Construction Traffic Management Plan

Cranbrook School, Bellevue Hill

For Richard Crookes Constructions

17 February 2022

parking;
traffic;
civil design;
communication;

ptc.

Document Control

Cranbrook School, Bellevue Hill, Construction Traffic Management Plan – T2-2719

Issue	Date	Issue Details	Author	Reviewed
1	01/11/19	Draft report	SW	AM
2	13/11/19	Final report	SW	AM
3	14/10/20	Update	DS	SW
4	11/02/22	Update	DS	SW
5	15/02/22	Update	DS	SW

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Contents

1. Introduction

1.1 Project Summary

ptc. has been engaged by Richard Crookes Constructions to prepare a Construction Traffic Management Plan (CTMP) to the Department of Planning and Environment, associated with the proposed state significant development at Cranbrook Senior School, Bellevue Hill.

The location of the site is shown in Figure 1

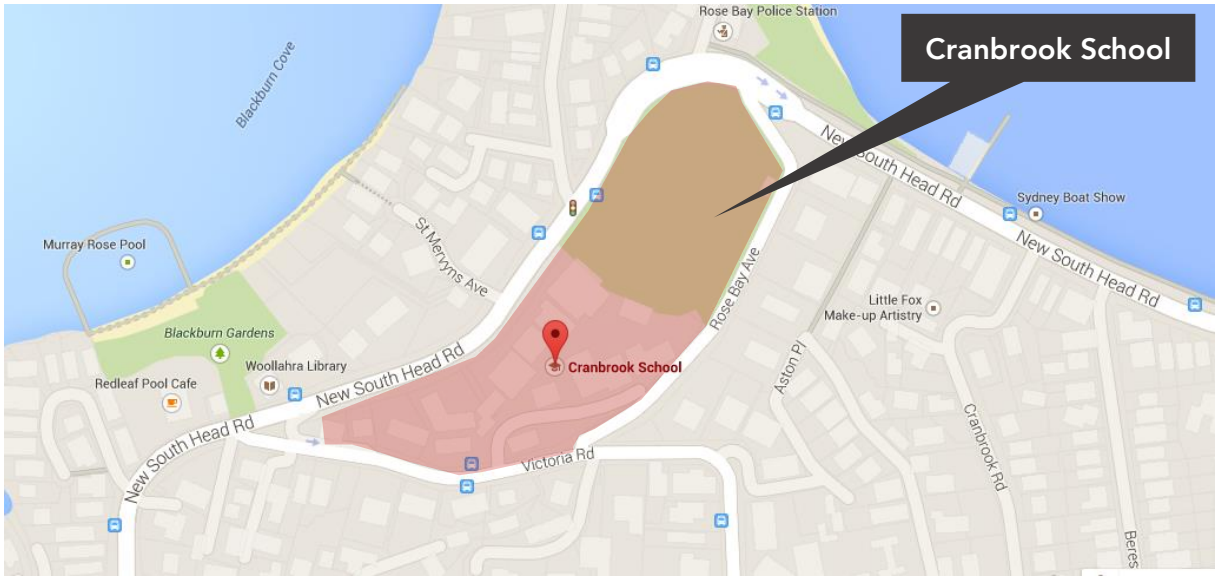


Figure 1 - Cranbrook School Location Plan

In summary, the development is focused on two areas:

- The Centenary Building
    - This involves the demolition of the existing War Memorial Hall and Mansfield Building, and the construction of a new five level, multi-purpose teaching facility.
- The Aquatic and Fitness Centre
    - The construction of a new 50 metre, 8 lane swimming pool, learn to swim pool, multi-purpose sports hall and fitness centre and modifications to the existing oval to accommodate the structure beneath the school oval.
    - The construction of an underground parking facility for 124 vehicles.

The development also proposes the relocation of the existing on-street 'Drop off / Pick up' facility from Rose Bay Avenue to the existing internal driveway.

1.2 Purpose of this Report

This report has been prepared to present the traffic and pedestrian management arrangements associated with the construction of the new education facility development.

- Section 2 - Background
- Section 3 - A description of the proposed development
- Section 4 - A description of the road network and transport facilities serving the development
- Section 5 - A description of the proposed management of construction vehicles and on-site traffic
- Section 6 - Conclusion

It is noted that at this update of this CTMP presents the arrangement for the completion of the Centenary Building (refer to Section 1.1) and the Loading Bay on Rose Bay Avenue. The Aquatic and Fitness Centre is to be handed over for completion at the time this report was written.

2. Background

2.1 Site Context

Cranbrook School is located in the suburb of Bellevue Hill, approximately 6 kilometres east of Sydney CBD. The campus is located to the south east of New South Head Road, with a 430-metre frontage to New South Head Road, a 140-metre frontage to Victoria Road and a 370-metre frontage to Rose Bay Avenue.

The Senior School caters for students from year 7 to year 12.

The current site layout is shown in Figure 2.

Figure 2 - Existing Cranbrook School Campus

2.2 School Population

The current approved student numbers within the Senior School is 1115 and the current staff full time equivalent (FTE) population is 168.

2.3 School Start and Finish Times

The core school start and finish times are; 8.15am to 3.20pm, with out of school activities running both before and after these hours.

2.4 On and Off-Site Parking Provisions and Site Access and Egress

The existing parking provisions for the site consists of a small number of allocated on site spaces and usage of the unrestricted on street parking provision in the vicinity of the site.

The site currently provides parking for 29 vehicles within the existing internal driveway at the main school entrance. These spaces are allocated to senior staff members and employees. This area is posted with a 10 kph speed limit and is designated as a 'shared zone' for use by vehicles and pedestrians. This area is accessed via the main school entrance off Victoria Road and the exit is via a driveway onto Rose Bay Avenue. There are also five maintenance vehicle access points to the school, two off New South Head Road, two off Rose Bay Avenue and one off both Victoria Road.

In addition to the vehicular access points, pedestrian access to the site is via the following locations;

- Main gate, Victoria Road,
- Internal driveway exit, Rose Bay Avenue; and
- Pedestrian access gate, New South Head Road

The parking area and site access and egress points are shown on Figure 3.

Figure 3 - On Site Parking & Site Access & Egress

3. Proposed Development

The proposed development is focused on two main areas of the campus:

- The Centenary Building
    - This involves the demolition of the existing War Memorial Hall and Mansfield Building, with the construction of a new five level, multi-purpose teaching facility.

Figure 4 is an extract of the proposed development plans, produced by Architectus showing a typical level of the proposed Centenary Building.

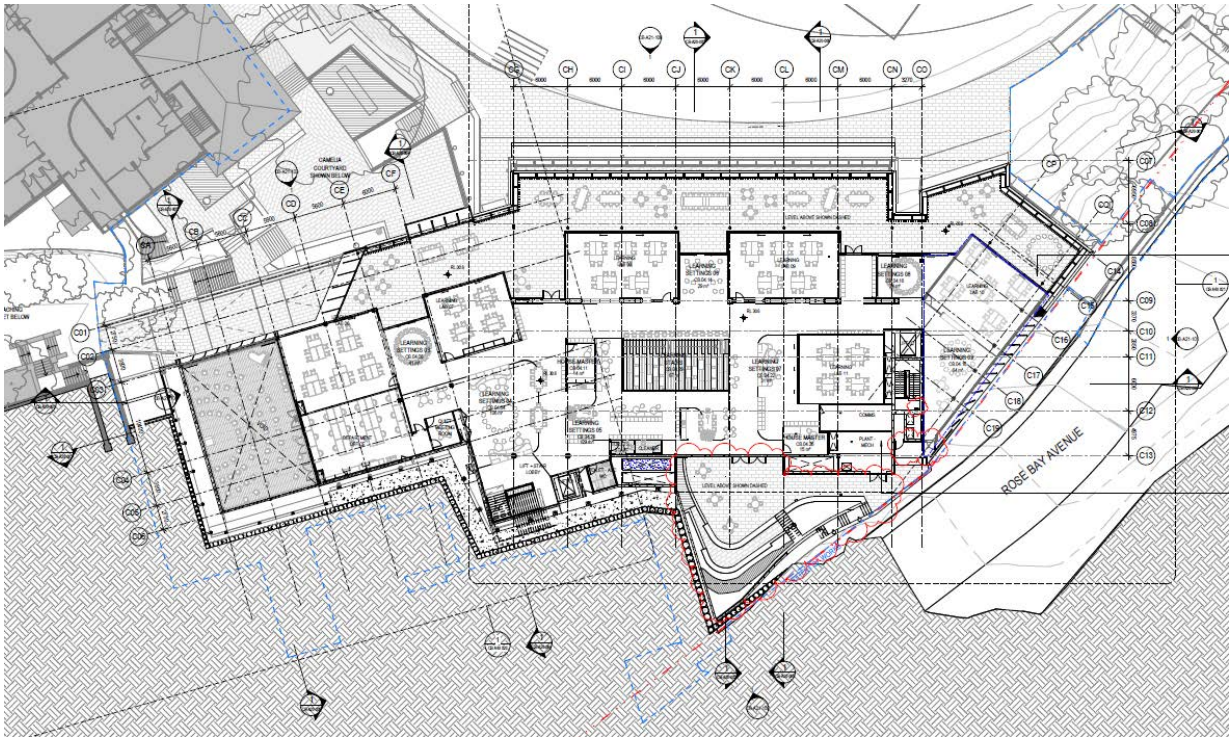


Figure 4 - The Proposed Centenary Building

- The Aquatic and Fitness Centre
    - The construction of a new 50 metre, 8 lane swimming pool, learn to swim pool, multi-purpose sports hall and fitness centre, including modifications to the existing oval to accommodate this structure 'under' the school oval.
    - The construction of an underground parking facility for 124 vehicles.

It is noted that the Aquatic and Fitness Centre and underground car park has been completed at the time of this report was updated.

The development has temporarily relocated the existing on-street 'Drop off / Pick up' facility from Rose Bay Avenue, east of the Rose Bay Avenue Gate, west along Rose Bay Avenue between the Rose Bay Avenue Gate and the intersection with Victoria Road.

Details of this are shown in Figure 5.

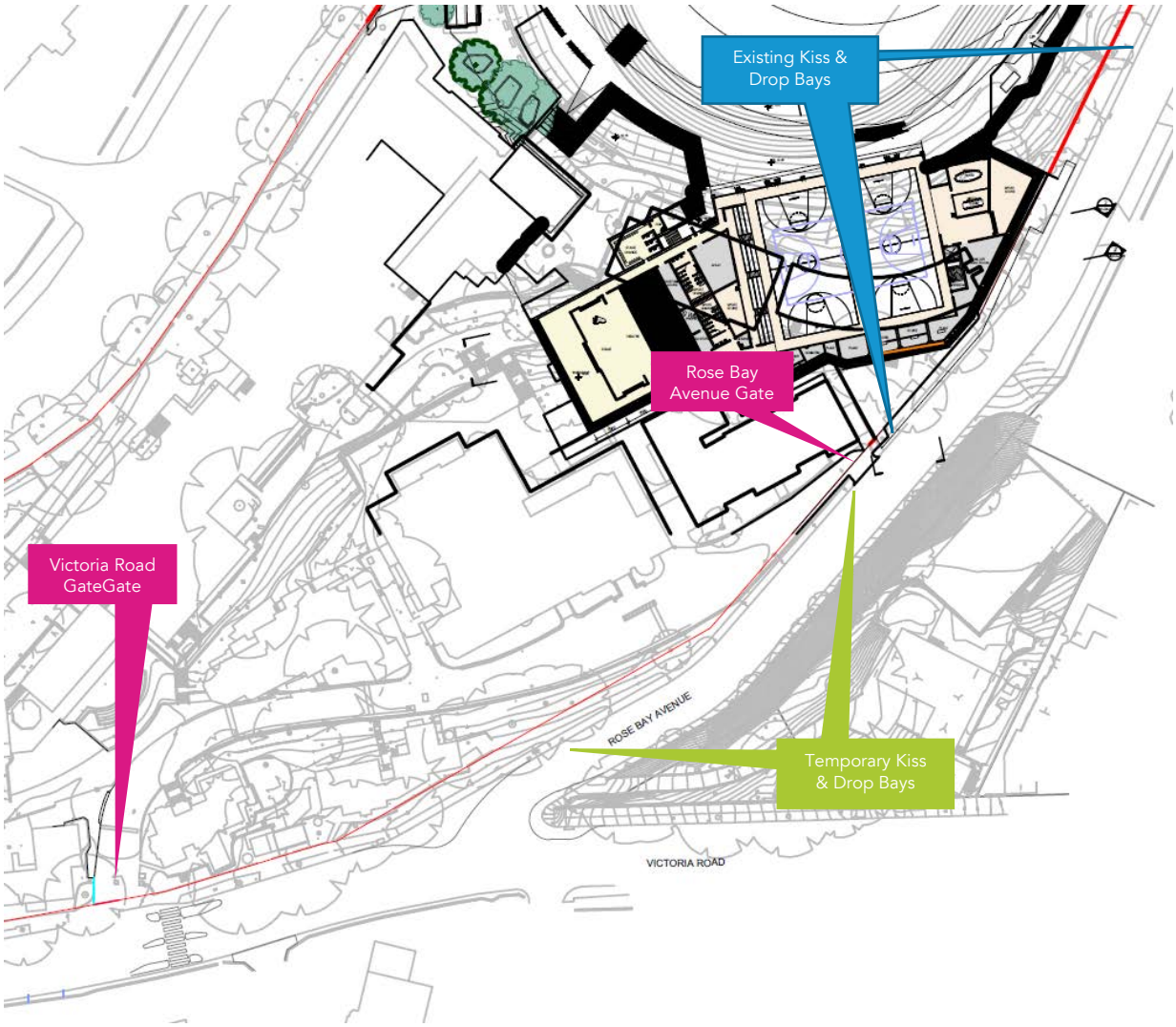


Figure 5 - Relocated Drop Off & Pick Up facility

4. Transport Environment

4.1 Road Network

The site is located on the south west side of New South Head Road, in the suburb of Bellevue Hill and in this regard, has a good connection to the eastern Sydney arterial road network and the wider Sydney area.

