



PRELIMINARY CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT PLAN

Eileen O'Connor Catholic School
84 Gavenlock Road, Mardi NSW 2259
SSD - 67173718

Reference: 23.104r02v05
Date: July 2025

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

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

DOCUMENT VERIFICATION

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Client	Catholic Schools Broken Bay			
Revision	Date	Prepared By	Checked By	Signed
v05	07/07/2025	Stephan Hoang	Ben Liddell	

SafeWork NSW CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	Ben Liddell	Card No.	TCT0008166

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1. INTRODUCTION

TRAFFIX has been commissioned by Catholic Schools Broken Bay to prepare a Preliminary Construction Traffic and Pedestrian Management Plan (CTPMP) in support of a State Significant Development Application (SSDA) relating to a proposed school development located at Lot 9 Section 4 on DP3368, Mardi, NSW. The subject site is located within the Central Coast Local Government Area.

As part of the application process, the Secretary's Environmental Assessment Requirements (SEARs) have been issued for the proposal (SSD-67173718). This report documents the preliminary construction traffic management arrangements and methodology relating to the proposed works and should be read in conjunction with any other construction documentation prepared in relation to the SSDA works. It should be noted that a comprehensive CTPMP will be prepared once a builder has been appointed to the project and the exact construction methodology is determined.

The report is structured as follows:

- Section 2: Outlines SEARs responses
- Section 3: Describes the site and its location
- Section 4: Documents existing traffic conditions
- Section 5: Describes the preliminary construction programme
- Section 6: Outlines the proposed traffic management arrangements
- Section 7: Concludes the report

2. SEARS RESPONSES

A response to each relevant requirement of the Secretary's Environmental Assessment Requirements (SEARs) is provided below, including references to sections of this report where applicable.

Table 1: SEARs Requirements and References

SEARs Requirements	Reference
Traffic, Transport and Accessibility	
An analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.	Refer to Transport and Accessibility Impact Assessment prepared separately
Details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	Refer to Transport and Accessibility Impact Assessment prepared separately
Analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), potential queuing in drop-off/pick-up zones and bus bays during peak periods, identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict), and any cumulative impact from surrounding approved developments.	Refer to Section 6.2
Measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms (including proposed arrangements with local councils or government agencies) of delivery of any infrastructure improvements in accordance with relevant standards.	Refer to Transport and Accessibility Impact Assessment prepared separately
Measures to promote sustainable travel choices for employees, students and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan.	Refer to Green Travel Plan prepared separately
A preliminary operational traffic and access management plan for the development, including drop-off/pick-up zones, bus bays and their operations.	Refer to Transport and Accessibility Impact Assessment prepared separately
Provide a Construction Traffic Management Plan detailing predicted construction vehicle 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.	Refer to Section 6

3. LOCATION AND SITE

The proposed site is within the north-western corner of the existing St Peters Catholic College site at 84 Gavenlock Road, Mardi (Lot 9, Section 4 in Deposited Plan (DP) 3368). The proposed Eileen O'Connor Catholic School site (identified in red) will have an area of 1.284 hectares, with frontage to Keefers Glen. In a regional context, it is located approximately 1.27 kilometres north-west of Tuggerah Railway Station and is approximately 15 kilometres north-east of the Gosford Central Business District.

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



Figure 1: Location Plan



Figure 2: Site Plan

4. EXISTING TRAFFIC CONDITIONS

4.1 Road Network

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

- Pacific Highway: a TfNSW Highway (HW 10) that traverses in a north-south direction between the Queensland Border in the north and the Warringah Freeway in the south. Within the vicinity of the site, the Pacific Highway accommodates three (3) lanes of traffic within a divided carriageway and is subject to a 110km/hr speed zoning.
- Wyong Road: an TfNSW Main Road (MR 335), that generally traverses north-south between Old Maitland Road in the north and the intersection of The Entrance Road and Central Coast Highway in the south. In the vicinity of the site, Wyong Road generally accommodates two (2) lanes of traffic in each direction and is subject to a 70km/h speed zoning.
- Woodbury Park Drive: a local collector road that generally traverses north-south between Gavenlock Road in the north and Wyong Road in the south. In the vicinity of the site, Woodbury Road generally accommodates a single lane of traffic in each direction and is subject to a 50km/h speed zoning. Unrestricted kerbside parking is permitted along either side of the road.
- Gavenlock Road: a local road that generally traverses north-south between McPherson Road in the north and Anzac Road in the south. In the vicinity of the site, Gavenlock Road generally accommodates a single lane of traffic in each direction and is subject to 'School Zone' restrictions of 40km/h speed limits between 8:00am-9:30am and 2:30pm-4:00pm on school days and a speed limit of 50km/h outside of these times. Unrestricted

kerbside parking is generally permitted along either side of the road.

