards Park and North Sydney Oval. The site is strategically located between Crow's Nest and North Sydney, which will soon be connected by the Sydney Metro. The site is approximately 250 m to the north of the future Sydney Metro Station at the corner of Miller and McLaren Streets.

Existing development on the site includes St Mary's Primary School, Marist College North Shore, St Mary's Church and Parish Centre, the former Presbytery and Monastery, as well as the two acquired terraces along Miller Street and a childcare centre known as the Jacaranda Centre.

The site comprises 26 lots and has a total area of 22,420 m². The locational context of the site is shown at Figure 2.1 and an aerial photograph of the site is shown at Figure 2.2.

Figure 2.1: Site Context



Source: Ethos Urban

Figure 2.2: Site Aerial



Source: Ethos Urban

2.2 Surrounding Road Network

The site is surrounded by a network of regional and local roads, including Miller Street, Carlow Street and Ridge Street along the east, north and south boundaries, respectively. A brief description of these roads is provided below.

2.2.1 Miller Street

Miller Street is a regional road, aligned in a north-south direction between The Boulevard and Blue Street. This road travels along the eastern boundary of the site. It is generally configured as a two-way road with three travel lanes and two kerbside parking lines, across a 15.4 m wide road carriageway (kerb to kerb). The site is serviced by bus stops along this road.

The existing egress driveway to the site is provided off Miller Street. The road has a posted speed limit of 50km/h, with 40km/h school zone restrictions that apply between 8:00am and 9:30am and between 2:30pm and 4:00pm Monday to Friday.

2.2.2 Carlow Street

Carlow Street is a local road, aligned in an east-west direction between Miller Street and West Street. This road travels along the northern boundary of the site. It is generally configured as a two-way road with two traffic lanes and kerbside parking, across a 11.7 m wide road carriageway (kerb to kerb).

It has a posted speed limit of 50km/h, with 40km/h school zone restrictions that apply between 8:00am and 9:30am and between 2:30pm and 4:00pm Monday to Friday.

2.2.3 Ridge Street

Ridge Street is a local road, aligned in an east-west direction between Miller Street and West Street. This road travels along the southern boundary of the site. It is configured as a two-way road with two travel lanes and kerbside parking, across a 9.3 m wide road carriageway (kerb to kerb). In addition, a bidirectional separated cycleway is provided along the northern side of the road.

It has a posted speed limit of 50km/h, with 40km/h school zone restrictions that apply between 8:00am and 9:30am and between 2:30pm and 4:00pm Monday to Friday.

2.3 Public Transport Facilities

2.3.1 Existing Transport Facilities

The site is generally serviced by bus services operated by Sydney Buses. The nearest railway station is North Sydney station which is located approximately 1.1 km south of the site.

There are bus stops located on Miller Street and Pacific Highway within a 400 m radius from the primary school and high school. Table 2.1 and Table 2.2 indicate the public and school bus services that travel between these stops and the stops located in the Northern Shore and the Northern Beaches regions. The frequency of these services are generally every 10-30 minutes.

Table 2.1: Existing Public Bus Service and Associated Frequencies

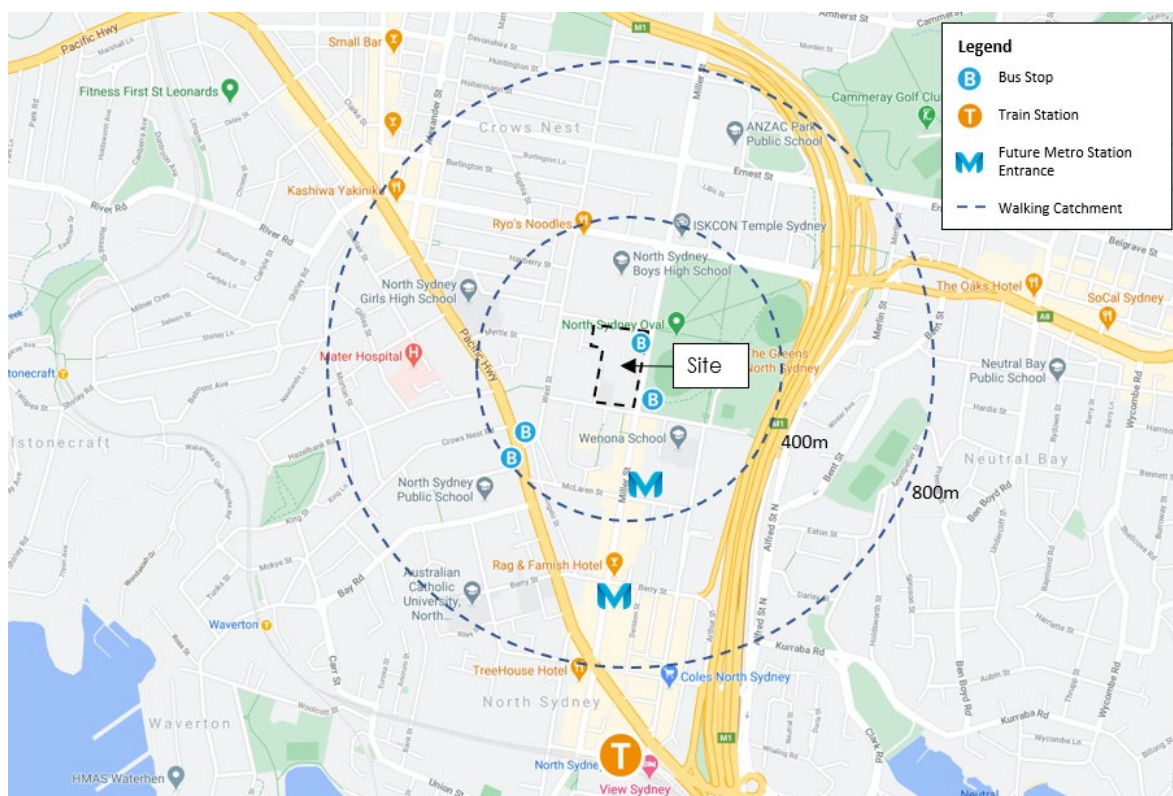
Route Number	Description	Bus Stop Location	Frequency
150X	Manly to Milsons Point (Express Service)	North Sydney Oval, Miller Street	Every 5-15 mins
154X	Dee Why to Milsons Point (Express Service)	North Sydney Oval, Miller Street	Every 5-10 mins (AM peak)
115	Chatswood to City Bridge St via North Sydney	Pacific Highway at West Street	Every 10-20 mins
200	Gore Hill to Bondi Junction	Pacific Highway at West Street	Every 20-30mins
202	Northbridge to City Bridge St via North Sydney	North Sydney Oval, Miller Street	Every 10-30 mins
203	Castlecrag to North Sydney	North Sydney Oval, Miller Street	Every 30-60 mins
207	East Lindfield to City Bridge St via North Sydney	North Sydney Oval, Miller Street	Every 10-30 mins
208	East Lindfield to City Bridge St via Northbridge & North Sydney	North Sydney Oval, Miller Street	Every 30 mins (PM)
209	East Lindfield to Milsons Point via North Sydney	North Sydney Oval, Miller Street	Every 2-15 mins (AM)
228	Clifton Gardens to Milsons Point	North Sydney Oval, Miller Street	2 services (AM)
229	Beauty Point to Milsons Point via Balmoral Heights	North Sydney Oval, Miller Street	2 services (AM) 3 services (PM)
230	Mosman Wharf to Milsons Point via North Sydney	North Sydney Oval, Miller Street	Every 5-30mins
252	Gladesville to City King Street Wharf via North Sydney	Pacific Highway at West Street	Every 20-30mins
254	Riverview to McMahon's Point	Pacific Highway at West Street	Every 15-30 mins (AM Peak) Every 30-60mins (PM)
261	Lane Cove to City King Street Wharf via Longueville	Pacific Highway at West Street	Every 30 mins (Peak) Every 60 mins (Off-peak)
286	Denistone East to Milsons Point via St Leonards & North Sydney	Pacific Highway at West Street	5 services (AM)
287	Ryde to Milsons Point via St Leonards & North Sydney	Pacific Highway at West Street	6 services (AM)
290	Epping to City Erskine St via Macquarie University & North Sydney	Pacific Highway at West Street	4 services (AM) 1 service (PM)
291	Epping to McMahon's Point	Pacific Highway at West Street	Every 20-30mins (Peak) Every 60mins (Off-peak)
320	Gore Hill to Mascot	Pacific Highway at West Street	Every 10 mins

Table 2.2: Existing School Bus Services and Associated Frequencies

Route Number	Description	Bus Stop Location	Frequency
639W	North Sydney Girls High to Castlecrag	Miller Street at Carlow Street	1 service (PM)
641W	North Sydney Girls High to East Lindfield	Miller Street at Carlow Street	1 service (PM)
645W	North Sydney Girls High to Chatswood Station	Miller Street at Carlow Street	1 service (PM)
646W	Denistone East to North Sydney Boys High	Miller Street at Carlow Street	1 service (AM)
647W	Epping Station to North Sydney Boys High	Miller Street at Carlow Street	1 service (AM)
651W	North Sydney Girls High to Lane Cove West	Miller Street at Carlow Street	1 service (PM)
653W	Lane Cove Shops to North Sydney Boys High	Miller Street at Carlow Street	1 service (AM)
793N	North Sydney Girls High to Manly Wharf	Miller Street at Carlow Street	1 service (PM)
794N	North Sydney Girls High to Manly Wharf	Miller Street at Carlow Street	1 service (PM)

Figure 2.3 presents a map of the key existing bus stops within a 400 m radius of the site.

Figure 2.3: Bus services within Close Proximity of Site



Base Map Source: Google Maps Australia

2.3.2 Future Transport Facilities

The NSW Government is implementing a new a new standalone, 66-kilometre railway line from Epping to Bankstown via Chatswood. The Sydney Metro City & Southwest rapid transit railway line was approved in January 2017 and is currently under construction.

It will include a new line between Epping to Sydenham via St Leonards, and will convert the existing railway line between Sydenham and Bankstown to Metro standards.

The Metro has an anticipated opening date of 2024. Following opening, the Metro is anticipated to provide rail services every four minutes during the peak and 15 minutes off-peak.

Victoria Cross Station will be delivered as part of this project and will be located beneath Miller Street to the north of the Pacific Highway between McLaren Street and south of Berry Street. This is approximately 250 m (a 3-minute walk) from the subject site and is expected to significantly add to the already provisioned public transport amenities in the area.

2.4 Pedestrian Infrastructure

Well established pedestrian facilities are provided within the immediate vicinity of the site. Sealed pedestrian footpaths are provided along the site frontage, with dedicated pedestrian facilities provided along Miller Street, Carlow Street and Ridge Street in the form of signalised crossings or pedestrian (zebra) crossings. At present, these pedestrian facilities are well utilised during school peak drop off and pick up times.

The existing pedestrian facilities surrounding the site are shown in Figure 2.4.

Figure 2.4: Existing Pedestrian Facilities



Base Map Source: Nearmap

2.5 Cyclist Infrastructure

The surrounding area is well serviced by cycling routes. Notably, a separated bidirectional cycleway is provided on Ridge Street, along the southern boundary of the site. The cycleway connects to a wider network of off-road and on-road cycle routes in the area.

West Street has been determined as a road with high bicycle use, and a potential future bicycle route is being considered. This will provide connectivity to a wider network in the area.

The existing and potential future cycle network is shown in Figure 2.5.

Figure 2.5: Cycle Paths within the Vicinity of the Site



Source: https://www.northsydney.nsw.gov.au/Transport/Parking/Cycling/Cycling_Map, accessed 25/11/2020

2.6 Car Share Facilities

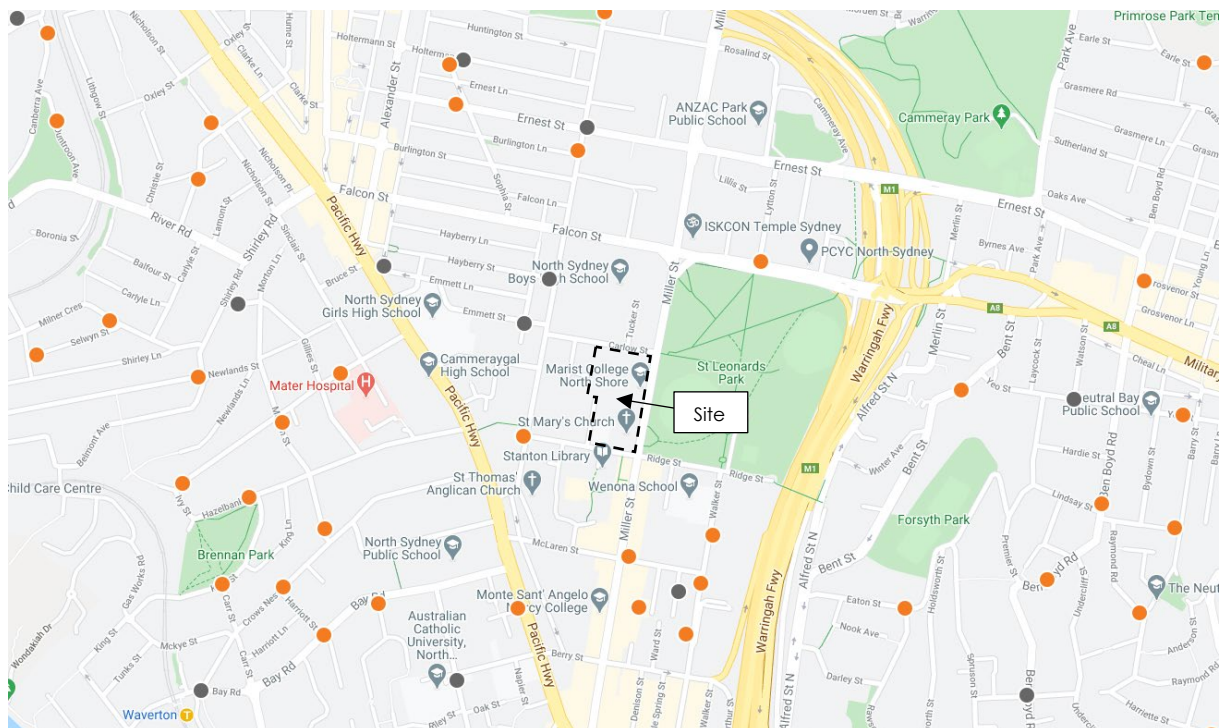
Car share schemes are a flexible, cost effective alternative to car ownership and is a convenient and reliable way for staff or students to use a car when they need one. GoGet is a car share company operated in Australia, with numerous vehicles positioned within the North Sydney area.

Car share is a concept by which members join a car ownership club, choose a rate plan and pay an annual fee. The fees cover fuel, insurance, maintenance and cleaning. The vehicles are mostly sedans, but also include SUVs and station wagons. Each vehicle has a home location, referred to as a "pod", either in a parking lot or on a street, typically in a highly populated urban neighbourhood. Members reserve a car by web or telephone and use a key card to access the vehicle.

Notably, the City of Sydney Council has reported that "a single car share vehicle can replace up to 12 private vehicles that would otherwise compete for local parking". As such, the provision of car sharing facilities or the promotion of using existing car sharing facilities in the vicinity should be able to reduce both the parking demand for the site and the traffic generated by it.

Figure 2.6 shows the location of the existing GoGet vehicles surrounding the site.

Figure 2.6: Location of Existing GoGet Vehicles



Source: GoGet Australia

2.7 Vehicle Access Arrangements

The existing site contains two access points, including an ingress driveway off Ridge Street and an egress driveway to Miller Street. The two access points connect and form a thoroughfare through the site that is used by parents and guardians of St Mary's Primary School to drop-off and pick-up their children. The driveway off Miller Street is secured by way of a boom gate which allows controlled access to the site and ensures egress movements are only permitted. The existing circulation through the site is shown in Figure 2.7.

Figure 2.7: Existing Vehicle Circulation through Site



Base Map Source: Nearmap

3 Proposed Construction Activities

This section of the report outlines the proposed construction methodology.

3.1 Description of Construction Activities

The proposal seeks approval for to undertake the following works:

- retention of key buildings including St Mary's Church and Parish Centre, the former Presbytery and Monastery, St Mary's Primary School and some existing buildings on the western boundary.
- demolition of existing buildings along Miller Street and Carlow Street, including the childcare centre and terrace houses.
- construction of a mixed-use education precinct comprising a high school and early learning centre, including:
 - adaptive reuse of the existing Presbytery, and alterations and additions to retained educational buildings;
 - construction of a multistorey educational building on the corner of Miller Street and Carlow Street;
 - construction of a multistorey mixed-use building along Miller Street, accommodating teaching facilities, an early learning centre and an auditorium.
 - construction of a new basement car park; and
 - provision of ancillary canteen/café uses.
- landscaping and public domain works, including the creation of a new plaza along Miller Street, adjoining St Mary's Church.

A summary of the key construction activities of the project is provided in Table 3.1, with the overall development plans provided in Appendix A.

Table 3.1: Summary of Proposed Construction Activities

Construction Stage	Description of Works
Stage 1 – Year 7/8 Amendments (Complete)	Completed
Stage 2 – Carlow Street	
Enabling Works	- Demolition of Jacaranda Corner (Existing childcare and terrace houses), - Convert to open space, recreation and play areas.
Stage 2A – “Wing” Building	- Demolition of hall foyer, and ante space (known as the foyer), - Construction of new 4 level building for learning spaces (D&T, GLA's and 2 science labs) - Construction of elevated walkways and access to the building. - Refurbishment to TAS
Stage 2B – Carlow Street	- Demolition of cricket nets buildings - Stormwater diversion, - Construction of Carlow St Building - Includes substation, solar panels and Miller St lobby (shell).
Stage 3 – Precinct Works	
Stage 3A – Parish Centre	- Demolition of Miller Street - Restore existing Presbytery for the new Parish Centre, including fitout. - Precinct Pavilion and Café/Canteen.
Stage 3B– RDC Refurbishments	- Refurbish Ron Dyer Centre level 1 for St Mary's Primary expansion. - Refurbish Ron Dyer Centre ground floor for new MCCNS reception
Stage 3C – New Piazza	- New Piazza - New Church door opening
Stage 3D – Senior Hospitality and Library refurbishment	- Senior Hospitality expansion, - Re-purpose existing Library to GLA's
Stage 4 – Miller Street Development	- New auditorium & function space - New Childcare centre (base build only) - New Performing Arts Centre, - Additional Learning space, - New Ideation Centre
Stage 5 – MCCNS Landscaping	MCCNS “Quadrangle” Landscaping: multipurpose courts, recreation spaces and soft landscaping
Stage 6 – Minor refurbishment to Hall/Gym	Replace doors from Hall/Gym to the balcony with new Doors and make good facade
Stage 7 – Childcare fitout	Fitout of Childcare

3.2 Duration and Staging of Works

The estimated duration of work activities per stage is summarised in Table 3.2.

Table 3.2: Construction Staging and Duration

Construction Stage	Estimated Start Date	Duration
Stage 2 – Carlow Street		
Stage 2A – Demolition	Mid 2021	4 weeks
Stage 2A – Construction	Mid 2021	60 weeks
Stage 2A – Refurbishment to TAS	Late 2021	16 weeks
Stage 2B – Demolition	Early 2022	12 weeks
Stage 2B – Construction	Mid 2022	60 weeks
Stage 3 – Precinct Works		
Stage 3A – Parish Centre and Demolition of Miller St	Early 2024	12 weeks
Stage 3B– RDC Refurbishments	Early 2024	12 weeks
Stage 3C – New Piazza	Mid 2024	12 weeks
Stage 3D – Senior Hospitality and Library refurbishment	Late 2024	6 weeks
Stage 4 – Miller Street Development	Late 2024	60 weeks
Stage 5 – MCCNS Landscaping	Early 2026	12 weeks
Stage 6 – Minor refurbishment to Hall/Gym	Mid 2026	12 weeks
Stage 7 – Childcare fitout	Mid 2026	16 weeks

The construction works are expected to commence in mid-2021 and finish in mid-2026. It is noted that works are expected to occur during school periods. As such, appropriate measures will be in place to minimise disruption on concurrent school operations (e.g. installation of hoardings around the work perimeter).

3.3 Work Hours

Construction activities will be carried out in accordance with the following work hours approved by North Sydney Council.

- Monday to Friday 7am to 5pm
- Saturday 7am to 5pm

- Sunday and Public Holiday No work.

Any works outside of the above listed hours will only occur with approval from the relevant authorities (i.e. North Sydney Council), prior to the commencement of any works. Such works may include delivery of large plant or equipment required for the site.

Additionally, no construction truck movements to/from the site will be permitted during school peak drop off and pick up times (i.e. between 8:00am and 9:30am and between 2:30pm and 4:00pm), unless otherwise approved. The Contractor will be responsible to liaise with Council to obtain all relevant permit approvals.

3.4 Site Access Arrangements

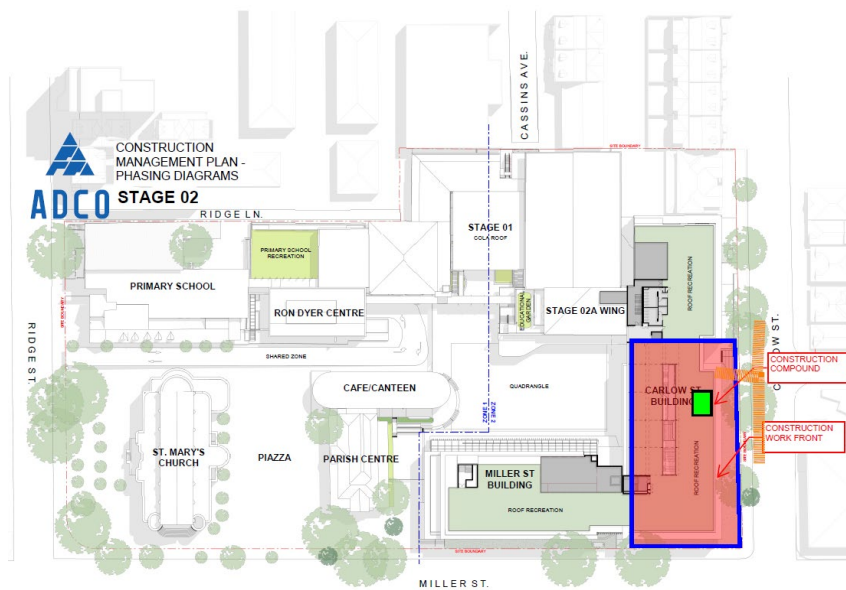
Access to the site will generally be provided off existing driveways along Miller Street or Carlow Street depending on the construction stage, except as stated below. Vehicle access locations will be provided separately from the worker entrance doors. Primary vehicle access point for each stage is summarised in Table 3.3.

Table 3.3: Construction Vehicle Access Location

Construction Stage	Access Street
Stage 2 – Carlow Street	
Enabling Works	Carlow Street
Stage 2A – Demolition and Construction	Miller Street
Stage 2B – Demolition	Carlow Street
Stage 2B – Construction	Miller & Carlow Street
Stage 3 – Precinct Works	
Stage 3A – Demolition	Miller Street
Stage 3A – Restoration and Construction	Miller Street
Stage 3B – MCCNS Refurbishments	Miller Street (temporary driveway)
Stage 3C – Precinct Works	Miller Street (temporary driveway)
Stage 3D - Refurbishment	Cassins Lane
Stage 4 – Miller Street Development	Miller Street
Stage 5 – MCCNS Landscaping	Miller Street
Stage 6 – Minor refurbishment to Hall/Gym	Cassins Lane

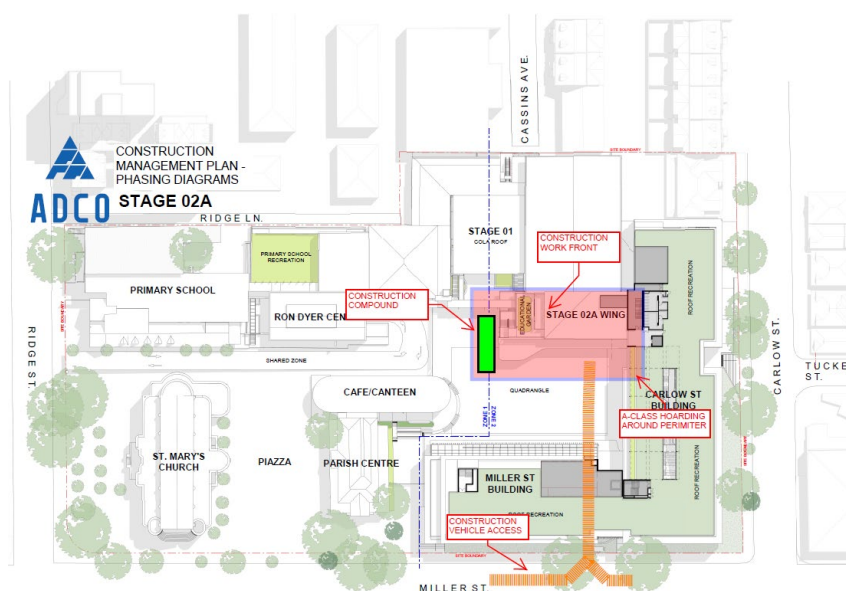
The proposed site plans are presented in Figure 3.1 to Figure 3.13.

