

PRELIMINARY CONSTRUCTION PEDESTRIAN & TRAFFIC MANAGEMENT PLAN

**Green Square Integrated Community Facility and School (SSDA 10381)
3 Joynton Avenue, Zetland**

Reference: 20.163r03v04
Date: August 2021


TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

t: (02) 8324 8700
w: www.traffix.com.au



DOCUMENT VERIFICATION

Job Number	20.163			
Project	Green Square Integrated Community Facility and School			
Client	School Infrastructure NSW			
Revision	Date	Prepared By	Checked By	Signed
v04	04/08/2021	Shenara Wanigasekera	Ben Liddell	

TRAFFIC CONTROL PLAN CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	Ben Liddell	Certificate No.	0051952767



CONTENTS

1. Introduction	1
2. CPTMP Requirements	2
2.1 Traffic Control Plan	2
2.2 SEARs Requirements	2
3. Existing Conditions	4
3.1 Location and Site	4
3.2 Road Network	7
3.3 Public Transport	10
4. Overview of Construction Program	12
4.1 Construction Program	12
4.2 Times of Operation	12
4.3 Overview of Works	12
4.4 Cumulative Construction Assessment	13
5. Traffic Management Arrangements	14
5.1 Construction Vehicle Volumes	14
5.2 Road Safety	14
5.3 Vehicular Access	14
5.4 Trucks Arriving to Site	14
5.5 Truck Routes	15
5.6 Swept Path Analysis	19
5.7 Traffic Control Plans	19
5.8 Works Zone	20
5.9 Pedestrian Control	20
5.10 Worker Parking	20
5.11 Bicycle Parking/End of Trip Facilities	20
6. Conclusion	21

Appendices

Appendix A: Swept Path Analysis



1. INTRODUCTION

TRAFFIX has been commissioned by the NSW Department of Education to prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) plan to accompany a State Significant Development Application (SSD-10381) in relation to construction works at 3 Joyton Avenue, Zetland.

The proposed works relate to the construction of an integrated community facility and primary school development. This development will comprise a four-storey building accommodating primary education facilities for up to 600 kindergarten to year 6 students, shared multi-function spaces for the school and communities uses, a multi-purpose games court and play spaces.

It is highly noteworthy that a comprehensive CPTMP is to be prepared separately once a builder has been appointed and the construction methodology has been confirmed. This plan documents the preliminary construction traffic management arrangements relating to site establishment/demobilisation, excavation, structure, and fitout/finishes stages of construction and provides a framework for which a future CPTMP can be developed and implemented.

This Preliminary CPTMP plan has been prepared to address (with information available) the requirements of Condition 8 of the Planning Secretary's Environmental Assessment Requirements (SEARs) outlined in further detail in Section 2.2 below. It is also anticipated that a suitable condition of consent requiring a comprehensive CPTMP to be submitted to Council and/or Transport for NSW (TfNSW) prior to the release of any Construction Certificate.

The plan is structured as follows:

- Section 2: Outlines the CPTMP requirements
- Section 3: Documents existing traffic conditions
- Section 4: Describes the overall construction program
- Section 5: Describes the proposed traffic management arrangements
- Section 6: Concludes the plan



2. CPTMP REQUIREMENTS

2.1 Traffic Control Plan

The Traffic Control Plans (TCPs) that are to be included in the Final CPTMP, should be implemented taking due account of on-site conditions as will occur over the construction period in consultation with the appointed contractor. Accordingly, construction crew are expected to respond in a pro-active manner to ensure the plan is implemented to maximum effect and with no outstanding safety issues being overlooked. In particular, the following matters are considered noteworthy:

- All signs are to be placed where clear visibility is available.
- Installations should be checked intermittently during the course of the day/s; and
- A Transport for New South Wales (TfNSW) certified Traffic Controllers shall be on-site during work hours to supervise vehicle and pedestrian movements.

It is noted that TRAFFIX is responsible for the preparation of this CPTMP only and not for its implementation, which is the responsibility of the project manager/contractor.

2.2 SEARs Requirements

The Planning Secretary's Environmental Assessment Requirements (SEARs) outlines the requirement for the preparation of a Draft Construction Pedestrian and Traffic Management Plan (CPTMP) and in particular, an item within Condition 8, which states:

8. Transport and Accessibility

In relation to construction traffic:

- *Detail vehicle routes, peak hour and daily truck movements, hours of operation, access arrangements, works zone location, haulage routes, construction program and traffic control measures for all demolition / construction activities;*
- *An assessment of road safety at key intersections and locations subject to pedestrian / vehicle / bicycle conflicts;*
- *Details of temporary cycling and pedestrian access and end of trip facilities during construction;*



- *An assessment of the likely construction traffic impacts, such as required road / lane closures and diversions, impacts on bus and 'point to point' transport, impacts on pedestrian and cycle movement, and taking into account other construction activities;*
- *Details of proposed mitigation measures should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified; and*
- *Preparation of a draft Construction Pedestrian and Traffic Management Plan to demonstrate the proposed management of impact. This Plan needs to include works zone location, vehicle routes, number of trucks, hours of operation, indicative construction program, access arrangements and traffic control measures for all demolition/construction activities.*



3. EXISTING CONDITIONS

3.1 Location and Site

The site is located at 3 Joynton Avenue, Zetland and is a joint project between School Infrastructure NSW and the City of Sydney. More specifically, it is located north of the existing Green Square Community Hall and west of the Waranara Early Education Centre within the Green Square Community and Cultural Precinct. In a regional context, it is situated approximately 4.4 kilometres south of the Sydney CBD and approximately 450 metres southeast of the Green Square Railway Station.

The site has an irregular configuration and has a total site area of approximately 4,697m². It has an eastern frontage to Joynton Avenue, a northern frontage to Zetland Avenue (future road), a western street frontage to Portman Street and a southern frontage to a shared one-way driveway.

Vehicular access to the site is currently provided via Portman Street along the western site boundary.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** below.

