

described in Section 6) will be used to ensure that the vehicle reverses during the gaps in traffic from the adjacent intersection at Military Road. This will prevent any unnecessary queuing on public roads.

Similar to the Phase 1, to ensure pedestrians are protected around the site, dynamic pedestrian barriers will be used to prevent pedestrians from walking passed the driveway as the truck is entering or leaving. The barriers will only be used when there is a suitable gap in pedestrians walking along the footpath.

Figure 23 shows the location of the new gate and the HRV manoeuvring into and out of the site.

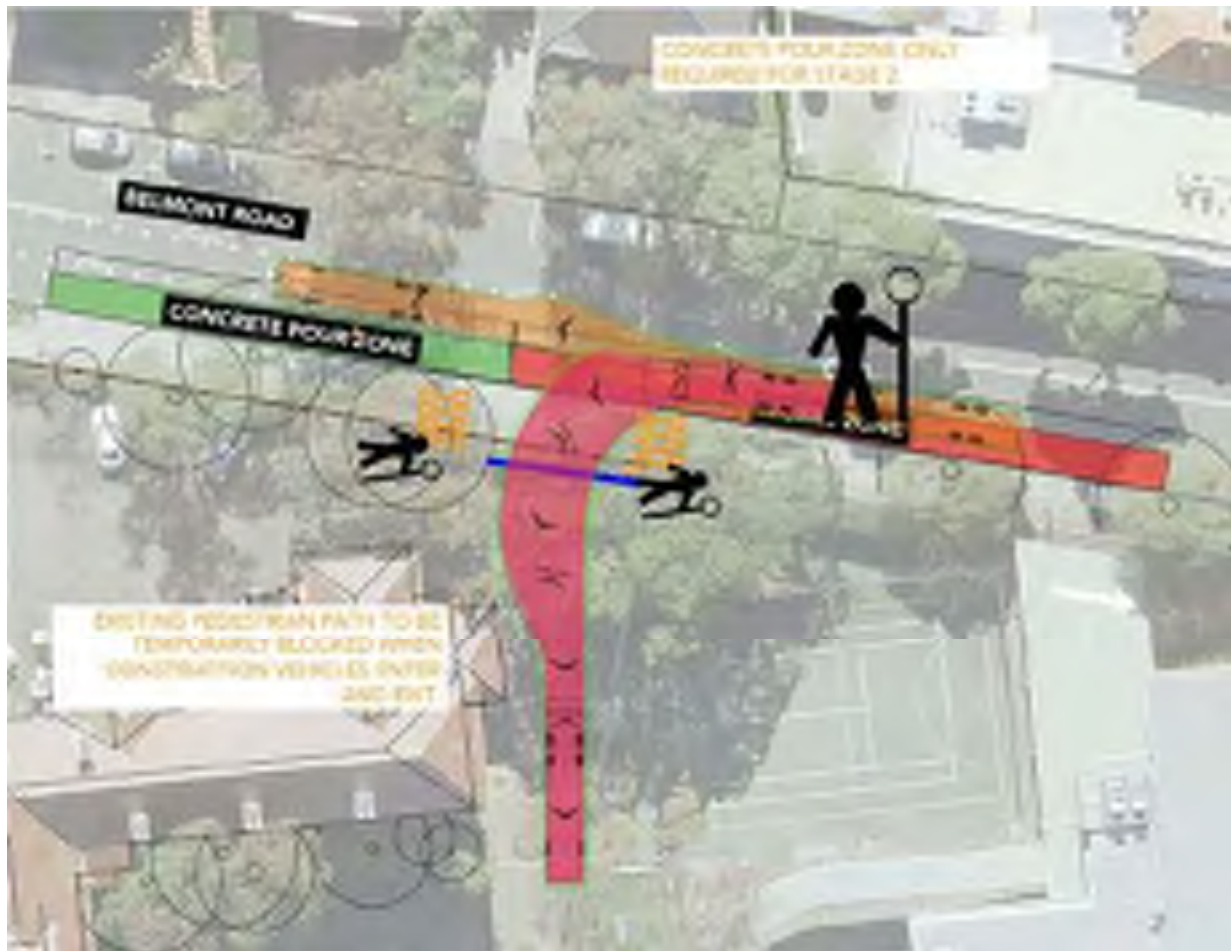


Figure 23 – Construction Gate Access during Phase 2 and 3

5.10 Work Zone

Throughout the entire SSDA stage, a work zone will be required on Belmont Road which will be approximately 45m long to allow 19m AV access. This will be accompanied with an additional 30m concrete pour work zone which will only be used during Phase 2 (Structure). The concrete pours will only occur for approximately 19 weeks from February to July 2022.

During Phase 2 of the project, approximately nine existing 2P car spaces need to be temporarily removed to accommodate the work zone. It is also proposed to temporarily relocate the existing taxi zone located at the northern side of Avenue Road, just west of the intersection of Military Road/Avenue Road (refer to Section 5.11.1). A contractor's entrance will be added to allow access into the site from the work zone.

During Phase 3, the concrete pour work zone will be converted back to the existing 2-hour parking from 8:30am to 6:00pm.

Traffic controllers will be present at both ends of the work zone to guide construction vehicles in and out of the work zone.

A concept traffic guidance scheme (TGS) has been prepared to inform drivers of turning vehicles (refer to Section 6).

Appropriate signage shall be provided to inform road users of the restrictions which is detailed in the Signage Plan in Section 5.11.3. The work zone will be restricted to times of construction work hours.

Figure 24 shows the location of the SSDA work zone.

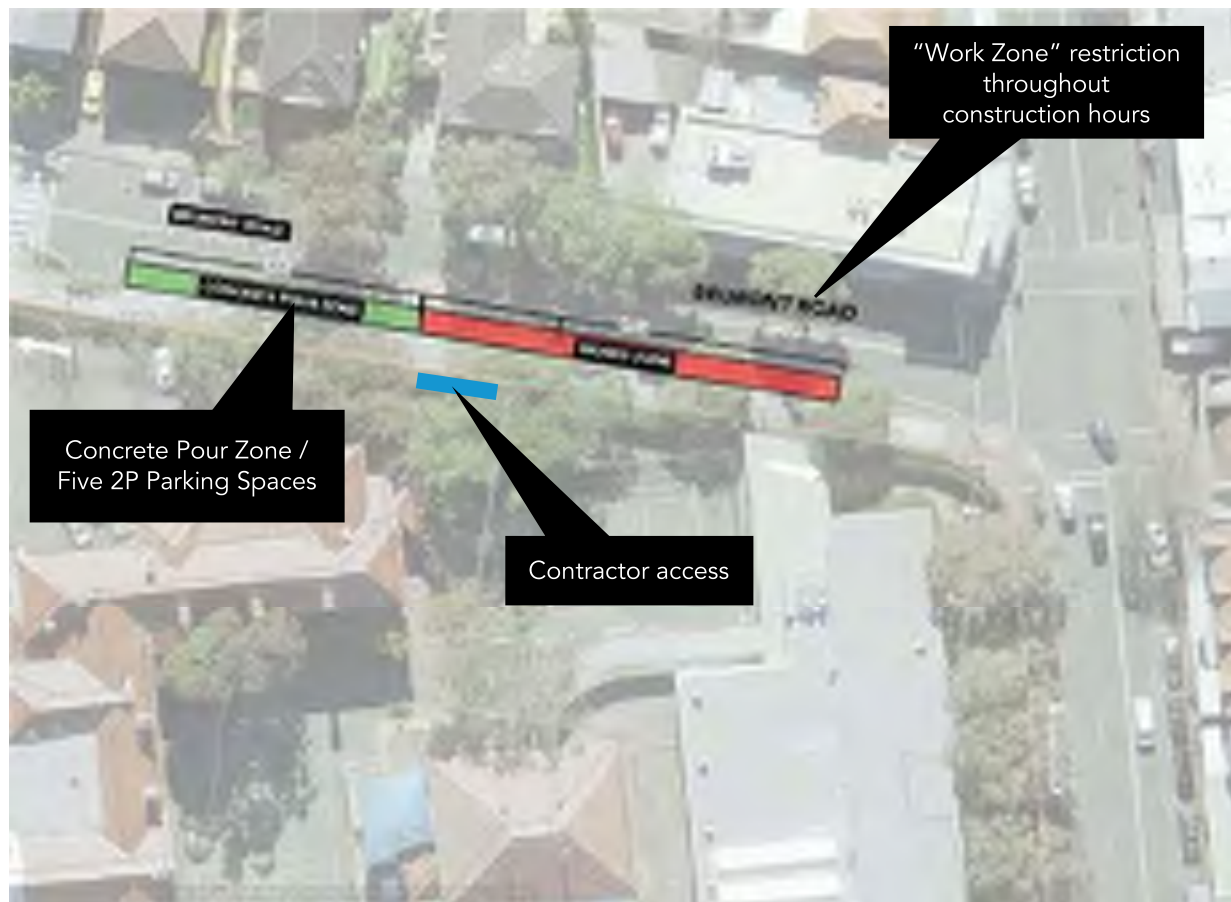


Figure 24 – Work zone

5.11 Parking Controls

5.11.1 Taxi Zone Relocation

As discussed in Section 5.10, a total of approximately nine car spaces will be temporarily removed due to the work zone and it is proposed to relocate the taxi zone on Belmont Road to Avenue Road. The "Work Zone" restriction needs to be in place throughout the construction hours, even if construction vehicles are not arriving or leaving.

Currently, there is a total of nine 2P parking spaces and a taxi zone that can accommodate three taxis along the southern edge of Belmont Road.

The three existing Taxi Zone spaces will be relocated to the northern side of Avenue Road, adjacent to the Military Road/Avenue Road intersection. This will involve the temporary removal of three 2P parking spaces to accommodate the relocated Taxi Zone.

Figure 25 shows the proposed parking controls on Avenue Road.

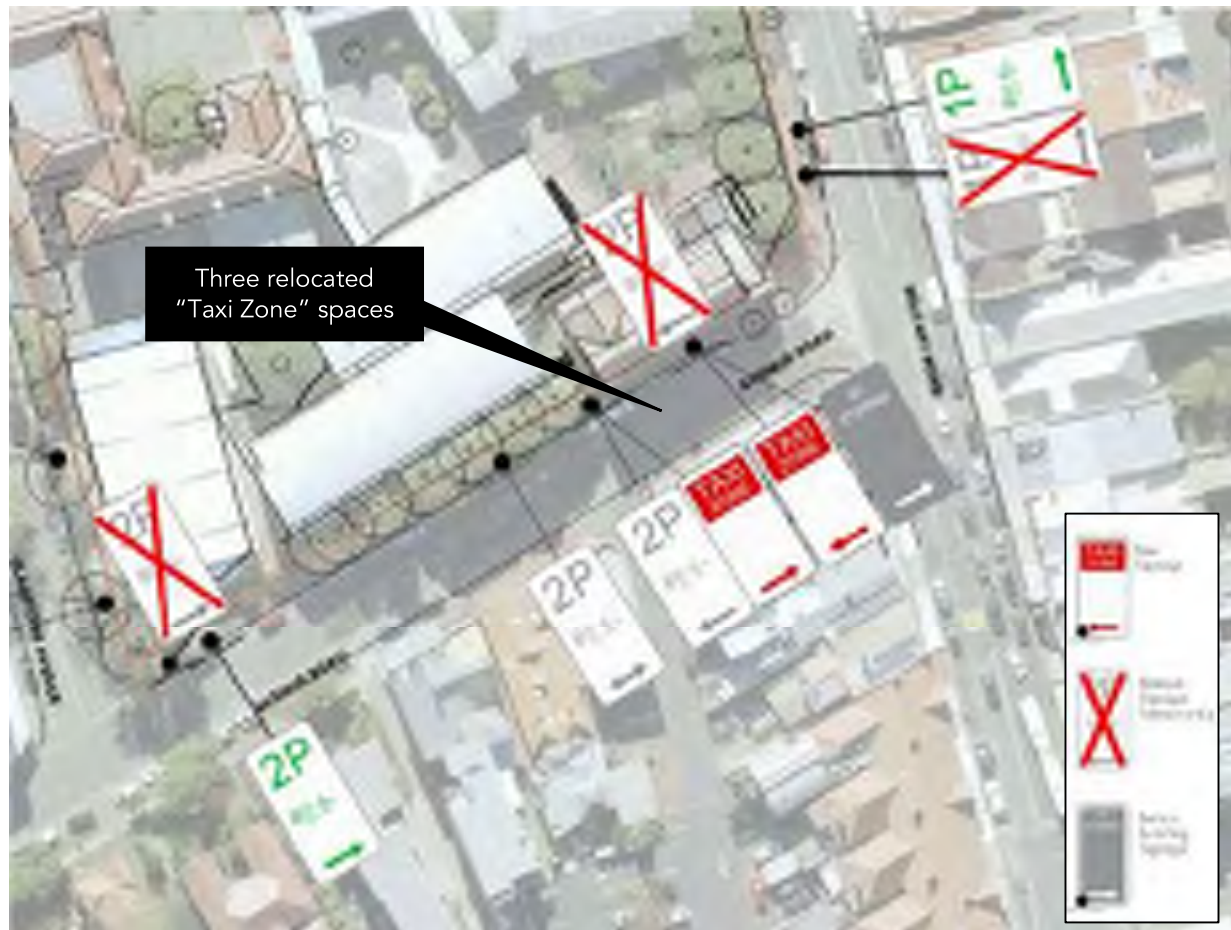


Figure 25 – Proposed Parking controls on Avenue Road

5.11.2 Proposed Parking Changes to accommodate AV Swept Paths

To facilitate the access and egress manoeuvres for a 19m AV, three existing on-street parking spaces will need to be temporarily removed for the duration of the project being:

- Northern end of Gladstone Avenue (1 space along eastern kerblines);
- Western end of Avenue Road (1 space along northern kerblines); and
- Southern end of Military Road (1 space along western kerblines). The existing motorcycle parking located here will need to be shifted north to occupy the removed parking bay.