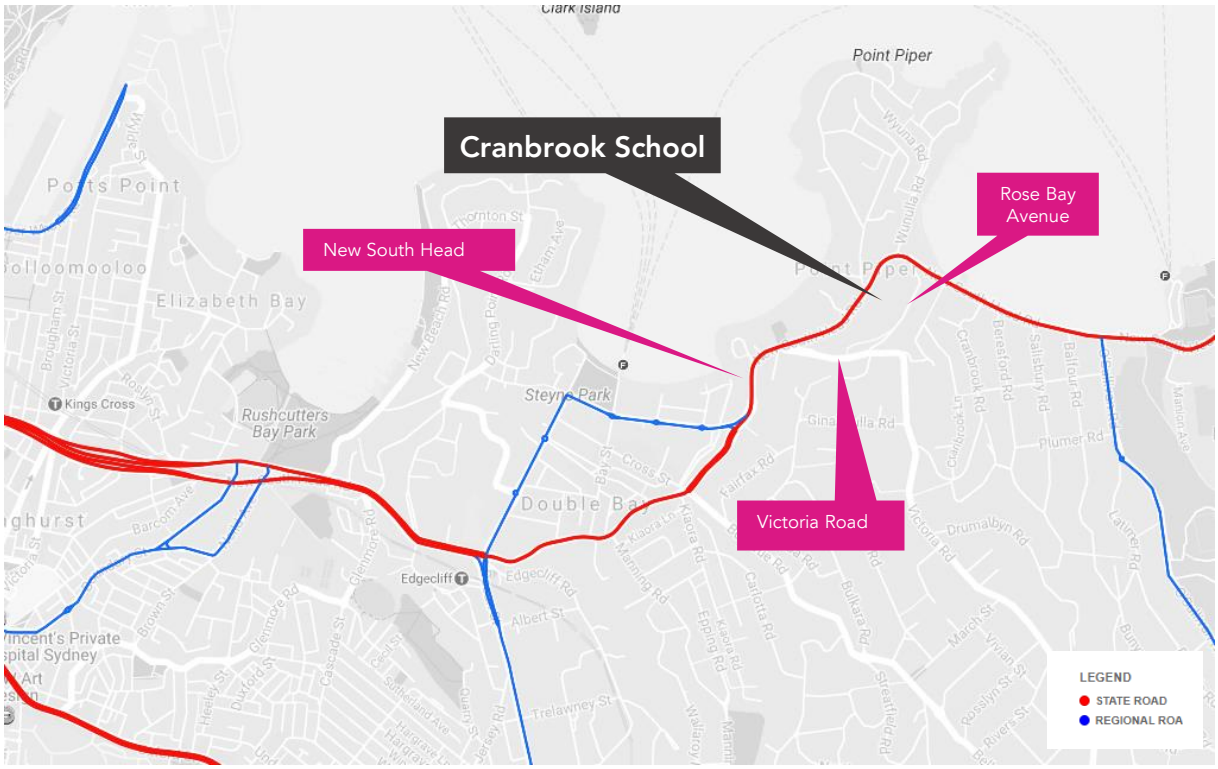


Figure 6 - Road Hierachy

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

- State Roads - Freeways and Primary Arterials (RMS Managed)
- Regional Roads - Secondary or sub arterials (Council Managed, Part funded by the State)
- Local Roads - Collector and local access roads (Council Managed)

The road network servicing the site includes:

Table 1 - New South Head Road

New South Head Road	
Road Classification	State Road
Alignment	East / West
Number of Lanes	2/3 lanes in each direction
Carriageway Type	Un-divided
Carriageway Width	18 metres
Speed Limit	60 kph (outside School Zone times)
School Zone	Yes
Parking Controls	Eastbound - ½P 9am to 4pm Mon to Friday, No parking 4pm to 6pm Westbound – un-restricted
Site Frontage	Yes

Figure 7 - New South Head Road - Westbound towards Victoria Road

Table 2 - Victoria Road

Victoria Road	
Road Classification	Local Road
Alignment	East / West
Number of Lanes	1 lane in each direction
Carriageway Type	Un-divided
Carriageway Width	12 metres
Speed Limit	50 kph (outside School Zone times)
School Zone	Yes
Parking Controls	Un-restricted
Site Frontage	Yes

Figure 8 - Victoria Road - Westbound towards School Entry Gate

Table 3 - Rose Bay Avenue

Rose Bay Avenue	
Road Classification	**Local Road**
Alignment	**North / South**
Number of Lanes	**1 lane in each direction**
Carriageway Type	**Un-divided**
Carriageway Width	**10 metres**
Speed Limit	**50 kph (outside School Zone times)**
School Zone	**Yes**
Parking Controls	**Un-restricted, with school drop off zone at peak times**
Site Frontage	**Yes**

Figure 9 - Rose Bay Avenue – Northbound towards School Exit Gate

4.2 Key Intersections

The key intersections within the vicinity of the site and their configurations are listed below and shown in Figure 10.

- New South Head Road and Victoria Road - three arm signalised intersection
- Victoria Road and Rose Bay Avenue - three arm priority-controlled intersection
- New South Head Road and Rose Bay Avenue - three arm priority-controlled intersection, left in / left out
- New South Head Road and Wolesley Road - three arm signalised intersection

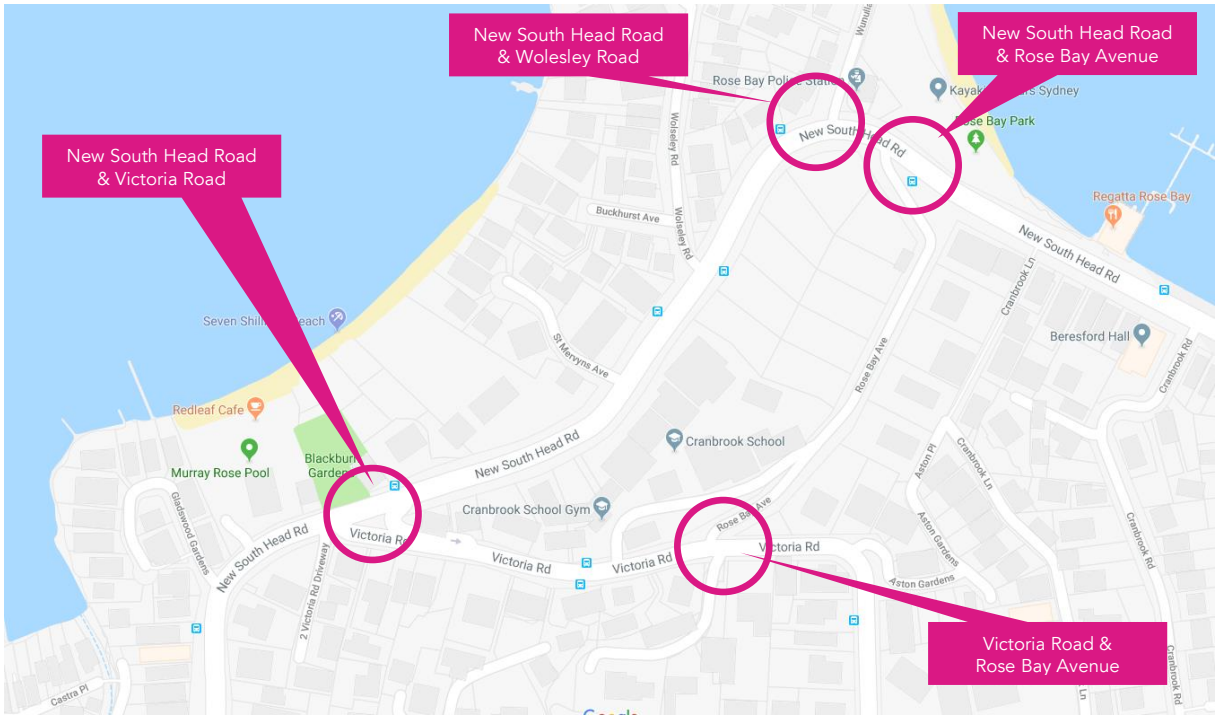


Figure 10 - Key Intersections

4.3 Pedestrian Facilities

Facilities are available to the public within the vicinity of the site. These facilities are summarised in Table 4 and shown in Figure 11

Table 4 - Pedestrian Facilities

Road	Pedestrian Facilities
New South Head Road	North Side – 3.5m wide footway
	South Side – 3.5m wide footway
	Signal controlled pedestrian crossing on the western arm of New South Head Road / Victoria Road intersection Signal controlled crossings on all arms of the New South Head Road / Wolsey Road intersection
Victoria Road	North Side – 1.5 to 2m side footway
	South Side – 1.5 to 2m side footway
	'Zebra Crossing' on eastern side of school entrance
Rose Bay Avenue	North Side – 1.0 to 1.5m wide footway
	South Side – 1.5 to 2.0m wide footway

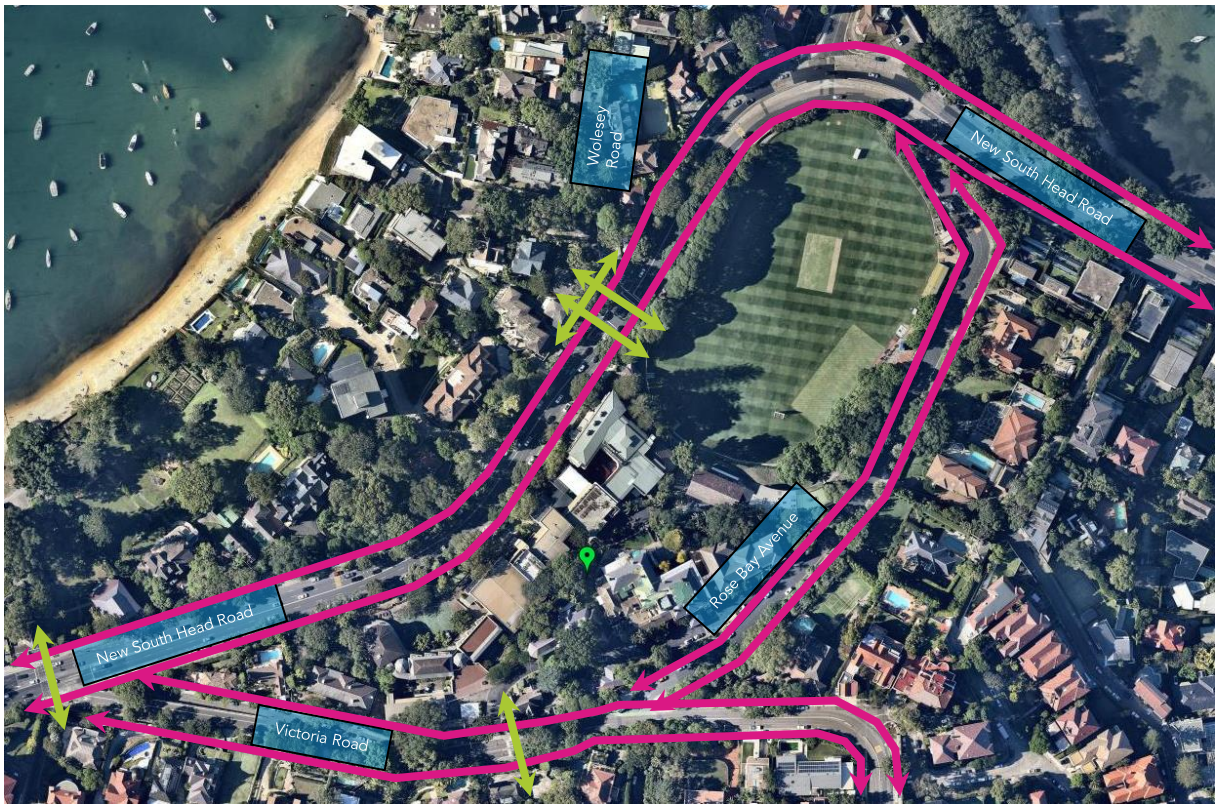


Figure 11 - Pedestrian Facilities

4.4 Bicycle Network

Woollahra Municipal Council has developed the Woollahra Bicycle Strategy 2009, which reviewed the 'Woollahra Waverly Bike Plan 2000' and set out to develop a bicycle strategy for future implementation.

The key elements of the bicycle strategy are;

- Completing major (regional) routes that provide regional connectivity;
- Every Street a Cycling Street – promoting and facilitating cycling on all local roads with minimum new construction;
- Recreational routes for safe and family-friendly cycling in the vicinity of parks and reserves;
- Developing cycle facilities at/to public transport Interchanges and urban villages;
- Integrated policies and planning instruments – inclusion of cycle facilities and considerations within road construction and maintenance programs as well as in development planning; and
- Targets to provide a balance between civil works and encouraged programs, including a ride-to-school strategy to develop sustainable travel habits and cycling confidence from a young age.

