



PRELIMINARY CONSTRUCTION TRAFFIC & PEDESTRIAN MANAGEMENT PLAN

**Proposed Residential Development
21-25 McIntosh Street and 55 Werona Avenue, Gordon**

Reference: 25.208r02v01
Date: May 2025

Suite 2.08, 50 Holt St
Surry Hills, NSW 2010

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

DOCUMENT VERIFICATION

Job Number	25.208			
Project	21-25 McIntosh Street and 55 Werona Avenue, Gordon			
Client	CPDM			
Revision	Date	Prepared By	Checked By	Signed
v01	23/05/2025	Anderson Suriono	Justin Pindar	

TRAFFIC CONTROL PLAN CERTIFICATES

Prepare a Work Zone Traffic Management Plan			
Name	Justin Pindar	Certificate No.	TCT0038548

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1. INTRODUCTION

TRAFFIX has been commissioned by CPDM to prepare a Preliminary Construction Traffic Management Plan (CTPMP) to accompany a State Significant Development Application (SSD-83478456) for the construction of a residential development located on 21-25 McIntosh Street and 55 Werona Avenue, Gordon. The development is located within the Ku-ring-gai Council Local Government Area and has been assessed under that Council's controls.

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 proposed development. 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.

This preliminary CTPMP plan has been prepared to address (with information available) the requirements of Condition 9 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 CTPMP to be submitted to Council and/or Transport for NSW (TfNSW) prior to the release of any Construction Certificate (CC).

The report is structured as follows:

- Section 2: Outlines the CTPMP requirements
- Section 3: Documents existing traffic conditions
- Section 4: Describes the preliminary construction program
- Section 5: Assesses construction traffic impacts
- Section 6: Outlines the proposed traffic guidance
- Section 7: Concludes the report

2. CTPMP REQUIREMENTS

2.1 Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) that are to be included in the Final CTPMP will be prepared in accordance with the TfNSW Traffic Control at Worksites Manual and AS1742.3 during all stage of construction, as necessary. The TGSs would generally relate to the following traffic related impacts:

- Vehicle access to/from the site;
- Footpath closures;
- Vehicle lane/cycle lane closures;
- Public domain works.

The development of these TGSs will be undertaken in coordination with the appointed builder once the construction methodology is confirmed. Additionally, the TGSs 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
- SafeWork NSW 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 CTPMP 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 transport requirements for the SSDA as stated below, which includes references to sections of this report, where applicable:

Item 9.

"If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts."

3. EXISTING CONDITIONS

3.1 Location and Site

The subject site at 21, 23, and 25 McIntosh Street, and 55 Werona Avenue, Gordon is located approximately 400 metres southeast of the entrance to the Gordon Railway Station and 14.0 kilometres north of Sydney Central Business District (CBD). More specifically, it is situated in the southern side of McIntosh Street, legally comprising Lot 11 DP 1078667, Lot A DP 339345, Lot 5 DP 651557, and Lot 1 DP 167505.

The site is generally irregular in configuration and has a total site area of 7,776m². It has a northern frontage to McIntosh Street and bounded by Werona Avenue to the west. It is bounded on both the eastern and southern sides by neighbouring residential developments.

The site is currently comprised of existing residential developments and vehicular access is provided via McIntosh Street.