5.11.3 Signage Plan

As mentioned above, two signage plans have been prepared to clearly indicate the parking controls along Belmont Road during Phase 2 (Structure) and all other stages (Phase 1 and 3). To illustrate the new parking controls more clearly, a larger version of the signage plan has been included in Attachment 5. A diagram of the signage plan for the Phases 1 and 3 is shown in Figure 26 and for Phase 2 in Figure 27.

The signage plan incorporates the following proposed parking changes:

- Relocation of Taxi Zone from Belmont Road to Avenue Road;
- Works Zone on Belmont Road; and
- Changes to parking to accommodate AV swept paths.



Figure 26 – Signage Plan (Phase 1 and 3)



Figure 27 – Signage Plan (All Other Stages – Phase 1 and 3)

5.12 Pedestrian Management

Access for students, staff and visitors will be maintained at all times, and the locations are shown in Figure 28.

Access off Belmont Road will be closed for public and instead used as a contractor access. The existing car park will be utilised as temporary classrooms during the construction, and access to those demountables will be provided via the existing gate. The gate off Gladstone Avenue will remain in use as it currently is, with the addition of public entry exit. The northern and currently main access off Military Road will be closed, but instead the southern gate will be opened and temporarily used for students and staff to enter the school.

Cyclists can enter through the gates off Military Road and Gladstone Avenue. It is proposed that bicycle facilities are temporarily located within the existing bus bay (refer to the magenta circle in Figure 28).

The entire site (and any remote work areas when applicable) and during all phases will be physically separated from the School via A-Class or ATF type fencing. The extents of fencing will be modified during the works as required to suit the works occurring at each project phase. The access points to the site will be securely locked even when the construction / demolition activities are not occurring.

There will also be a B class overhead hoarding, which will be provided along the work zone on Belmont Avenue to allow safe pedestrian through movements without the requirement to block off the footpath.



Figure 28 – Pedestrian Access

Additional to the B-Class Hoarding, dynamic pedestrian barriers will be used for the two gates during the different stages. The dynamic pedestrian barriers will be used to prevent pedestrians from walking passed the driveway as the truck is entering or leaving. The barriers will only be used when there is a suitable gap in pedestrians walking.

Details of the barrier layout can be found in Section 5.9.4 and 5.9.5 and within the TGS plan in Attachment 3.

5.13 Cumulative Effect of Adjacent Developments

During the construction stage, liaison with adjacent developments (if any) will be undertaken to mitigate the cumulative effect of the concurrent works. This will include the coordination of truck movements to prevent the combined impact of construction activities.

5.14 Special Deliveries

Whilst not anticipated, any oversized vehicle that is required to travel to the site will be dealt with separately, with the submission of required permits to and subsequent approval by Mosman Municipal Council prior to any delivery.

5.15 Staff Parking

School staff parking will be temporarily unavailable during the redevelopment of the site. School staff will be advised to shift to alternative transport modes for the duration of the construction including carpooling and public transport utilisation, as discussed in Section 4.3. The School has negotiated with the local RSL club that 30 parking spaces will be allocated to School staff during the construction of the development.

The contractor will put their usual processes in place to reduce car usage among construction staff. These measures include delivering all tools and equipment required to the site in the morning and removing it in the afternoon so that construction workers are not reliant on a car. The site personnel will be advised to carpool and use the public transport options available in the vicinity of the site (refer to Section 4.3.).

5.16 Work Site Security

To provide security to the works site and protection to the general public, it is proposed that the entire site (and any remote work areas when applicable) will be physically separated from the School via A-Class or ATF type temporary fencing. The extents of fencing will be modified during the works as required to suit the works occurring at each project stage.

The work zone along Belmont Road will be secured by B-Class hoarding, so that the footpath can remain open throughout the construction.

Prior to commencement of works the contractor will facilitate a Safety Workshop where the school and their stakeholders shall be invited to identify site specific safety and security initiatives.

All access points are to be securely locked when construction activities are not in progress. The exact location of this fence is to be agreed on site, prior to commencement of the works.

The location of the hoarding and fencing is shown in Figure 29.



Figure 29 – Site fencing and hoarding locations

5.17 Plant/Equipment Management

At the commencement of construction, plant and equipment, including construction hoarding/scaffolding material, site sheds, mobile cranes and machinery will be required to be delivered to the site. The delivery and removal of plant and equipment to and from the site will be undertaken from the on-site materials handling/loading area, via the use of machine floats.

The delivery and removal of plant and equipment that requires a wide or long load vehicle will be subject to a separate application/permit and separate prior approval from City of Parramatta and other relevant authorities. In order to minimise traffic disruption during the delivery of the plant and equipment, it is proposed to undertake this work during the evening/early morning period. All plant and equipment deliveries will be carried out in accordance with Council's requirements and the NSW Police regulations.

5.18 Spoil Management

Contaminated material will be checked, sorted and treated prior to the removal from the site. Contaminated material will be classified in accordance with the provisions of the Protection of the 'Environment Operations Act 1997 and the NSW DECC Waste Classification Guidelines, Part 1: Classifying Waste (April 2008)'.

All construction work involving the removal and disposal of asbestos cement will be undertaken by appropriately qualified contractors duly licensed with SafeWork NSW, holding either a Friable (Class A) or a Non-Friable (Class B) Asbestos Removal License whichever applies.

During the removal of asbestos material from the site, signs containing the words 'DANGER ASBESTOS REMOVAL IN PROGRESS' will be erected in prominent visible positions on the site. The signs will be in accordance with AS1319-1994 Safety signs for the occupational environment for size, illumination, location and maintenance.

All trucks removing spoil from the site will be loaded to prescribed weight limits and loose material will be covered during transport from the site. Loose material will be removed from all vehicles and/or machinery before leaving the site and entering the road system.

All vehicles leaving the site will be cleaned. The construction contractor will be responsible for locating a truck wash facility or other appropriate cleaning mechanism adjacent to the construction access driveways. Any run-off from the washing down of vehicles will be directed to the sediment control system to be located within the site.

The loading of spoil onto trucks will be carried out on-site in an approved and controlled manner. The management of the on-site materials handling/loading area and the movement of trucks on and off the site will be the responsibility of the contractor.

5.19 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 lead contractor will discuss TMP requirements regularly as a part of toolbox talks and advise workers of public transport and car-pooling opportunities.

5.20 Emergency Vehicle Access

The proposed traffic control arrangements do not propose the closure of any local roads. Any emergency vehicles requiring access to the project site will do so via the site access along Belmont Road or Military Road.

A detailed Emergency Management Plan will be further developed by the contractor prior to site establishment works.

5.21 Access to Adjoining Properties

Access to all adjoining properties will be maintained throughout the works. The adjacent landowners will be notified of works via letter box distribution and road signage to advised of anticipated truck movements in operation with access to adjoining properties being maintained at all times.

5.22 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 an appropriate accreditation in accordance with Section 8 of Traffic Control at Worksites.

The comprehensive Work Health & Safety Management Plan will be provided by the contractor and shall be constantly reviewed as the design and construction methodology progress.

5.23 Hazard and Risk Identification

All construction projects entail a set of risks—from a transport perspective—that may need to be mitigated. Some of these hazards and risks are related to:

- moving traffic
- queued traffic
- site vehicle access and egress points
- topographical constraints

This is appropriate for the construction of the expansion to Mosman Highschool because of the following:

- High pedestrian activity is expected as the site is located adjacent to the Mosman Town Centre. The Construction activity will be most prominent from the Work Zone located on Belmont Road and may have potential conflicts with pedestrians.
Risk Matrix Reference: R1
- Whilst TGSs have been designed and attached as part of this report, this is in combination with other constraints associated with the site location e.g. street sign clutter, parked vehicles and high pedestrians volumes may reduce visibility.
Risk Matrix Reference: R2

As there is no guarantee that the contractor responsible for implementing the TGSs are fully aligned with the intention of this traffic report, this remains a risk to be assessed. As such, a risk matrix has been prepared as shown in Table 3 using the following definitions:

Risk Rating

- Very High (VH)
- High (H)
- Medium (M)
- Low (L)

Consequence

- Insignificant: Illness, first aid or injury not requiring medical treatment. No lost time.
- Minor: Minor injury or illness requiring medical treatment. No lost time post medical treatment.
- Moderate: Minor injuries or illnesses resulting in lost time.
- Major: 1 to 10 serious injuries or illnesses resulting in lost time or potential permanent impairment\
- Severe: single fatality and/or 11 to 20 serious injuries or illnesses* resulting in lost time or potential permanent impairment.
- Catastrophic: multiple fatalities and/or more than 20 serious injuries or illnesses* resulting in lost time or potential permanent impairment.

Likelihood

- Almost certain: expected to occur multiple times (10 or more times) during any given year

- Very likely: expected to occur occasionally (1 to 10 times) during any given year.
- Likely: expected to occur once during any given year.
- Unlikely: expected to occur once every 1 to 10 years.
- Very unlikely: expected to occur once every 10 to 100 years.
- Almost unprecedented: not expected to occur in the next 100 years.

Table 3: Risk Matrix

		Consequence					
		Insignificant C6	Minor C5	Moderate C4	Major C3	Severe C2	Catastrophic C1
Likelihood	Almost certain L1	R1					
	Very likely L2			R2			
	Likely L3						
	Unlikely L4						
	Very unlikely L5						
	Almost unprecedented L6						

Some recommended risk mitigation measures include:

- Council to monitor the implementation of the Traffic Guidance Schemes (TGSs). As necessary, the appropriate officer visiting the site shall have the authority to enforce compliance with illegal parking. This will also allow documentation of any form of illegal parking or parking contrary to this CTMP.
- Variable speed limit signs can be implemented to reduce the speed limit of Perry Street and Barclay Road to 40km/h or less. This in combination with variable message signs (VMS) can be utilised to control the speed of the vehicles utilising Belmont Road and Military Road. The RMS Special Event Management Plan (SEMP) Guidelines can be utilised in this case to convert this construction project into a special event, allowing greater control of the risks of the construction project through the involvement of TfNSW, the Police, Council, and any other relevant state authority. However, all application and licence fees arising as part of this conversion will have to be borne by the builder.
- The use of traffic controllers around the Work Zone to ensure pedestrian and traffic movements are not affected by the vehicles entering and exiting the Work Zone. Traffic Controllers are NOT to stop traffic on the public street(s) to allow trucks to enter or leave the site. They MUST wait until a suitable gap in traffic allows them to assist trucks to enter or exit the site. The Roads Act does not give any special treatment to trucks leaving a construction site - the vehicles already on the road have right-of-way.