Figure 3.1: Stage 2A Enabling Works Site Plan



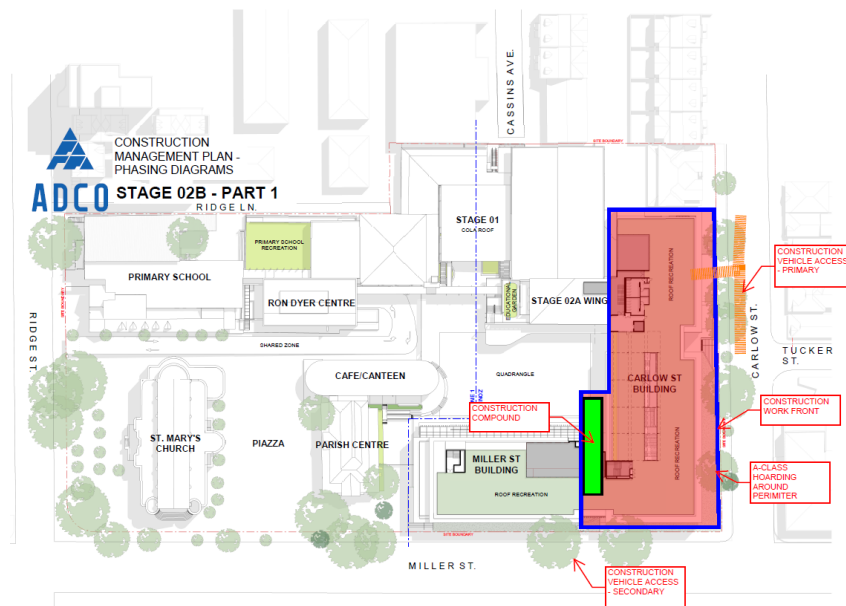
Source: ADCO

Figure 3.2: Stage 2A Demolition and Construction Site Plan



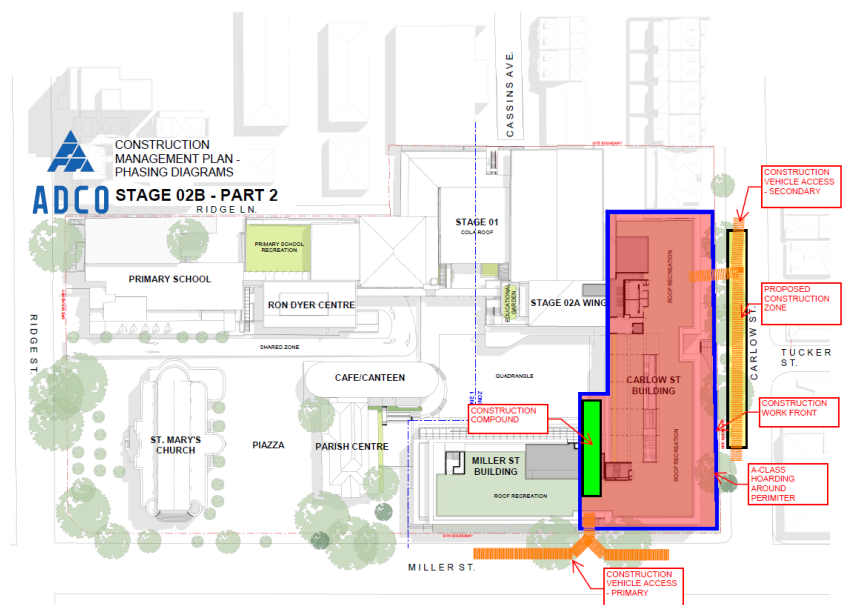
Source: ADCO

Figure 3.3: Stage 2B Demolition



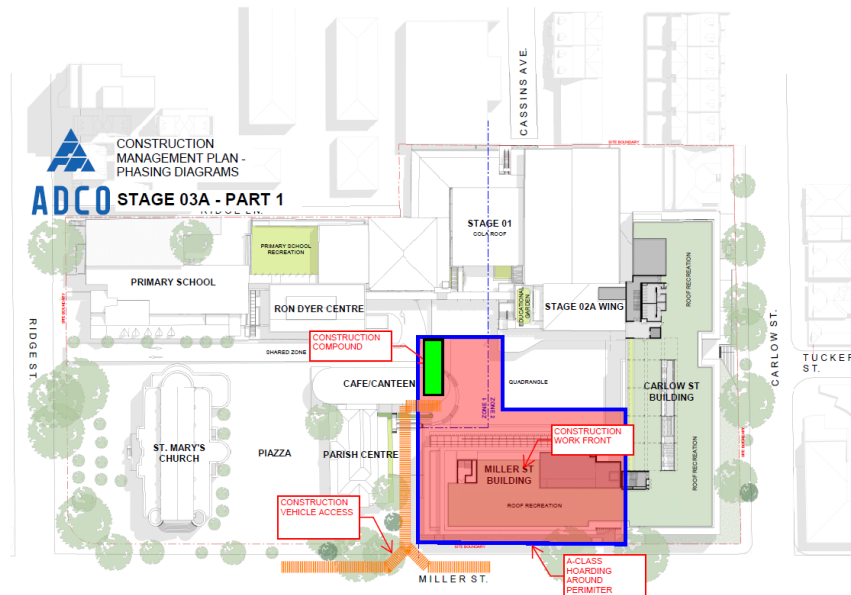
Source: ADCO

Figure 3.4: Stage 2B Construction Site Plan



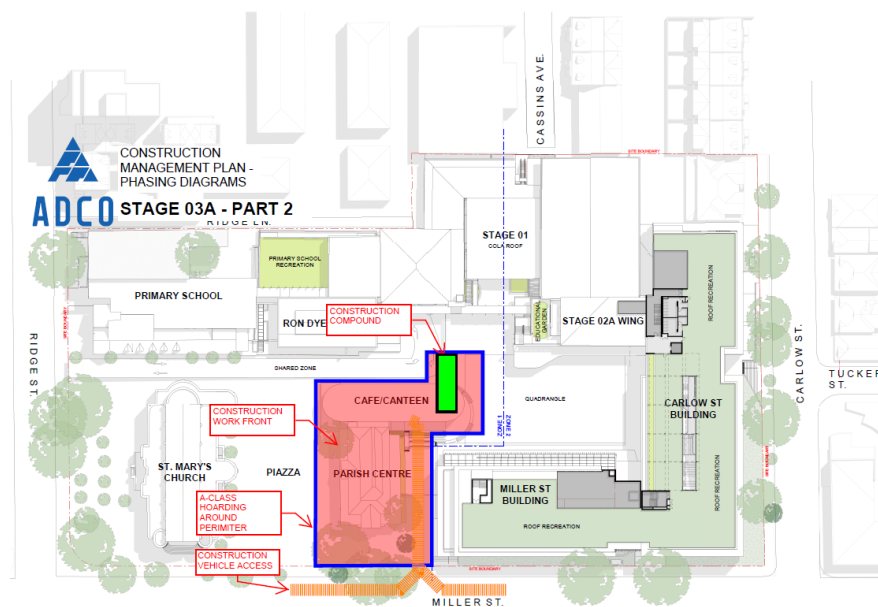
Source: ADCO

Figure 3.5: Stage 3A Demolition Site Plan



Source: ADCO

Figure 3.6: Stage 3A Restoration and Construction Site Plan



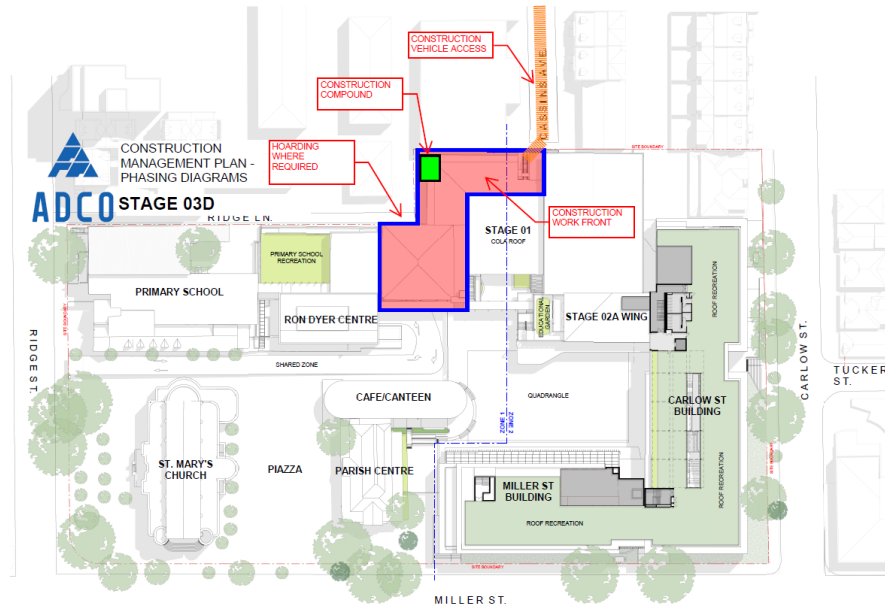
Source: ADCO



Figure 3.8: Stage 3C Precinct Works Site Plan

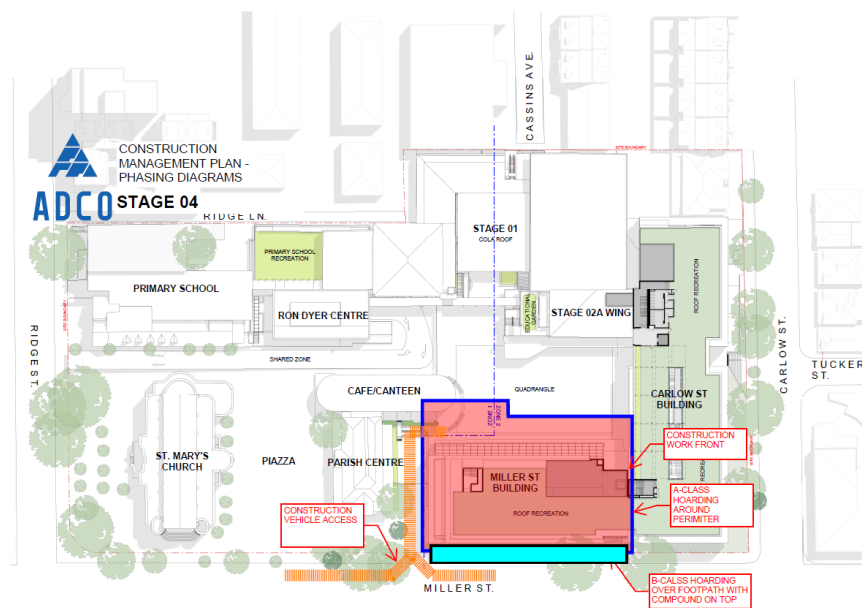


Figure 3.9: Stage 3D Refurbishment Site Plan



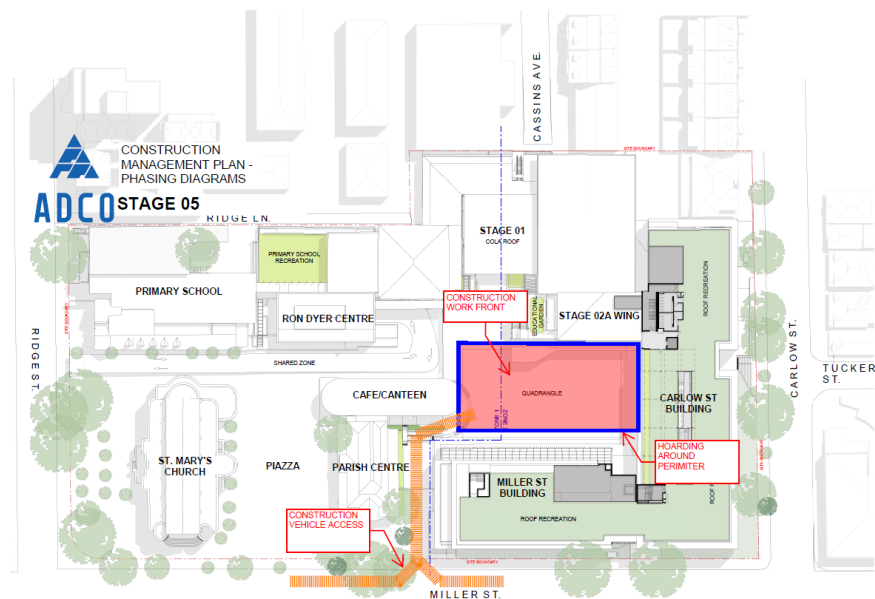
Source: ADCO

Figure 3.10: Stage 4 Construction Site Plan



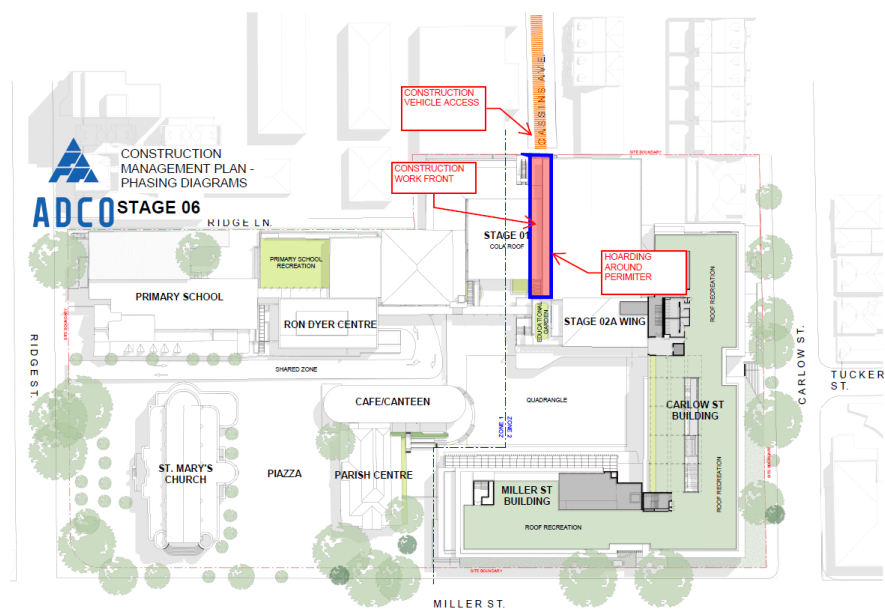
Source: ADCO

Figure 3.11: Stage 5 Precinct Works Site Plan



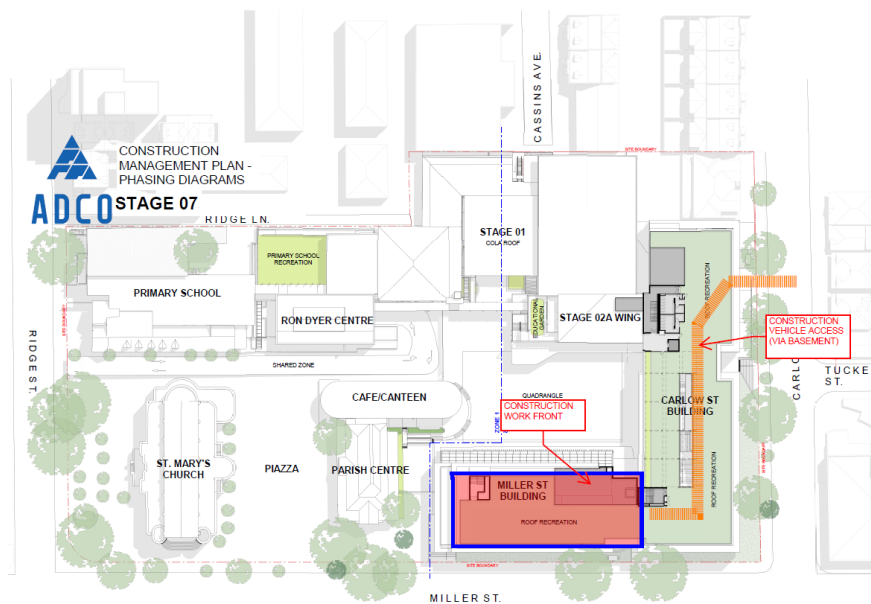
Source: ADCO

Figure 3.12: Stage 6 Refurbishment Site Plan



Source: ADCO

Figure 3.13: Stage 7 Fitout Site Plan



Source: ADCO

Access to construction site will be via fabricated steel gates which will be secured to control access. All access points will be locked at all times, with the exception of main entry gate to the site which will be manned for security and remain open during normal working hours.

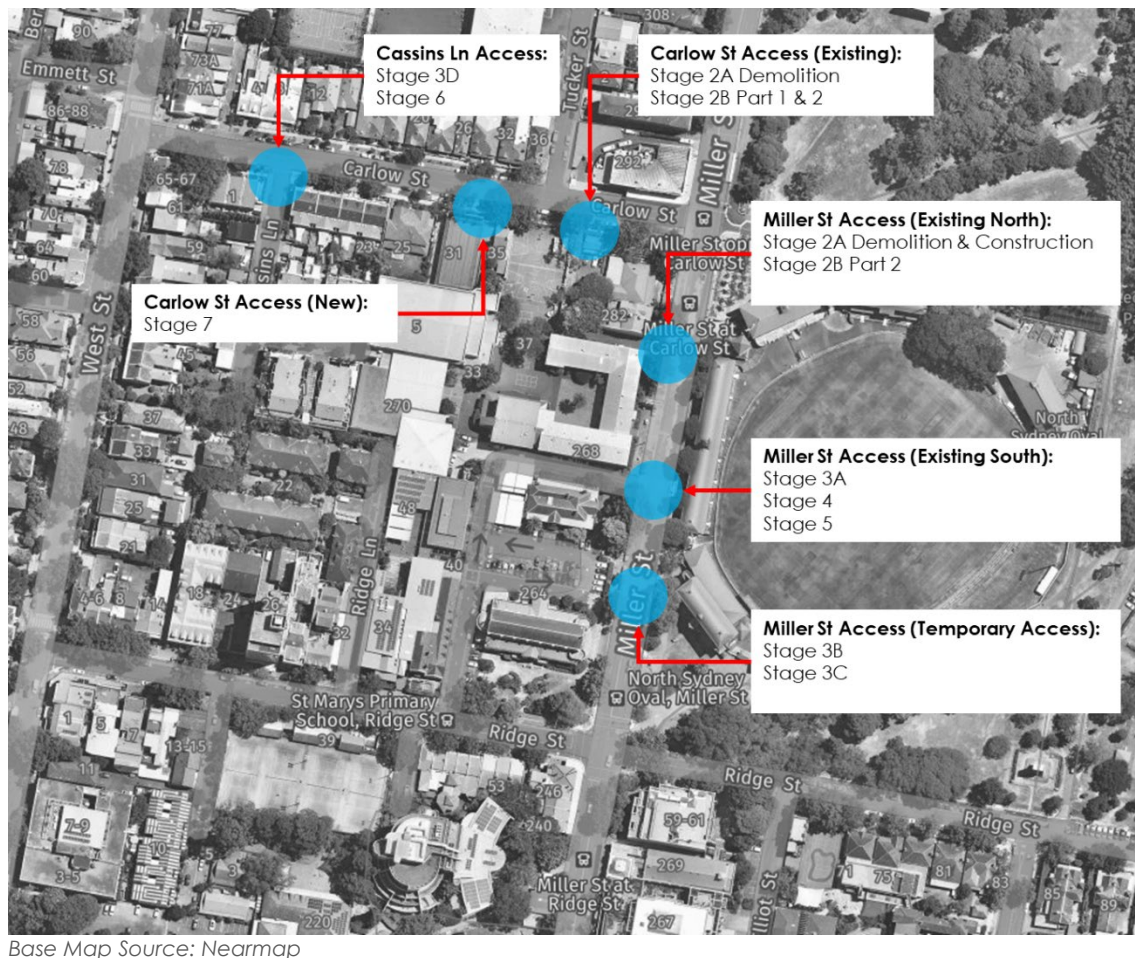
Access for school staff, students and visitors to the operational part of the site will generally be maintained. However, alterations will be made to facilitate the construction activities as needed. School staff will not be permitted to access the work areas unless prior arrangements have been made with the Contractor.

In addition, statutory and way-finding signs will be installed at each access point to guide staff, students and visitors which areas are hoarded off as construction sites. Temporary pedestrian paths, access points and crossings might be required to suit construction site.

Final access arrangement will be agreed with the Contractor and School prior to commencement of works. The Contractor will ensure that suitable and safe access is always maintained around the site.

The proposed construction vehicle access points are summarised and presented in Figure 3.14.

Figure 3.14: Construction Vehicle Access Locations



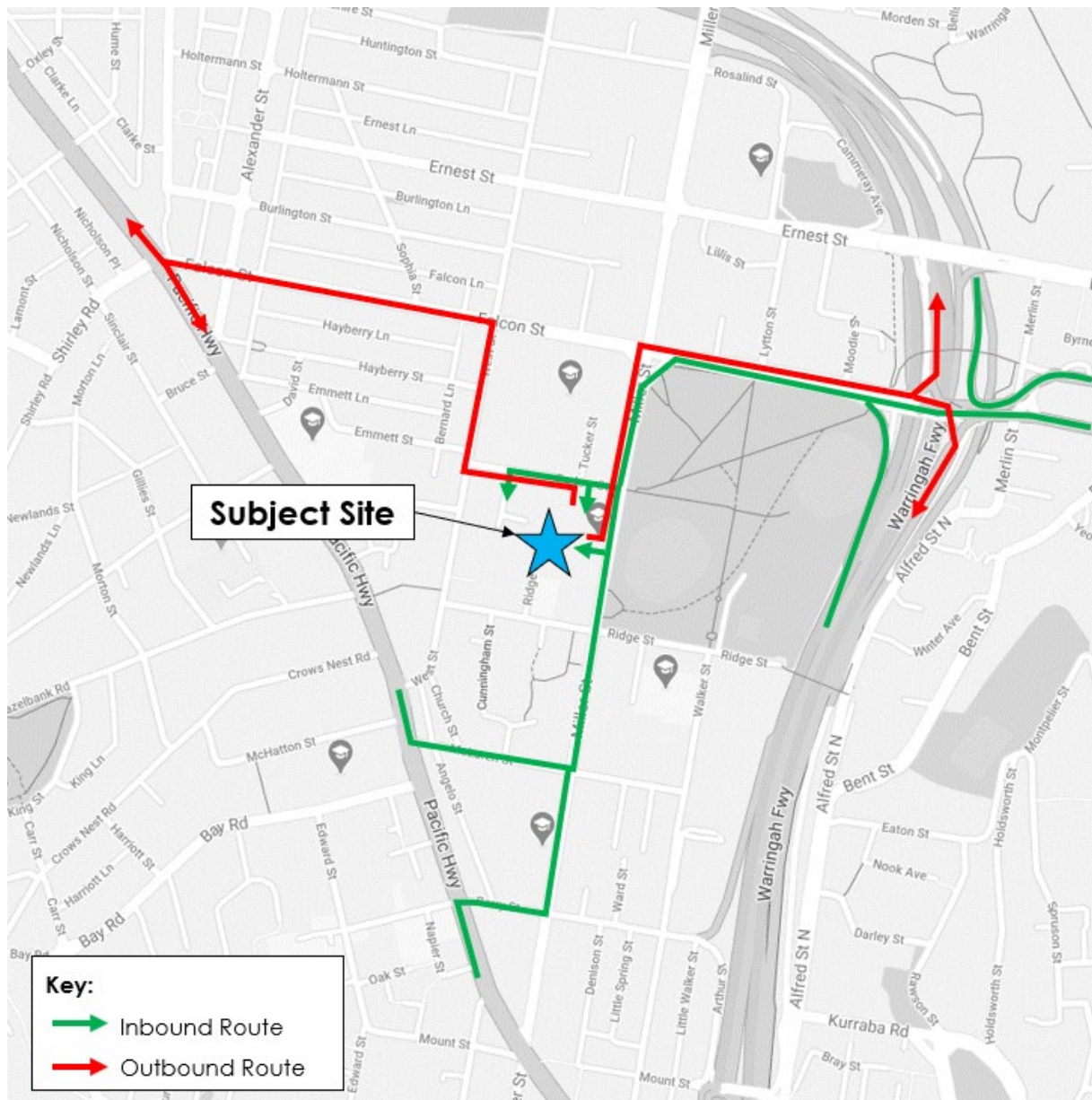
3.5 Construction Vehicle Routes

Construction vehicles will have origins and destinations throughout Sydney. Dedicated construction vehicle routes have been developed to provide the shortest distances to/from the arterial road network, whilst minimising the impact of construction traffic on streets within the immediate vicinity of the site.

All truck drivers will be advised of the designated truck routes to/from the site and be required to adhere to the nominated routes. Generally, it is proposed to use Pacific Highway and M1 Warringah Freeway to access the site.

The designated construction vehicle routes are presented in Figure 3.15.

Figure 3.15: Construction Truck Routes



Source: Google Maps Australia

All suppliers and subcontractors are to follow these general principles:

- all construction vehicles are required to enter and exit the site in a forward direction, where possible
- no queuing or marshalling/parking will be permitted on public streets
- construction vehicles are to radio or call on approach to ensure adequate access to the site is made available
- major deliveries will be restricted from the school peak drop-off and pick-up times (i.e. between 8:00am and 9:30am and between 2:30pm and 4:00pm)

- left-in, left-out access will be enforced. If anything other than this is required, this will be done under traffic control, and
- drivers are to egress the site in a suitable traffic gap under the assistance of a traffic controller (vehicles already on the public road have the right-of-way and must not be stopped).

3.6 Construction Vehicle Type

Where achievable, construction deliveries will generally be carried out by vehicles up to 12.5m medium rigid vehicles.

During Stage 3D and Stage 6, vehicle access will be provided off Cassins Lane. During these stages, construction vehicles will be limited to 8.8m medium rigid vehicles.

Swept path analysis has been undertaken using a AS2890.2 standard 8.8m medium rigid vehicle (MRV) and 12.5m long heavy rigid vehicle (HRV). The swept path analysis indicates that appropriate vehicle access can be accommodated to/from the site. All expected construction vehicles will enter and exit the site in a forward direction, where possible. It is noted that MRV has to reverse from Cassins Lane into the site during Stage 3D and Stage 6 under the management of a traffic controller.

Swept path analysis is provided in Appendix B.

It may be necessary that a larger vehicle (i.e. articulated vehicle) may be required to transport large construction plant or machinery such as cranes. The appointed Contractor will be responsible for obtaining all relevant permits and/or approvals from the relevant authorities for such “one-off” occasions.

3.7 Construction Workers

The number of construction workers at the site is anticipated to vary throughout the various construction activities. The anticipated maximum number of workers on site is presented in Table 3.4.

Table 3.4: Construction Worker Numbers

Construction Stage	Max Anticipated Workers on Site
Stage 2 – Carlow Street	
Stage 2A – Demolition	20
Stage 2A – Construction	70

Stage 2A – Refurbishment to TAS	50
Stage 2B – Demolition	30
Stage 2B – Construction	90
Stage 3 – Precinct Works	
Stage 3A – Parish Centre	30
Stage 3B– RDC Refurbishments	45
Stage 3C – New Piazza	45
Stage 3D – Senior Hospitality and Library refurbishment	45
Stage 4 – Miller Street Development	90
Stage 5 – MCCNS Landscaping	30
Stage 6 – Minor refurbishment to Hall/Gym	15
Stage 7 – Childcare fitout	30

3.8 Construction Worker Parking

No onsite vehicle parking will be provided. All workers will be encouraged and expected to use public transport and/or carpool to travel to/from the site and will be discouraged to park on surrounding streets. This will be incorporated in the workers induction program to ensure that all personnel are advised of the traffic and parking policy for the project.

3.9 Materials and Handling Area

All materials handling and plant equipment, including waste storage, are expected to be wholly stored on-site within the works site. It is not expected that any public road will be required for such purposes. However, if temporary use of any public road is required for temporary storage purposes or the like, prior consultation with Council will be undertaken. All relevant permit approvals will also be obtained prior to the commencement of such activities.

The following crane solutions have been considered to facilitate materials handling requirement per construction stage:

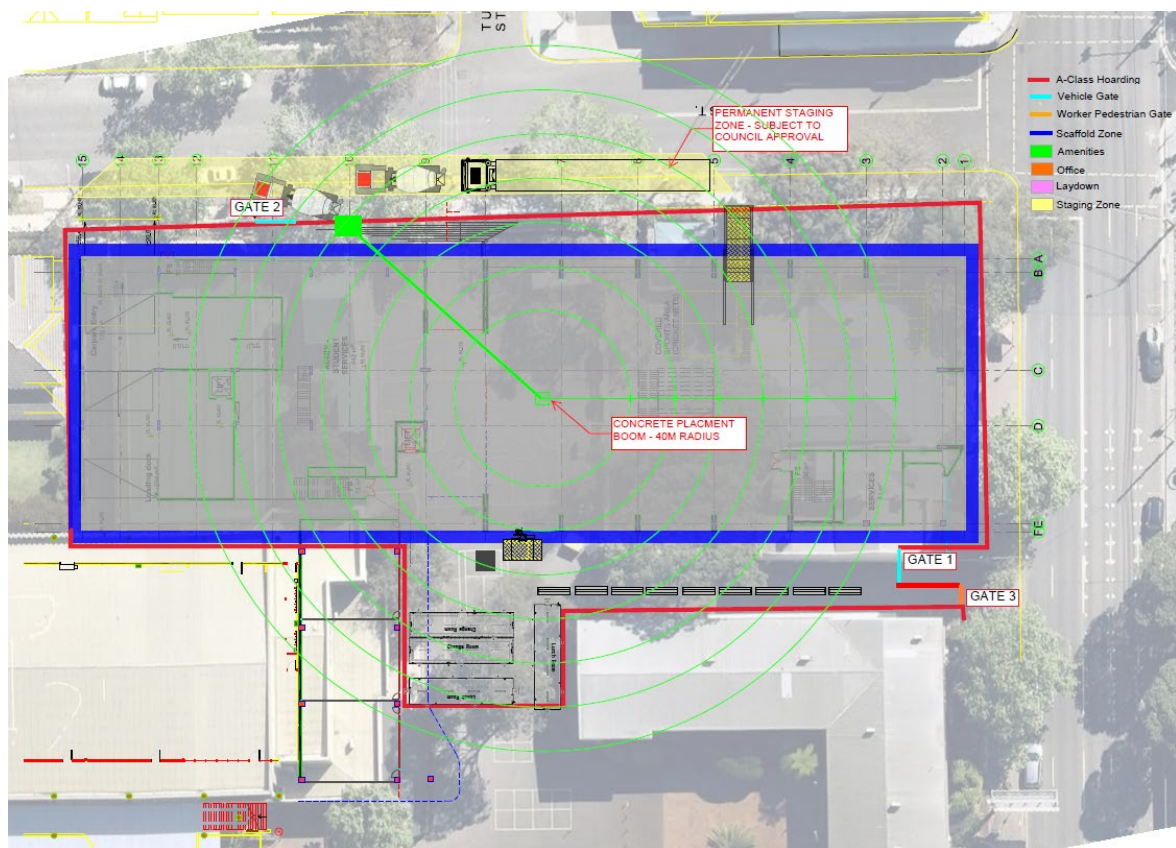
- Franna and all-terrain mobile cranes – for initial site set up and plant unloading
- tower crane – for Stage 2B and Stage 4

- telehandler – to assist unloading trucks and shuttling material around site
- concrete placing boom – for Stage 2B and Stage 4 (See Figure 3.16)
- personnel and material hoist – For Stage 2B and Stage 4

3.10 Works Zone Requirements

A works zone is proposed along the site frontage on Carlow Street primarily during Stage 2B. The works zone would have an approximate length of 50m and would occupy seven (7) on-street parking spaces.

