

Hastings Secondary College, PCYC 16 Owen Street, Port Macquarie

Construction Traffic and Pedestrian Management Sub-Plan

Date: November 2022
Issue: A
Ref: 706AK/2020(A)

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1.0 Introduction

This report has been prepared to accompany a State Significant Development Application (SSDA-11920082) to the Department of Planning, Industry and Environment (DPIE) for the proposed upgrades to Hastings Secondary College - Port Macquarie Campus (Figure 1).

This report has been prepared for the construction of the PCYC building portion of the Hastings Secondary College Project and is in satisfaction of Consent Condition no. B15(b), B16, B21, B28 and C9, for submission of a Construction Pedestrian and Traffic Management Sub-Plan (CPTMSP) as part of the Construction Certificate documentation as follows:

Construction Environmental Management Plan

B15. Prior to the commencement of construction, the Applicant must submit a Construction Environmental Management Plan (CEMP) to the Certifier and provide a copy to the Planning Secretary. The CEMP must include, but not be limited to, the following:

(b) Construction Traffic and Pedestrian Management Sub-Plan (see condition B16);

Construction Traffic Management Plan (CTPMSP)

B16: The Construction Traffic Management Plan (CTPMSP) must be prepared to achieve the objective of ensuring safety and efficiency of the road network and address, but not be limited to, the following:

- a) be prepared by a suitably qualified and experienced person(s);*
- b) be prepared in consultation with Council and TfNSW;*
- c) detail the measures that are to be implemented to ensure road safety and network efficiency during construction in consideration of potential impacts on general traffic, cyclists and pedestrians and bus services; and*
- d) detail heavy vehicle routes, access and parking arrangements.*



LEGEND



LOCATION

FIG 1

Construction Parking

B21. Prior to the commencement of construction, the Applicant must provide sufficient parking facilities on-site, including for heavy vehicles and for site personnel, to ensure that construction traffic associated with the development does not utilise public and residential streets or public parking facilities.

Construction Car Parking and Access Arrangements

B28. Prior to the commencement of construction, evidence of compliance with the following requirements must be submitted to the Certifier:

- (a) all vehicles must be able to enter and leave the Site in a forward direction;*
- (b) the swept path of the longest construction vehicle entering and exiting the site in association with the new work, as well as manoeuvrability through the site, is in accordance with the latest version of AS 2890.2; and*
- (c) the safety of vehicles and pedestrians accessing adjoining properties, where shared vehicle and pedestrian access occurs, has been addressed.*

Construction Traffic

C9. All construction vehicles are to be contained wholly within the site, except if located in an approved on-street work zone, and vehicles must enter the site or an approved on-street work zone before stopping.

2.0 Proposed Development

2.1 Site, Context, and Existing Use

The site (Figure 2) is located at 16 Owen Street, Port Macquarie (Lot 111 in DP 1270315), within the Port Macquarie-Hastings Council Local Government Area (LGA).

The site forms a roughly rectangular shape and covers an area of some 3.5ha with frontages along Owen Street, Burrawan Street and Pacific Drive, with the northern boundary adjoining Oxley Oval. The PCYC will be constructed on the existing football field on the northern end of the lot with an area of some 7,460m².

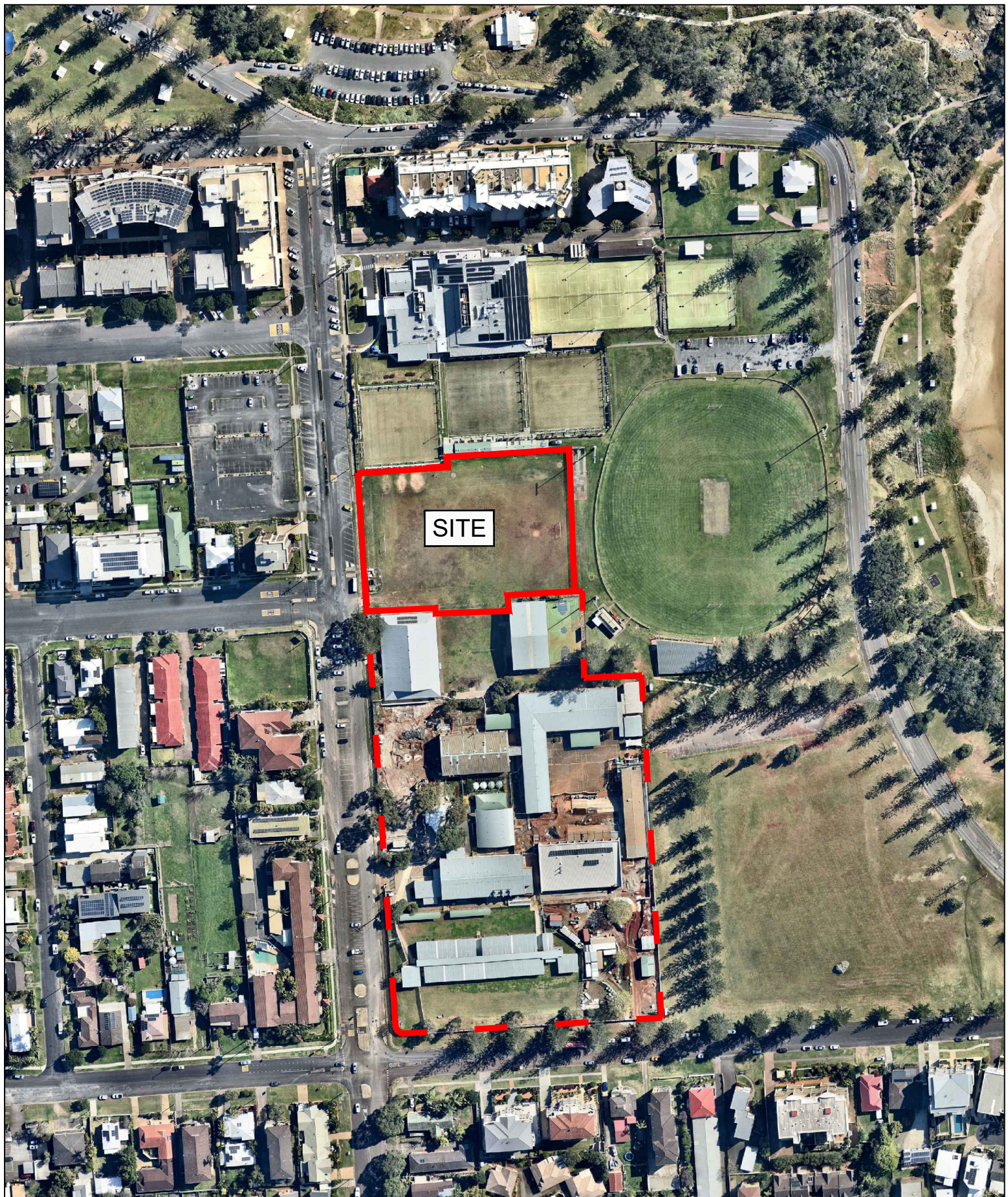
The current surrounding land uses comprise:

- Port Macquarie Bowling Club to the north
- Oxley Oval adjoining to the north
- the residential single two-storey and residential flat properties to the south and west

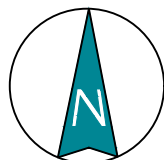
2.2 Proposed Development

It is proposed to undertake the following upgrades to Hastings Secondary College Port Macquarie Campus:

- demolition works
- upgraded school entry
- construction of a new two-storey Creative and Performing Arts (CAPA) building
- construction of a new Police Citizens Youth Club (PCYC) building
- construction of new Technological & Applied Studies (TAS) building
- partial refurbishment of Building L
- refurbishment and alteration to Building B
- removal of Building S



LEGEND



SITE

FIG 2

Transport and Traffic Planning Associates

- refurbishment of Block T for General Learning & Staff Spaces
- removal of demountable buildings
- new lift connections, covered outdoor learning area (COLA) and covered walkways
- associated earthworks, landscaping, stormwater works and service upgrades
- tree removal and tree safety works
- regrade of existing driveway from Burrawan Street

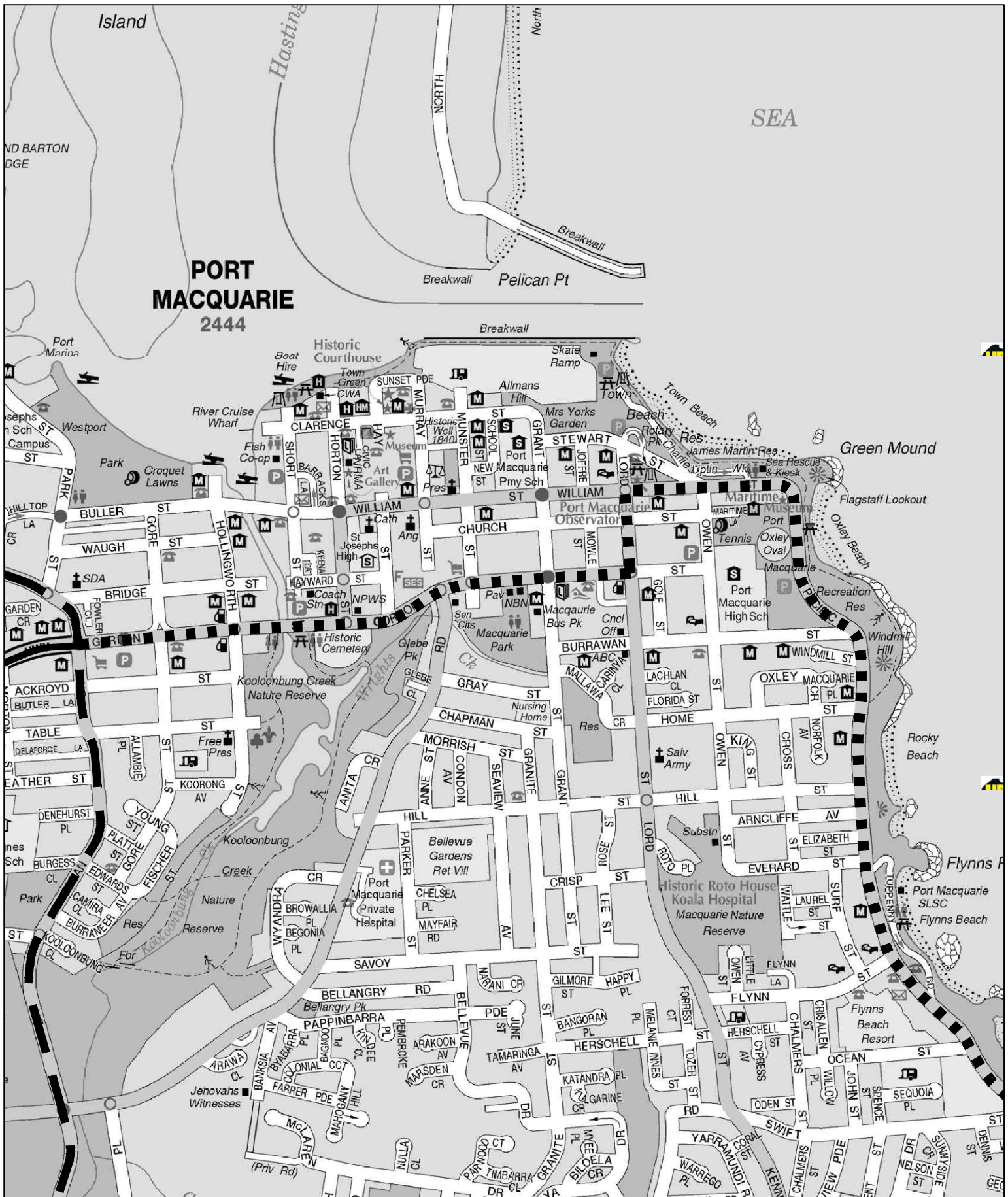
Details of the proposed development scheme are provided on the architectural plans prepared by SAHC Architectural, reproduced in part in Appendix A.