5.24 Method of Communicating Traffic Changes

TGSs in accordance with Australian Standards (AS 1742.3 – Traffic Control Devices for Works on Roads) and TCAWS manual will advise motorists of upcoming changes in the road network.

The contractor shall each morning, prior to work commencing, ensure all signage is erected in accordance with the TGS 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 TGS shall be permitted, unless otherwise approved by Council and certified by an RMS accredited personnel.

The associated TGS 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. Additionally, a minimum fourteen (14) days notification must be provided to adjoining property owners prior to the implementation of any temporary traffic control measures.

5.25 Maintenance of Roads and Footpaths

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

5.26 Driver Code of Conduct

All heavy vehicle drivers are required to follow the ingress and egress routes in a "forward in, forward out" manner as specified in Section 5.8, whilst adhering to all road rules and regulations. This is essential to minimise the impacts of earthworks and construction on the local and regional road network. Should there be a Traffic Guidance Scheme (TGS) required to manage construction activity, all construction vehicles entering or exiting from the site shall operate under the direction of an TfNSW accredited traffic controller at all times; this will also minimise conflicts with other road users. Furthermore, construction traffic activity shall only occur within the permitted hours of work (see Section 5.5) to minimise road traffic noise.

This code of conduct will be advised to all drivers engaged on site at the staff induction, where all demolition and construction vehicles (excluding worker vehicles) are to be contained wholly within the site and must enter the site completely before stopping.

A Driver Code of Conduct leaflet has been prepared as part of this CTMP for distribution to truck drivers and operators. The Driver Code of Conduct is part of this document as Attachment 6.

5.27 Contact Details for On-Site Enquiries and Site Access

Jade Nicholson	Matthew Hogan
Project Manager	Site Manager
0439 767 858	0438 570 309

5.28 CTMP Approval, Monitoring and Review

This CTMP has been reviewed and endorsed by the designer’s one-up manager who holds a current Prepare Works Zone Traffic Management Plan qualification. This approved CTMP has been used to inform the development of all TGSs for the work.

Regular monitoring and review are to be conducted throughout the life of the project to ensure that the CTMP remains current and addresses all risks at the work site for the duration of the project or activity.

To ensure that this CTMP is kept up to date, the activities identified in Table 4 will be undertaken to facilitate review and continuous improvement

Table 4: Monitoring Activities

	Activity	Purpose	Qualification	Tools and checklists
Planning	TGS verification	To ensure that the TGS selected or designed is suitable for the works and location.	ITCP or PWZTMP	TCAWS Appendix E.2 TGS verification checklist
During TTM	Weekly TTM inspections (includes preopening inspection)	To ensure that the CTMP and relevant TGS are appropriate and operating safely, effectively and efficiently	PWZTMP	TCAWS Appendix E.3 Weekly TTM inspection checklist
	Shift TTM inspections	To ensure that the TGS is implemented as designed. This includes at a minimum, twice per shift and when: <ul style="list-style-type: none"> • A TGS is installed, changed or updated. • At regular frequency afterwork commences, recommended every 2hours; and • Once after care arrangements have been installed if required 	ITCP or PWZTMP	TCAWS Appendix E.4 Shift / Daily TTM inspection checklist
	CTMP review	To ensure that CTMP controls are achieving the required outcomes.	PWZTMP	Not provided
	Client inspections	Verification of TTM through the Transport Traffic Engineering Services, Work Health and Safety Branch, Surveillance Officers or other client representatives.	Divisionally determined	Not provided
Post Completion	Post-completion inspection	To ensure that the site has been demobilised as planned and is safe for opening to traffic	ITCP or PWZTMP	Appendix E.5 Post completion inspection checklist

All relevant changes must be considered and recorded in the CTMP with any changes made by an appropriately qualified person. A copy of all documentation relating to the endorsement of the changes must be available to be accessed, either electronically or in hard copy, by the person responsible for the works.

6. TGS Confirmation and Approval

Traffic Guidance Scheme (TGS) shown in Attachment 3 outlines the proposed traffic management to inform road users of the changed traffic conditions in the vicinity of the works site. The TGS must be set out in accordance with Issue 6.0 of the Traffic control at work sites Technical Manual, November 2020 (TCAWS).

A TGS is to be implemented on Military Road, Belmont Road and Gladstone Avenue throughout the project to warn road users that trucks will be turning into and out of the site, in accordance with TCAWS TGS D.4.7.

It is noted that any changes to the existing parking restrictions will require a minimum fourteen (14) days notification to adjoining property owners prior to the implementation of any temporary traffic control measures.

Any revisions or additional TGSs ones must be prepared by a PWZTMP qualified person upon engagement of the traffic management contractor and prior to commence of works on site.

6.1 TGS Verification

TCAWS TGS D.4.7 has been approved as being appropriate for use at the work site. Site confirmation must be undertaken via the completion of the TGS verification.

A TGS verification must be undertaken to confirm the selected or designed TGS is fit for purpose. A TGS verification must be completed in accordance with Section 8.1.2 TGS verification by an ITCP or PWZTMP qualified person. TGS verification must include an inspection of the work site where the TGS will be implemented.

6.2 TGS Approval

The PWZTMP qualified person who has designed or modified the relevant TGS has approved the TGS for use. Approval of the TGS includes:

- Review of the relevant TMP, risk assessment and associated TTM specific documentation;
- Design, redesign or modification of the TGS must be in accordance with the requirements of TCAWS;
- Confirmation that the TGS provides the relevant information for the ITCP person to safely implement on-site.

The one up manager of the PWZTMP qualified person has approved the TGS, including:

- Any non-standard or unaccepted signs or devices;
- Any departures from the requirements of TCAWS;
- If a manual traffic controller is proposed for use.

7. Summary

This CTMP has been prepared to outline the construction traffic measures to improve site safety to the public and workers during 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 reviewed during the construction stage and amended if required, due to changes in design, TfNSW, Councils or any other authority requirements.

Attachment 1 Swept Path Assessment

AV IMPINGES ONTO OPPOSING TRAFFIC LANE - TRAFFIC CONTROL MEASURES REQUIRED. CHANGES TO PARKING RESTRICTIONS REQUIRED (SUBJECT TO COUNCIL APPROVAL).



AV LEFT TURN ONTO MILITARY ROAD REQUIRES CHANGES TO PARKING RESTRICTIONS (SUBJECT TO COUNCIL APPROVAL).

EXISTING MOTORCYCLE PARKING TO BE SHIFTED NORTH

AV REQUIRES PARKING CHANGES TO ACCOMMODATE LEFT TURN (SUBJECT TO COUNCIL APPROVAL)

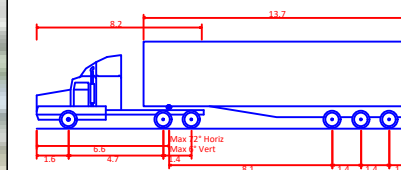
VEHICLE SPECIFICATIONS



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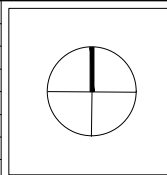


AV - Articulated Vehicle	19.000m
Overall Length	2.500m
Overall Width	4.301m
Overall Body Height	0.418m
Min Body Ground Clearance	2.500m
Track Width	6.00s
Lock-to-lock time	12.500m
Curb to Curb Turning Radius	



Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

rev	date	comment / description	drawn	reviewed
7	03/12/21	For information	HL	KB
6	02/12/21	For information	HL	KB
5	01/12/21	For information	HL	KB
4	12.10.21	for information	JM	KB/SW
3	27.09.21	For information	JM	KB
2	15/06/20	For Information	JM/HL	KB
1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis
19M AV Access/Egress Route

client SINSW
drawing # AV-001
project # 2725
scale 1 : 1000

rev 7

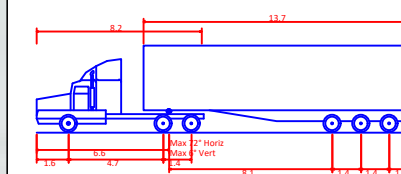
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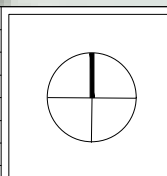


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1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis
19M AV Access/Egress Route
Military Rd / Belmont Rd

client SINSW
drawing # AV-002
project # 2725
scale 1 : 250

rev 7

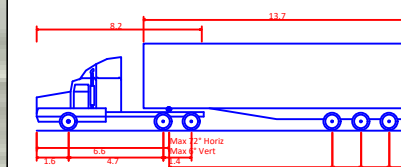
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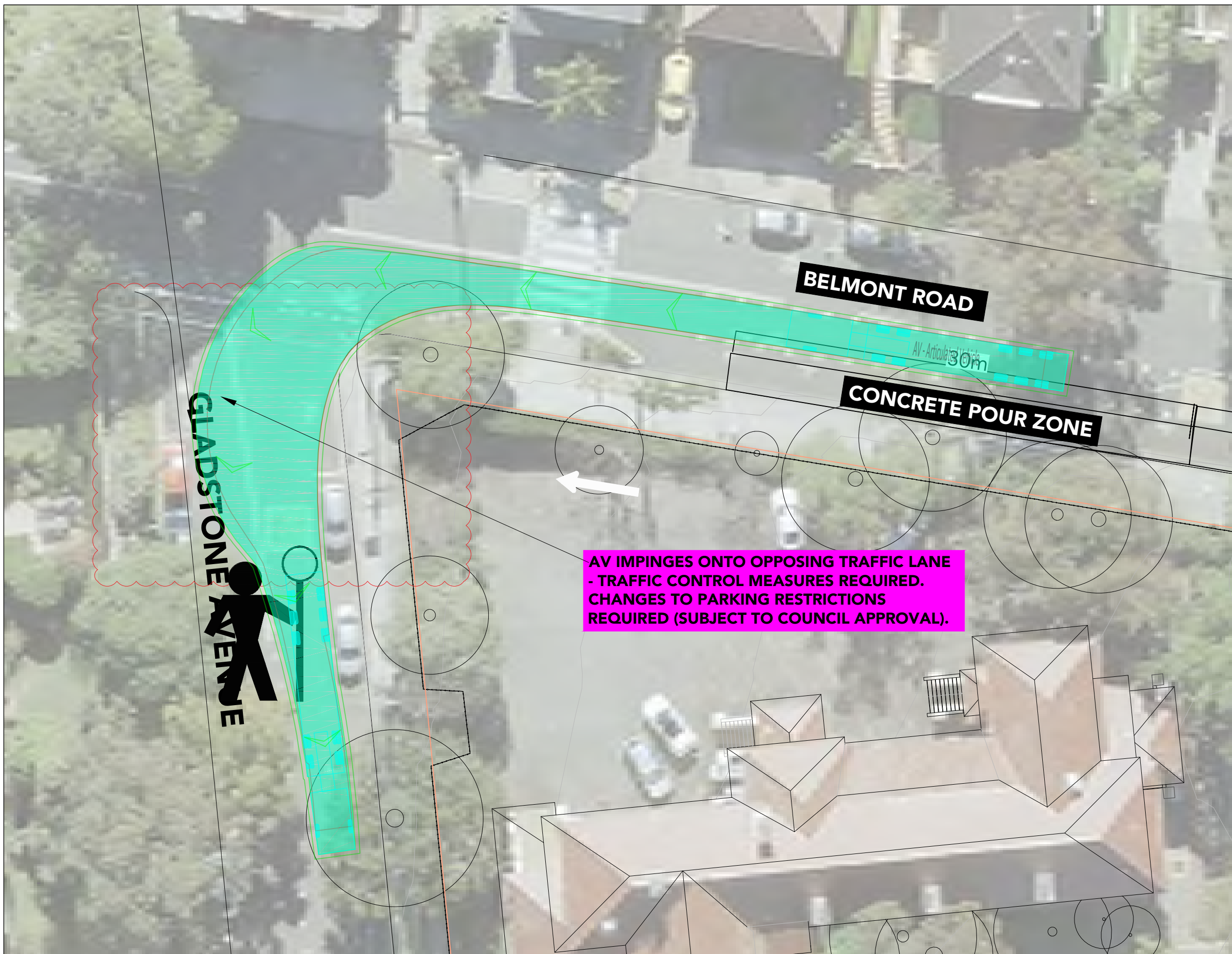
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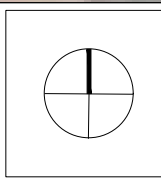
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AV IMPINGES ONTO OPPOSING TRAFFIC LANE - TRAFFIC CONTROL MEASURES REQUIRED. CHANGES TO PARKING RESTRICTIONS REQUIRED (SUBJECT TO COUNCIL APPROVAL).