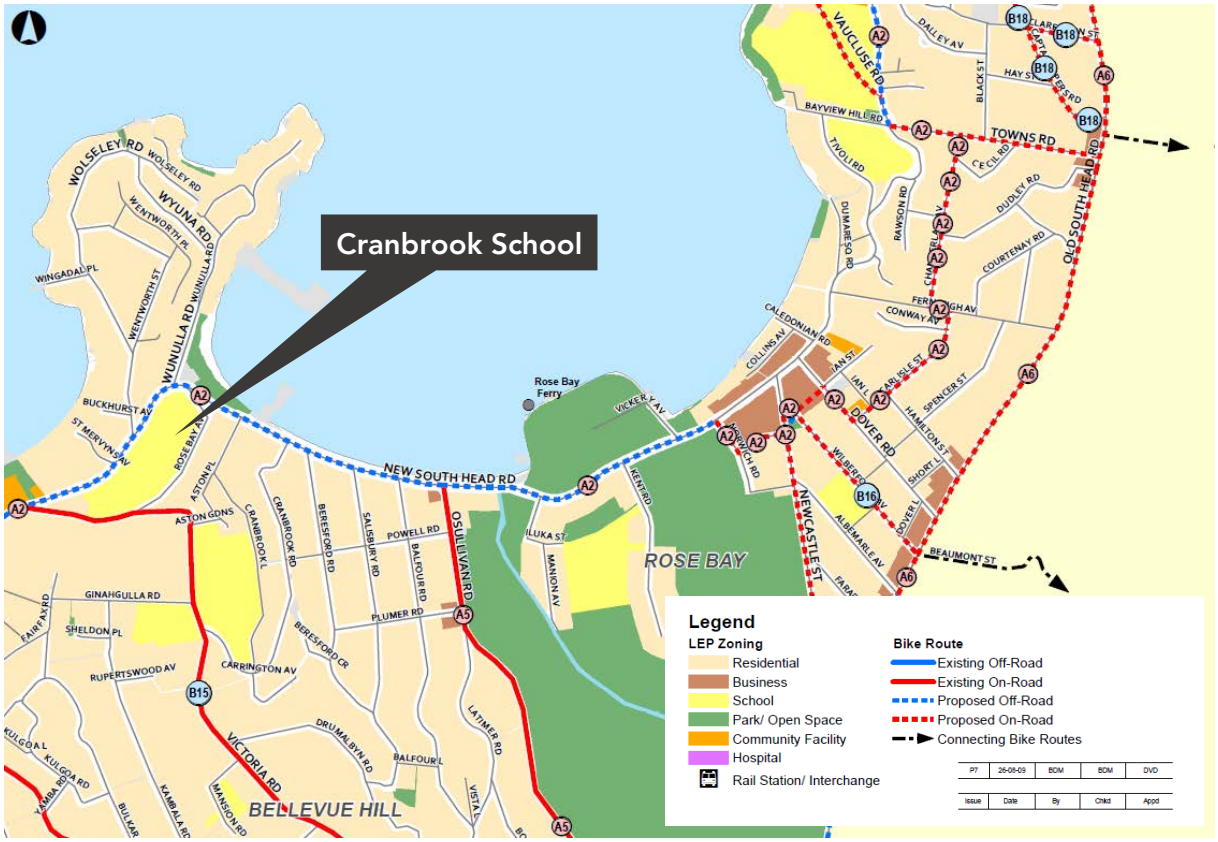


Figure 12 - Local Bicycle Network (Source:Woolahra Municpal Council)

As shown in Figure 12, the school is served by an existing on-road cycle route along Victoria Road and a proposed off-road route along New South Head Road. These routes provide access to the local cycle network and links to the greater Sydney cycle network.

4.5 Bus Services

The site is well serviced by buses that operate from the following 7 bus stops in close proximity to the site

- New South Head Road: Routes – 323, 324, 325 and L24
- Victoria Road: Route 326

These services are operated by Sydney Bus Network and the bus stop locations are shown in Figure 13:

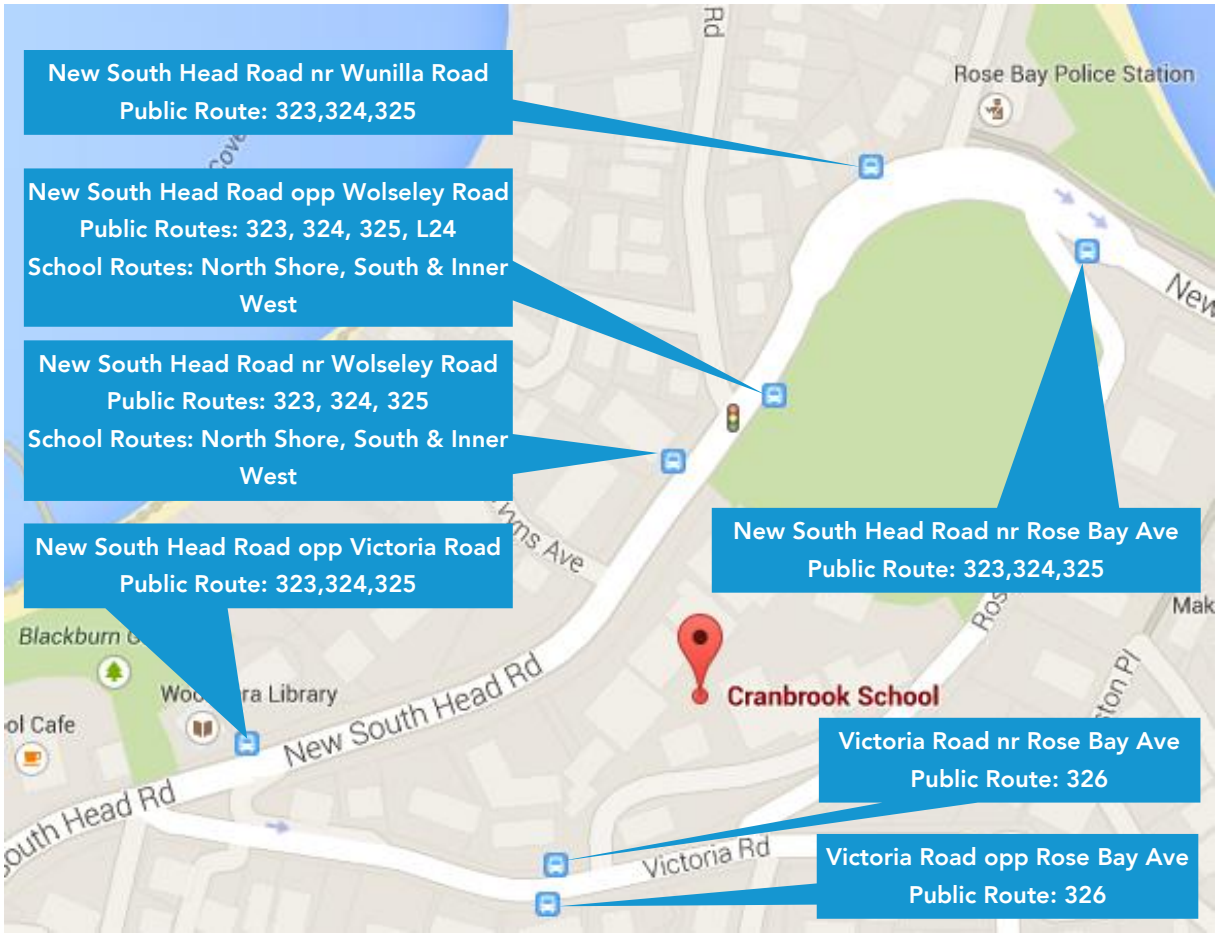


Figure 13 - Bus Services

These services run between 04:30 and 00:30 and provide access from the local area to the City at approximately 30-minute intervals, with additional services at peak times.

In addition to the STA bus routes services Cranbrook School, the school operates three private services;

- North Shore Bus Services;
- South; and
- Inner West Services.

The routes are operated by the school and drop off and pick up students at the STA bus stop located on New South Head Road at the corner of Wolseley Road.

4.6 Ferry Services

The site is located a distance of approximately 1200 metres from Double Bay Wharf.

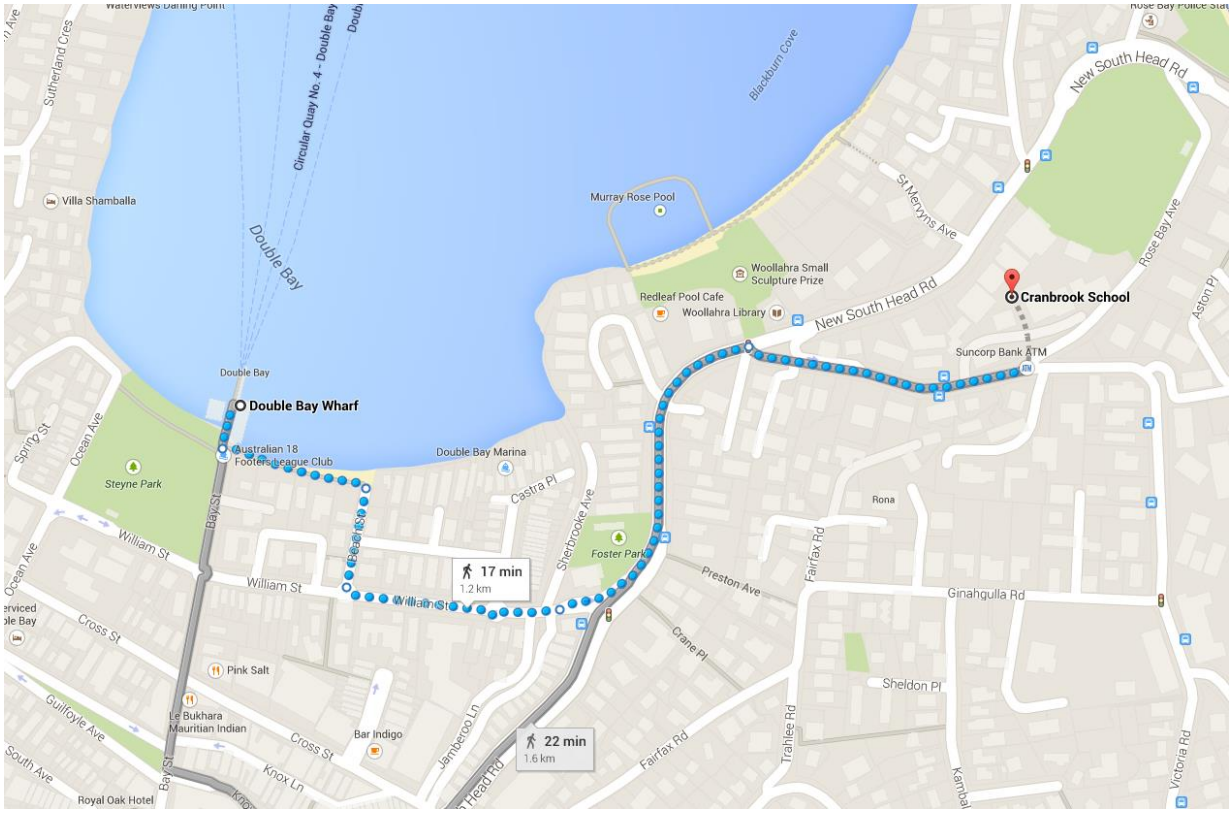


Figure 14 - Ferry Services

Double Bay Wharf is operated by Sydney Ferries and operates the F7 Eastern Suburbs service between Circular Quay and the Eastern Suburbs and are summarised as follows;

F7 Eastern Suburbs:

- Circular Quay to Double Bay – approximately 30-minute intervals between 07:00 and 21:00
- Double Bay to Circular Quay – approximately 30-minute intervals between 06:50 and 19:20

5. Traffic Management Plan

5.1 Objective

The traffic management plan associated with the construction activity aims to ensure the safety of all workers and road users within the vicinity of the construction site and the following are the primary objectives:

- To minimise the impact of the construction vehicle traffic on the overall operation of the road network;
- To ensure continuous, safe and efficient movement of traffic for both the general public and construction workers;
- Installation of appropriate advance warning signs to inform users of the changed traffic conditions;
- To provide a description of the construction vehicles and the volume of these construction vehicles accessing the construction site;
- To provide information regarding the changed access arrangement and also a description of the proposed external routes for vehicles including the construction vehicles accessing the site; and
- Establishment of a safe pedestrian environment in the vicinity of the site.

5.2 Hours of Work

All works associated with the project will be restricted to the time periods by the Conditions of Consent. In accordance with Condition D4 the hours of work are stipulated as follows:

- Monday to Friday 7:00am to 6.00pm;
- Saturdays 8.00am to 1.00pm;
- Sunday or public holidays No works to be undertaken without prior approval

Additional to these timings, when construction are undertaken on school days, all vehicular movements associated with the construction shall only be undertaken between 7.00am – 8.00am, 9.00am – 2.30pm and 4.00pm and 5.00pm (to minimise disruption to the traffic network during school drop off and pick up periods).

5.3 General Requirements

In accordance with Road and Maritime Services (RMS) requirements, all vehicles transporting loose materials will have the entire load covered and/or secured to prevent any large items, excess dust or dirt particles depositing onto the roadway during travel to and from the site.