- **Brickendon Avenue:** a local road that traverses east-west between Woodbury Park Drive in the east and The Sheiling in the west. Brickendon Avenue accommodates a single lane of traffic in each direction and is subject to a 50km/h speed zoning. Unrestricted kerbside parking is permitted along either side of the road.
- **Wagners Place:** a local road that traverses north-south between a cul-de-sac in the north and Woodbury Park Drive in the south. Wagners Place accommodates a single lane of traffic in each direction and is subject to a 50km/h speed zoning. Unrestricted kerbside parking is permitted along either side of the road.
- **Deloraine Glen:** a local road that traverses east-west between a cul-de-sac in the east and Wagners Place in the west. Deloraine Glen accommodates a single lane of traffic in each direction and is subject to a 50km/h speed zoning. Unrestricted kerbside parking is permitted along either side of the road.
- **Keefers Glen:** a local road that traverses north-south between Brickendon Avenue in the north and Deloraine Glen in the south. Keefers Glen generally accommodates a single lane of traffic in each direction and is subject to a 50km/h speed zoning. Unrestricted kerbside parking is permitted along either side of the road.

It can be seen from Figure 3 that the site is conveniently located with access to collector roads, and main arterial road serving the region, being Woodbury Park Drive and Wyong Road. As such, traffic can effectively be distributed onto the wider road network, minimising traffic impacts.