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

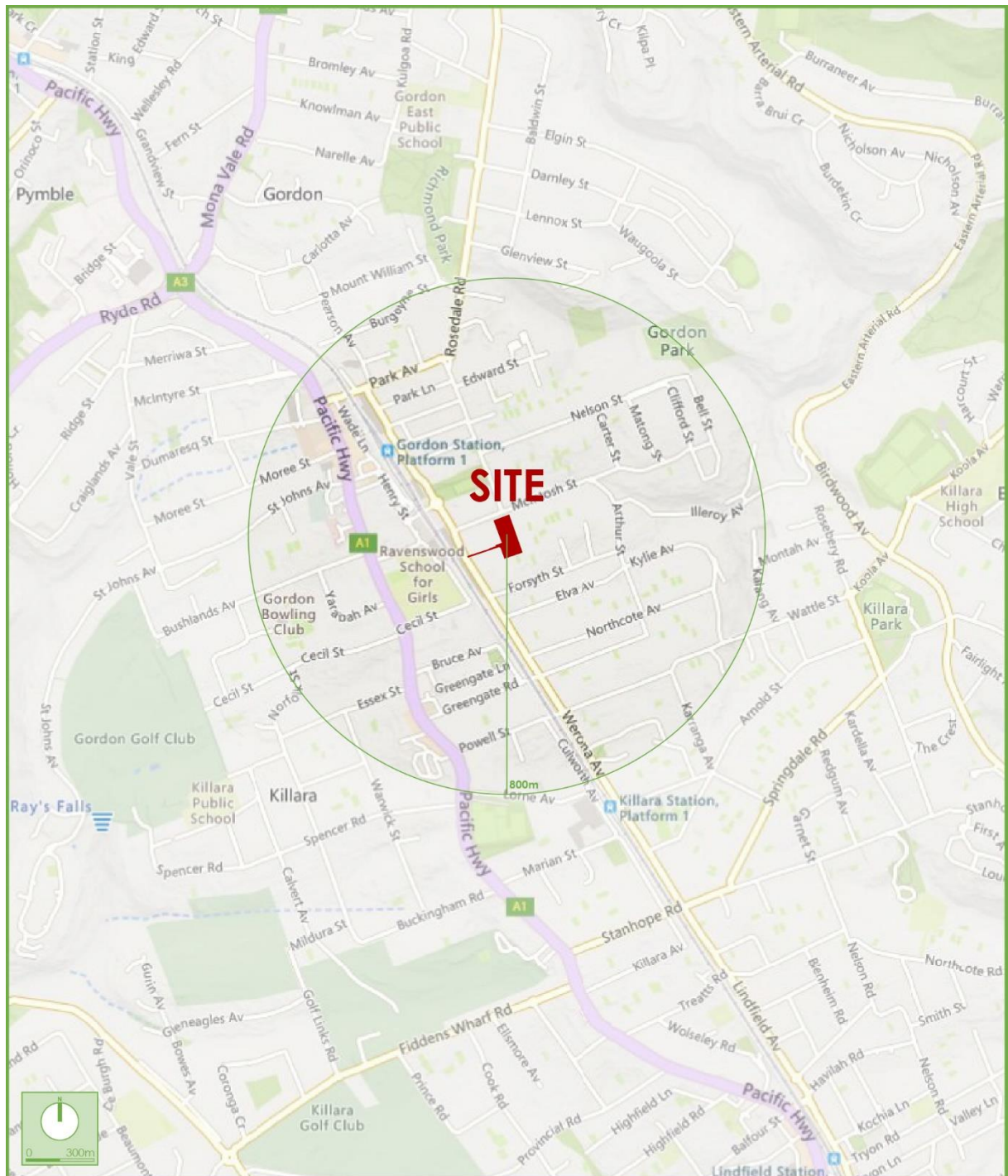


Figure 1: Location Plan

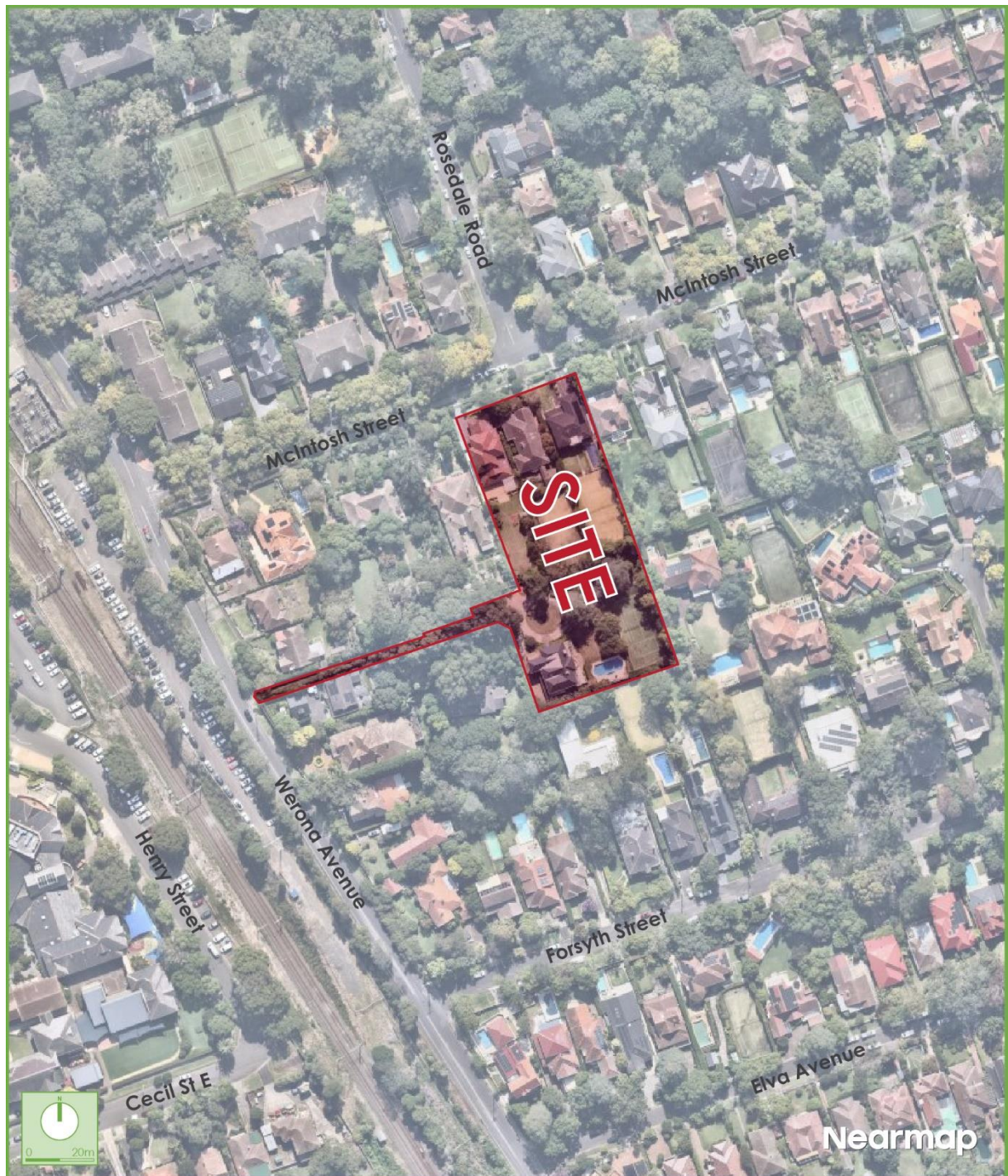


Figure 2: Site Plan

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:

- Werona Avenue: a local road that traverses north-south between Park Avenue in the north and Lindfield Avenue in the south. Within the vicinity of the site, it is subject to 50 km/h speed zoning before transitioning into a '40 km/h' High Pedestrian Activity Area towards Park Avenue. Werona Avenue accommodates a single lane of traffic in each direction. Werona Avenue permits restricted kerbside parking along both sides of the road.
- McIntosh Street: a local road that traverses east-west between Bell Street in the east and Werona Avenue in the west. Within the vicinity of the site, it is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. McIntosh Street permits both restricted and unrestricted kerbside parking along both sides of the road.
- Rosedale Road: a local road that traverses north-south between Park Avenue in the north and McIntosh Street in the south. Within the vicinity of the site, it is subject to 50km/h speed zoning and accommodates a single lane of traffic in each direction. Rosedale Road permits unrestricted kerbside parking along both sides of the road.
- Arthur Street: a local road that traverses north-south between McIntosh Street in the north and Northcote Avenue in the south. Within the vicinity of the site, it is subject to 50 km/h speed zoning and accommodates a single lane of traffic in each direction. Arthur Street permits unrestricted kerbside parking along both sides of the road.

It can be seen from **Figure 3** that the site is centrally located with respect to the surrounding road network with access to the Pacific Highway through Werona Avenue in the west and other local roads accessing the wider road network, thereby minimising traffic impacts.