Vehicles operating to, from and within the site shall do so in a manner, which does not create unreasonable or unnecessary noise or vibration. No tracked vehicles will be permitted or required on any paved roads. Public roads and access points will not be obstructed by any materials, vehicles, refuse skips or the like, under any circumstances.

5.4 Construction Vehicle Types

Construction vehicles likely to be required during the works and their likely use are outlined in Table 5.

Table 5 - Construction Vehicles

Vehicle Type	Use
Rigid Trucks (up to 12.5m in length)	**Delivery of plant and material**
Concrete Agitators	**Concrete delivery**
Small rigid vehicles and utes/vans	**Delivery of small plant and material**
Private vehicles (construction & public)	**Construction, management, school staff**

During the peak construction periods, it is estimated that the construction activity is likely to generate between 10 to 20 vehicles per day.

A management system will be put in place to:

- Stagger all contractors' deliveries to ensure that back logs do not occur with multiple deliveries arriving at the same time.
- Traffic control measures to be in place at all entry and exit points to the site.

With reference to the work hours outlined in Section 5.2, all construction gates shall be shut during school zone hours to minimise the interaction between the school and construction traffic and further mitigate conflicts.

5.5 Construction Vehicle Routes

The site is located in the suburb of Bellevue Hill and the proposed vehicle construction routes have regard for the surrounding traffic arrangements within the vicinity of the site.

5.5.1 Primary Construction Vehicle Routes

The primary construction vehicles routes are illustrated in Figure 15

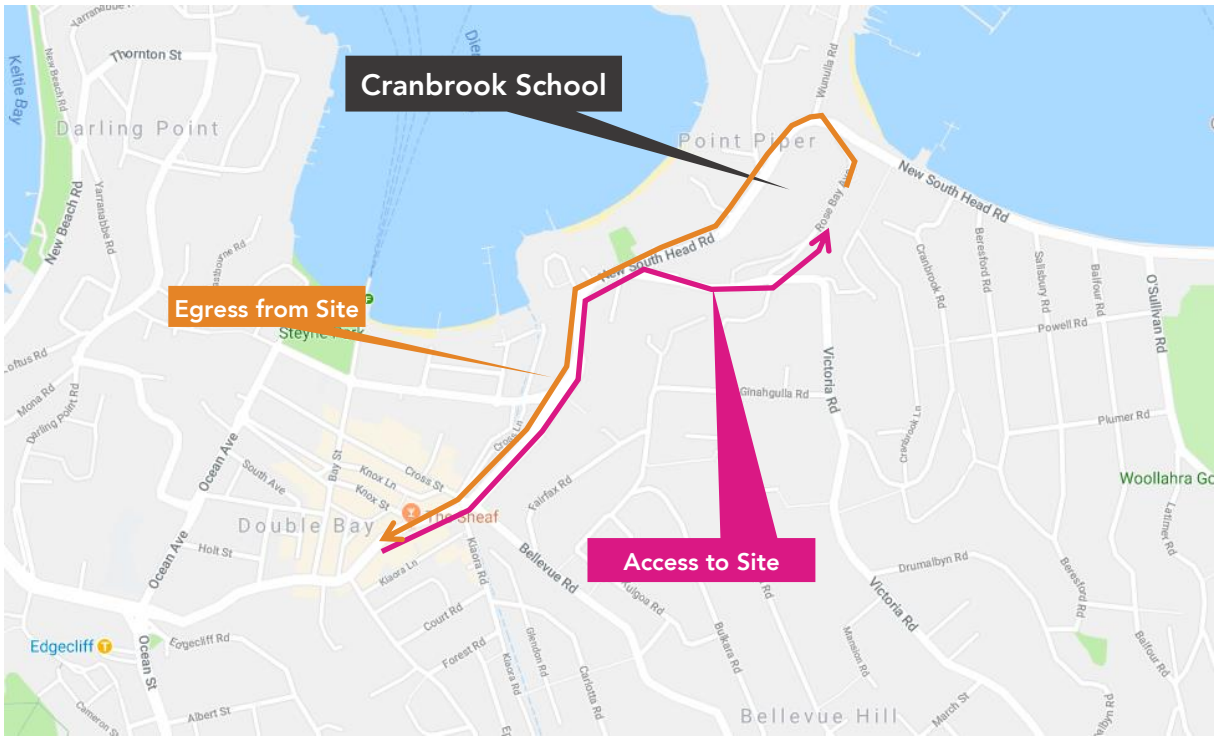


Figure 15 - Primary Construction Vehicle Access and Egress Routes

Access –

- Vehicles will access the site from the west via New South Head Road and turn right into Victoria Road.
- Vehicles will then proceed eastbound along Victoria Road to access Rose Bay Avenue and the designated site access gate.

Egress –

- Vehicles will exit the site via Rose Bay Avenue and a left turn into New South Head Road and proceed westbound along New South Head Road to join the wider road network.

To assess their suitability for the proposed construction vehicle swept path analysis has been undertaken on the four key intersections:

- New South Head Road and Victoria Road
- Victoria Road and Rose Bay Avenue
- New South Head Road and Rose Bay Avenue

The swept path analysis has been undertaken using the largest vehicle expected (12.5m HRV) and is shown in Figure 16, Figure 17 and Figure 18.

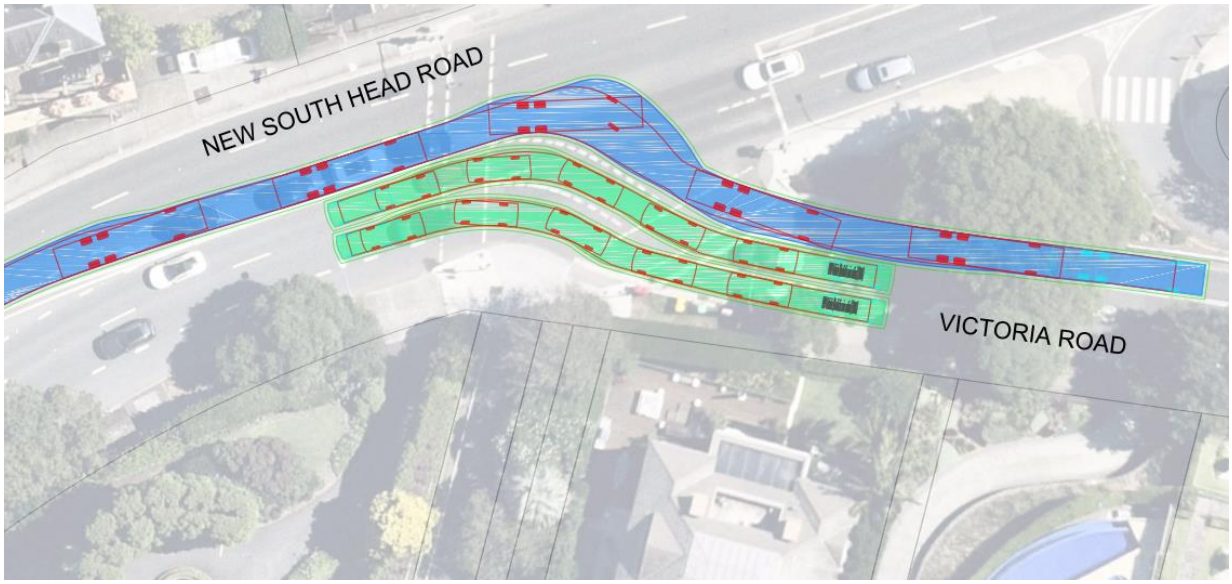


Figure 16 - New South Head Road and Victoria Road

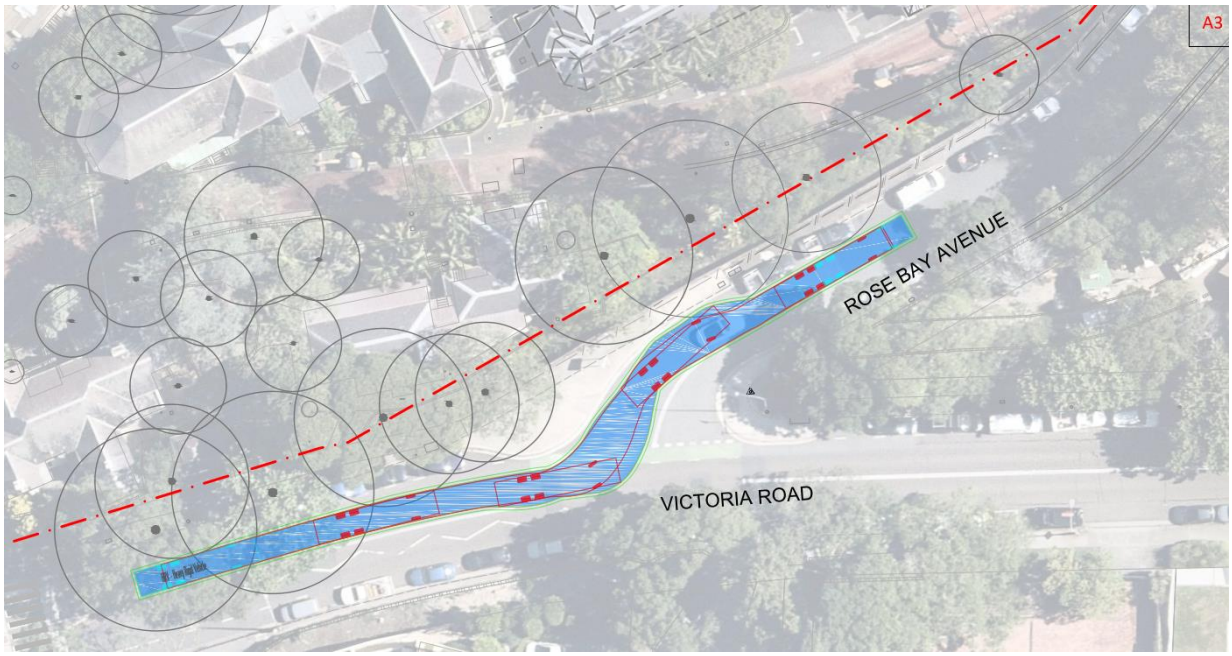


Figure 17 - Victoria Road and Rose Bay Avenue

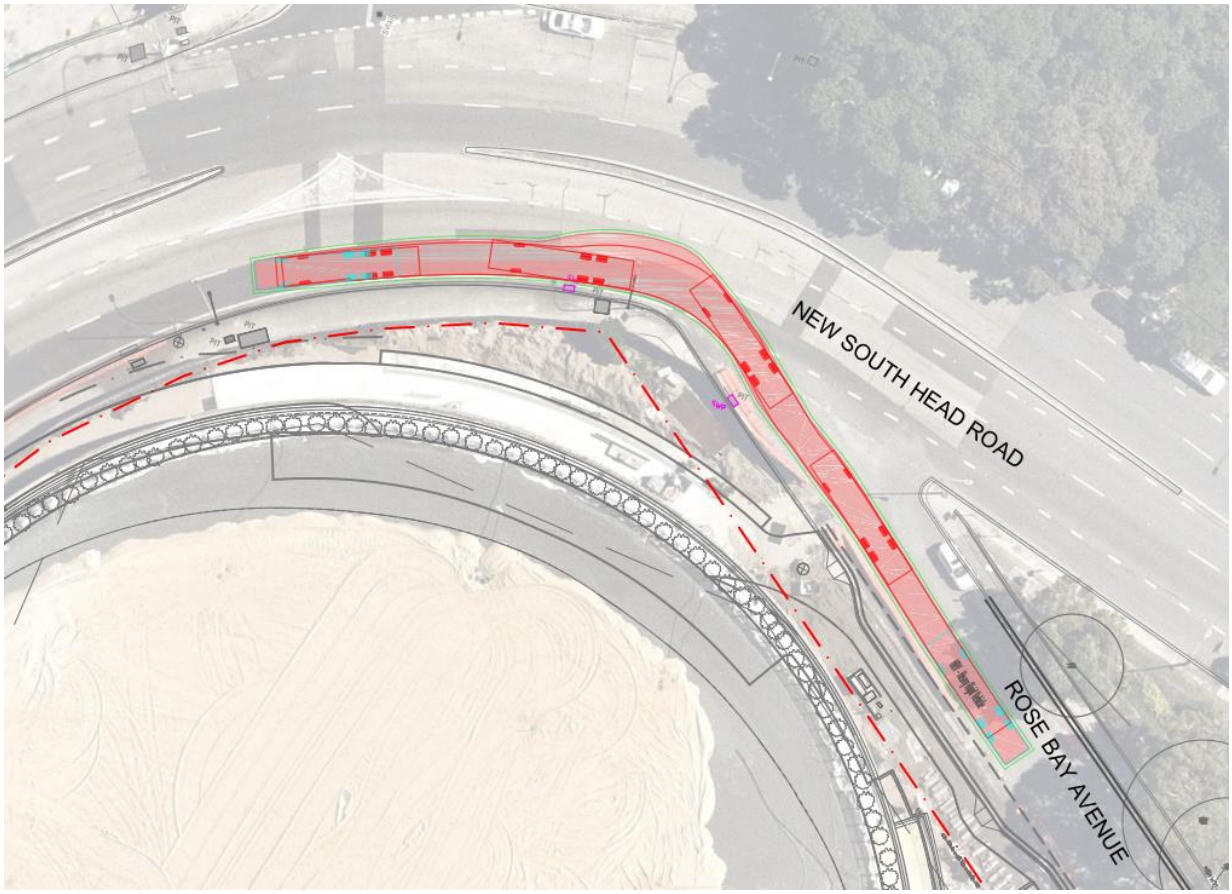


Figure 18 - New South Head Road and Rose Bay Avenue

5.6 Construction Program and Process

The project is intended to be undertaken in seven major stages, with the major milestones, as outlined in Table 6.