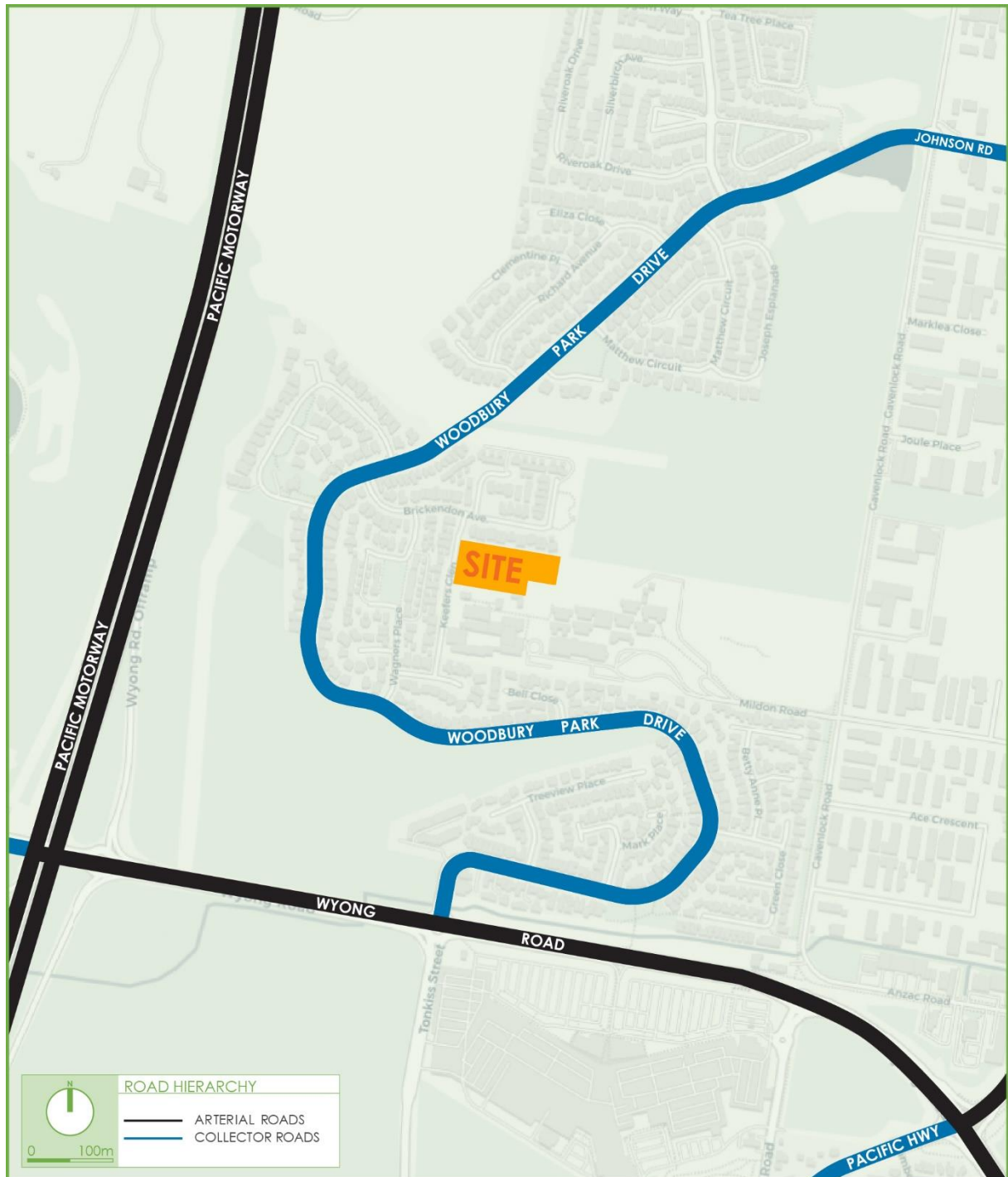


Figure 3: Road Hierarchy

4.2 Sustainable Transport Options

4.2.1 Public Bus Services

The existing bus services that operate in the locality are shown in **Figure 4**, with the routes outlined as follows:

- 16 – The Entrance to Wyong
- 19 – Wyong to Gosford
- 24 – The Entrance to Wyong
- 26 - The Entrance to Wyong

It can be seen from Figure 4 that the school benefits from several bus services operating in the locality, with bus stops located in either direction within 250 metres of the site along Woodbury Park Drive.

Additionally, there are also existing bus services that provide pickup within St Peter's Catholic College in the afternoon, these include:

- 37 - Tuggerah to Gosford via Lisarow
- 79 - Lake Haven to Tuggerah via Woongarah, Hamlyn Terrace & Wattanobi
- 80 - Tuggerah to Lake Haven via Pacific Hwy & Lake Haven Dr
- 82 - Lake Haven to Tuggerah via Wyongah, Tuggerawong & Tacoma
- 93 - Noraville to Tuggerah via Wyong & Toukley

4.2.2 Railway Services

The school is also serviced by Tuggerah Railway Station which is located approximately 1.3 kilometres southeast of the site, which provides services along the CCN Central Coast and Newcastle Line and South Coast Line, linking the site to the Sydney CBD, Hornsby, Newcastle, and the surrounding railway network.