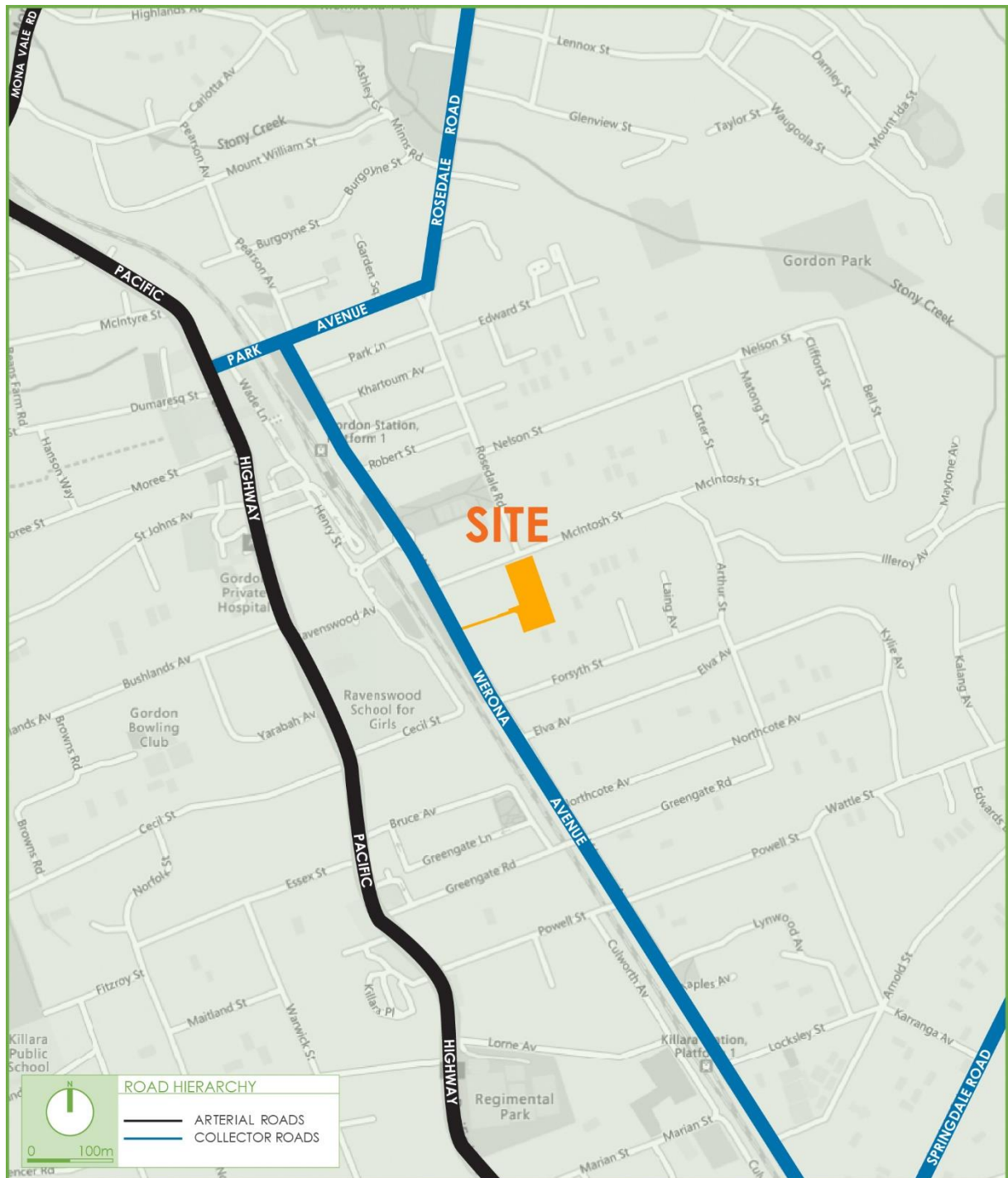


Figure 3: Road Hierarchy

3.3 Public Transport

The existing public transport services operating in the locality are presented in **Figure 4** and summarised as follows.

3.3.1 Bus Services

The site is located within the vicinity of bus stops along the Pacific Highway, with the closest situated near the Lindfield Station, approximately 600 metres walking distance. These bus stops provide services to the routes and general weekday frequencies outlined below:

- 195 – Gordon to St Ives Chase (Loop Service);
- 196 – Mona Vale to Gordon;
- 197 – Mona Vale to Macquarie University;
- 560 – Gordon to West Pymble (Loop Service);
- 562 – Gordon to Macquarie University .

3.3.2 Train Services

The site is located approximately 400 metres walking distance from Gordon Railway Station. This railway station provides commuters with access to the wider public transport network along the following train lines:

- T1 – North Shore and Western Line; and
- T9 – Northern Line.



Figure 4: Public Transport

4. OVERVIEW OF CONSTRUCTION PROGRAM

4.1 Staging and Duration of Work

Recognising that this CTPMP has been prepared to support an SSDA, detailed construction staging and the duration of each stage of works will be determined post approval as part of the Construction Certificate (CC) stage inputs.

Nevertheless, the following stages are expected to be addressed by the comprehensive CTPMP report in response to a suitable Condition of Consent.

- Site Establishment;
- Demolition;
- Bulk Excavation;
- Structure; and,
- Fit out & Finishes.

4.2 Hours of Work and Noise

Construction work hours are subject to the approval of the State Significant Development Application (SSD-83478456). A detailed CTPMP would be prepared in response to a condition of consent once a builder is contracted.

4.3 Proposed Construction Vehicle Access

Vehicular access to the construction site is proposed to be provided via McIntosh Street which has been demonstrated to satisfactorily accommodate commercial vehicles up to and including 19.6m truck and dogs.

The routes shown are to be utilised by all construction vehicles travelling to and from the site and represents the shortest route between the local and Transport for NSW (TfNSW) classified road network, minimising the impacts of the construction.

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.

An on-site turning area shall be provided within the construction site so that movement to/from the site is undertaken in a forward direction, at all times.

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 McIntosh Street are presented in **Figure 5** below.

- | | |
|---|--|
| <p>➤ Ingress to subject site:
(Inbound, from North)</p> | <ol style="list-style-type: none"> 1. Trucks will arrive on Mona Vale Road (southbound) 2. Turn left onto Carlotta Avenue (eastbound) 3. Continue along into Pearson Avenue (southbound) 4. Turn left onto Park Avenue (eastbound) 5. Turn right onto Rosedale Road (southbound) 6. Continue onto the site (southbound). |
| <p>➤ Ingress to subject site:
(Inbound, from South)</p> | <ol style="list-style-type: none"> 1. Trucks will arrive on Pacific Highway (northbound) 2. Turn right onto Park Avenue (eastbound) 3. Turn right onto Rosedale Road (southbound) 4. Continue onto the site (southbound). |
| <p>➤ Egress from the subject site:
(Outbound, to North)</p> | <ol style="list-style-type: none"> 1. Trucks exit site onto Park Avenue (westbound) 2. Turn right onto Pacific Highway (northbound) |
| <p>➤ Egress from the subject site:
(Outbound, to South)</p> | <ol style="list-style-type: none"> 1. Trucks exit site onto Park Avenue (westbound) 2. Turn left onto Pacific Highway (southbound) |