Figure 3.16: Proposed Carlow Street Works Zone



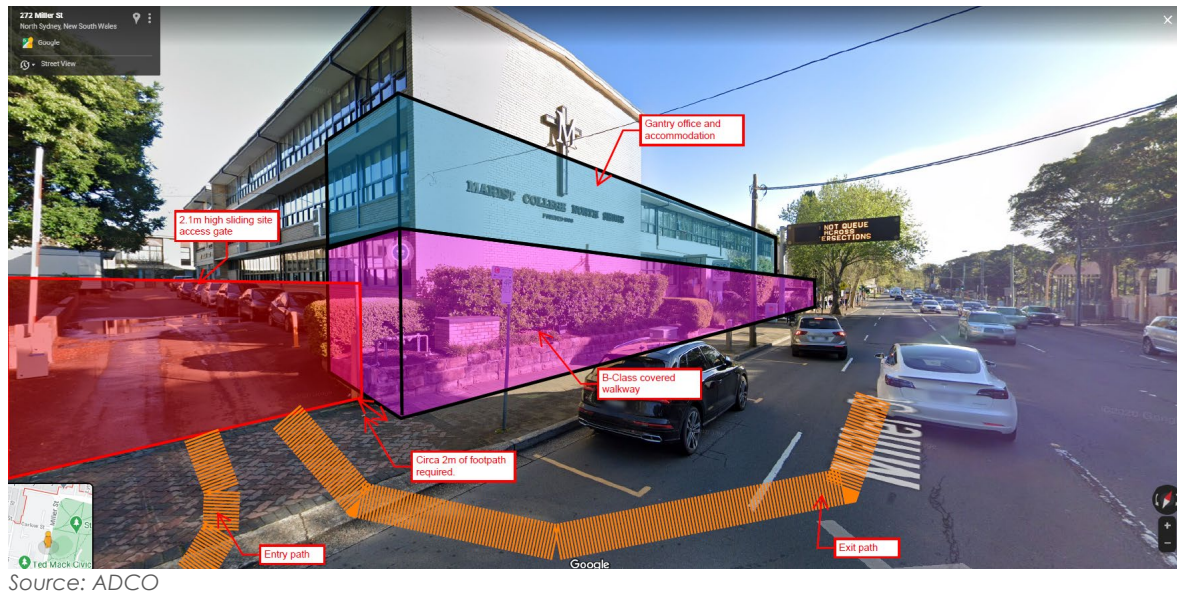
Source: ADCO

3.11 Hoarding Requirements

Class A hoardings will be in place around the site areas accordingly to secure boundaries of the site and to minimise disruption to existing school operations.

During Stage 4, Class B hoarding will be provided over Miller Street footpath as shown in Figure 3.17.

Figure 3.17: Proposed Miller Street Class B Hoarding



Source: ADCO

Temporary site accommodation for the construction team will be provided on top of the Class B hoarding. It is noted that the exact location and extent of the proposed Class B hoarding should consider the existing overhead LED signage on Miller Street.

4 Construction Traffic Assessment and Implications

4.1 Construction Vehicle Traffic Generation

Table 4.1 provides a summary of the anticipated construction vehicle generation per stage.

Table 4.1: Construction Vehicle Types and Frequencies

Construction Stage	Vehicle Types	Daily Movements (Two-way)	Peak Hourly Movements (Two-way)
Stage 2 – Carlow Street			
Stage 2A – Demolition	Small rigid vehicle – 20% Medium rigid vehicle – 5% Concrete agitator trucks -5% Heavy rigid vehicle – 70%	20	4
Stage 2A – Construction	Small rigid vehicle – 20% Medium rigid vehicle – 30% Concrete agitator trucks - 30% Heavy rigid vehicle – 10% Concrete placing boom trucks – 10%	40	6
Stage 2A – Refurbishment to TAS	Small rigid vehicle – 25% Medium rigid vehicle – 75%	20	4
Stage 2B – Demolition	Small rigid vehicle – 20% Medium rigid vehicle – 5% Concrete agitator trucks -5% Heavy rigid vehicle – 70%	50	8
Stage 2B – Construction	Small rigid vehicle – 20% Medium rigid vehicle – 20% Concrete agitator trucks -30% Heavy rigid vehicle – 20% Concrete placing boom trucks – 5% Articulated Vehicle – 5%	50	6
Stage 3 – Precinct Works			
Stage 3A – Demolition of Miller St	Small rigid vehicle – 15% Medium rigid vehicle – 15% Heavy rigid vehicle – 70%	40	6
Stage 3A – Parish Centre	Small rigid vehicle – 20% Medium rigid vehicle – 25% Concrete agitator trucks – 30% Heavy rigid vehicle – 20% Concrete placing boom trucks – 5%	16	4

Stage 3B to 3D	Small rigid vehicle – 25% Medium rigid vehicle – 50% Concrete agitator trucks – 10% Heavy rigid vehicle – 10% Concrete placing boom trucks – 5%	10	4
Stage 4 – Miller Street Development	Small rigid vehicle – 20% Medium rigid vehicle – 20% Concrete agitator trucks – 30% Heavy rigid vehicle – 20% Concrete placing boom trucks – 5% Articulated Vehicle – 5%	30	6
Stage 5 – MCCNS Landscaping	Small rigid vehicle – 20% Medium rigid vehicle – 25% Concrete agitator trucks – 30% Heavy rigid vehicle – 20% Concrete placing boom trucks – 5%	10	4
Stage 6 – Minor refurbishment to Hall/Gym	Small rigid vehicle – 25% Medium rigid vehicle – 50% Concrete agitator trucks – 10%	6	4
Stage 7 – Childcare fitout	Heavy rigid vehicle – 10% Concrete placing boom trucks – 5%	6	4

The proposed construction traffic generation is considered to generate a modest level of vehicular traffic, with up to eight truck movements (two-way) per hour expected, or up to 50 truck movements per day, during peak construction activities. As such, the proposed construction activities could not be expected to result in adverse impact on the surrounding road network.

In addition, it is expected that no heavy construction vehicle movements to/from the site will be permitted during school peak drop off and pick up times (i.e. between 8:00am and 9:30am and between 2:30pm and 4:00pm) to minimise conflict between the truck movements and high pedestrian activity.

4.2 Pedestrian and Cycle Access

Pedestrian and cycle access will generally be maintained as per existing conditions during the project. It may be necessary to temporarily close some pedestrian access points to the school, with appropriate alternate pedestrian access provided during certain stages of the project. All relevant site hoarding and fencing shall be installed to ensure pedestrian safety from the work site. All relevant permit approvals will be obtained from Council prior to the commencement of any work.

4.3 Public Transport Facilities

The proposed construction activities are not expected to result in any changes to existing public transport services. The number of on-site workers is minimal to generate significant demand on public transport services. In addition, it is anticipated that most of the workers on the site would be utilising public transport outside of the commuter peak periods, thus construction worker patronage would not have any adverse impact on the capacity of surrounding transport systems.

4.4 Emergency Vehicles and Heavy Vehicles

No special provisions for emergency service vehicles or heavy vehicles are required as part of the proposed construction works. Emergency and heavy vehicle access shall be maintained at all times.

4.5 Adjoining Properties and Local Access

The proposed construction works will not impact existing local access to/from properties. Local access to adjacent properties will be maintained at all times during the works.

4.6 Construction Worker Parking

No on-site vehicle parking will be provided. All workers will be encouraged and expected to use public transport to travel to/from the site. This will be incorporated in the workers induction program to ensure minimal parking impact on surrounding streets.

4.7 Car Parking

The proposed works zone along Carlow Street during Stage 2B, would occupy seven (7) on-street parking spaces.

In addition, a temporary vehicular crossover will be constructed on Miller Street to facilitate works for Stage 3B and 3C, which will result in the temporary loss of about two on-street spaces on Miller Street.

All staff, students and visitors will be notified and advised that parking will not be available at this location. Staff, students and visitors will be encouraged to use public transport and/or other transport modes such as walking and/or cycling to minimise parking demand.

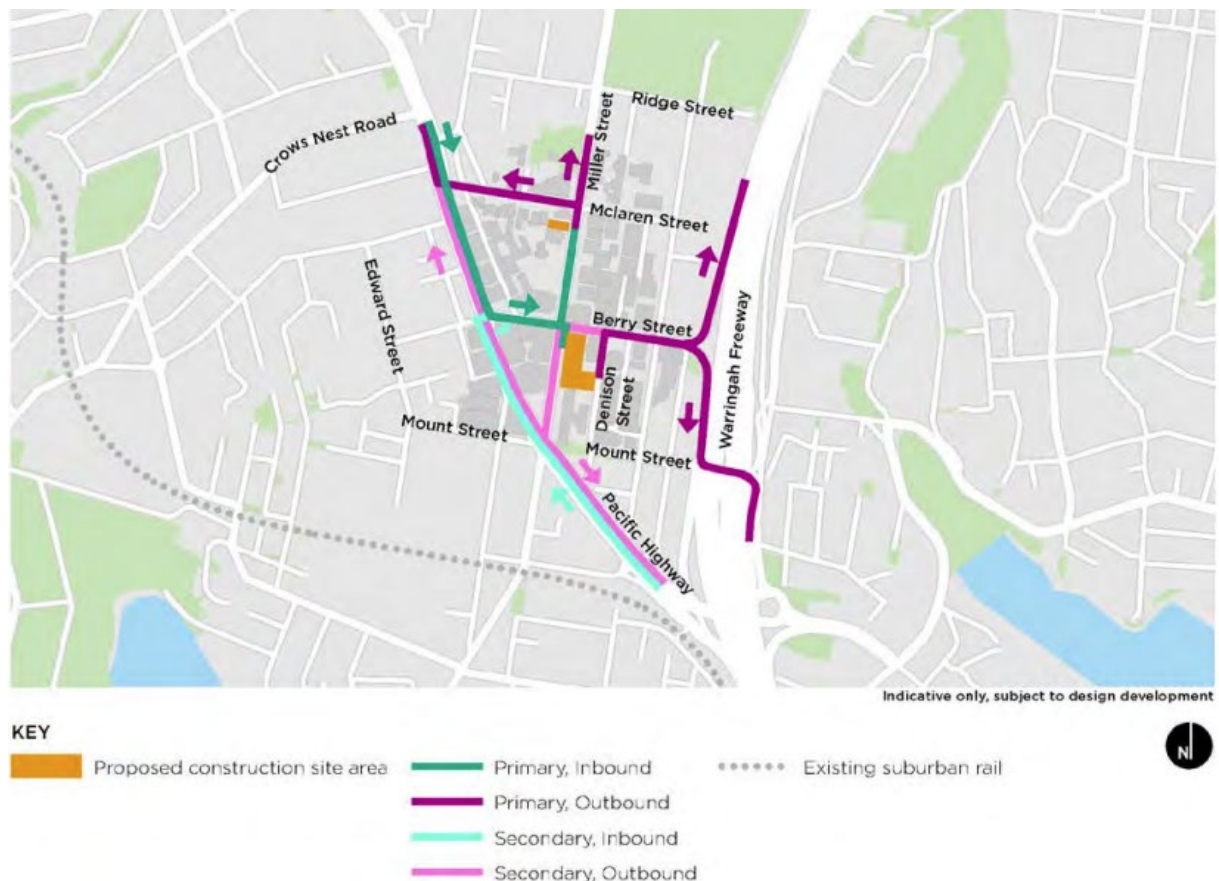
Notwithstanding, it is noted that the new basement parking on Carlow Street building would be completed prior to these stages. As such, the temporary parking loss could be accommodated at this new parking facility.

4.8 Other Construction Activities / Projects

Construction of the Victoria Cross Metro Station has commenced and is anticipated to be completed by 2024. The construction works are anticipated to generate up to 12 truck movements and 20 light vehicle movements per hour in the road network peak hours and up to 46 truck movements and 20 light vehicle movements per hour outside the peak periods. 85% of construction traffic is expected to access the southern station site.

The haulage routes to the site is shown in Figure 4.1. The construction traffic generation is shown in Figure 4.1.

Figure 4.1: Victoria Cross Haulage Routes



Source: Sydney Metro City & Southwest, Technical Paper 1: Traffic and Transport

Figure 4.2: Victoria Cross Construction Traffic

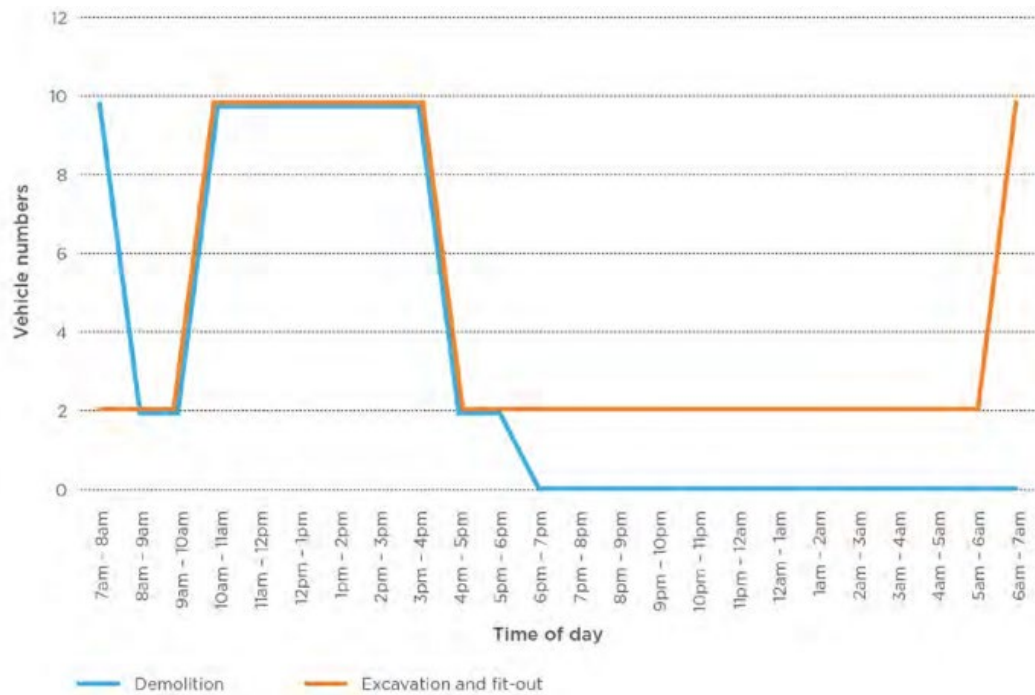


Figure 3.19 : Hourly light construction vehicle numbers (arrival only) at the Victoria Cross Station construction site

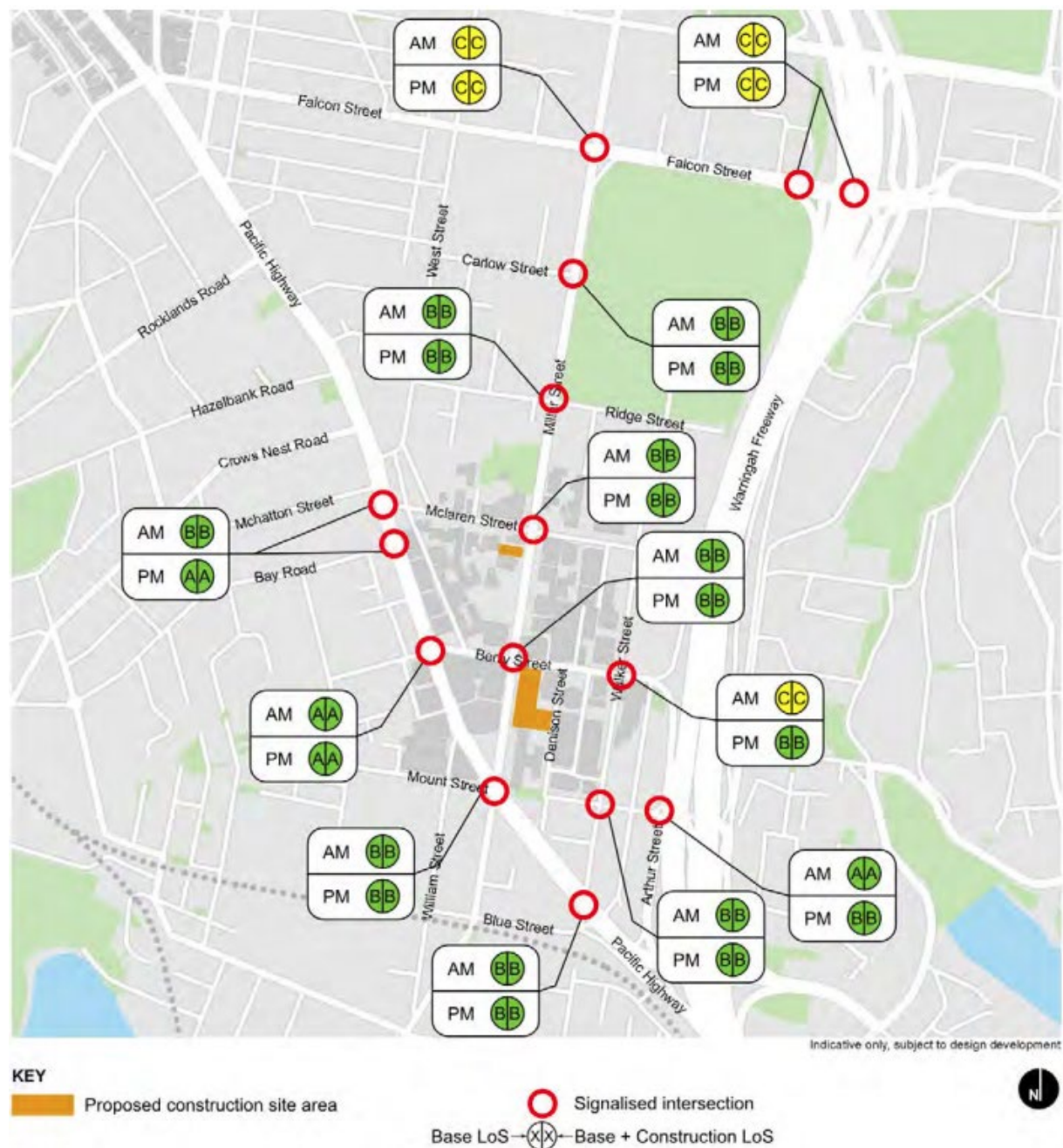


Figure 3.20 : Hourly heavy construction vehicle numbers (arrival only) at the Victoria Cross Station construction site

Based on the *Sydney Metro City & Southwest, Environment Impact Assessment*, the estimated construction traffic to Victoria Cross Station would have a negligible impact to the road network. A summary of the construction traffic impact is shown in Figure 4.3.

The construction of the school will generate up to 8 vehicles per hour at its peak, which is negligible compared to the traffic generation of the Victoria Cross Metro Station (up to approximately 60 vehicles per hour).

Figure 4.3: Victoria Cross Construction Impact



Source: *Sydney Metro City & Southwest, Victoria Cross Over Station Development EIS, Appendix V – Preliminary Construction Management Plan*

5 Construction Traffic Management Measures

5.1 Traffic Management Measures

Site-specific traffic control plans (TCP) have been prepared to accompany this CTMP and they are presented in Appendix C for each stage. Traffic advisory signage will be implemented along surrounding streets.

Transport for NSW accredited traffic controllers will be assigned at the vehicle access points to assist construction trucks when exiting the site. At no time will traffic controllers be permitted to stop traffic on the public streets to facilitate trucks entering or exiting the site, unless otherwise approved. Traffic controllers will only be able to assist, manage and guide construction trucks out of the site under suitable gaps in traffic.

All advisory road signage will be installed in accordance with AS1742.3 Manual of uniform traffic control devices - Traffic control devices for works on roads and the Roads and Maritime Services Traffic Control at Worksites Manual. Signs will be installed and maintained throughout the construction period.

5.2 Vehicle Access

Construction vehicles will radio/call the site office on approach to ensure a loading area is available within the works site. All loading and unloading activities will be undertaken within the works site during the approved work hours. If there are any materials spilt onto the road, site personnel and equipment will rectify the issue accordingly, subject to appropriate OH&S provision.

5.3 Heavy Vehicle Loads

All drivers will be required to adhere with the posted vehicle load limits on all roads and not overload vehicles beyond its maximum loading limits and/or relevant approvals.

5.4 Truck Routes

Protocols must be in place to ensure:

- site induction to include procedures for accessing the site
- drivers adhere to the nominated truck routes, as shown in Figure 3.15

- drivers are aware that pedestrians and cyclists are in the vicinity of the site
- drivers are aware of the sign posted speed limits.

5.5 Construction Worker Parking

As indicated previously, onsite car parking will not be available during the works. However, a tool drop-off and storage facility is expected to be provided on-site. This will allow construction workers to drop off and store their tools, which will encourage them to use public transport to travel to and from the site.

Taking the above into consideration, it is proposed to implement the following measures to encourage workers to use public transport:

- provide an on-site tool drop-off and storage facility to allow tradespeople to drop off and store their specific machinery for the project
- inform staff during the induction and regular management meetings that no car parking will be available for staff
- instruct staff to use public transport to access the site during the induction and regular management meetings, and
- display public transport timetable information at key locations within the work site and ensure that it is easily accessible by staff.

5.6 Site Inspection and Record Keeping

The construction operation would be monitored to ensure that it proceeds as set out in the Construction Management Plan provided by the Contractor. A daily inspection before the start of construction activity is to take place to ensure that conditions accord with those stipulated in the plan and that there are no potential hazards. Any possible adverse impacts are to be recorded and dealt with as they arise.

5.7 Site Induction

All staff employed on the site by the Contractor will be required to undergo a site induction. The induction will include permitted access routes to and from the works site for site staff and delivery vehicles as well as standard environmental, OH&S, driver protocols and emergency procedures. The workers are to be informed to use public transport to access the site during the induction.

6 Conclusion

This CTPMP has been prepared to document the proposed construction activities and associated construction traffic management measures necessary to facilitate construction associated with the proposed redevelopment of existing North Sydney Marist College campus.

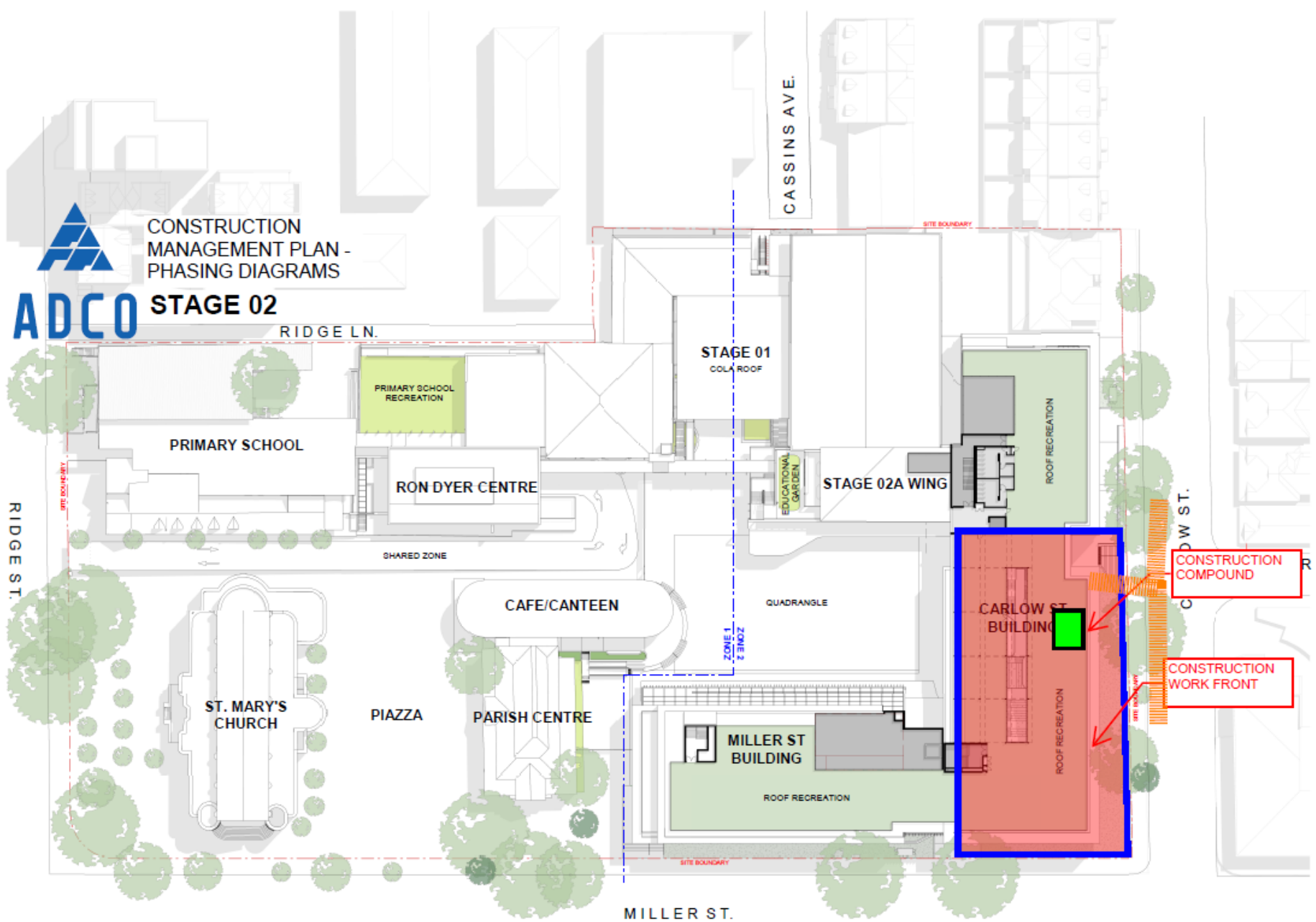
The key findings contained in this CTPMP are as follows:

- The construction of the proposed development is expected to generate up to eight truck movements per hour (two-way) during peak construction activities.
- It is expected that no construction vehicle movements to/from the site will be permitted during school peak drop off and pick up times (i.e. between 8:00am and 9:30am and between 2:30pm and 4:00pm), unless otherwise approved
- Given the expected low volume of construction vehicles, construction vehicle movements to and from the site can be satisfactorily accommodated in the surrounding road network.
- No pedestrian or cyclist facilities will be impacted as a result of the construction activities.
- It is proposed that loading/unloading of trucks is to occur within the site, with construction vehicle access generally provided off existing vehicle access points at the school sites.
- In addition to the existing driveways, the new driveway off Carlow Street (i.e. to serve the new basement parking) and a temporary vehicle crossover off Miller Street (i.e. for piazza works) will be used during construction.
- A number of driver protocols will be established as part of the site induction procedure for drivers to ensure the safety of motorists, pedestrians and cyclists.
- Truck drivers are to be instructed to use the designated truck routes to/from the site.