3.0 Road Network and Traffic Conditions

3.1 Existing Road Network

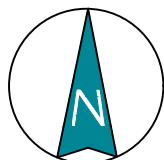
The existing road network (Figure 3) serving the site comprises:

- ❖ *Pacific Highway* – a State Highway (HW 10) and arterial route linking between Sydney and Brisbane. The road generally runs in a north-south direction and has 2 lanes of traffic in each direction.
- ❖ *Oxley Highway* – a State Highway (HW 11) and arterial route located west of the site providing connections from the Pacific Highway to Port Macquarie via Gordon Street. The road generally runs in an east-west direction and has 2 lanes of traffic in each direction.
- ❖ *Hastings River Drive/Ocean Drive* – a sub-arterial route located to the west of the site generally aligned in the north-south direction with 2 lanes of traffic in each direction. The road provides connections between Winery Drive and Dennis Bridge to the north and Pacific Highway to the south.
- ❖ *Pacific Drive* – a collector road generally aligned in the north-south direction along the coastline with 1 lane in each direction connecting William Street to the north and Ocean Drive to the south.
- ❖ *Lord Street* – a local road generally aligned in the north-south direction located to the west of the site. In the vicinity of the site, Lord Street provides 2 lanes in each direction linking Stewart Street and William Street to the north and Kennedy Drive to the south.
- ❖ *Gordon Street* – a collector road generally aligned in an east-west direction located directly to the west of the site. Gordon Street provides 2 lanes in each direction linking Oxley Highway to the west and Owen Street to the east.
- ❖ *Owen Street* - a collector road aligned in the north-south direction providing connections between William Street to the north and Everard Street to the south.



LEGEND

- ARTERIAL
- SUB-ARTERIAL
- COLLECTOR



ROAD NETWORK

FIG 3

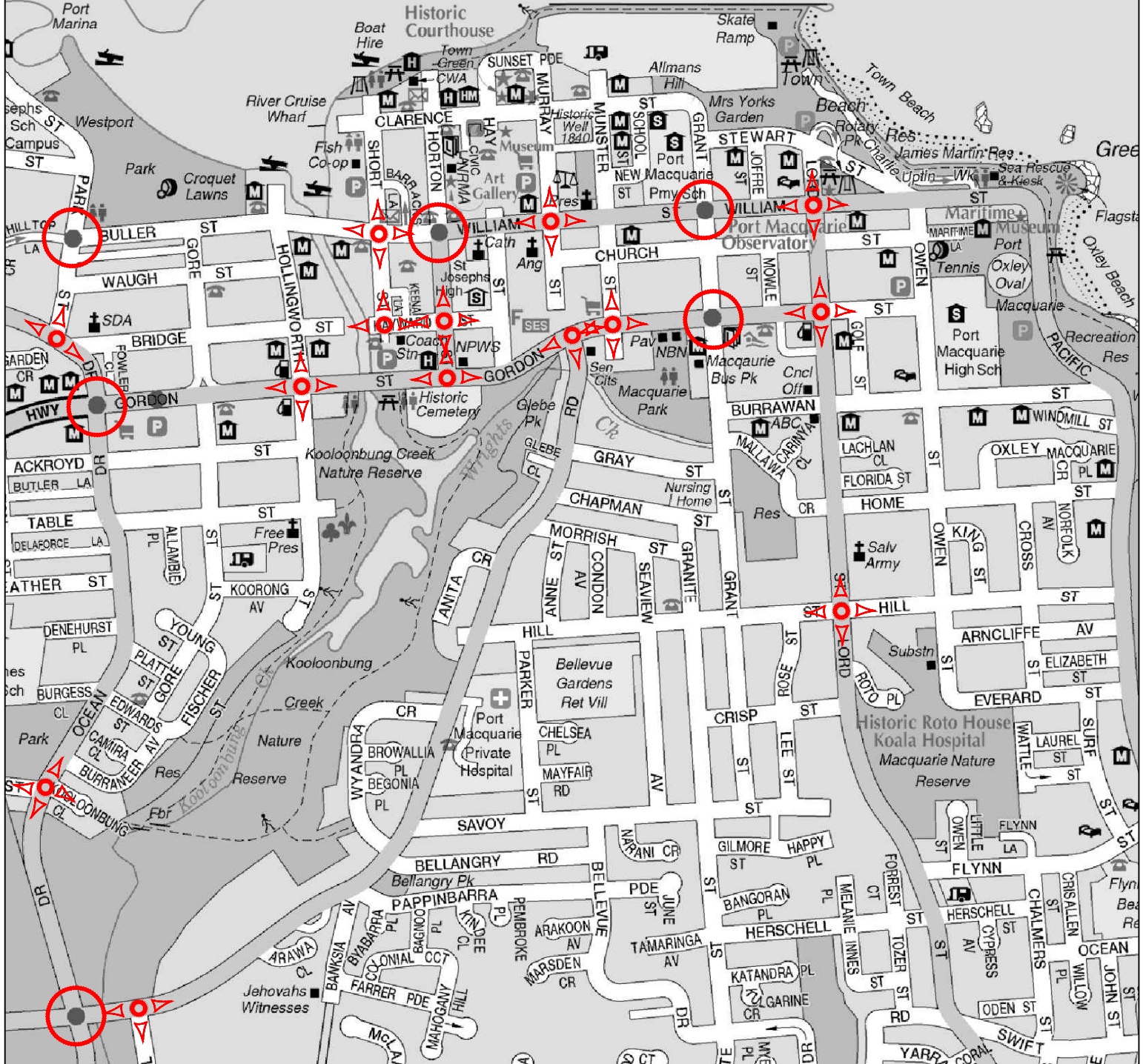
- ❖ *Burrawan Street* - a local road aligned in the east-west direction providing connections between Lord Street to the west and Pacific Drive to the east.

3.2 Traffic Controls




The existing traffic controls in the vicinity of the site (Figure 4) include:

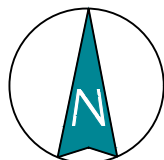
- ❖ the traffic control signals along:
 - Gordon Street/Oxley Highway at the intersections with Grant Street, Hastings River Drive/Ocean Drive and Findlay Drive
 - William Street at the intersections with Grant Street and Horton Street
- ❖ the roundabouts along:
 - Gordon Street at the intersections of Lord Street, Munster Street, Lake Road, Horton Street and Hollingworth Street
 - William Street at the intersections of Lord Street, Murray Street and Short Street
- ❖ the 40kmph “High Pedestrian Activity” and School speed zone restrictions on Owen Street between William Street and Burrawan Street
- ❖ the 40kmph School speed zone restriction on
 - William Street between Grant Street and Munster Street
 - Grant Street between Stewart Street and William Street
 - Oxley Highway 250m to the east of the Widderson Street/Oxley Highway intersection
 - Burrawan Street along the school site boundary
- ❖ the 50kmph speed restriction on:
 - Gordon Street between Lord Street and Owen Street
 - William Street between Lord Street and Owen Street

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LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



TRAFFIC CONTROLS

FIG 4

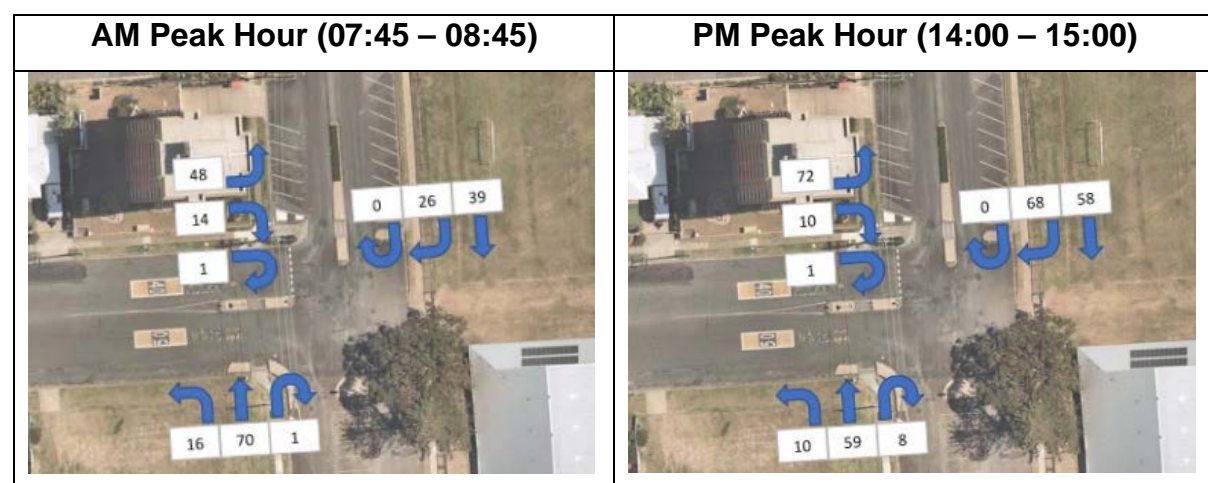
- the surrounding road network, including Burrawan Street (outside of the school zone)
- ❖ the 60kmph speed restriction on Gordon Street between Oxley Highway and Lord Street