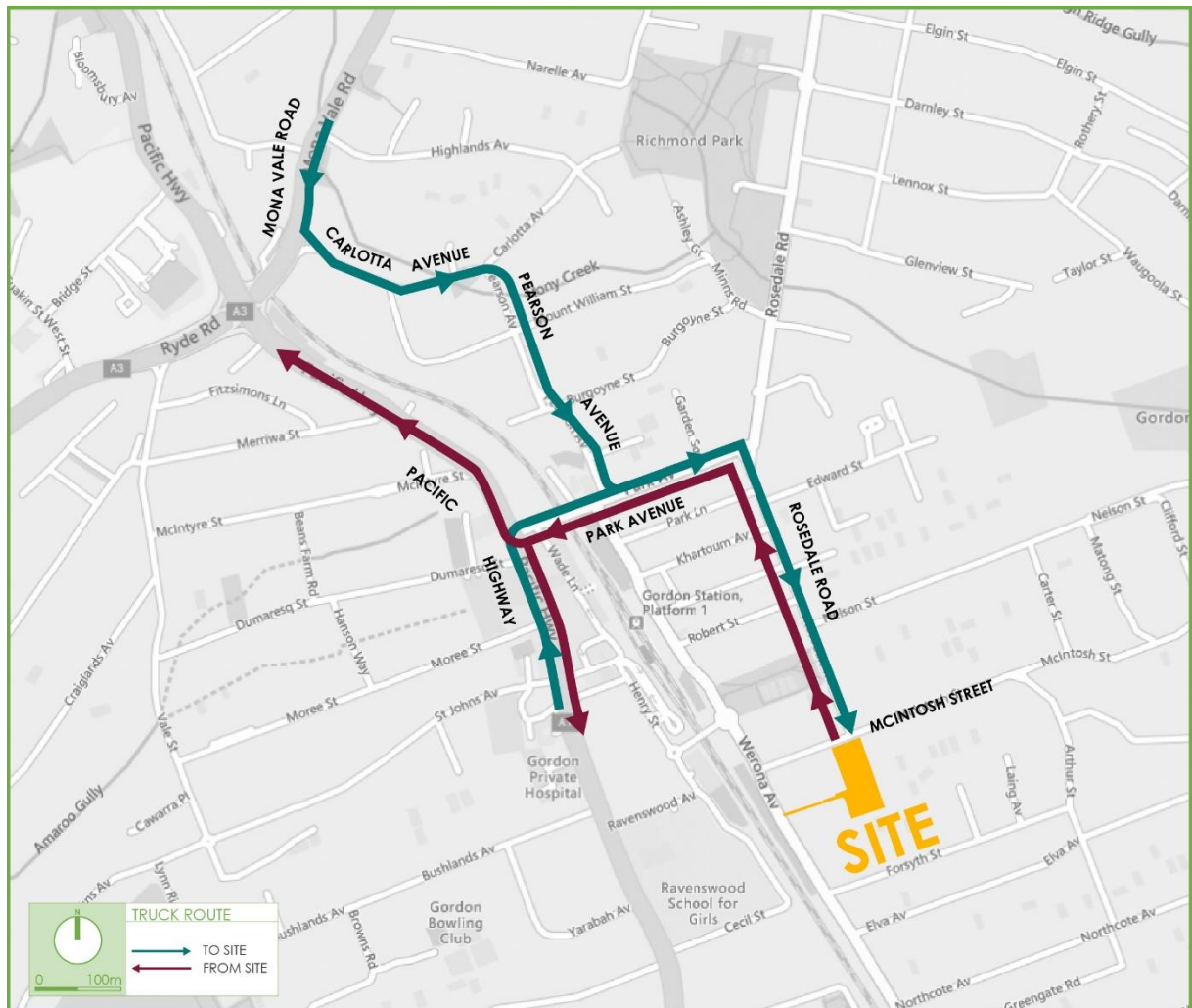


Figure 5. Truck Routes

5. CONSTRUCTION TRAFFIC IMPACTS

5.1 Construction Traffic Generation

It is pertinent to note that detailed information regarding peak hour and daily truck movements is limited at this preliminary stage prior to a builder being appointed.

Light vehicle construction trips are expected to arrive in the morning and depart in the afternoon noting that typical construction start and finish times occur outside of traditional network peak periods.

The anticipated heavy vehicle movements generated by the construction of the Site is contingent upon the requirements for construction plant, equipment, and haulage which will vary depending on construction methodology.

It is expected that construction traffic will not exceed more than 50 truck arrivals per day (50 inbound, 50 outbound) during the busiest construction period, corresponding to approximately five (5) truck arrivals per hour (5 inbound, 5 outbound).

In the event that construction volumes are in excess of the volumes outlined above, a separate construction impact assessment shall be undertaken at CC stage.

5.2 Road Safety

It is noted that there will be an increased number of heavy vehicles along the local roads in the immediate vicinity of the site during the construction period. However, the shortest suitable route for heavy vehicles between the local and Transport for NSW (TfNSW) classified road network is proposed, minimising road safety impacts along local roads and heavily pedestrianised areas.

Furthermore, Traffic Guidance Schemes (TGS) for the site access will be prepared to minimise vehicle, pedestrian and cyclists conflicts along truck routes, as far as practicable.

5.3 Worker Induction

All workers and subcontractors engaged on-site would be required to complete a site induction. The induction should include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, work health, and safety (WHS), driver protocols and emergency procedures.

Any workers required to undertake works or traffic control within the public domain would be suitably trained and covered by adequate and appropriate insurances.

5.4 Construction Staff Parking

An appropriate amount of on-site parking for key contractors and staff is expected to be provided throughout the construction works. The number and location of temporary on-site car parking is expected to change throughout the various construction phases, depending on the surplus area available not required for truck loading and turning areas.

It is noted that implementation of carpooling will be actively encouraged to minimise impacts to on-street parking in the locality.

6. TRAFFIC AND PEDESTRIAN GUIDANCE

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 Traffic Guidance Schemes

TGSs will be prepared in accordance with TfNSW Traffic Control at Work Sites Technical Manual 2020 for all stages of construction, as appropriate. These TGSs would generally relate to the following potential traffic related impacts:

- Vehicle access to/from the site;
- Road closures and detours, if required; and
- Public domain works, if required.

The development of these TGSs will be undertaken in coordination with the appointed builder once the construction methodology is confirmed, with these TGSs to be included within the comprehensive CTPMP.

It is pertinent to note that under this Preliminary CTPMP truck routes assessment with the swept paths undertaken shown in **Appendix 1**, the following movements would require preparation of an appropriate TGS by the builder during the relevant stages of construction:

- TX.03 – 19.6m Truck and Dog vehicle turning left into Park Avenue from Pearson Avenue
- TX.04 – 19.6m Truck and Dog vehicle turning right into Rosedale Road from Park Avenue

6.3 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.

6.4 Permits and Road Occupancy

The construction works are not expected to require occupation or obstruction of traffic on McIntosh Street. In any event, permits including out of hours permits, road/lane closure permits, crane permits etc. will be organised between the contractor and Council/TfNSW in separate applications.

6.5 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.

6.6 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.

6.7 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.