ptc.
 Suite 502, 1 James Place
 North Sydney NSW 2060
 t +61 2 8920 0800
 ptccconsultants.co

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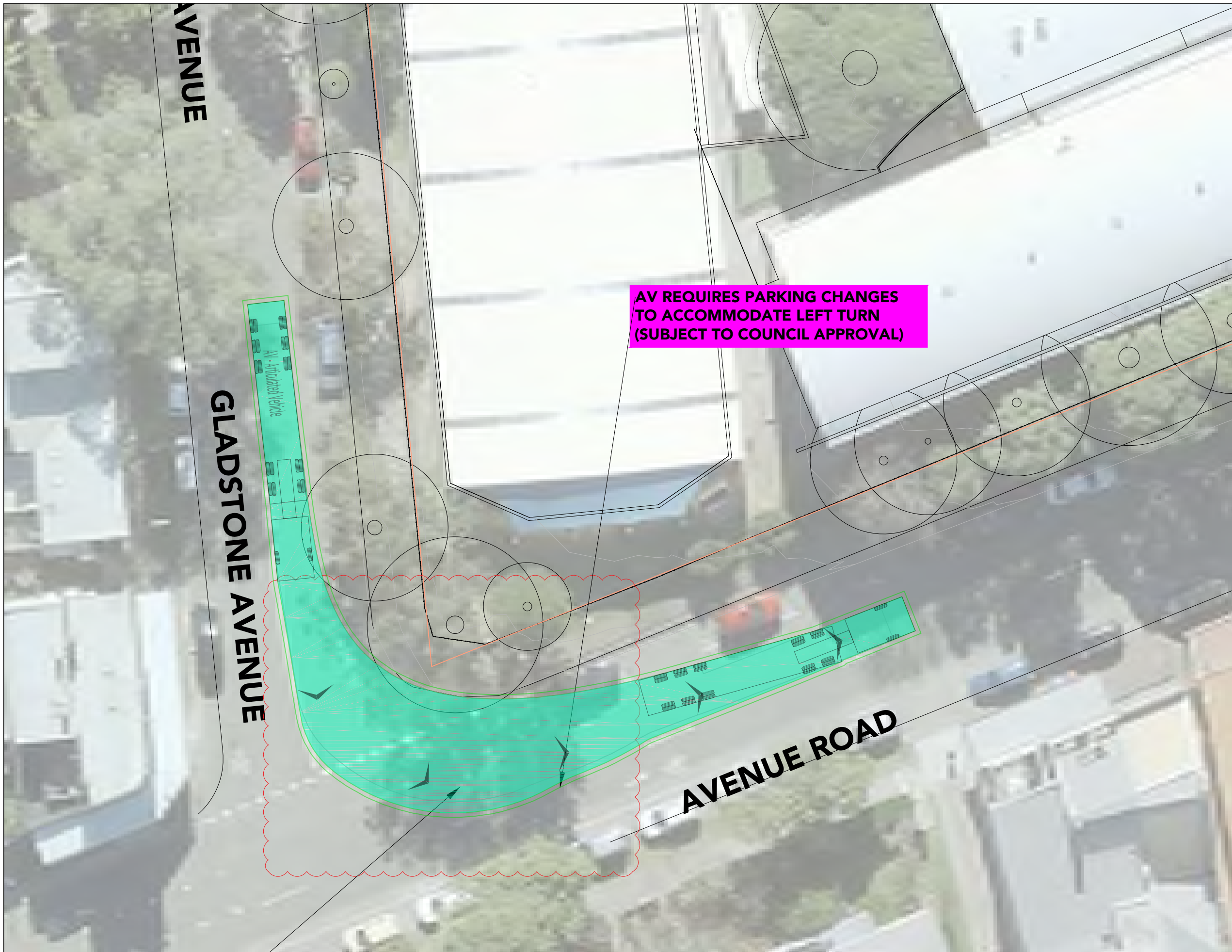


project
Mosman High School

drawing title
Swept Path Analysis
 19M AV Access/Egress Route
 Belmont Rd / Gladstone Ave

client	SINSW
drawing #	AV-003
project #	2725
scale	1 : 250

rev 7



comments

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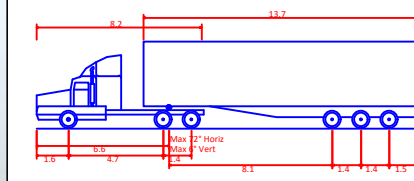
VEHICLE SPECIFICATIONS



IN



OUT



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AV REQUIRES PARKING CHANGES TO ACCOMMODATE LEFT TURN (SUBJECT TO COUNCIL APPROVAL)

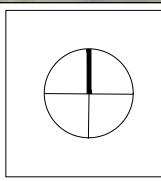
AVENUE

GLADSTONE AVENUE

AVENUE ROAD

ptc.
Suite 502, 1 James Place
North Sydney NSW 2060
t +61 2 8920 0800
ptcconsultants.co

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1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis
19M AV Access/Egress Route
Gladstone Ave / Avenue Rd

client SINSW
drawing # AV-004
project # 2725
scale 1 : 250

rev 7

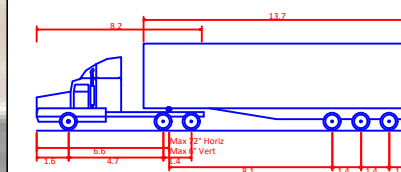
VEHICLE SPECIFICATIONS



IN



OUT



AV - Articulated Vehicle	19.000m
Overall Length	2.500m
Overall Width	4.301m
Overall Body Height	0.418m
Min Body Ground Clearance	2.500m
Track Width	6.00s
Lock-to-lock time	12.500m
Curb to Curb Turning Radius	

EXISTING MOTORCYCLE PARKING TO BE SHIFTED NORTH

AV LEFT TURN ONTO MILITARY ROAD REQUIRES CHANGES TO PARKING RESTRICTIONS (SUBJECT TO COUNCIL APPROVAL).

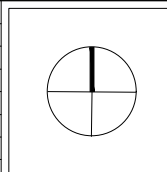
AVENUE ROAD

MILITARY ROAD



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rev	date	comment / description	drawn	reviewed
7	03/12/21	For information	HL	KB
6	02/12/21	For information	HL	KB
5	01/12/21	For information	HL	KB
4	12.10.21	for information	JM	KB/SW
3	27.09.21	For information	JM	KB
2	15/06/20	For Information	JM/HL	KB
1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis
19M AV Access/Egress Route
Military Rd / Avenue Rd

client SINSW
drawing # AV-005
project # 2725
scale 1 : 250

rev 7

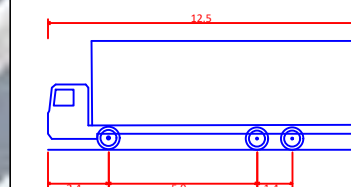
VEHICLE SPECIFICATIONS



IN



OUT

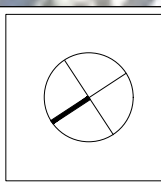


HRV - Heavy Rigid Vehicle	12.500m
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



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7	03/12/21	For information	HL	KB
6	02/12/21	For information	HL	KB
5	01/12/21	For information	HL	KB
4	12.10.21	for information	JM	KB/SW
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2	15/06/20	For Information	JM/HL	KB
1	08/01/20	For Review	JJ	KB

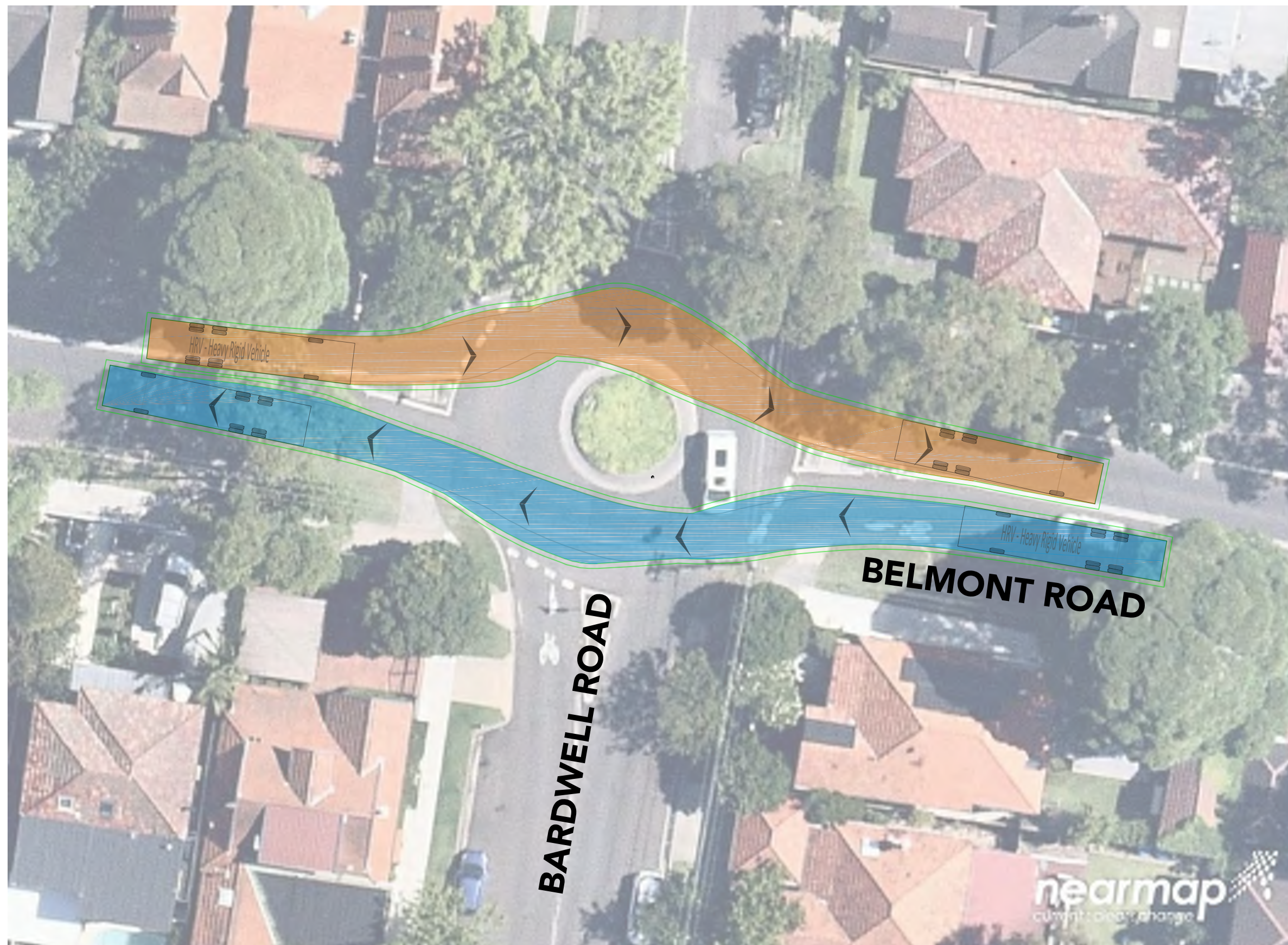


project
 Mosman High School

drawing title
Swept Path Analysis
 12.5M HRV Access/Egress Route
 Military Rd / Belmont Rd

client	SINSW
drawing #	HRV-001
project #	2725
scale	1 : 250

rev 7



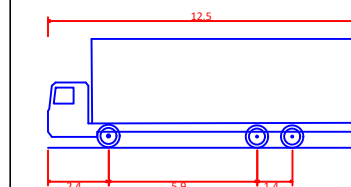
VEHICLE SPECIFICATIONS



IN



OUT

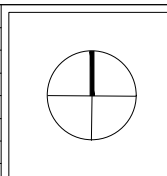


HRV - Heavy Rigid Vehicle	12.500m
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m