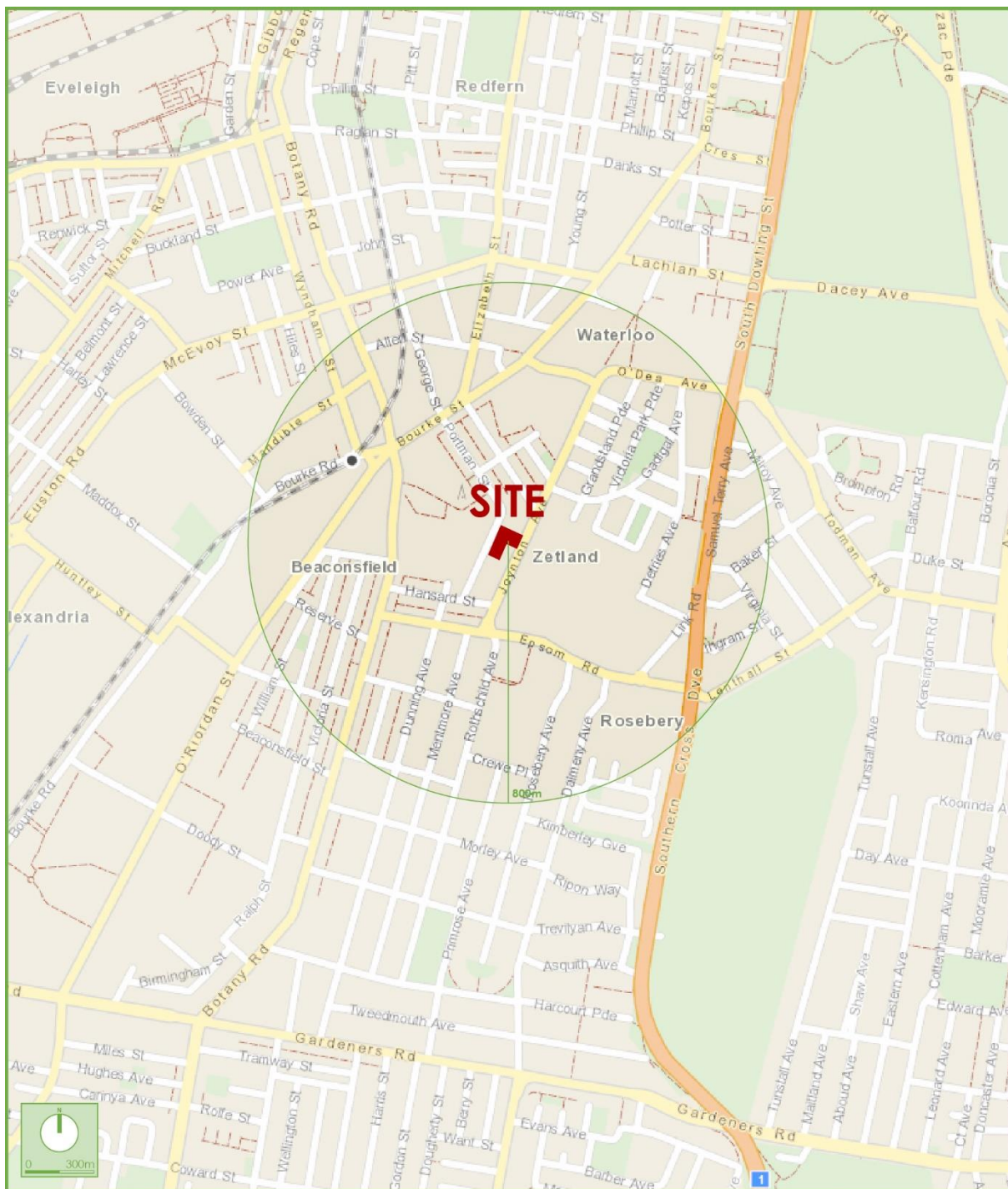


Figure 1: Location Plan

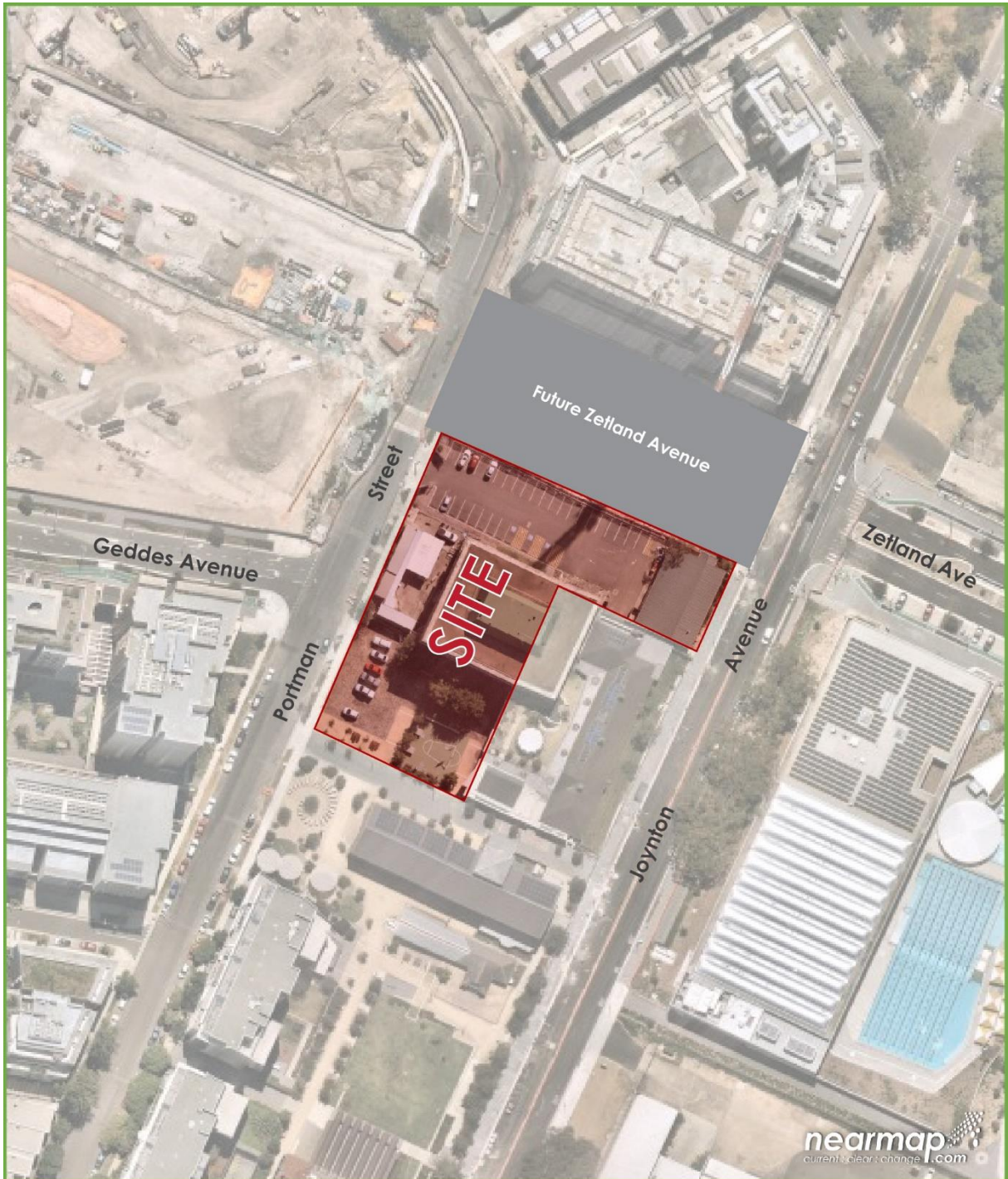


Figure 2: Site Plan



3.2 Road Network

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- **Botany Road:** a Transport for NSW (TfNSW) State Road (MR 170) that traverses north-south between Regent Street in the north and Bunnerong Road in the south. Botany Road is subject to a 50 km/h speed limit and accommodates two (2) traffic lanes in either direction within an undivided carriageway. Clearway restrictions operate along its length during the morning and evening peak periods.
- **Epsom Road:** a local road that traverses east-west between Southern Cross Drive in the east and Botany Road in the west. In the vicinity of the site, Epsom Road is subject to a 50km/h speed limit and accommodates a single lane of traffic in either direction within an undivided carriageway. On-street kerbside parking is permitted along either side of the road, subject to timed, unrestricted, and bus zone parking restrictions.
- **Joynton Avenue:** a local road that that generally traverses north-south between O'Dea Avenue in the north and Epsom Road in the south. In the vicinity of the site, Joynton Avenue accommodates a single lane of traffic in either direction within an undivided carriageway. On-street kerbside parking is permitted along either side of the road, subject to timed, unrestricted, and bus zone parking restrictions.
- **Zetland Avenue:** a future road that traverses east-west between Southern Cross Drive in the east and the newly constructed Paul Street in the west. Planned to accommodate two (2) lanes of traffic and a single parking lane in either direction within a divided carriageway, Zetland Avenue will provide a vital link to the Green Square Town Centre.
- **Portman Street:** a local road that traverses north-south between Bourke Street in the north and Hansard Street in the south. In the vicinity of the site, Portman Street is subject to a 40km/h speed limit and accommodates a single lane of traffic in either direction within an undivided carriageway. On-street kerbside parking is



permitted along either side of the road, subject to time restrictions.

- **Hansard Street:** a local road that traverses east-west between Joynton Avenue in the east and Botany Road in the west. Hansard Street is subject to a 40km/h speed limit and accommodates a single lane of traffic within an undivided carriageway. A “No Trucks 3t and over” restriction operates along Hansard Street and left out only restrictions are in place at the Hansard Street and Botany Road intersection. On-street kerbside parking is permitted along either side of the road.
- **Geddes Street:** a local road that traverses east-west between Portman Street in the east and Botany Road in the west. Geddes Street generally accommodates a single lane of traffic in either direction and is subject to a 40km/h speed zoning. On-street parking is not permitted along either side of the road.
- **Paul Street:** a local road that traverses north-south between Barker Street in the north and Tosh Lane in the south. Paul Street generally accommodates two-way flow of traffic and is subject to a 40km/h speed zoning. On-street parking is permitted along either side of the road.

It can be seen from **Figure 3** that the site is conveniently located with respect to the surrounding arterial and collector road networks servicing the region.

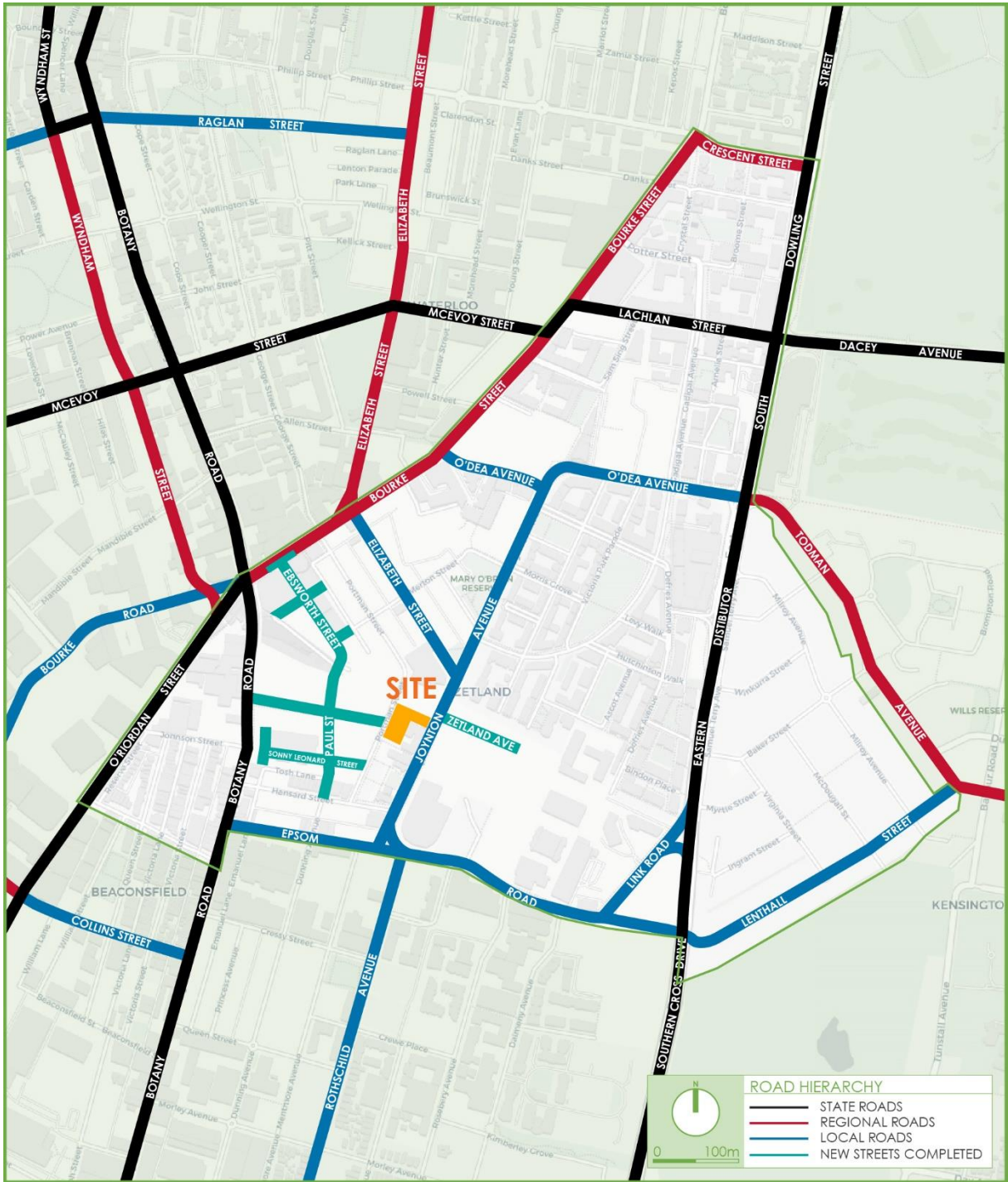


Figure 3: Road Hierarchy



3.3 Public Transport

The existing bus services that operate in the locality are shown in **Figure 4**. Standard transport planning guidelines state that a development is advantageously located to benefit bus services if it is within 400 metres walking distance of a bus stop. It is evident that the site benefits from excellent bus services with 13 bus stops located within 400 metres of the site. These services provide connections to the Eastern Suburbs and Sydney Central Business District. These bus services are summarised as follows:

- 301 Eastgardens to Redfern
- 309 Banksmeadow to Central Railway Square
- 309X Port Botany to Central Railway Station
- 310X Banksmeadow to Central Railway Square
- X93 Little Bay to Central Railway Square
- 320 Mascot to Gore Hill
- 343 Kingsford to Chatswood
- 348 Wolli Creek to Bondi Junction
- 370 Leichhardt Marketplace to Coogee

In addition, the subject site is also located within 400 metres of the Green Square Railway Station. Green Square Railway Station services the T8 Airport and South Line providing workers connections to major centres such as Central Station, Wolli Creek, Revesby, Campbelltown and many others. Services are relatively frequent, arriving/departing every 10 minutes during peak periods.

Further information regarding bus and train frequencies can be found by visiting the Transport for NSW information website: <https://transportnsw.info/>. As such, workers have excellent access to public transport which provide connections to the wider public transport network; thus, reducing the reliance on private vehicle usage.