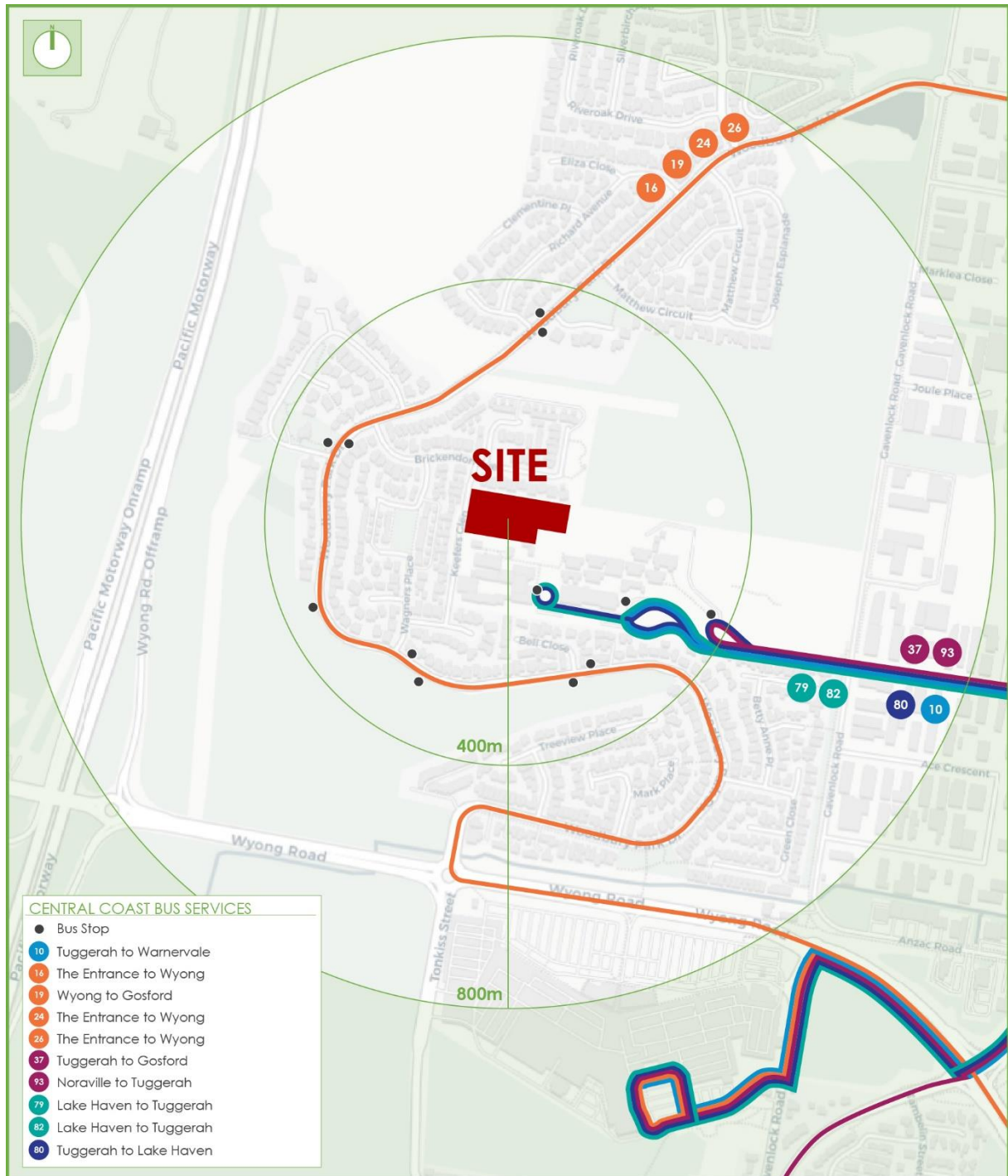


Figure 4: Public Transport

4.3 Pedestrian Infrastructure

The majority of public streets within the Mardi suburb provide grassed verges only with no formal paved pedestrian footpaths. Intersections generally have formed kerb ramps for future footpath connections. A shared pedestrian / cycle path is located along a section of Woodbury Park Drive, providing connections to the north towards the Pacific Highway.

4.4 Cycling Infrastructure

The site is also located in proximity to separated, off-road shared paths and bicycle friendly roads available throughout the area. These cycleways can be used concurrently with other bicycle routes to provide connections to various areas. It is also noted that primary school aged children are permitted to cycle on pedestrian footpaths, where available. The existing cycling facilities and those that are proposed to be constructed in the future are presented in **Figure 5**, with the cycleways summarised as follows:

- Off-road Shared Paths: Sections of Woodbury Park Drive and Gavenlock road accommodate an off-road shared path. These paths provide access to areas such as Tuggerah and Wyong.
- Low-Traffic On-road Routes: Woodbury Park Drive accommodates low-traffic on-road routes. These routes provide access to areas such as Tuggerah and Wyong.
- Road Shoulder Routes: Wyong Road provides road shoulders accessible to cyclist. These routes provide access to areas such as Tuggerah and Wyong.

