Barker College

Preliminary Construction Traffic Management Plan

Prepared for:

Barker College

13 July 2022

The Transport Planning Partnership

Barker College

Preliminary Construction Traffic Management Plan

Client: Barker College

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Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	13/07/2022	Ashwini Uthishtran	Oasika Faiz	Ken Hollyoak	

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APPENDICES

1 Introduction

1.1 Project Background

This Preliminary Construction Traffic Management Plan (CTMP) supports a State Significant Development Application (SSDA) which has been submitted to the Department of Planning, Infrastructure and Environment (DPIE) pursuant to Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act), for the proposed redevelopment of Barker College at 91 Pacific Highway, Hornsby.

This Preliminary CTMP outlines the principles of the construction management strategy for the redevelopment. A detailed CTMP is to be prepared post SSDA approval, as part of the construction certification.

On 15 December 2021, the DPE issued the Secretary's Environmental Assessment Requirements (SEARS) for SSD-31822612. The relevant SEARs which relate to construction traffic management is as follows.

4. Traffic, Transport and Accessibility

- *Provide an assessment of traffic impacts, which details, but not limited to the following in relation to construction traffic:*
  - *details of anticipated peak hour and daily construction vehicle movements to and from the site and an assessment of cumulative impacts associated with other construction activities.*
  - *an assessment of road safety impacts at key intersection and locations subject to heavy vehicle construction traffic movements and high pedestrian activity.*
  - *details of access arrangements of construction vehicles, construction workers to and from the site, emergency vehicles and service vehicles and any temporary cycling and pedestrian access during construction.*
  - *details of construction programming including the anticipated construction timeframe.*
- *Provide a Construction Traffic Management Plan that details the predicted construction vehicle movements, routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.*

1.2 Purpose of the CTMP

The overall principles of traffic management during the construction phase include:

- Maintain access to/ from adjacent properties.
- Restrict construction vehicle movements to designated routes to/ from the site.
- Manage and control construction vehicle activity in the immediate area of the site.
- Provide an appropriate, convenient and safe environment for pedestrians and cyclists.
- Minimise the impact on pedestrian and cyclist movements.
- Maintain appropriate capacity for pedestrians on the footpath adjacent to the site.
- Maintain appropriate public transport access.
- All construction activity would be carried out in accordance with Hornsby Council's approved hours of work.

This construction traffic and parking assessment report has been prepared by engineers who hold the TfNSW *Prepare a Work Zone Traffic Management Plan* certification.

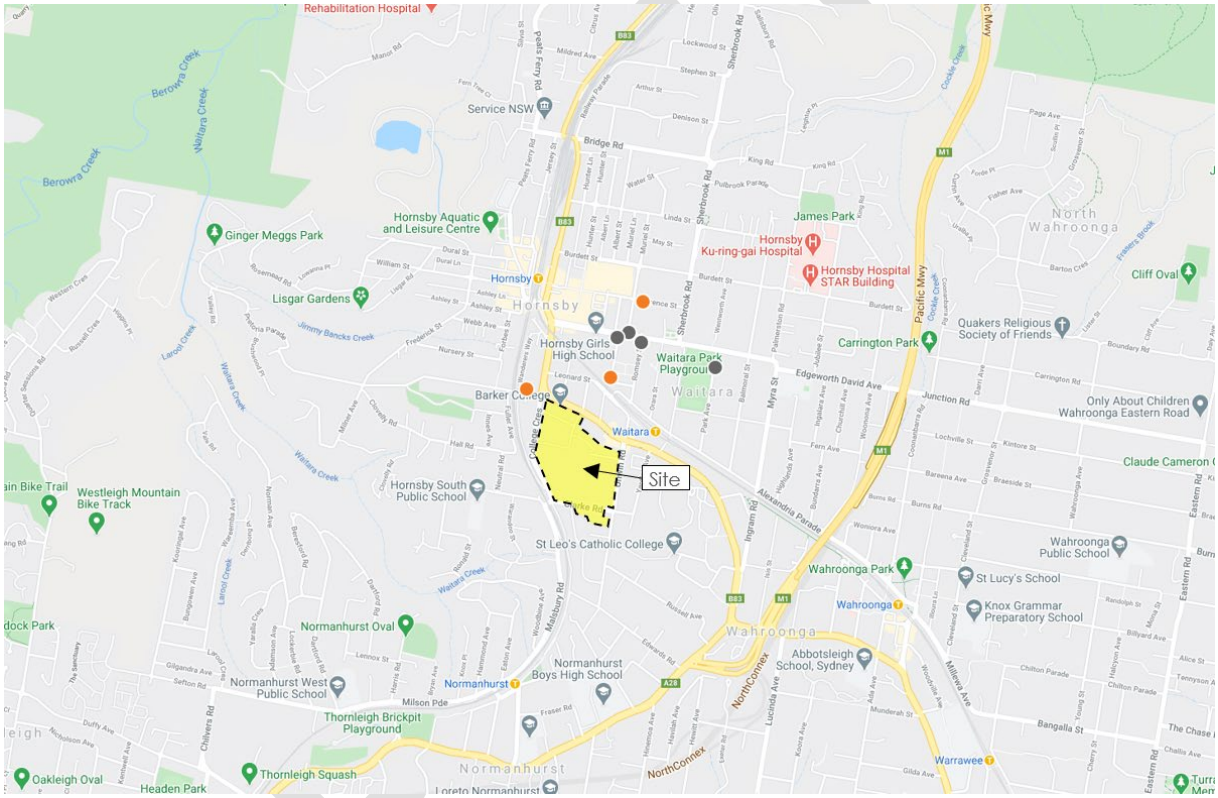
2 Existing Conditions

2.1 Site Description

The site is located at 91 Pacific Highway, Hornsby within the Hornsby Shire Council. It is bound by Pacific Highway to the north, College Crescent to the west, Unwin Road to the east and residential properties to the south. It is surrounded by a mix of residential and commercial uses.

The locational of the site is shown in Figure 2.1

Figure 2.1: Site Context



Basemap: Google Maps (accessed 17/02/2021)

2.2 Surrounding Schools

A number of public and private schools are currently present within the vicinity of Barker College. The following schools are located within 800m radial distance from the site:

- Clarke Road School
- Hornsby South Public School
- Our Lady of the Rosary Catholic Primary School
- St Leo's Catholic College
- Hornsby Girls' High School

The location of these schools is presented in Figure 2.2.

Figure 2.2: Surrounding Schools

Map Source: Nearmap

2.3 Surrounding Road Network

The site is surrounded by a network of state, regional and local roads, including Pacific Highway, College Crescent, Unwin Road and Clarke Road. A brief description of these roads is provided below.

Pacific Highway

Pacific Highway is a state road, aligned generally in the north-south direction along the central east coast of Australia. This road travels along the northern boundary of the site. It is generally configured as a two-way road with six travel lanes. Kerbside parking is permitted on both sides of the roads. Kerbside parking is permitted on some sections of both sides of the road, across a 17.1m wide road carriageway (kerb to kerb). The site is serviced by bus stops along this road.

The road has a posted speed limit of 60km/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.

College Crescent

College Crescent is a regional road, aligned in the north-south direction between Pacific Highway and Clarke Road. This road travels along the western boundary of the site. It is generally configured as a two-way road with two travel lanes and two kerbside parking lanes, across a 11.4m wide road carriageway (kerb to kerb).

No speed limit signage is provided along College Crescent, which indicates a default speed limit of 50 km/h. A 40km/h school zone restriction applies between 8:00am and 9:30am and between 2:30pm and 4:00pm Monday to Friday.

Unwin Road

Unwin Road is a local road, aligned in the north-south direction between Pacific Highway and Edwards Road. This road travels along the eastern boundary of the site. It is generally configured as a two-way road with two travel lanes and two kerbside parking lanes, across an 8.8m wide road carriageway (kerb to kerb).

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.

Clarke Road

Clarke Road is a local road, aligned in the east-west direction between Yardley Avenue and a cul-de-sac. This road divides the site into two sections. It is generally configured as a two-way road with two travel lanes. Kerbside parking permitted on some sections of both sides of the road, across a 7.9m wide road carriageway (kerb to kerb).

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.