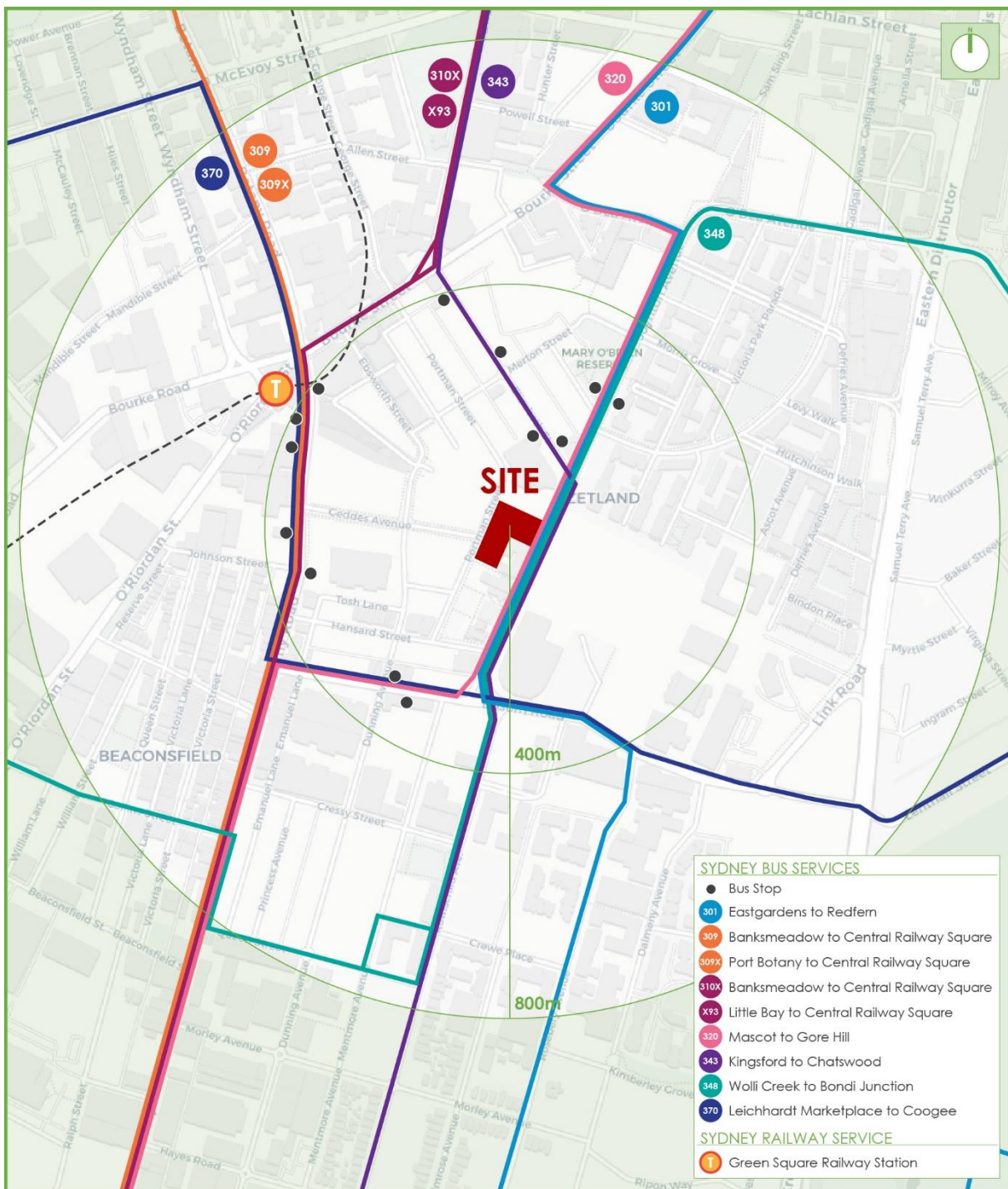


Figure 4: Public Transport



4. OVERVIEW OF CONSTRUCTION PROGRAM

4.1 Construction Program

A detailed construction program will be developed by the appointed builder prior to the commencement of any works. The schedule is expected to detail all scheduled start and finish dates of each stage of the construction process.

4.2 Times of Operation

Construction work hours are subject to the approval of the State Significant Development Application (Ref: SSD-10381). A detailed CPTMP would be prepared in response to a condition of consent once a builder is contracted, however following preliminary construction hours are proposed and summarised as follows:

- ▶ Monday to Friday 7:00am to 6:00pm;
- ▶ Saturday 8:00am to 1:00pm;
- ▶ Sunday Subject to Out of Hours Permit Approval; and
- ▶ Shift/Night Works Subject to Out of Hours Permit Approval.

4.3 Overview of Works

Whilst the SEARs require detailed information regarding peak hour and daily truck movements, limited information is able to be provided at this preliminary stage prior to a builder being appointed. Nevertheless, the following stages are expected to be addressed by the comprehensive CPTMP report in response to a suitable condition of consent:

- ▶ Site establishment/demobilisation;
- ▶ Demolition;
- ▶ Bulk Excavation;
- ▶ Structure;
- ▶ Fit out and Finishes.



4.4 Cumulative Construction Assessment

In the vicinity of the site, the following developments have been approved by Council:

- 75 Portman Street, Zetland – Approved 18 March 2021
 - Alterations and additions to residential development
- 59 Portman Street, Zetland – Approved 25 February 2021
 - Alterations and additions to single dwelling including new 2 storey rear addition and rear laneway dwelling structure
- 23 Portman Street, Zetland – Approved 20 September 2020
 - Alterations and additions to residential development
- 3A Joynton Avenue, Zetland – Approved 22 June 2020
 - Fit-out and operation of a centre based childcare
- 811 Elizabeth Street, Zetland – Approved 5 December 2019
 - Construction of three (3) mixed use buildings
- 77-93 Portman Street, Zetland – Approved 17 May 2018
 - Construction of three (3) mixed use buildings

It is noted that no large development directly adjacent to the site have been approved in the last two years. As such, the construction activities of neighbouring development are not expected to conflict with the construction works of the proposed development. In any case, the appointed builder would be encouraged to liaise with neighbouring developers to ensure critical construction activities (large concrete pours etc.) would not overlap to minimise construction impacts.



5. TRAFFIC MANAGEMENT ARRANGEMENTS

5.1 Construction Vehicle Volumes

The number of peak hour and daily truck volumes are to be provided by the appointed builder. Nevertheless, the expected traffic volumes are expected to be moderate when compared to the overall traffic movements on the adjacent road network. Truck movements are expected to be scheduled outside of peak network periods and the Waranara Early Education Centre peak drop-off/pick-up periods where possible. In addition, workers typically arrive and depart the site (6am-4pm) outside of the network peaks, further reducing impacts.

5.2 Road Safety

The road safety at each key intersection will be assessed once the construction truck volumes and truck routes are determined. It is expected that any identified pedestrian, bicycle or vehicle safety issues will be appropriately managed through the implementation of Traffic Control Plans at key intersections or conflict points in the vicinity of the site.

5.3 Vehicular Access

Construction vehicles are expected to access the site via the existing driveway crossing on Portman Street. Preliminary truck routes have also been developed for potential works zones along the Joynton Avenue and Portman Street frontages. All trucks shall enter and exit the site and works zone/s in a forward direction and a TfNSW certified traffic controller will be located at the access gate to supervise vehicle movements to/from Portman Street.

5.4 Trucks Arriving to Site

All trucks will be linked via CB radio and/or hands-free mobile and will only be called to the site when required and when there is capacity within the site to accommodate the truck. Truck movements will also be staged to mitigate the potential for on-street queuing. This management arrangement of loading / unloading / deliveries will help minimise on-street queuing and will result in minimal disruptions to the surrounding road network. As such, there is no requirement for a layover area under the proposal.

Further, as detailed within Section 4.4, the construction activities of neighbouring developments are not expected to conflict with those of the proposed development. However, the



contracted builder will liaise with any neighbouring developments under construction to stagger large deliveries and concrete pours if required.

5.5 Truck Routes

The proposed truck routes will be refined with the appointed builder prior to issue of the comprehensive CPTMP. The final truck routes will be provided to all drivers prior to attending the site, making use of main roads where possible. The proposed truck routes are presented in **Figure 5**, **Figure 6** and **Figure 7**, with a copy of the routes provided to all drivers prior to attending the site. In addition, it is recommended that all truck movements occur outside of the Waranara Early Education Centre peak drop-off/pick-up periods where possible.



5.5.1 Truck Routes to/From Site

The proposed truck routes to/from the site are summarised as follows:

- ▶ Routes to site from Botany Road (IN)
 1. Trucks will arrive on Botany Road, northbound/southbound
 2. Turn left/right onto Geddes Avenue, eastbound
 3. Continue straight into site
- ▶ Routes from site towards Botany Road (OUT)
 1. Trucks will exit straight onto Geddes Avenue
 2. Turn right onto Botany Road, northbound/southbound