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7	03/12/21	For information	HL	KB
6	02/12/21	For information	HL	KB
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4	12.10.21	for information	JM	KB/SW
3	27.09.21	For information	JM	KB
2	15/06/20	For Information	JM/HL	KB
1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis
12.5M HRV Access/Egress Route
Belmont Rd / Bradwell Rd

client SINSW
drawing # HRV-002
project # 2725
scale 1 : 250

rev 7

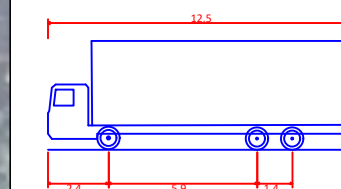
VEHICLE SPECIFICATIONS



IN



OUT

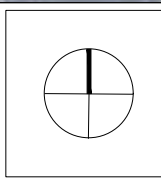


HRV - Heavy Rigid Vehicle
 Overall Length 12.500m
 Overall Width 2.500m
 Overall Body Height 4.300m
 Min Body Ground Clearance 0.417m
 Track Width 2.500m
 Lock-to-lock time 6.00s
 Curb to Curb Turning Radius 12.500m



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7	03/12/21	For information	HL	KB
6	02/12/21	For information	HL	KB
5	01/12/21	For information	HL	KB
4	12.10.21	for information	JM	KB/SW
3	27.09.21	For information	JM	KB
2	15/06/20	For Information	JM/HL	KB
1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis
 12.5M HRV Access/Egress Route
 Belmont Rd / Cowles Rd

client	SINSW
drawing #	HRV-003
project #	2725
scale	1 : 250

rev 7

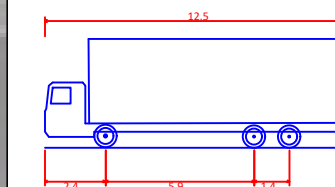
VEHICLE SPECIFICATIONS



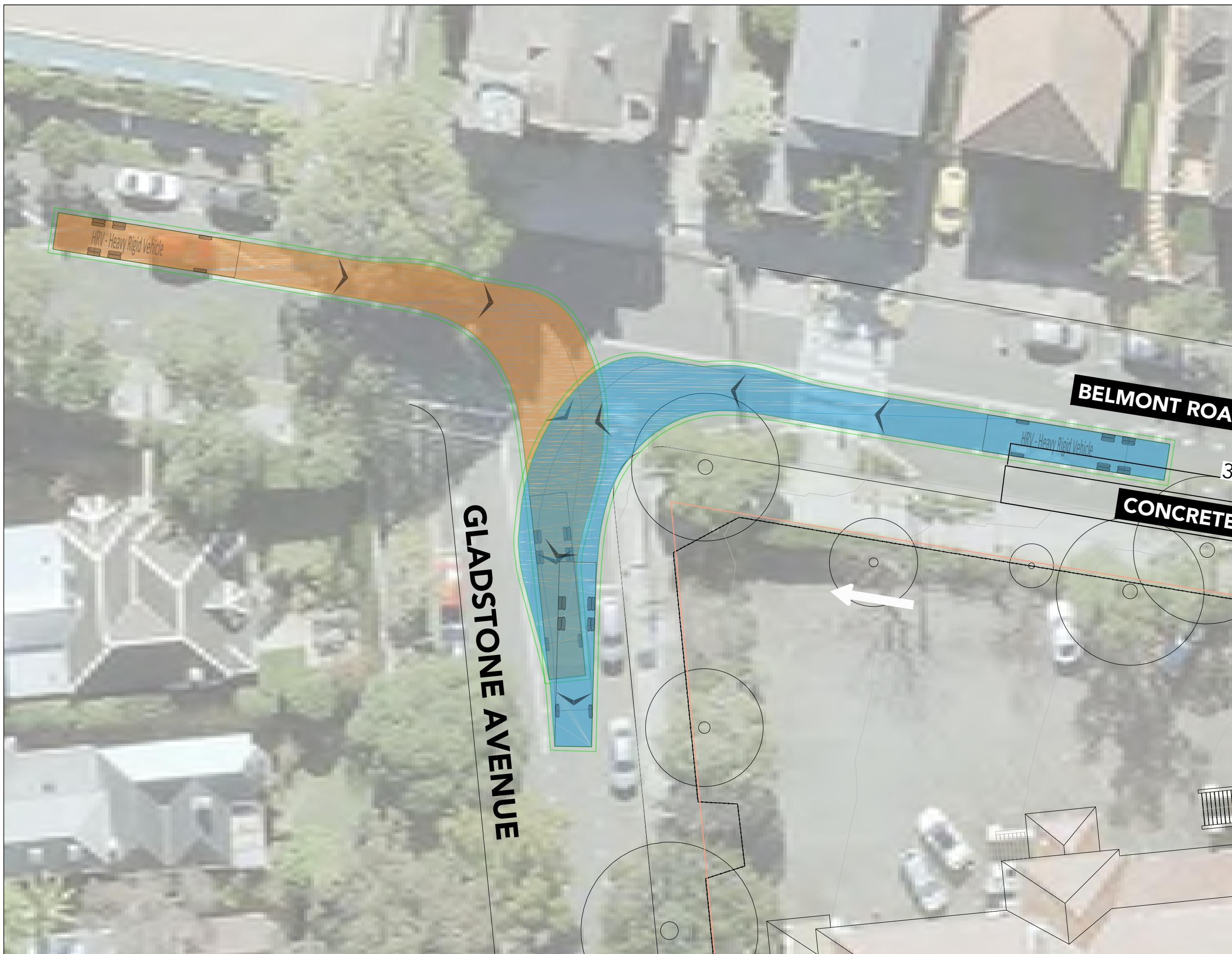
IN



OUT

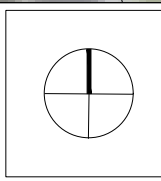


HRV - Heavy Rigid Vehicle	12.500m
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



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6	02/12/21	For information	HL	KB
5	01/12/21	For information	HL	KB
4	12.10.21	for information	JM	KB/SW
3	27.09.21	For information	JM	KB
2	15/06/20	For Information	JM/HL	KB
1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis
12.5M HRV Access/Egress Route
Belmont Rd / Gladstone Ave

client	SINSW
drawing #	HRV-004
project #	2725
scale	1 : 250

rev 7

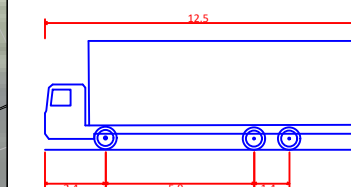
VEHICLE SPECIFICATIONS



IN



OUT



HRV - Heavy Rigid Vehicle	12.500m
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

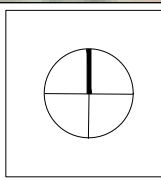


GLADSTONE AVENUE

AVENUE ROAD

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7	03/12/21	For information	HL	KB
6	02/12/21	For information	HL	KB
5	01/12/21	For information	HL	KB
4	12.10.21	for information	JM	KB/SW
3	27.09.21	For information	JM	KB
2	15/06/20	For Information	JM/HL	KB
1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis
 12.5M HRV Access Route
 Avenue Rd / Gladstone Ave

client	SINSW
drawing #	HRV-005
project #	2725
scale	1 : 250

rev 7

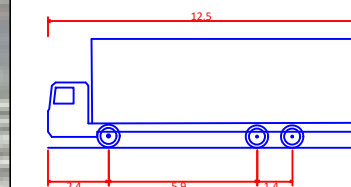
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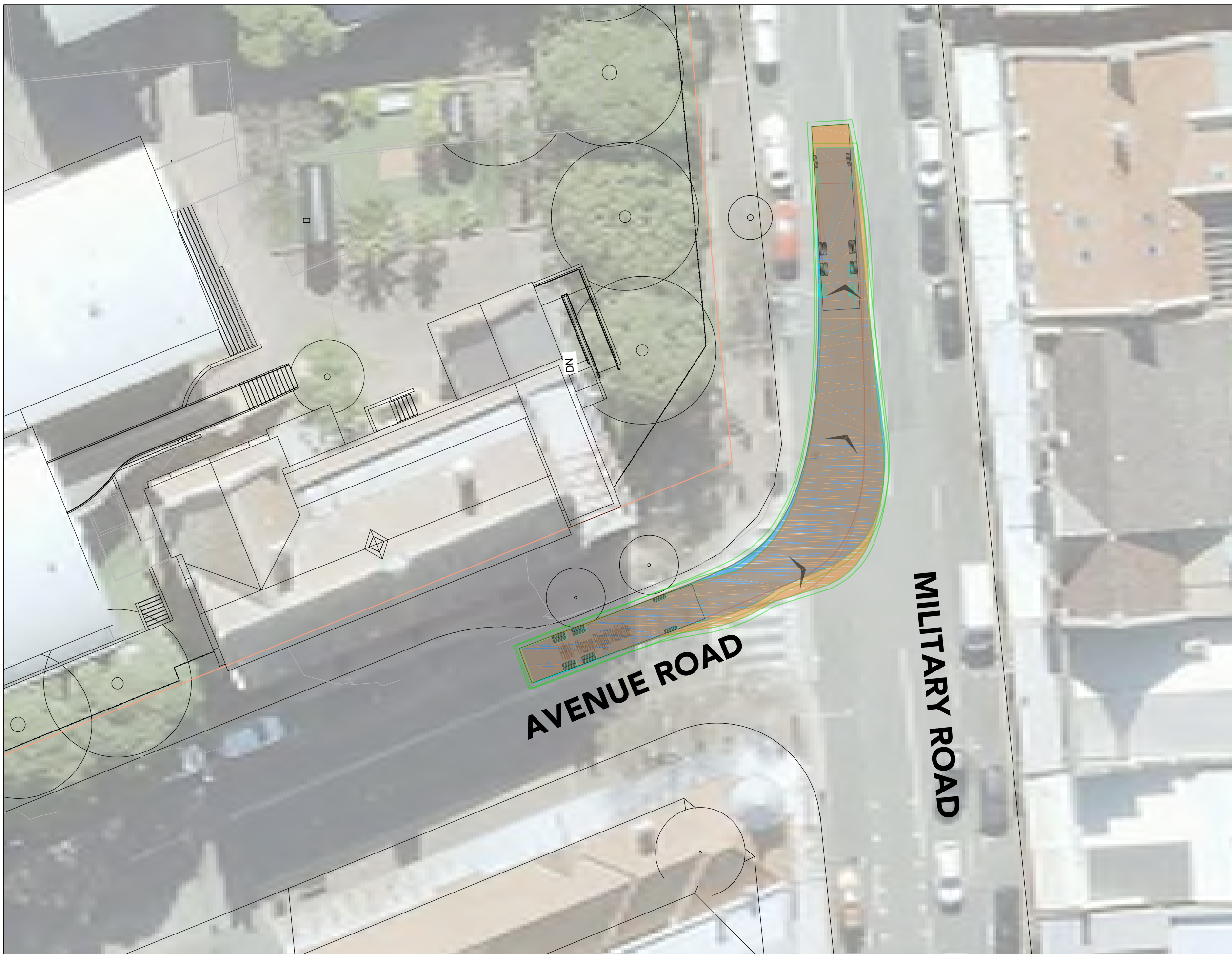
IN



OUT



HRV - Heavy Rigid Vehicle	12.500m
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



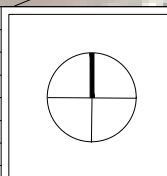
AVENUE ROAD

MILITARY ROAD



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7	03/12/21	For information	HL	KB
6	02/12/21	For information	HL	KB
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4	12.10.21	for information	JM	KB/SW
3	27.09.21	For information	JM	KB
2	15/06/20	For Information	JM/HL	KB
1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis