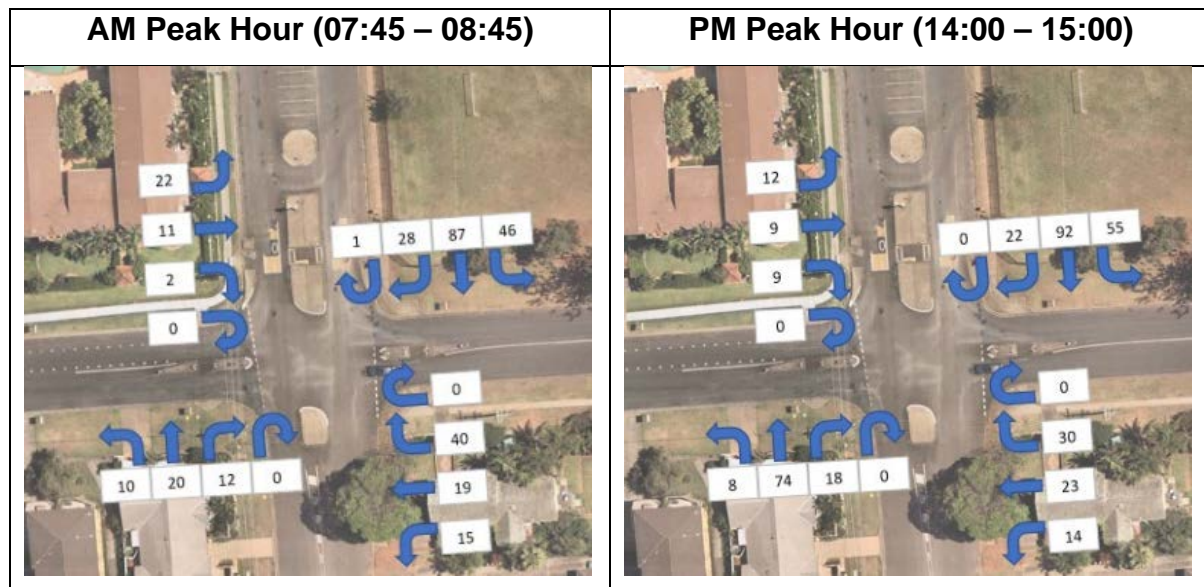
3.3 Parking Controls

- ❖ the unrestricted angled parking along Owen Street between William Street and Gordon Street
- ❖ the unrestricted kerbside parking along the local roads, including Owen Street
- ❖ the unrestricted central median carpark along Owen Street
- ❖ the bus zone and No Parking zone between 7.30 am and 9.00 am and between 1.30 pm and 3.00 pm along the Owen Street site frontage

3.4 Traffic Conditions

TTM, on behalf of Ason Group, carried out AM and PM peak period traffic movement surveys on a weekday on the 3 February 2021 between 7:00 am – 9:00 am and 2:00 pm – 4:00 pm to coincide with the starting and finishing periods of the School. The surveys were undertaken at both the intersections of Owen Street/ Gordon Street and Owen Street/ Burrawan St. The outcomes of the surveys are summarised in the following figure:





The operational performance of the intersections during the weekday AM and PM peak have been assessed by Ason Group as part of the DA traffic report:

	Level of Service	
	AM Peak	PM Peak
Owen Street/ Gordon St	A	A
Owen Street/ Burrawan St	A	A

The traffic modelling indicates the nearby key intersections currently operate satisfactorily at the level of service A during the assessed peak hours.

3.5 Transport Services

Public Bus

The site is within 250 metres (4-minute walk) to the nearby bus stop along Lord Street. These stops are currently serviced by route no. 329, providing services to Settlement City Shopping Centre to Waniora Parkway.

Additional bus stops are located on Lord Street within 600m to the southwest of the site. These stops are serviced by the following routes:

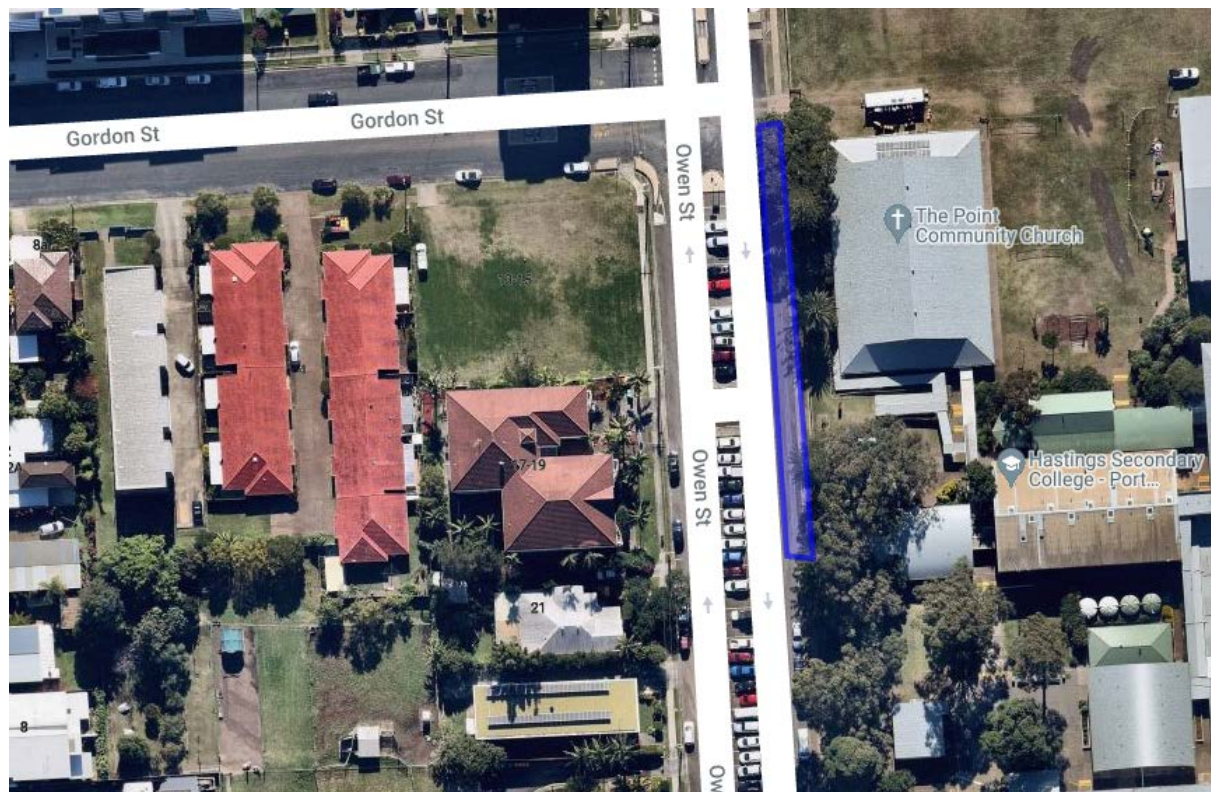
- ❖ 322 - Lighthouse Plaza to Port Macquarie via Shelly Beach

- ❖ 334 - Lighthouse Plaza to Port Macquarie
- ❖ 334K - Kendall to Port Macquarie via Laurieton

Details of the existing transport services are provided in Appendix B.

School Bus

Busways provides for 10 and 13 school bus services during the AM and PM periods, respectively. The AM bus services depart between 6:26 am and 7:43 am, while the PM bus services depart the school between 2.40 pm and 3.17 pm. These buses set down and pick up students from the existing 75m long bus zone on the eastern side of Owen Street, south of Gordon Street.



3.6 Walking Facilities

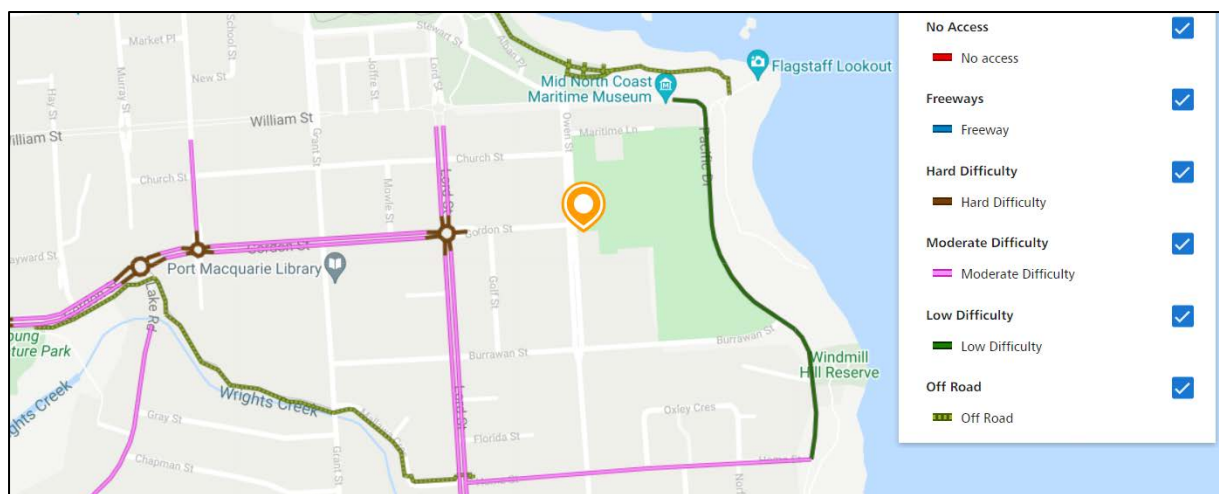
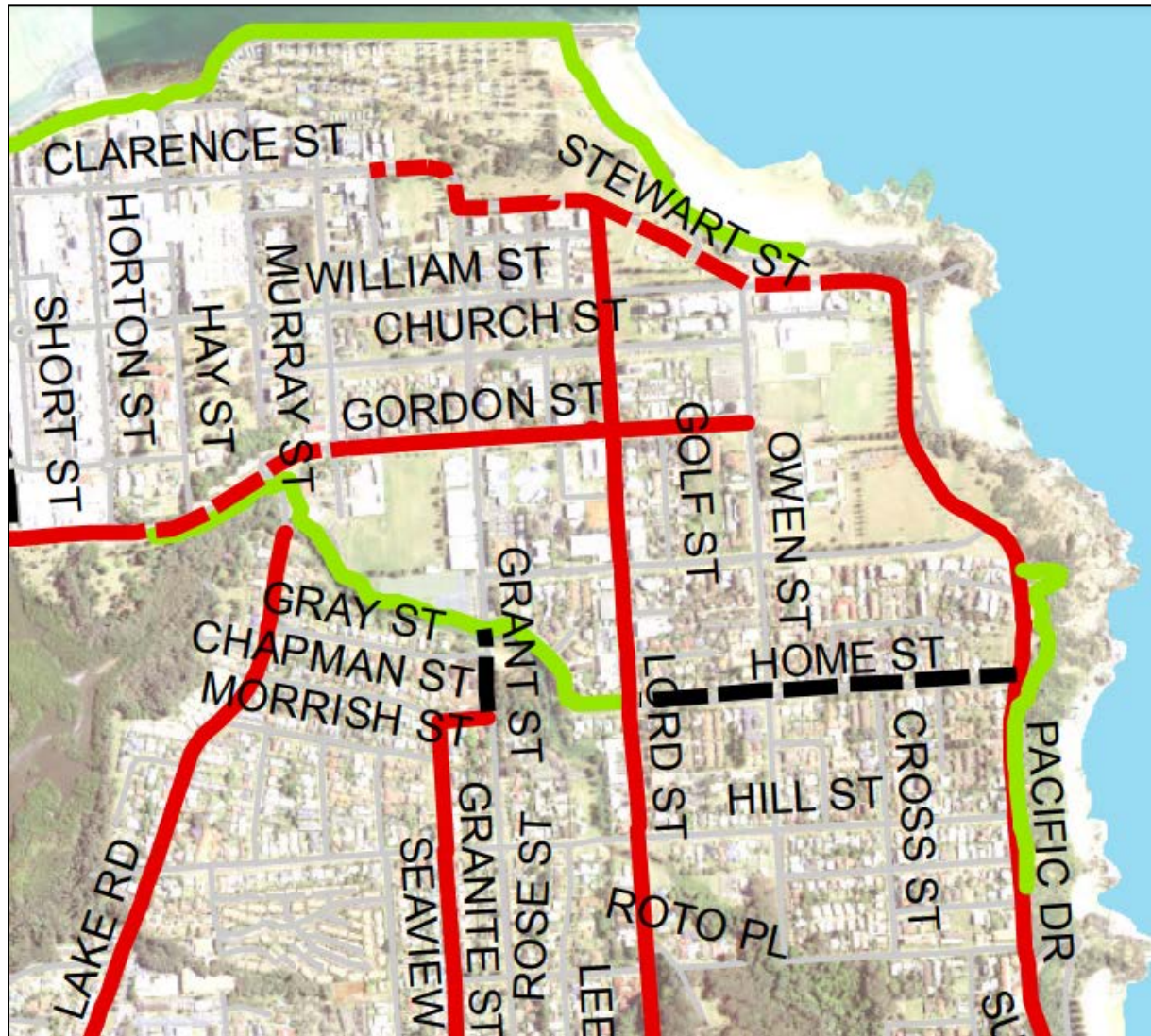
Footpaths are provided on both sides of Owen Street and the southern side of Burrawan Street between Owen Street and the school's gate on the south-eastern corner of the site. The existing pedestrian infrastructure is illustrated in the Pedestrian Access Mobility Plan map shown in the following figure.