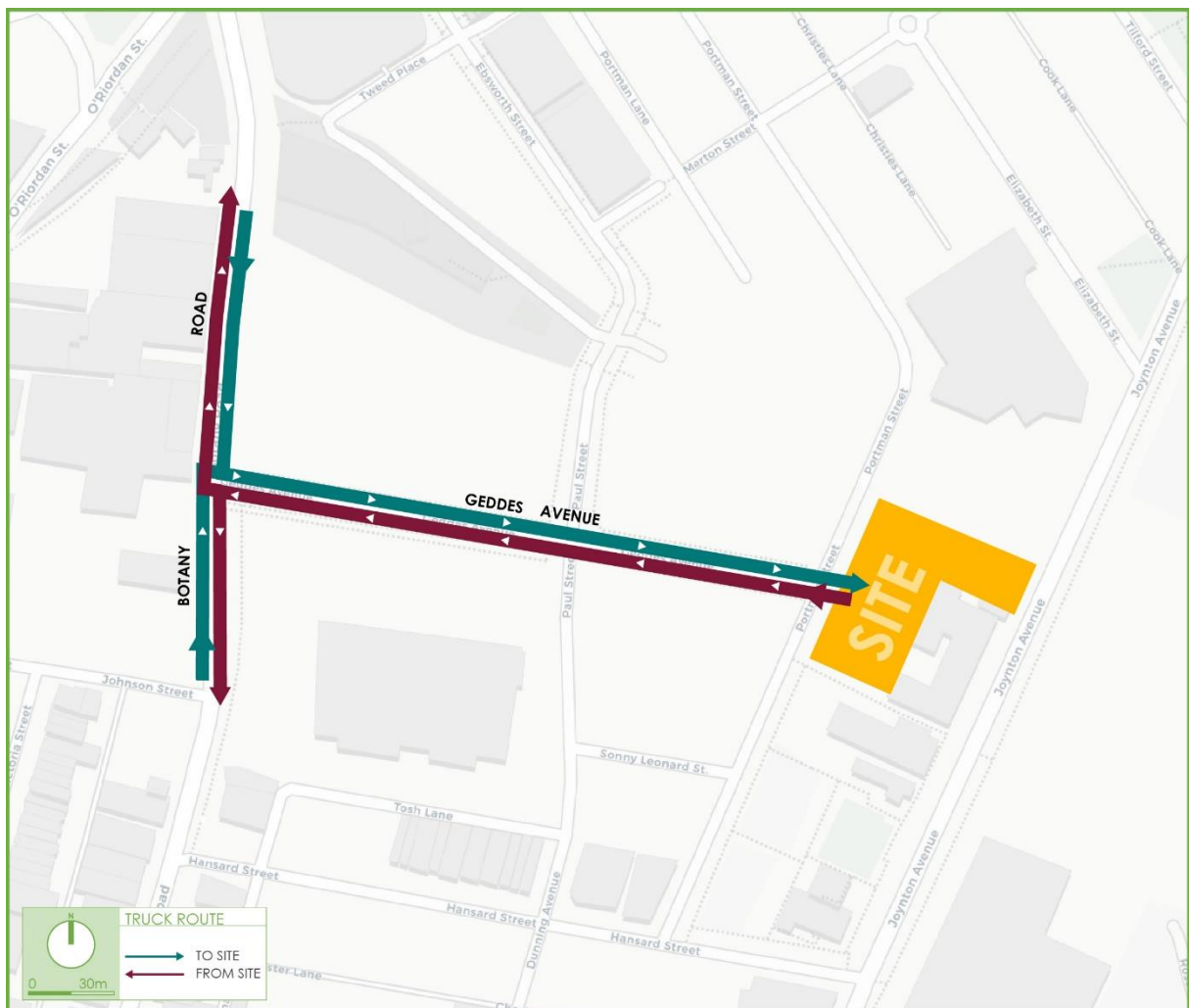


Figure 5: Proposed Truck Routes to/from the Site



5.5.2 Truck Routes to/from Joynton Avenue

A works zone may be provided along Joynton Avenue, subject to the approval of the City of Sydney Local Pedestrian, Cycling and Traffic Calming Committee. As such, the proposed truck routes to/from the Joynton Avenue frontage are summarised as follows:

- ▶ Routes to site from Epsom Road (IN)
 1. Trucks will arrive on Epsom Road, eastbound/westbound
 2. Turn left/right onto Joynton Avenue, northbound
 3. Turn left onto Works Zone
- ▶ Routes from site towards Bourke Street (OUT)
 1. Trucks will exit works zone, northbound onto Joynton Avenue
 2. Turn left onto O'Dea Avenue, westbound
 3. Turn left/right onto Bourke Street, northbound/southbound

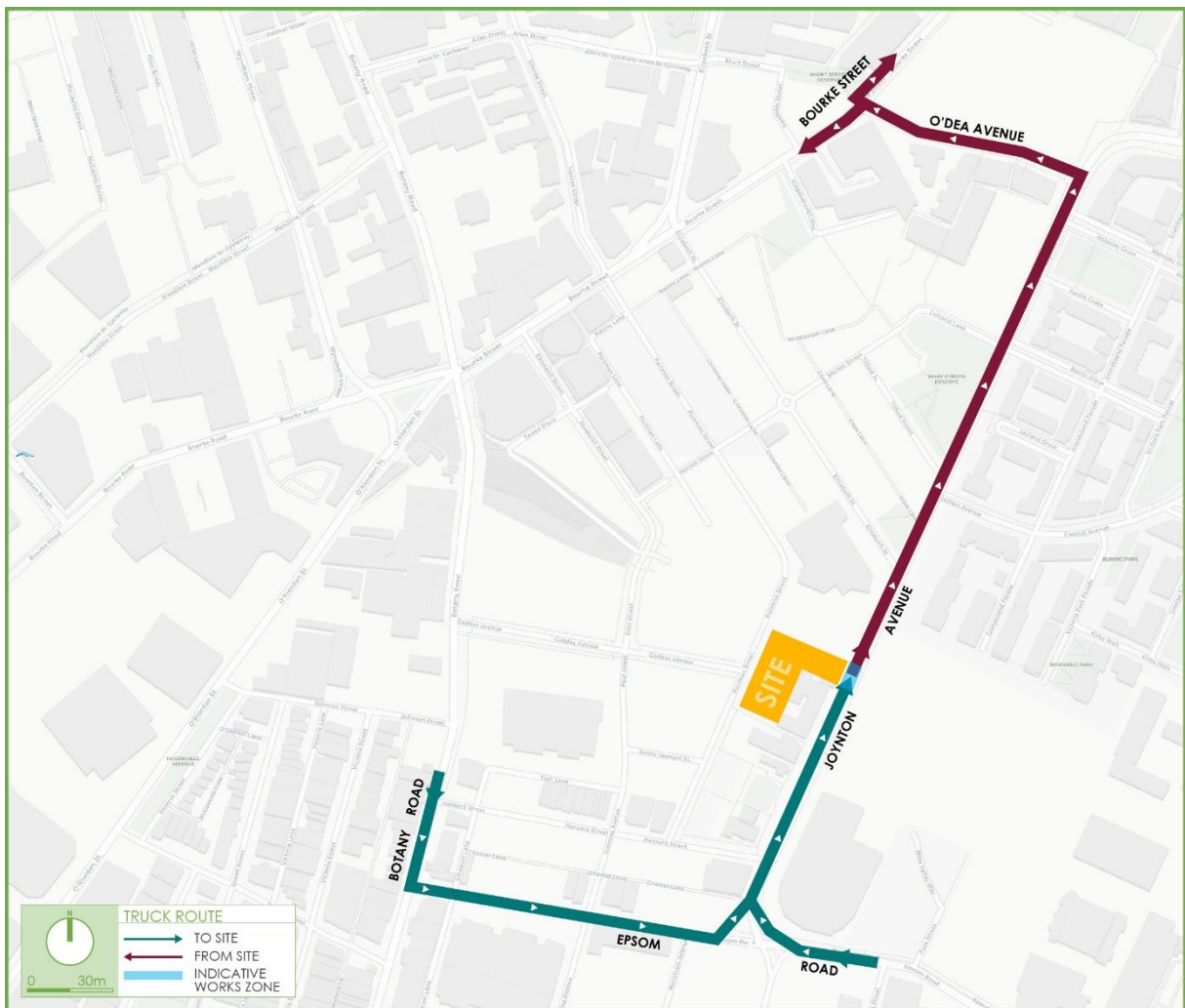


Figure 6: Proposed Truck Routes to/from Joynton Avenue



5.5.3 Truck Routes to/from Portman Street

A works zone may be provided along Portman Street, subject to the approval of the City of Sydney Local Pedestrian, Cycling and Traffic Calming Committee. As such, the proposed truck routes to/from the Portman Street frontage are summarised as follows:

- ▶ Routes to site from Bourke Street (IN)
 1. Trucks will arrive on Bourke Street, southbound
 2. Turn left onto Portman Street, southbound
 3. Turn left onto Works Zone
- ▶ Routes from site towards Botany Road (OUT)
 1. Trucks will exit works zone and depart onto Portman Street, southbound
 2. Turn right onto Geddes Avenue, westbound
 3. Turn right onto Botany Road, northbound/southbound



Figure 7: Proposed Truck Routes to/from Portman Street



5.6 Swept Path Analysis

Swept path analysis has been undertaken of the proposed truck routes for the critical manoeuvres at the following intersections using a 19.0m long truck and dog vehicle.

- Botany Road/Geddes Avenue;
- Geddes Avenue/Portman Street;
- Bourke Street/Portman Street;
- Epsom Road/Joynton Avenue;
- Joynton Avenue/O'Dea Avenue; and
- Bourke Street/O'Dea Avenue.

These swept paths are provided in **Appendix A** and confirm that satisfactory access to the site can be achieved, in accordance with the requirements of AS 2890.2 (2018).

5.7 Traffic Control Plans

Traffic Control Plans (TCP) will be prepared in accordance with the TfNSW Traffic Control at Worksites Manual and AS 1742.3 during all stage of construction, as necessary. The TCPs would generally relate to the following traffic related impacts:

- Vehicle access to/from the site;
- Footpath closures;
- Vehicle lane/cycle lane closures;
- Road closures and detours;
- Vehicle access to/from works zone/s; and
- Public domain works.

The development of these TCP will be undertaken in coordination with the appointed builder once the construction methodology is confirmed. The TCPs are included in the comprehensive CPTMP and would be approved by Council or the Private Certifying Authority.



5.8 Works Zone

A works zone may be required along the site's frontage during the construction process. This will be subject to approval of the City of Sydney Local Pedestrian, Cycling and Traffic Calming Committee. Details of any required Works Zone will be presented in a detailed CPTMP in response to a suitable condition of consent once a builder is appointed.

5.9 Pedestrian Control

Pedestrian access surrounding the site will be managed safely during all construction stages. It is expected that 'A Class' hoarding and associated access gate/s will be installed around the perimeter of the site to provide security to the site and pedestrians. Pedestrian footpaths will not be closed without appropriate pedestrian control measures, such as detours or traffic controller's assistance. No crane works will be permitted over pedestrian footpaths without footpath closures/detours or 'B Class' hoardings. Pedestrian access to neighbouring properties shall be maintained at all times and no building materials shall be placed, dumped or left on any Council road or footpath area. Footpaths are to remain in a safe condition for use by pedestrians. A TfNSW certified traffic controller will also be positioned at any vehicle access point to manage vehicle movements and to ensure pedestrian safety.

5.10 Worker Parking

Contractors will be encouraged to utilise public transport, as the area develops, noting the proximity of bus services and the Green Square Railway Station. Carpooling to and from site will be encouraged and it is expected that limited off-street parking will be available. Any on-site parking would, however, be prioritised to construction employees who carpool, in order to minimise the impact on the surrounding streets. This would be further detailed subject to the detailed CPTMP when more information is available regarding employee numbers.

5.11 Bicycle Parking/End of Trip Facilities

Temporary bicycle parking and end of trip facilities are expected to be provided onsite with the site's compound. Details relating to these facilities will be detailed in the comprehensive CPTMP once a builder is appointed.