Table 6 - Construction Program and Milestones

Proposed Development Stage	Programmed Dates
Site Establishment	**Completed**
Demolition & Excavation Works	**Completed**
Aquatic and Fitness Centre Excavation and Construction	**Completed**
Reinstate Oval Surface	**Completed**
Centenary Building Construction	**Ongoing, to be completed July 2022**

The traffic management plan for the development is outlined in the following sections and shown on drawings TMP-001 to 003, found in Attachment 1 of this report.

5.6.1 Site Establishment

The site currently has two (2) vehicular gates (one for ingress and one for egress) and one (1) pedestrian access gate. The site access arrangements are shown in Figure 19 and Figure 20.

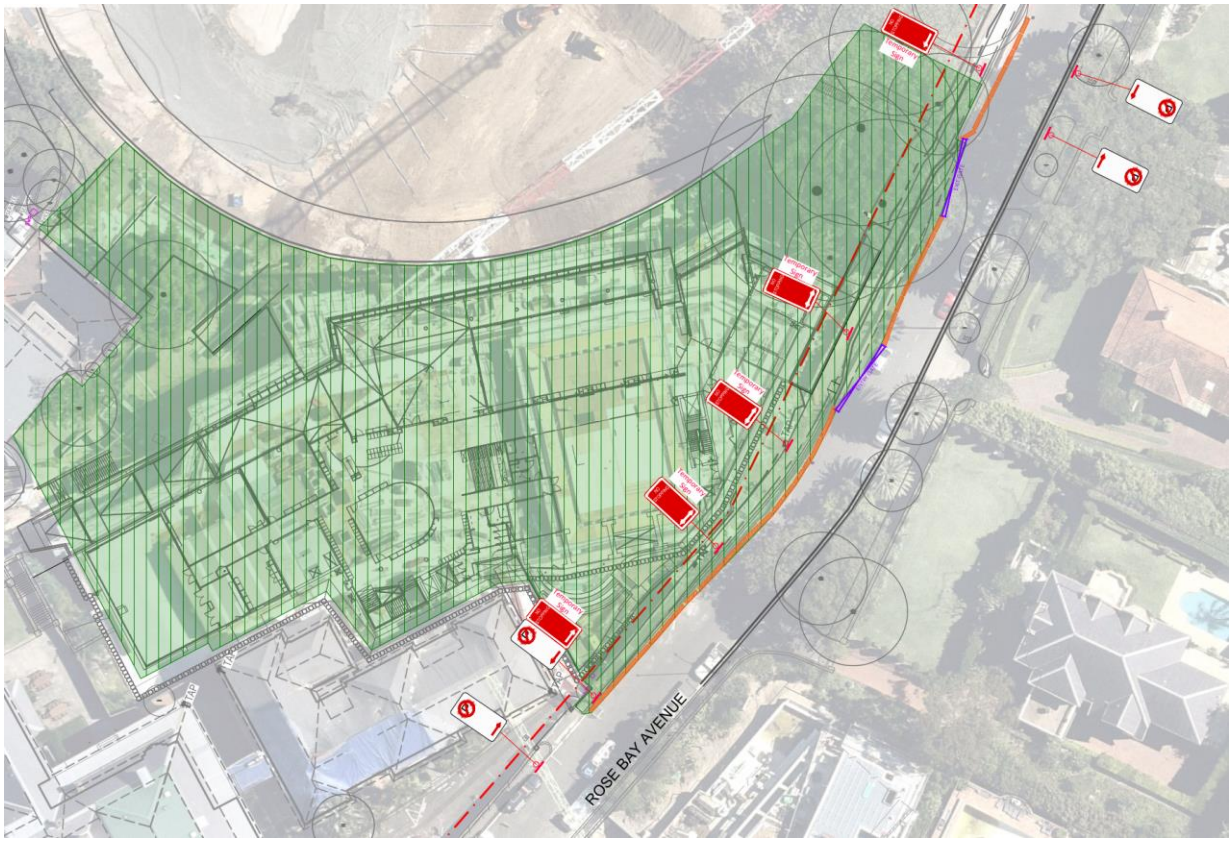


Figure 19 - Site Vehicular Access Arrangements

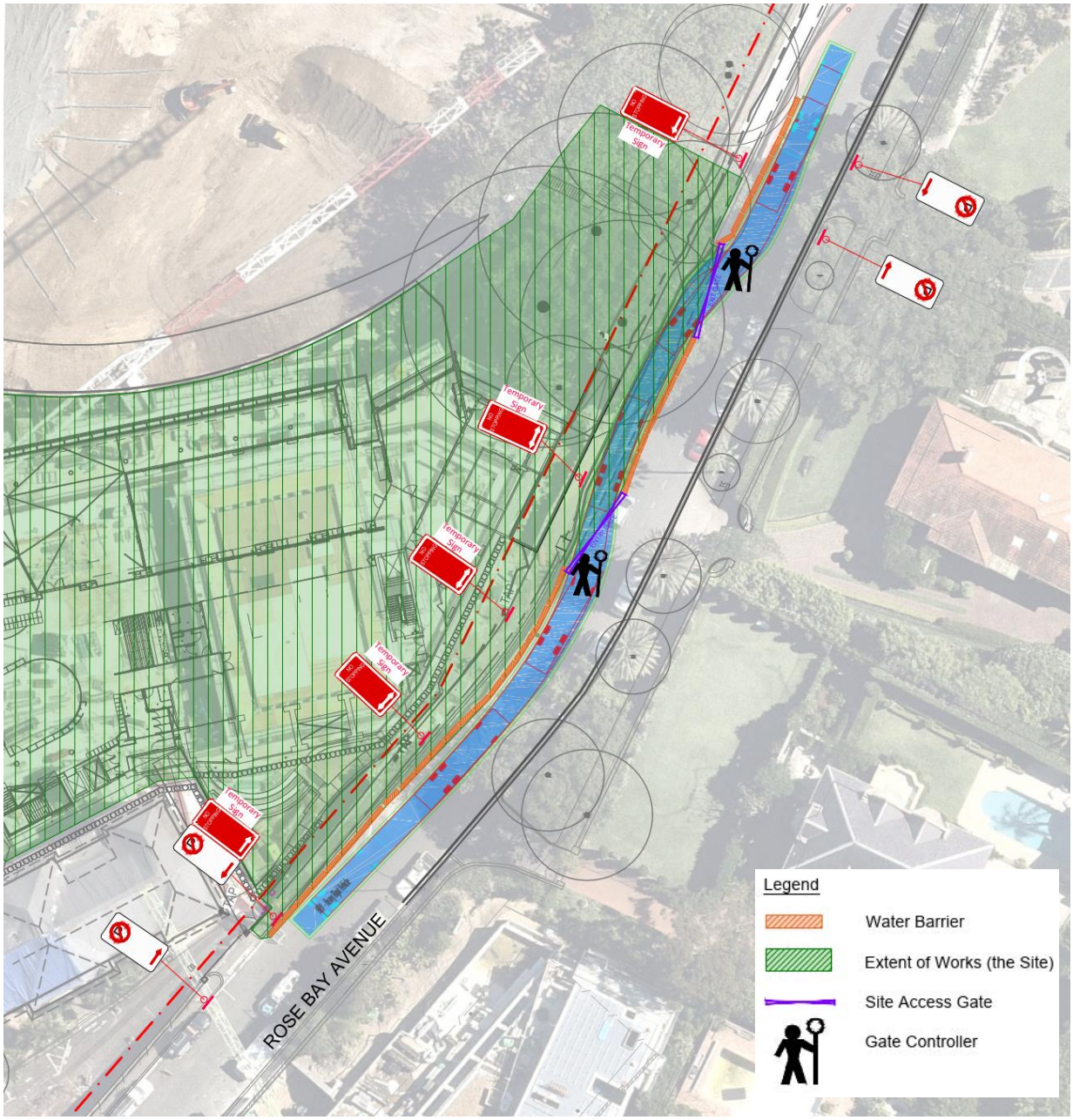


Figure 20 - HRV Ingress and Egress from the Site

Construction vehicles will access the site eastbound along Rose Bay Avenue and access the site via the entry gate on Rose Bay Avenue. Vehicles will then egress the site via the exit gate and re-join the external road network via a left turn onto New South Head Road.

During this stage of the works, vehicle sizes are to be up to a 12.5m HRV. Access & egress to these gates will be managed by traffic controllers at all times.

It should be noted that vehicular gates will be closed, and no construction vehicle will enter nor leave the site during school zone times to minimise the interface between the school and construction traffic.

5.6.2 Temporary Relocation of the Drop Off and Pick Up Zone During Construction

During the construction of the development, the drop off and pick up facility has been relocated along Rose Bay Avenue to the west side of the Rose Bay Avenue Gate, as shown in Figure 21.

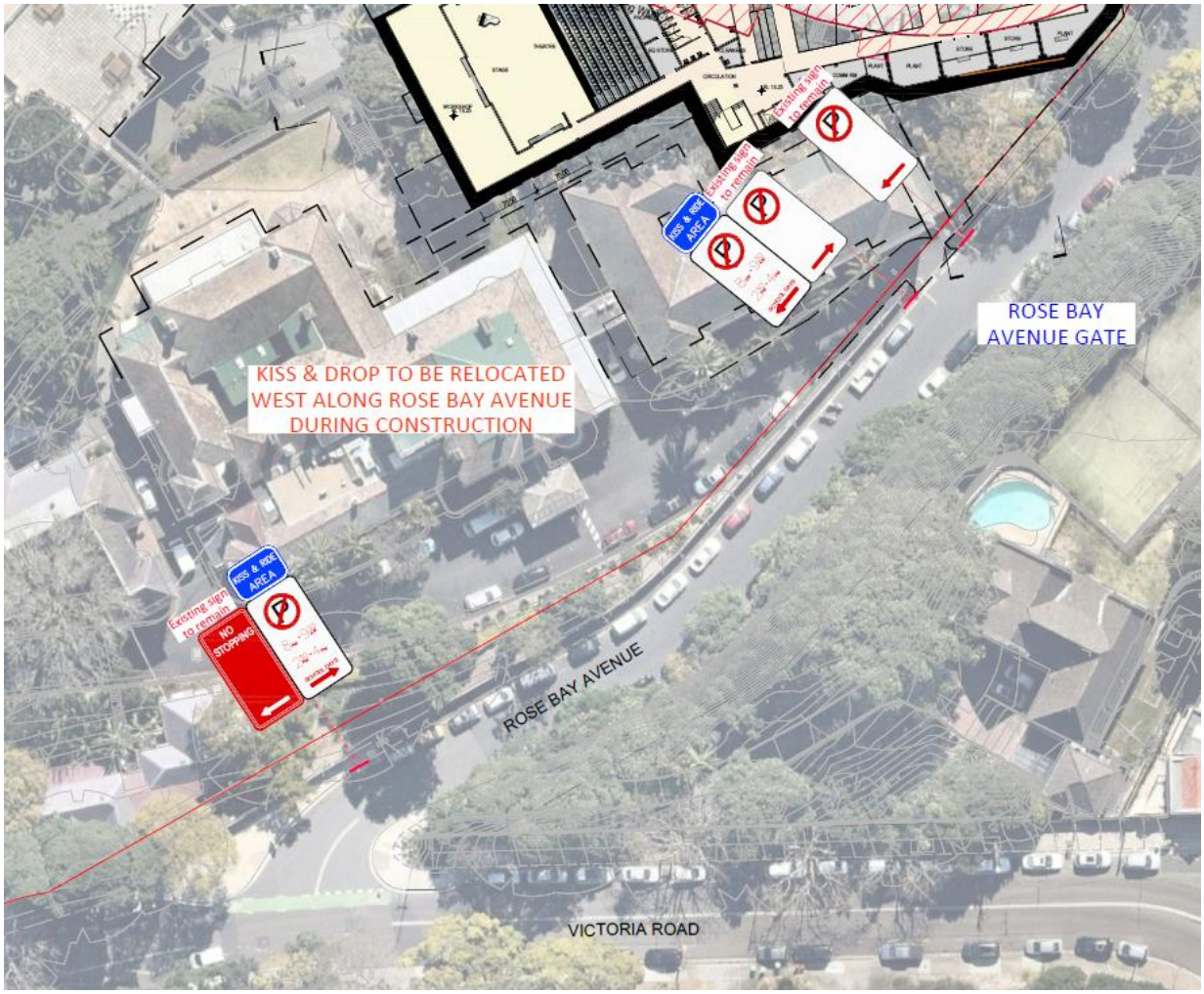


Figure 21 - Pick up and Drop Off

Parents will access the facility westbound along Rose Bay Avenue and exit towards the intersection of Rose Bay Avenue and New South Head Road.

Signage will be placed to inform traffic of the location of the Kiss & Drop area and existing Kiss and Drop signage along Rose Bay Avenue will be removed and this area will be available as unrestricted parking.

The school community will be informed of the revised location of the Kiss and Drop facility and details of its operation, prior to the commencement of Term 1, 2020.

Prior to the completion of the works, the Kiss and Drop facility will be permanently relocated to the internal driveway. This is expected to be undertaken early 2022.