6.8 Community Consultation

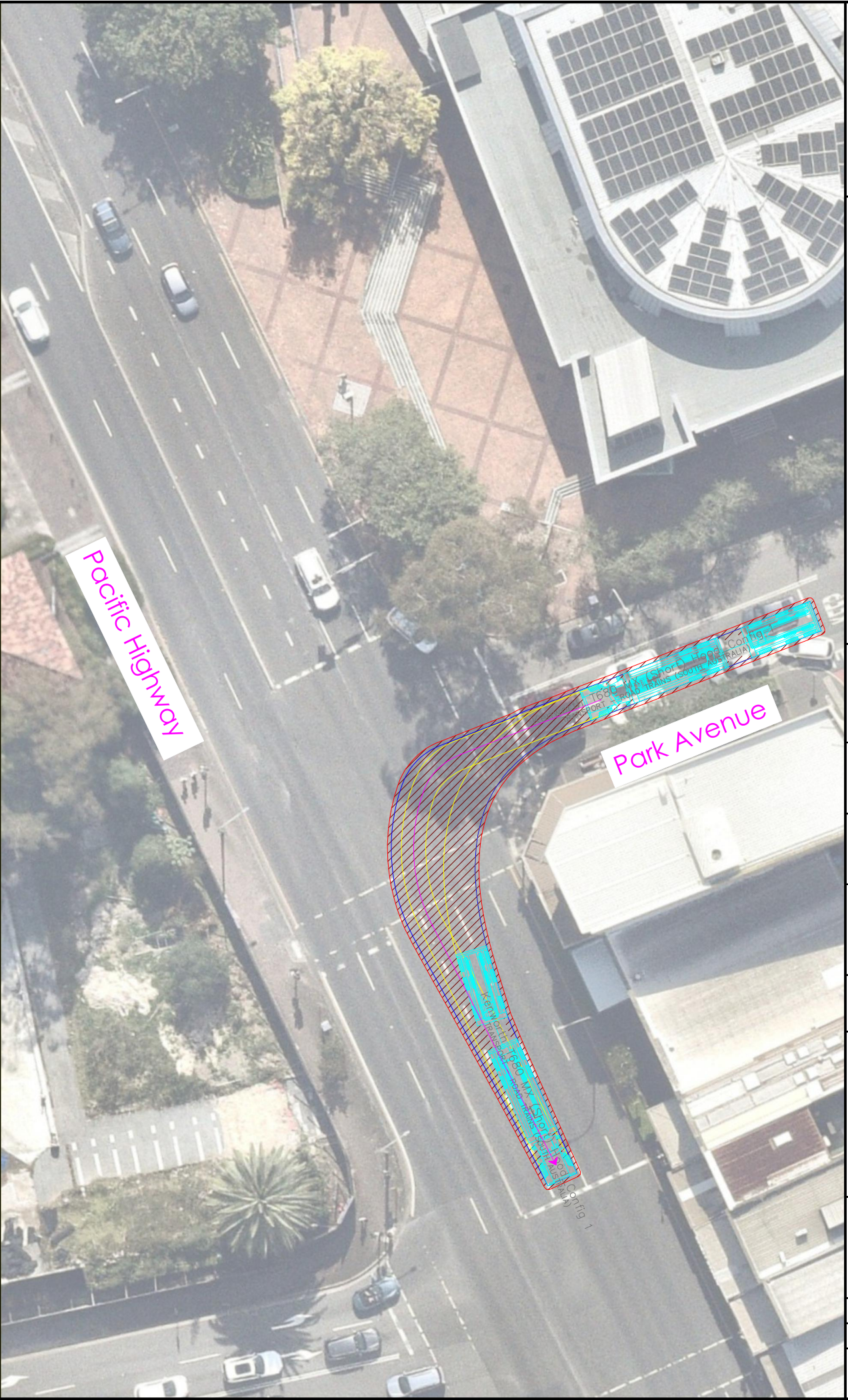
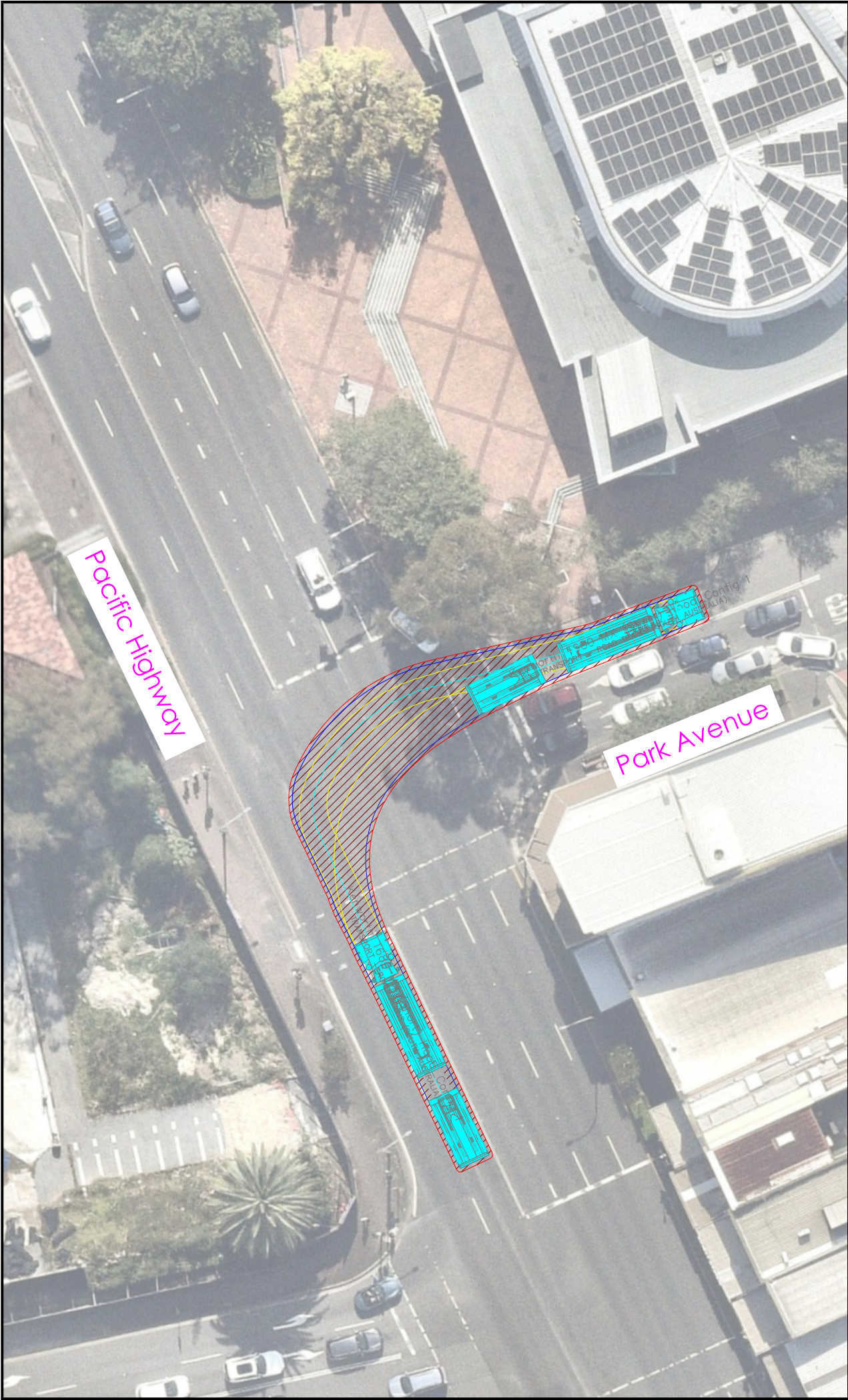
The Construction Project Manager will be the main point of contact for all enquiries, complaints, feedback, and compliments regarding the issues arising from the traffic management arrangements put in place. This may involve distributing notification letters notifying nearby residents and the community 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 the local community 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.

7. CONCLUSION

The plan outlined above is considered satisfactory and will minimise any disruptions to other road users and neighbouring developments, as well as pedestrians in the area. This plan meets all requirements of AS2890.2, AS 1742.3, *Transport for NSW Traffic Control at Work Sites Manual* and is recommended for adoption.

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	Preliminary CTPMP Swept Path	AS	23-05-25

Swept Path Legend

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

Architect

Client

CPDM

Scale / Plan Orientation

0 4 8 12 16m

1:400 @ A3

Project Description

21-25 McIntosh Street and 55 Werona Avenue, Gordon

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

Swept Path Analysis

19.6m Truck and Dog Vehicle (TnD)