3.7 Cycling Facilities

Council provides a number of on- and off-street bike paths, which connect to the regional cycling network. There is currently no cycling infrastructure on Owen Street and Burravan Street along the site's boundary. The nearest bicycle routes are located

along Lords Street and Gordon Street and Pacific Drive. The existing provision for bicycle paths in the vicinity of the site are shown in the Port Macquarie-Hastings Bike Plan and RMS Cycleway Finder maps.



4.0 Proposed Construction Scheme

4.1 Construction Program

The 2 level PCYC building is stage 3 in the Hasting Secondary College development and is to be constructed over the course of 11 months.

4.2 Construction Workers

It is anticipated that construction of the PCYC will have an average of 30 workers and a maximum of 80 workers on-site during the construction stage.

All site personnel are to park in the designated off-street area towards the rear of the site before using the available on-street parking spaces.

Notwithstanding the above, workers will be encouraged at all times to utilise the public transport system which exists in the vicinity of the site or to carpool wherever possible.

A tool drop-off and storage facility would be provided within the site boundary. This would allow tradespeople to drop off and store their tools and machinery, allowing them to use public transport or carpool to/ from the site on a daily basis.

Workers will also be informed of appropriate tool/ equipment drop-off and storage arrangements made within site sheds and amenities provided on-site. Bus schedules will be provided to all workers during site induction to demonstrate alternative modes of transport available.

4.3 Construction Hours

The hours of construction activity (including the delivery of materials to and from the site) will be:

7 am-6 pm	Monday to Friday
8 am-1 pm	Saturday
No work	Sunday and public holidays

Rock breaking, rock hammering, sheet piling, pile driving and similar activities will be carried out between the following hours:

9 am-12 pm, 2 pm-5 pm	Monday to Friday
9am - 12pm	Saturday

The principal contractor shall ensure that all sub-contractors are aware of the permitted hours of operation and shall ensure that all vehicle activity occurs strictly within the hours stipulated by the Conditions of Consent.

Should any works be required to take place within public roads (in the vicinity of the site), outside these hours, they may be undertaken:

- (a) by the Police or a public authority for the delivery of vehicles, plant or materials; or
- (b) in an emergency to avoid the loss of life, damage to property, or to prevent environmental harm
- (c) where the works are inaudible at the nearest sensitive receivers; or
- (d) where a variation is approved in advance in writing by the Planning Secretary or his nominee if appropriate justification is provided for the works.

Notification of the above construction activities will be provided to affected residents prior to the commencement of the activities or as soon as is practical afterwards.

4.4 Vehicle Site Access

Vehicle access to the construction site is proposed via the driveway to be constructed on Owen Street.

4.5 Works Zone

It is not anticipated that a works zone will be required for the PCYC construction process.

4.6 Cranage and Materials Handling

Mobile cranes will be utilised within the site for materials handling. Materials will be loaded/unloaded between the on-site loading area using forklifts or trolleys (for light materials).

On-site plant, materials handling/storage areas, spoil bin and laydown areas will be located on-site, while the worker sheds and amenities will be located on the south-eastern side of the site.

5.0 Construction Traffic Management Planning

5.1 Vehicle Access and Internal Circulation

The largest vehicle that will use the site access along Owen Street will be a 19-metre semi. Accesses into the site will be generally left forward-in and left forward-out along Owen Street.

Sufficient manoeuvring and marshalling areas have been provided on-site to ensure general construction vehicles can enter and exit in a forward direction without marshalling on the public roads.

General construction vehicles entering and exiting the site will be completed under the management of trained on-site personnel.

5.2 Pedestrian Access

Access to the site is provided via controlled gates. All personnel entering the site will be required to undertake an induction program.

Pedestrian activities along the Owen Street footpath are to be maintained throughout the works, with pedestrians to be given right of way at all times.

5.3 Construction Vehicles

It is anticipated that the construction works will involve the following heavy vehicle types:

Articulated vehicles	19m
Truck and Dog Trailer	18.1m
Heavy rigid vehicles (HRV)	12.5m
Medium rigid vehicles (HRV)	8.8m
Small rigid vehicles (SRV)	6.4m
Bin trucks	10.2m

Mobile cranes	18.5m
Concrete trucks	8m
Single bogie	10.5m
Concrete pump truck	8.8m
Small utility vehicle/Van	5.2m
Glass lifter (façade installation)	4.3m

Swept path analysis was completed for 12.5m heavy rigid vehicles, 18.1m truck and dog trailers and 19-metre semis expected to access the site, provided in Appendix C of this report.

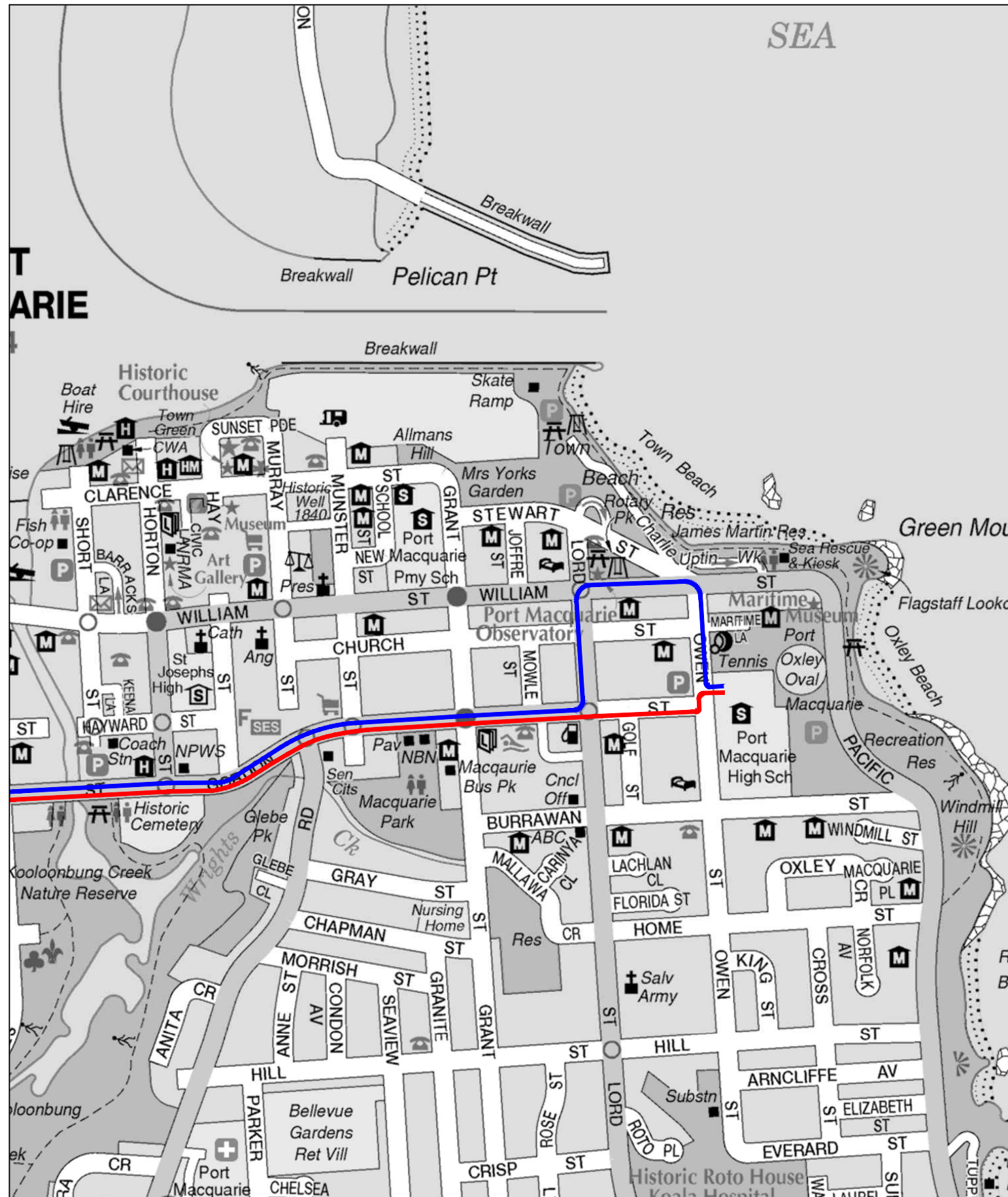
5.4 Construction Traffic Haulage Route

Generally, construction vehicles will have origins and destinations from a wide variety of locations throughout the North Coast. However, all construction vehicles will be restricted to the State and Regional Road network. Dedicated construction vehicle routes have been developed with the aim to provide the shortest distances to/from the arterial road network while minimising the impact of construction traffic on streets within the vicinity of the site.

As such, the dedicated construction vehicle routes will use Gordon Street, William Street and Owen Street, with access to/from Oxley Highway and Pacific Highway, as indicated in Figure 5. Truck drivers will be advised of the designated truck routes to/from the site. No queuing or marshalling of trucks will be permitted on public roads in the vicinity of the site.