5.6.3 Centenary Building Construction

Construction vehicle access for the construction of the Centenary Building will be using the entry and exit gates during construction. Vehicle sizes during this stage of the works can range from a typical B99 (utes) up to a typical 12.5m HRV.

Access & egress to these gates will be managed by traffic controllers at all times. A swept path analysis demonstrating these turns is shown in Figure 20.

5.7 Traffic Control Measures

The Traffic Control Plan (TCP) outlines the proposed traffic management to inform road users of the changed traffic conditions in the vicinity of the works site.

Traffic control will be provided for access and egress to all gates and work zones will be in accordance with the RMS Guide to Traffic Control at Work Sites. All gates and work zones will be managed by traffic controllers at all times.

Traffic management will be provided on the approaches to each gate and work zone on Rose Bay Avenue in accordance with TCP 77 and TCP 195 and a traffic controller will be provided at each gate and work zone. (refer to Attachment 2). As outlined in Section 5.6, construction vehicles will access and egress the site in a forward direction.

The traffic management proposals are shown in Figure 20 and the TCPs are shown in Attachment 2.

5.8 Work Zone

There are no work zones proposed outside the site boundary.

5.9 Pedestrian Access

Pedestrian access to the school and the surrounding pedestrian network will be maintained at all times.

With the relocation of the pick up and drop facility to the west along Rose Bay Avenue (as outlined in Section 5.6.2) the majority of the pedestrian movements will be to and from this area into the Rose Bay Avenue Gate.

Students will be instructed to only exit the Rose Bay Ave Gate westbound (toward Victoria Road) and internal signage will be provided to instruct students of this restriction. This should remove student pedestrian movements along Rose Bay Avenue along the construction site frontage and the Site Access Gates.

It is noted that there are works to construct a loading bay (layback) along Rose Bay Avenue as part of the overall project. In line with this, the footpath associated with the layback will need to be closed off and reconstructed as well. A site hoarding consisting of water-filled barriers has been placed to divert pedestrians across to the other side of Rose Bay Avenue. This proposed arrangement is illustrated in Figure 22.

Figure 22 - Pedestrian Management and Diversion

5.10 Special Deliveries

Any oversized vehicle (including cranes) that are required to travel to the site will be dealt with separately, with the submission of required permits to and subsequent approval by relevant authority prior to any delivery. Requests for delivery shall be in accordance with requirements of relevant authorities.

5.11 Staff Parking

Due to site constraint, there will be limited parking available to site personnel on site.

All site personnel are to be advised that they are not to park in the on-street parking in the vicinity of the development site. To minimise the required parking, the contractor will be encouraged to assist in the transportation of workers to the site. Also, school staff and site personnel will be recommended to carpool (where ever practicable) and will be informed of the public transport options available in the vicinity of the site (refer to Section 4) and advised to utilise these facilities (where ever practicable).

5.12 Work Site Security

To provide security to the works site and protection to the general public and during specific activities, Class A or B hoardings will be erected along the construction site boundary to protect the works site and the general public.

These hoardings will be erected to define the extent of the works site. All access points are to be securely locked when construction activities are not in progress.

5.13 Adjacent Developments

A development is proposed for 23 Victoria Road, Bellvue Hill and the location of this development in relation to the school is shown in Figure 23.

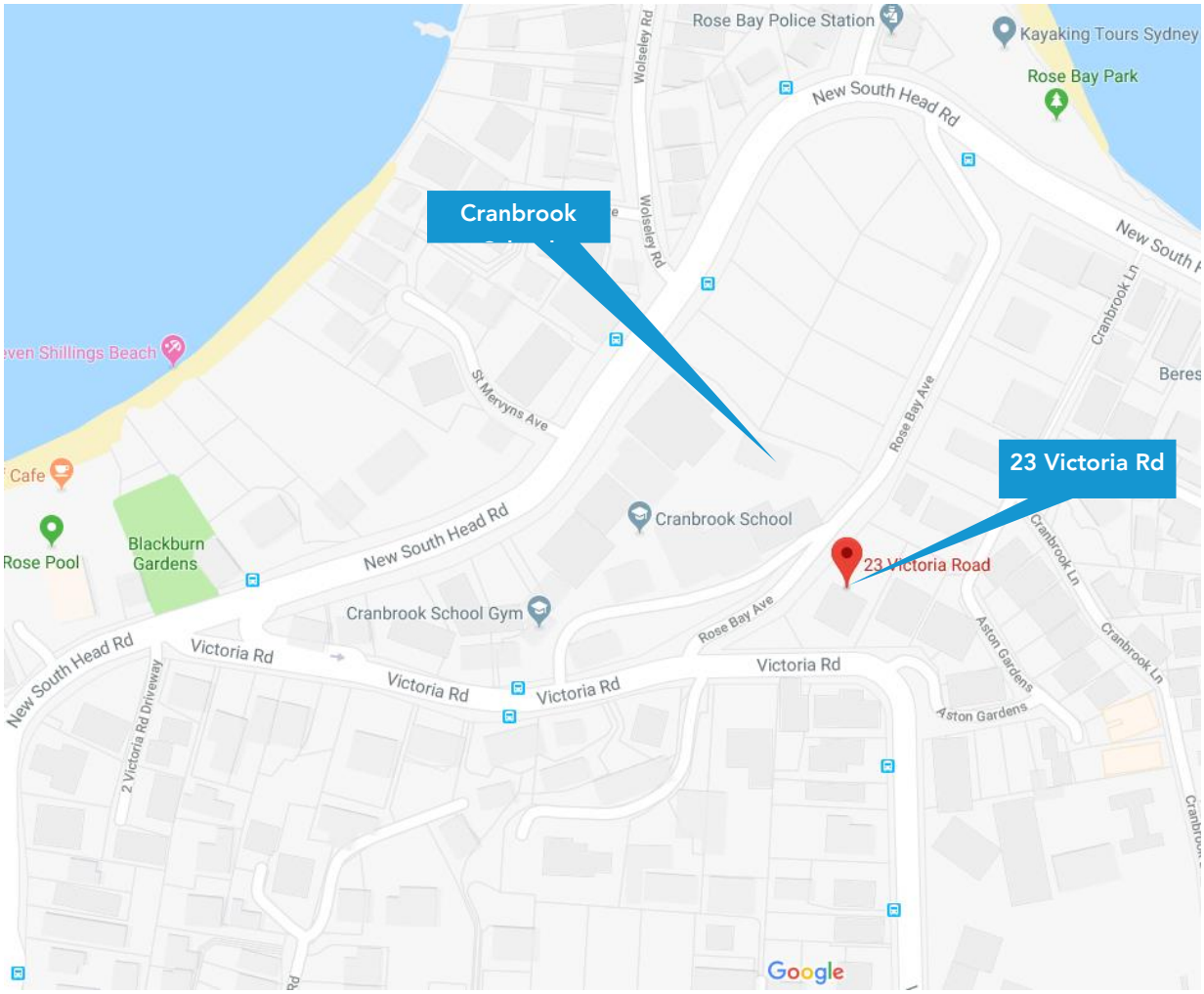


Figure 23 - Adjacent Developments

At this stage the program for the redevelopment of the School and the development of 23 Victoria Road are unknown. When the programs of both developments are finalised, the Principle Contractor will liaise with the adjacent development, to co-ordinate the traffic management to minimise the cumulative traffic and parking impacts of both developments.

5.14 Staff Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedures. Additionally, the Principle Contractor will discuss TMP requirements and advise workers of public transport and car-pooling opportunities.

5.15 Emergency Vehicles

The proposed traffic control arrangements do not propose closure of any local roads. Any emergency vehicles requiring access to the project site will do so via the relevant site access along Rose Bay Avenue.

5.16 Occupational Health and Safety

Any workers required to undertake works or traffic control within the public domain shall be suitably trained and will be covered by adequate and appropriate insurances. All traffic control personnel will be required to hold RMS accreditation in accordance with Section 8 of Traffic Control at Worksites.

5.17 Method of Communicating Traffic Changes

Traffic control plans in accordance with Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and RMS Traffic Control at Worksites manual will advise motorist of upcoming changes in the road network.

During construction the contractor shall, prior to work commencing, ensure all signage is erected in accordance with the TCP and clearly visible. Each evening, upon completion of work, the contractor is to ensure signage is either covered or removed as required. Sign size is to be size "A".

No deviation from the approved TCP shall be permitted, unless otherwise approved by the Department and certified by an RMS accredited personnel.

The associated TCP road signage will inform drivers of works activities in the area including truck movements in operation.

Prior to commencement of works on site the contractor is to inform neighbouring properties of proposed works and provide site contact information by means of a letter box distribution.

5.18 Contact Details for On-Site Enquiries and Site Access

The principle contractor for the development is Richard Crookes Constructions and the Site Manager is Andrew Gulliford, mobile number: 0439 490 903

Alternatively contact can be made with the Project Managers, EPM Project Pty Ltd. Todd Ewart on 02 9452 8300.

5.19 Maintenance of Roads and Footways

The roads and footpaths along the route of travel will be kept in a serviceable state at all times. A dilapidation study will be prepared and submitted to the Council and any damage arising as a result of the proposed truck movements will be treated / repaired by the principal contractor at no cost to Council or the School.

6. Conclusion

This CTMP has been prepared to outline the construction traffic measures to improve site safety to the public, students, staff and workers and the construction process.

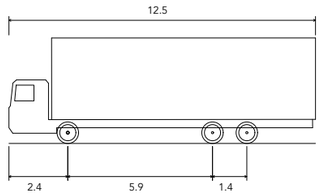
With the measures described in the CTMP in place, the construction activity is anticipated to have minimal disruption to the daily activities within the vicinity of the site.

It is envisaged that this document will be continually reviewed to ensure compliance with RMS, Councils and any other authorities' requirements and that the procedures in place are mitigating traffic and providing safe conditions for all users.