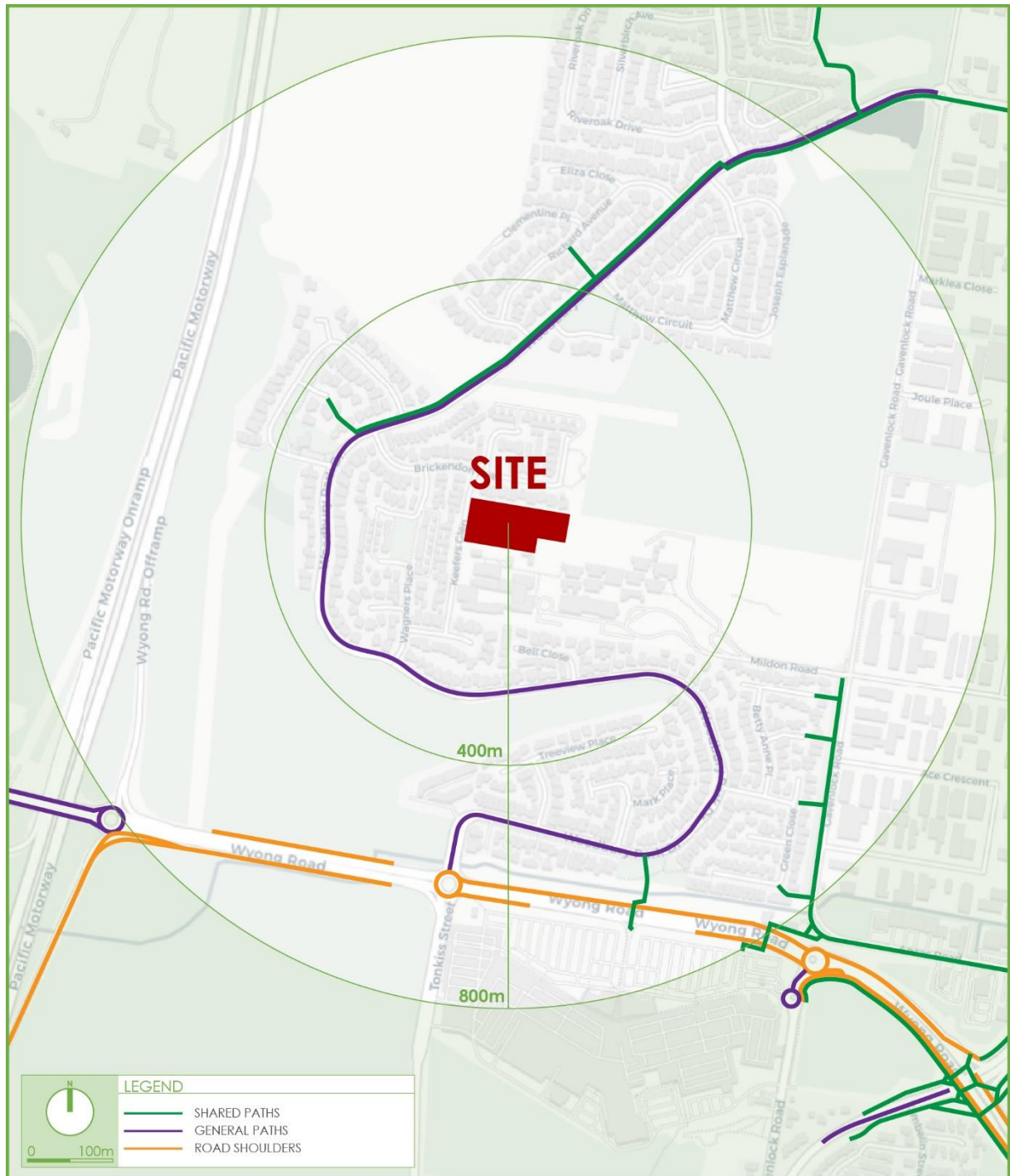


Figure 5: Existing Cycle Infrastructure

5. OVERVIEW OF CONSTRUCTION PROGRAM

5.1 Hours of Work and Noise

The construction works are anticipated to occur within the proposed hours of operation summarised as follows:

- Monday to Friday 7:00am to 5:00pm;
- Saturday 8:00am to 1:00pm; and
- Sunday or Public Holiday No building activities to be carried out at any time.
- Additionally, heavy construction vehicle movements are to arrive or depart the site outside of the signposted school zone periods 8:00am-9:30am and 2:30pm-4:00pm on school days.

The above construction hours are subject to any future condition of consent.

5.2 Overview of Construction Works

The following information is available at this stage of the approval process and will be further refined by the appointed builder in response to a suitable condition of consent:

5.2.1 Site establishment/demobilisation, Demolition and Bulk Excavation

It is envisioned that this stage will commence in October 2026 for a duration of approximately three (3) months, pending the approval of the SSDA, as receipt of construction certificate. This stage will involve a maximum workforce of 10 people on-site at any one time. Access to the site for construction vehicles is proposed off Keefers Glen with all vehicles entering and exiting in a forward direction.

It is expected that the largest truck type to be used during this period will be a 12.5m Heavy Rigid Vehicle, with 8.8m Medium Rigid Vehicles, and 6.4m Small Rigid vehicles also to be used.

This stage will have an average of six (6) truck arrivals per day (6 in, 6 out) and a maximum of two (2) truck arrivals during the peak hour movements (2 in, 2 out). This is considered a minor

volume and hence, the impact on the performance of key intersections in the locality will be negligible.

5.2.2 Structure

Structural works will commence in December 2026 for a duration of approximately 10 months, pending completion of demolition and bulk excavation works. This stage will involve a maximum workforce of 75 people on-site at any one time. Access to the site for construction vehicles is proposed off Keefers Glen with all vehicles entering and exiting in a forward direction.

It is expected that the largest truck type to be used during this period will be a 12.5m Heavy Rigid Vehicle, with 8.8m Medium Rigid Vehicles, and 6.4m Small Rigid vehicles also to be used.

This stage will have an average of eight (8) truck arrivals per day (8 in, 8 out) and a maximum of two (2) truck arrivals during the peak hour movements (2 in, 2 out). This is considered a minor volume and hence, the impact on the performance of key intersections in the locality will be negligible.

5.2.3 Fit out and Finishes

Fitout and Finishing works will commence in August 2027 for a duration of approximately six (6) months, pending completion of structural works. This stage will involve a maximum workforce of 100 people on-site at any one time. Access to the site for construction vehicles is proposed off Keefers Glen with all vehicles entering and exiting in a forward direction.

It is expected that the largest truck type to be used during this period will be a 12.5m Heavy Rigid Vehicle, with 8.8m Medium Rigid Vehicles, and 6.4m Small Rigid vehicles also to be used.

This stage will have an average of 10 truck arrivals per day (10 in, 10 out) and a maximum of two (2) truck arrivals during the peak hour movements (2 in, 2 out). This is considered a minor volume and hence, the impact on the performance of key intersections in the locality will be negligible.