To/From South

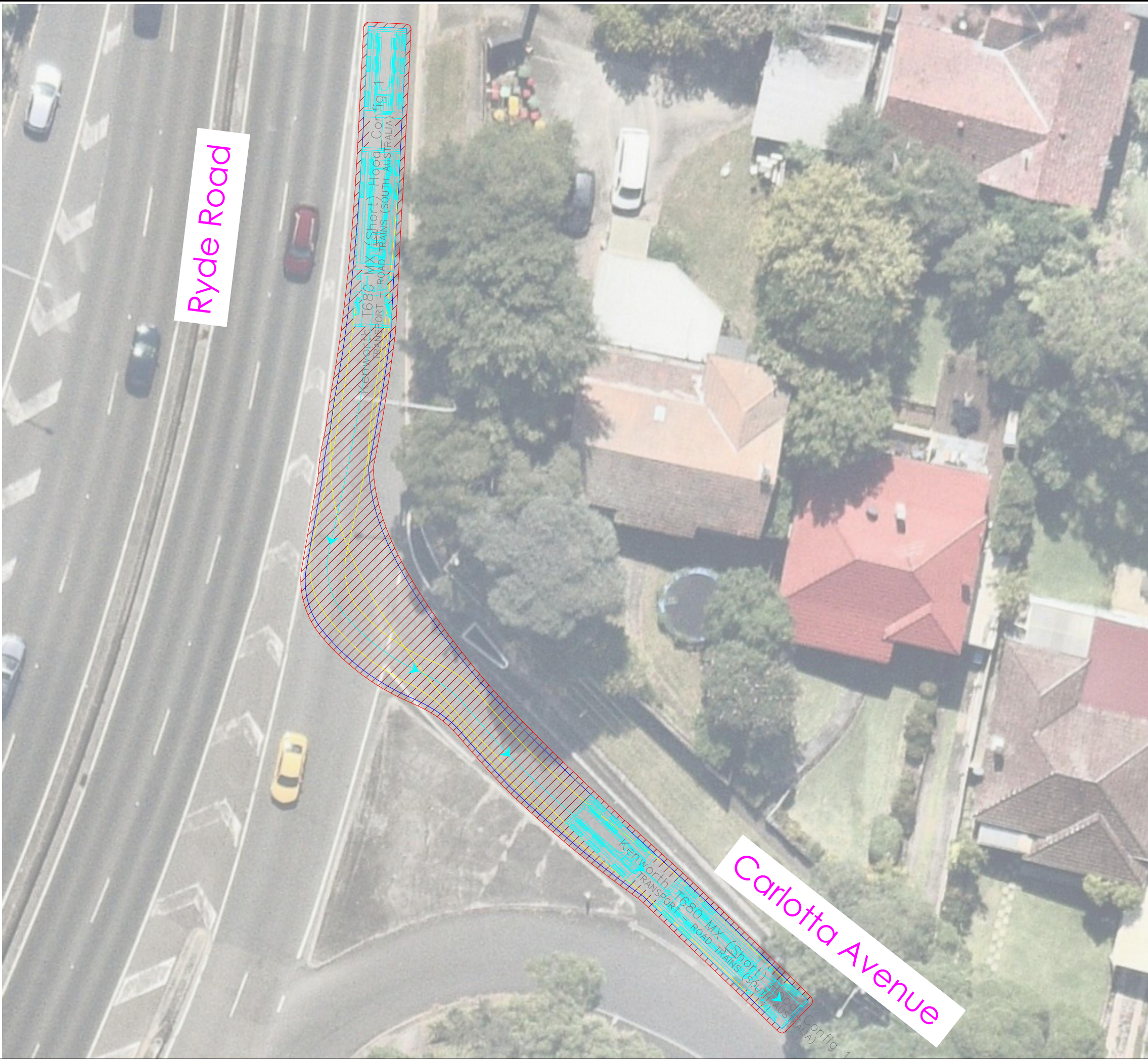
Pacific Highway - Park Avenue

Left: Inbound Right: Outbound

Drawn: AS	Checked: JP	Date: See Rev.
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25.208d02v01 TRAFFIX [Nearmap Imagery] Swept Path Analysis - Preliminary CTPMP Truck

Project No.	Drawing Phase	Drawing No.	Rev.
25.208	P.CTPMP	TX.01	A



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Rev.

Revision Note

By.

Date

A

Preliminary CTPMP Swept Path

AS

23-05-25

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect

Client

CPDM

Scale / Plan Orientation

0

2.5

5

7.5

10m

1:250 @ A3

Project Description

21-25 McIntosh Street and 55 Werona Avenue, Gordon

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

Swept Path Analysis

19.6m Truck and Dog Vehicle (TnD)

Inbound Route from North

Ryde Road on Carlotta Avenue

Drawn:

AS

Checked:

JP

Date:

See Rev.

25.208d02v01 TRAFFIX [Nearmap Imagery] Swept Path Analysis - Preliminary CTPMP Tru

Project No.

Drawing Phase

Drawing No.

Rev.