Attachment 1 Traffic Management Plan

Site Establishment Vehicle Access 220209.dwg

A3

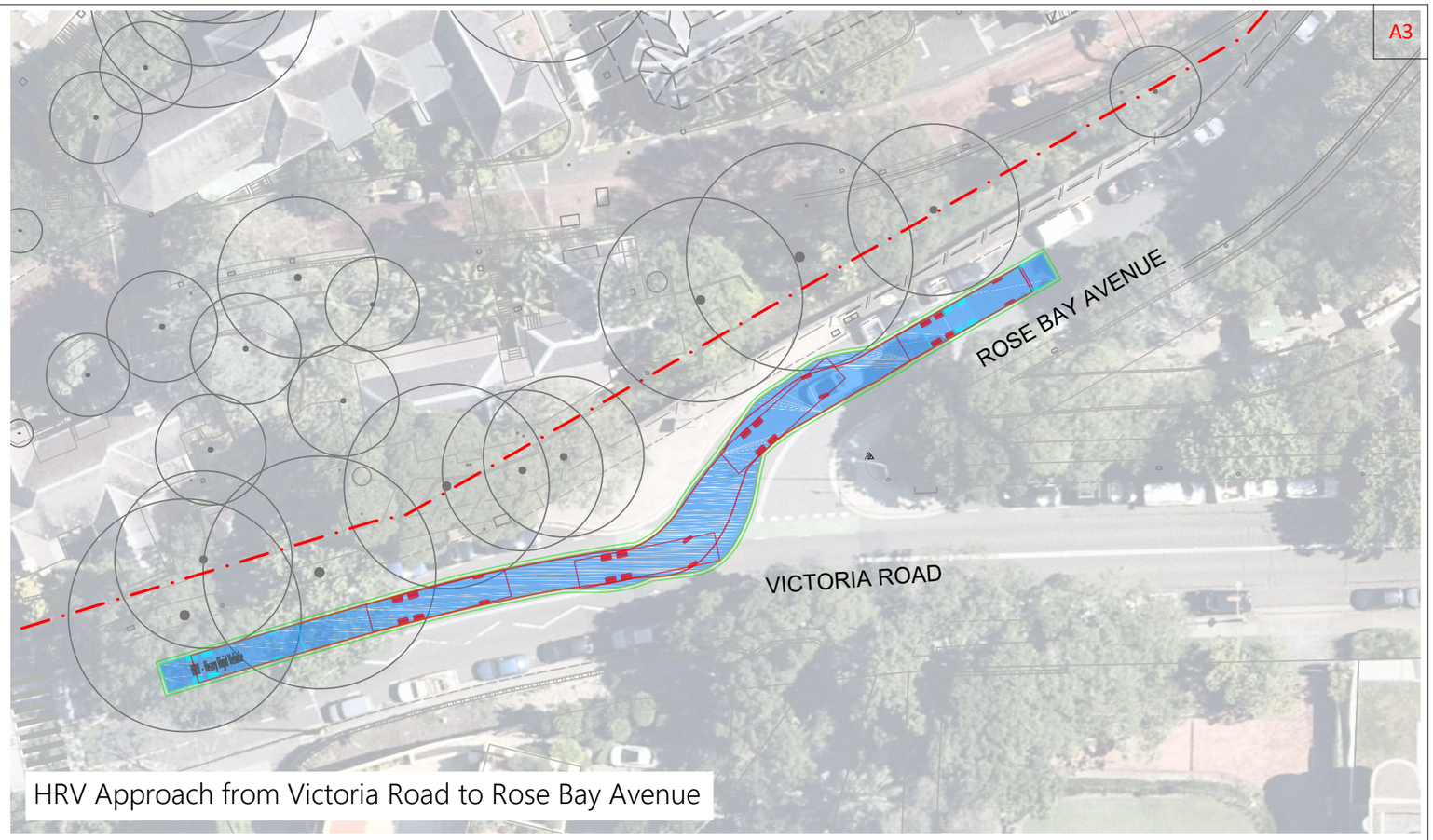


HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

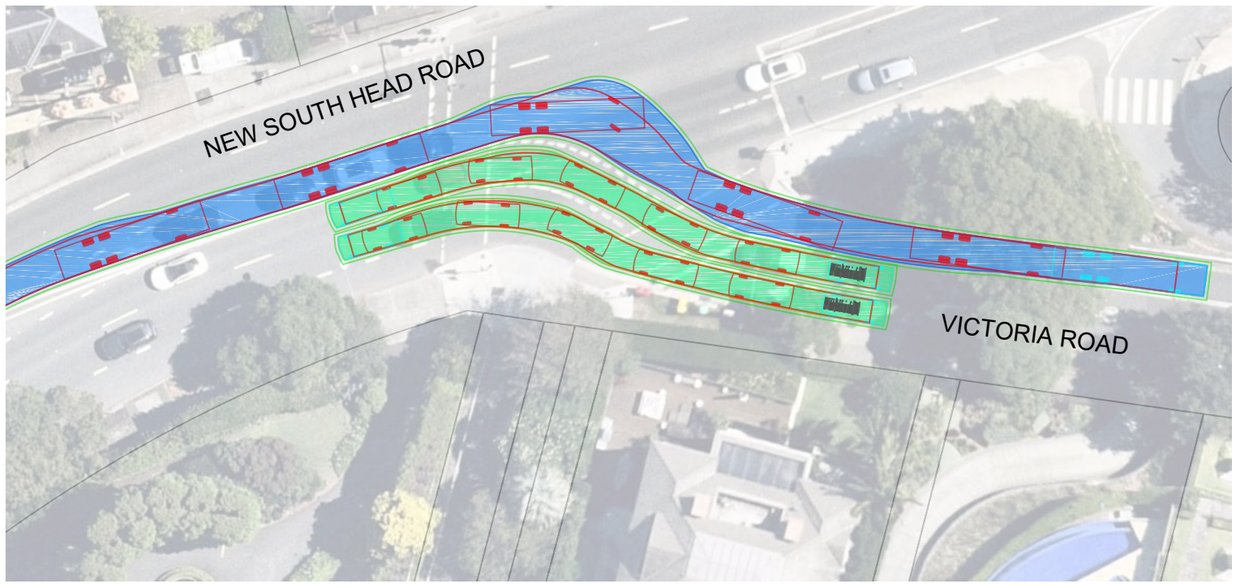
GENERAL NOTES:

1. All dimensions in metres unless stated otherwise.
2. All pavement markings and signage to be in accordance with RMS Guide to delineation, AS1742 and AS1743.
3. All road signs to be size A unless stated otherwise.
4. Exact location of signs to be agreed with on site, prior to installation.
5. Exact location of gates to be agreed on site prior to installation

The turning paths illustrated in this drawing have been prepared using the Autotrack vehicle modelling software in conjunction with AutoCAD. The vehicle model was prepared by Analytico Pty Ltd based upon vehicle data provided by Austroads. While this modelling represents a conservative assessment of the vehicles ability, it is not possible to account for all vehicle types/characteristics or driver ability.



HRV Approach from Victoria Road to Rose Bay Avenue



HRV Approach from New South Head Road to Victoria Road

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ptcconsultants.co

REV	DATE	COMMENT	DRAWN	REVIEWED
1	10/02/22	CTMP	DS	SW

REV	DATE	COMMENT	DRAWN	REVIEWED

PROJECT:
Cranbrook Senior School

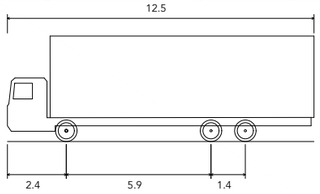
DRAWING TITLE:
Traffic Management Swept Path Analysis
HRV Approach

CLIENT:	Cranbrook School
DRG. #:	TMP-001
PROJECT #:	2719
SCALE:	1 : 500

REV: 1

Site Establishment Vehicle Access 220209.dwg

A3



HRV - Heavy Rigid Vehicle

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Overall Width	2.500m
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Min Body Ground Clearance	0.417m
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GENERAL NOTES:

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4. Exact location of signs to be agreed with on site, prior to installation.
5. Exact location of gates to be agreed on site prior to installation

Legend

- Water Barrier
- Extent of Works (the Site)
- Site Access Gate

TAP

ROSE BAY AVENUE

HRV Swept Paths in and out of Site

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REV	DATE	COMMENT	DRAWN	REVIEWED
1	10/02/22	CTMP	DS	SW

PROJECT:
Cranbrook Senior School

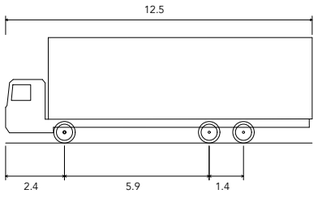
DRAWING TITLE:
Traffic Management Swept Path Analysis
HRV Ingress and Egress into Site Access Gates

CLIENT: Cranbrook School
DRG. #: TMP-002
PROJECT #: 21-3117
SCALE: 1 : 500

REV: 1

Site Establishment Vehicle Access 220209.dwg

A3



HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

GENERAL NOTES:

1. All dimensions in metres unless stated otherwise.
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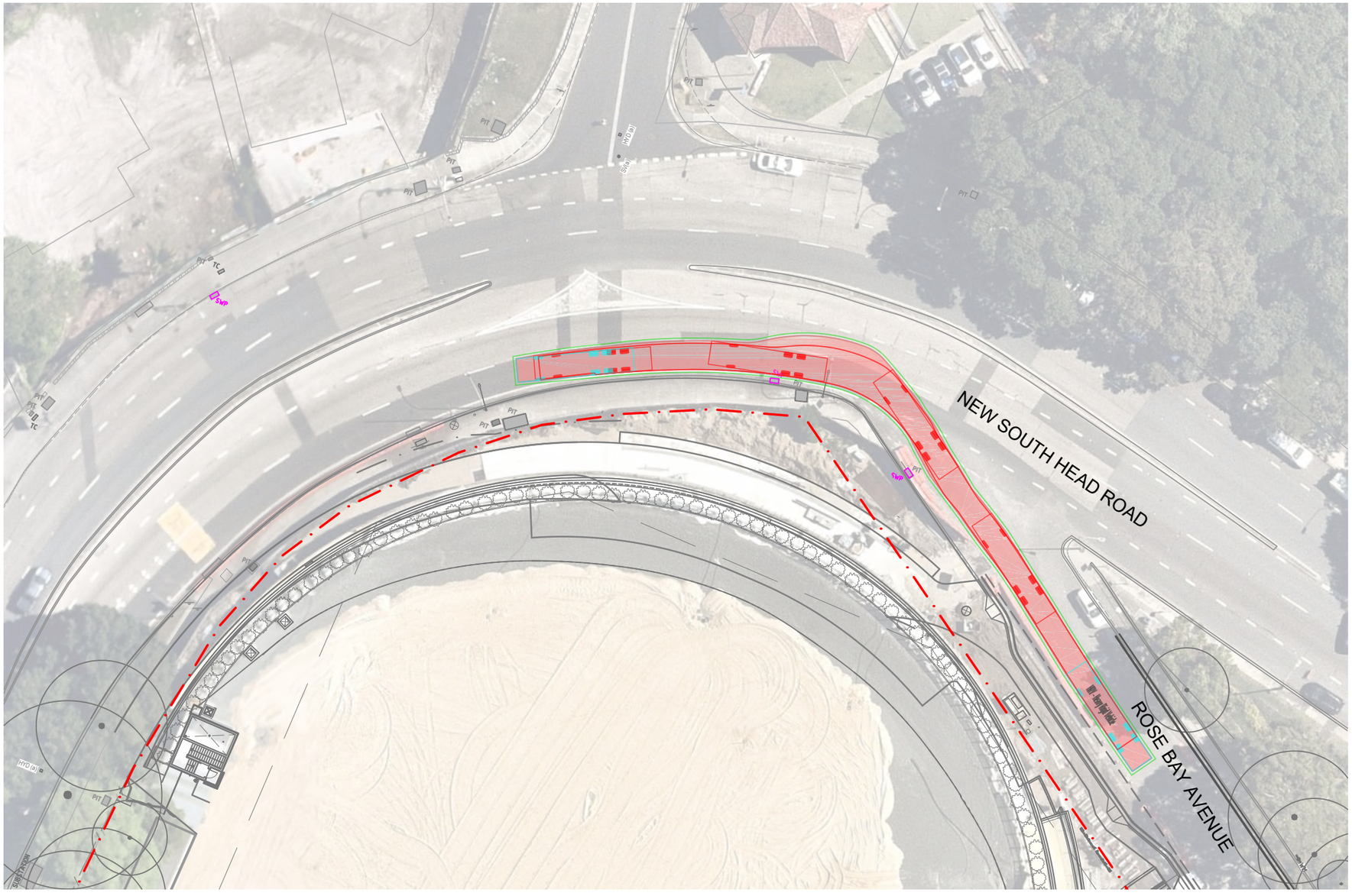