5.3 Expected Construction Traffic Impacts

Light vehicle traffic generation during the construction phase will predominantly be associated with construction workers commuting to and from the site, including project managers, tradespersons, and general construction workers. These light vehicle movements are expected to occur predominantly during the early morning arrival and late afternoon departure periods, which typically fall outside the standard road network peak periods.

Heavy vehicle movements will depend on the requirements for construction plant, equipment deliveries, and material haulage, which are subject to change based on the final construction methodology. Nevertheless, the expected heavy vehicle movements outlined above are considered minor and will not have any adverse impacts to the surrounding road network.

In addition, the following measures are to be considered to further mitigate construction vehicle related impacts:

- Stagger delivery times throughout the day to reduce peak traffic impacts;
- Sequence construction activities to minimise overlap of major vehicle movements;
- Ensure no queuing or marshalling of trucks occurs on public roads at any time;
- Promote sustainable transport options, encourage carpooling, and reduce reliance on private vehicles;
- Full-time Safe Work NSW qualified traffic controller/s to be provided at any construction access to manage pedestrian movements/safety;
- Pedestrian safety surrounding the work site will be managed with appropriate hoarding, as required;
- Construction activities to be contained within the site, where possible;
- Emergency vehicle access will be maintained at all times; and
- All trucks will be linked via CB radio and/or hands-free mobile and will only be called onto site when required and when there is sufficient capacity to accommodate the proposed trucks. This management of loading / unloading or deliveries is envisaged to be the same throughout all stages of construction and will ensure no trucks would be required to queue or park on-street.

6. TRAFFIC AND PEDESTRIAN MANAGEMENT ARRANGEMENTS

6.1 Site Establishment Plan

A detailed site establishment plan will be developed by the appointed builder prior to the commencement of any works. The plan is expected to detail the location of the proposed hoarding/fencing, vehicle access points, pedestrian access points, and contractor parking etc.

6.2 Vehicular Access

It is proposed that a temporary driveway will be constructed on Keefers Glen to facilitate safe and efficient vehicle access during the early stages of construction. The proposed driveways will be utilised by construction vehicles once completed. The driveways and internal construction area allow construction vehicles to enter and exit the site in a forward direction, increasing safety and efficiency along Keefers Glen. There is sufficient area within the construction area to allow the largest design vehicle to stand and load / unload. In addition to the above, the following items are noteworthy:

- All loading and unloading activities are to be contained wholly within the site;
- All adjacent property accesses will be maintained at all times; and
- All vehicles are not to obstruct any pedestrian crossings or footpaths.

Access to the site can also be provided through St Peter's Catholic College via Gavenlock Road for larger vehicles, where required. This arrangement would need be discussed and organised by the appointed builder and St Peter's Catholic College.

6.3 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 Guidance Schemes at key intersections or conflict points in the vicinity of the site.

6.4 Works Zone

As mentioned above, it is expected that all construction works will occur within the site. As such, no works zone along any public road is required to facilitate construction works or vehicle access at this stage. It is noted that this does not include any public domain works.

6.5 Trucks Arrivals

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 sufficient capacity to accommodate the proposed trucks. This management of loading / unloading of deliveries is envisaged to be the same throughout all stages of construction and will ensure no trucks would be required to queue or park on-street.

6.6 Swept Path Analysis

Swept path analysis has been undertaken for the following scenarios, demonstrating satisfactory vehicle access:

- 12.5m Heavy Rigid Vehicle (HRV) Entry and exit from Keefers Glen.

The above swept paths are provided in **Appendix A** and confirm that satisfactory access to the site can be achieved, in accordance with the requirements of AS2890.

6.7 Truck Routes

The proposed truck routes make use of Transport for NSW (TfNSW) classified State Roads, where possible. All drivers will be required to radio in prior to arriving onsite, to avoid queuing on surrounding roads. Drivers will not be permitted to park on surrounding roads outside of the site. The proposed truck routes are recommended to allow all vehicles to access the site in a forward direction.

A copy of the routes would be provided to all drivers prior to attending the site, and the proposed inbound and outbound truck routes from Wyong Road are presented in **Figure 6**.

➤ Routes to Site:

1. Arrive on Wyong Road.
2. Turn left/right into Woodbury Park Dr, northbound.
3. Turn right into Wagners Place, northbound.
4. Turn right into Deloraine Glen, eastbound
5. Turn left into Keefers Glen, northbound
5. Turn right into construction site.