2.4 Public Transport Facilities

The site is generally served by bus services operated by Sydney Buses. The nearest railway station is Waitara Station which is located approximately 450m east of the site and Hornsby station is around 800m away. There are bus stops located on Pacific Highway, Yardley Avenue, College Crescent, Neutral Road and Pretoria Parade, within in a 400m radius from the school. Table 2.1 and

Table 2.2 indicate the public and school transport services, associated frequencies, and closest bus stop locations.

Table 2.1: Existing Public Train and Bus Service and Associated Frequencies

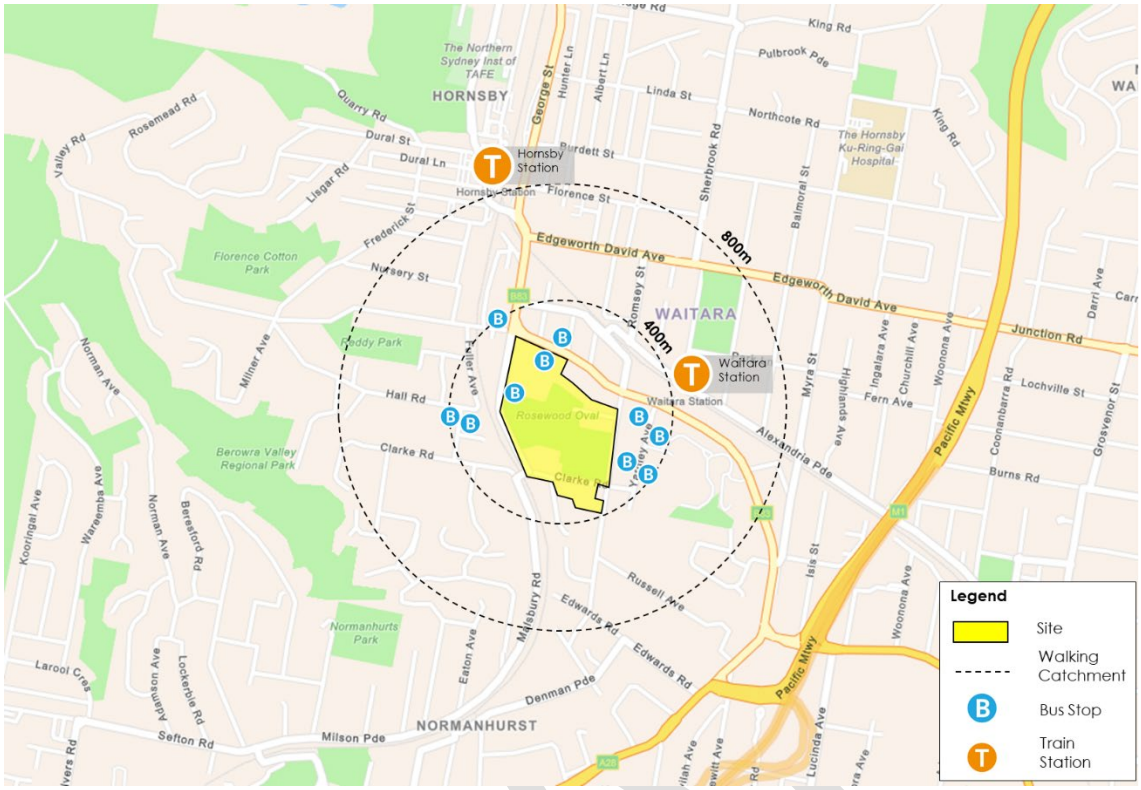
Transport Type	Route	Closest Location	Frequency
Train	T1 (North Shore & Western Line)	Waitara Station	AM peak (every 5-10mins) PM Peak (every 5-10mins)
	T9 (North Shore to Hornsby via City)	Waitara Station	AM peak (every 15 mins) PM Peak (every 10-20 mins)
Bus	587 (Hornsby to Westleigh (Loop Service))	Barker Oval, College Crescent	AM Peak (every 20-40mins) PM Peak (every 30-40mins)
	588 (Hornsby to Normanhurst West (Loop Service))	Pretoria Parade before Pacific Highway	AM Peak (every 15-50mins) PM Peak (every 15-30mins mins)
	589 (Sydney Adventist Hospital to Hornsby)	Barker College, Pacific Highway	AM Peak (every 60 mins) PM Peak (every 60 mins)
	600 (Hornsby to Parramatta)	Pacific Highway at James Street	AM Peak (every 10-20 mins) PM Peak (every 10 mins mins)

Table 2.2: Existing School Bus Services and Associated Frequencies

Transport Type	Route	Closest Location	Frequency
Bus	3002 (Castle Towers to Pacific Highway opposite Edgeworth David Avenue)	Barker College, Pacific Highway	AM peak (1 service)
	3190 (Berowra Station to Northholm Grammar School)	Pacific Highway at James Street	AM peak (1 service)
	3620 (Northholm Grammar to Berowra Station)	Barker College, Pacific Highway	PM peak (1 service)
	8024 (Barker College Junior School to Thornleigh West PS via Pennant Hills)	Barker Oval, College Crescent	AM peak (1 service)
	8067 (Hornsby Station to Normanhurst PS)	Pacific Highway at James Street	AM peak (1 service)
	8108 (Prestoria Parade after Fuller Avenue, Hornsby to Turramurra HS)	Neutral Road at Hall Road	AM peak (1 service)
	8112 (Barker College Junior School to Turramurra School HS)	Barker Oval at College Crescent	AM peak (1 service)
	9024 (Normanhurst PS to Pennant Hills Station via Thornleigh & Waitara)	Yardley Avenue at Pacific Highway	PM peak (1 service)
	9085 (Warrawee PS to Westleigh via Hornsby)	Barker College at Pacific Highway	PM peak (1 service)
	9087 (Mount St Benedict College to Hornsby Station via Westleigh)	Pretoria Parade before Pacific Highway	PM peak (1 service)
	9093 (Normanhurst PS to Hornsby Station)	Pretoria Parade before Pacific Highway	PM peak (1 service)
	9108 (Turramurra HS to Pretoria Parade before Pacific Highway, Hornsby)	Pretoria Parade before Pacific Highway	PM peak (1 service)

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

Figure 2.3: Transport Services within Close Proximity of the Site



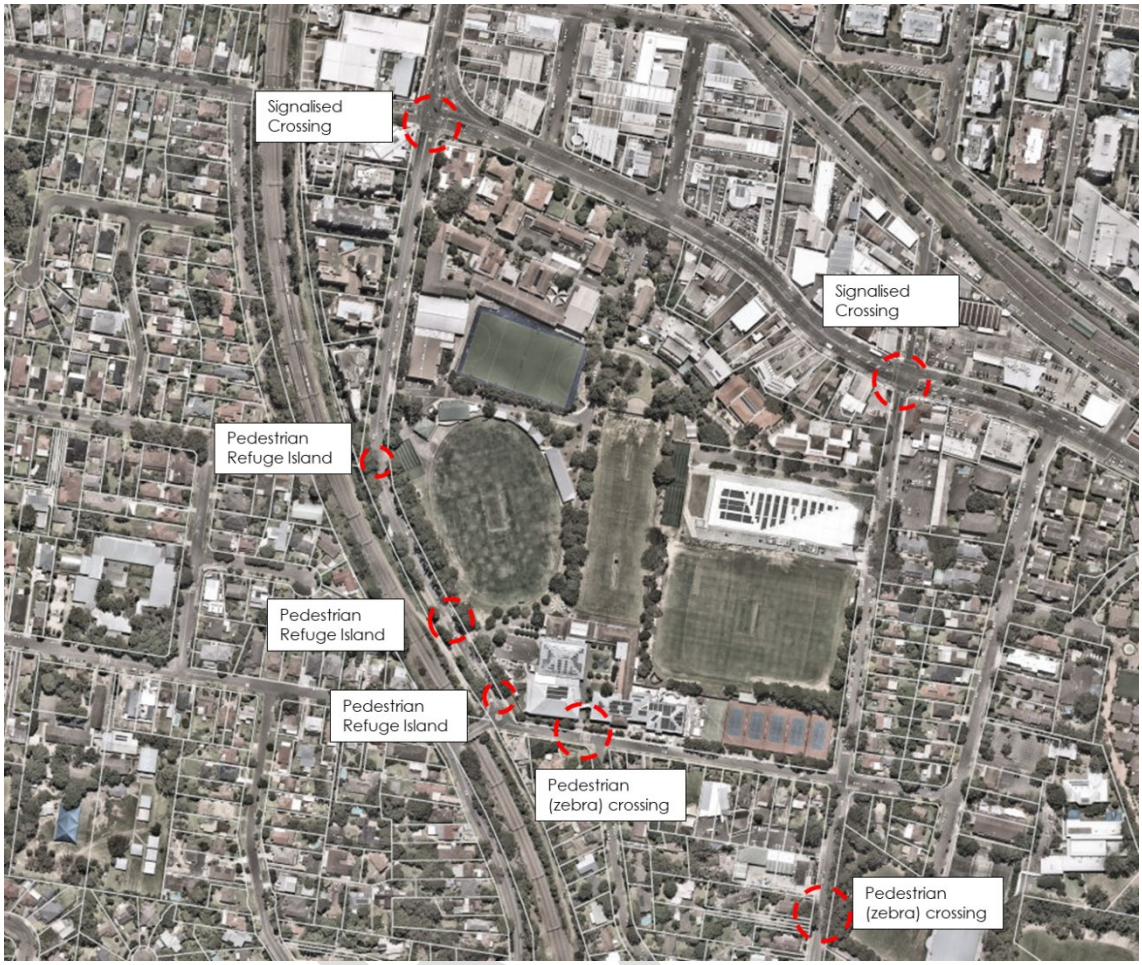
Base map source: Esri (accessed 18/02/2021)