25.208

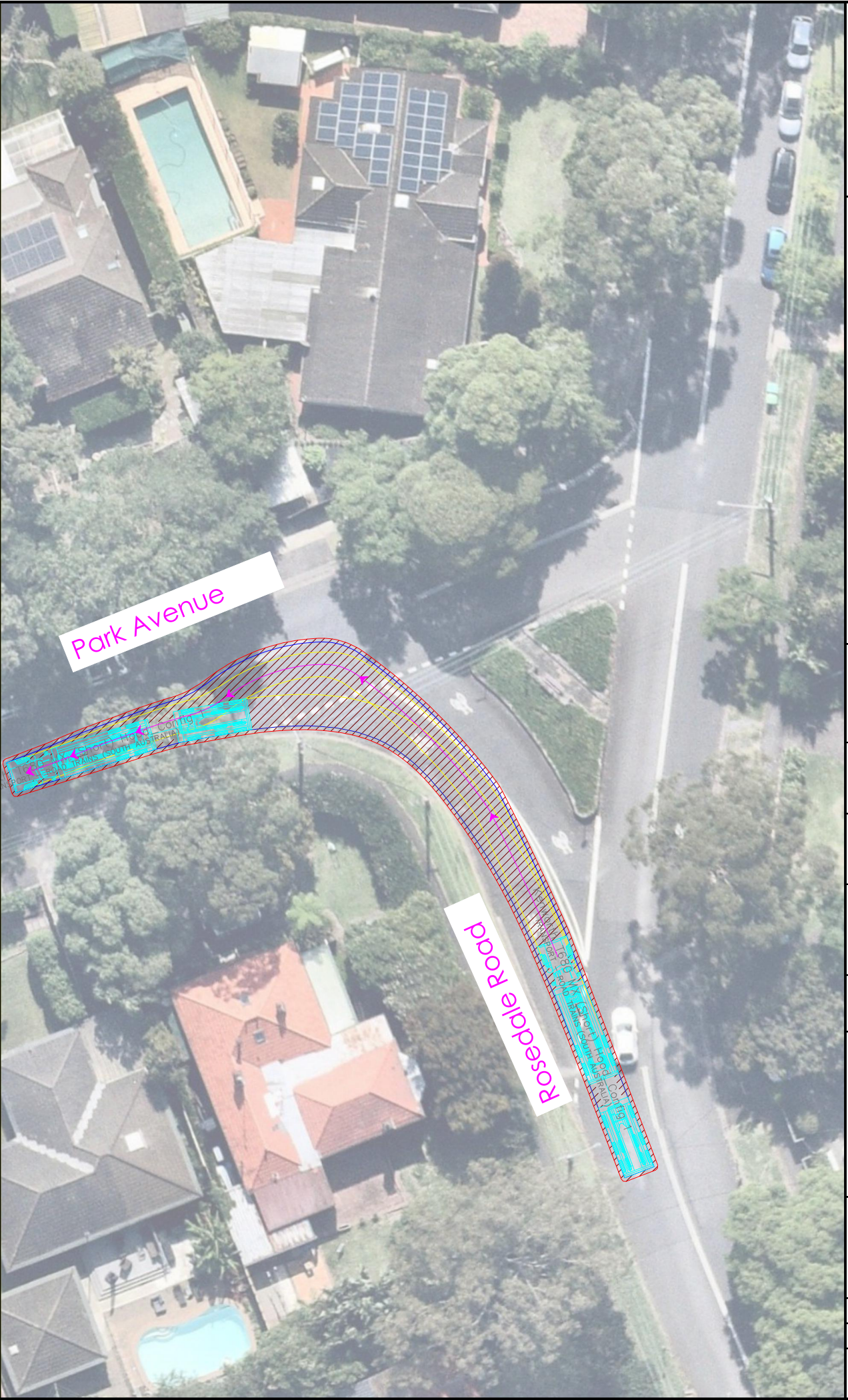
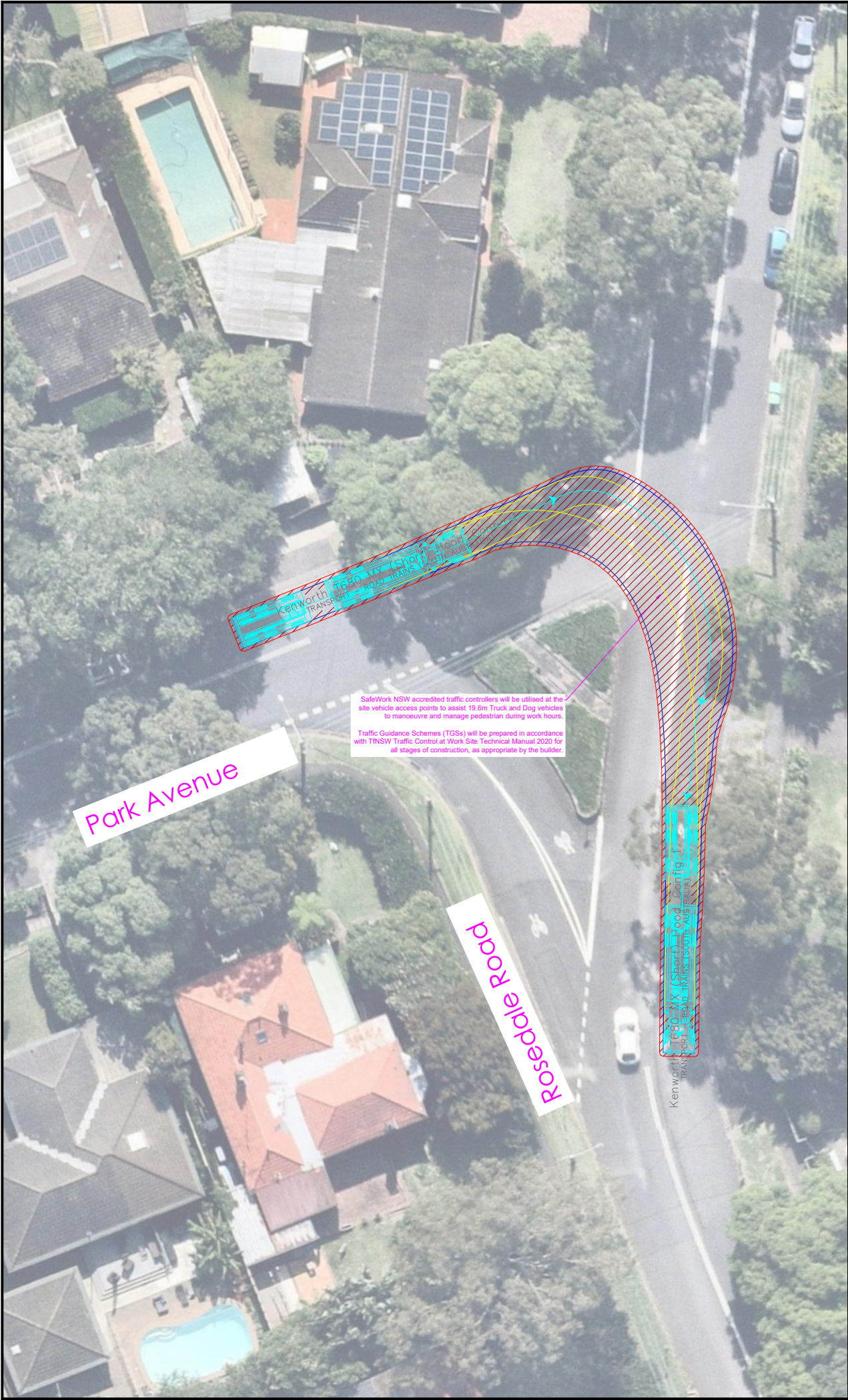
P.CTPMP

TX.02

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Rev.	Revision Note	By.	Date
A	Preliminary CTPMP Swept Path	AS	23-05-25
Swept Path Legend Wheel Path Vehicle Body Envelope Clearance Envelope (300mm)			
Architect			
Client CPDM			
Scale / Plan Orientation 0481216m 1:400 @ A3			
Project Description 21-25 McIntosh Street and 55 Werona Avenue, Gordon			
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 Swept Path Analysis 19.6m Truck and Dog Vehicle (TnD) Inbound Route from North Pearson Avenue - Park Avenue Inbound			
Drawn:	AS	Checked: JP	Date: See Rev.
25.208d02v01 TRAFFIX [Nearmap Imagery] Swept Path Analysis - Preliminary CTPMP Truc			
Project No.	Drawing Phase	Drawing No.	Rev.
25.208	P.CTPMP	TX.03	A



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Rev.

Revision Note

By.

Date

A

Preliminary CTPMP Swept Path

AS

23-05-25

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect

Client

CPDM

Scale / Plan Orientation

0481216m

1:400 @ A3

Project Description

21-25 McIntosh Street and 55 Werona Avenue, Gordon

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

Swept Path Analysis

19.6m Truck and Dog Vehicle (TnD)

Inbound Route from North

Park Avenue - Rosedale Road

Left: Inbound

Right: Outbound

Drawn:

AS

Checked:

JP

Date:

See Rev.

25.208d02v01 TRAFFIX [Nearmap Imagery] Swept Path Analysis - Preliminary

Project No.

Drawing Phase

Drawing No.