6. CONCLUSION

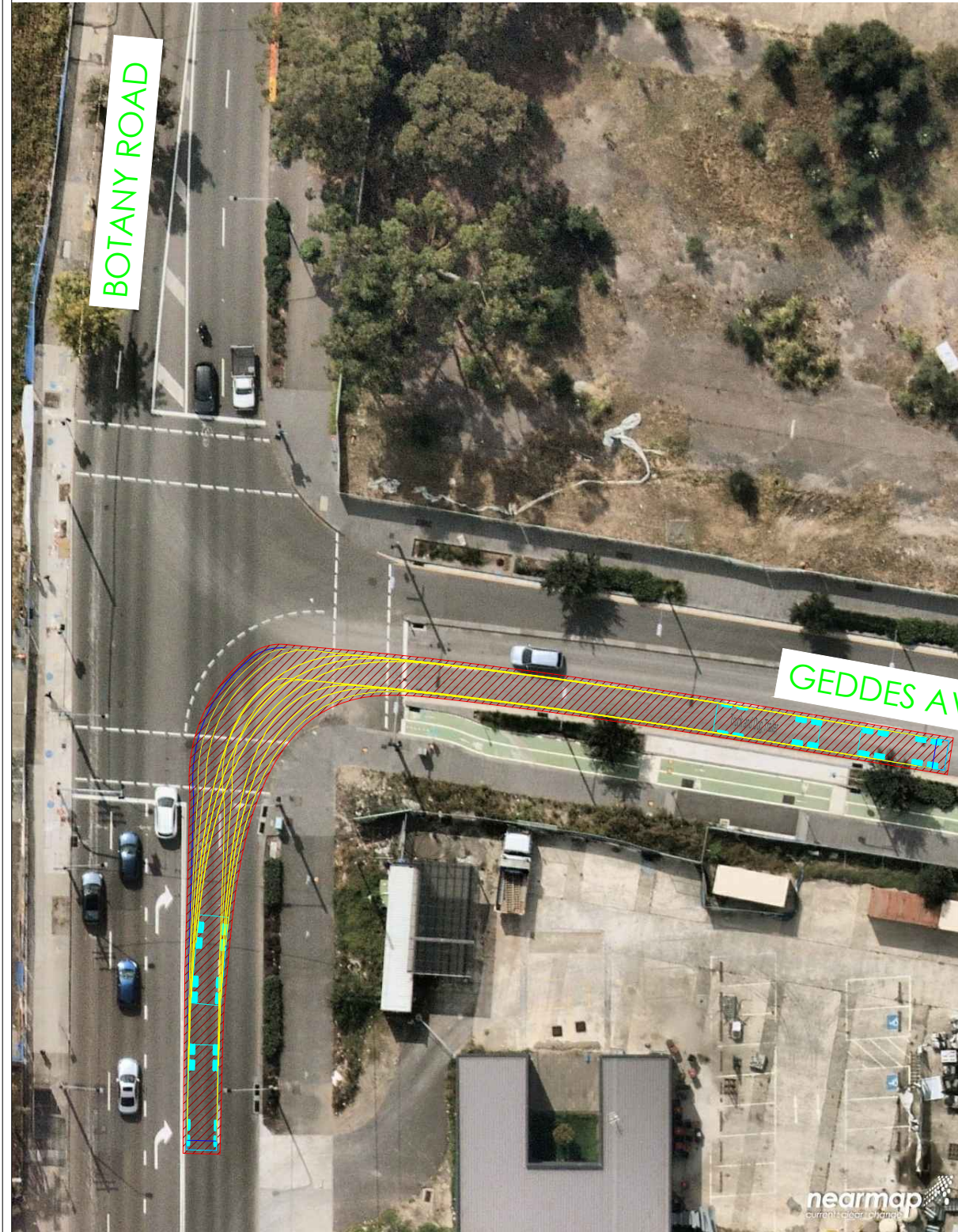
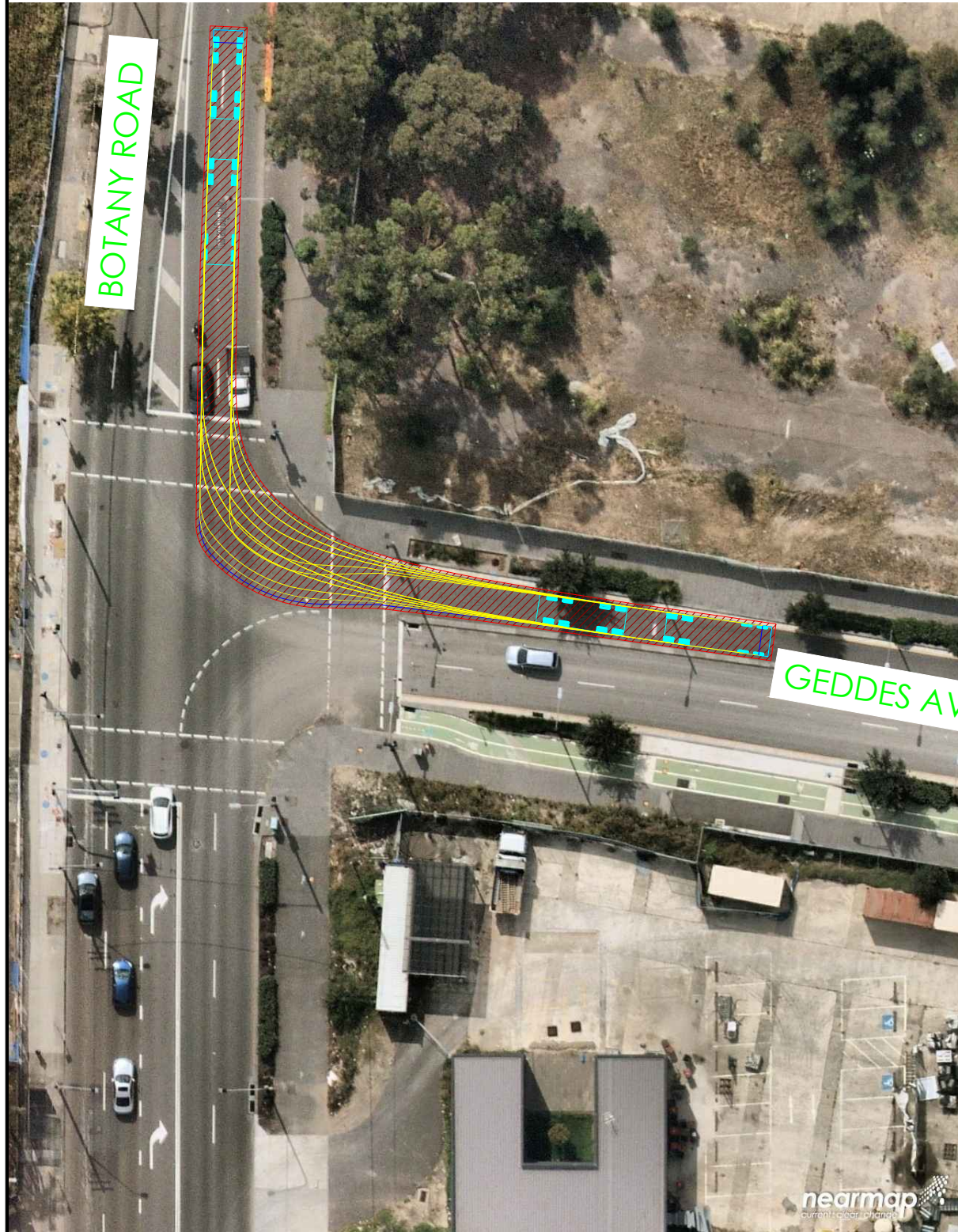
This Preliminary CPTMP plan should be read in conjunction with other documentation prepared by the applicant relating to the internal construction activities. Limited information is available at this early stage, prior to a builder being appointed. This report addresses the existing conditions of the site, general overview of the construction program and traffic management arrangements which are proposed at this early stage.

The plan outlined above is considered satisfactory for the purposes of a SSDA submission, being subject to confirmation and possible amendments once approval is granted and a builder appointed.

It is envisaged a comprehensive CPTMP will be prepared by TRAFFIX once consent is obtained, based on the construction methodology adopted by the appointed builder.

APPENDIX A

Swept Path Analysis



Notes:
 This drawing is prepared for information purposes only. It is not to be used for construction.
 TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.
 Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

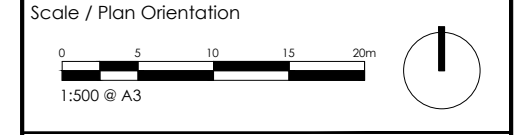
Rev.	Revision Note	By.	Date

Swept Path Legend

	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Architect
 BVN

Client
 School Infrastructure NSW



Project Description
 Green Square Primary School
 3 Joynton Avenue, Zetland

Drawing Prepared By



Suite 2.08, 50 Holt Street
 Surry Hills, NSW 2010
 PO Box 1124
 Strawberry Hills, NSW 2012