2.5 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 Pacific Highway, Unwin Road, College Crescent and Clarke Road. Signalised crossings, refuge islands and pedestrian (zebra) crossings are present within the site vicinity. It was observed that the signalised pedestrian crossing at Pacific Highway-College Crescent and Pacific Highway-Unwin Road intersections 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

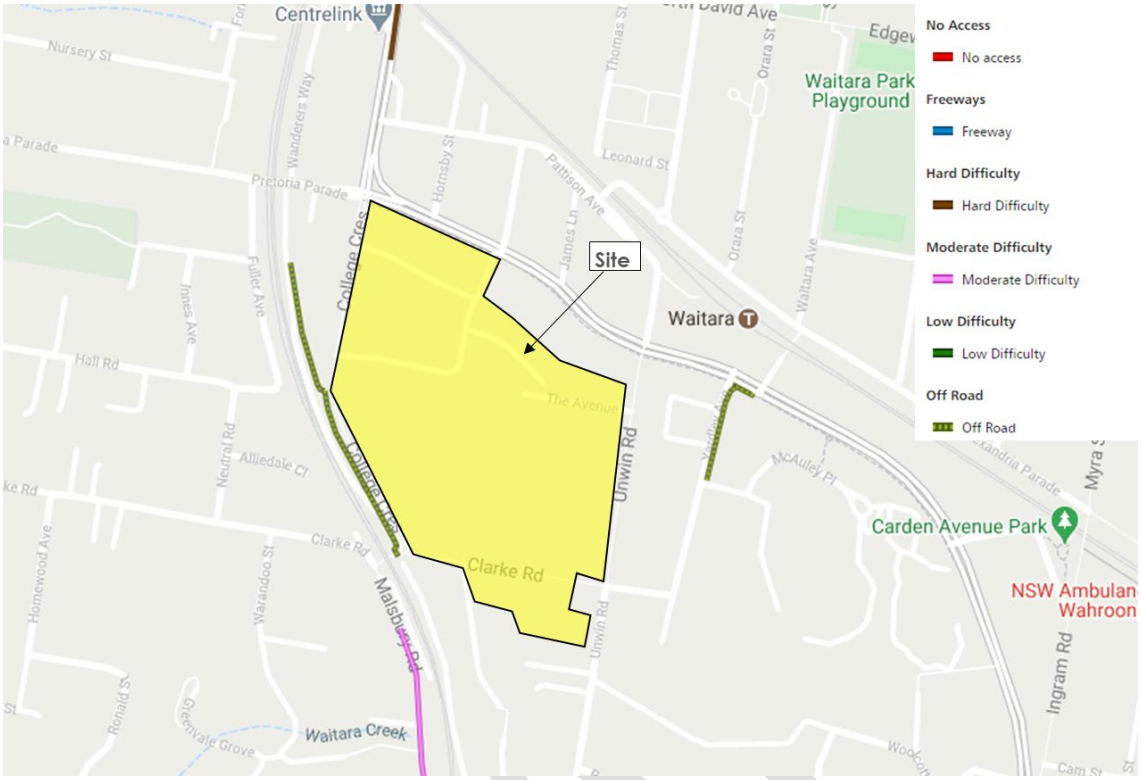


Basemap: Nearmap (accessed 18/02/2021)

2.6 Cyclist Infrastructure

The cycle routes surrounding the site is shown in Figure 2.5. Notably, there are partial off-road cycle routes along College Crescent and Yardley Avenue.

Figure 2.5: Cycle Paths within the Vicinity of the Site



Source: Cycleway Finder (accessed 3/03/2021)

2.7 Car Share Facilities

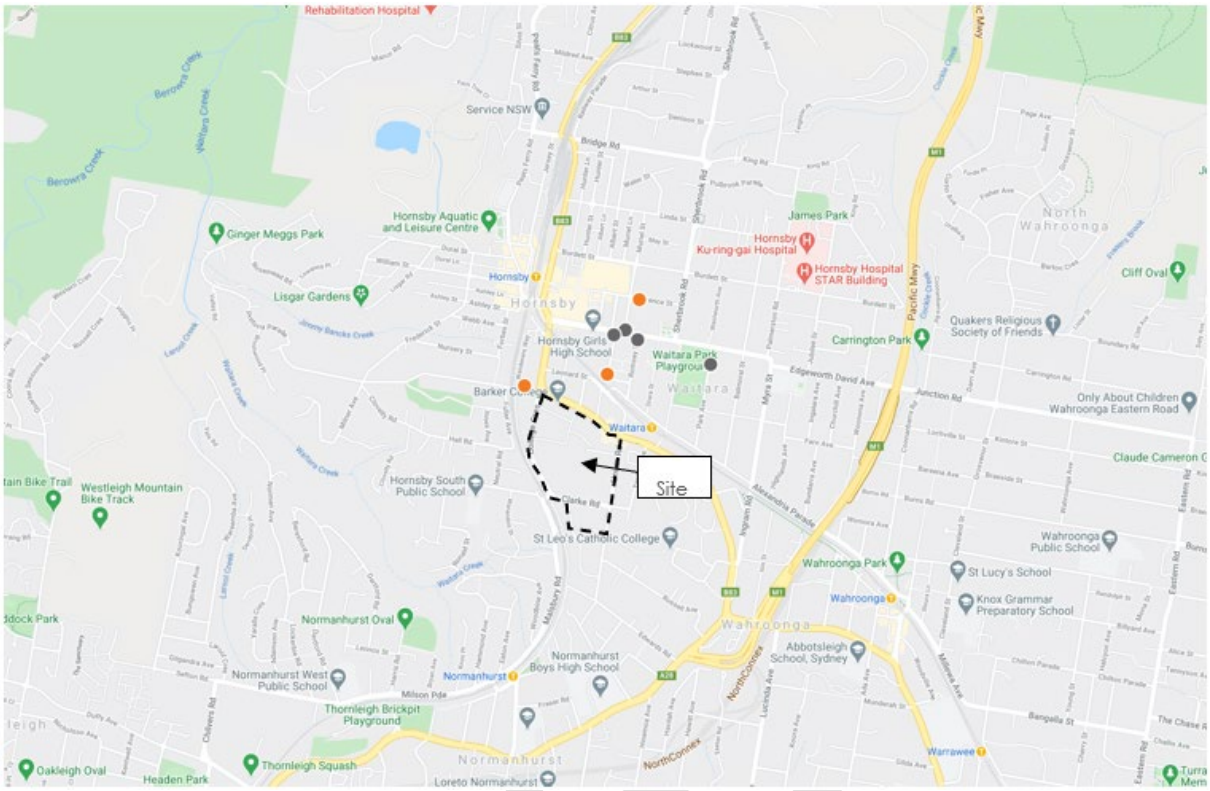
Car share schemes are a flexible, cost effective alternative to car ownership and is a convenient and reliable way for staff to use a car when they need one. GoGet is a car share company operated in Australia, with a number of vehicles available around Hornsby area.