➤ Routes from Site:

1. Turn left from the construction site onto Keefers Glen, southbound.
2. Turn right onto Deloraine Glen, westbound.
3. Turn left onto Wagners Place, southbound.
4. Turn left onto Woodbury Park Drive, eastbound
5. Turn left/right onto Wyong Road

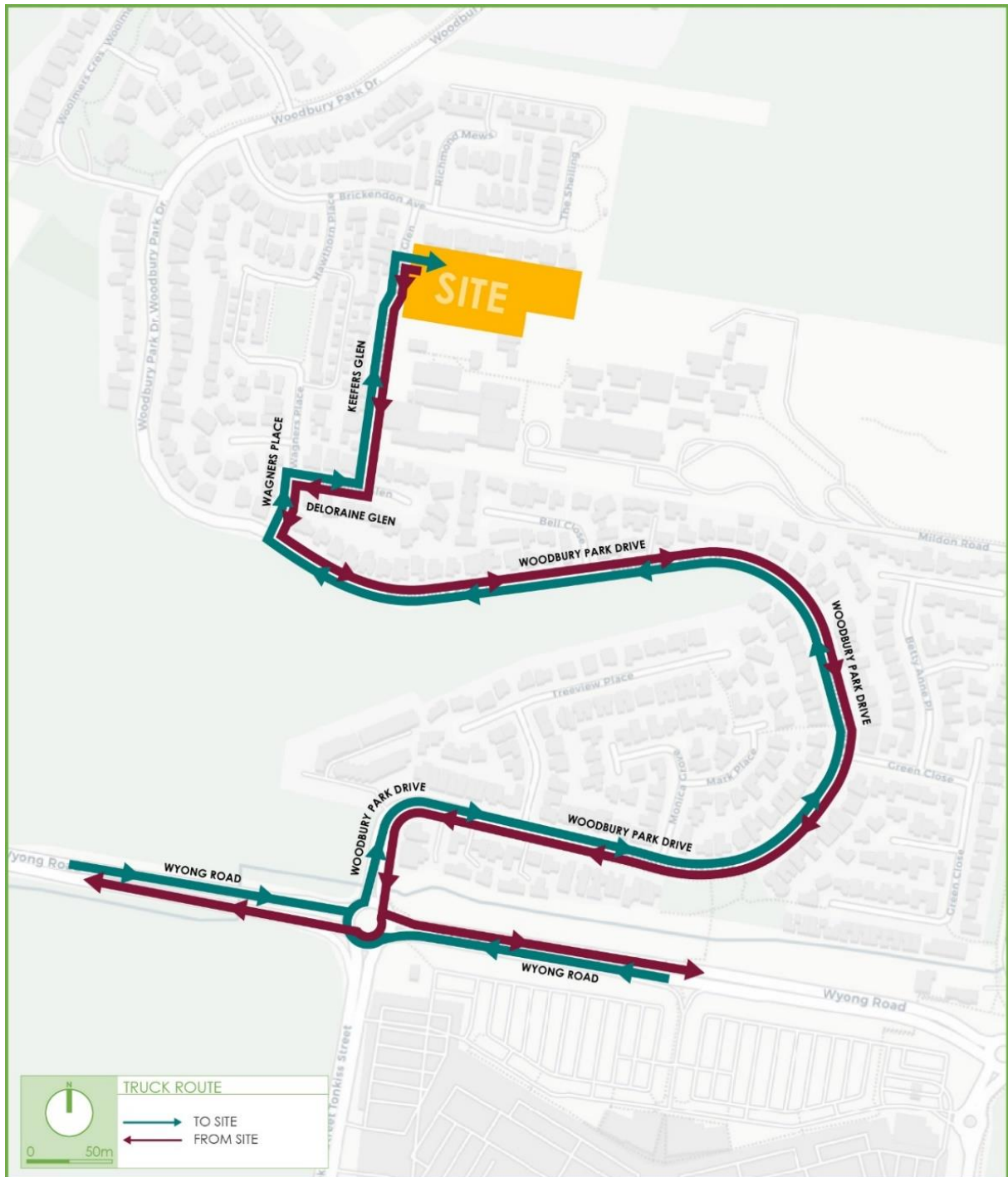


Figure 6. Proposed Inbound and Outbound Truck Routes

6.8 Permits

Permits including out of hours permits, road/lane closure permits, crane permits etc. will be submitted to Council in a separate application.

6.9 Traffic Controllers

SafeWork NSW accredited traffic controllers will be utilised at the site vehicle access points to assist construction vehicles and pedestrians during work hours. Pedestrians may be held only for very short periods to ensure their safety when trucks are leaving or entering the site, but they are not to be stopped in anticipation – i.e. pedestrians have right of way on the footpath at all times.

6.10 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.

6.11 Emergency Vehicle Access

Emergency vehicle access adjacent to the work site will be maintained at all times.

6.12 Access to Neighbouring Properties

Neighbouring properties are to have their vehicular and pedestrian accesses maintained at all times over the course of construction. If at any time, the accesses to the neighbouring properties are obstructed, temporary access arrangements will be provided to the satisfaction of the occupants and Council.