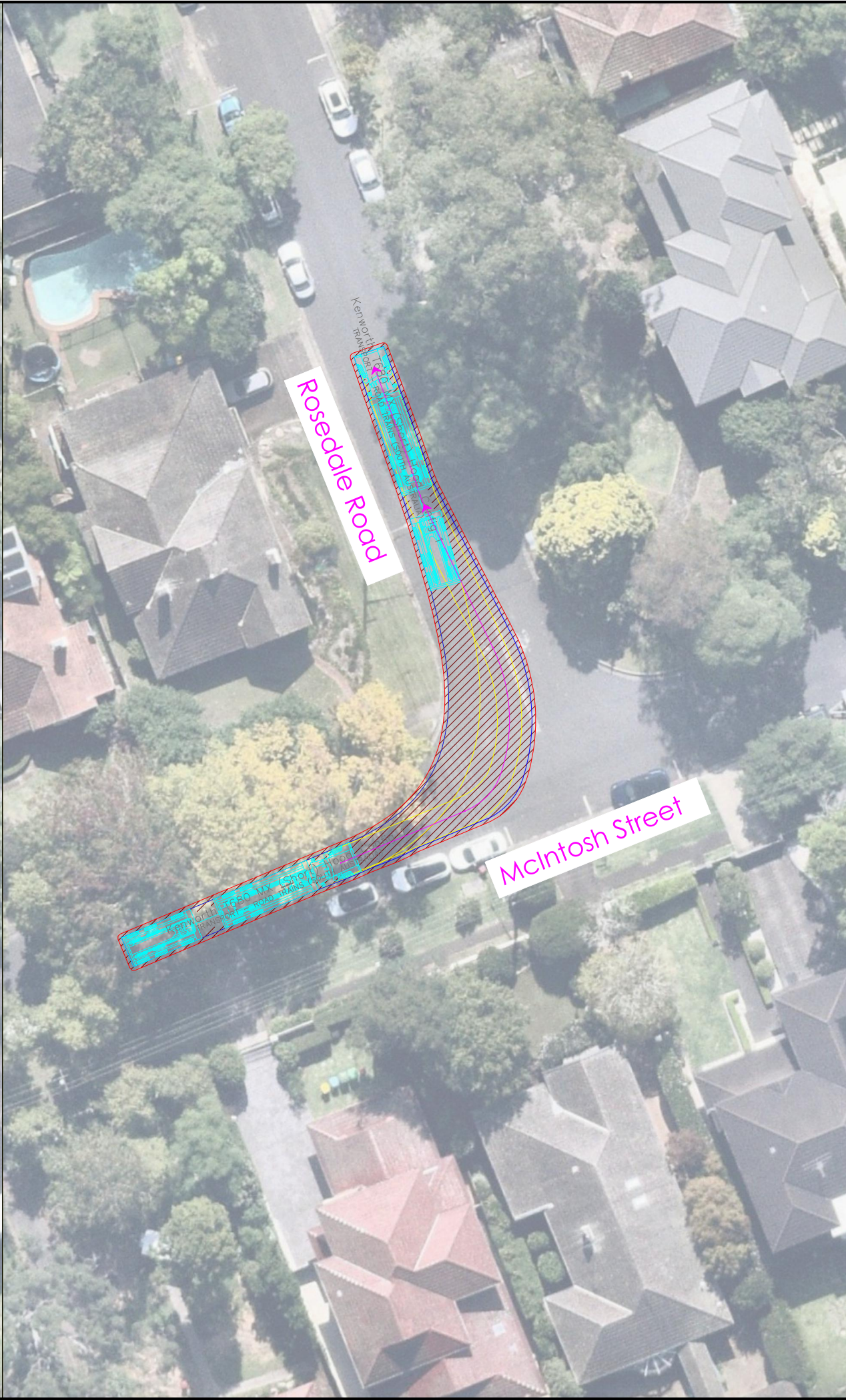
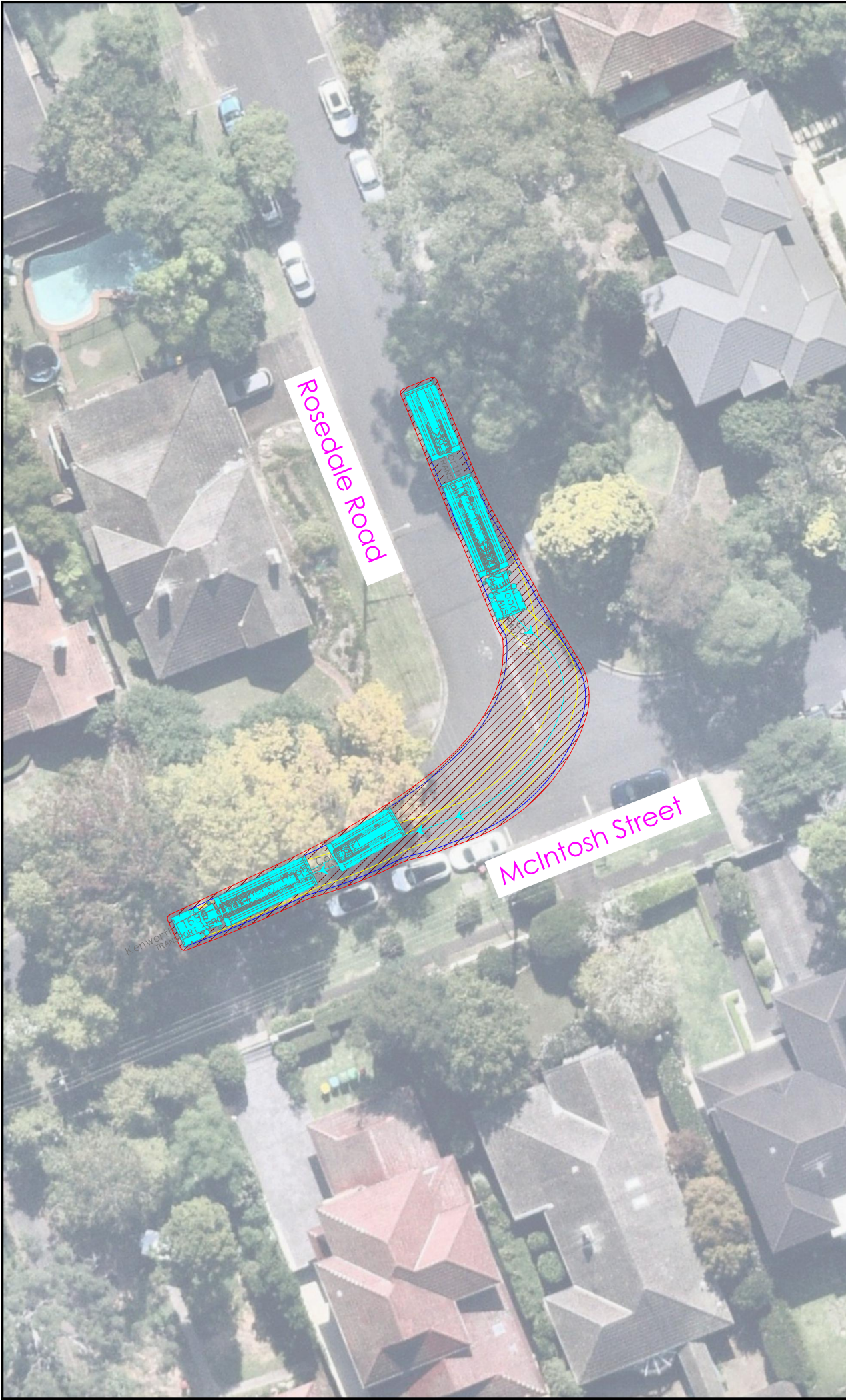
Rev.

25.208

P.CTPMP

TX.04

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Date

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Preliminary CTPMP Swept Path

AS

23-05-25

Swept Path Legend

Wheel Path

Vehicle Body Envelope

Clearance Envelope (300mm)

Architect

Client

CPDM

Scale / Plan Orientation

0481216m

1:400 @ A3

Project Description

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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

Swept Path Analysis

19.6m Truck and Dog Vehicle (TnD)

Inbound Route from North

Rosedale Road - McIntosh Street

Left: Inbound

Right: Outbound

Drawn:

AS

Checked:

JP

Date:

See Rev.

25.208d02v01 TRAFFIX [Nearmap Imagery] Swept Path Analysis - Preliminary CTPMP Truc

Project No.

Drawing Phase

Drawing No.

Rev.

25.208

P.CTPMP

TX.05

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