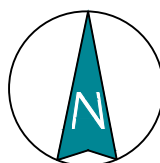
5.5 Other General Requirements for Trucks

All vehicles transporting loose materials will be required to ensure the entire load is covered using a tarpaulin or similar impervious material. The vehicle driver will need to take all precautions to prevent any excess dust or dirt particles from depositing onto the roadway during travel to and from the site. Truck shaker grids and wheel wash stations shall be positioned at all entry/exit points. The respective trades will be



LEGEND

-  **ARRIVAL**
-  **DEPARTURE**



TRUCK ROUTES

FIG 5

inducted by the head contractor into the above procedures and will monitor all trucks entering and exiting the site to ensure the procedures are met.

The contractor will be required to monitor the roadways leading to and from the site on a daily basis and take all necessary steps to rectify any adversely impacted road deposits caused by site vehicles. The roads will also be cleaned on a regular basis to minimise dirt particles depositing externally from the site. Such cleaning will occur in the evenings outside of the peak traffic period.

Vehicles traveling to, from and within the site shall not create unreasonable or unnecessary noise or vibration to minimise interference to adjoining building operations. 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. All deliveries and works will be carried out within the site at the designated on-site loading areas. If there is a requirement to operate any material handling machinery on public access roads, the contractor will be required to seek separate Council/Police/RMS/Sydney Buses approval prior to the event.

5.6 Occupational Health and Safety

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

5.7 Emergency Vehicle Access

Access to the site and neighbouring sites by emergency vehicles would not be affected by the site, which is within the bounds of the construction site.

Emergency protocols on the site would indicate a requirement for the traffic controller and on-site personnel to assist with emergency access from Owen Street. All truck movements to the site and the incident point would be suspended and cleared.

Consequently, any potential impacts on emergency access would be effectively managed throughout the works.

The liaison would be maintained with the police and emergency services agencies throughout the construction period, and a 24-hour contact would be made available for 'out-of-hours emergencies and access.

Thus, there would be no adverse impacts on the provision of existing emergency vehicle access to the site or other neighbouring properties as a result of the proposed construction activities.

5.8 Workers' Site Induction

All workers and sub-contractors employed on the site will be required to undertake a formal 'site induction' process prior to the undertaking of any task, and all the inductions will be performed specifically to each trade according to Workplace Health and Safety requirements.

During the conduct of this program, workers will be advised that parking will be available on-site. All vehicles associated with the construction activities should be parked wholly within the site and the approved on-street works zones. These vehicles enter the site/works zones prior to stopping. All site staff related to the works are to park in a designated off-street parking area.

Timetables for all bus routes servicing the site will also be provided for the perusal of workers at various locations within the site (e.g., meal rooms).

5.9 Traffic Guidance Scheme

The Traffic Guidance Scheme (TGS) presents the principles of traffic management, with the detailed information for work site operations is contained in the Transport for New South Wales Traffic Control at Work Sites Technical Manual Version 6.1 dated 28 February 2022. The control of traffic at work sites must be undertaken with reference to Workcover requirements and AW Edwards Workplace Health and Safety

Manuals. The TGS prepared by a Certified Traffic Controller (under TfNSW regulations) in accordance with Australian Standards 1742.3 are provided in Appendix D.

5.10 Contact Details

The contact details for the day-to-day activities on the site will be:

Name: David Barratt

Role: Site Manager

Company: AW Edwards

Phone: 0413 735 662

6.0 Construction Traffic Impact Assessment

6.1 Impact on General Traffic

As articulated in the preceding section, the construction works will involve a variety of construction vehicles ranging between a semi-trailer (which is subject to a separate permit) and a normal utility vehicle. The envisaged construction traffic movements vary from time to time, depending on a range of factors, including:

- Processes
- Weather
- Time of day

Peak vehicle volumes would be in the order of 40 vehicles (80 movements) per day, which would occur outside of peak traffic periods when possible - AM (7.00 am-9.00 am) and PM (1.30 pm-3.00 pm and 4.00 pm to 6 pm) to minimise traffic (bus and traffic flow) impacts and associated road network delays.

Construction truck drivers will be reminded that there should be no idling on and the use of Owen Street as a marshalling area.

With the above measures, it is not expected that this level of traffic movement would create any adverse road safety and network efficiency impacts on the surrounding road network and general traffic, cyclists and pedestrians and bus services.

6.2 Impact on Public Transport Services

As indicated in Figure 5, the heavy vehicle haulage routes will largely be limited on arterial and sub-arterial roads, which are designed to accommodate heavy vehicle movements. As such, the impacts on public transport services will be minimal on the approach/departure routes.

Access to/from the bus zones by buses on Owen Street will be maintained at all times.

6.3 Impact on Pedestrians and Cyclists

During construction, pedestrian movements along Owen Street will be maintained at all times.

A mix of A-Class hoarding and site security fencing would be erected around the perimeter of the site. On-site personnel would be present during construction hours to manage construction vehicle entry and exit and pedestrian movements at the site access, noting that pedestrian priority would be given. Outside of construction hours, gates would be installed to prevent pedestrians from entering the construction site.

Notwithstanding, all construction-related traffic movements within the site will occur under the supervision of on-site personnel, with trucks escorted between the access gate and the road.

Given that there are no cycling routes along the frontage roads of the site, there will be no direct impact on the cyclists.

To minimise disruption to pedestrian and cyclist movements, it is advised that truck movements are managed, wherever possible, to occur outside of peak school and commuting periods.

6.4 Impact on On-Street Parking

The proposed development results in the permanent loss of approximately 8 unrestricted on-street parking spaces on the eastern side of Owen Street for the new site access.

The removal of the on-street spaces is not anticipated to have an adverse impact on parking in the area due to the availability of other on-street parking at the nearby local roads.

6.5 Traffic Movements in Adjoining Council Areas

No adverse effects are expected from the movement of heavy vehicles through adjacent council areas.

6.6 Consultation, Communication and Liaison

School Infrastructure NSW has introduced virtual and in person information sessions for school communities and other stakeholders to continue community engagement throughout all stages of the 190 new and upgraded school projects across NSW, including Hastings Secondary College, Port Macquarie.

The relevant stakeholders and future coordination/liaison requirements will comprise the following:

- the Hastings Secondary College, Port Macquarie students, staff and families
- the surrounding residents
- Port Macquarie-Hastings Council
- Port Macquarie Bowling Club

Following consultation with the stakeholders, construction-related traffic issues would be:

- monitored
- mitigated via the Community Consultation Strategy and regular meetings with key stakeholders held throughout the project.

Furthermore, ongoing communication is also to be undertaken so that the CPTMSP is kept up.

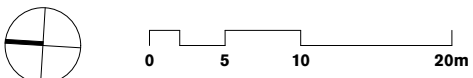
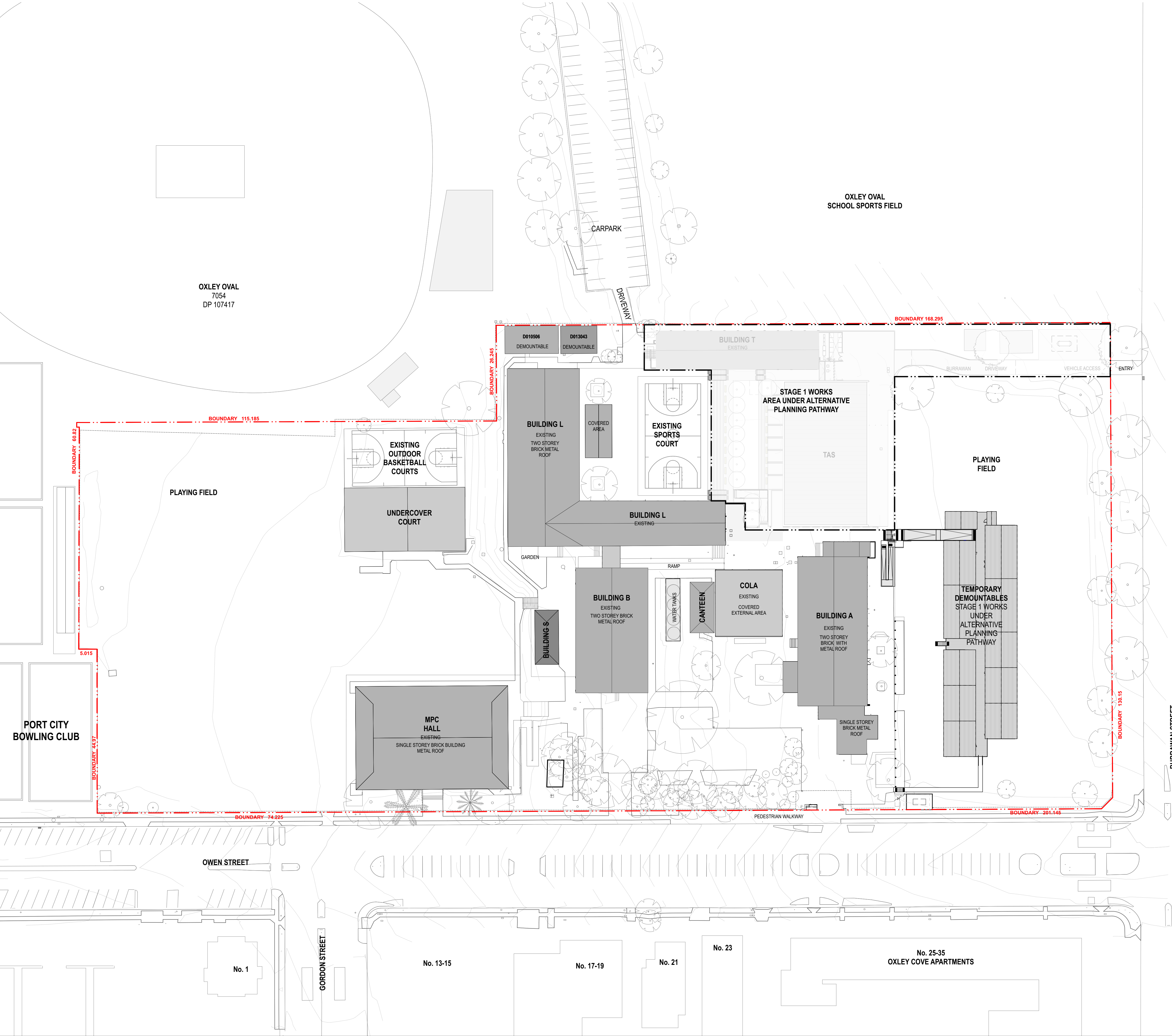
AW Edwards would also maintain regular contact with all stakeholders to communicate upcoming works and potential impacts.

6.7 Site Inspections and Record-Keeping

The construction work will be monitored to ensure that it proceeds as set out in the Construction Management Plan provided by AW Edwards. Surveillance before the start of the construction activity should ensure that conditions accord with those stipulated in the plan and there are no potential hazards. Any possible adverse impacts will be recorded and dealt with if they arise.