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") which are located either in a parking lot or on a street, typically in a highly populated urban neighbourhood. Members reserve a car via online or telephone and access the vehicle using a key card.

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: https://www.goget.com.au/ (accessed 17/02/2021)

3 Proposed Construction Activities

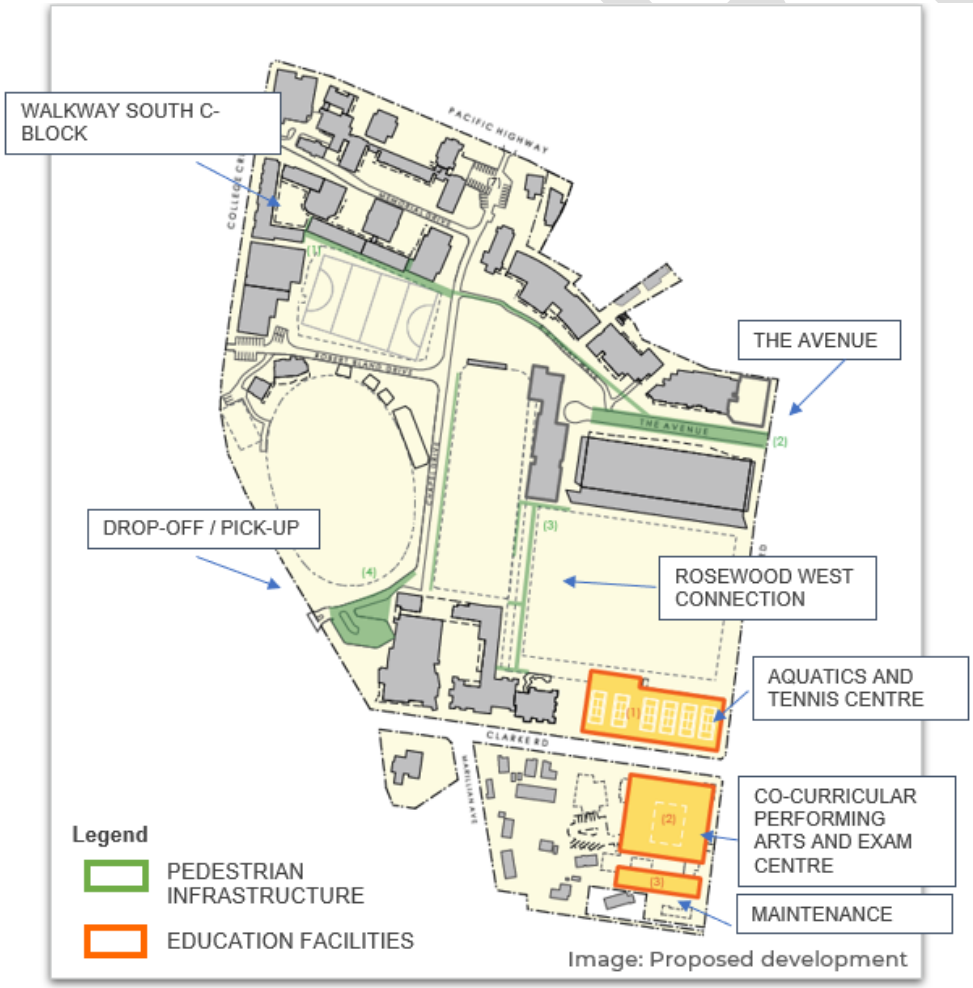
3.1 Description of Construction Staging

The construction of the masterplan is to be undertaken in the three key stages as follows:

- Stage 1 – Construction of elevated pedestrian walkway and awning and demolition of existing road pavement and re-paving with landscaping
- Stage 2 – Demolition of existing dwellings and school facilities and construction of new recital and performing arts centre
- Stage 3 – Demolition of existing structure and construction of new aquatics and tennis facility.

The construction works sites are shown in Figure 3.1.

Figure 3.1: Masterplan Overview



3.2 Duration and Staging Works

The construction works for the proposed development are expected to commence in mid-2023 and be completed by Quarter 1 2029.

Construction works are expected to be carried out over a duration of approximately 60 months. The staging and duration of work activities are summarised in Table 3.1.

Table 3.1: Construction Staging and Duration

Stage	Start Date	Approximate Duration
Stage 1 (Pedestrian Infrastructure Improvements)	Mid 2023	12 months
Stage 2 (Performing Arts Centre)	Quarter 1 2027	24 months
Stage 3 (Clarke St Aquatics and Tennis Centre)	Quarter 1 2029	24 months
Total		60 months

Any works located within the existing pick up/ drop off areas as part of Stage 1, are to be undertaken outside of school operational periods.

3.3 Construction Vehicle Types

Construction vehicles likely to be generated by the proposed construction activities include:

- 6.4m small rigid vehicles (SRV), vans and utility type vehicles for small deliveries.
- 8.8m medium rigid vehicles (MRV)
- 12.5m heavy rigid vehicles (HRV).

HRVs would be the largest vehicle to access the site.

3.4 Work Hours

Construction activities will be carried out in accordance with the following work hours approved by Hornsby Shire 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. Hornsby Shire 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.

Any works located within the existing pick up/ drop off areas as part of Stage 1, is to be undertaken outside of school operational periods.

3.5 Site Access

3.5.1 Stage 1

During Stage 1, vehicles are to enter and exit the site via the existing internal road network of the school. The Stage 1 construction works are split into two;

1. Amenity works within The Avenue
2. Amenity works at Walkway South C-Block and the Pick-Up/ Drop-off facility along Chapel Drive.

The location of these works is shown in Figure 3.1.

Site access to The Avenue works is to be obtained via the existing access off Unwin Road, including both ingress and egress movements.

Site access to the Walkway South C-Block is to be obtained via the existing access off College Crescent (i.e. Robert Bland Drive) for ingress movements and the existing access off Pacific Highway (i.e. Chapel Drive) for egress movements. Egress movements from the Pick-Up/ Drop-off facility on Chapel Drive would be via the existing egress driveway off College Crescent (i.e. Chapel Drive).

The proposed access arrangements allow for a one-way circulation through the school.

3.5.2 Stage 2

Site access during Stage 2 is to be obtained via the existing entry and exit driveways off Clarke Road, during the early demolition and excavation stages.

During the construction of the structure and internal fit-out works, loading activities would be undertaken via a works zone.

3.5.3 Stage 3

Site access during Stage 3 is to be obtained via separate entry and exit driveways off Unwin Road. The existing driveways are anticipated to be used for access during demolition and excavation stages.

At the remaining stages, loading is to be undertaken via work zones along the western side of Unwin Road and the southern side of Clarke Road.

3.5.4 General for All Stages

Site personnel are to assist construction vehicles with entry and exit and manage interactions with pedestrians.

Vehicles are to enter and exit the site or works zone in a forward movement.

3.6 Construction Work Zone

3.6.1 Stage 1

During Stage 1, no works zones are proposed. All loading activities will be undertaken on site.

3.6.2 Stage 2

During Stage 2, a work zone is proposed along the northern side of Clarke Road, along the site frontage. This works zone will require the temporary removal of 13 on-street car spaces.

3.6.3 Stage 3

During Stage 3, work zones are proposed along the southern side of Clarke Road and western side of Unwin Road, along the site frontages.

To enable a works zone along southern side of Clarke Road, the existing westbound traffic lane is to be used as a 2.5m wide works zone. The kerbside parking on the northern side of Clarke Road is to be temporarily removed to enable the remaining 5.5m road width to be used for two-way traffic. Temporary bollards/cones are to be installed to delineate two-way traffic around the works zone. The works zone is to commence around 30m away from the Clarke Road and Unwin Road intersection, to align with existing No Stopping restrictions.