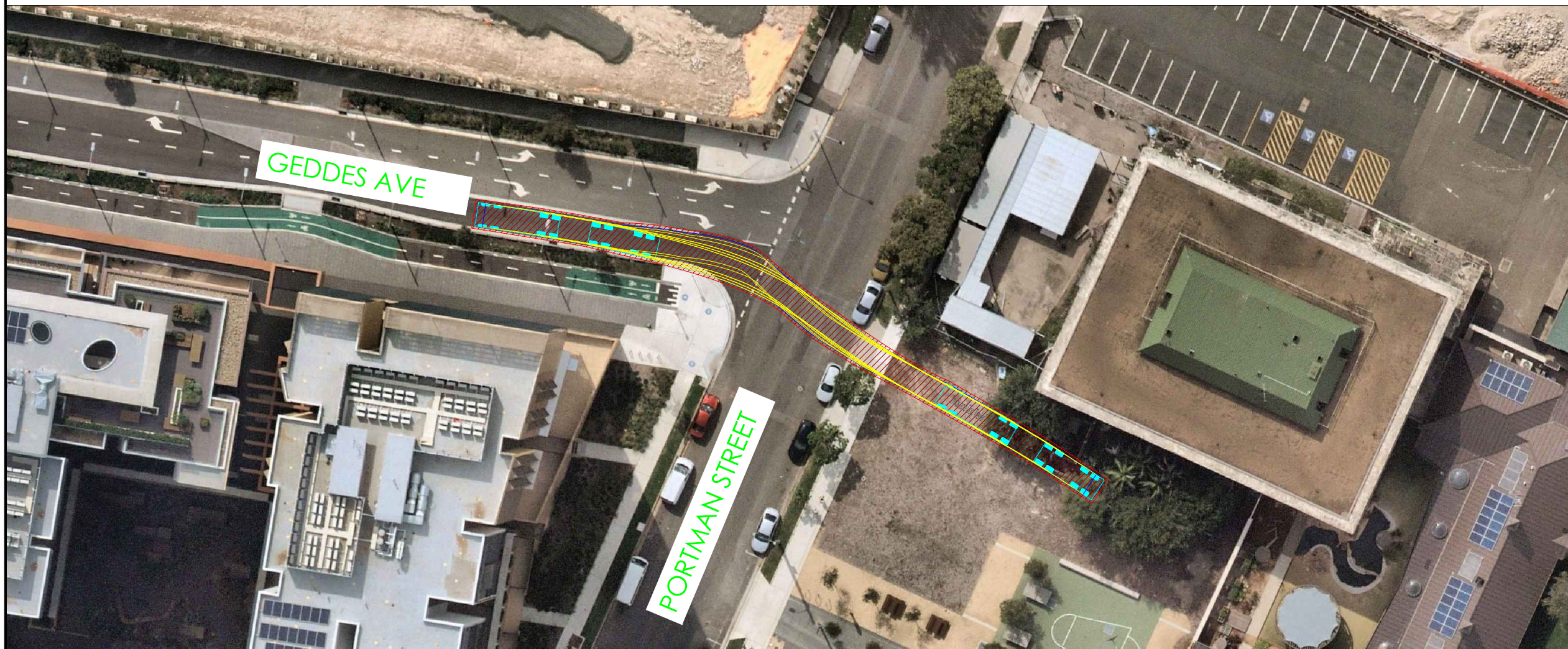
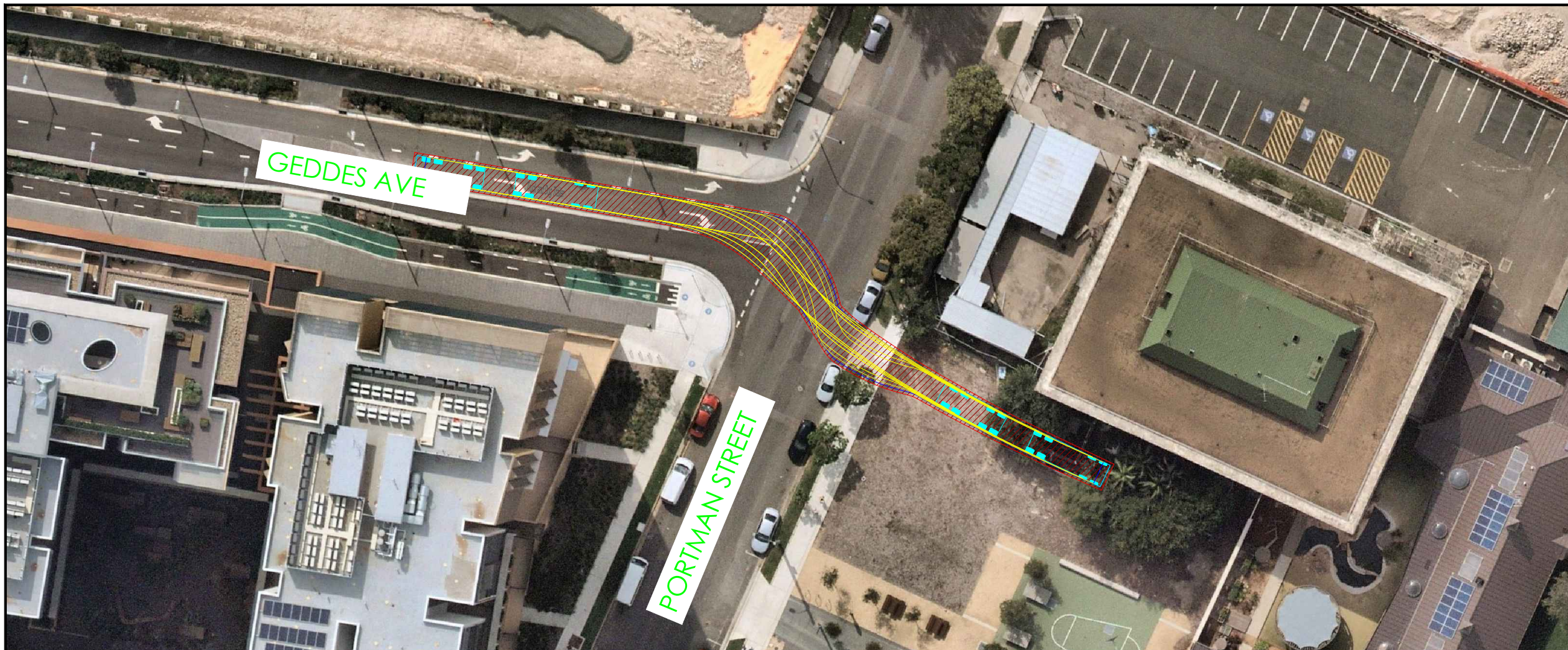
t: +61 2 8324 8700
 f: +61 2 9830 4481
 w: www.traffix.com.au

Drawing Title
 Swept Path Analysis
 Botany Road and Geddes Avenue
 19.0m Truck and Dog
 Left: Entry Movement Right: Exit Movement

Drawn: SW Checked: BL Date: 07-12-20

20.163d04v01 TRAFFIX [2012XX Plans] Design Review - PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.163	DA	TX.01	A



Notes:




This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date

Swept Path Legend

-  Wheel Path
-  Vehicle Body Envelope
-  Clearance Envelope (300mm)


Architect
BVN

Client
School Infrastructure NSW

Scale / Plan Orientation

0 5 10 15 20m

1:500 @ A3



Project Description
Green Square Primary School
3 Joynton Avenue, Zetland

Drawing Prepared By



Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title
Swept Path Analysis
Geddes Avenue and Portman Street
19.0m Truck and Dog
Top: Entry Movement Bottom: Exit Movement

Drawn: SW	Checked: BL	Date: 07-12-20
-----------	-------------	----------------

20.163d04v01 TRAFFIX [2012XX Plans] Design Review - PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.163	DA	TX.02	A



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

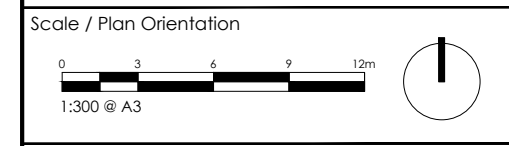
Rev.	Revision Note	By.	Date

Swept Path Legend

	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Architect
BVN

Client
School Infrastructure NSW



Project Description
Green Square Primary School
3 Joynton Avenue, Zetland

Drawing Prepared By

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

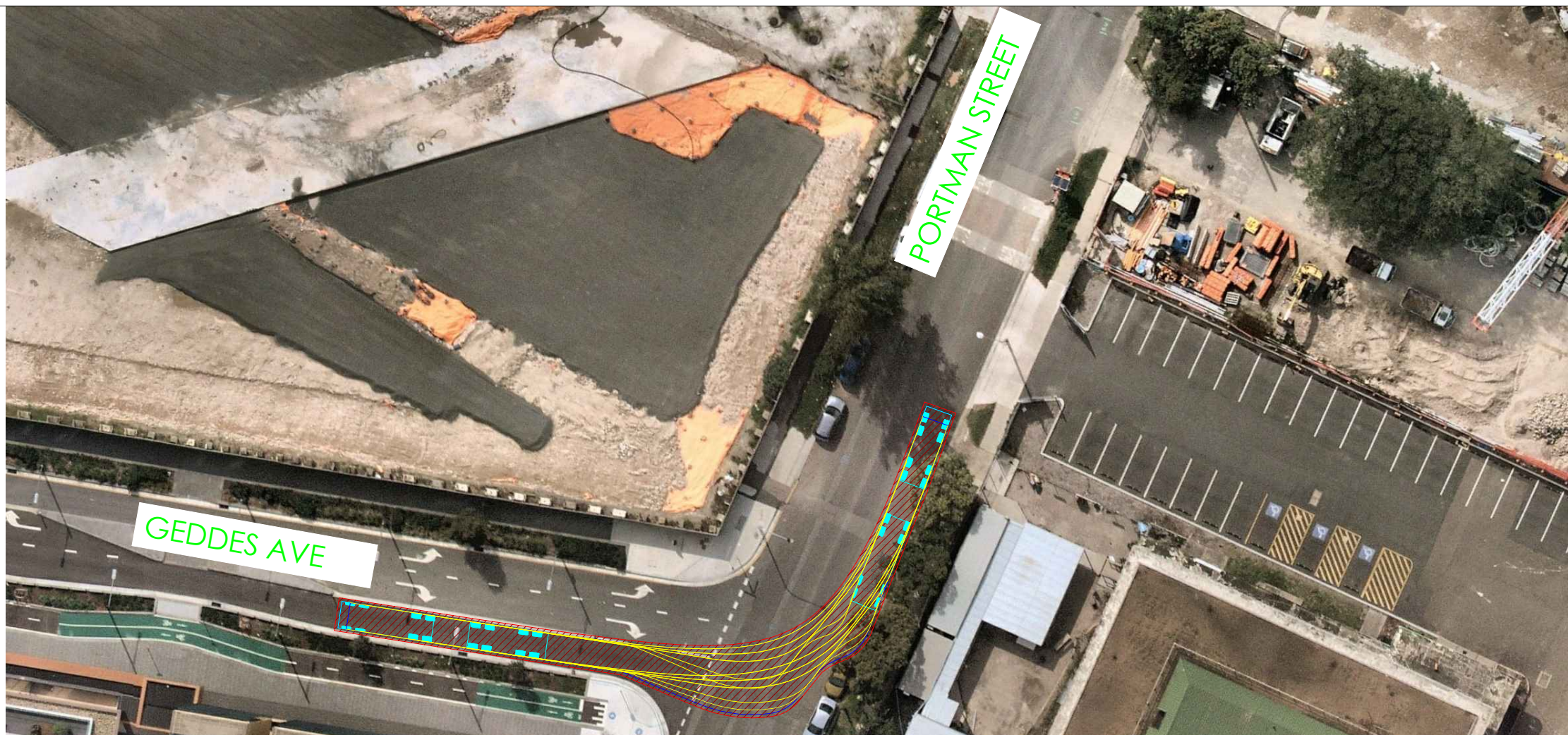
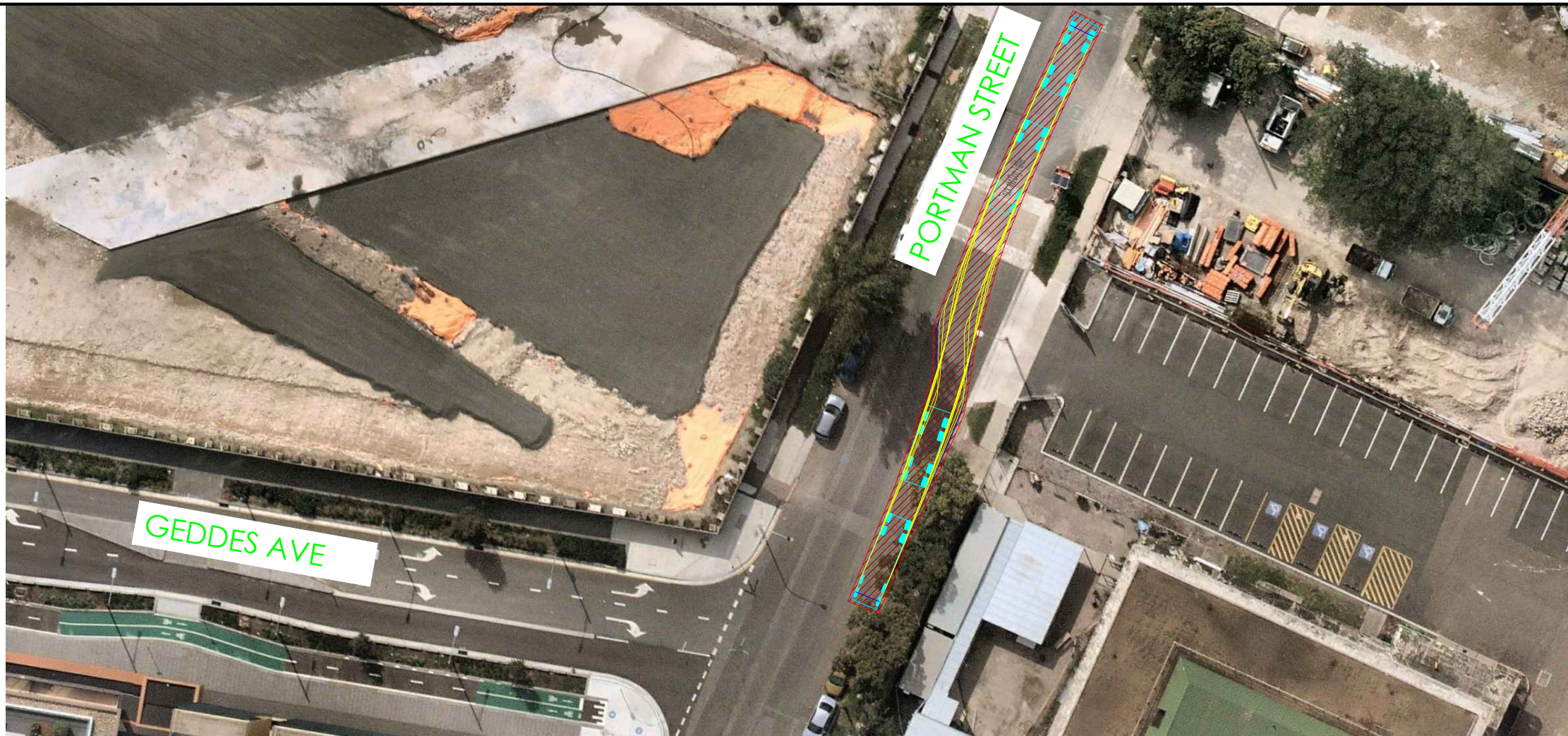
t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title
Swept Path Analysis
Bourke Street and Portman Street
19.0m Truck and Dog
Entry Movement