HRV Exit from Rose Bay Avenue to New South Head Road

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ptcconsultants.co

REV	DATE	COMMENT	DRAWN	REVIEWED
1	10/02/22	CTMP	DS	SW

REV	DATE	COMMENT	DRAWN	REVIEWED

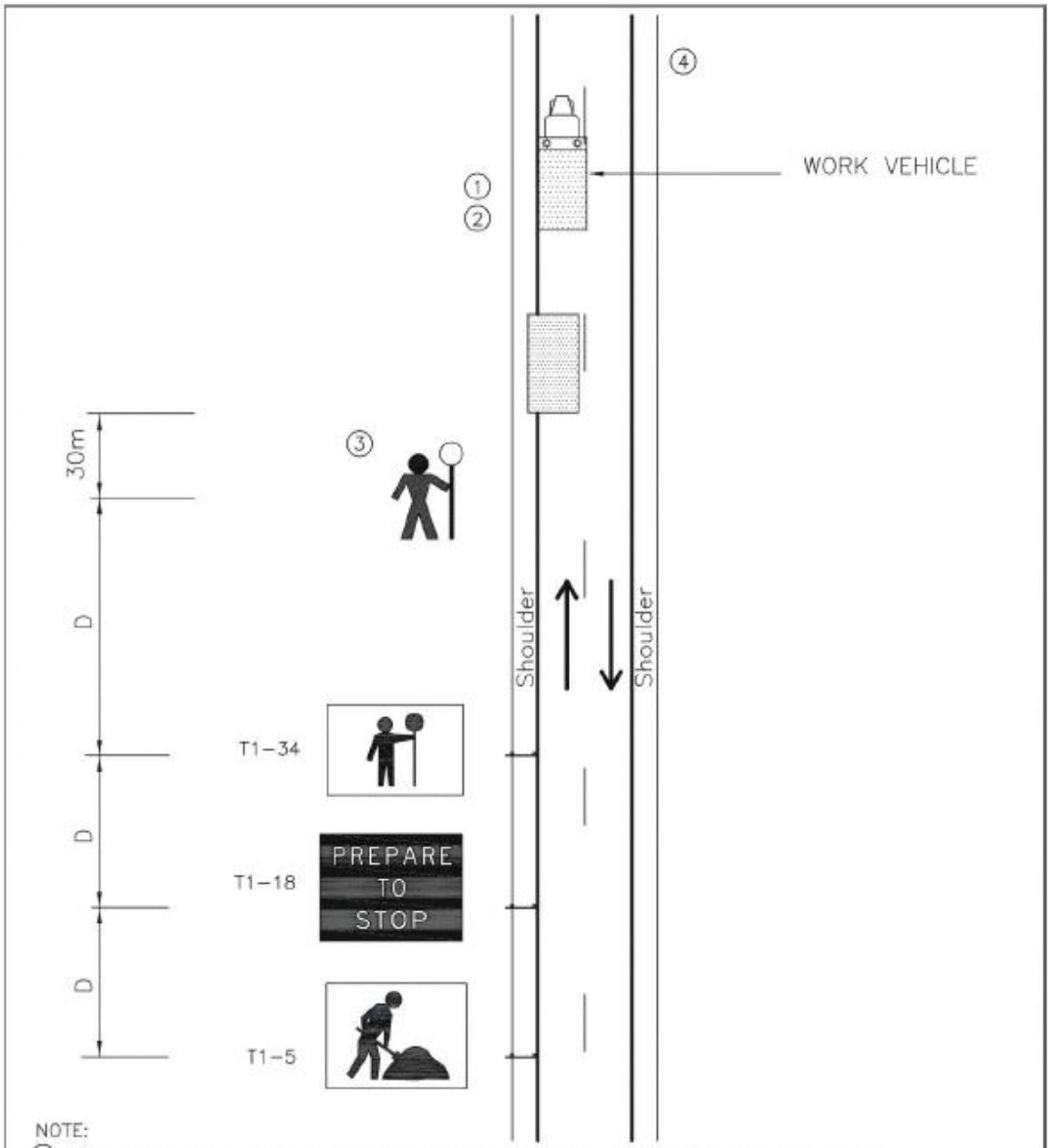
PROJECT:
Cranbrook Senior School

DRAWING TITLE:
Traffic Management Swept Path Analysis
HRV Exit

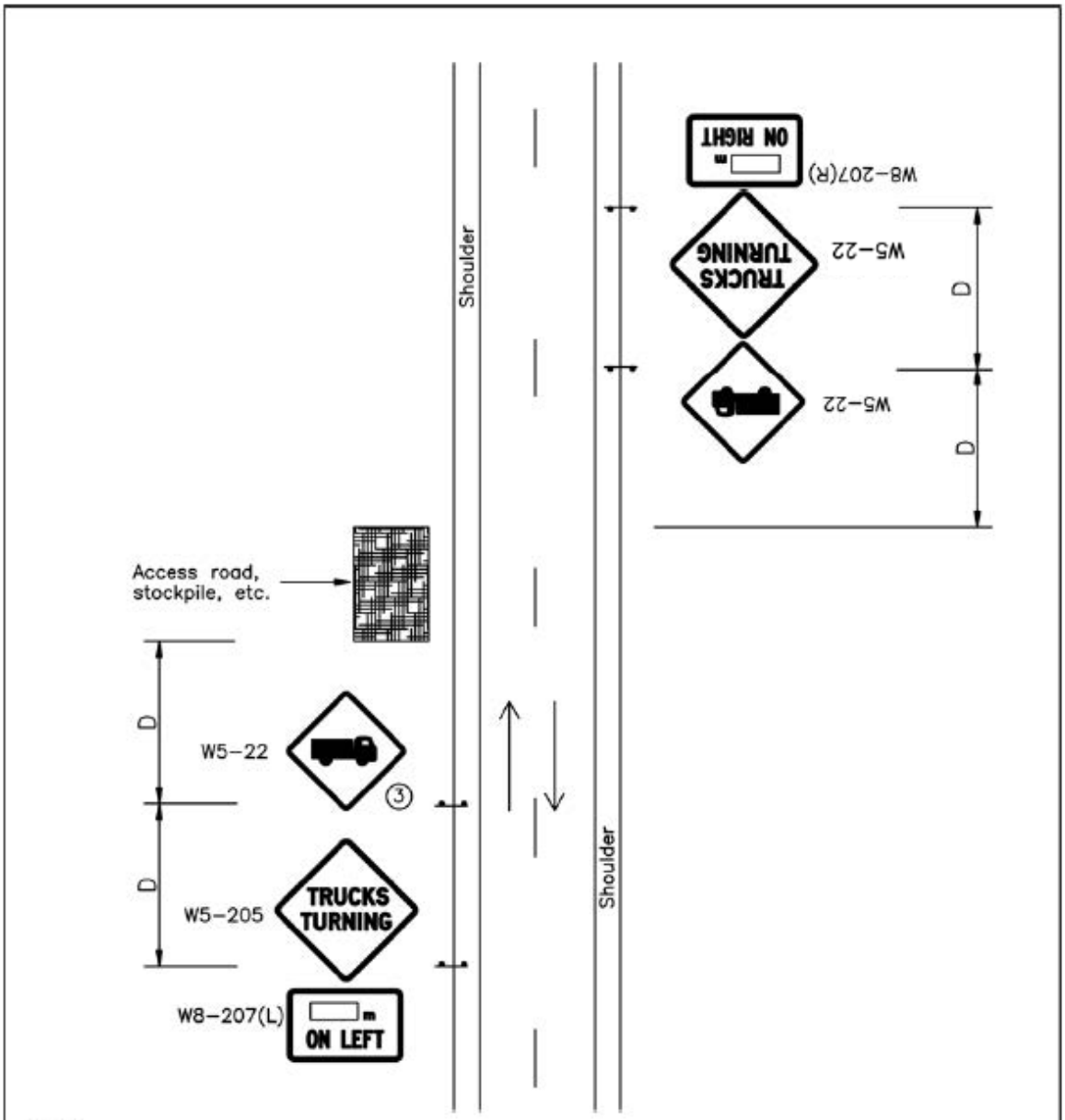
CLIENT: Cranbrook School
DRG. #: TMP-003
PROJECT #: 2719
SCALE: 1 : 500

REV: 1

Attachment 2 Traffic Control Plans



TCP 77



NOTE:

① For use where roadside is generally undeveloped, ADT is more than 1,500 vehicles per day, sight distance is restricted and there are more than 20 truck movements per shift.

② See ***Traffic control at work sites***, Section 7.7, ***Signs for depots, stockpiles, quarries, gravel pits etc.***

③ For short term works use T2–25.

ACCESS TO DEPOT, STOCKPILE, QUARRY, GRAVEL PIT ETC.
ALL ROADS
LONG TERM USE

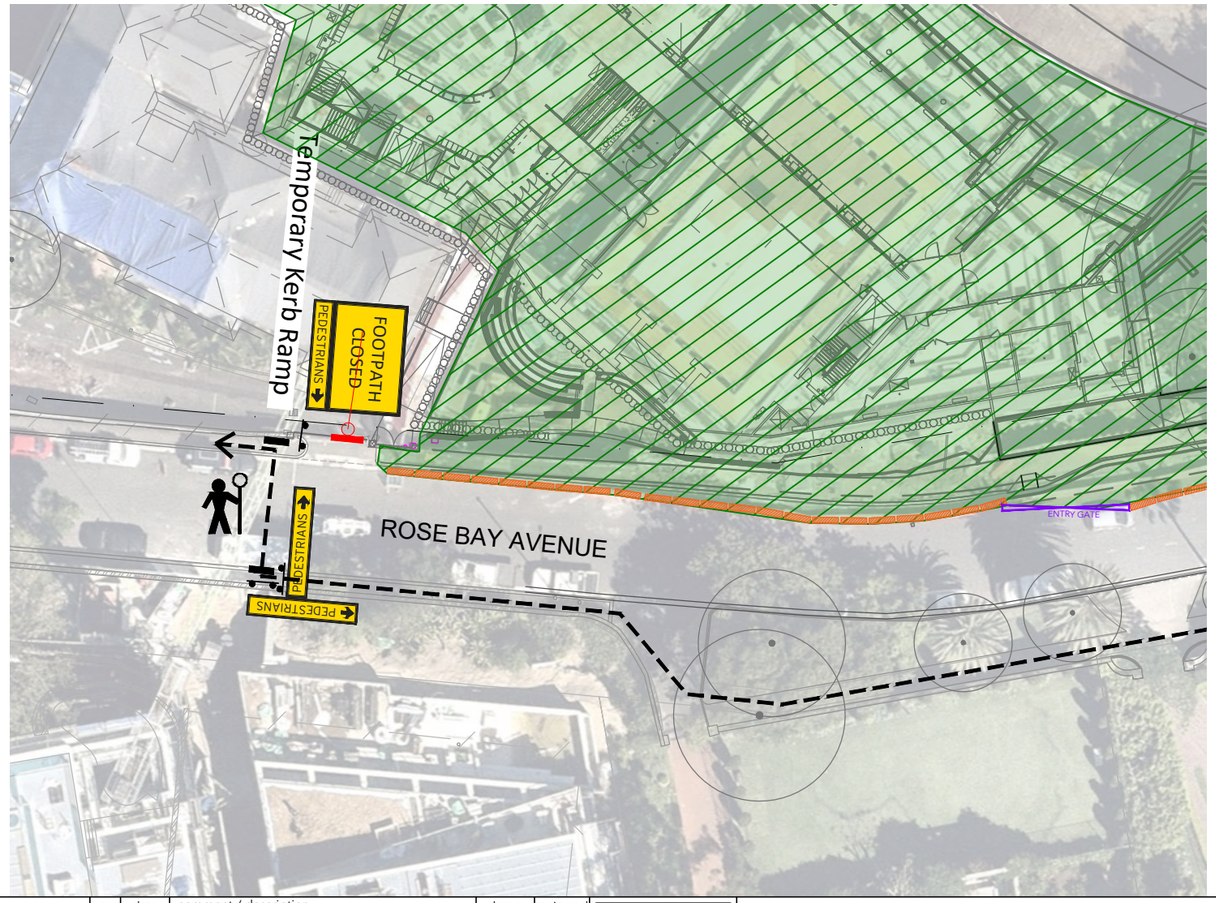
T000195

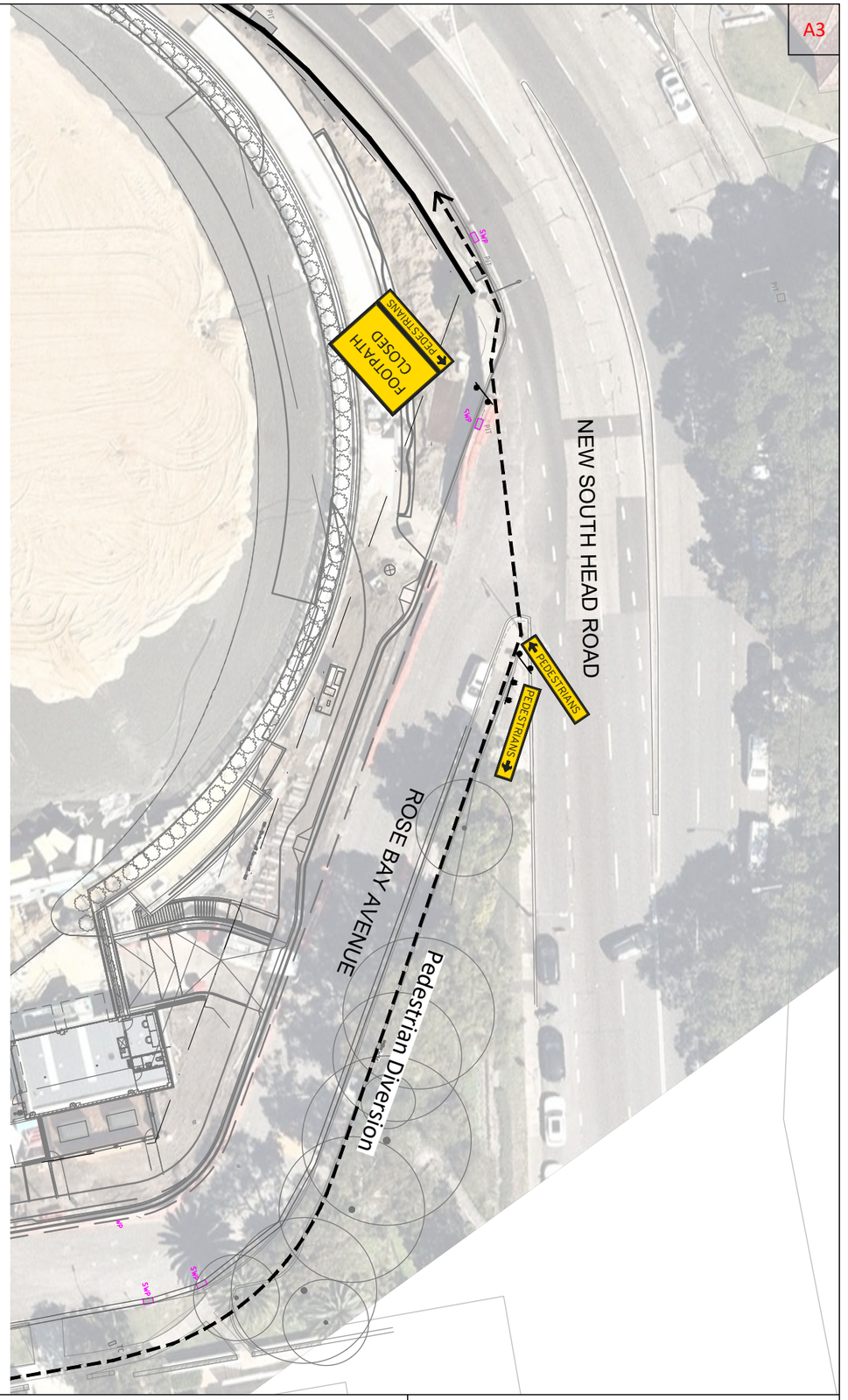
TCP 195

comments

SITE NOTES:
S1. Maintain pedestrian access along formed pathway around the site.
S2. Work site to be fenced to prevent unauthorised access.
S3. Exact location of signs to be agreed on site.

GENERAL NOTES:
G1. All signed to be clearly visible throughout the works and monitored. Signs can be mounted if required on posts to be visible above parked cars. Signs to be coordinated on site to ensure they are clearly visible.
G2. All signs to be size A.
G3. All signs to be visible when workers are in the area and covered when workers are not present.
G4. Signs to be in accordance with RMS Traffic Control at Worksites (TCAWS) Manual and AS1742.3 Traffic Control for Works on roads.
G5. RMS/Council approvals to be obtained prior to implementation.
G6. This TCP is based on TCAWS Manual and is to be set up by qualified traffic controllers (Yellow card). Any alterations on site to this TCP is to be documented and rerecorded by qualified personnel with a Red/Orange card.





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rev	date	comment / description	drawn	reviewed
5	22/02/17	Update	DS	SW
4	26/11/20	Added section	DS	-
3	09/10/20	Minor amendment	DS	SW
2	25/09/20	As discussed	DS	SW
1	22/09/20	TCP	DS	SW

project
Cranbrook School

drawing title
Rose Bay Avenue
Pedestrian Diversion

client	Richard Crooks Constructions
drawing #	TCP-100
project #	2719A
scale	1 : 500

rev 5