The Unwin Road works zone will temporary occupy 8 on-street spaces, that are currently have No Stopping restrictions between the hours of 8am - 9:30am and 2:30pm - 4pm. Vehicle movements during these hours will not be permitted to the construction site, as discussed in

Section 3.4. As such, the time restricted No Stopping will be maintained during construction works.

The work zone locations are shown in the site management plan provided in Appendix A.

3.7 Construction Worker Parking

No on-site construction staff parking will be provided. All construction staff would be advised to utilise public transport when travelling to and from the site. The nearest railway station is Waitara Station which is located approximately 450m east of the site and Hornsby station is around 800m away. There are bus stops located on Pacific Highway, Yardley Avenue, College Crescent, Neutral Road and Pretoria Parade, within in a 400m radius from the school.

The following measures would be implemented to encourage staff to utilise public transport:

- Provision of a secure tool storage facility on-site to allow tradespeople to safely store tools required for the project.
- During the site induction phase and regular management meetings, staff would be instructed to use public transport when travelling to the site and public transport timetables.

Staff would also be informed of restricted parking conditions on-site and the surrounding road network.

3.8 Construction Vehicle Routes

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 local streets within the vicinity of the site. All truck drivers will be advised of the designated routes to/from the site.

The nominated construction vehicle routes are shown in Figure 3.2 and Figure 3.3.

Figure 3.2: Construction Inbound Routes

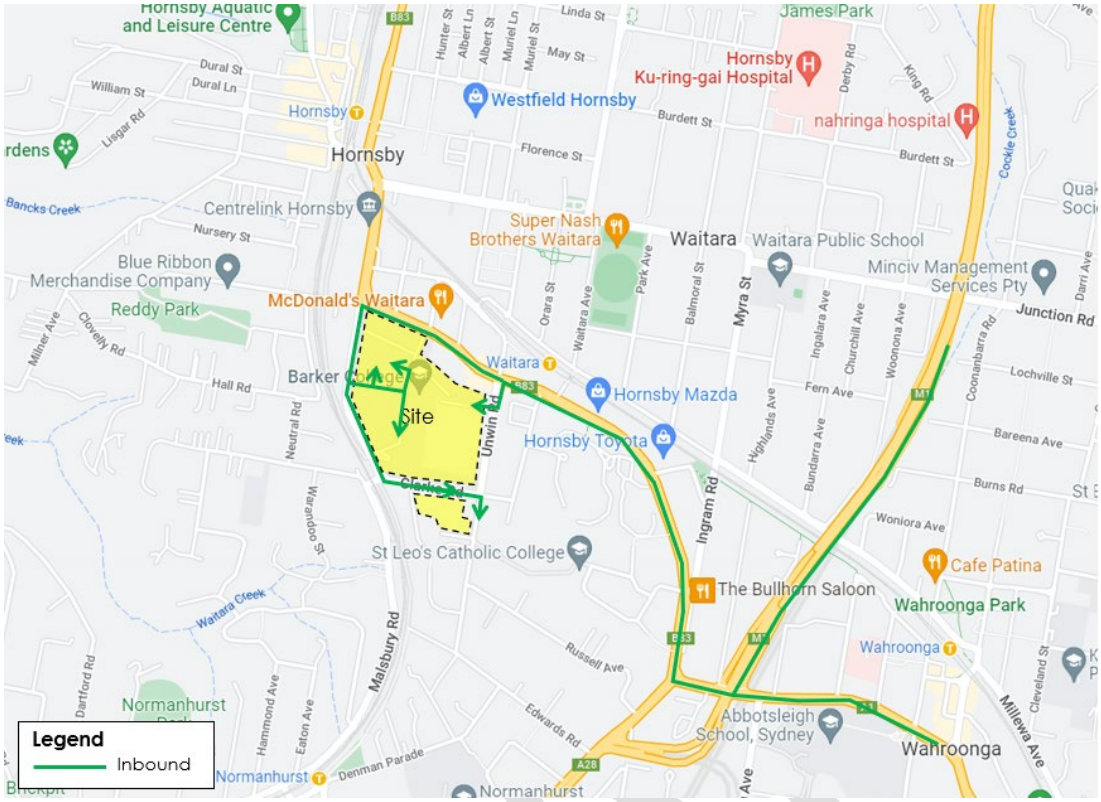
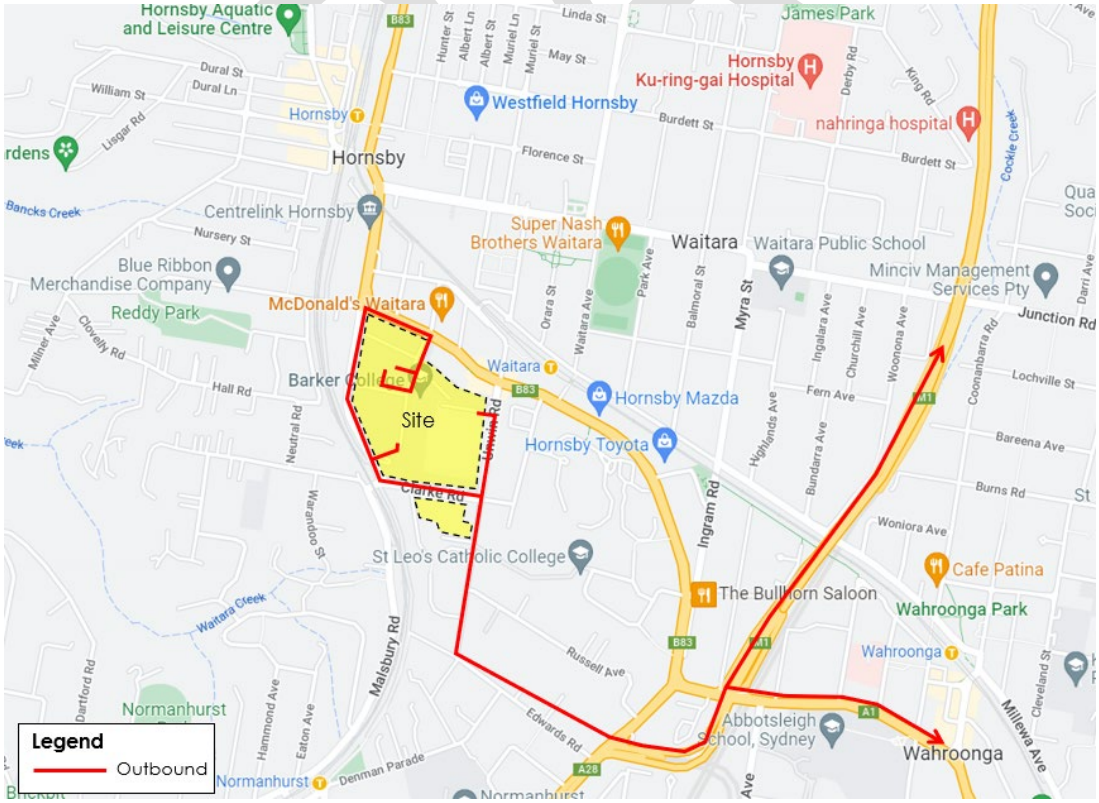


Figure 3.3: Construction Outbound Routes



4 Construction Traffic Assessment and Implications

4.1 Construction Traffic Generation

Vehicle generation to be confirmed by the contractor following appointment and as part of the construction certification process.

However, based upon our experience, it is unlikely that there would be more than 10 trucks per day entering the site. The most intense use would likely take place during the infrequent concrete pours when 6-8 trucks might enter in an hour for a short period. However generally, there would be no more than one to two trucks per hour.

Notwithstanding the above, construction vehicle impacts are to be minimised by restricting vehicle access during peak periods. As discussed in Section 3.4, construction vehicles are to be permitted access outside of school pick up and drop off periods, to minimise impact to traffic flows along the adjoining road network.

4.2 Pedestrian and Cyclists

Temporary fencing is to be installed around the work site boundary.

Class B hoarding is proposed along any works zones for pedestrian protection.

Pedestrian/ cycling access on all pedestrian and cycling facilities surrounding the work site is to be maintained.

All relevant permit approvals will be obtained from Council prior to the commencement of such construction works.

4.3 Public Transport

Construction activities are not expected to result in any impact on existing public transport services or infrastructure.