Drawn: SW	Checked: BL	Date: 07-12-20
-----------	-------------	----------------

20.163d04v01 TRAFFIX [2012XX Plans] Design Review - PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.163	DA	TX.03	A



Notes:

This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
------	---------------	-----	------

Swept Path Legend

- Wheel Path
- Vehicle Body Envelope
- Clearance Envelope (300mm)

Architect
BVN

Client
School Infrastructure NSW

Scale / Plan Orientation

0 5 10 15 20m

1:500 @ A3

Project Description
Green Square Primary School
3 Joynton Avenue, Zetland

Drawing Prepared By

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

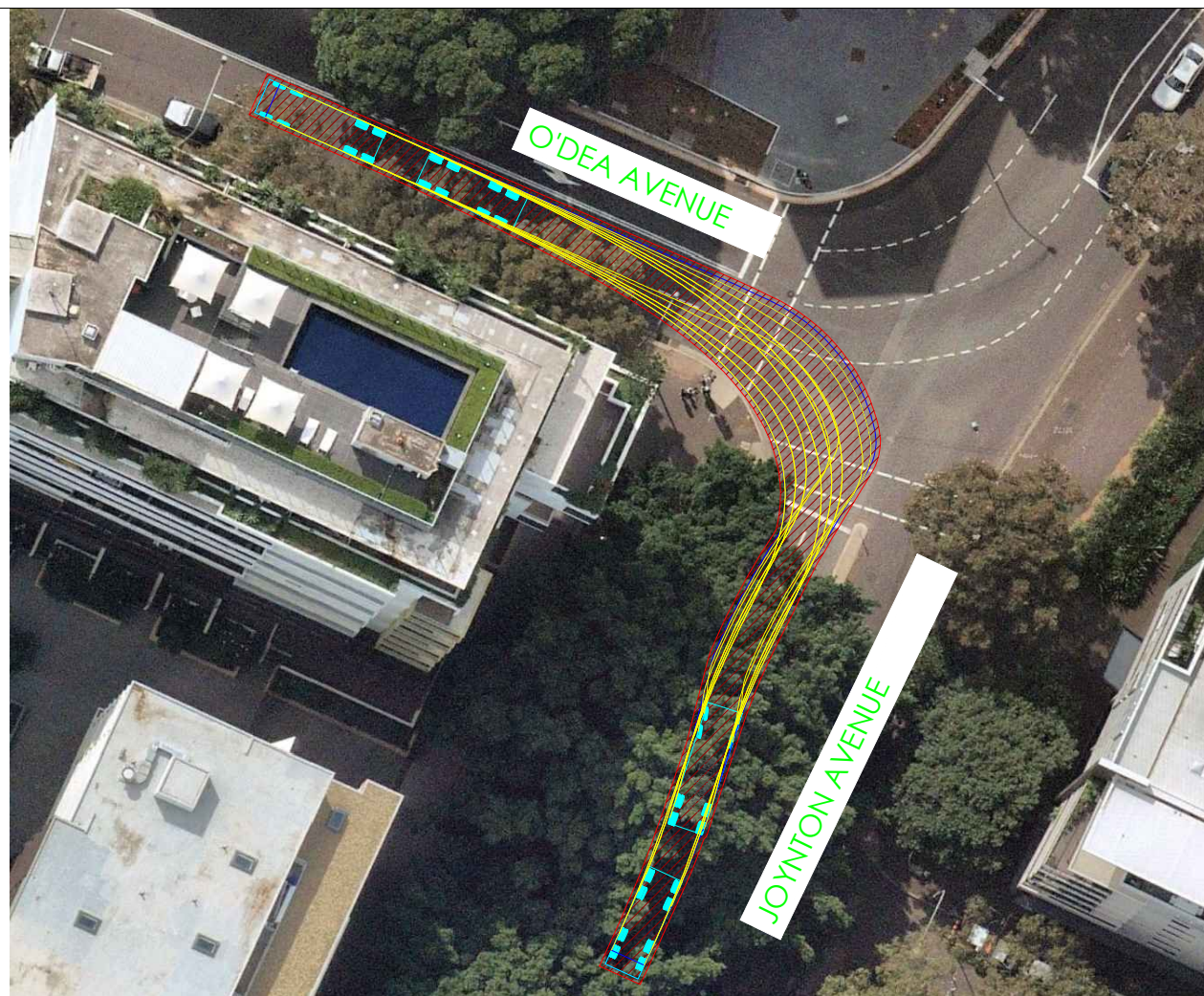
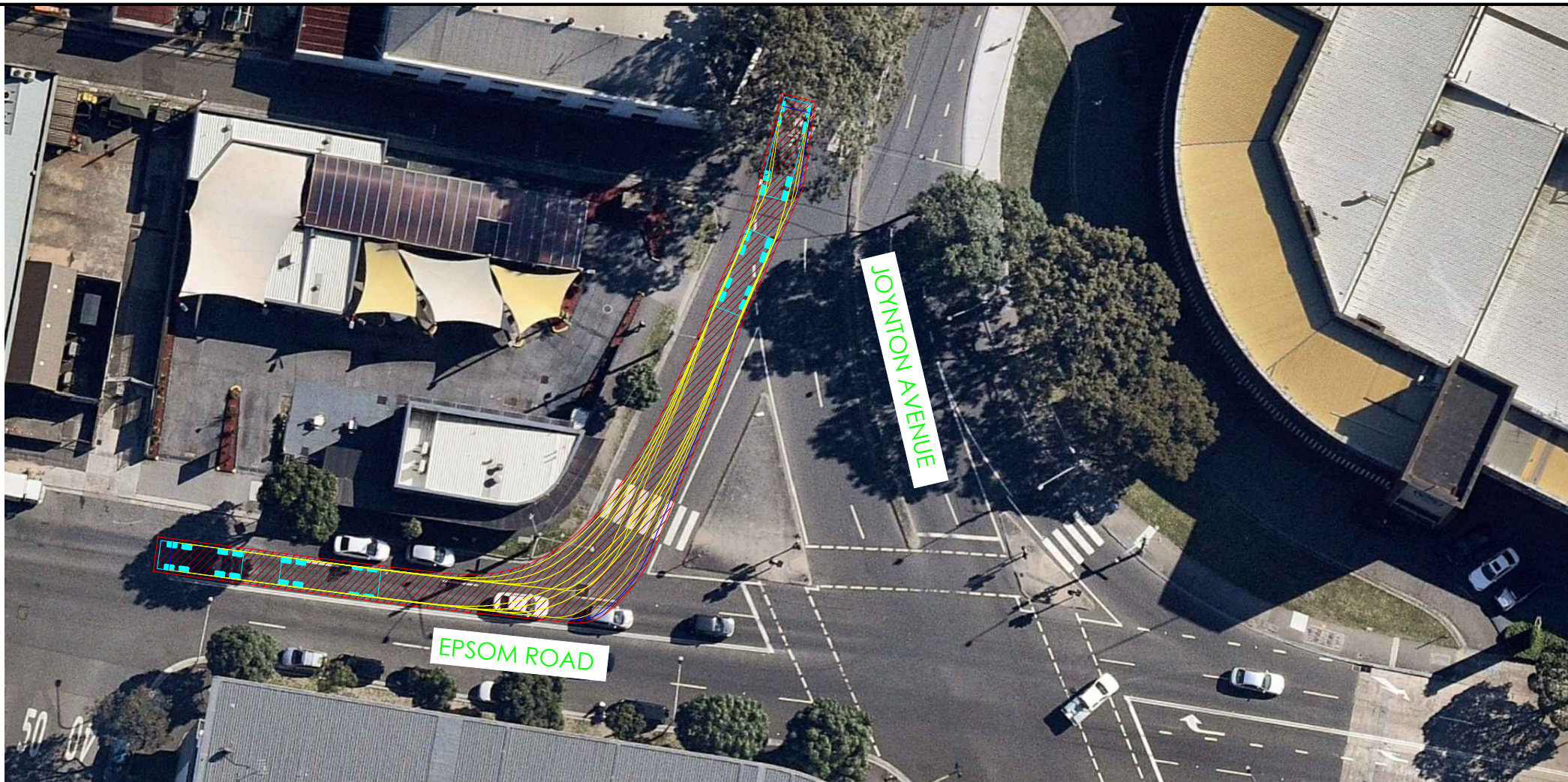
t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title
Swept Path Analysis - Works Zone
Geddes Avenue and Portman Street
19.0m Truck and Dog
Top: Entry Movement Bottom: Exit Movement