12.5M HRV Access Route
Military Rd / Avenue Rd

client	SINSW
drawing #	HRV-006
project #	2725
scale	1 : 250

rev 7

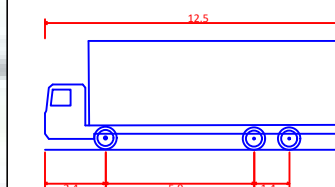
VEHICLE SPECIFICATIONS



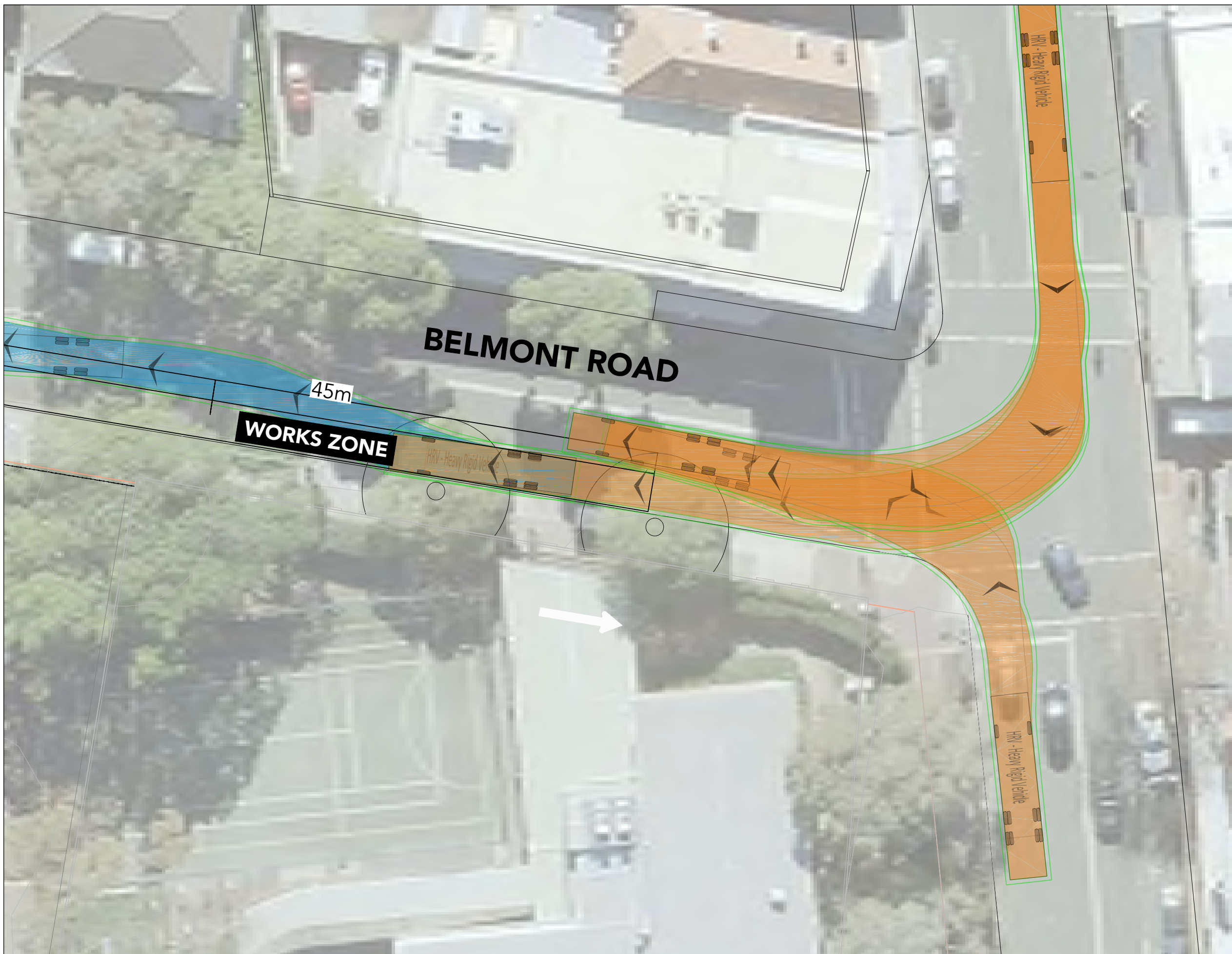
IN



OUT

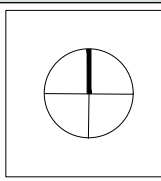


HRV - Heavy Rigid Vehicle	
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



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7	03/12/21	For information	HL	KB
6	02/12/21	For information	HL	KB
5	01/12/21	For information	HL	KB
4	12.10.21	for information	JM	KB/SW
3	27.09.21	For information	JM	KB
2	15/06/20	For Information	JM/HL	KB
1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis
 12.5M HRV Access Route
 Military Rd / Belmont Rd

client	SINSW
drawing #	HRV-007
project #	2725
scale	1 : 250

rev 7

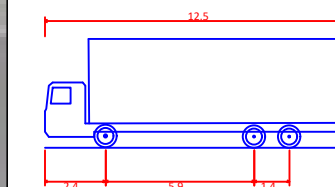
VEHICLE SPECIFICATIONS



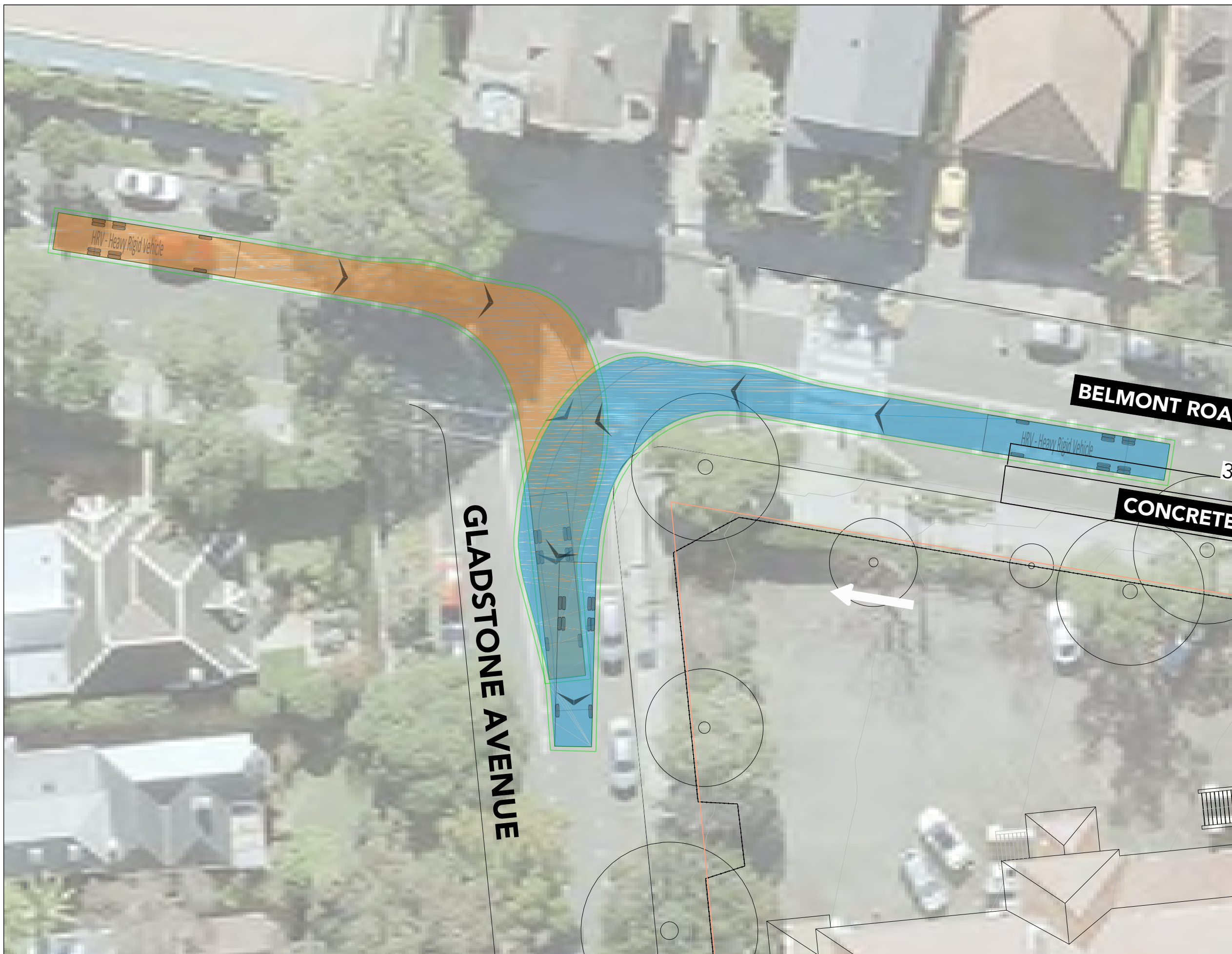
IN



OUT

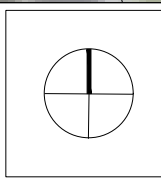


HRV - Heavy Rigid Vehicle	12.500m
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



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7	03/12/21	For information	HL	KB
6	02/12/21	For information	HL	KB
5	01/12/21	For information	HL	KB
4	12.10.21	for information	JM	KB/SW
3	27.09.21	For information	JM	KB
2	15/06/20	For Information	JM/HL	KB
1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis
12.5M HRV Access/Egress Route
Belmont Rd / Gladstone Ave

client	SINSW
drawing #	HRV-008
project #	2725
scale	1 : 250

rev 7

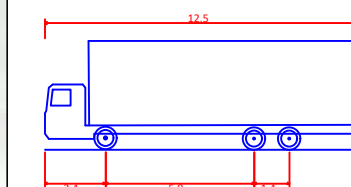
VEHICLE SPECIFICATIONS



IN

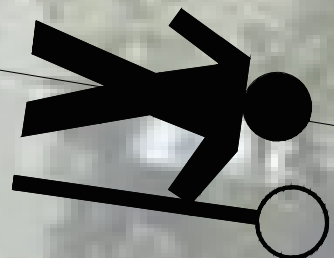


OUT



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

MONT ROAD



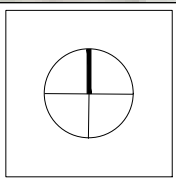
WORKS ZONE



EXISTING PEDESTRIAN PATH TO BE TEMPORARILY BLOCKED WHEN CONSTRUCTION VEHICLES ENTER AND EXIT.

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7	03/12/21	For information	HL	KB
6	02/12/21	For information	HL	KB
5	01/12/21	For information	HL	KB
4	12.10.21	for information	JM	KB/SW
3	27.09.21	For information	JM	KB
2	15/06/20	For Information	JM/HL	KB
1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis
Additional HRV Movements during Stage 1
12.5M HRV Access/Egress Route