6.13 Worker Parking

Limited on-site car parking will be made to certain trades over the course of the construction period. The number and location of worker parking spaces at any given time will be managed internally by the appointed builder taking into consideration their construction programme, however, should be maximised when available. At this stage, there is a forecasted parking demand for approximately 30 spaces, and it is expected that this can be accommodated on-site during the course of construction activities. This assessment is based on 75% car usage and a 2.5 persons/vehicle carpool rate. Any on-site parking would be prioritised to construction employees who carpool (carshare) or require access to specialised equipment, in order to minimise the impact on the surrounding streets. It is noted that as the on-site car parks are constructed, workers/trades will be able to utilise these areas as well.

Workers will be encouraged to utilise public transport at induction meetings, noting the proximity of bus services and the Tuggerah Railway Station. Information relating to the available public transport options will be provided within induction material provided to contractors by the appointed builder. All site staff related to the works are to park in designated off-street areas or be encouraged to use public transport.

No-go parking areas directly adjacent to the site will be communicated to workers and monitored daily. The Site Construction/Project Manager designated person will monitor parking in the surrounding streets regularly throughout each day and issue workers with a Non-Conformance Notice for any infringements. During each Stage of construction, the Site Construction/Project Manager will regularly review and update the Traffic Management Plan and inform workers on the location of designated parking areas.

In addition to the above, appropriate on-site storage units will be available to all contractors to allow the storage of tools etc., thus reducing the need to transport via private vehicles.

6.14 Monitoring

A monitoring and review process for the CTPMP will be set out by the Construction Project Manager to ensure that the CTPMP is implemented correctly, in compliance with all regulations and policies and adapted to reflect any changes or variations during the actual construction process. The Construction Project Manager will be in constant communication with a St Peter's Catholic College contact to address any issues that may arise during the construction process.

6.15 Community Consultation

The Construction Project Manager will be the main point of contact for all enquiries, complaints, feedback, and compliments regarding the issues arising from the traffic management arrangements put in place. This may involve distributing notification letters notifying nearby residents and the community of the proposed traffic management arrangements, their potential impact, the Construction Manager's phone, and email contact. Specifically, the disruption to existing travel routes will need to be explicitly made known to community members, parents, students, staff so that their safety is not compromised. The details and direct contact number of the Site Construction/Project Manager shall be provided on all notification letters to the residents and to the community and on a prominent sign displayed on-site.

6.16 Traffic Guidance Schemes

The Traffic Guidance Schemes (TGSs) included in **Appendix B** demonstrates the proposed signage / traffic management measures to be adopted for all stages of construction. The TGSs included will ensure that vehicle and pedestrian movements are managed safely and efficiently:

➤ TGS No. 1 – Truck Access

The proposed TGS will ensure that all traffic and pedestrians are managed safely during truck movements. This TGS has been designed in accordance with the requirements of the TfNSW Traffic Control at Work Sites Technical Manual, with copies of the TGSs to be kept on-site at all times.

7. CONCLUSIONS

This Preliminary CTPMP plan should be read in conjunction with other documentation prepared by the applicant relating to the internal construction activities. 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 CTPMP 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
A	Swept Path Analysis	BL	01-05-24

Swept Path Legend

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

Architect

Stanton Dahl Architects

Client

Stanton Dahl Architects

Scale / Plan Orientation

0

4

8

12

16m

1:400 @ A3

Project Description

St Peter's Eileen O'Connor School

Drawing Prepared By

TRAFFIX

TRAFFIC AND 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

CTMP
Swept Path Analysis
12.5m HRV
Inbound Movements

Drawn:	SH	Checked:	BL	Date:	01-05-24
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23.104d03v01 TRAFFIX [240314 Plans] Design Review - CTMP.dwg

Project No.	Drawing Phase	Drawing No.	Rev.
23.104	DA	SK.01	A



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Rev.

Revision Note

By.

Date

A

Swept Path Analysis

BL

01-05-24

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect

Stanton Dahl Architects

Client

Stanton Dahl Architects

Scale / Plan Orientation

0

4

8

12

16m

1:400 @ A3

Project Description

St Peter's Eileen O'Connor School

Drawing Prepared By

TRAFFIX

TRAFFIC AND 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

CTMP

Swept Path Analysis

12.5m HRV

Outbound Movements

Drawn:

SH

Checked:

BL

Date:

01-05-24

23.104d03v01 TRAFFIX [240314 Plans] Design Review - CTMP.dwg

Project No.

Drawing Phase

Drawing No.

Rev.

23.104

DA

SK.02

A

APPENDIX B

Traffic Guidance Schemes



VALUE OF DIMENSION "D"	
Speed of Traffic (km/h)	Dimension "D" (m)
50	50
Note: Keefers Glen - 50 km/h	
Time Period: To be confirmed	