Drawn: SW	Checked: BL	Date: 07-12-20
-----------	-------------	----------------

20.163d04v01 TRAFFIX [2012XX Plans] Design Review - PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.163	DA	TX.04	A



Notes:




This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date
------	---------------	-----	------

Swept Path Legend

-  Wheel Path
-  Vehicle Body Envelope
-  Clearance Envelope (300mm)

Architect
BVN

Client
School Infrastructure NSW

Scale / Plan Orientation



Project Description

Green Square Primary School
3 Joynton Avenue, Zetland

Drawing Prepared By



TRAFFIX
TRAFFIC & TRANSPORT PLANNERS

Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

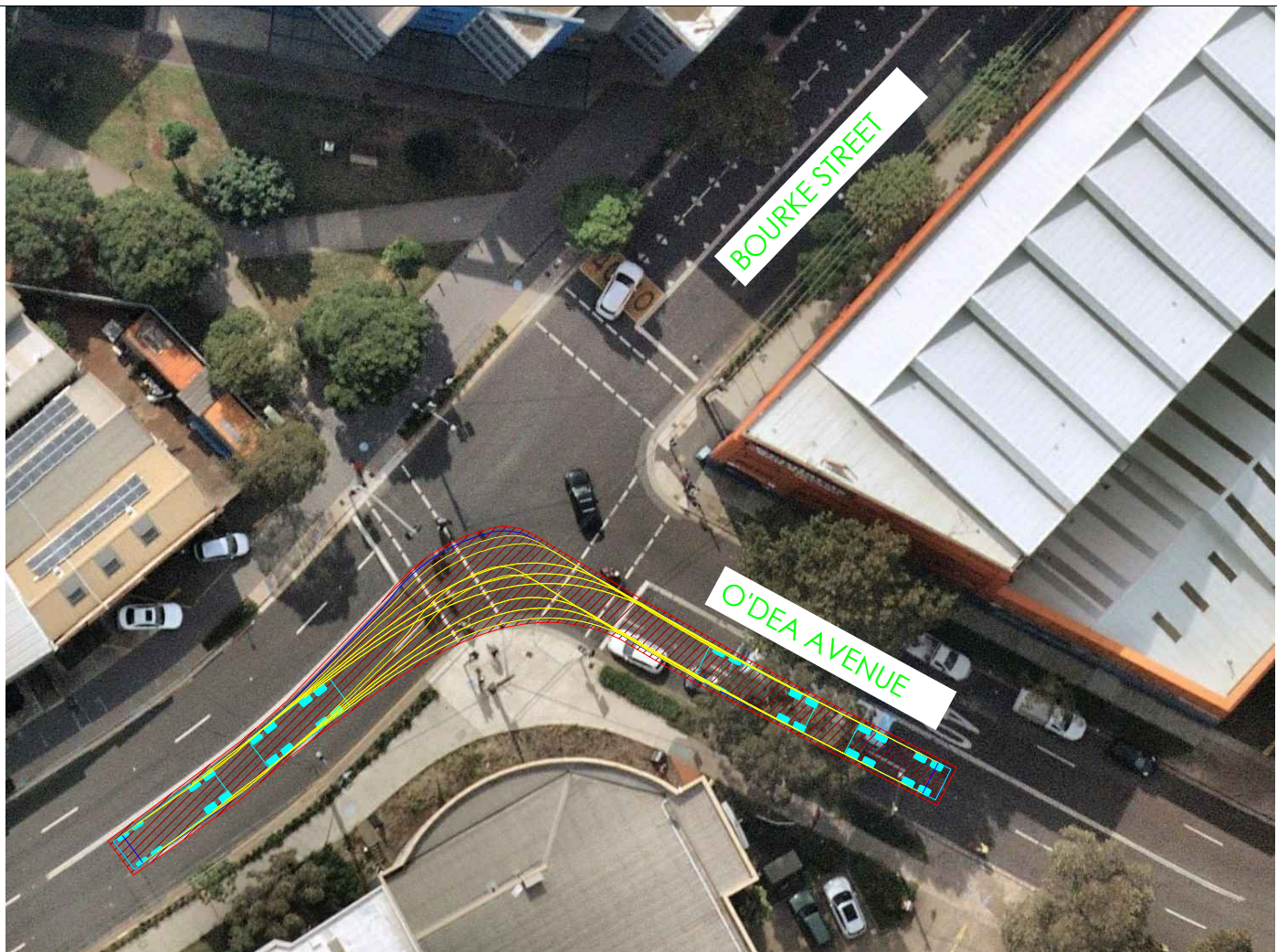
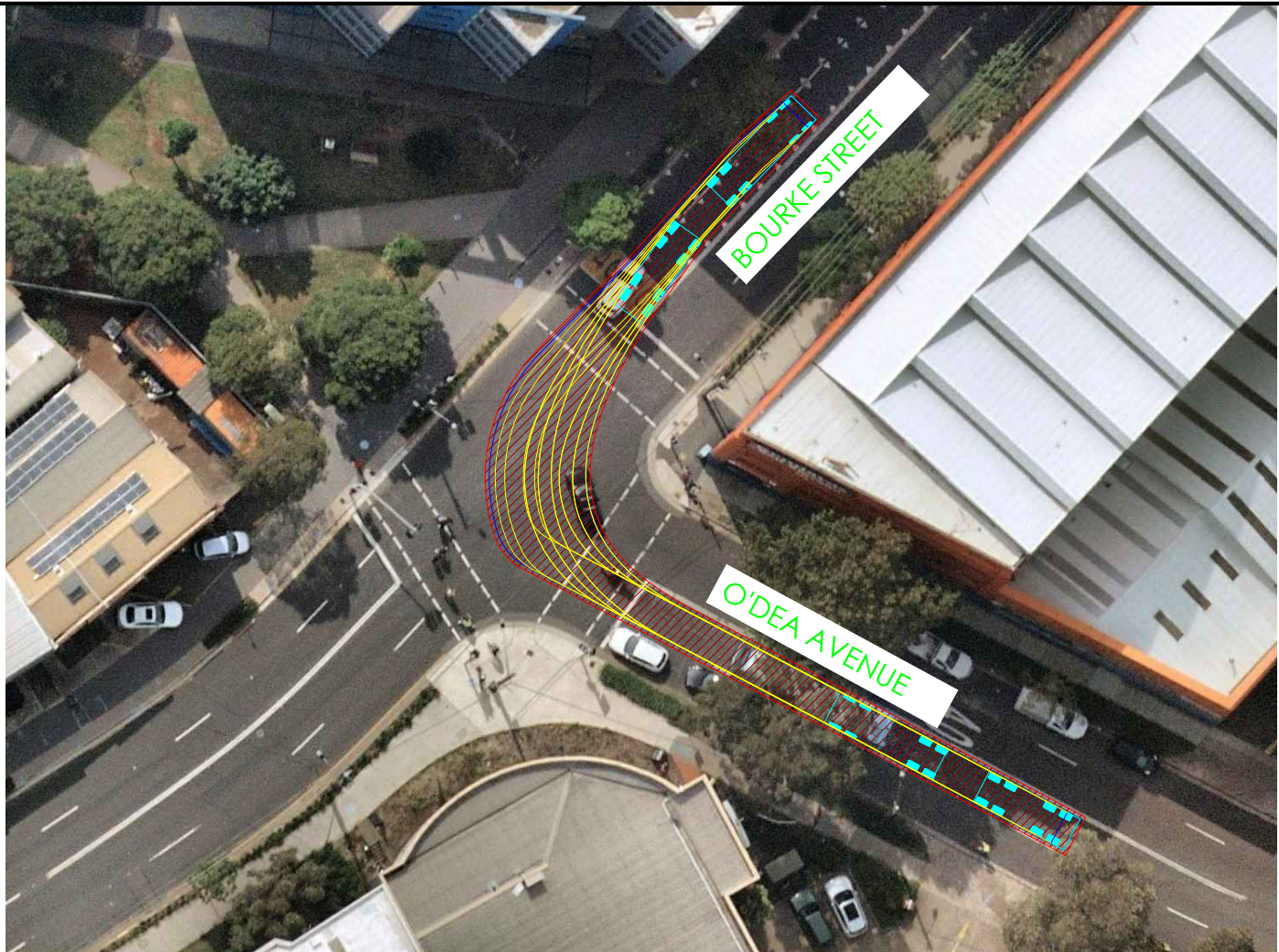
Drawing Title

Swept Path Analysis
19.0m Truck and Dog
Top: Joynton Avenue and Epsom Road
Bottom: Joynton Avenue and O'Dea Avenue

Drawn: SW	Checked: BL	Date: 07-12-20
-----------	-------------	----------------

20.163d04v01 TRAFFIX [2012XX Plans] Design Review - PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.163	DA	TX.05	A



Notes:




This drawing is prepared for information purposes only. It is not to be used for construction.

TRAFFIX is responsible for vehicle swept path diagrams and/or drawing mark-ups only. Base drawing prepared by others.

Vehicle swept path diagrams prepared using computer generated turning path software and associated CAD drawing platforms. Vehicle data based upon relevant Australian Standards (AS/NZS 2890.1:2004 Parking facilities - Off-street car parking; and/or AS2890.2:2002 Parking facilities - Off-street commercial vehicle facilities). These standards embody a degree of tolerance, however the vehicle characteristics in these standards represent a suitable design vehicle and do not account for all variations in vehicle dimensions / specifications and/or driver ability or behaviour.

Rev.	Revision Note	By.	Date

Swept Path Legend

	Wheel Path
	Vehicle Body Envelope
	Clearance Envelope (300mm)

Architect
BVN

Client
School Infrastructure NSW



Project Description
Green Square Primary School
3 Joynton Avenue, Zetland

Drawing Prepared By



Suite 2.08, 50 Holt Street
Surry Hills, NSW 2010
PO Box 1124
Strawberry Hills, NSW 2012

t: +61 2 8324 8700
f: +61 2 9830 4481
w: www.traffix.com.au

Drawing Title
Swept Path Analysis
O'Dea Avenue and Bourke Street
19.0m Truck and Dog
Top: Northern Movement
Bottom: Southern Movement

Drawn: SW Checked: BL Date: 07-12-20

20.163d04v01 TRAFFIX [2012XX Plans] Design Review - PCTMP Swept Paths.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
20.163	DA	TX.06	A