client	SINSW
drawing #	HRV-009
project #	2725
scale	1 : 250

rev 7

CONCRETE POUR ZONE ONLY
REQUIRED FOR STAGE 2

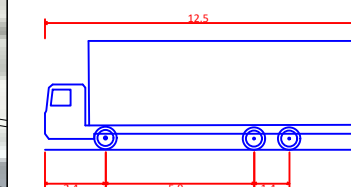
VEHICLE SPECIFICATIONS



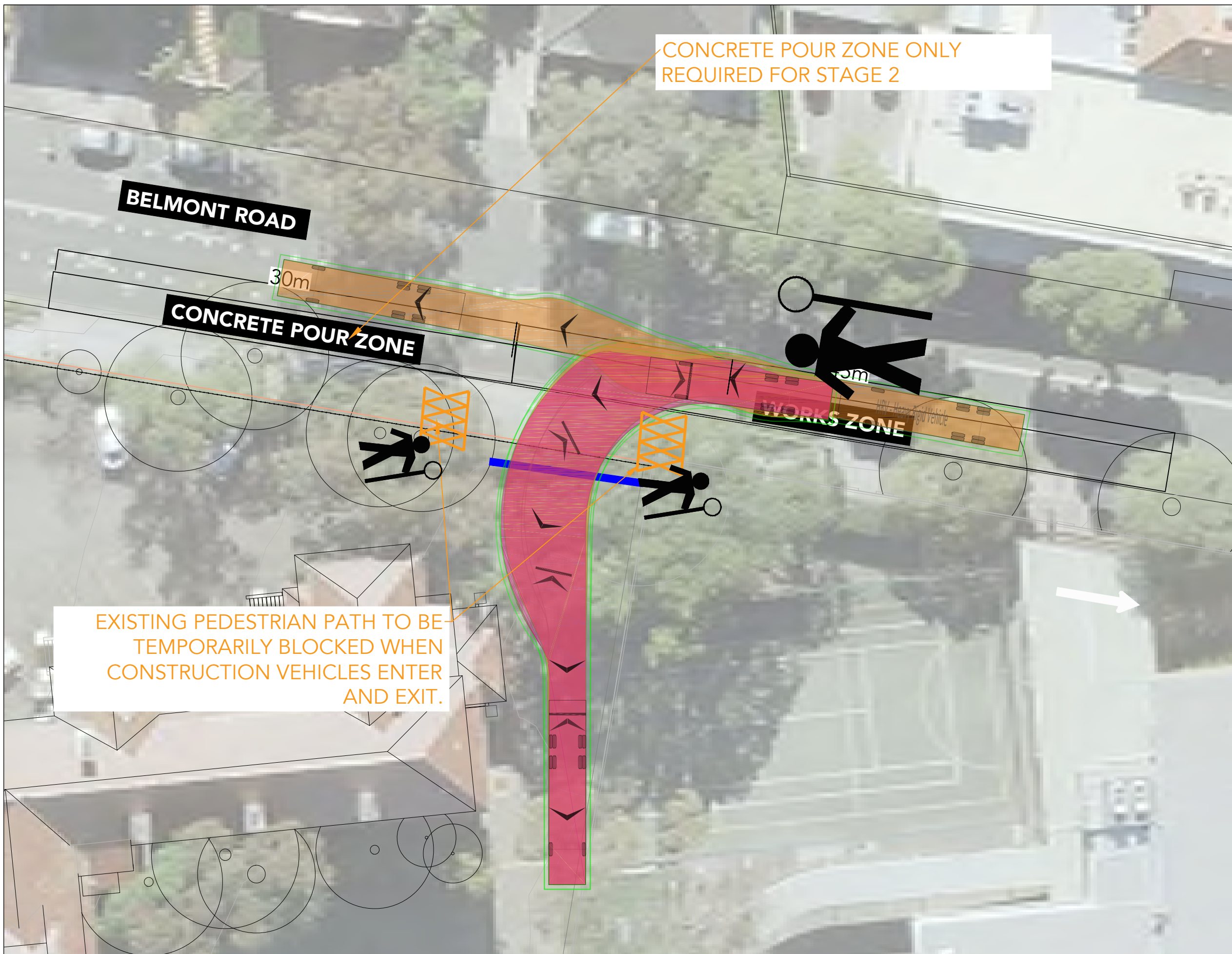
IN



OUT



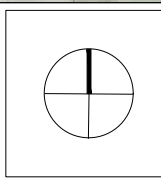
HRV - Heavy Rigid Vehicle	12.500m
Overall Length	12.500m
Overall Width	2.500m
Overall Body Height	4.300m
Min Body Ground Clearance	0.417m
Track Width	2.500m
Lock-to-lock time	6.00s
Curb to Curb Turning Radius	12.500m



EXISTING PEDESTRIAN PATH TO BE
TEMPORARILY BLOCKED WHEN
CONSTRUCTION VEHICLES ENTER
AND EXIT.

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rev	date	comment / description	drawn	reviewed
7	03/12/21	For information	HL	KB
6	02/12/21	For information	HL	KB
5	01/12/21	For information	HL	KB
4	12.10.21	for information	JM	KB/SW
3	27.09.21	For information	JM	KB
2	15/06/20	For Information	JM/HL	KB
1	08/01/20	For Review	JJ	KB



project
Mosman High School

drawing title
Swept Path Analysis
Additional HRV Movements during Stage 2 & 3
12.5M HRV Access/Egress Forward In / Reverse
Out

client	SINSW
drawing #	HRV-010
project #	2725
scale	1 : 250

rev 7

Attachment 2 Construction Program

Attachment 3 Traffic Guidance Scheme



Military Road: D = 50
 Belmont Road: D = 50
 Gladstone Avenue: D = 50
 Avenue Road: D = 50

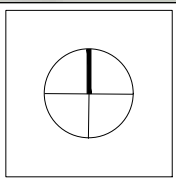
SITE NOTES:
 S1 . Maintain pedestrian access along formed pathway around the site.
 S2. Work site to be fenced to prevent unauthorised access.
 S3. The order in which the signage is installed should correspond to the relevant number on the plan. Signage should be removed in the reverse order.

GENERAL NOTES:
 G1. All signs 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. TfNSW/Council approvals to be obtained prior to implementation.
 G6. This TGS is based on TCAWS Manual and is to be set up by qualified traffic controllers (Yellow card). Any alterations on site to this TGS is to be documented and rerecorded by qualified personnel with a Red/Orange card.

Road Name:	Military Road / Belmont Road
Location of Work:	Belmont Road
Suburb:	Mosman
Map Reference:	Metromap
Duration:	17/12/21 - 28/04/23
Road Configuration:	1 Lane 2 Way
Speed Limit:	50 km/h
ROL Approved:	No
SZA Approved:	No

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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
7	03/12/21	FOR INFORMATION	HL	KB
6	02/12/21	FOR INFORMATION	HL	KB
5	01/12/21	FOR INFORMATION	HL	KB
4	12.10.21	FOR INFORMATION	JM	KB/SW
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1	08/01/20	FOR REVIEW	JJ	KB

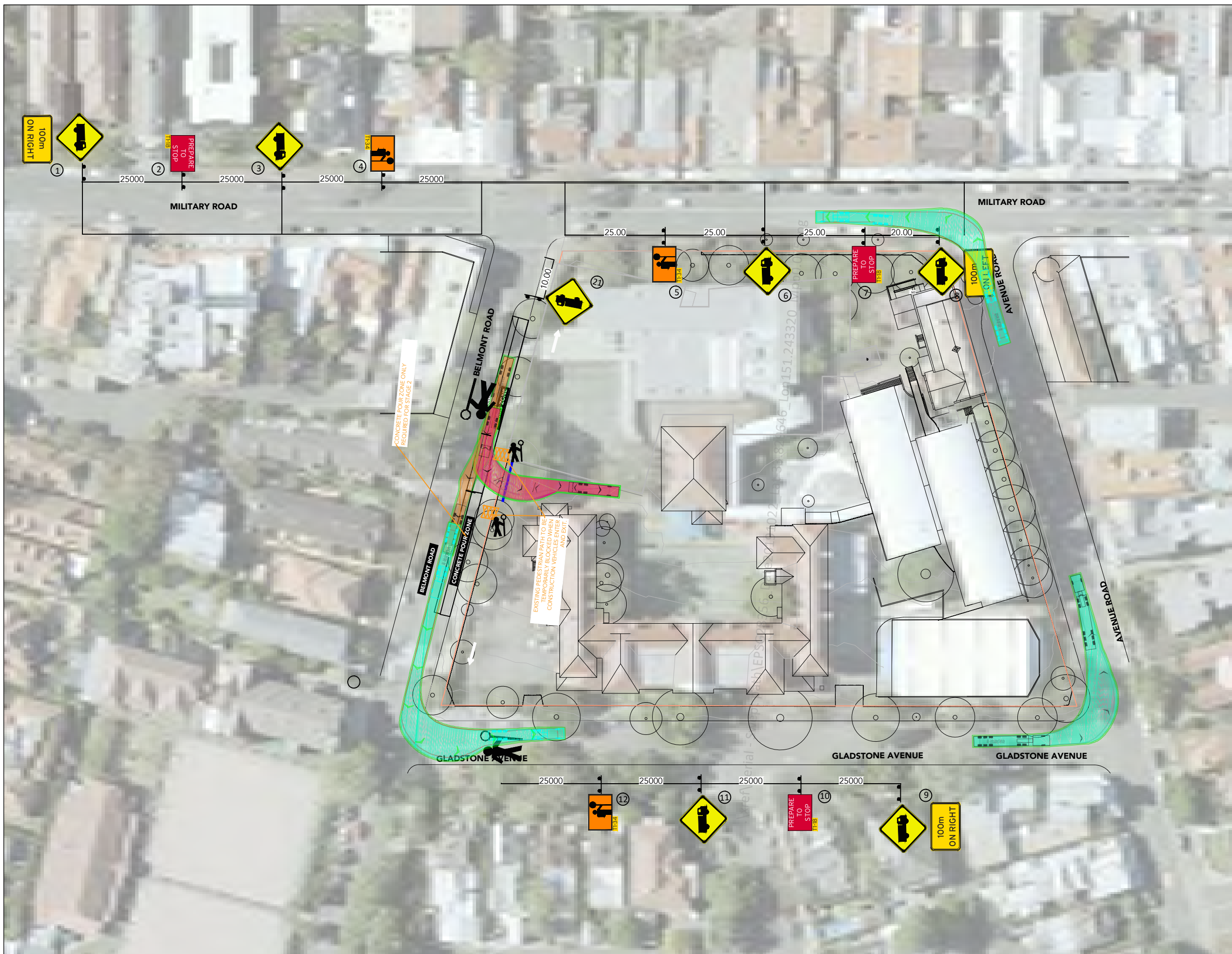


PROJECT
MOSMAN HIGH SCHOOL

DRAWING TITLE
Traffic Guidance Scheme - Stage 1 Works

Designed by:	Aaron Pau
Requested by:	Jade Nicholson
Approved by:	Dan Budai
Delegation:	Work Manager

CLIENT	SINSW	*****
DRAWING #	TGS-001	REV 7
PROJECT #	2725	
SCALE	NTS	



Military Road: D = 50

Belmont Road: D = 50

Gladstone Avenue: D = 50

Avenue Road: D = 50

SITE NOTES:

- S1 . Maintain pedestrian access along formed pathway around the site.
- S2. Work site to be fenced to prevent unauthorised access.
- S3. The order in which the signage is installed should correspond to the relevant number on the plan. Signage should be removed in the reverse order.

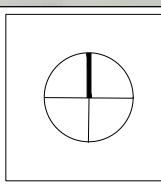
GENERAL NOTES:

- G1. All signs 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. TfNSW/Council approvals to be obtained prior to implementation.
- G6. This TGS is based on TCAWS Manual and is to be set up by qualified traffic controllers (Yellow card). Any alterations on site to this TGS is to be documented and rerecorded by qualified personnel with a Red/Orange card.

Road Name:	Military Road / Belmont Road
Location of Work:	Belmont Road
Suburb:	Mosman
Map Reference:	Metromap
Duration:	17/12/21 - 28/04/23
Road Configuration:	1 Lane 2 Way
Speed Limit:	50 km/h
ROL Approved:	No
SZA Approved:	No

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 ptcconsultants.co

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
7	03/12/21	FOR INFORMATION	HL	KB
6	02/12/21	FOR INFORMATION	HL	KB
5	01/12/21	FOR INFORMATION	HL	KB
4	12.10.21	FOR INFORMATION	JM	KB/SW
3	27.09.21	FOR INFORMATION	JM	KB
2	15/06/20	FOR INFORMATION	JM/HL	KB
1	08/01/20	FOR REVIEW	JJ	KB



PROJECT
 MOSMAN HIGH SCHOOL

DRAWING TITLE
 Traffic Guidance Scheme - Stage 2 & 3 Works

Designed by:	Aaron Pau
Requested by:	Jade Nicholson
Approved by:	Dan Budai
Delegation:	Work Manager

CLIENT	SINSW
DRAWING #	TGS-002
PROJECT #	2725
SCALE	NTS

#####

REV 7

Attachment 4 Traffic management strategy - data collection (mandatory)

Traffic management strategy - data collection (mandatory)

Project information and data collection

For the risk associated with Temporary Traffic Management to be effectively managed, it is important that the conditions and constraints associated with the works are understood. For this to be achieved, the client must collect the relevant data and information and transfer this to the delivery partner to ensure an informed TMP is developed.

Use this form to complete the Site information component of your traffic management strategy. Once you have entered all the necessary information to the form you will be able to download as pdf.

Please note - Data collected via this form will not be saved for future retrieval and cannot be edited at a later date. You will need to ensure you keep a copy for your own records.

Work related information

Project	Mosman Highschool Expansion
Current project phase	Construction Certificate
Activity/works	Expansion
Location	745 Military Road, Mosman NSW 2088
Start of works	Friday, December 17, 2021
End of works	Friday, April 28, 2023
Hours of operation	<input type="text" value="Day"/>
Day - From: / To:	7:00 AM - 6:00 PM

Site related information

Setting of works	<input type="text" value="Urban"/>
-------------------------	------------------------------------

Describe the unique cross-sectional features

The cross section of the site is relatively flat as the site is at the same level as the adjacent roadways. This can be seen in the cross section diagrams attached.