4.4 Emergency Vehicles

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

5 Construction Traffic Management Measures

5.1 Inspection of Traffic Control Measures

Site-specific traffic control plans (TCP) are to be prepared as part of the detailed CTMP.

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.

Temporary traffic controls will be regularly inspected by the contractor to identify potential safety hazards to enable implementation of corrective solutions.

Daily inspections and maintenance of controls will be undertaken by the contractor and maintenance will be recorded on days that truck movements are scheduled to occur.

The site supervisor will check all relevant traffic control management measures on-site prior to commencement of works each day on days that truck movements are scheduled to occur.

5.2 Monitoring

Monitoring under this CTMP will be undertaken by the contractor during weekly inspections of construction vehicle activities to monitor conformance with the requirements of the Council and this plan. Weekly inspections will focus on the following key issues:

- Safe movement of traffic and pedestrians
- Signage and barriers are clearly visible
- Construction roads support safe working and driving
- Safety of persons and property in and around the worksite.

Traffic will be monitored on the road networks including construction vehicle movements entering and departing the work site.

5.3 Site Inspections and Record Keeping

The construction work will be monitored to ensure that it proceeds as set out in the CTMP. A daily inspection before the start of any construction activity shall take place to ensure that conditions accord with those stipulated in the plan and that there are no potential hazards. Any possible adverse impact shall be recorded and dealt with as they arise.

5.4 Truck Routes

Protocols must be in place to ensure:

- Site induction shall include procedures for accessing the site
- Drivers adhere to the nominated truck routes, as shown in Figure 3.2
- Drivers shall be aware of pedestrians and cyclists in the vicinity of the site
- All trucks are to enter and leave the site in a forward direction
- Promote road safety and obey the NSW road rules at all times
- Drivers are not driving under the influence of drugs and alcohol
- Drivers shall be aware of the speed limits of the surrounding roads, and
- No queuing and truck marshalling is to occur on public roads.

5.5 Site Induction

All staff employed on the site by the construction contractor shall be required to undergo a site induction. The induction shall include permitted access routes to and from the proposed work site for site personnel and construction vehicles as well as standard environmental, OH&S, driver protocols and emergency protocols. The workers will be encouraged to use public transport to travel to/from the site during the induction.

5.6 Heavy Vehicle Loads Requirements

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

6 Conclusion

This CTMP has been prepared to document the proposed construction activities and associated construction traffic management measures necessary to facilitate the redevelopment of Barker College at 91 Pacific Highway, Hornsby.

The key findings contained in this CTMP are as per below.

- The construction is expected to commence in mid-2023 with an estimated completion date in Quarter 1 2029.
- Vehicle generation to be confirmed by the contractor following appointment
- However, based upon our experience, it is unlikely that there would be more than 10 trucks per day entering the site. The most intense use would likely take place during the infrequent concrete pours when 6-8 trucks might enter in an hour for a short period. However generally, there would be no more than one to two trucks per hour.
- Construction vehicles are to be permitted access only outside of school pick up and drop off periods, to minimise impact to traffic flows along the adjoining road network.
- The safety of pedestrians and cyclists will not be impacted as a result of the construction activities.
- It is proposed that loading/unloading of trucks will occur within the site during Stage 1 and via work zones in Stage 2 and Stage 3.
- 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.

Appendix A

Preliminary Site Management Plans

- COMPLY WITH RELEVANT AUTHORITIES REQUIREMENTS
- COMPLY WITH THE BUILDING CODE OF AUSTRALIA
- COMPLY WITH ALL RELEVANT AUSTRALIAN STANDARDS
- DIMENSIONS IN MILLIMETRES
- USE FIGURES DIMENSIONS ONLY
- DO NOT SCALE
- IF DISCREPANCY EXISTS NOTIFY ARCHITECT
- COS - CONFIRM ON SITE
- IF IN DOUBT ASK

CAD File: 2025-BARKER FUTURE_CBLOCK+HOCKEY v3

LEGEND

BG	BOX GUTTER	**SC**	STEEL COLUMN
BK	BRICK	**SK**	SINK
BW	BLOCKWORK	**ST**	STONE
EX-FL	EXISTING FLOORING	**TC**	TERRACOTTA TILE
CONC	CONCRETE	**TDK**	TIMBER DECK
CPT	CARPET	**TF**	TIMBER FLOOR
CTP	COOKTOP	**TLE**	CERAMIC TILE
DP	DOWNPIPE		
FR	FRIDGE		
FW	FLOOR WASTE		
JU	JOINERY UNIT		
PV	PHOTOVOLTAIC PANEL		
RWO	RAINWATER OUTLET		

LEGEND

- EXISTING ELEMENTS TO BE RETAINED
- EXISTING ELEMENTS TO BE DEMOLISHED
- PROPOSED NEW WORKS

ISSUE	DATE	REVISION

DRAWN BY TO, NG **CHECKED BY** NG

IF ISSUE IS INITIALED AS CHECKED DRAWING CAN BE CONSIDERED APPROVED UNDER NMA QUALITY MANAGEMENT SYSTEM

BARKER COLLEGE: SSDA PROJECTS

91 Pacific Highway Hornsby NSW 2077 Australia

FOR **Barker College**

NEESON MURCUTT + NEILLE
NEESON MURCUTT ARCHITECTS PTY LTD
L1 9 ROSLYN ST POTTS POINT 2011 T: 8203 1870
NOMINATED ARCHITECT : RACHEL NEESON No. 6692