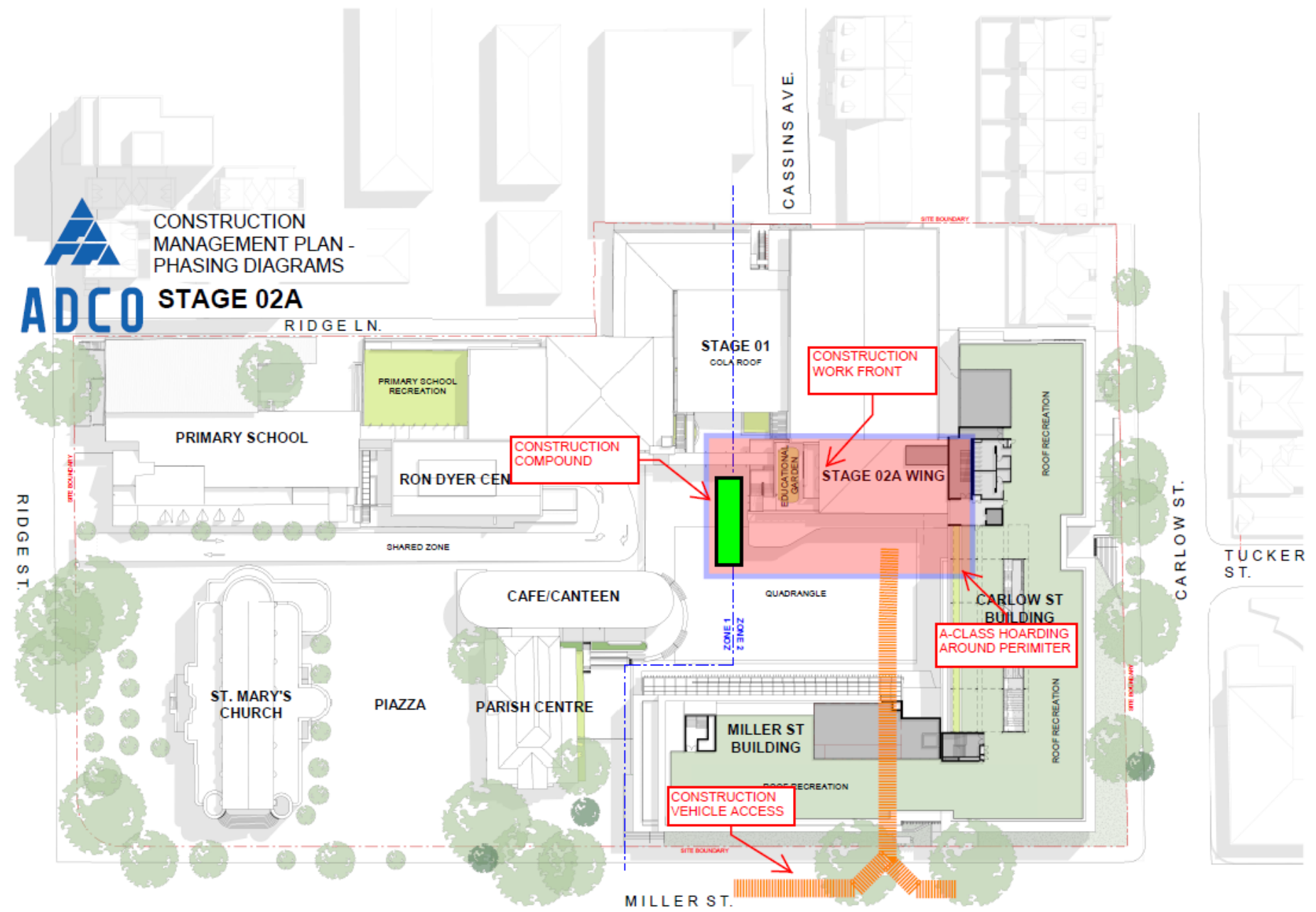
In summary, it is concluded that the proposed traffic control measures will adequately address potential implications associated with proposed construction activities. This CTPMP fulfils the requirements of the SEARs relating to SSD-10473.

Appendix A

Staging Plans



Stage 2A Demolition & Construction



 **ADCO** **STAGE 02A**

CONSTRUCTION
MANAGEMENT PLAN -
PHASING DIAGRAMS

RIDGE ST.

RIDGE LN.

CASSINS AVE.

CARLOW ST.

TUCKER ST.

MILLER ST.

PRIMARY SCHOOL

PRIMARY SCHOOL
RECREATION

RON DYER CEN

SHARED ZONE

ST. MARY'S
CHURCH

PIAZZA

CAFE/CANTEEN

PARISH CENTRE

MILLER ST
BUILDING

CONSTRUCTION
VEHICLE ACCESS

STAGE 01
COLA ROOF

CONSTRUCTION
WORK FRONT

STAGE 02A WING

EDUCATIONAL
GARDEN

QUADRANGLE

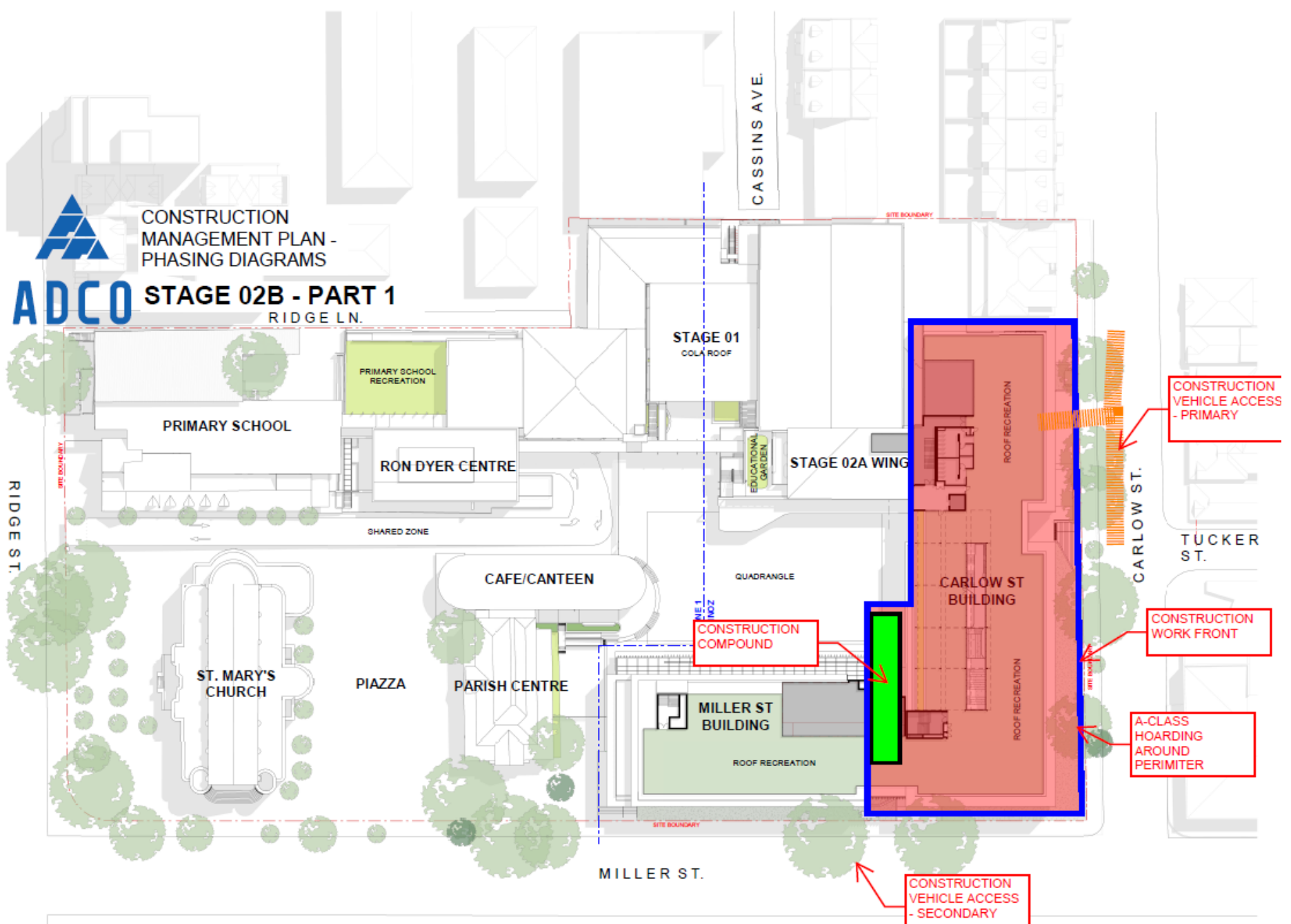
CARLOW ST
BUILDING

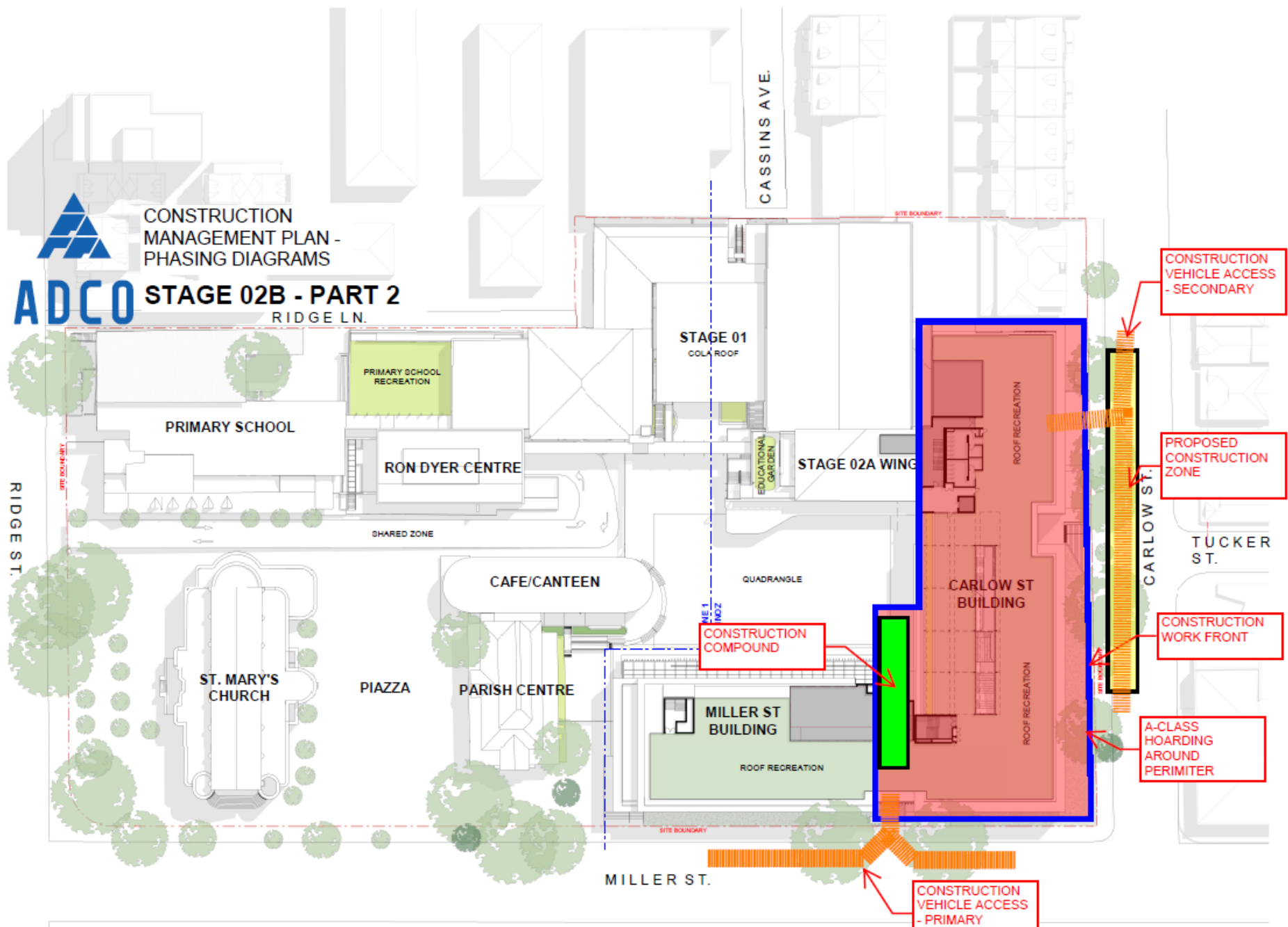
A-CLASS HOARDING
AROUND PERIMETER

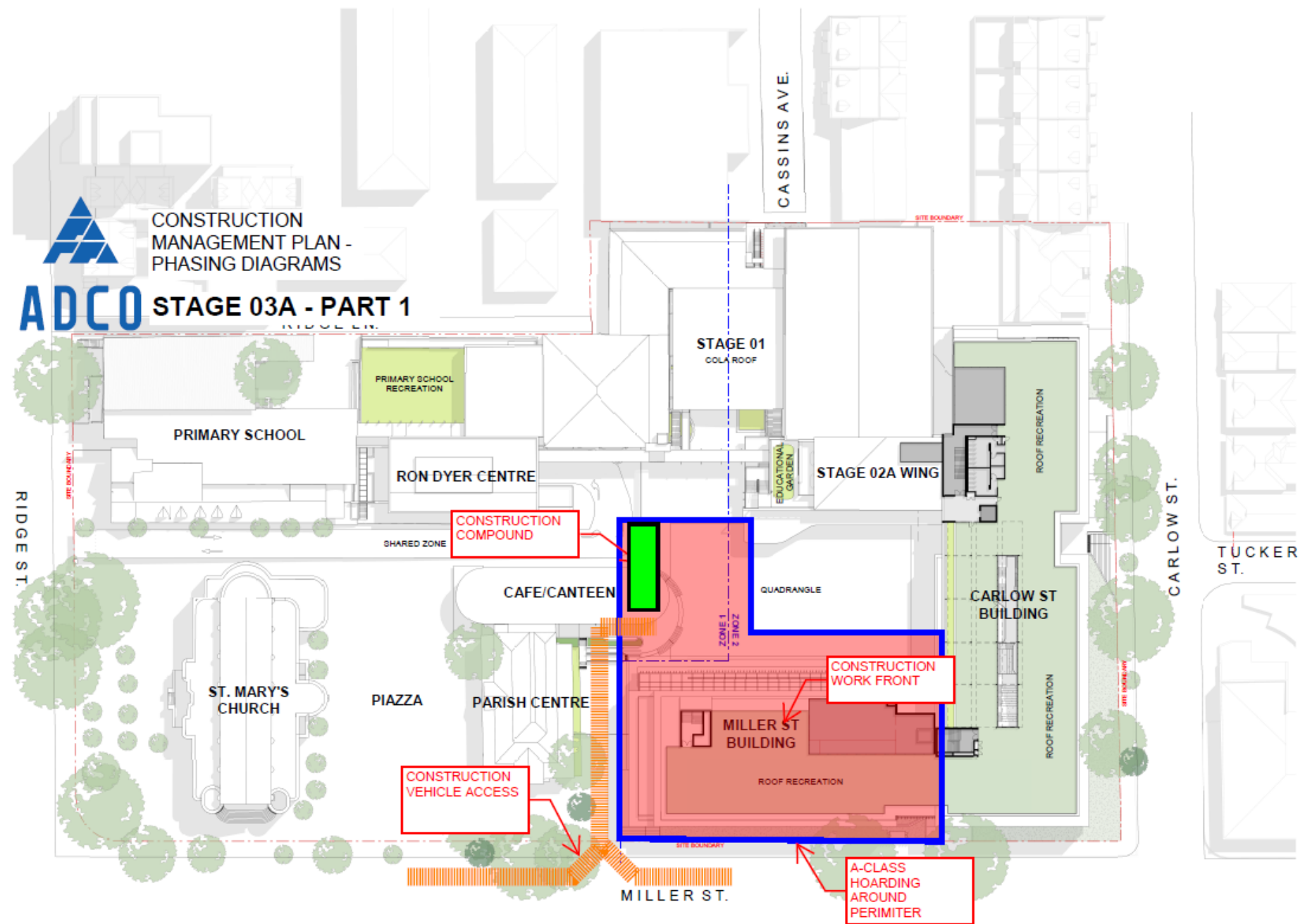
ROOF RECREATION

ROOF RECREATION

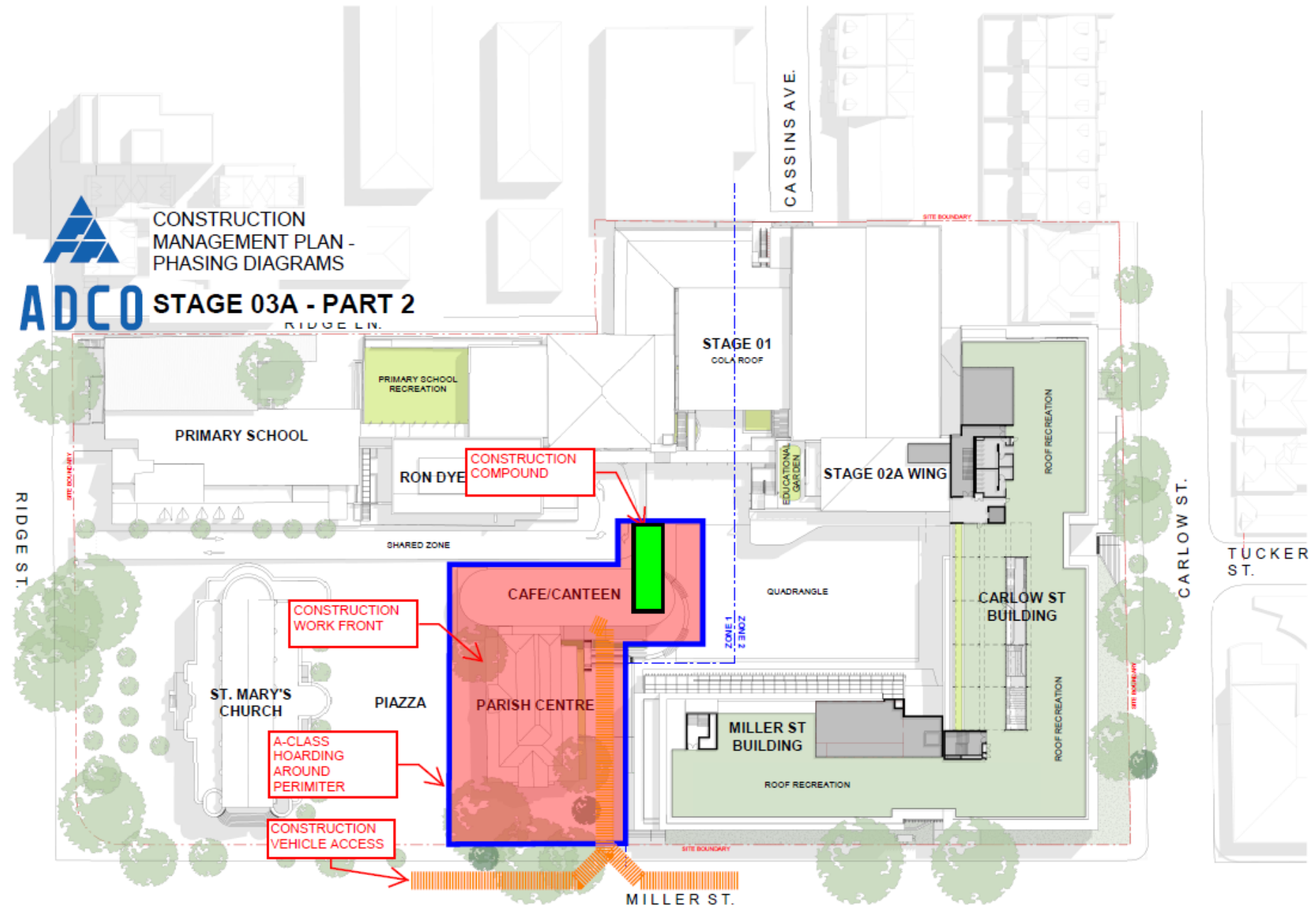
CONSTRUCTION
VEHICLE ACCESS





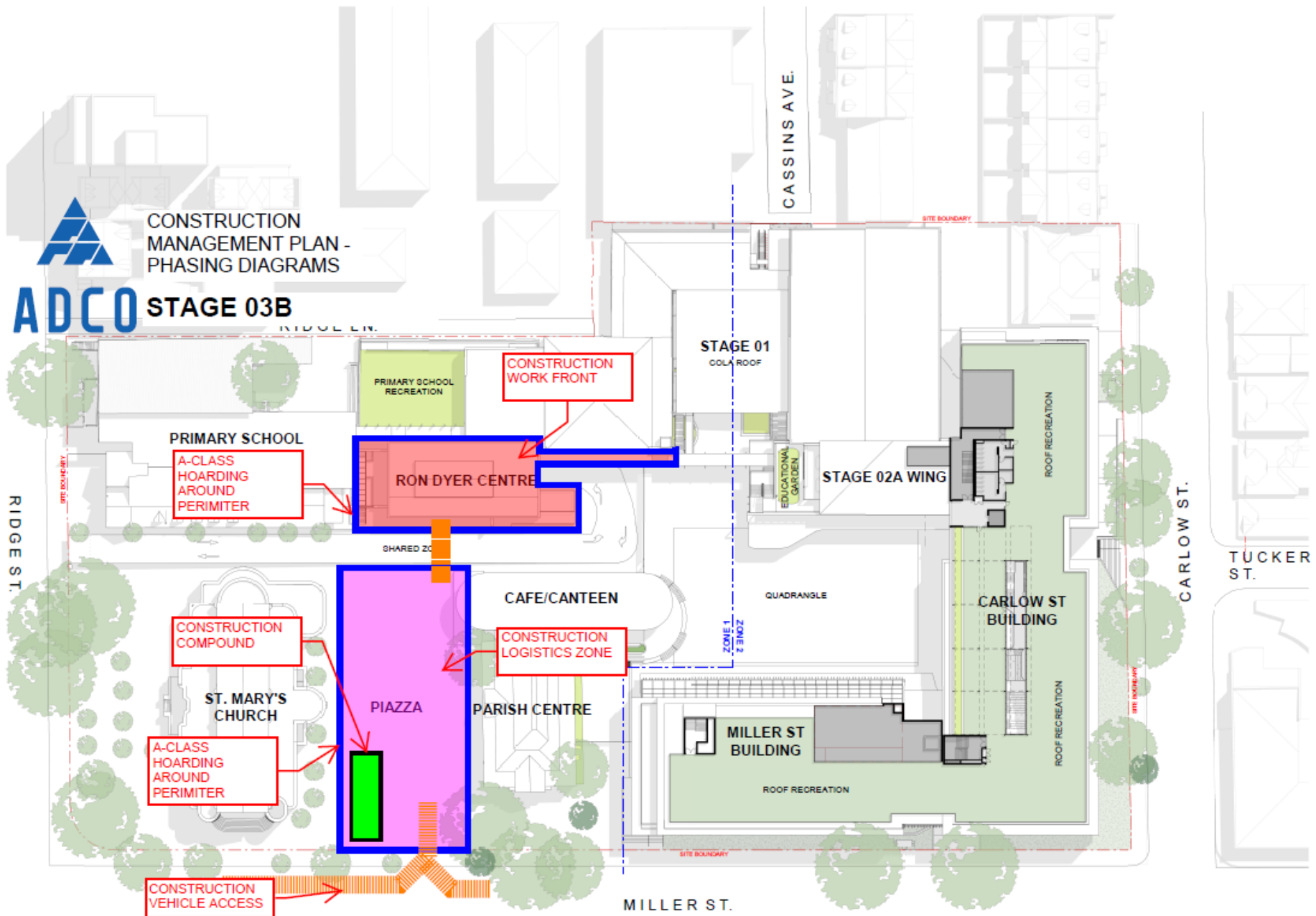


Stage 3A – Part 2 Restoration & Construction



ADCO

STAGE 03B

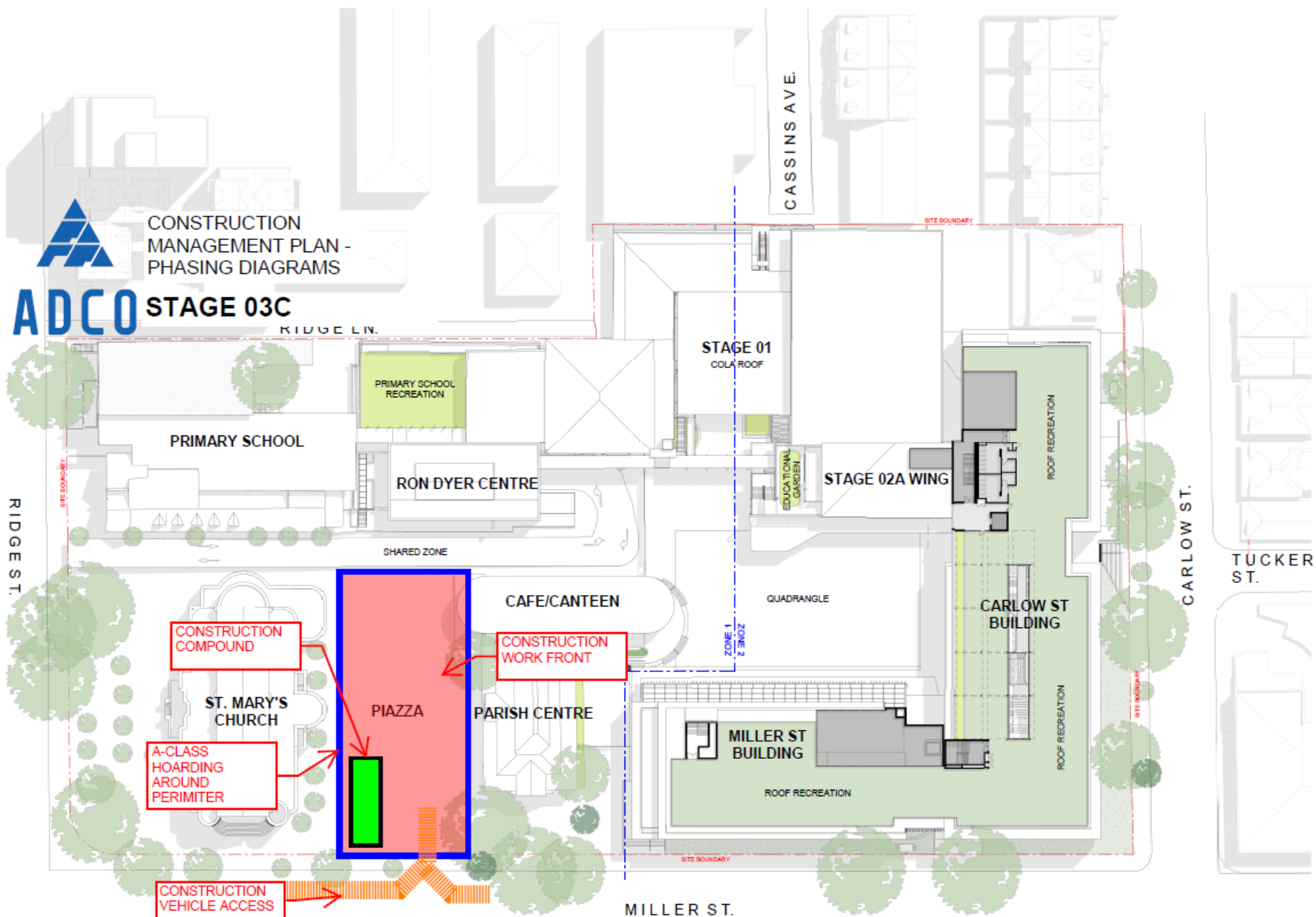




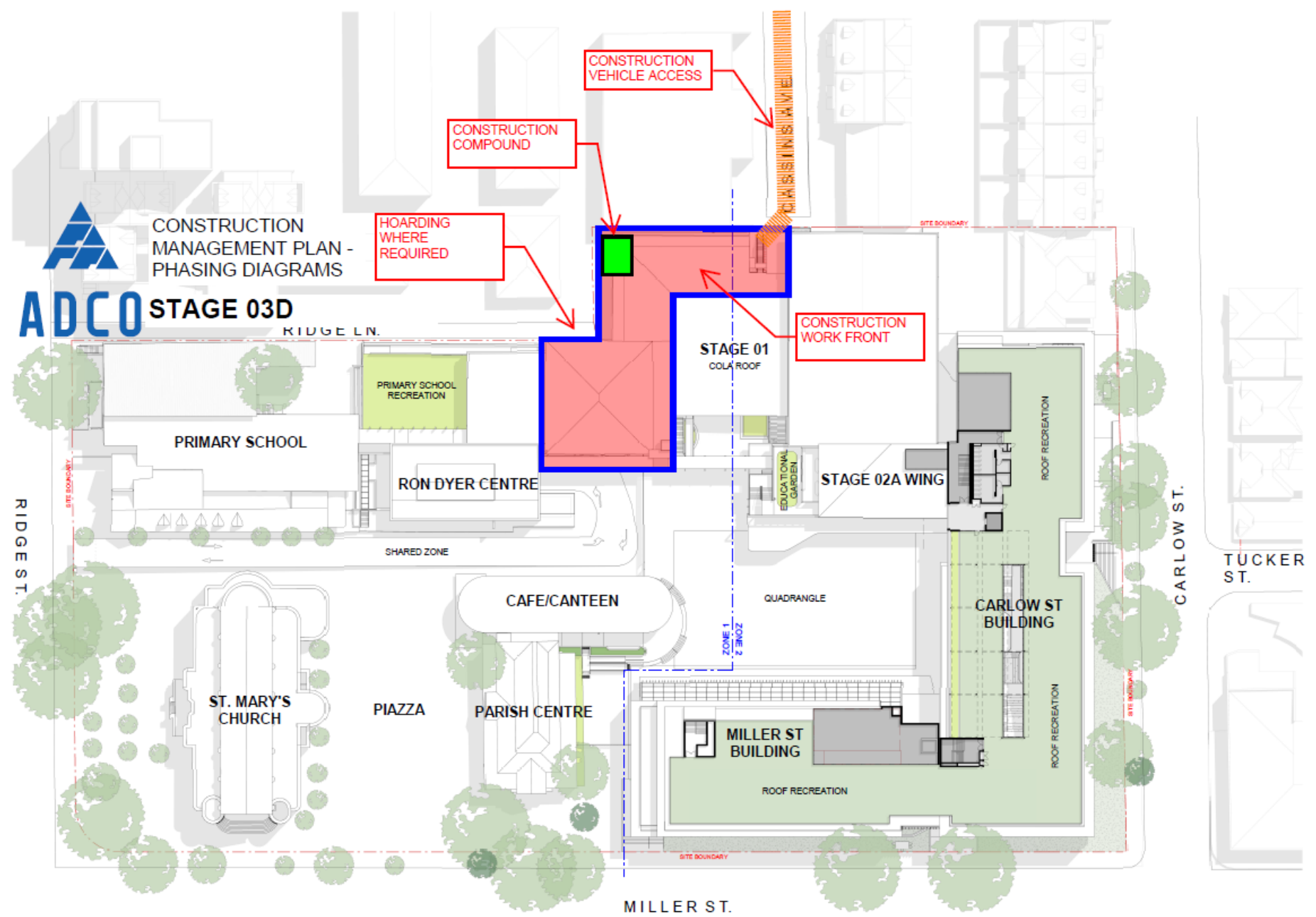
CONSTRUCTION
MANAGEMENT PLAN -
PHASING DIAGRAMS