Appendix A

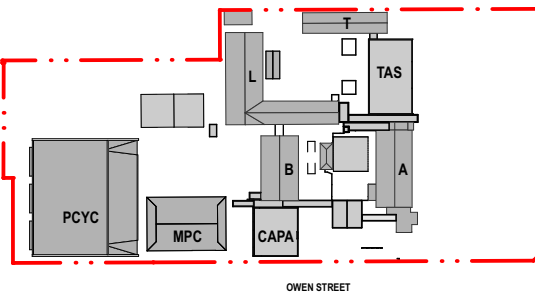
Approved Architectural Plans



GENERAL NOTES

- ALL DIMENSIONS AND EXISTING CONDITIONS SHALL BE CHECKED AND VERIFIED BY THE CONTRACTOR BEFORE PROCEEDING WITH THE WORK.
- ALL LEVELS RELATIVE TO AUSTRALIAN HEIGHT DATUM.
- DO NOT SCALE DRAWINGS.
- USE FIGURED DIMENSIONS ONLY.

keyplan



legend

--- BOUNDARY LINE
--- AREA UNDER ALTERNATIVE PLANNING PATHWAY

TOTAL SITE AREA = 34518.1m²

05	14/4/21	SSDA	MJ
04	26/3/21	SSDA	KT
03	19/3/21	SSDA - Consultant Background Issue	AD
02	23/2/21	Draft SSDA 02	KT
01	12/2/21	Draft SSDA	MJ
rev	date	name	by
			chk

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Hastings Secondary College
Port Macquarie NSW 2444

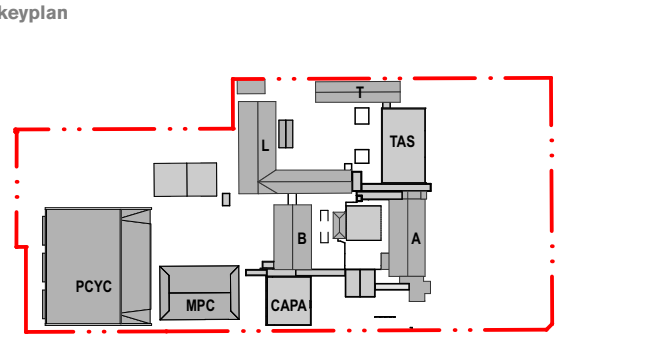
title
Site
Site Plan - Existing

scale	1:500 @ A1	first issued	12/2/21
project code	sheet no.	revision	
HSPM	SSDA-120000	05	



GENERAL NOTES

- ALL DIMENSIONS AND EXISTING CONDITIONS SHALL BE CHECKED AND VERIFIED BY THE CONTRACTOR BEFORE PROCEEDING WITH THE WORK.
- ALL LEVELS RELATIVE TO 'AUSTRALIAN HEIGHT DATUM'.
- DO NOT SCALE DRAWINGS.
- USE FIGURED DIMENSIONS ONLY.



legend

- BOUNDARY LINE
- AREA UNDER ALTERNATIVE PLANNING PATHWAY
- PROPOSED REFURBISHMENT
- NEW CONSTRUCTION
- EXISTING TREES
- PROPOSED TREES

No. 18-20

No. 22

No. 24

No. 26

No. 28

No. 32

No. 34

No. 36

rev	date	name	by	chk
05	14/4/21	SSDA	MJ	
04	26/3/21	SSDA	KT	
03	19/3/21	SSDA - Consultant Background Issue	AD	
02	23/2/21	Draft SSDA 02	KT	
01	12/2/21	Draft SSDA	MJ	

fjmt studio architecture interiors landscape urban community
sydney melbourne uk
Level 5, 70 King Street t +61 2 9251 7077 w fjmtstudio.com

project
Hastings Schools Port Macquarie
Hastings Secondary College
Port Macquarie NSW 2444










Site
Site Plan - Proposed

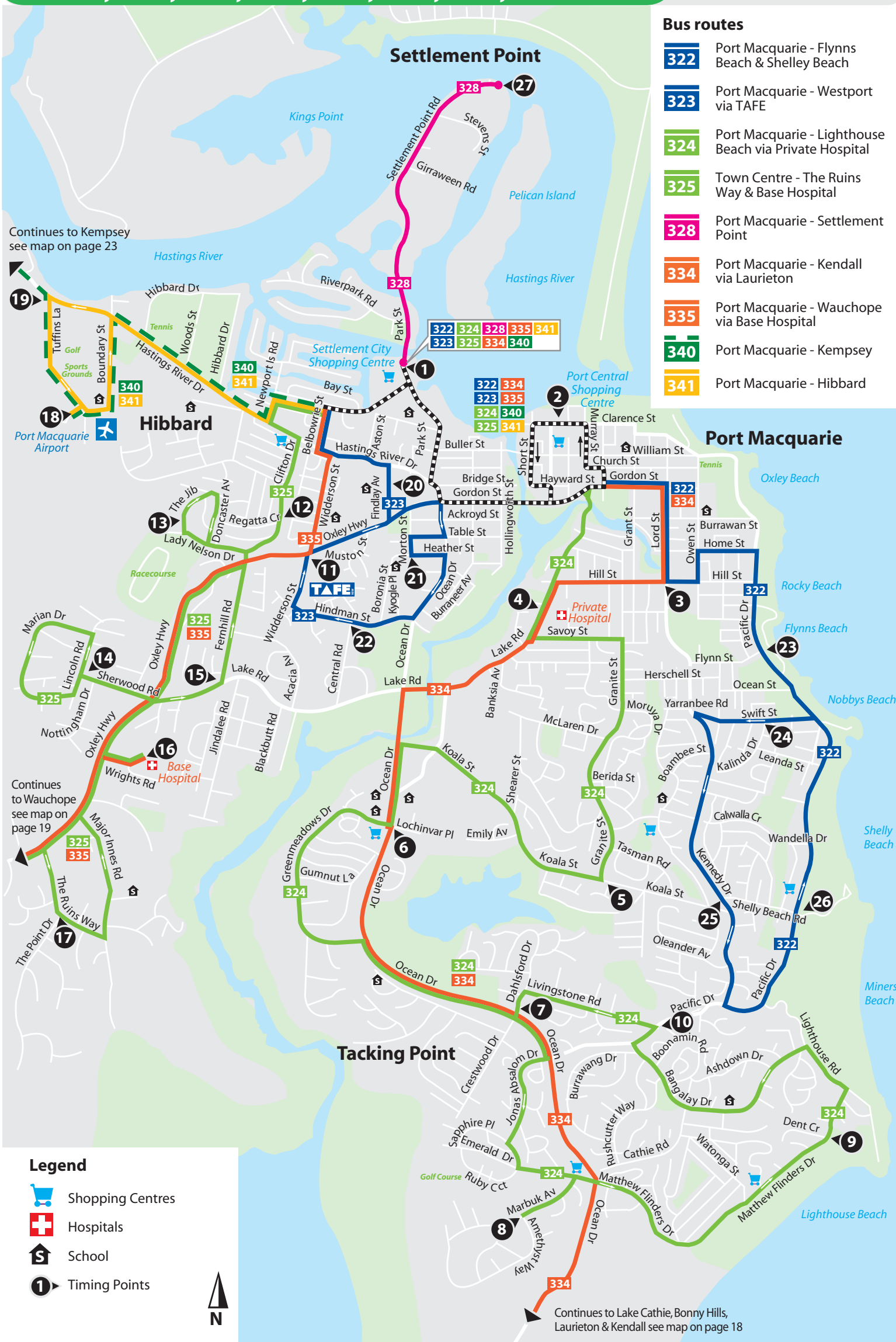
scale 1:500 @ A1 **first issued** 12/2/21

project code **sheet no.** **revision**
HSPM **SSDA-120010** **05**

Appendix B

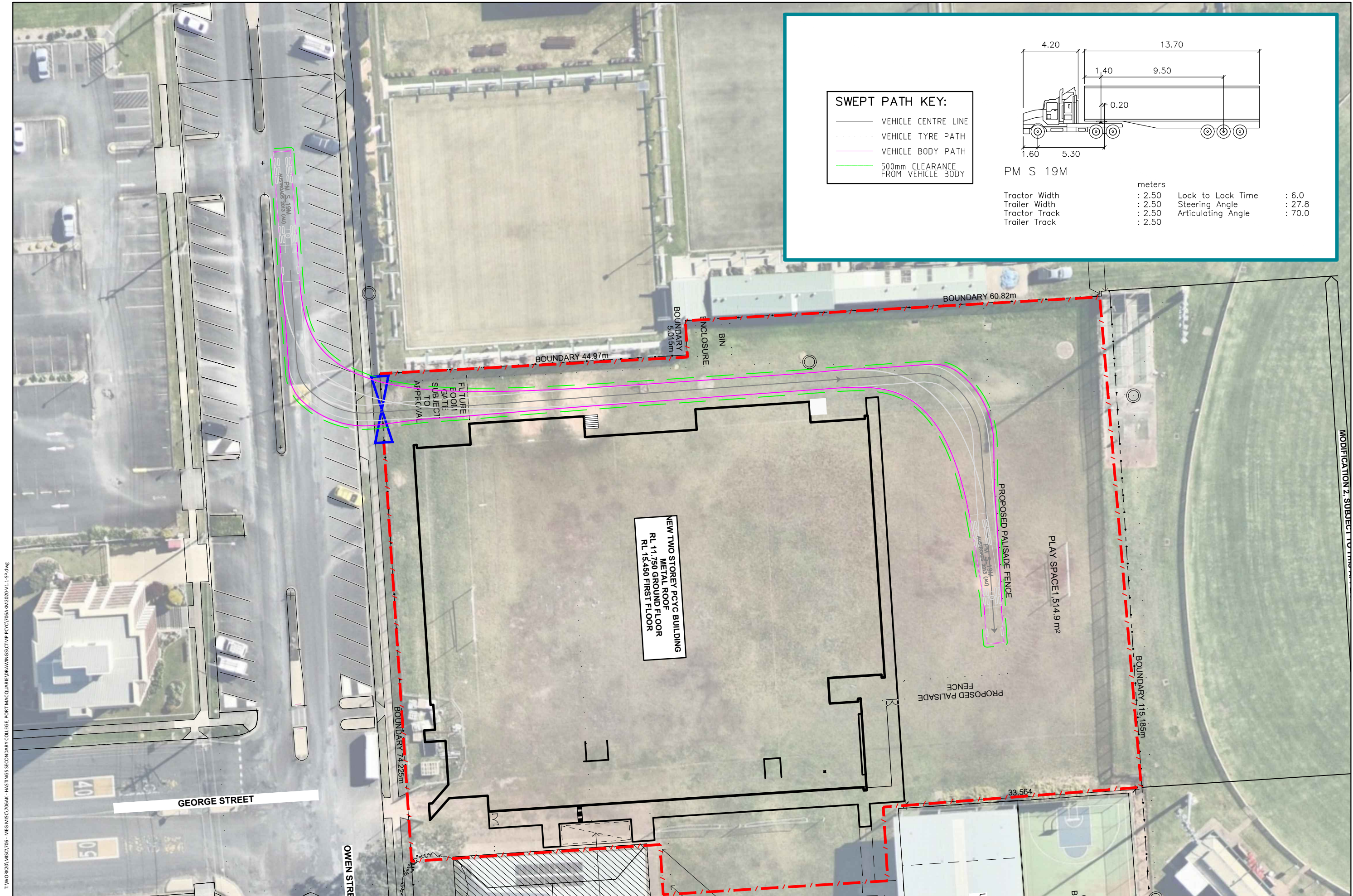
Public Transport Provisions

-  Port Macquarie - Flynn's Beach & Shelley Beach
-  Port Macquarie - Westport via TAFE
-  Port Macquarie - Lighthouse Beach via Private Hospital
-  Town Centre - The Ruins Way & Base Hospital
-  Port Macquarie - Settlement Point
-  Port Macquarie - Kendall via Laurieton
-  Port Macquarie - Wauchope via Base Hospital
-  Port Macquarie - Kempsey
-  Port Macquarie - Hibbard