NO	REV	TITLE	PHASE	SCALE	DATE
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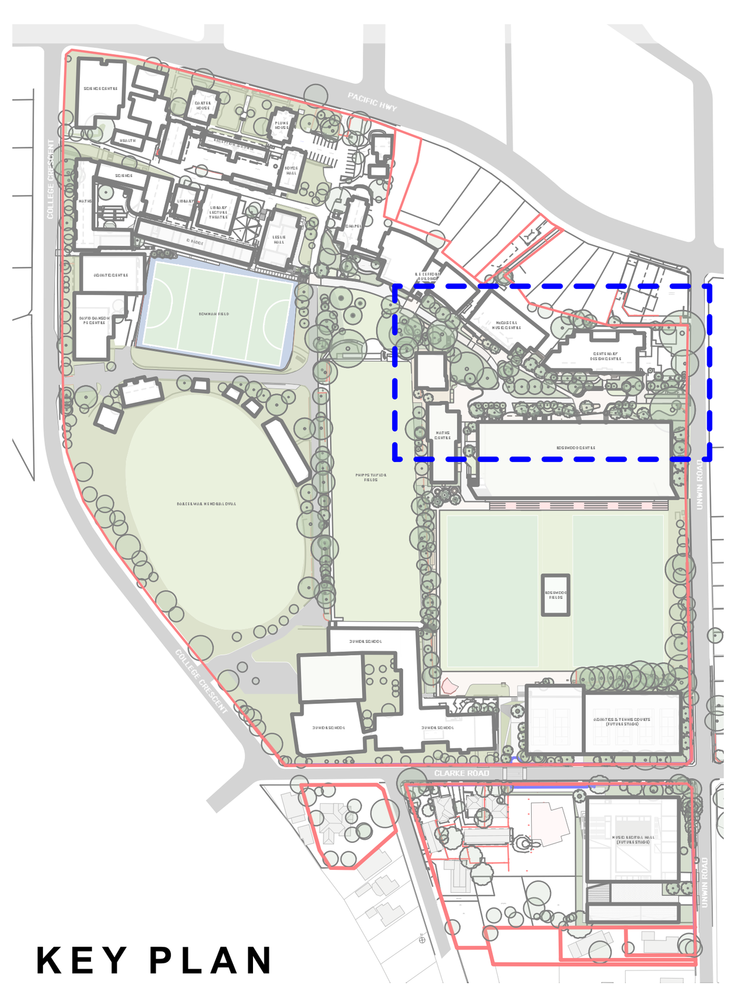
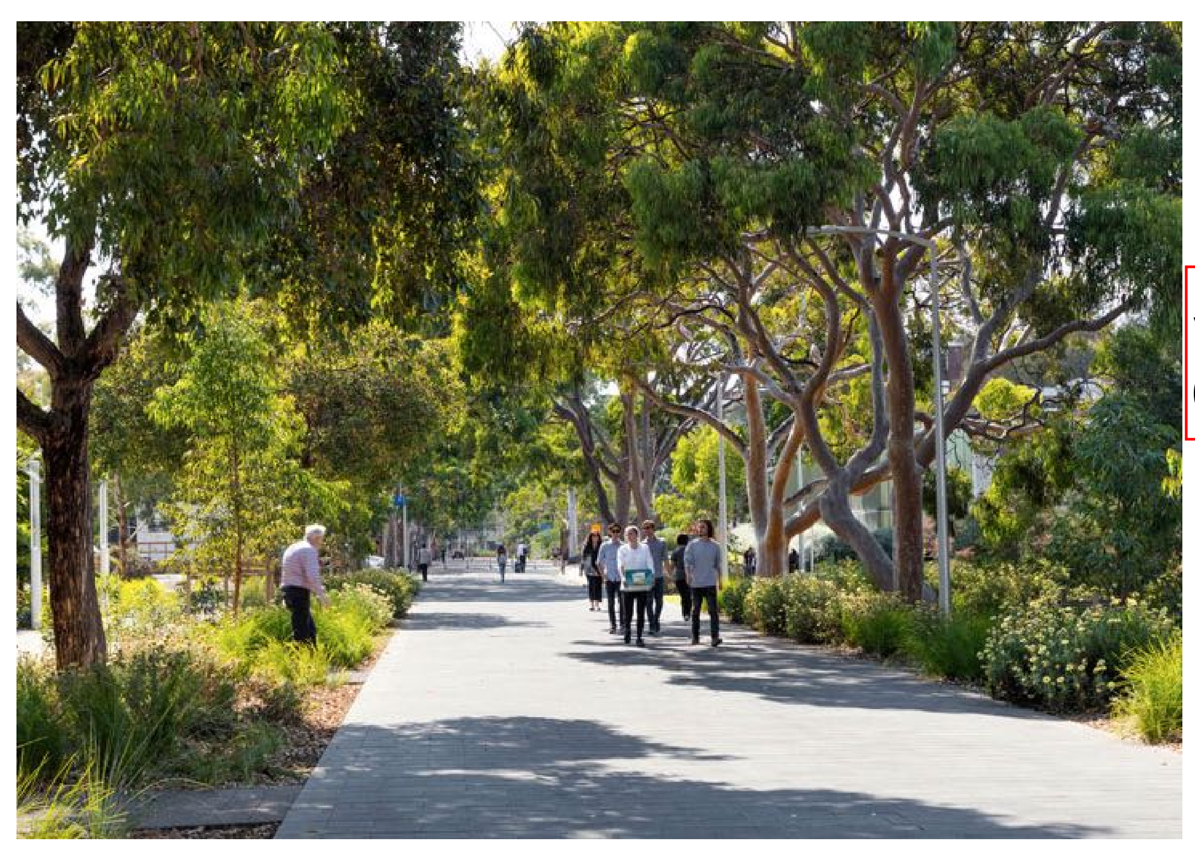


KEY PLAN



PRELIMINARY
NOT FOR CONSTRUCTION

Rev	Amendment	Date	By
A	Draft SSDA	27/04/22	GD
B	Draft SSDA	13/05/22	GD

N

0 2 4 6 8 10m

CLIENT: Barker College
ARCHITECT: Neeson Murcutt + Neille
SCALE: 1:250
SIZE: A1
CHECKED: GD
DRAWN: KR
STAGE: SSDA

DWG. TITLE
The Avenue Landscape Plan

PROJECT
Barker College

NEESON MURCUTT + NEILLE

360
Level 1, 1 Mary's Place
Surry Hills, 2010
P 02 9332 3601
W 360.net.au
ABN 90 146 901 322

LA-DA-08

ROBERT BLAND DRIVE

JUNIOR SCHOOL

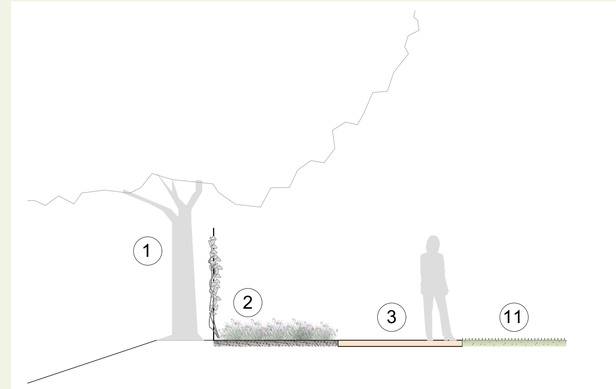
PHIPPS TAYLOR
FIELD

MATHS CENTRE
(under construction)

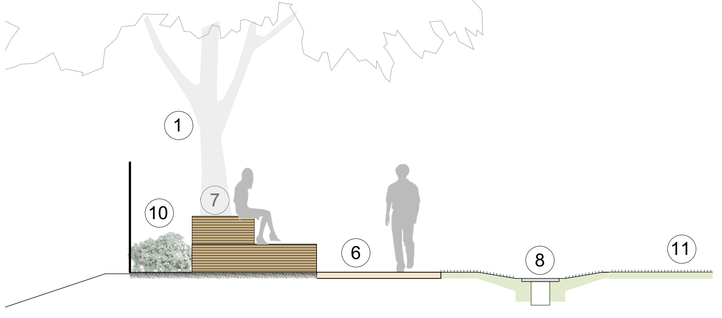
ROSEWOOD FIELDS

Standard Temporary Perimeter Site Fencing

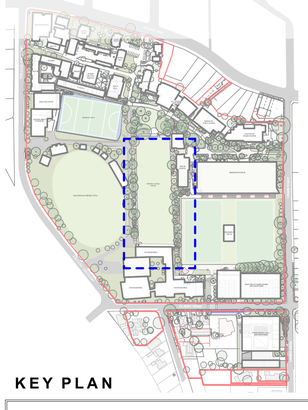
Site Amenities and Office



SECTION A



SECTION B



KEY PLAN

1. EXISTING TREES TO BE RETAINED AND PROTECTED NEW SUPPLEMENTARY UNDERPLANTING
2. EXISTING CHAINLINK FENCE WITH NEW CLIMBERS AND UNDERPLANTING
3. NEW PATH CONNECTION TO JUNIOR SCHOOL ACRYLIC SPORTS SURFACE
4. EXISTING PATH
5. RECONFIGURED STAIR CONNECTION FROM JUNIOR SCHOOL TO ROSEWOOD FIELDS
6. NEW PATH FROM ROSEWOOD / MATHS TO SOUTHERN PRECINCT ACRYLIC SPORTS SURFACE
7. TIM[illegible]RMS FOR SOCIAL AND SPE[illegible]
8. SHA[illegible]RMWATER COLLECTION
9. SOCIAL SEATING PLATFORMS & CIRCULAR SEATING BENCHES
10. NEW UNDERPLANTING TO GARDEN BED
11. EXISTING TURF SPORTS FIELD

PRELIMINARY
NOT FOR CONSTRUCTION

Rev	Amendment	Date	By
A	Draft SSDA	27/04/22	GD
B	Draft SSDA	13/05/22	GD

N 0 2 4 6 8 10m

IMPORTANT NOTES:
Do not scale from drawing.
All discrepancies to be brought to the attention of the Project Landscape Architect
Larger scale drawings and written dimensions take preference. All dimensions in mm unless otherwise stated.
All tree dimensions and RLs in metres.
All RLs to Australian Height Datum.
Verify all dimensions on site before the commencement of any works.
Contractors shall locate and protect all services prior to construction.
All work shall be carried out in accordance with BCA and Local Government Regulations.
Structural Details shall be subject to Engineer's Specifications.
Drainage & Water Feature Details shall be subject to Hydraulic Engineer's Specifications.
All work shall be carried out in a professional manner by Qualified Tradesmen according to Landscape Drawings and Specifications.
No responsibility will be taken by 360 Degrees Landscape Architects Pty Ltd for any variations in design, construction method, materials specified, and general specifications without permission from the Project Engineer or Landscape Architect.