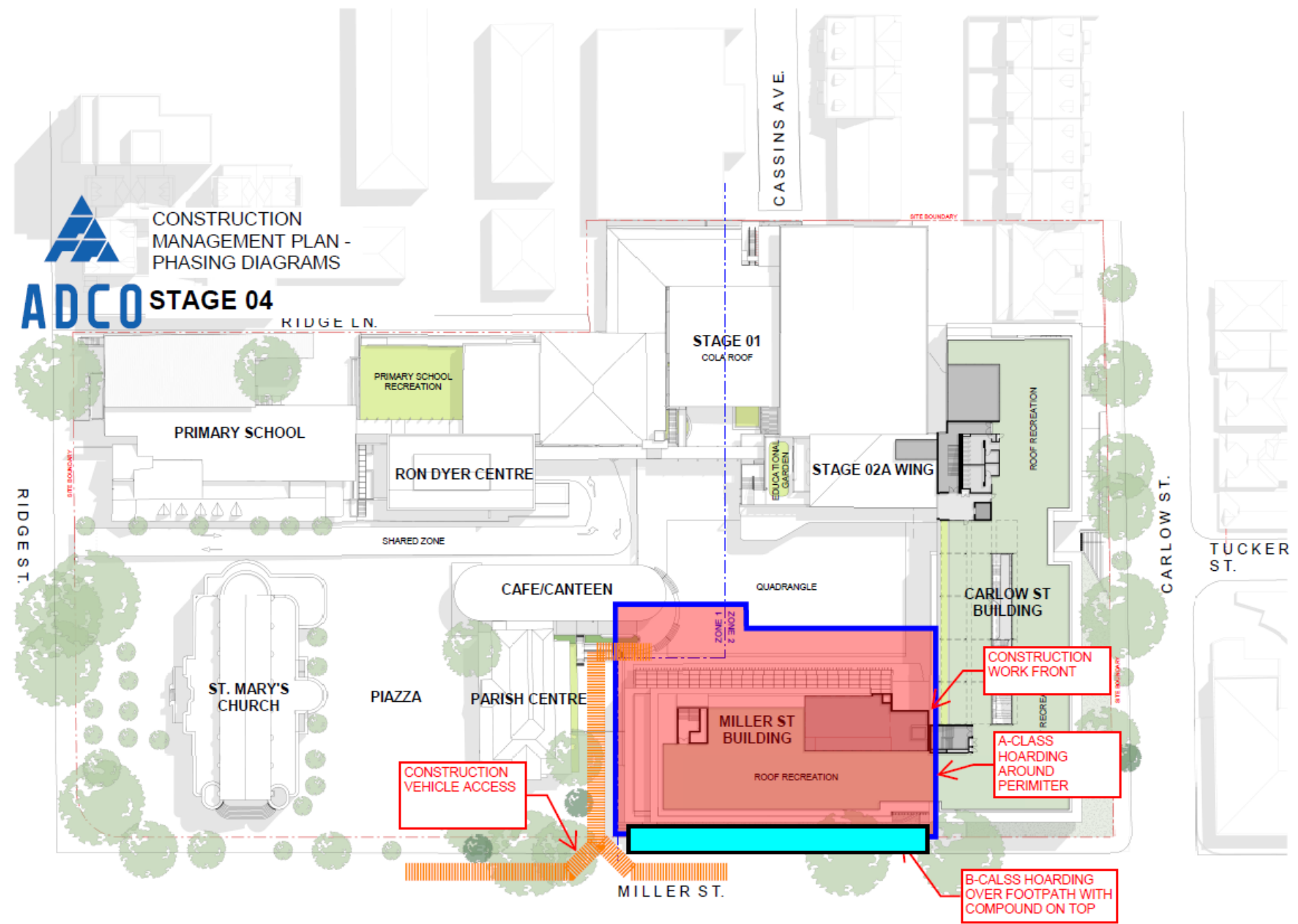
ADCO

STAGE 03C



Stage 3D – Refurbishment





ADCO STAGE 04
CONSTRUCTION
MANAGEMENT PLAN -
PHASING DIAGRAMS

RIDGE ST.

CASSINS AVE.

CARLOW ST.

TUCKER ST.

CONSTRUCTION
MANAGEMENT PLAN -
PHASING DIAGRAMS

STAGE 04

RIDGE LN.

STAGE 01
COLA ROOF

STAGE 02A WING

PRIMARY SCHOOL

PRIMARY SCHOOL
RECREATION

RON DYER CENTRE

SHARED ZONE

CAFE/CANTEEN

QUADRANGLE

CARLOW ST
BUILDING

ST. MARY'S
CHURCH

PIAZZA

PARISH CENTRE

MILLER ST
BUILDING

ROOF RECREATION

CONSTRUCTION
WORK FRONT

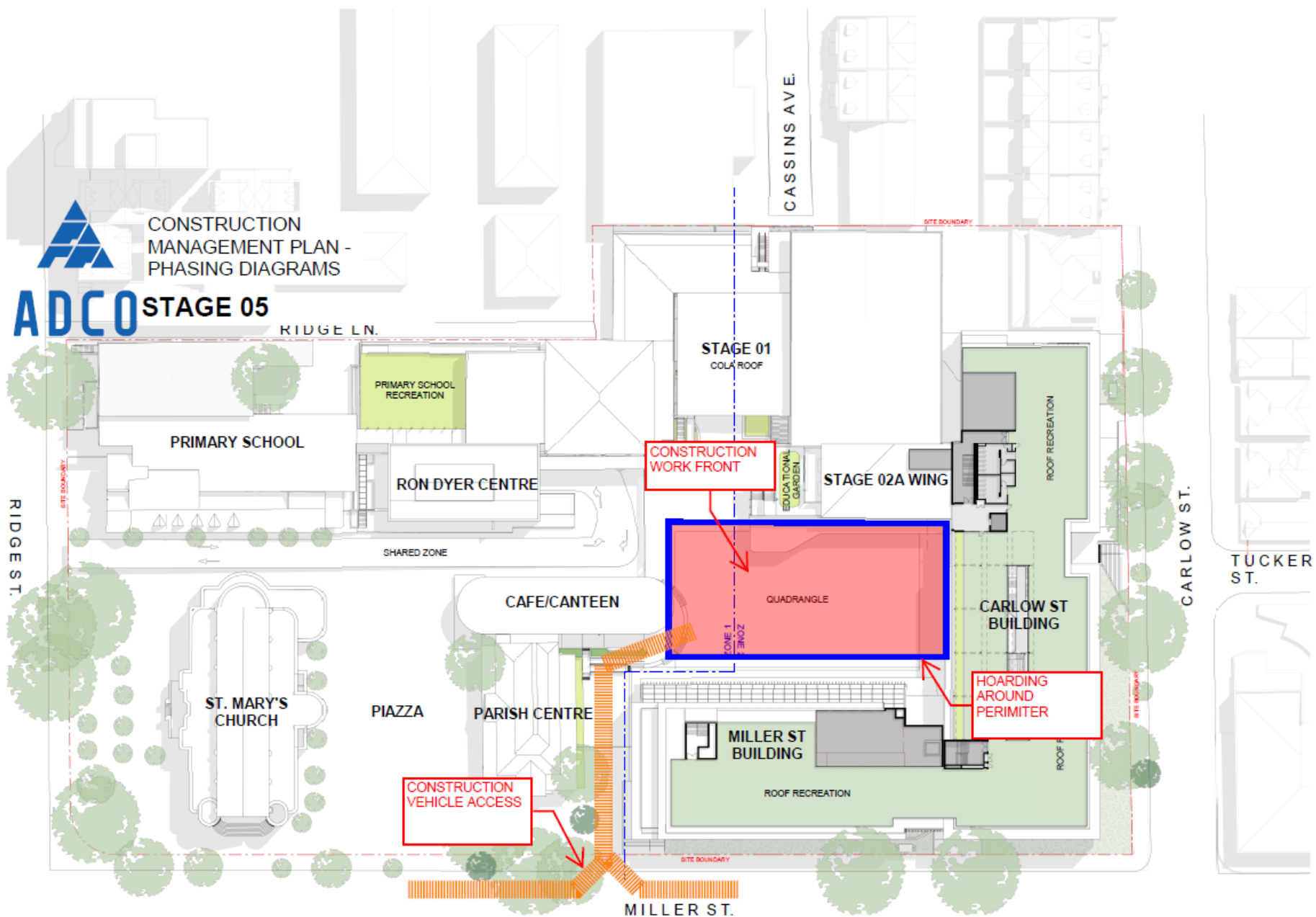
A-CLASS
HOARDING
AROUND
PERIMETER

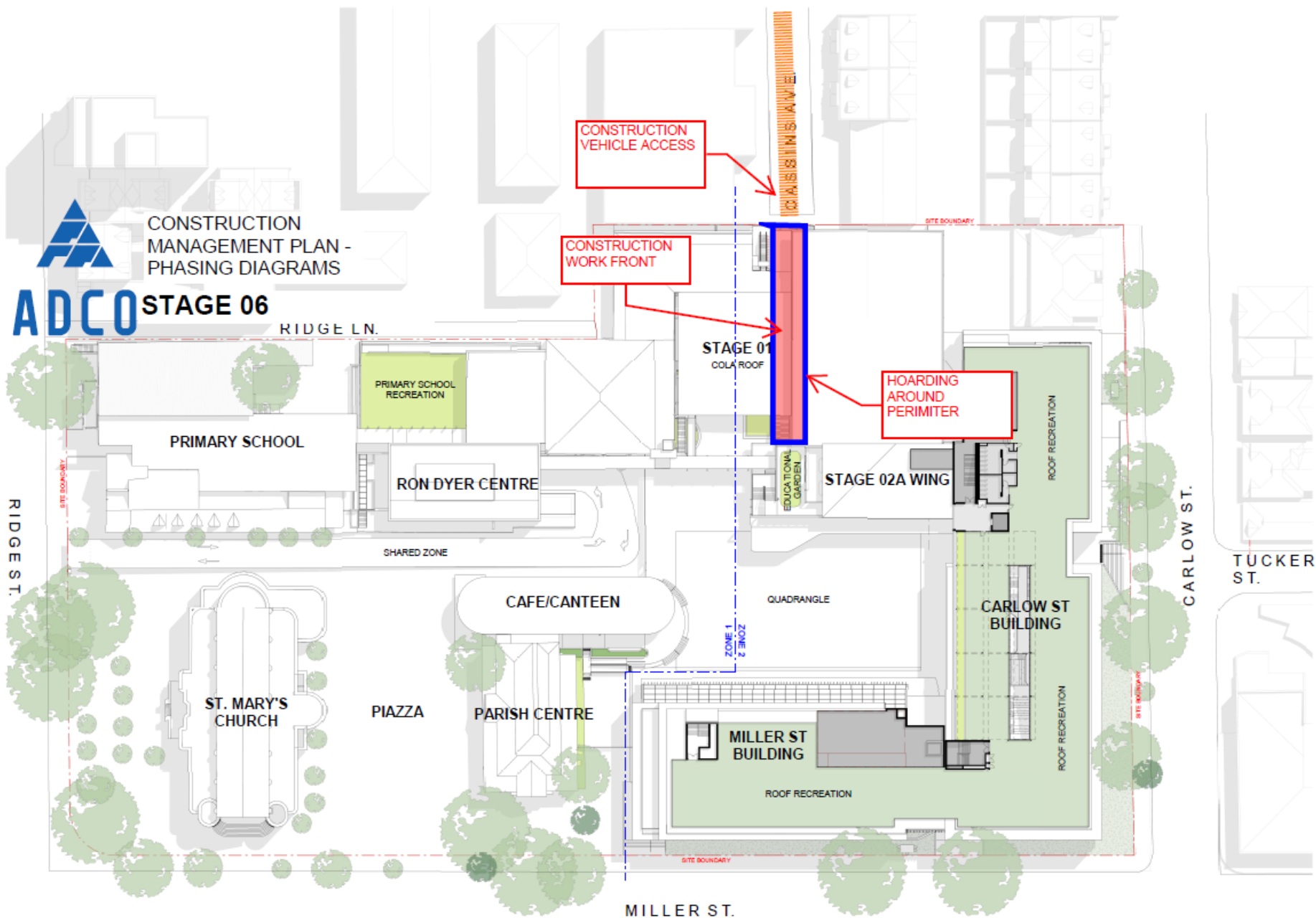
CONSTRUCTION
VEHICLE ACCESS

B-CALSS HOARDING
OVER FOOTPATH WITH
COMPOUND ON TOP

MILLER ST.

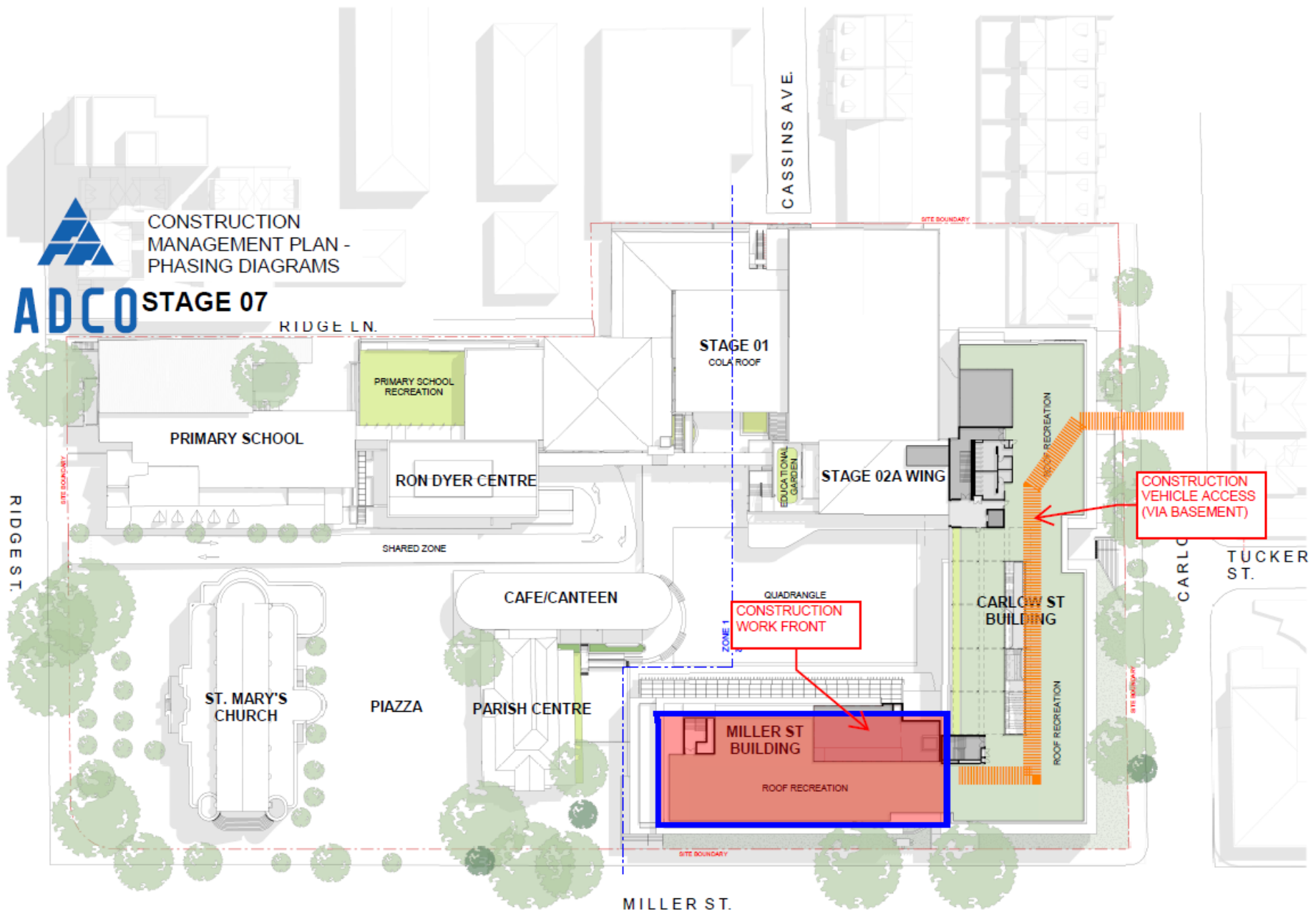
 CONSTRUCTION
MANAGEMENT PLAN -
PHASING DIAGRAMS
ADCO STAGE 05





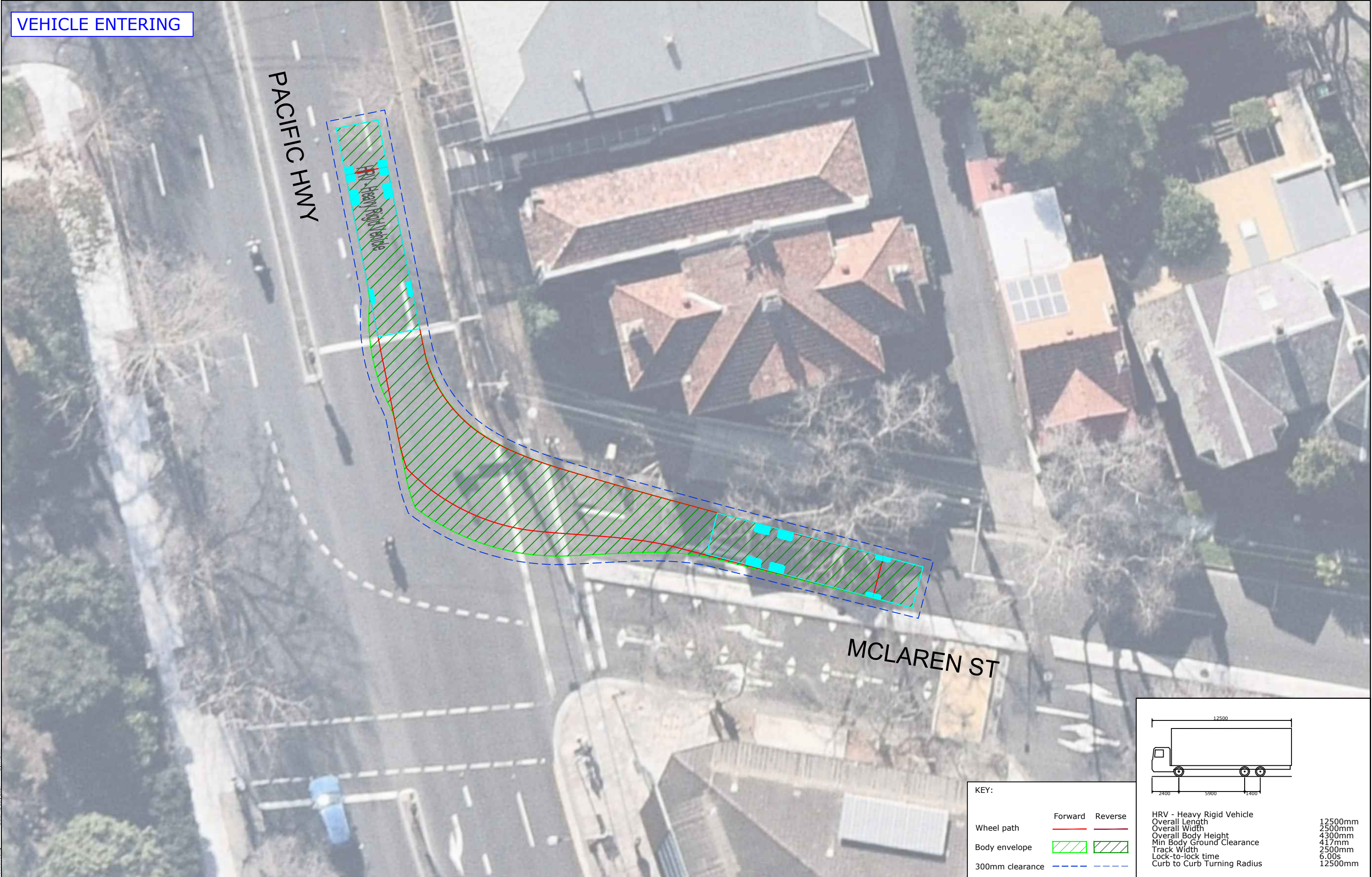
ADCO

STAGE 07



Appendix B

Swept Paths



KEY:		
Wheel path	Forward	Reverse
Body envelope		
300mm clearance		

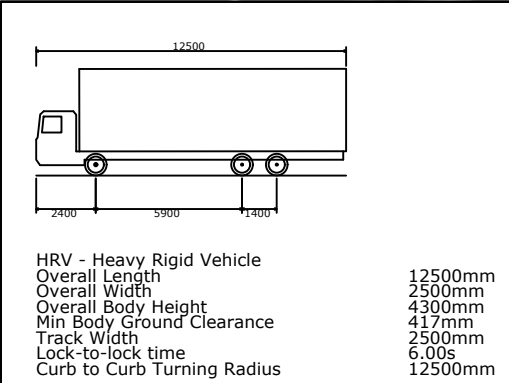
HRV - Heavy Rigid Vehicle
Overall Length 12500mm
Overall Width 2500mm
Overall Body Height 4300mm
Min Body Ground Clearance 417mm
Track Width 2500mm
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.	20337CAD001 FIGURE 1		
DATE STAMP	12 JULY 2021		
PROJECT No.	SCALE	REV.	
20337	1:200 @A3	A	



KEY:		
Wheel path	Forward	Reverse
Body envelope		
300mm clearance		

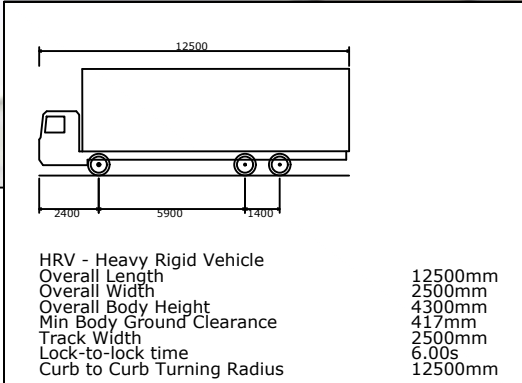
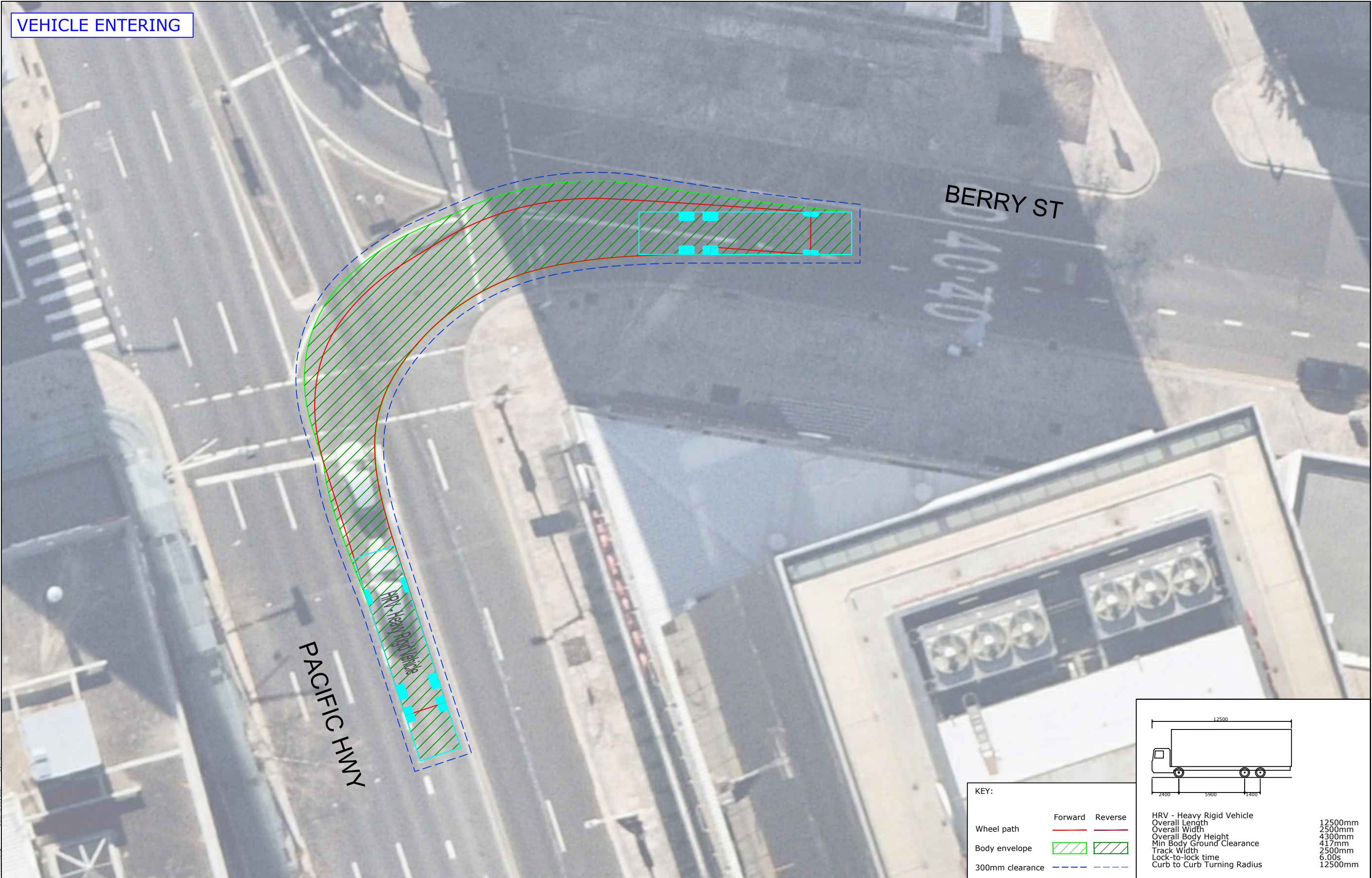
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.	20337CAD001 FIGURE 2		
DATE STAMP	12 JULY 2021		
PROJECT No.	SCALE	REV.	
20337	1:200 @A3	A	