Attach a cross section of location of works



Attach a photo of location of works



Posted speed limit/s

Road name	Military Road	Limit	50
Road name	Belmont Road	Limit	50
Road name	Gladstone Avenue	Limit	50
Road name	Avenue Road	Limit	50

Are intersections impacted by the project length?

No

Traffic data

Traffic volumes - Average Daily Traffic (ADT): 7990

Traffic peak times AM: 7:45 AM - 8:45 AM

Traffic peak times PM: 2:45 PM - 2:45 PM

Traffic composition: Heavy vehicles

% of Heavy vehicles: 6.5

Provide details:

The ADT and traffic composition are based on traffic survey volumes taken from the original Development Application. The ADT was calculated based on the assumption that the peak hour traffic flow accounts for 10% of the average daily traffic.

Vulnerable road users and other facilities

On-street parking

Transport facilities (bus stops)

Footways

Provide further details:

The site is a highschool which will continue to be operational during the expansion of the school. The footways and parking around the school will continue to be in use by students, parents and local residents. There are also bus stops located at the frontage of the site on Military Road and Gladstone Avenue which are used by students and local residents.

Crash history at location

There have been a 10 crash's in the last 5 years outside the site's frontages. The majority of crash's include rear ends. This may be due to driver behaviour and high vehicle volumes around schools and town centres. The large number of high turnover parking spaces and pedestrians may cause vehicles to stop suddenly causing drivers who are not paying attention to cause a crash.

Include any supporting documentation



Constraints

Significant traffic generators

Community facilities

Schools

Community facilities

Specify location:

Military Road, Mosman

Duration / time restrictions

Operational hours of the town centre begin from as early at 6:00am to 6:00pm.

Impacts

Large amount of high turnover parking spaces in use and pedestrians crossing the road throughout the

day. This can cause impacts to the road network, such as congestion due to vehicles parking and pedestrians crossing the roads. Drivers must be cautious and aware of their surroundings as they travel through the town centre.

Events

Schools

Specify location

Military Road, Mosman

Duration / time restrictions

8:00am-4:00pm

Impacts

Large amount of high turnover parking spaces in use and pedestrians (including students) crossing the road throughout the day. This can cause impacts to the road network, such as congestion due to vehicles parking and pedestrians crossing the roads. Drivers must be cautious and aware of their surroundings as they travel through the town centre.

Other

Road environment constraints

All construction activities to be conducted on site, not within the road reserve, except for public domain work associated with driveways and landscaping.

Other

Completed by

Please enter your details below

First name	Dan
Last name	Budai
Email address	dan.budai@ptcconsultants.co
Role	Senior Traffic Engineer
Organisation	ptc
Division	Traffic Engineer
Date	Wednesday, September 1, 2021

Persons consulted

First name Shivani
Last name Karan
Role Traffic Engineer
Organisation TfNSW
Division Network and Safety Services
Date Wednesday, September 1, 2021

2. Add the details of another person who was consulted?

First name Jacqui
Last name Hicks
Role Project Manager
Organisation TfNSW
Division Travel Domain Management
Date Wednesday, September 1, 2021

3. Add the details of another person who was consulted?

First name Craig
Last name Covich
Organisation Mosman Council
Division Director Environment and Planning
Date Wednesday, September 1, 2021

4. Add the details of another person who was consulted?

Delivery partner - provided to

Please enter their details below

First name Jade

Last name	Nicholson
Email address	Jade.Nicholson@multiplex.global
Role	Project Manager
Organisation	Multiplex
Date	Wednesday, September 1, 2021

Send a copy of this form to the nominated delivery partner?

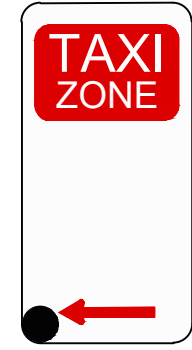
Yes

Please note - Data collected via this form will not be saved for future retrieval. You must keep a copy for your records.

Personal Information Collection Notice

Our Privacy Statement explains why we are collecting your Personal Information and how we will use and manage it in accordance with the Privacy and Personal Information Act 1998, and, where relevant, the Health Records and Information Privacy Act 2002. You can obtain a copy of our [Privacy Statement](#) or call us on 13 22 13 to request a copy.

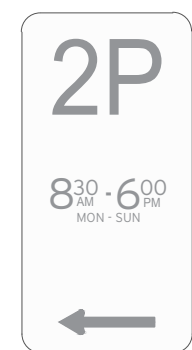
Attachment 5 Signage Plan



New Signage



Remove Signage Temporarily



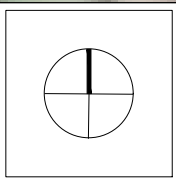
Retain Existing Signage

Military Road / Belmont Road

Location of Work:	Belmont Road
Suburb:	Mosman
Map Reference:	Metromap
Duration:	17/12/21 - 28/04/23
Road Configuration:	1 Lane 2 Way
Speed Limit:	50 km/h
ROL Approved:	No
SZA Approved:	No

ptc.
 Suite 502, 1 James Place
 North Sydney NSW 2060
 t +61 2 8920 0800
 ptcconsultants.co

REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
7	03/12/21	FOR INFORMATION	HL	KB
6	02/12/21	FOR INFORMATION	HL	KB
5	01/12/21	FOR INFORMATION	HL	KB
4	12.10.21	FOR INFORMATION	JM	KB/SW
3	27.09.21	FOR INFORMATION	JM	KB
2	15/06/20	FOR INFORMATION	JM/HL	KB
1	08/01/20	FOR REVIEW	JJ	KB

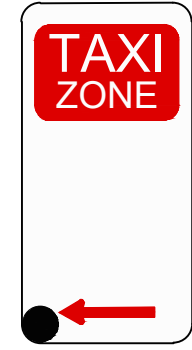


PROJECT
MOSMAN HIGH SCHOOL
 DRAWING TITLE
SIGNAGE PLAN - STAGE 1 & 3 WORKS

Designed by:	Aaron Pau
Requested by:	Jade Nicholson
Approved by:	Dan Budai
Delegation:	Work Manager

CLIENT	SINSW
DRAWING #	SIGN-001
PROJECT #	2725
SCALE	1:1000

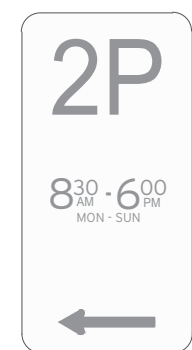
REV 7



New Signage



Remove Signage Temporarily



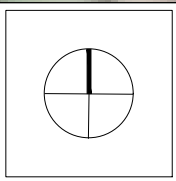
Retain Existing Signage

Military Road / Belmont Road

Location of Work:	Belmont Road
Suburb:	Mosman
Map Reference:	Metromap
Duration:	17/12/21 - 28/04/23
Road Configuration:	1 Lane 2 Way
Speed Limit:	50 km/h
ROL Approved:	No
SZA Approved:	No

ptc.
 Suite 502, 1 James Place
 North Sydney NSW 2060
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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
7	03/12/21	FOR INFORMATION	HL	KB
6	02/12/21	FOR INFORMATION	HL	KB
5	01/12/21	FOR INFORMATION	HL	KB
4	12.10.21	FOR INFORMATION	JM	KB/SW
3	27.09.21	FOR INFORMATION	JM	KB
2	15/06/20	FOR INFORMATION	JM/HL	KB
1	08/01/20	FOR REVIEW	JJ	KB



PROJECT
MOSMAN HIGH SCHOOL
 DRAWING TITLE
SIGNAGE PLAN - STAGE 2 WORKS

Designed by:	Aaron Pau
Requested by:	Jade Nicholson
Approved by:	Dan Budai
Delegation:	Work Manager

CLIENT	SINSW
DRAWING #	SIGN-001
PROJECT #	2725
SCALE	1:1000

REV 7

Attachment 6 Driver Code Of Conduct

Hours of Work

Monday to Friday

7:00am to 6:00pm; and
6:00pm to 7:00pm, provided noise levels
do not exceed the existing background
noise level plus 5dB

Saturday

7:30am to 3:30pm; and
3:30pm to 4pm, provided noise levels do
not exceed the existing background noise
level plus 5dB

Sunday, Public Holidays

No works to be undertaken without prior
approval.

Emergency Contact Numbers

Service NSW Transport Management Centre
131 700

Mosman Council
(02) 9978 4000

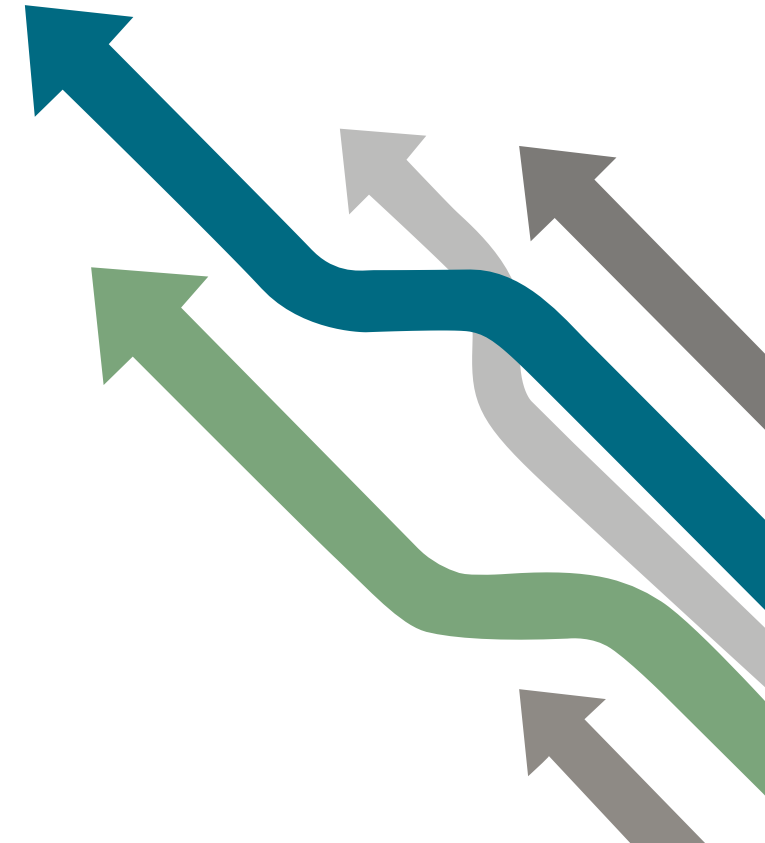
Multiplex (Project Manager)
Jade Nicholson
0439 767 858

Multiplex (Site Manager)
Matthew Hogan
0438 570 309

All other Emergencies
000



NSW Department of Education
Mosman High School



Driver Code of Conduct

This Driver Code of Conduct applies to all personnel and any other person conducting business for NSW Department of Education whether a direct employee of Multiplex or employed by another organisation providing service or working with Multiplex.

General Requirements

- As a driver you are required to know and comply with all the road rules pertaining to your vehicle;
- You are expected to hold a valid driver's licence for the class of the vehicle you are operating;
- Undertake a site induction carried out by an approved member of the construction staff or suitably qualified person;
- Participate in regular toolbox meetings with appropriate and qualified person; and
- You are to operate the vehicle in a safe manner within and outside the construction site and comply with the direction of authorised site personnel while inside the site.

Truck Routes

Heavy vehicle drivers are to carefully plan their routes so that state and regional roads are given priority for route selection, keeping in mind the certain restrictions during particular times of the day (i.e. approved Temporary Road Occupancy and/or Works Zone permit conditions).

Other Considerations

- Speed Limits – All heavy vehicle drivers are to observe the posted speed limits, within or outside of the construction site. Keep in mind that there are changes in traffic conditions and altered speed limits are posted on approach to the site;

Other Considerations

- Driver Fatigue – Driver fatigue is a road safety hazard and one of the biggest causes of accidents especially for heavy vehicle drivers. All drivers have a duty to not drive a vehicle while impaired by fatigue.
- Covering Loads – TfNSW requires all load covers to secure and contain all materials within the vehicle and trailer;
- Heavy Vehicle Interval – To increase road safety, heavy vehicles leaving the construction site should be separated, as far as practicable, a minimum of a 10-minute interval;
- Vehicle Breakdowns – In the case of a breakdown, the vehicle must be towed to the nearest breakdown point as soon as possible and reported to the Service NSW Transport Management Centre (131 700)