CLIENT
Barker College

CHECKED
GD

ARCHITECT
Neeson Murcutt + Neille

DRAWN
KR

SCALE
1:250

SIZE
A1

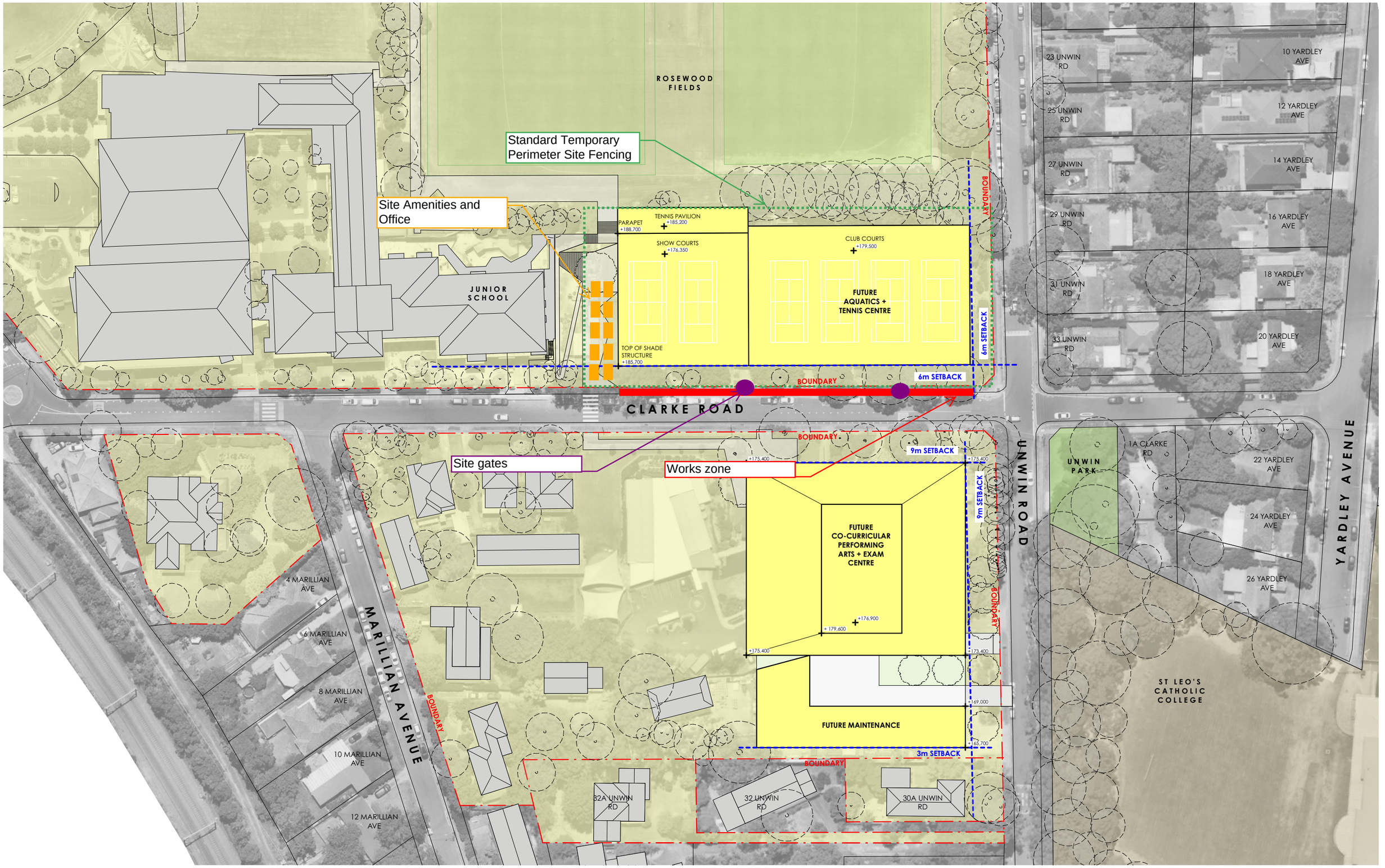
STAGE
SSDA

DWG. TITLE
Phipps Taylor & Rosewood Landscape Plan

PROJECT
Barker College

NEESON MURCUTT + NEILLE
360°
Level 1, 1 Mary's Place
Surry Hills, 2010
P 02 9332 3601
W 360.net.au
ABN 90 146 901 322

LA-DA-09



- COMPLY WITH RELEVANT AUTHORITIES REQUIREMENTS
- COMPLY WITH THE BUILDING CODE OF AUSTRALIA
- COMPLY WITH ALL RELEVANT AUSTRALIAN STANDARDS
- DIMENSIONS IN MILLIMETRES
- USE FIGURES DIMENSIONS ONLY
- DO NOT SCALE
- IF DISCREPANCY EXISTS NOTIFY ARCHITECT
- COS - CONFIRM ON SITE
- IF IN DOUBT ASK

CAD File: 2025-BARKER FUTURE_RECITAL HALL

LEGEND

BG	BOX GUTTER	**SC**	STEEL COLUMN
BK	BRICK	**SK**	SINK
BW	BLOCKWORK	**ST**	STONE
EX-FL	EXISTING FLOORING	**TC**	TERRACOTTA TILE
CONC	CONCRETE	**TDK**	TIMBER DECK
CPT	CARPET	**TF**	TIMBER FLOOR
CTP	COOKTOP	**TLE**	CERAMIC TILE
DP	DOWNPIPE		
FR	FRIDGE		
FW	FLOOR WASTE		
JU	JOINERY UNIT		
PV	PHOTOVOLTAIC PANEL		
RWO	RAINWATER OUTLET		

LEGEND

EXISTING ELEMENTS TO BE RETAINED

EXISTING ELEMENTS TO BE DEMOLISHED

PROPOSED NEW WORKS

ISSUE	DATE	REVISION

DRAWN BY **CHECKED BY**

IF ISSUE IS INITIALED AS CHECKED DRAWING CAN BE CONSIDERED APPROVED UNDER NMA QUALITY MANAGEMENT SYSTEM

Barker College: SSDA Projects
91 Pacific Highway Hornsby 2077 NSW

FOR **Barker College**

NEESON MURCUTT + NEILLE
NEESON MURCUTT ARCHITECTS PTY LTD
L1 9 ROSLYN ST POTTS POINT 2011 T: 8203 1870
NOMINATED ARCHITECT : RACHEL NEESON No. 6692

NO	REV	TITLE	PHASE	SCALE	DATE
DA10.01		**CONCEPT ENVELOPES**	**SSDA**	**1:1000 @A3**	**25/5/22**

ROSEWOOD FIELDS

JUNIOR SCHOOL

PARAPET +188.700

TENNIS PAVILION +185.200

SHOW COURTS +176.350

TOP OF SHADE STRUCTURE +185.700

CLUB COURTS +179.500

FUTURE AQUATICS + TENNIS CENTRE

BOUNDARY

6m SETBACK

Works zone

CLARKE ROAD

BOUNDARY

9m SETBACK

+175.400

FUTURE CO-CURRICULAR PERFORMING ARTS + EXAM CENTRE

+176.900

+ 179.600

+175.400

+173.400

+169.000

+165.700

FUTURE MAINTENANCE

3m SETBACK

BOUNDARY

Site Amenities and Office

Standard Temporary Perimeter Site Fencing

Site gates

UNWIN ROAD

UNWIN PARK

YARDLEY AVENUE

ST LEO'S CATHOLIC COLLEGE

MARILLIAN AVENUE

BOUNDARY

23 UNWIN RD

25 UNWIN RD

27 UNWIN RD

29 UNWIN RD

31 UNWIN RD

33 UNWIN RD

32A UNWIN RD

32 UNWIN RD

30A UNWIN RD

1A CLARKE RD

4 MARILLIAN AVE

6 MARILLIAN AVE

8 MARILLIAN AVE

10 MARILLIAN AVE

12 MARILLIAN AVE

10 YARDLEY AVE

12 YARDLEY AVE

14 YARDLEY AVE

16 YARDLEY AVE

18 YARDLEY AVE

20 YARDLEY AVE

22 YARDLEY AVE

24 YARDLEY AVE

26 YARDLEY AVE

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The Transport Planning Partnership
Suite 402 Level 4, 22 Atchison Street
St Leonards NSW 2065

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@ttpp.net.au

www.ttpp.net.au