Filename: 20337CAD001-2.07.2-SWEPT PATH.dwg Date: 12 July 2021 By: Admin



KEY:		
Wheel path	Forward	Reverse
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.	20337CAD001 FIGURE 3		
DATE STAMP	12 JULY 2021		
PROJECT No.	SCALE	REV.	
20337	1:200 @A3	A	



KEY:		
Wheel path	Forward	Reverse
Body envelope		
300mm clearance		

HRV - Heavy Rigid Vehicle
Overall Length 12500mm
Overall Width 2500mm
Overall Body Height 4300mm
Min Body Ground Clearance 417mm
Track Width 2500mm
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.	20337CAD001 FIGURE 4		
DATE STAMP	12 JULY 2021		
PROJECT No.	SCALE	REV.	
20337	1:200 @A3	A	



KEY:		
Wheel path	Forward	Reverse
Body envelope		
300mm clearance		

HRV - Heavy Rigid Vehicle
Overall Length 12500mm
Overall Width 2500mm
Overall Body Height 4300mm
Min Body Ground Clearance 417mm
Track Width 2500mm
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.		20337CAD001	
		FIGURE 5	
DATE STAMP		12 JULY 2021	
PROJECT No.	SCALE	REV.	
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Filename: 20337CAD001-210712-SWEPT PATH.dwg Date: 12 July 2021 By: Admin



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.	20337CAD001 FIGURE 6		
DATE STAMP	12 JULY 2021		
PROJECT No.	SCALE	REV.	
20337	1:200 @A3	A	



KEY:		
Wheel path	Forward	Reverse
Body envelope		
300mm clearance		

HRV - Heavy Rigid Vehicle
Overall Length 12500mm
Overall Width 2500mm
Overall Body Height 4300mm
Min Body Ground Clearance 417mm
Track Width 2500mm
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.	20337CAD001 FIGURE 7		
DATE STAMP	12 JULY 2021		
PROJECT No.	SCALE	REV.	
20337	1:200 @A3	A	



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.	20337CAD001 FIGURE 8		
DATE STAMP	12 JULY 2021		
PROJECT No.	SCALE	REV.	
20337	1:200 @A3	A	

HRV - Heavy Rigid Vehicle
Overall Length 12500mm
Overall Width 2500mm
Overall Body Height 4300mm
Min Body Ground Clearance 417mm
Track Width 2500mm
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12500mm

KEY:	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

MRV - Medium Rigid Vehicle
Overall Length 8800mm
Overall Width 2500mm
Overall Body Height 3633mm
Min Body Ground Clearance 428mm
Track Width 2500mm
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10000mm

VEHICLE ENTERING

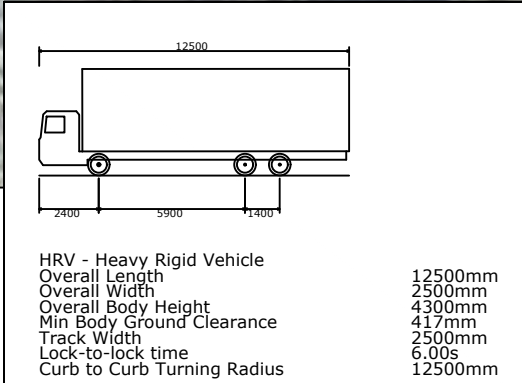
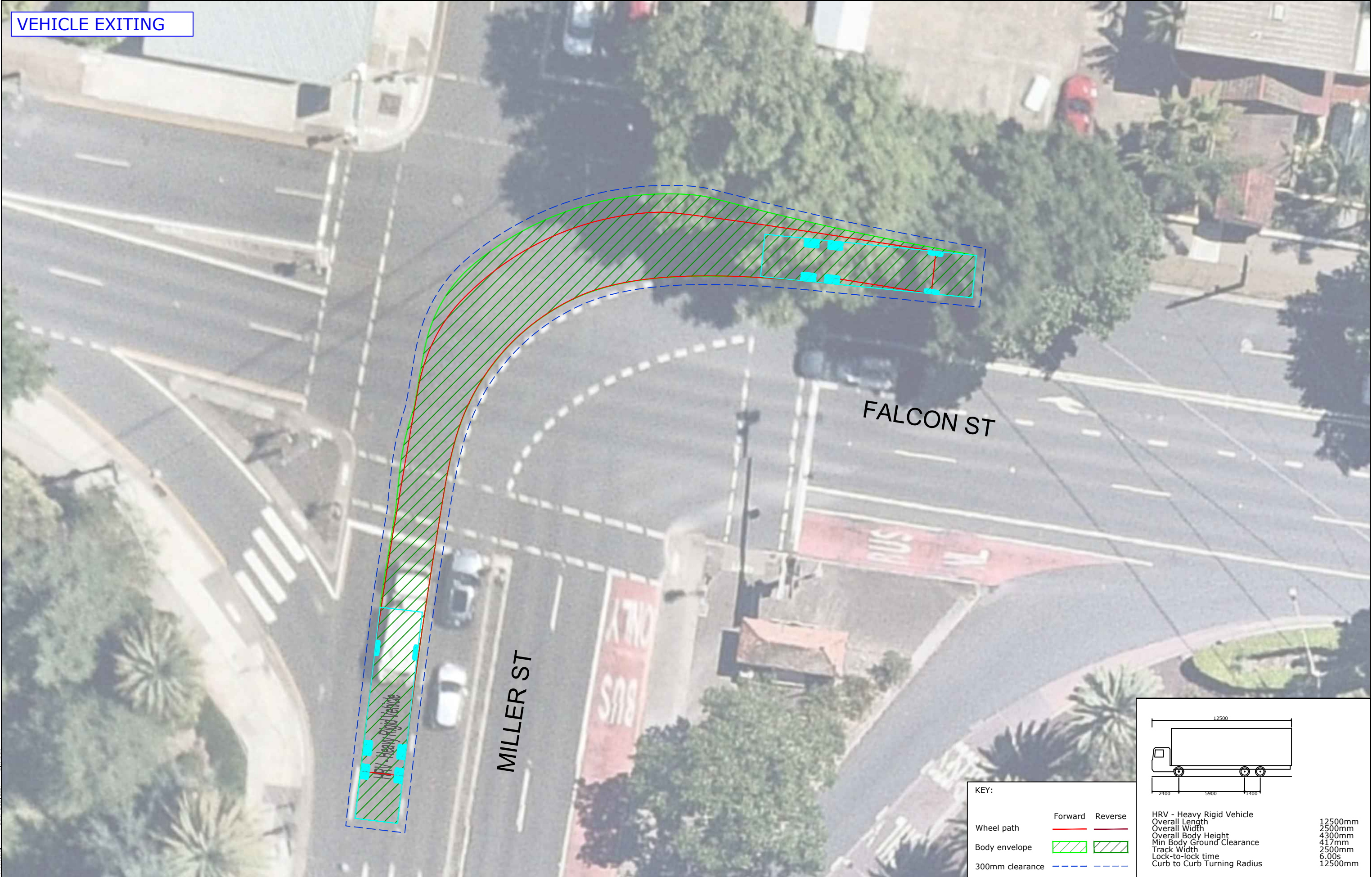


REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.	20337CAD001		
	FIGURE 10		
DATE STAMP	12 JULY 2021		
PROJECT No.	SCALE	REV.	
20337	1:300 @A3	A	



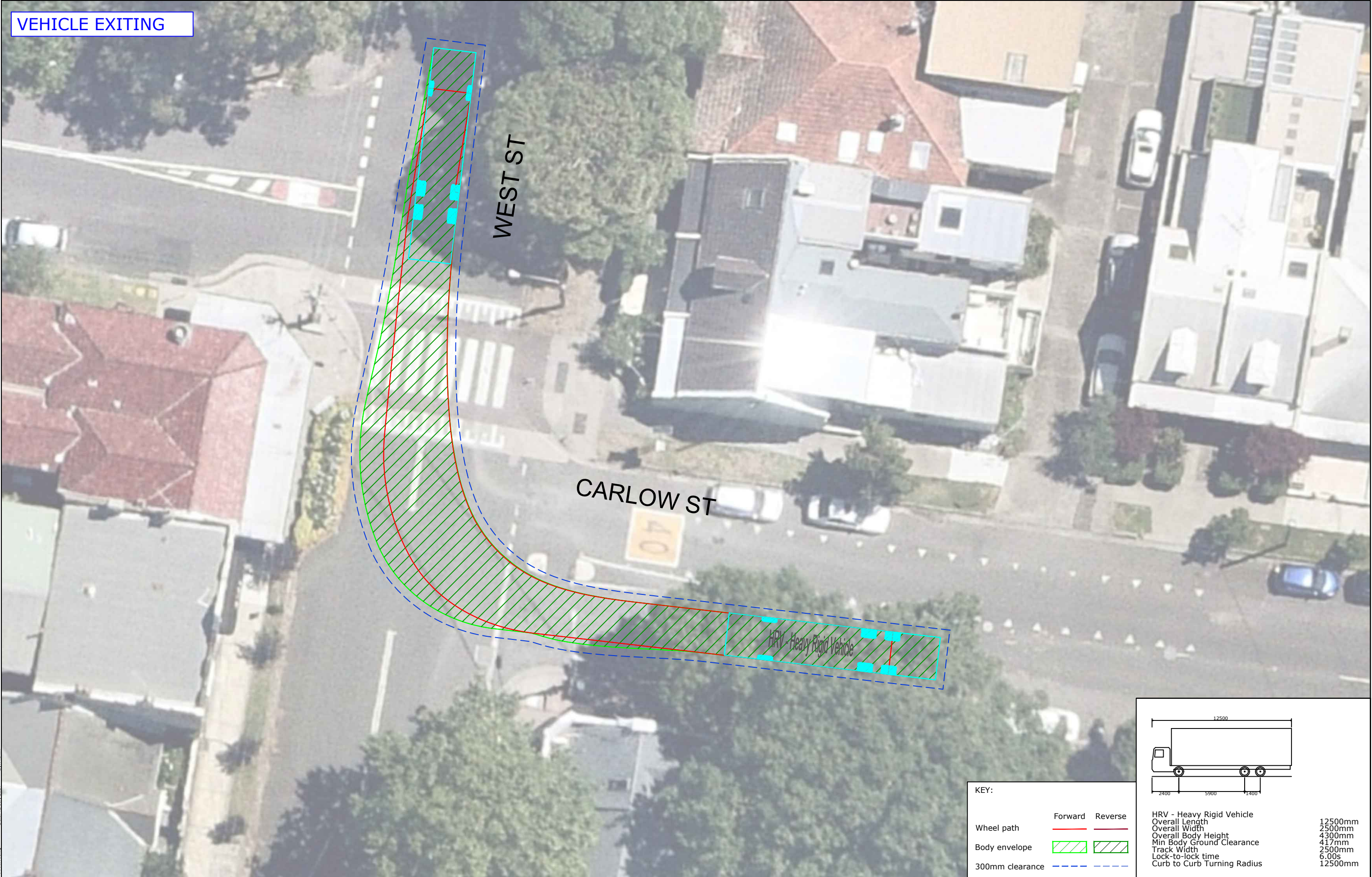
KEY:		
Wheel path	Forward	Reverse
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.	20337CAD001 FIGURE 11		
DATE STAMP	12 JULY 2021		
PROJECT No.	SCALE	REV.	
20337	1:200 @A3	A	



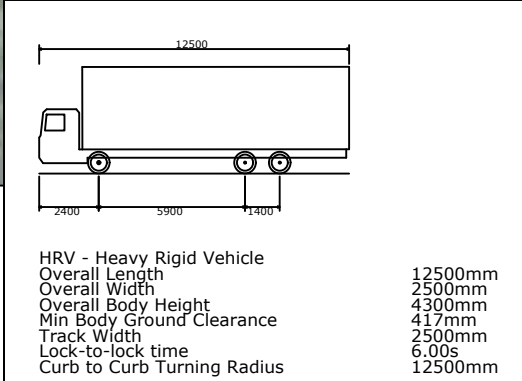
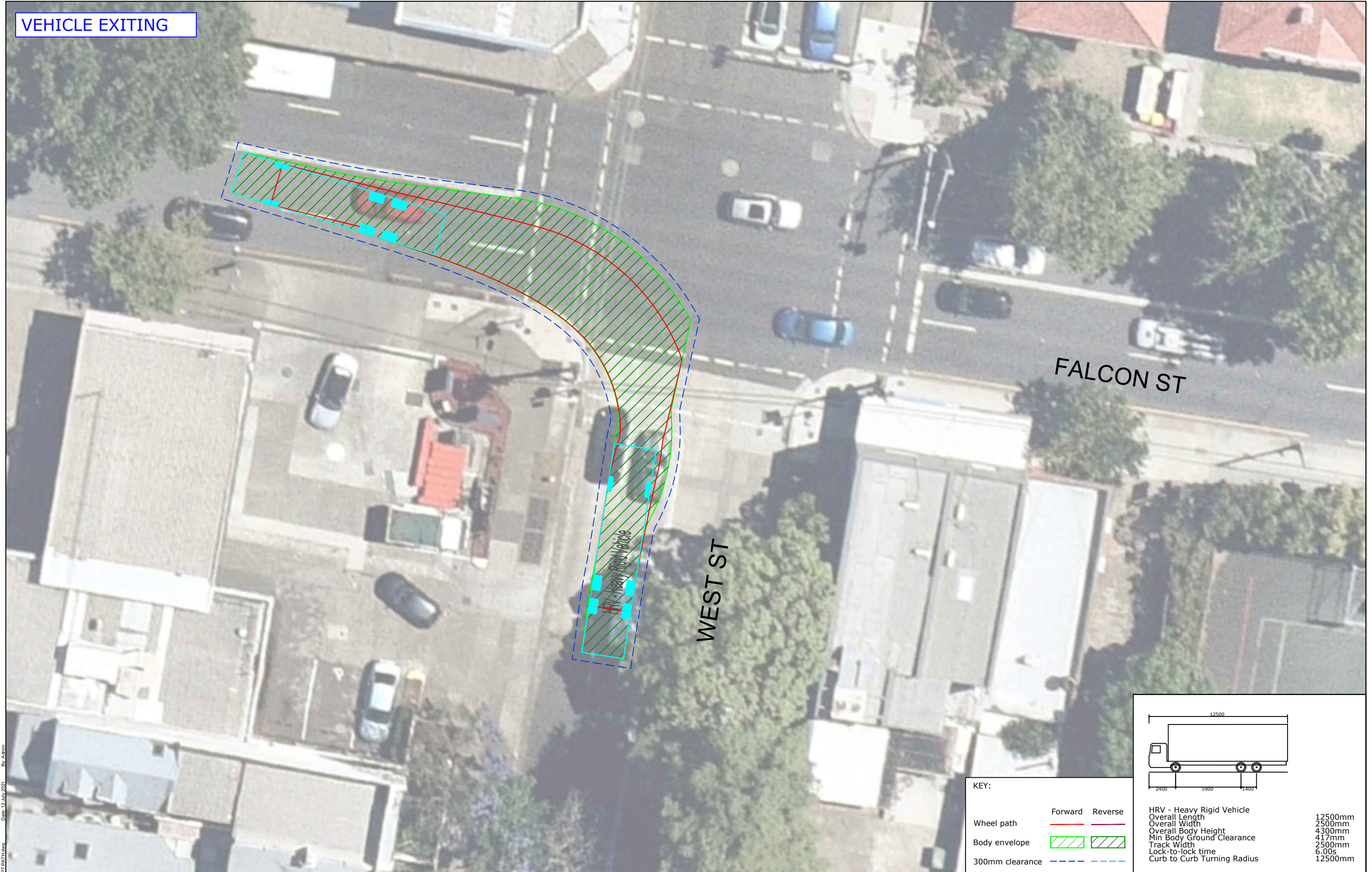
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.	20337CAD001		
	FIGURE 12		
DATE STAMP	12 JULY 2021		
PROJECT No.	SCALE	REV.	
20337	1:200 @A3	A	

VEHICLE EXITING



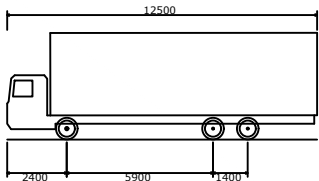
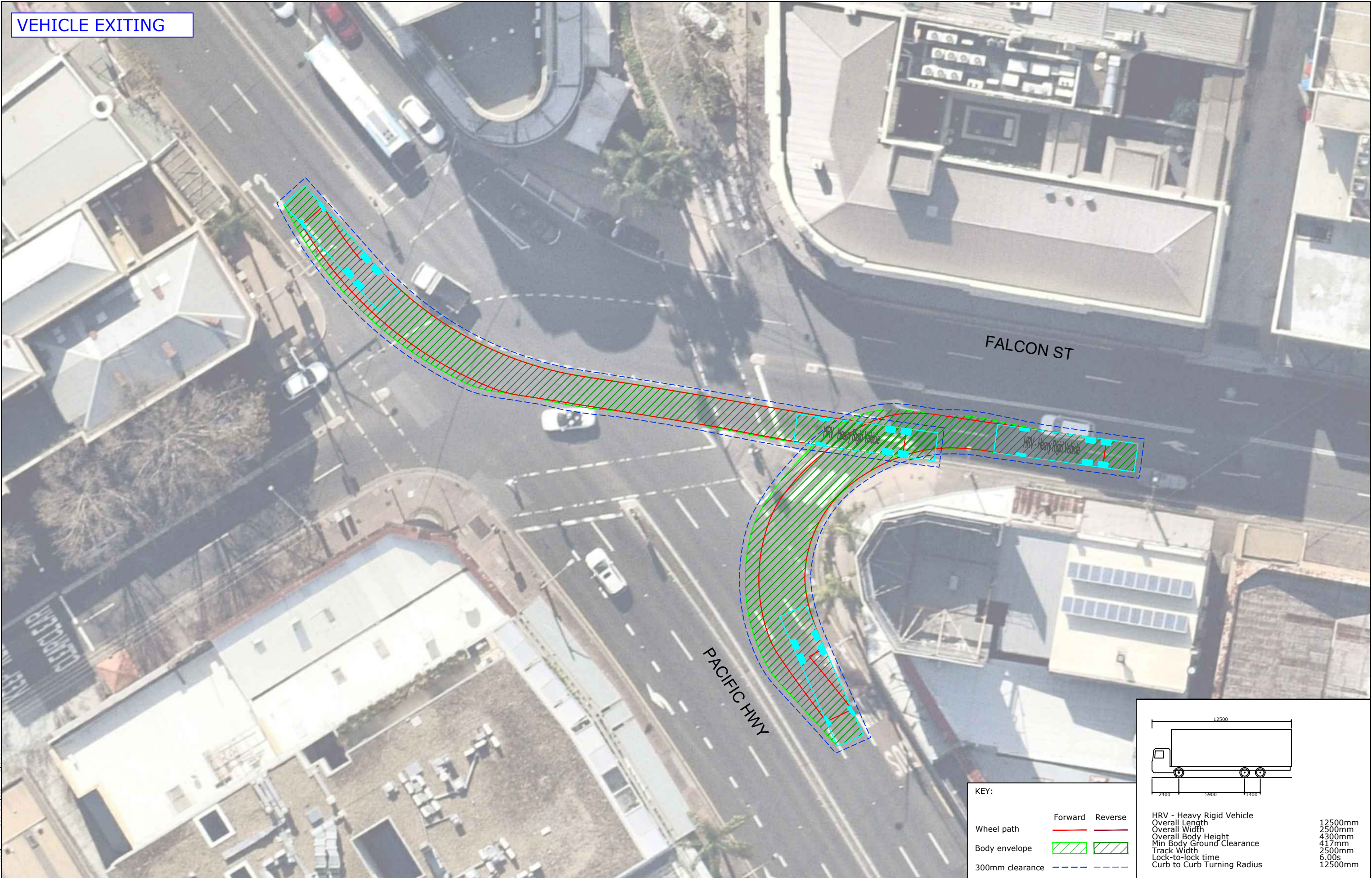
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.	20337CAD001 FIGURE 13		
DATE STAMP	12 JULY 2021		
PROJECT No.	SCALE	REV.	
20337	1:200 @A3	A	

VEHICLE EXITING



KEY:		
Wheel path	Forward	Reverse
Body envelope		
300mm clearance		

12500mm
2500mm
4300mm
417mm
2500mm
6.00s
12500mm

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	OF	KH	12/07/21

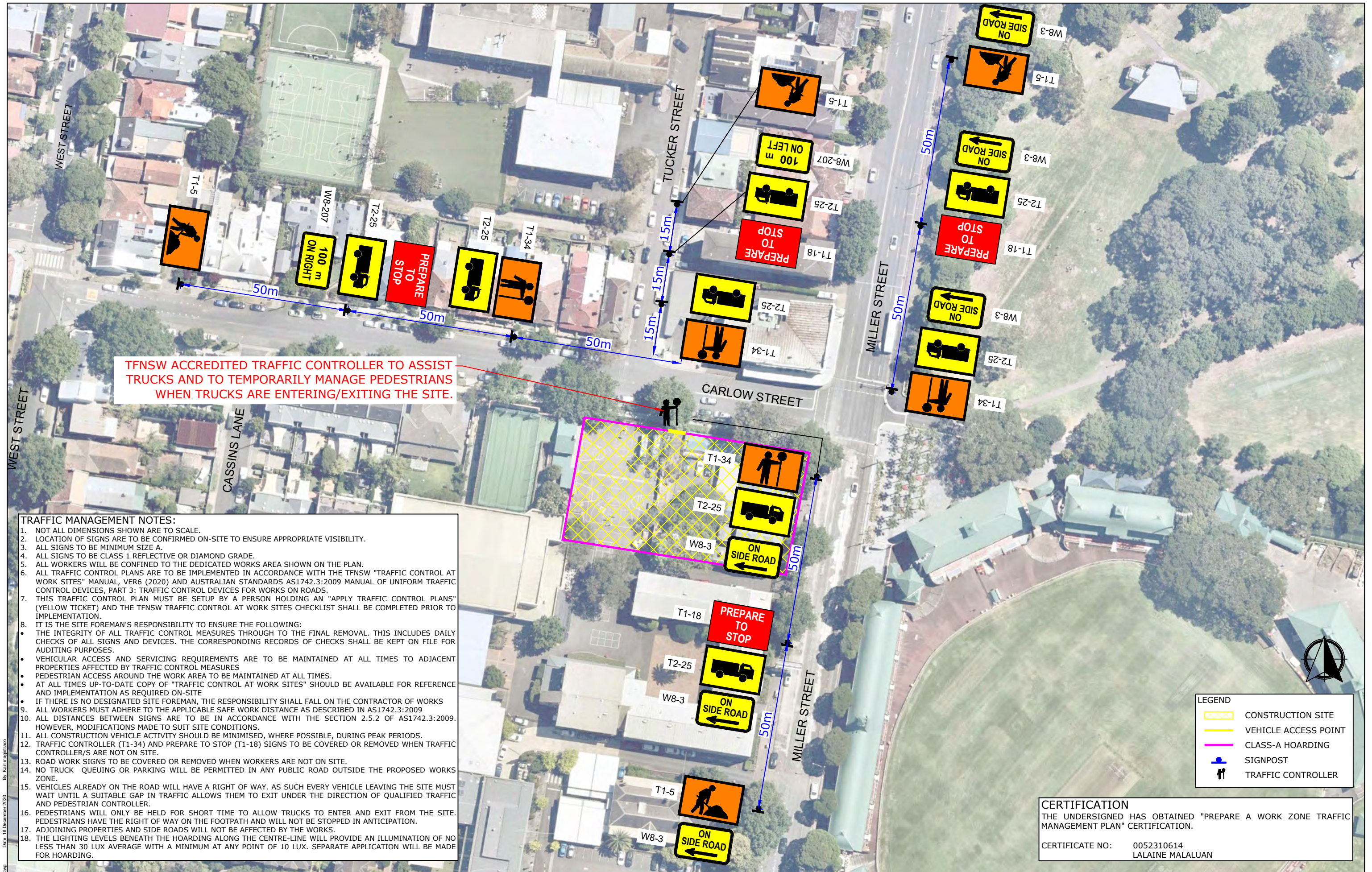


PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	SWEPT PATH ASSESSMENT AS2890.2 12.5m HEAVY RIGID VEHICLE		

DWG No.	20337CAD001 FIGURE 14		
DATE STAMP	12 JULY 2021		
PROJECT No.	SCALE	REV.	
20337	1:300 @A3	A	

Appendix C

Traffic Control Plan

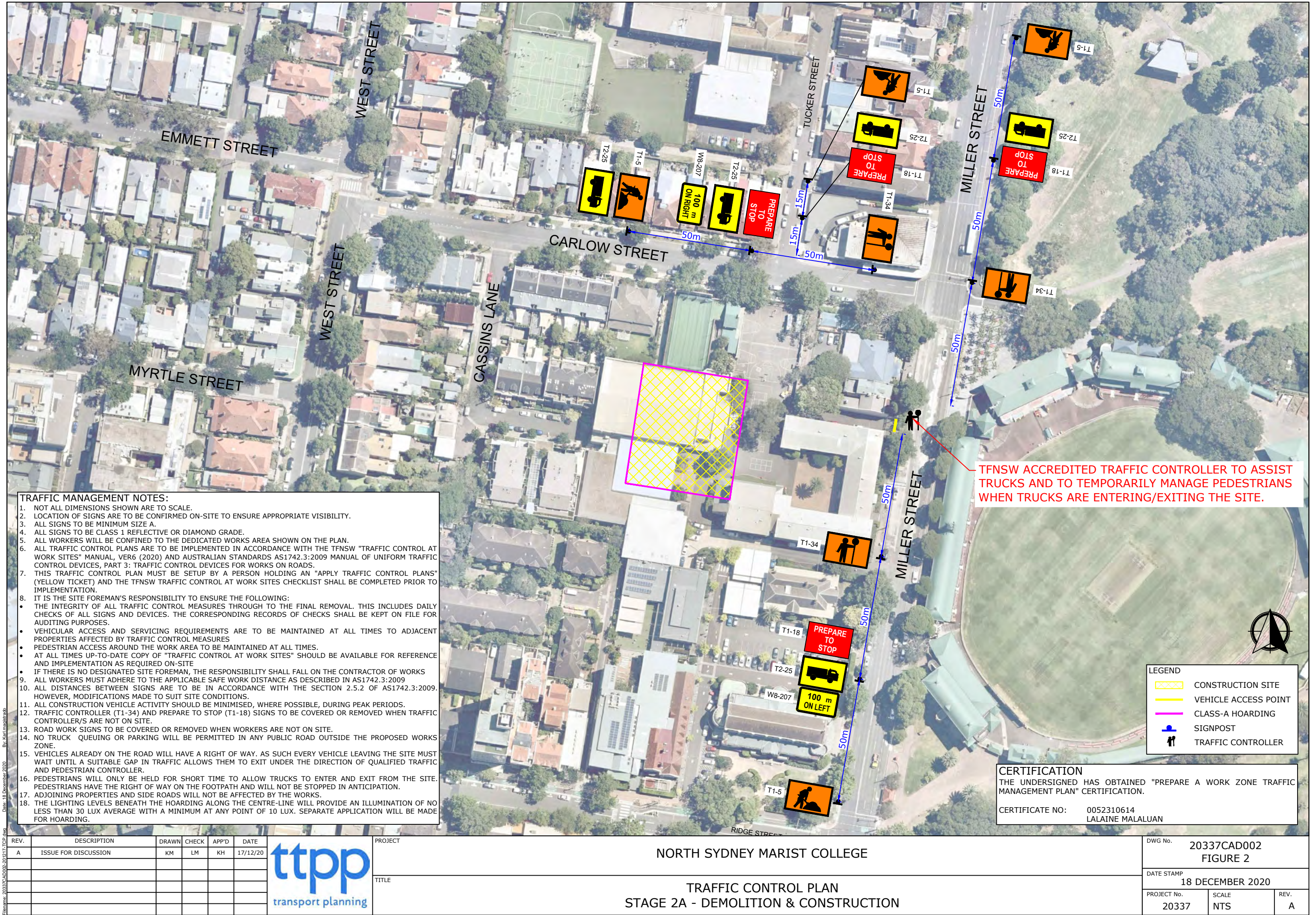


REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	TRAFFIC CONTROL PLAN STAGE 2A - DEMOLITION		

DWG No.	20337CAD002 FIGURE 1		
DATE STAMP	18 DECEMBER 2020		
PROJECT No.	SCALE	REV.	
20337	NTS	A	



TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TFNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
 - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
 - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
 - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
12. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
13. ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD OUTSIDE THE PROPOSED WORKS ZONE.
15. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
16. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.
17. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.
18. THE LIGHTING LEVELS BENEATH THE HOARDING ALONG THE CENTRE-LINE WILL PROVIDE AN ILLUMINATION OF NO LESS THAN 30 LUX AVERAGE WITH A MINIMUM AT ANY POINT OF 10 LUX. SEPARATE APPLICATION WILL BE MADE FOR HOARDING.