Appendix C

Turning Path Assessments



T:\WORK\20\MSCT\706 - MEG MISC\706AK - HASTINGS SECONDARY COLLEGE, PORT MACQUARIE\DRAWINGS\CTMP PCYC\706AKM2020-V1.1-SP.dwg
Plotted by Lachlan

16 OWEN ST, PORT MACQUARIE NSW 2444
ENTRY MOVEMENT OF A 19m SEMI-RIGID VEHICLE
SWEEP PATH ASSESSMENT

DRAWING REF NO. 706AKM2020-V1.1-SP

SHEET NO. 01 OF 06

ISSUE DATE 24 November 2022

DESIGNED BY
L. ELLSON

REVIEWED BY
R. NETTLE

SCALE
A3 0 5.0 10.0 1:500

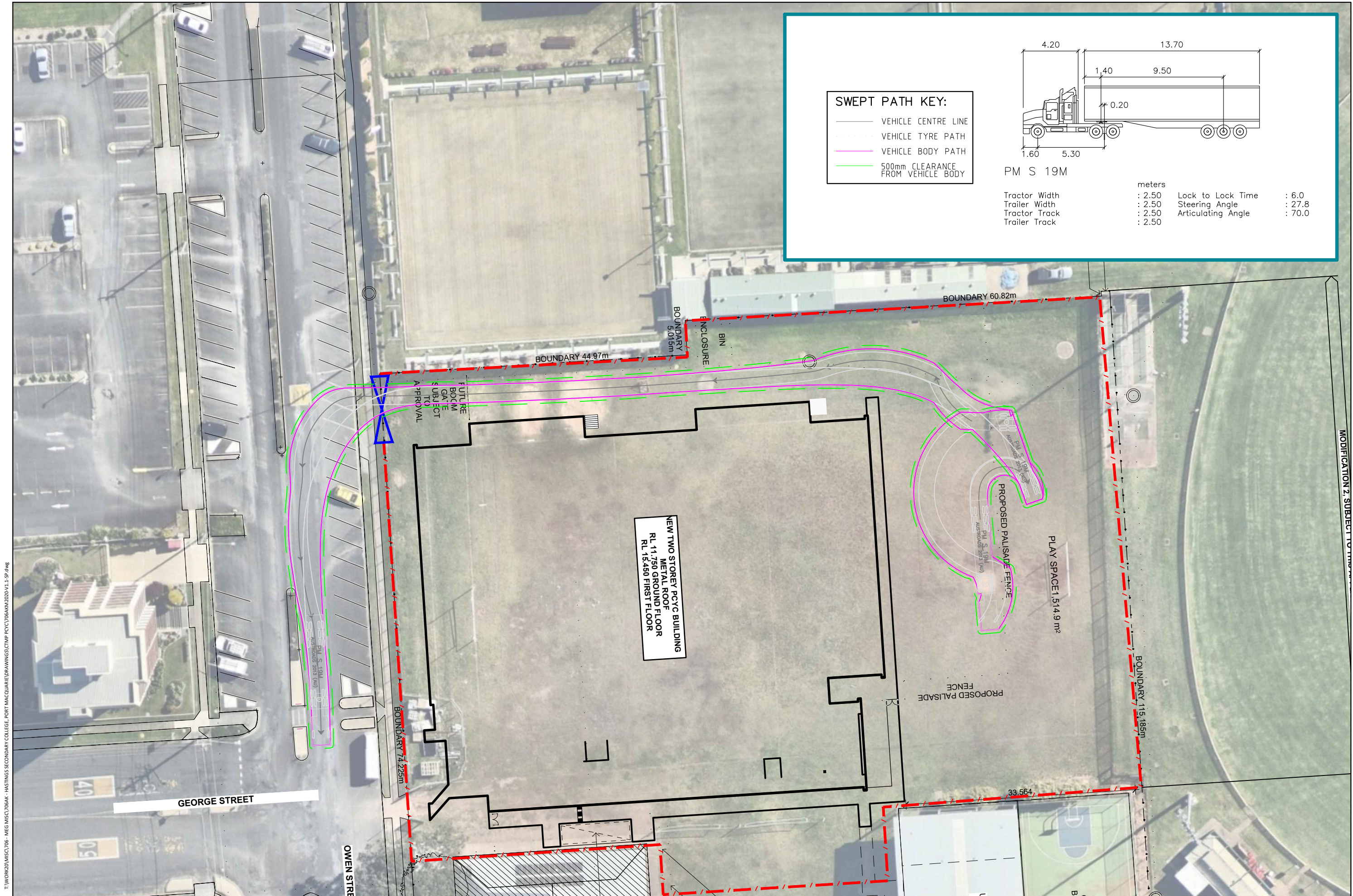


DISCLAIMER

This drawing has been prepared using vehicle modelling computer software AutoTurn Pro V11.0 in conjunction with AutoCAD 2018. The vehicle used is based upon vehicle data provided by Austroads and incorporates a reasonable degree of tolerance. However, it is not possible to account for all vehicle types/characteristics and/or driver ability.

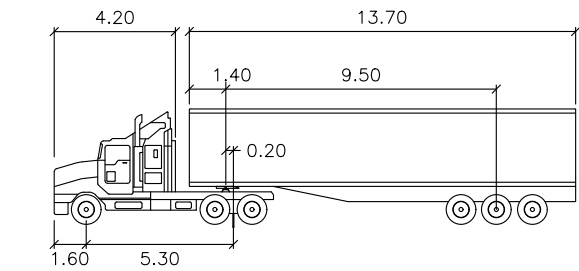
ttpa TRANSPORT AND TRAFFIC PLANNING ASSOCIATES
Established 1994

Address: Level 5, Suite 502 / 282 Victoria Ave, Chatswood NSW 2067
P: (02) 9411 5660 E: info@tpa.com.au W: www.tpa.com.au



SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



PM S 19M	Tractor Width	: 2.50	Lock to Lock Time	: 6.0
	Trailer Width	: 2.50	Steering Angle	: 27.8
	Tractor Track	: 2.50	Articulating Angle	: 70.0
	Trailer Track	: 2.50		

16 OWEN ST, PORT MACQUARIE NSW 2444
EXIT MOVEMENT OF A 19m SEMI-RIGID VEHICLE
SWEPT PATH ASSESSMENT

DESIGNED BY
L. ELLSON

REVIEWED BY
R. NETTLE

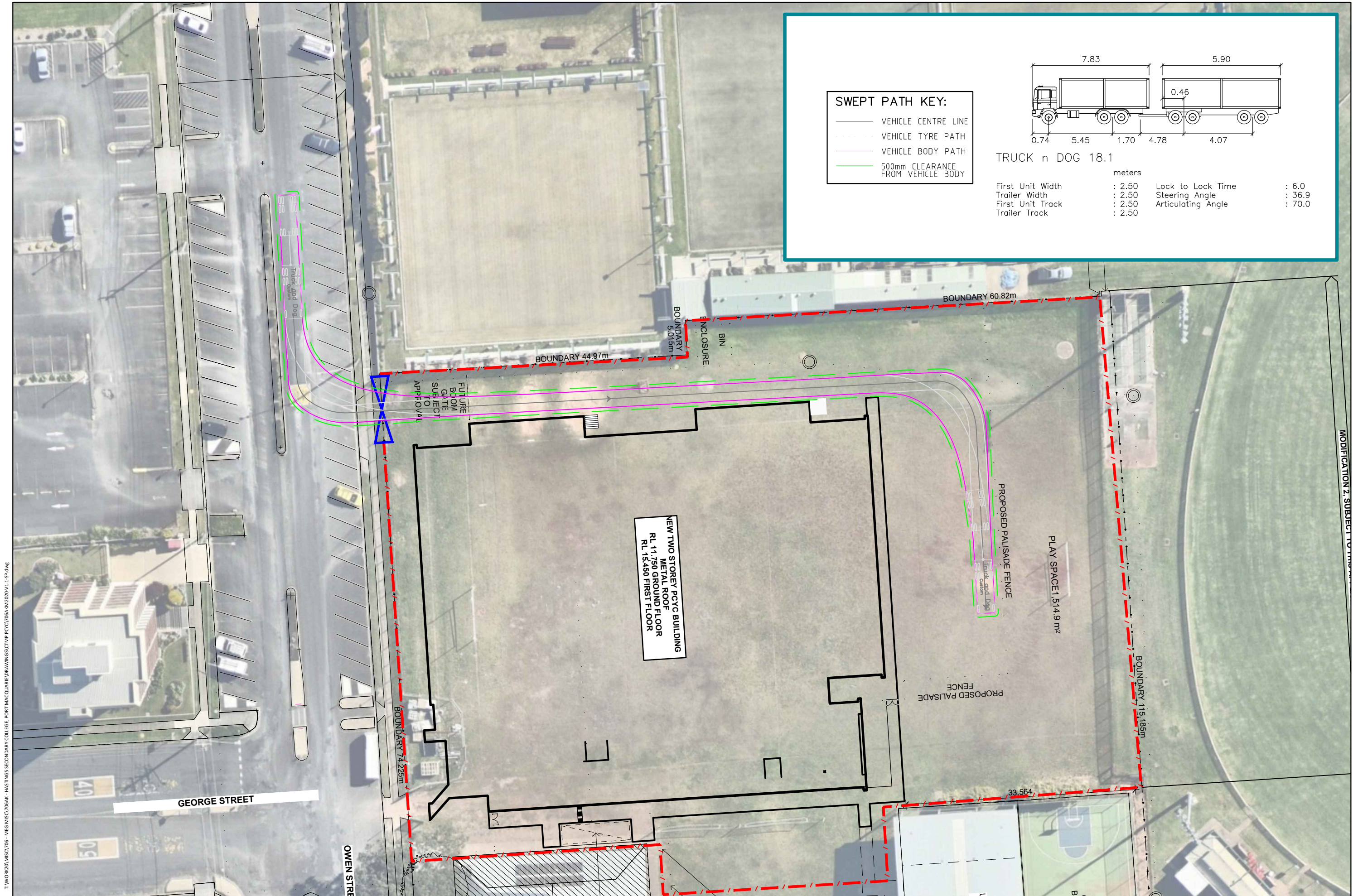
SCALE
A3

0 5.0 10.0
1:500



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T:\WORK\20\MSCT\706 - MEG MISCT\706AK - HASTINGS SECONDARY COLLEGE, PORT MACQUARIE\DRAWINGS\CTMP PCYC\706AKM2020-V1.1-SP.dwg
Plotted by Lachlan