LEGEND	
	CONSTRUCTION SITE
	VEHICLE ACCESS POINT
	CLASS-A HOARDING
	SIGNPOST
	TRAFFIC CONTROLLER

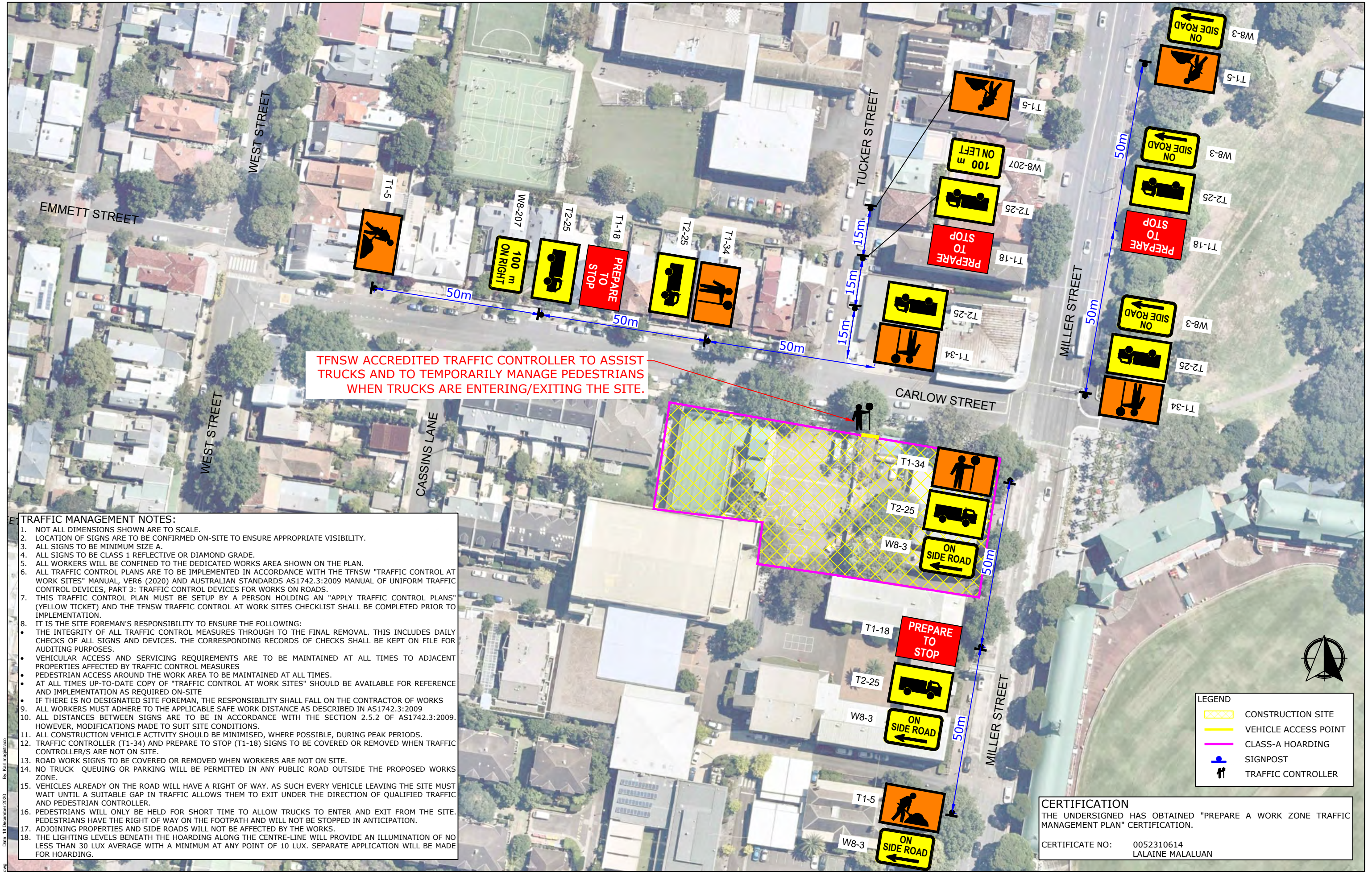
CERTIFICATION	
THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.	
CERTIFICATE NO:	0052310614 LALAIN MALALUAN

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT	NORTH SYDNEY MARIST COLLEGE
TITLE	TRAFFIC CONTROL PLAN STAGE 2A - DEMOLITION & CONSTRUCTION

DWG No. 20337CAD002 FIGURE 2	
DATE STAMP 18 DECEMBER 2020	
PROJECT No. 20337	SCALE NTS
REV. A	



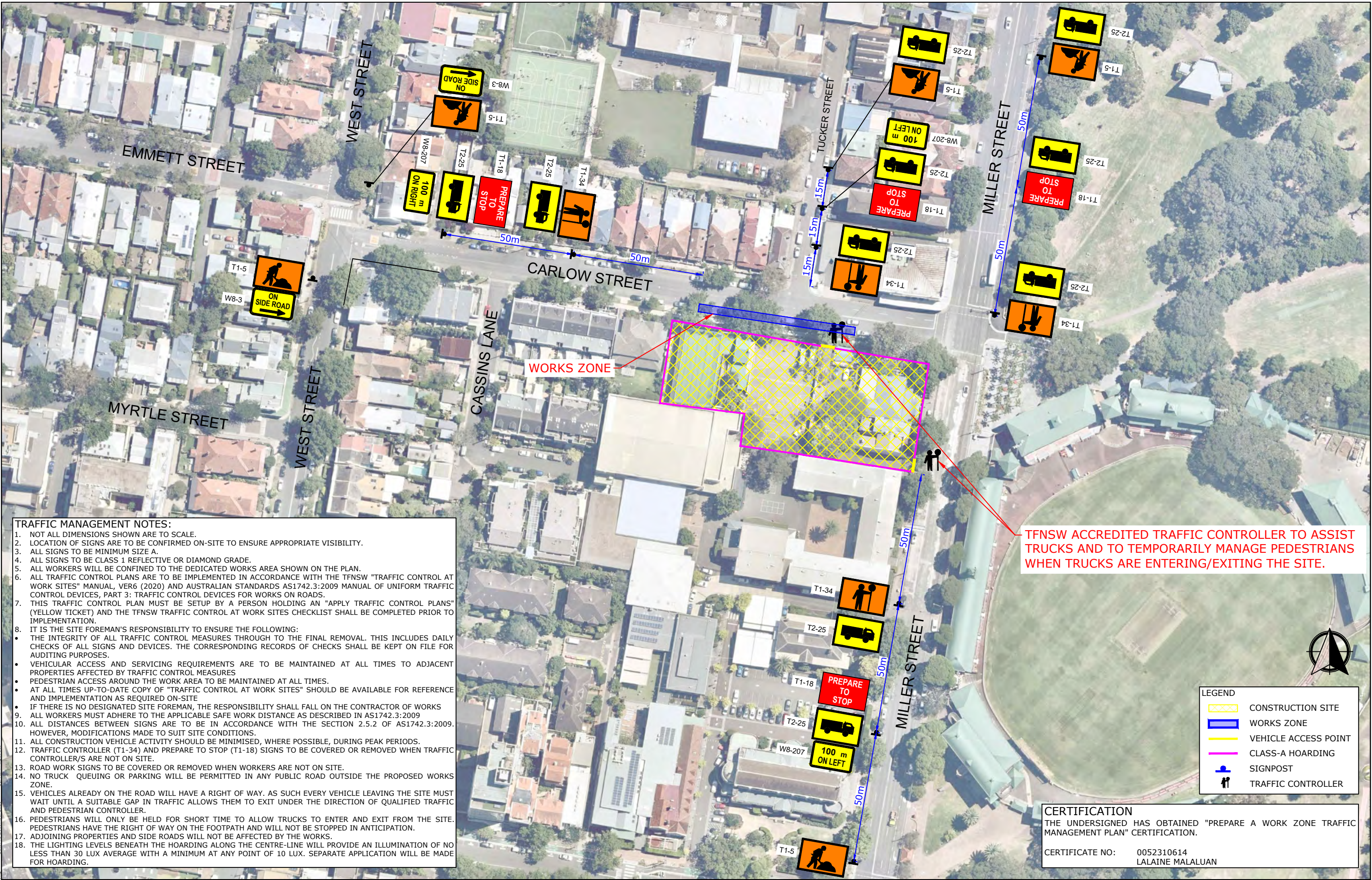
- TRAFFIC MANAGEMENT NOTES:**
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 3. ALL SIGNS TO BE MINIMUM SIZE A.
 4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
 5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
 7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TFNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
 8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
 - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
 - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
 - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
 9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
 10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
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 15. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
 16. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.
 17. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.
 18. THE LIGHTING LEVELS BENEATH THE HOARDING ALONG THE CENTRE-LINE WILL PROVIDE AN ILLUMINATION OF NO LESS THAN 30 LUX AVERAGE WITH A MINIMUM AT ANY POINT OF 10 LUX. SEPARATE APPLICATION WILL BE MADE FOR HOARDING.

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	TRAFFIC CONTROL PLAN STAGE 2B - PART 1 DEMOLITION		

DWG No.	20337CAD002 FIGURE 3		
DATE STAMP	18 DECEMBER 2020		
PROJECT No.	20337	SCALE NTS	REV. A



- TRAFFIC MANAGEMENT NOTES:**
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 3. ALL SIGNS TO BE MINIMUM SIZE A.
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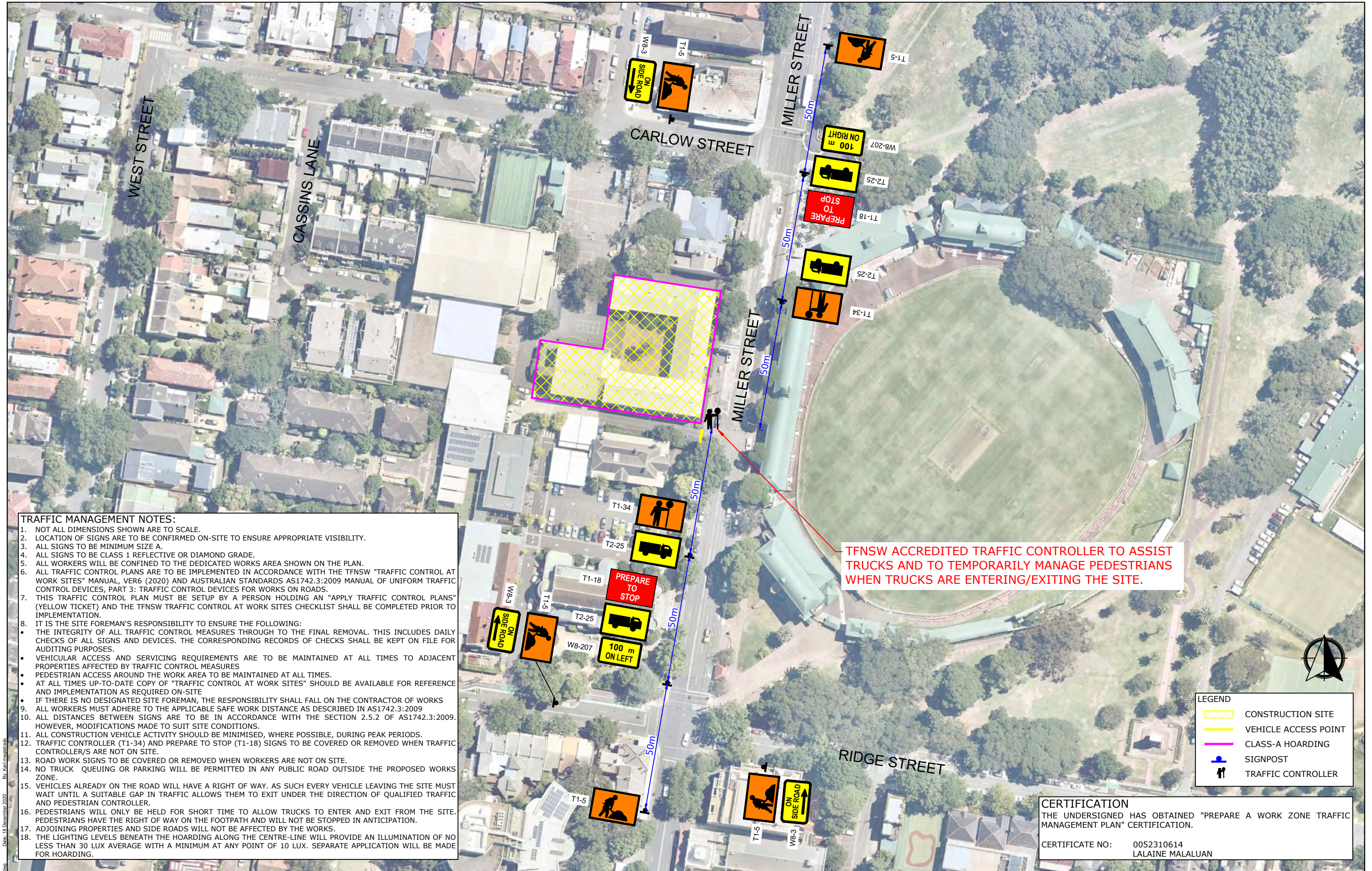
CERTIFICATION
THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.
CERTIFICATE NO: 0052310614
LALAI NE MALUAN

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	TRAFFIC CONTROL PLAN STAGE 2B - PART 2 CONSTRUCTION		

DWG No.	20337CAD002 FIGURE 4		
DATE STAMP	18 DECEMBER 2020		
PROJECT No.	SCALE	REV.	
20337	NTS	A	



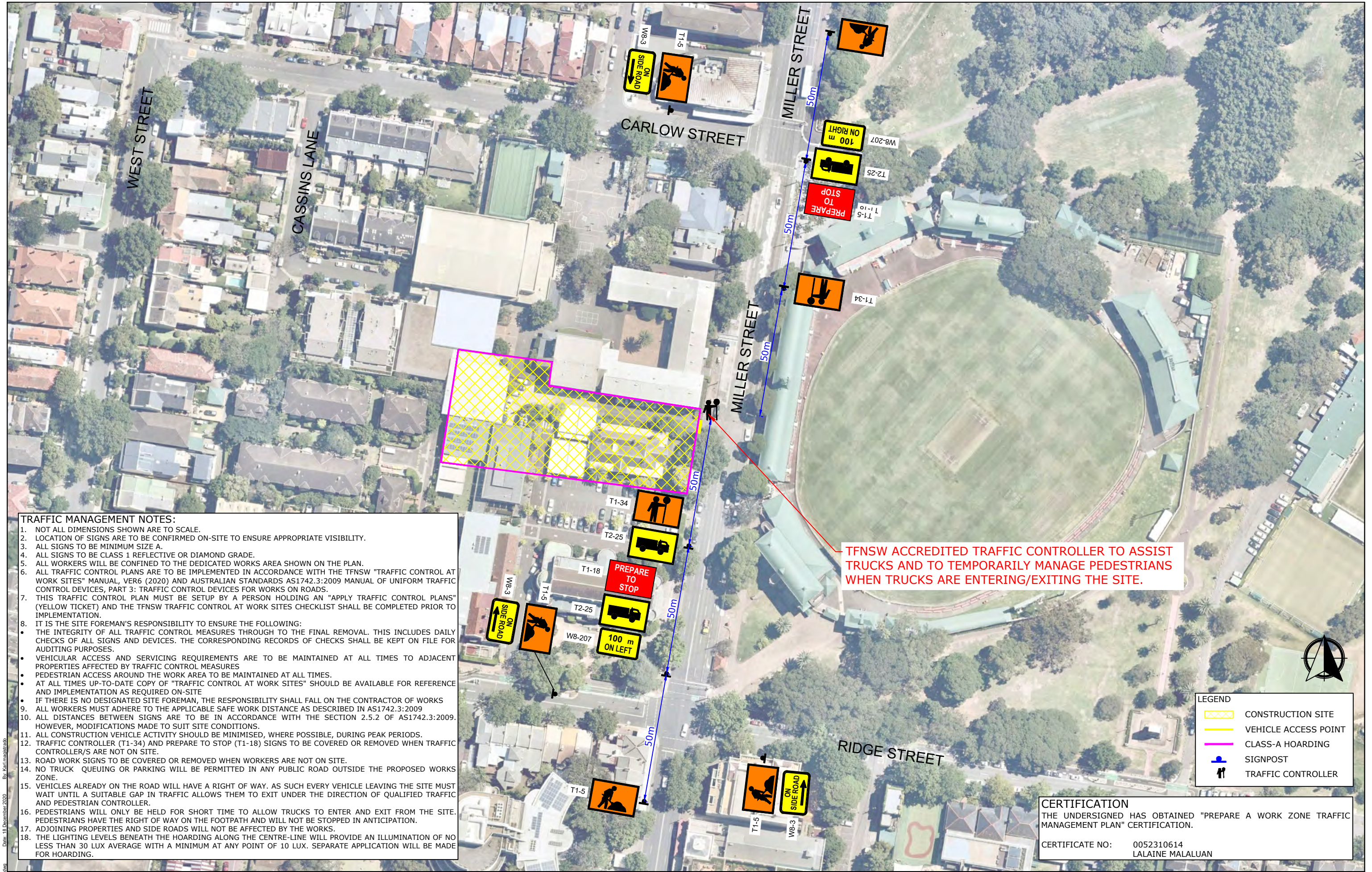
- TRAFFIC MANAGEMENT NOTES:**
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
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 3. ALL SIGNS TO BE MINIMUM SIZE A.
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 5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
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REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT	NORTH SYDNEY MARIST COLLEGE
TITLE	TRAFFIC CONTROL PLAN STAGE 3A - PART 1 DEMOLITION

DWG No.	20337CAD002
FIGURE 5	
DATE STAMP	18 DECEMBER 2020
PROJECT No.	20337
SCALE	NTS
REV.	A



TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
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 - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
 - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
 - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
12. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
13. ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
14. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD OUTSIDE THE PROPOSED WORKS ZONE.
15. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
16. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.
17. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.
18. THE LIGHTING LEVELS BENEATH THE HOARDING ALONG THE CENTRE-LINE WILL PROVIDE AN ILLUMINATION OF NO LESS THAN 30 LUX AVERAGE WITH A MINIMUM AT ANY POINT OF 10 LUX. SEPARATE APPLICATION WILL BE MADE FOR HOARDING.

TFNSW ACCREDITED TRAFFIC CONTROLLER TO ASSIST TRUCKS AND TO TEMPORARILY MANAGE PEDESTRIANS WHEN TRUCKS ARE ENTERING/EXITING THE SITE.

LEGEND	
	CONSTRUCTION SITE
	VEHICLE ACCESS POINT
	CLASS-A HOARDING
	SIGNPOST
	TRAFFIC CONTROLLER

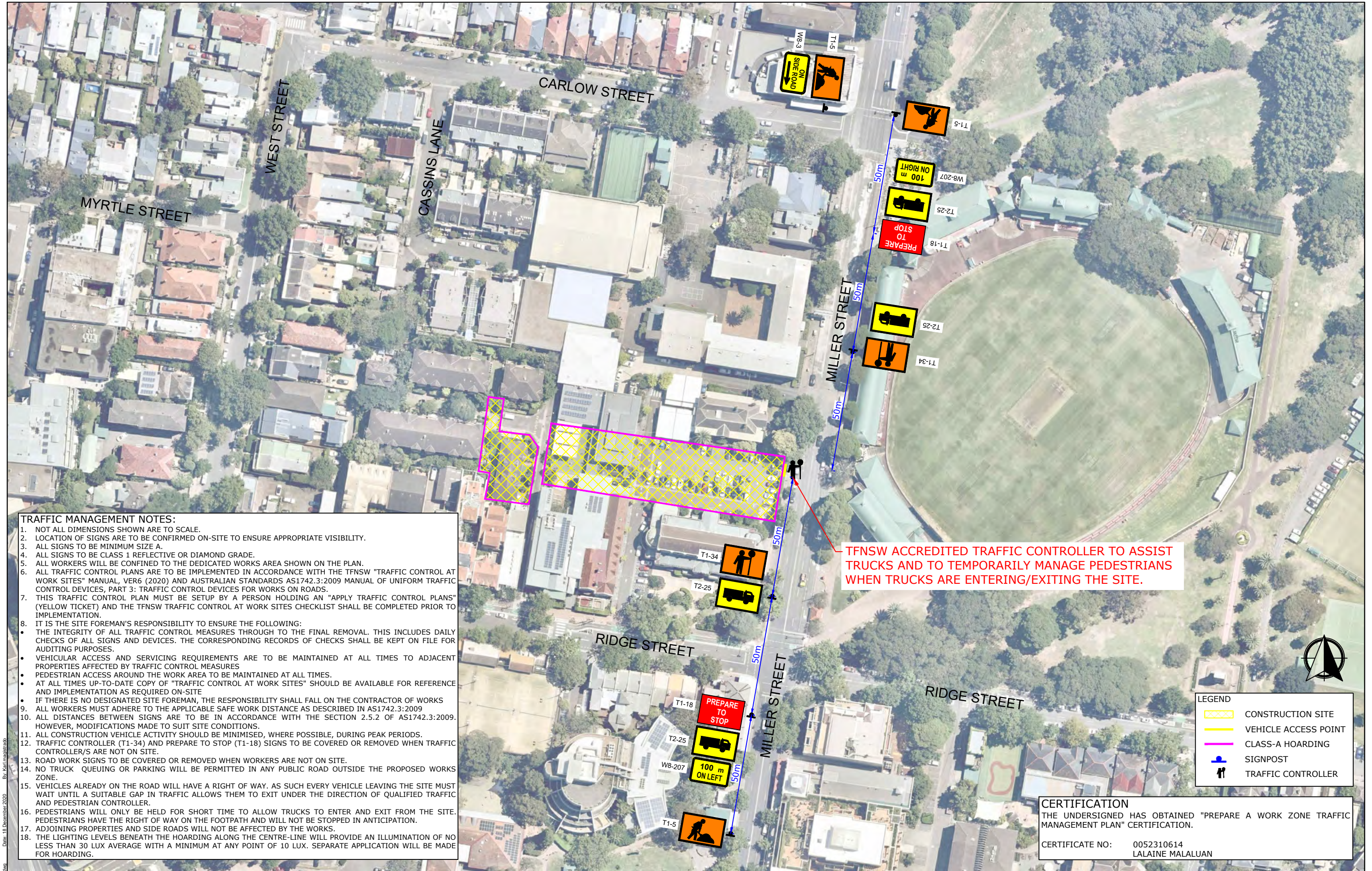
CERTIFICATION	
THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.	
CERTIFICATE NO:	0052310614 LALAI NE MALALUAN

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT	
NORTH SYDNEY MARIST COLLEGE	
TITLE	
TRAFFIC CONTROL PLAN STAGE 3A - PART 2 RESTORATION & CONSTRUCTION	

DWG No.		20337CAD002	
		FIGURE 6	
DATE STAMP			
18 DECEMBER 2020			
PROJECT No.	SCALE	REV.	
20337	NTS	A	



TRAFFIC MANAGEMENT NOTES:

1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
3. ALL SIGNS TO BE MINIMUM SIZE A.
4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TFNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
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REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT

TITLE

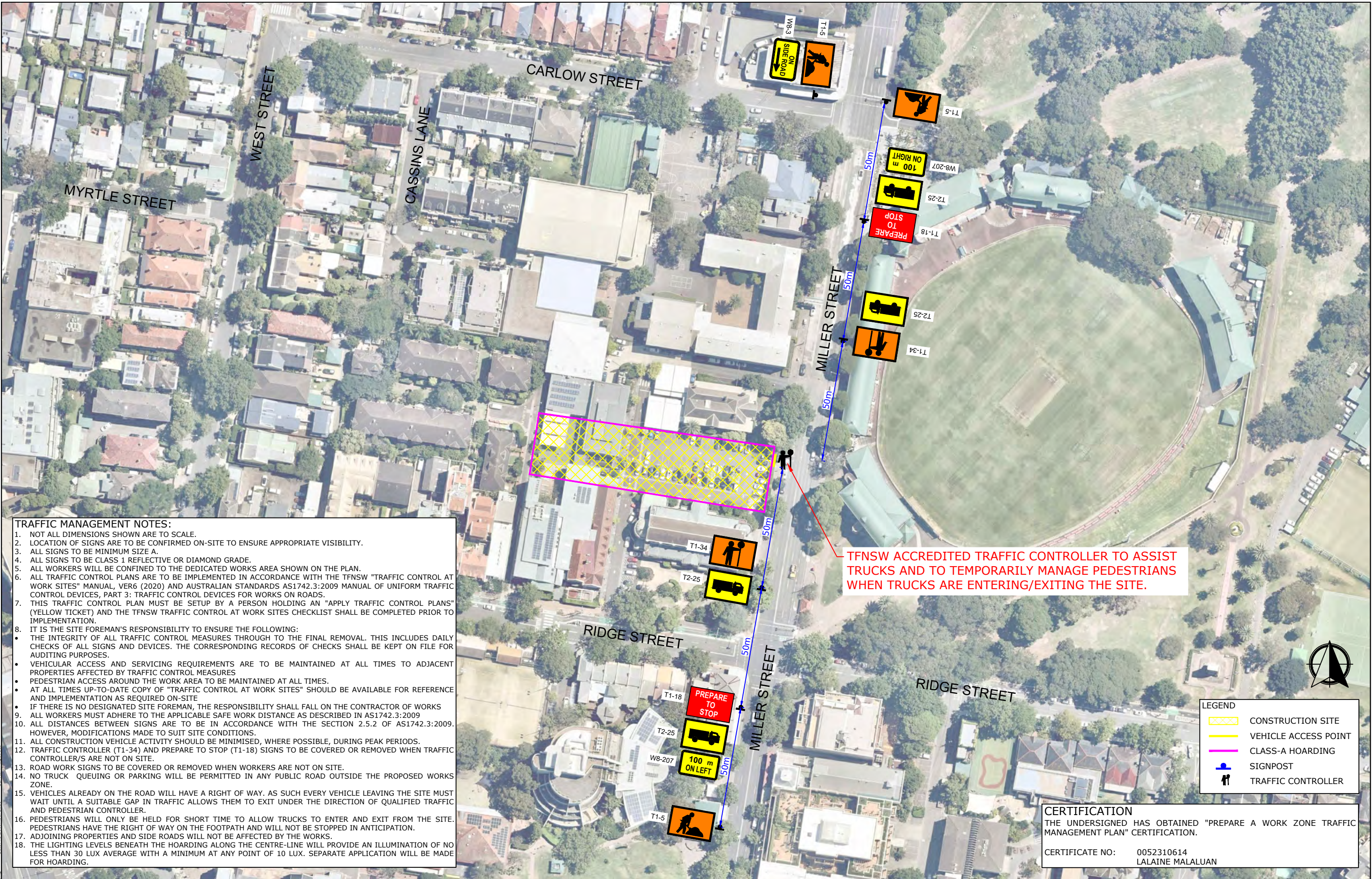
NORTH SYDNEY MARIST COLLEGE

TRAFFIC CONTROL PLAN
STAGE 3B - REFURBISHMENT

LEGEND	
	CONSTRUCTION SITE
	VEHICLE ACCESS POINT
	CLASS-A HOARDING
	SIGNPOST
	TRAFFIC CONTROLLER

CERTIFICATION	
THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.	
CERTIFICATE NO:	0052310614 LALAI NE MALALUAN

DWG No.		20337CAD002 FIGURE 7
DATE STAMP		18 DECEMBER 2020
PROJECT No.	SCALE	REV.
20337	NTS	A



TRAFFIC MANAGEMENT NOTES:

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LEGEND	
	CONSTRUCTION SITE
	VEHICLE ACCESS POINT
	CLASS-A HOARDING
	SIGNPOST
	TRAFFIC CONTROLLER

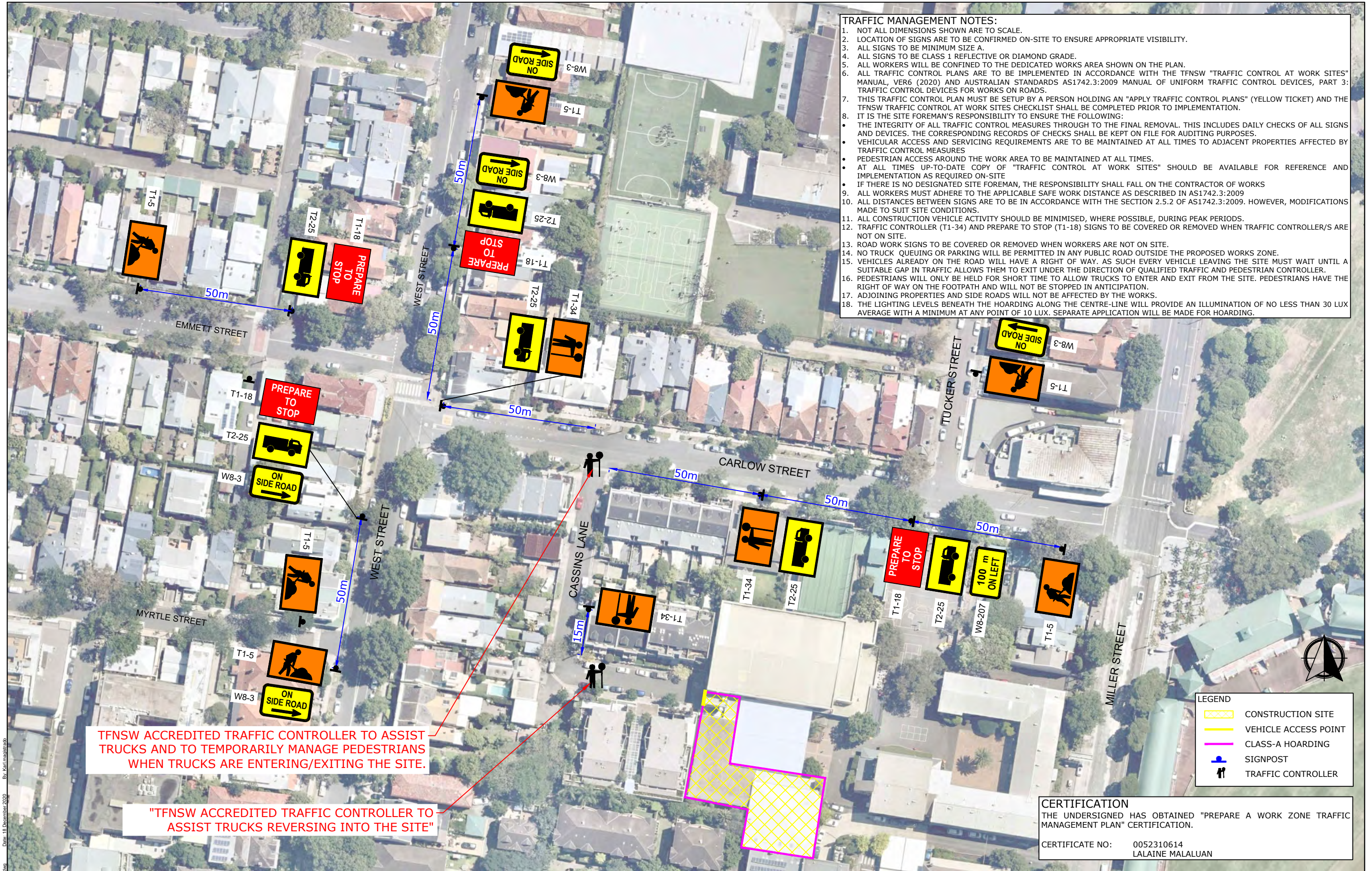
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CERTIFICATE NO: 0052310614
LALAI NE MALALUAN

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT	NORTH SYDNEY MARIST COLLEGE
TITLE	TRAFFIC CONTROL PLAN STAGE 3C - PRECINCT WORKS

DWG No.	20337CAD002
FIGURE 8	
DATE STAMP	18 DECEMBER 2020
PROJECT No.	20337
SCALE	NTS
REV.	A



- TRAFFIC MANAGEMENT NOTES:**
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LEGEND	
	CONSTRUCTION SITE
	VEHICLE ACCESS POINT
	CLASS-A HOARDING
	SIGNPOST
	TRAFFIC CONTROLLER

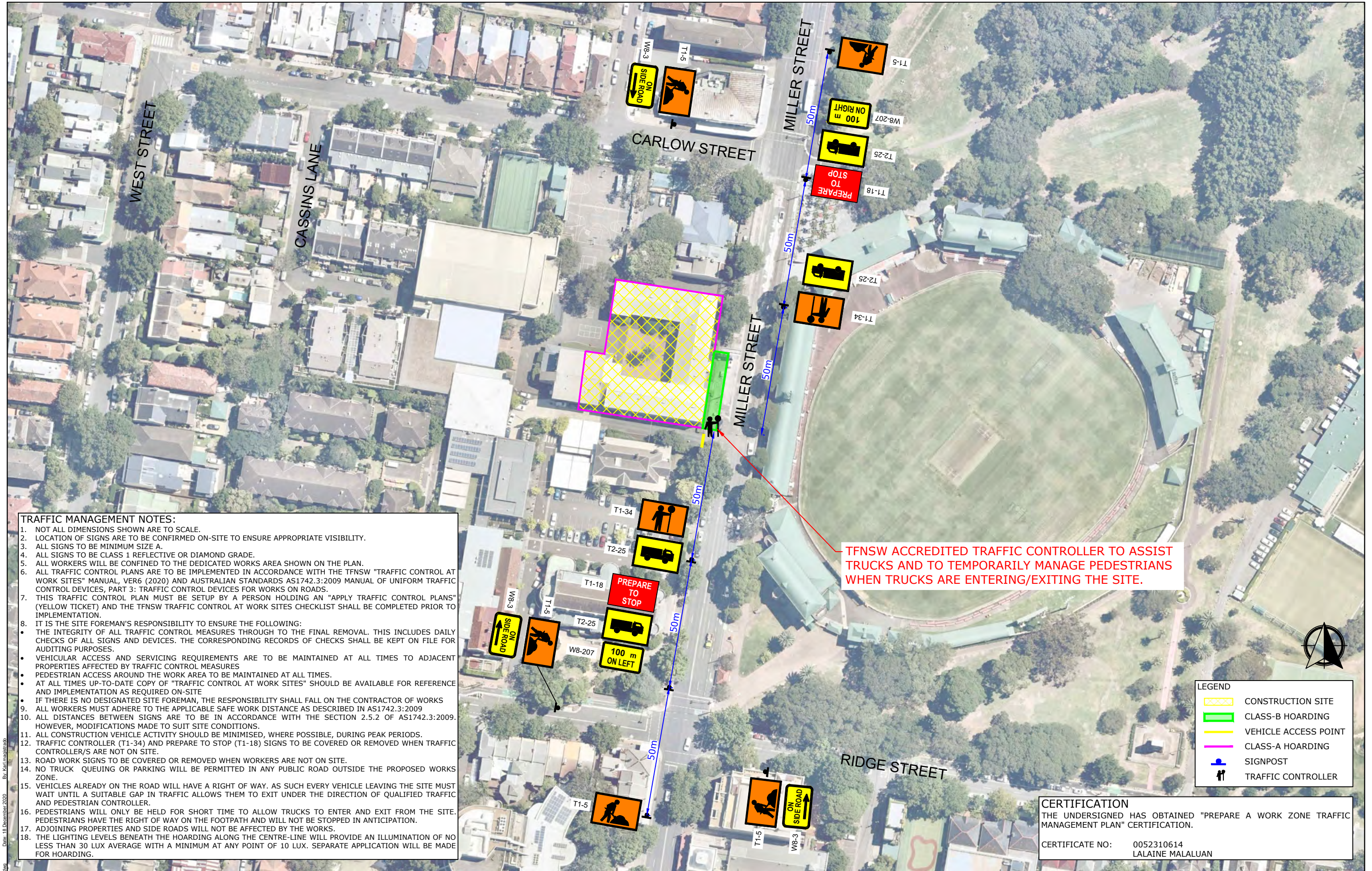
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CERTIFICATE NO: 0052310614
LALAINE MALUAN

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	TRAFFIC CONTROL PLAN STAGE 3D - REFURBISHMENT		

DWG No.	20337CAD002 FIGURE 9		
DATE STAMP	18 DECEMBER 2020		
PROJECT No.	20337	SCALE NTS	REV. A



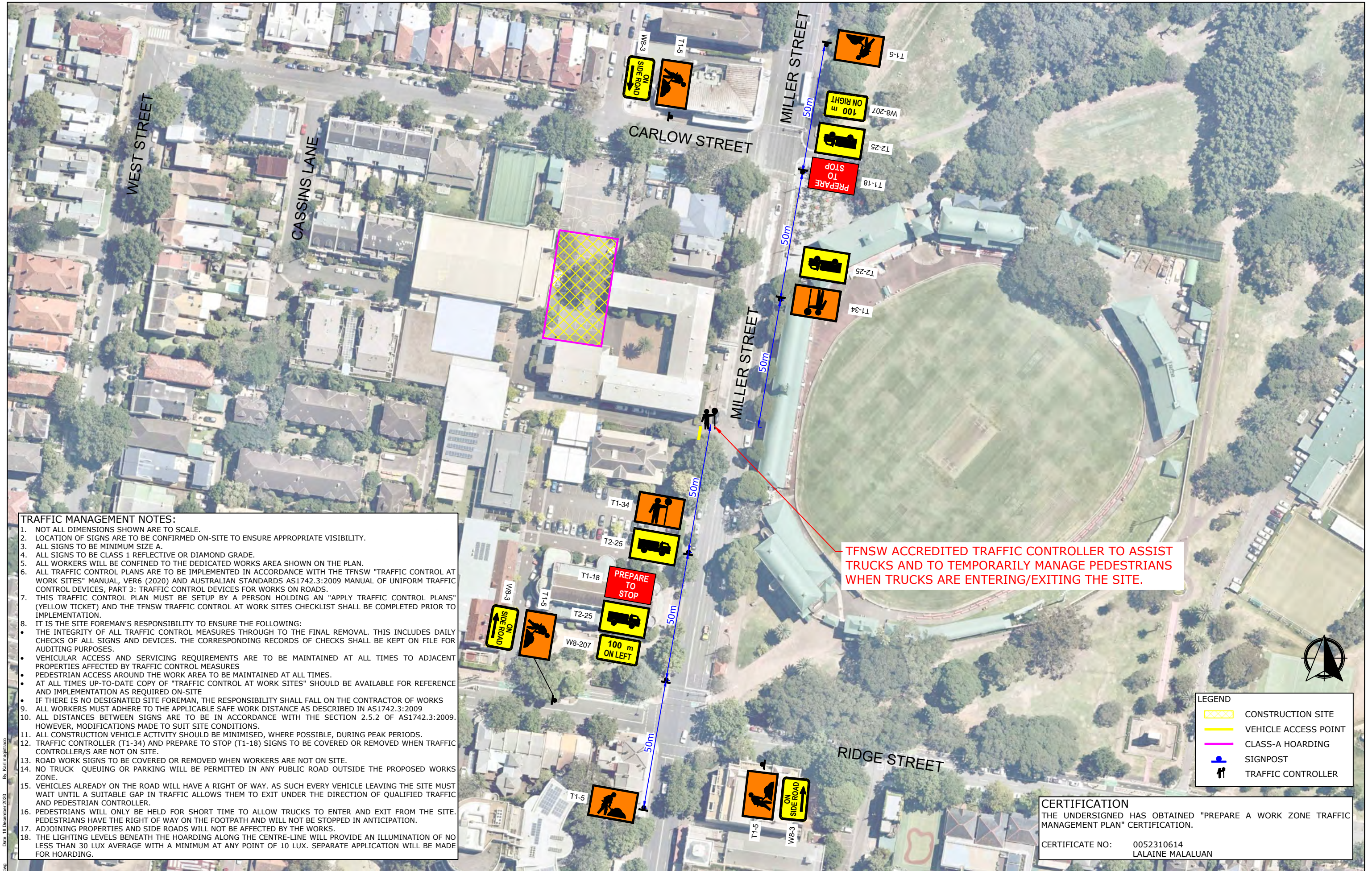
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REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT	NORTH SYDNEY MARIST COLLEGE
TITLE	TRAFFIC CONTROL PLAN STAGE 4 - CONSTRUCTION

DWG No.	20337CAD002
FIGURE 10	
DATE STAMP	18 DECEMBER 2020
PROJECT No.	20337
SCALE	NTS
REV.	A



TRAFFIC MANAGEMENT NOTES:

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REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT

TITLE

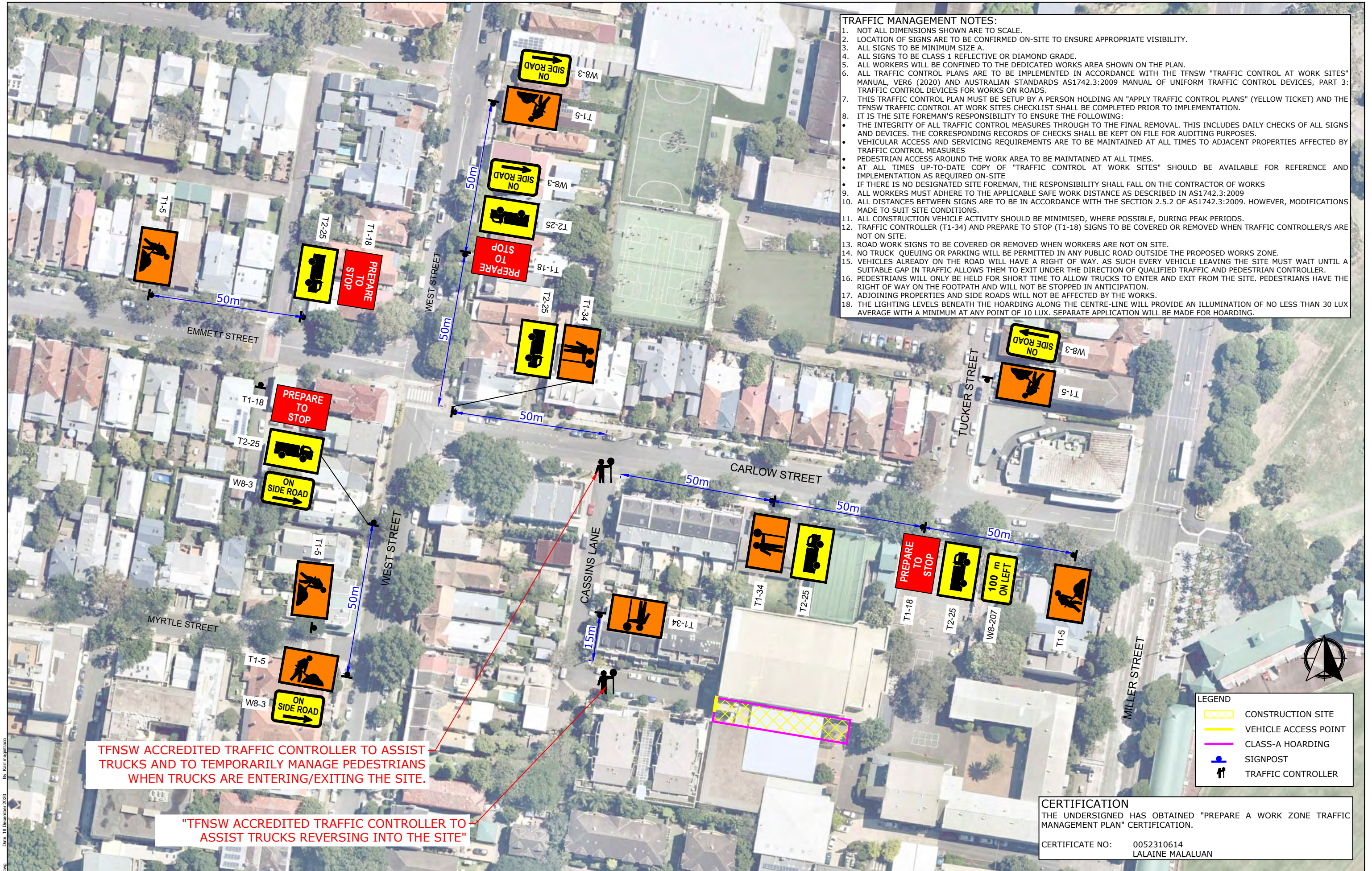
NORTH SYDNEY MARIST COLLEGE

TRAFFIC CONTROL PLAN
STAGE 5 - PRECINCT WORK

LEGEND	
	CONSTRUCTION SITE
	VEHICLE ACCESS POINT
	CLASS-A HOARDING
	SIGNPOST
	TRAFFIC CONTROLLER

CERTIFICATION	
THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.	
CERTIFICATE NO:	0052310614 LALAI NE MALALUAN

DWG No.	20337CAD002 FIGURE 11	
DATE STAMP	18 DECEMBER 2020	
PROJECT No.	SCALE	REV.
20337	NTS	A



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 - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
 - IF THERE IS NO DESIGNATED SITE FOREMAN, THE RESPONSIBILITY SHALL FALL ON THE CONTRACTOR OF WORKS
 9. ALL WORKERS MUST ADHERE TO THE APPLICABLE SAFE WORK DISTANCE AS DESCRIBED IN AS1742.3:2009
 10. ALL DISTANCES BETWEEN SIGNS ARE TO BE IN ACCORDANCE WITH THE SECTION 2.5.2 OF AS1742.3:2009. HOWEVER, MODIFICATIONS MADE TO SUIT SITE CONDITIONS.
 11. ALL CONSTRUCTION VEHICLE ACTIVITY SHOULD BE MINIMISED, WHERE POSSIBLE, DURING PEAK PERIODS.
 12. TRAFFIC CONTROLLER (T1-34) AND PREPARE TO STOP (T1-18) SIGNS TO BE COVERED OR REMOVED WHEN TRAFFIC CONTROLLER/S ARE NOT ON SITE.
 13. ROAD WORK SIGNS TO BE COVERED OR REMOVED WHEN WORKERS ARE NOT ON SITE.
 14. NO TRUCK QUEUING OR PARKING WILL BE PERMITTED IN ANY PUBLIC ROAD OUTSIDE THE PROPOSED WORKS ZONE.
 15. VEHICLES ALREADY ON THE ROAD WILL HAVE A RIGHT OF WAY. AS SUCH EVERY VEHICLE LEAVING THE SITE MUST WAIT UNTIL A SUITABLE GAP IN TRAFFIC ALLOWS THEM TO EXIT UNDER THE DIRECTION OF QUALIFIED TRAFFIC AND PEDESTRIAN CONTROLLER.
 16. PEDESTRIANS WILL ONLY BE HELD FOR SHORT TIME TO ALLOW TRUCKS TO ENTER AND EXIT FROM THE SITE. PEDESTRIANS HAVE THE RIGHT OF WAY ON THE FOOTPATH AND WILL NOT BE STOPPED IN ANTICIPATION.
 17. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.
 18. THE LIGHTING LEVELS BENEATH THE HOARDING ALONG THE CENTRE-LINE WILL PROVIDE AN ILLUMINATION OF NO LESS THAN 30 LUX AVERAGE WITH A MINIMUM AT ANY POINT OF 10 LUX. SEPARATE APPLICATION WILL BE MADE FOR HOARDING.

LEGEND	
	CONSTRUCTION SITE
	VEHICLE ACCESS POINT
	CLASS-A HOARDING
	SIGNPOST
	TRAFFIC CONTROLLER

CERTIFICATION
THE UNDERSIGNED HAS OBTAINED "PREPARE A WORK ZONE TRAFFIC MANAGEMENT PLAN" CERTIFICATION.
CERTIFICATE NO: 0052310614
LALAINE MALALUAN

TFNSW ACCREDITED TRAFFIC CONTROLLER TO ASSIST TRUCKS AND TO TEMPORARILY MANAGE PEDESTRIANS WHEN TRUCKS ARE ENTERING/EXITING THE SITE.

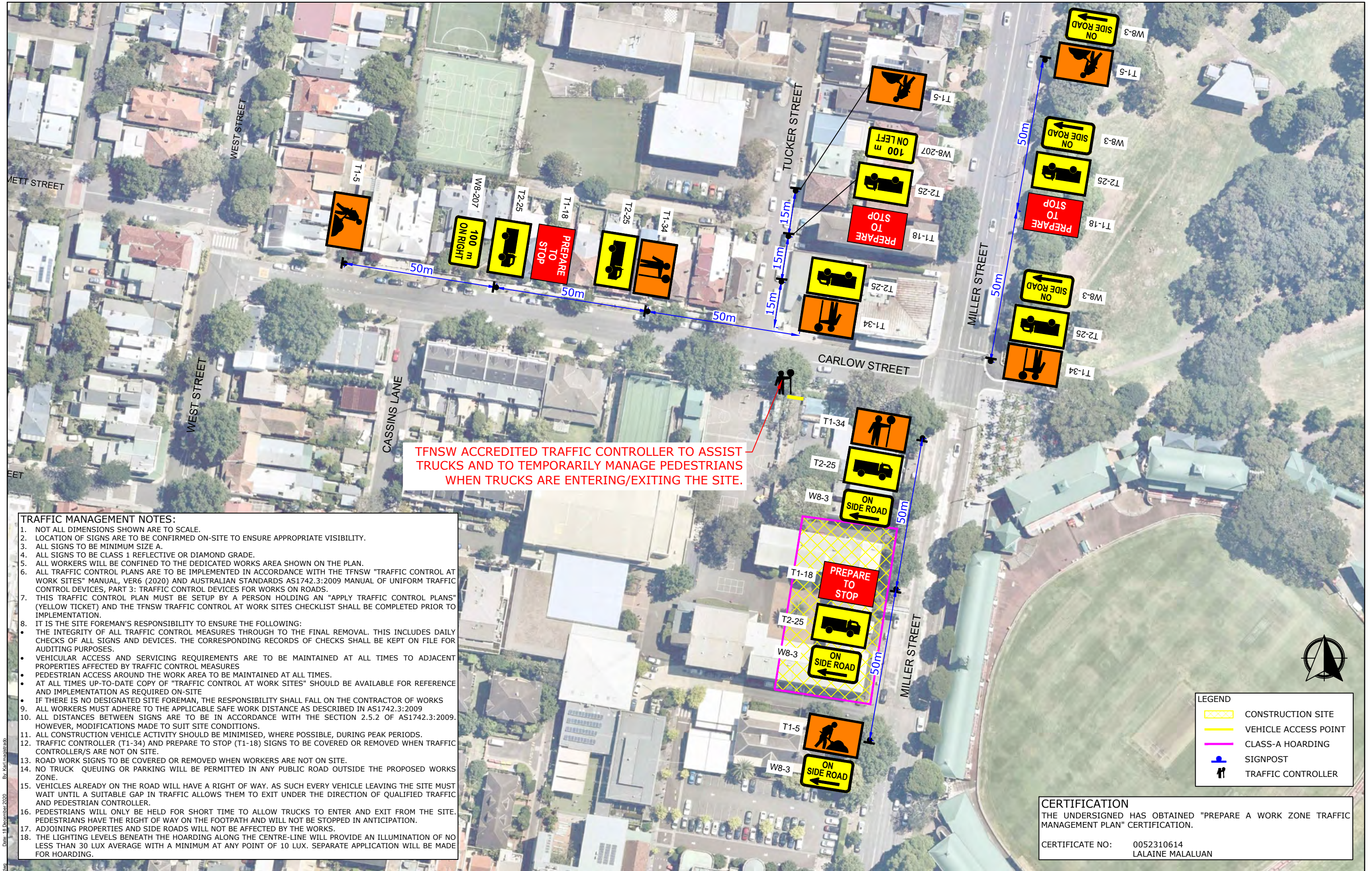
"TFNSW ACCREDITED TRAFFIC CONTROLLER TO ASSIST TRUCKS REVERSING INTO THE SITE"

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	TRAFFIC CONTROL PLAN STAGE 6 - REFURBISHMENT		

DWG No.	20337CAD002 FIGURE 12		
DATE STAMP	18 DECEMBER 2020		
PROJECT No.	20337	SCALE NTS	REV. A



- TRAFFIC MANAGEMENT NOTES:**
1. NOT ALL DIMENSIONS SHOWN ARE TO SCALE.
 2. LOCATION OF SIGNS ARE TO BE CONFIRMED ON-SITE TO ENSURE APPROPRIATE VISIBILITY.
 3. ALL SIGNS TO BE MINIMUM SIZE A.
 4. ALL SIGNS TO BE CLASS 1 REFLECTIVE OR DIAMOND GRADE.
 5. ALL WORKERS WILL BE CONFINED TO THE DEDICATED WORKS AREA SHOWN ON THE PLAN.
 6. ALL TRAFFIC CONTROL PLANS ARE TO BE IMPLEMENTED IN ACCORDANCE WITH THE TFNSW "TRAFFIC CONTROL AT WORK SITES" MANUAL, VER6 (2020) AND AUSTRALIAN STANDARDS AS1742.3:2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, PART 3: TRAFFIC CONTROL DEVICES FOR WORKS ON ROADS.
 7. THIS TRAFFIC CONTROL PLAN MUST BE SETUP BY A PERSON HOLDING AN "APPLY TRAFFIC CONTROL PLANS" (YELLOW TICKET) AND THE TFNSW TRAFFIC CONTROL AT WORK SITES CHECKLIST SHALL BE COMPLETED PRIOR TO IMPLEMENTATION.
 8. IT IS THE SITE FOREMAN'S RESPONSIBILITY TO ENSURE THE FOLLOWING:
 - THE INTEGRITY OF ALL TRAFFIC CONTROL MEASURES THROUGH TO THE FINAL REMOVAL. THIS INCLUDES DAILY CHECKS OF ALL SIGNS AND DEVICES. THE CORRESPONDING RECORDS OF CHECKS SHALL BE KEPT ON FILE FOR AUDITING PURPOSES.
 - VEHICULAR ACCESS AND SERVICING REQUIREMENTS ARE TO BE MAINTAINED AT ALL TIMES TO ADJACENT PROPERTIES AFFECTED BY TRAFFIC CONTROL MEASURES
 - PEDESTRIAN ACCESS AROUND THE WORK AREA TO BE MAINTAINED AT ALL TIMES.
 - AT ALL TIMES UP-TO-DATE COPY OF "TRAFFIC CONTROL AT WORK SITES" SHOULD BE AVAILABLE FOR REFERENCE AND IMPLEMENTATION AS REQUIRED ON-SITE
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 17. ADJOINING PROPERTIES AND SIDE ROADS WILL NOT BE AFFECTED BY THE WORKS.
 18. THE LIGHTING LEVELS BENEATH THE HOARDING ALONG THE CENTRE-LINE WILL PROVIDE AN ILLUMINATION OF NO LESS THAN 30 LUX AVERAGE WITH A MINIMUM AT ANY POINT OF 10 LUX. SEPARATE APPLICATION WILL BE MADE FOR HOARDING.

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KM	LM	KH	17/12/20



PROJECT	NORTH SYDNEY MARIST COLLEGE		
TITLE	TRAFFIC CONTROL PLAN STAGE 7 - FIT-OUT		

DWG No.	20337CAD002 FIGURE 13		
DATE STAMP	18 DECEMBER 2020		
PROJECT No.	SCALE	REV.	
20337	NTS	A	

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