16 OWEN ST, PORT MACQUARIE NSW 2444
ENTRY MOVEMENT OF AN 18.1m TRUCK & DOG
SWEEP PATH ASSESSMENT

DRAWING REF NO. 706AKM2020-V1.1-SP

SHEET NO. 03 OF 06

ISSUE DATE 24 November 2022

DESIGNED BY
L. ELLSON

REVIEWED BY
R. NETTLE

SCALE
A3 0 5.0 10.0 1:500

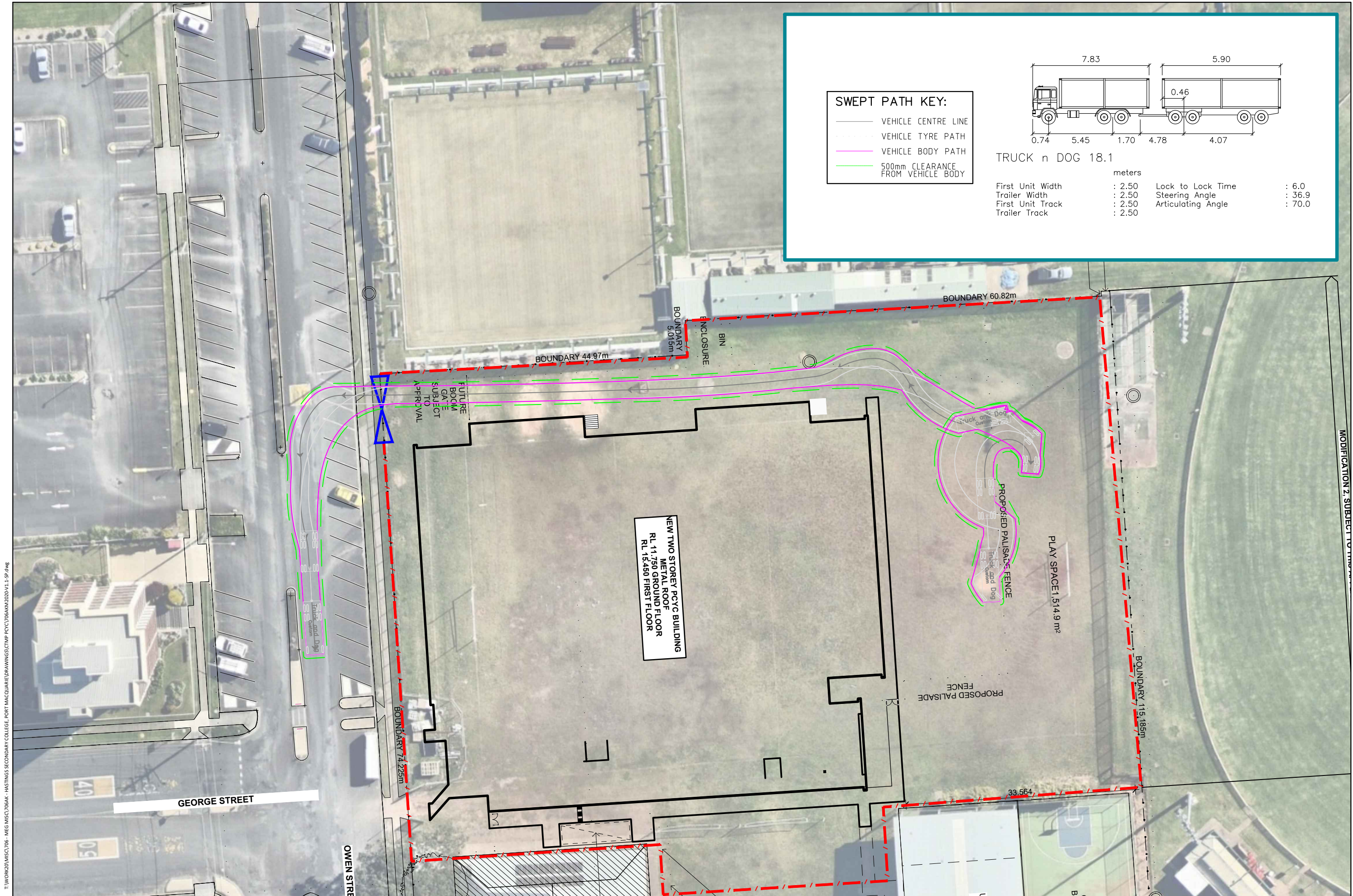


DISCLAIMER

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T:\WORK\20\MSCT\706 - MEG MISC\706AK - HATINGS SECONDARY COLLEGE, PORT MACQUARIE\DRAWINGS\CTMP PCYC\706AKM2020-V1.1-SP.dwg
Plotted by Lachlan

16 OWEN ST, PORT MACQUARIE NSW 2444
EXIT MOVEMENT OF AN 18.1m TRUCK & DOG
SWEEP PATH ASSESSMENT

DRAWING REF NO. 706AKM2020-V1.1-SP

SHEET NO. 04 OF 06

ISSUE DATE 24 November 2022

DESIGNED BY
L. ELLSON

REVIEWED BY
R. NETTLE

SCALE
A3 0 5.0 10.0 1:500

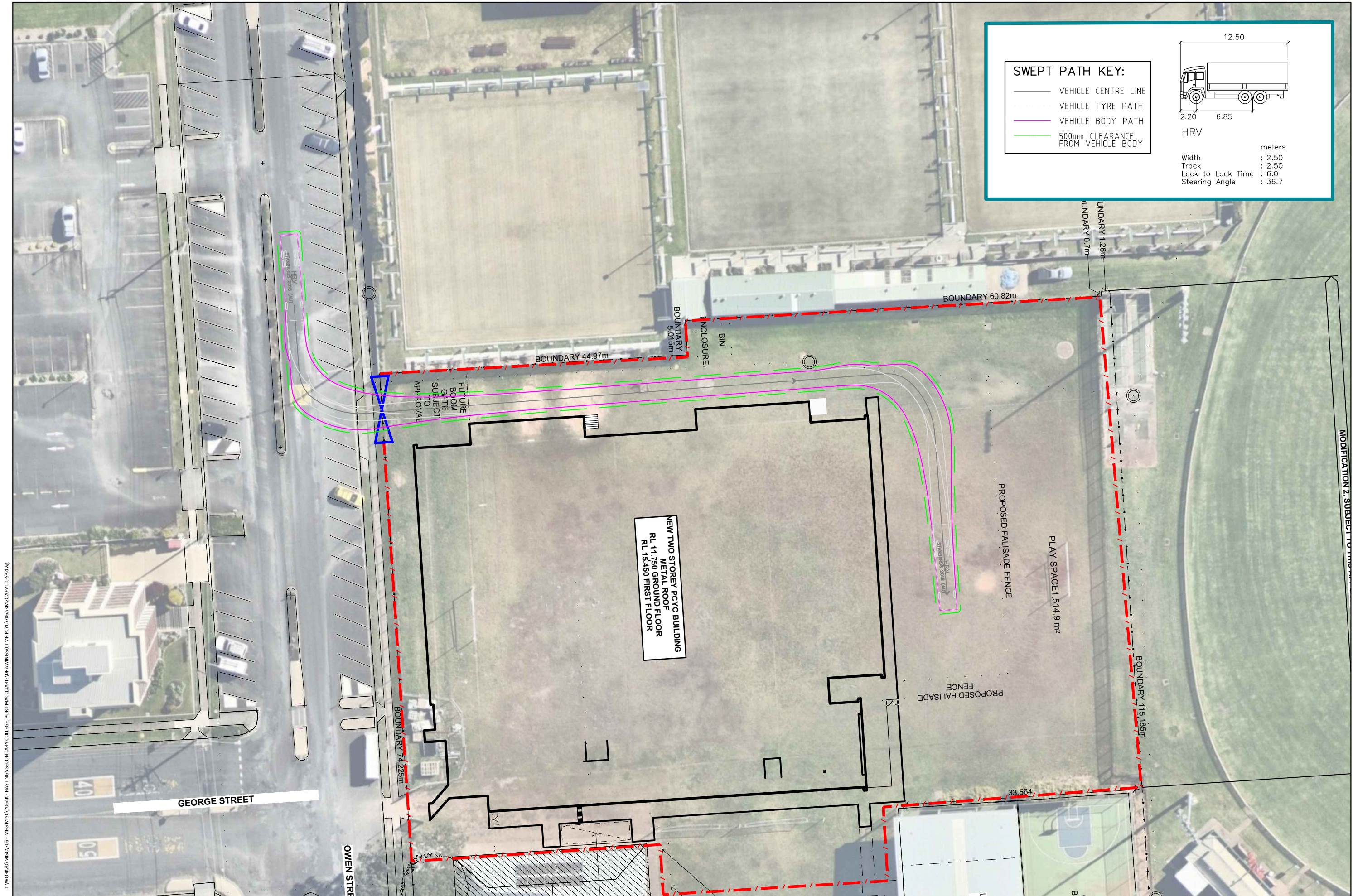


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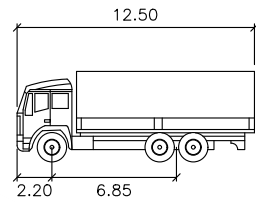
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SWEPT PATH KEY:

- VEHICLE CENTRE LINE
- - - VEHICLE TYRE PATH
- VEHICLE BODY PATH
- 500mm CLEARANCE FROM VEHICLE BODY



HRV

Width	: 2.50	meters
Track	: 2.50	
Lock to Lock Time	: 6.0	
Steering Angle	: 36.7	

16 OWEN ST, PORT MACQUARIE NSW 2444
ENTRY MOVEMENT 12.5m HEAVY RIGID VEHICLE
SWEEP PATH ASSESSMENT

DRAWING REF NO. 706AKM2020-V1.1-SP

SHEET NO. 05 OF 06

ISSUE DATE 24 November 2022

DESIGNED BY
L. ELLSON

REVIEWED BY
R. NETTLE

SCALE
A3 0 5.0 10.0 1:500



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Appendix D

Traffic Guidance Scheme

